Transportation Concept Report

State Route 198

District 06

June 2016

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

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Approvals:

Gail Miller
Deputy District Director
Planning, Local Programs, and
Environmental Analysis
Caltrans – District 6

June 15, 2016
Date

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District Director
Caltrans – District 6

6/16/2016
Date

Cover photo: State Route (SR) 198 in the City of Visalia

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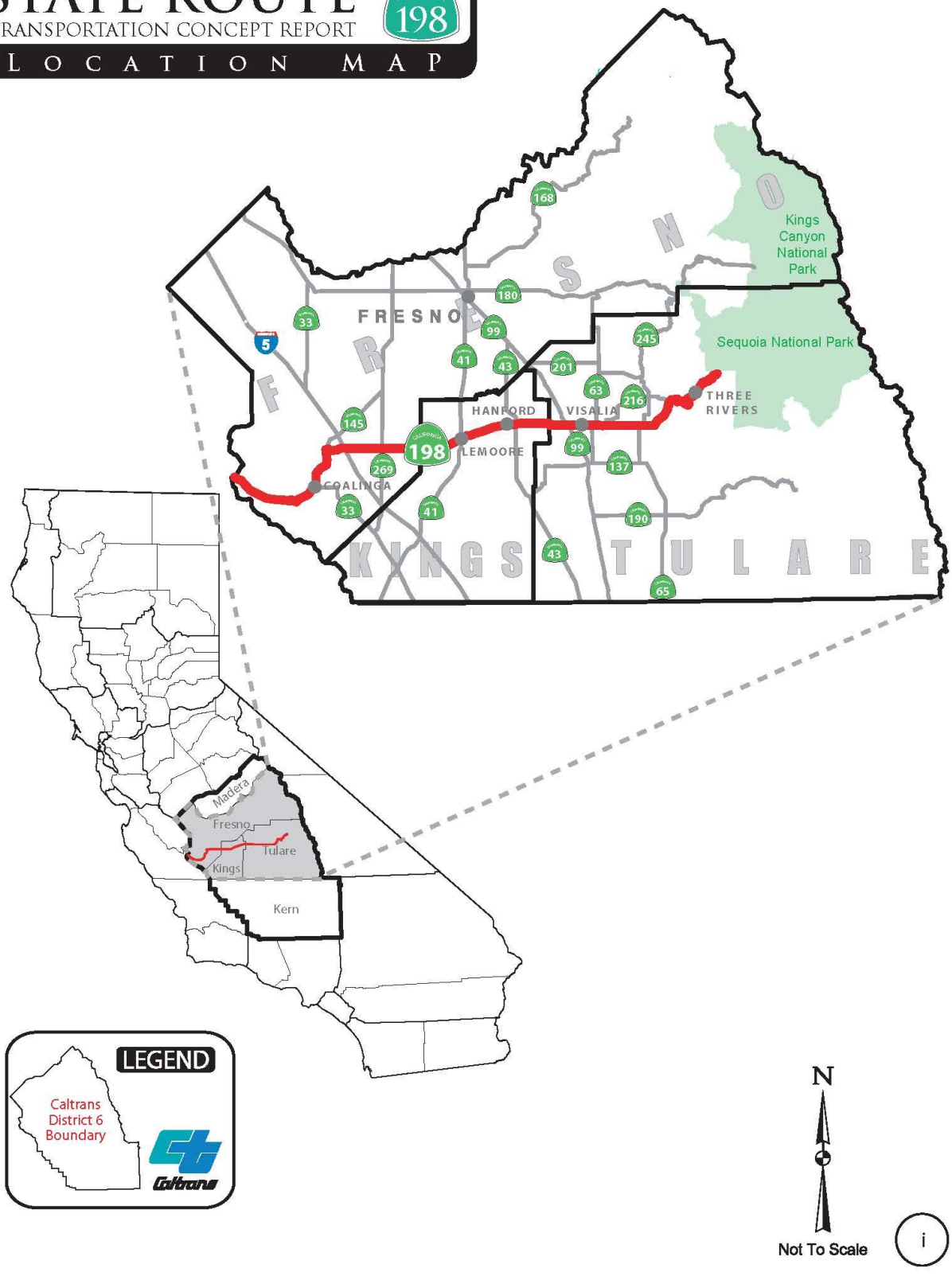

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ABOUT THE TRANSPORTATION CONCEPT REPORT

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 (SHS) 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 e-mailed, sent by regular mail, and posted to the District 6 Intranet site at: www.dot.ca.gov/dist6/planning/tcrs/.

PLANNING CONTEXT

This section of the TCR introduces select State planning documents and outlines the principles of the Smart Mobility Framework (SMF) used throughout the TCR.

STATE PLANNING

The California Transportation Plan (CTP) provides a long-range policy framework to meet California's future mobility needs and reduce greenhouse gas emissions. The CTP defines goals, performance-based policies, and strategies to achieve the collective vision for an integrated multimodal transportation system. The plan envisions a sustainable system that improves mobility and enhances quality of life. Key to this vision is considering "the 3 E's of Sustainability": a prosperous economy, quality environment and social equity in all transportation decisions. The CTP works to both support and guide regional transportation planning efforts to meet AB 32 and SB 375.

The California Interregional Blueprint (CIB) is a State-level document that articulates the State's vision for an integrated multimodal transportation system which complements regional transportation and land use plans. It links statewide transportation goals with regional transportation and land use goals to produce a unified transportation strategy. It supports the development of Sustainable Communities Strategies at the regional level, and has been incorporated into the CTP.

CALTRANS SMART MOBILITY FRAMEWORK

Caltrans 2020 *Smart Mobility: A Call to Action for the New Decade* presents a new approach to the integration of transportation and land use. The Smart Mobility Framework (SMF), seeks to develop multi-modal and sustainable transportation strategies for California. SMF was prepared in partnership with the US Environmental Protection Agency, the Governor's Office of Planning and Research, and the California Department of Housing and Community Development. Caltrans develops SMF concepts in partnership with MPOs, counties, cities and local stakeholders.

SMF aims to address:

- The State's mandate to reduce greenhouse gas (GHG) emissions and find solutions to climate change.
- The need to reduce per capita vehicle miles traveled. Reduced per capita auto use will lower emissions of GHG and conventional pollutants, reduce petroleum consumption and associated household transportation costs, and minimize negative impacts on air quality, water quality, and noise environments.
- The demand for a reliable and safe transportation system that gets people and goods to their destinations. SMF endorses the application of strategies that result in a shift away from higher-polluting modes to the use of transit, carpooling, walking, and biking to meet travel needs.
- The commitment to create a transportation system that advances social equity and environmental justice. SMF integrates social equity concerns into transportation decisions and investments. SMF recognizes that transportation planning extends beyond the transportation system and sees land use as an important determinant in developing transportation solutions. The principles of SMF look to a multi-modal vision actively deemphasizing the use of vehicle-only Level of Service for transportation decision-making.

Possible alternatives to implement the SMF on this State highway include:

- Multi-agency corridor management team responsible for corridor system oversight.
- Comprehensive multi-modal traffic monitoring and detection, traffic operations, and travel information.
- Addition of High Occupancy Vehicles (HOV) lanes along portions of the freeway where bottle-necks exist and along a regional bus/carpool lane network, including direct freeway-to-freeway connections.
- Expanded transit options.
- Closure of gaps on key bicycle routes and improved freeway ramp intersections on bike routes.
- New infill interchange.

EXECUTIVE SUMMARY

This west-east corridor is vital to the San Joaquin Valley. It connects the urbanized areas of Lemoore, Hanford, and Visalia to the coast, to I-5, SR 41, SR 43, SR 99, and Sequoia National Park and Forest. Much of SR 198 in the urbanized areas has recently been widened to four lanes. This effort took years of planning and collaboration to come to fruition. Caltrans' partners, namely the Kings County Association of Governments (KCAG) and the Tulare County Association of Governments (TCAG) were instrumental in securing funds for this cooperative effort.

The route has diverse traffic usage from freight trucks to commuters to recreational users. Its setting is also varied from rural to suburban to urban. The terrain varies from flat to rolling to mountainous. The route traverses an area with a high growth rate with people relocating here to commute to employment in the area and beyond. Another issue is seasonal agricultural traffic during the harvest.

The base year for this report is 2014, unless otherwise noted, and the horizon year is 2040.

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Concept Summary

Table 1: Concept Summary

Segment*	Segment Description	Existing Facility	20-25 Year Capital Facility Concept	20-25 Year System Operations and Management Concept	20-25 Year Facility Concept	Post-25 Year Concept
1	Monterey/Fresno County line to Firestone Ave	2C**	2C(I)+	Install rumble strips, construct shoulders and upgrade/install guard rails	Operational improvements, install rumble strips, construct shoulders and upgrade/install guard rails	2C(I)+
2	Firestone Ave to the Jct of SR 33	2C/4C	2C/4C(I)+	Install rumble strips, pavement rehabilitation, construct shoulders and upgrade/install guard rails, highway advisory radio, changeable message sign	Operational improvements, install rumble strips, rehabilitate pavement, construct shoulders and upgrade install guard rails, highway advisory radio, changeable message sign	2C(I)+
3	Jct of SR 33 to I-5	2C	2C(I)+	Install rumble strips, construct shoulders and upgrade/install guard rails	Operational improvements, install rumble strips, construct shoulders and upgrade/install guard rails	2C(I)+
4	I-5 to the Fresno/Kings County line	2C/4C	4E	Install rumble strips, replace bridge deck of the California Aqueduct Bridge, construct shoulders and upgrade/install guard rails, changeable message signs, CCTV, highway advisory radio	Widen , install rumble strips, replace a bridge deck, construct shoulders and upgrade/install guard rails, changeable message signs, CCTV, highway advisory radio	4E
5	Fresno/Kings County line to Lemoore NAS	2C/4E	4E	Construct shoulders and upgrade/install guard rails, changeable message sign, traffic count station	Widen, construct shoulders and upgrade/install guard rails, changeable message sign, traffic count station	4E
6	Lemoore NAS to the SR 41 Sep	4E	4F	Construct shoulders and upgrade/install guard rails, changeable message sign	Construct shoulders and upgrade/install guard rails, changeable message sign	4F
7	SR 41 Sep to 0.3 mile east of 18th Ave	4F	4F	Construct median barrier, pave narrow and areas beyond gores, install maintenance vehicle pullouts, construct shoulders and upgrade/install guard rails, CCTV, traffic count station, highway advisory radio, changeable message sign	Construct median barrier, pave narrow and areas beyond gores, install maintenance vehicle pullouts, construct shoulders and upgrade/install guard rails, CCTV, traffic count station, highway advisory radio, changeable message sign	4F
8	0.3 mile east of 18th Ave to 0.5 mile west of 12th Ave	4E	4F	Pave narrow and areas beyond the gores, install maintenance vehicle pullouts, construct westbound on-ramp from Hanford-Armona Rd, replace bridge deck at the Hanford-Armona Rd UC, construct shoulders and upgrade/install guard rails, changeable message sign	Pave narrow and areas beyond the gores, install maintenance vehicle pullouts, construct westbound on-ramp from Hanford-Armona Rd, replace bridge deck at the Hanford-Armona Rd UC, construct shoulders and upgrade/install guard rails, changeable message sign	4F
9	0.5 mile west of 12th Ave to 0.5 mile west of the SR 43 Sep	4E	4F	Deck rehabilitation at Hanford OH Br and Philips St UC, upgrade irrigation to be water efficient, pave narrow and areas beyond the gores, install maintenance vehicle pullouts, construct shoulders and upgrade/install guard rails, CCTV, changeable message signs, remote processing unit	Deck rehabilitation at Hanford OH Br and Philips St UC, upgrade irrigation to be water efficient, pave narrow and areas beyond the gores, install maintenance vehicle pullouts, construct shoulders and upgrade/install guard rails, CCTV, changeable message signs, remote processing unit	4F
10	0.5 mile west of the SR 43 Sep to 7th Ave	4E	4F	Pave narrow and areas beyond the gores, install maintenance vehicle pullouts, construct shoulders and upgrade/install guard rails, CCTV, highway advisory radio	Pave narrow and areas beyond the gores, install maintenance vehicle pullouts, construct shoulders and upgrade/install guard rails, CCTV, highway advisory radio	4F
11	7th Ave to the Kings/Tulare County line	4E	4E	Construct shoulders and upgrade/install guard rails	Construct shoulders and upgrade/install guard rails	4F
12	Kings/Tulare County line to 0.3 mile east of Rd 68	4E	4E	Construct shoulders and upgrade/install guard rails, remote processing unit	Construct shoulders and upgrade/install guard rails, remote processing unit	4F
13	0.3 mile east of Rd 68 to 0.3 mile east of Rd 80	4F + aux	6F + aux	Construct shoulders and upgrade/install guard rails, bridge rehabilitation, construct median barrier, improve freeway maintenance worker access, traffic count station, vehicle detection system	Construct shoulders and upgrade/install guard rails, bridge rehabilitation, construct median barrier, improve freeway maintenance worker access, traffic count station, vehicle detection system	6F + aux
14	0.3 mile east of Rd 80 to Rd 102	4F + aux	6F + aux	Construct shoulders and upgrade/install guard rails, construct median barrier, improve freeway maintenance worker access, ramp metering systems, changeable message sign, vehicle detection system	Construct shoulders and upgrade/install guard rails, construct median barrier, improve freeway maintenance worker access, ramp metering systems, changeable message sign, vehicle detection system	6F + aux
15	Rd 102 to 0.3 mile east of West Main St	4F + aux	6F + aux	Construct shoulders and upgrade/install guard rails, construct median barrier, improve freeway maintenance worker access, vehicle detection systems, ramp metering system, changeable message sign	Construct shoulders and upgrade/install guard rails, construct median barrier, improve freeway maintenance worker access, vehicle detection systems, ramp metering system, changeable message sign	6F + aux
16	0.3 mile east of West Main St to 0.1 mile west of Packwood Crk	4F	6F + aux	Construct shoulders and upgrade/install guard rails, pavement rehabilitation, improve freeway maintenance worker access, ramp metering systems, vehicle detection systems	Construct shoulders and upgrade/install guard rails, pavement rehabilitation, improve freeway maintenance worker access, ramp metering systems, vehicle detection systems	6F + aux
17	0.1 mile west of Packwood Crk to Rd 164	4F	4F	Construct shoulders and upgrade/install guard rails, pavement rehabilitation, repair bridge girders at Rd 164 OC, vehicle detection system	Construct shoulders and upgrade/install guard rails, pavement rehabilitation, repair bridge girders at OC, vehicle detection system	4F
18	Rd 164 to Outside Creek Br	4F	4F	Construct shoulders and upgrade/install guard rails, pavement rehabilitation, vehicle detection systems	Construct shoulders and upgrade/install guard rails, pavement rehabilitation, vehicle detection systems	4F
19	Outside Creek Br to SR 65	4E	4E	Construct shoulders and upgrade/install guard rails, pavement rehabilitation	Construct shoulders and upgrade/install guard rails, pavement rehabilitation	4E
20	SR 65 to SR 245	4E	4E	Construct shoulders and upgrade/install guard rails, pavement rehabilitation, changeable message sign, remote processing unit	Construct shoulders and upgrade/install guard rails, pavement rehabilitation, changeable message sign, remote processing unit	4E
21	SR 245 to 0.1 mile east of Rd 244	2C	2C(I)	Construct shoulders and upgrade/install guard rails, CAPM, highway advisory radio	Operational improvements, construct shoulders and upgrade/install guard rails, CAPM, highway advisory radio	2C(I)
22	0.1 mile east of Rd 244 to Rd 248	2C	2C(I)	Construct shoulders and upgrade/install guard rails, CAPM	Operational improvements, construct shoulders, and upgrade/install guard rails, CAPM	2C(I)
23	Rd 248 to Pierce Dr	2C	2C(I)	Construct shoulders and upgrade/install guard rails, CAPM	Operational improvements, construct shoulders and upgrade/install guard rails, CAPM	2C(I)
24	Pierce Dr to North Fork Dr	2C	2C(I)	Construct shoulders and upgrade/install guard rails, CAPM	Operational improvements, construct shoulders and upgrade/install guard rails, CAPM	2C(I)
25	North Fork Dr to Mineral King Rd	2C	2C(I)	Construct shoulders and upgrade/install guard rails, CAPM	Operational improvements, construct shoulders and upgrade/install guard rails, CAPM	2C(I)
26	Mineral King Rd to the Sequoia National Park Boundary	2C	2C(I)	Construct shoulders and upgrade/install guard rails	Operational improvements, construct shoulders and upgrade/install guard rails	2C(I)

* *Please see segment map on Page 9*

** *Please refer to Appendix A, "Acronyms and Glossary of Terms," on Page 68*

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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 198. 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.

Proposed Projects and Strategies

Most of the route meets the 2040 concept. There are only a few segments that do not meet the ultimate transportation corridor (UTC) concept. As stated earlier, this was achieved through cooperation with Caltrans and local agencies. There are plans for improvements to interchanges. There are two studies being conducted: 1) to determine projects to alleviate congestion in the Visalia metropolitan area, and 2) to preserve the corridor and to identify improvements from I-5 to SR 99.

This route includes a number of at-grade intersections. The type of traffic control at intersections on the SHS is determined through a process called Intersection Control Evaluation, which requires that all viable alternatives be considered. In general, Caltrans has a preference for roundabouts over signalized intersections where viable because roundabouts often have superior performance with regards to safety and operations for drivers, pedestrians, and cyclists. They may also require less maintenance than traffic signals and have fewer environmental impacts. While right-of-way requirements may be greater at an intersection for a roundabout than a traffic signal, less right-of-way is often needed between intersections due to reduced storage requirements or a reduced number of through lanes.

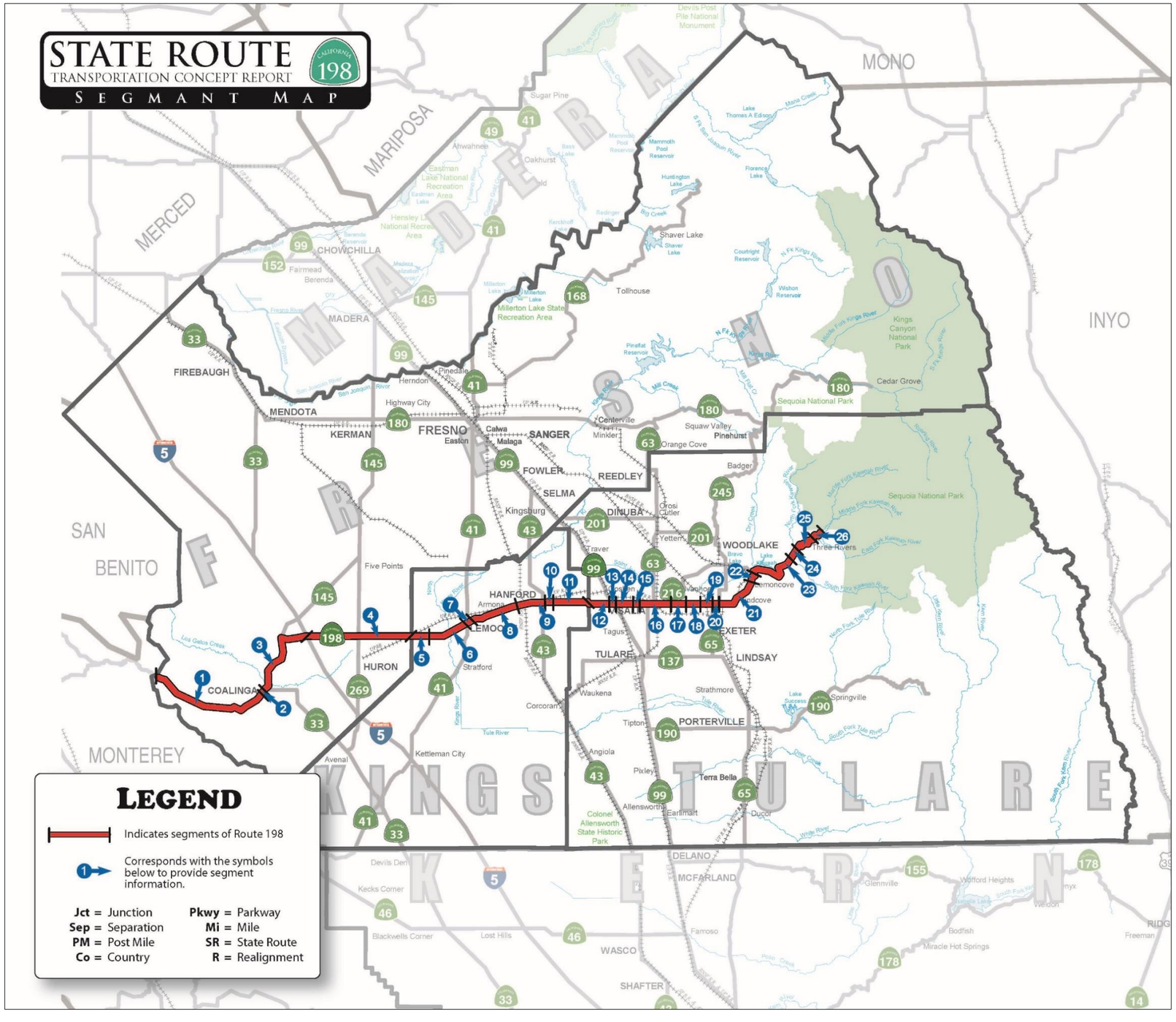
The Highway Design Manual (HDM) provides design guidance and should be utilized when planning and developing roundabouts on the SHS.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

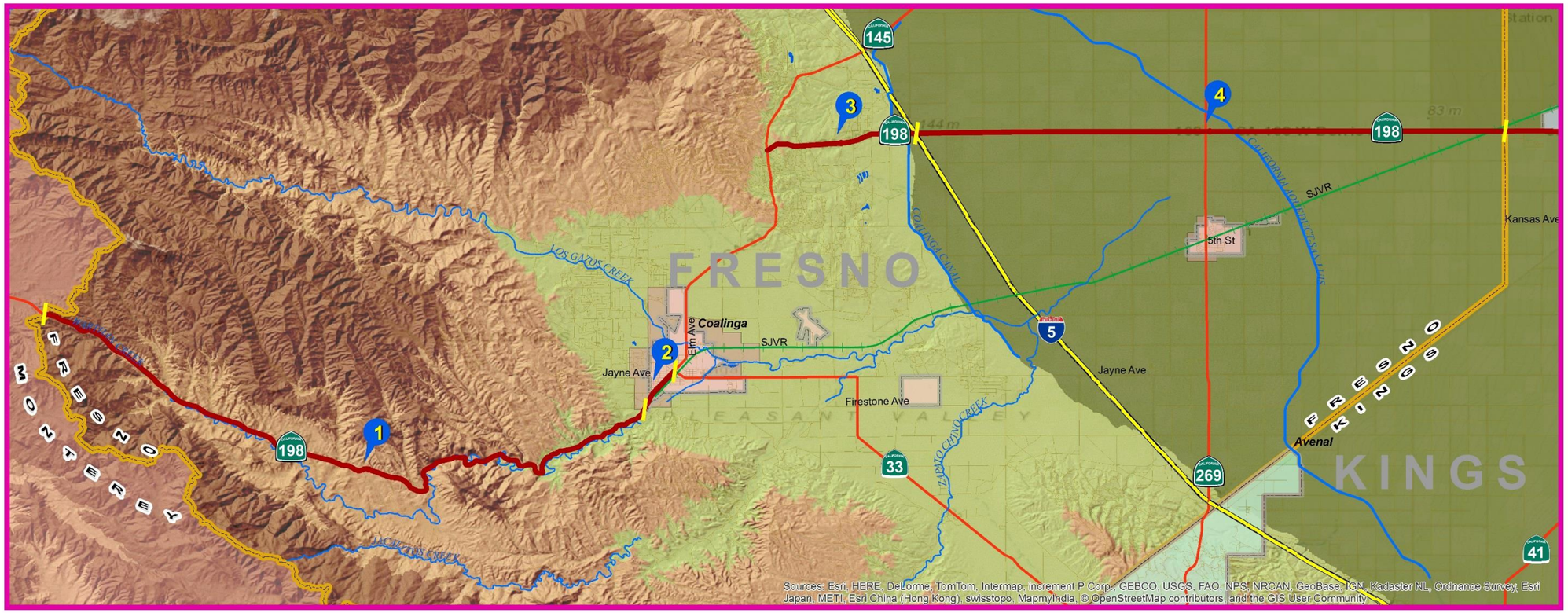
Table 2: Route Segmentation			
Segment	**Location Description**	**County_Route_ Beg. PM**	**County_Route_ End PM**
1	Monterey/Fresno County line to Firestone Ave	FRE_198_0.0	FRE_198_21.19
2	Firestone Ave to the Jct of SR 33	FRE_198_21.19	FRE_198_22.66
3	Jct of SR 33 to I-5	FRE_198_22.66	FRE_198_26.814
4	I-5 to the Fresno/Kings County line	FRE_198_26.814	FRE_198_42.731
5	Fresno/Kings County line to Lemoore Naval Air Station (NAS) entrance	KIN_198_0.0	KIN_198_3.511
6	Lemoore NAS entrance to the SR 41 Separation	KIN_198_3.511	KIN_198_R8.897
7	SR 41 Separation to 0.3 mile east of 18th Ave	KIN_198_R8.897	KIN_198_R10.861
8	0.3 mile east of 18th Ave to 0.5 mile west of 12th Ave	KIN_198_R10.861	KIN_198_R16.41
9	0.5 mile west of 12th Ave to 0.5 mile west of the SR 43 Separation	KIN_198_R16.41	KIN_198_R20.48
10	0.5 mile west of the SR 43 Separation to 7th Ave	KIN_198_R20.48	KIN_198_22.315
11	7th Ave to the Kings/Tulare County line	KIN_198_22.315	KIN_198_28.325
12	Kings/Tulare County line to 0.3 mile east of Rd 68	TUL_198_0.0	TUL_198_R3.31
13	0.3 mile east of Rd 68 to 0.3 mile east of Rd 80	TUL_198_R3.31	TUL_198_R5.096
14	0.3 mile east of Rd 80 to Rd 102	TUL_198_R5.096	TUL_198_7.01
15	Rd 102 to 0.3 mile east of West Main St	TUL_198_7.01	TUL_198_R8.4
16	0.3 mile east of West Main St to 0.1 mile west of Packwood Crk	TUL_198_R8.4	TUL_198_R12.621
17	0.1 mile west of Packwood Crk to Rd 164	TUL_198_R12.621	TUL_198_R14.653
18	Rd 164 to the Outside Crk Br	TUL_198_R14.653	TUL_198_R16.581
19	Outside Crk Br to SR 65	TUL_198_R16.581	TUL_198_R18.761
20	SR 65 to SR 245	TUL_198_R18.761	TUL_198_R19.762
21	SR 245 to 0.1 mile east of Rd 244	TUL_198_R19.762	TUL_198_26.91
22	0.1 mile east of Rd 244 to Rd 248	TUL_198_26.91	TUL_198_28.27
23	Rd 248 to Pierce Dr	TUL_198_28.27	TUL_198_36.24
24	Pierce Dr to North Fork Dr	TUL_198_36.24	TUL_198_38.49
25	North Fork Dr to Mineral King Rd	TUL_198_38.49	TUL_198_42.35
26	Mineral King Rd to the Sequoia National Park Boundary	TUL_198_42.35	TUL_198_44.163

Map 2: Segment Map, Entire Route



*Please see the next four pages for County-by-County detailed maps and insert maps for Lemoore and Hanford.

Map 3: Segment Map, Fresno County



Fresno County

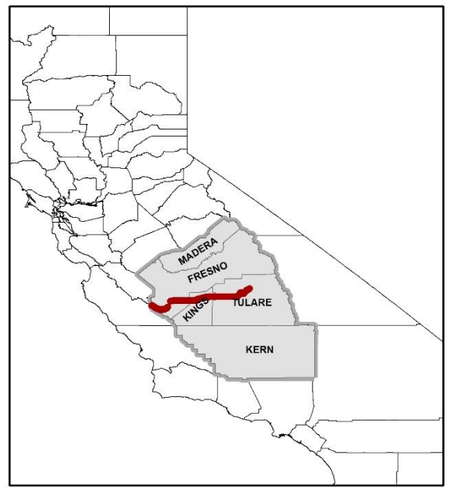
Segment 1: **SR 198 PM 0.000/21.190**
Monterey County line to Firestone Ave

Segment 2: **SR 198 PM 21.190/22.650**
Firestone Ave to South Jct SR 33

Segment 3: **SR 198 PM 22.650/26.814**
SR 33 to the SR 198/I-5 Separation

Segment 4: **SR 198 PM 26.814/42.731**
SR 198/I-5 Separation to the Kings County line

4.5 2.25 0 4.5 Miles



STATE ROUTE 198
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

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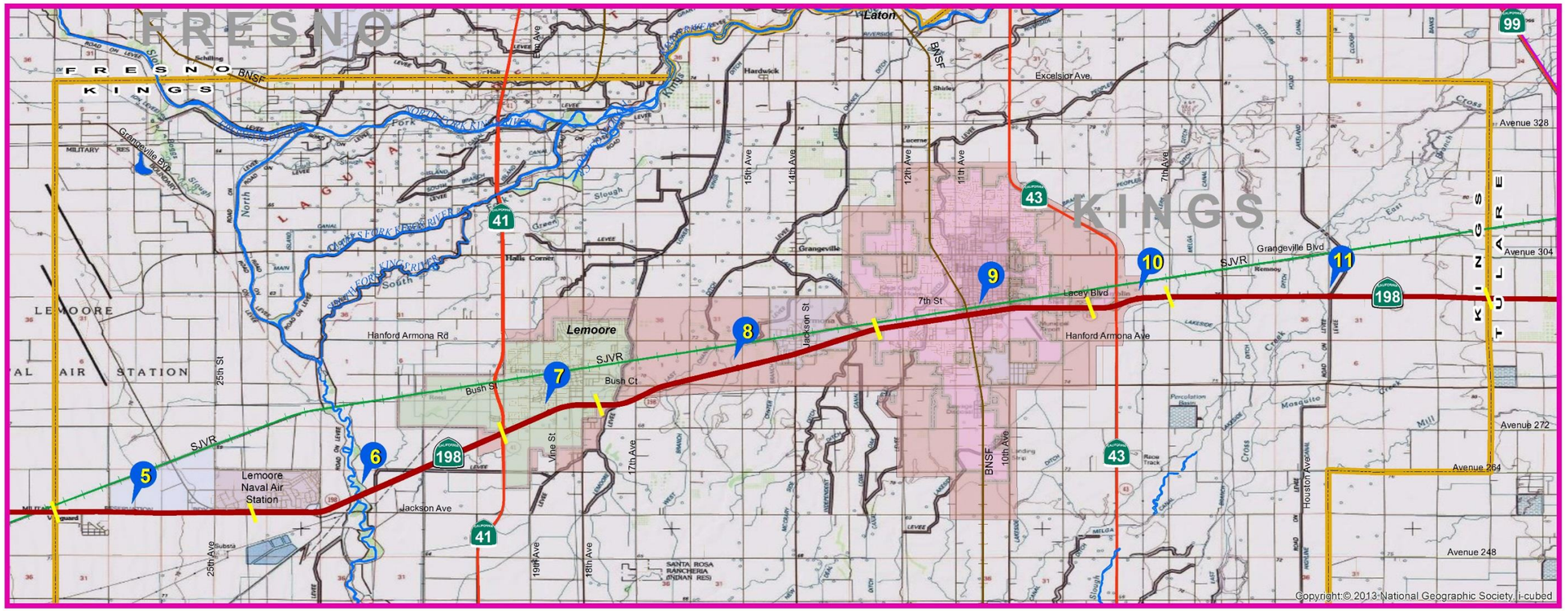
Map 4: Segment Map, Kings County



Kings County

Segment 5: **SR 198 PM 0.000/3.511**
Fresno/Kings County line to the Lemoore Naval Air Station entrance

Segment 6: **SR 198 PM 3.511/R8.897**
25th Ave Lemoore Naval Air Station to SR 41/SR 198 Separation

Segment 7: **SR 198 PM R8.897/R10.861**
SR 41/SR 198 Separation to 0.3 mile east of 18th Ave

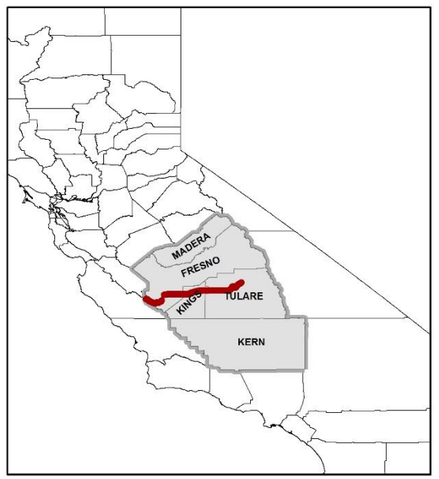
Segment 8: **SR 198 PM R10.861/R16.41**
0.3 mile east of 18th Ave to 0.5 mile west of 12th Ave

Segment 9: **SR 198 PM R16.410/R20.480**
0.5 mile west of 12th Ave to 0.5 mile west of SR 43/SR 198 Separation

Segment 10: **SR 198 PM R20.480/22.315**
0.5 mile west of SR 43/SR 198 Separation to 7th Ave

Segment 11: **SR 198 PM 22.315/28.325**
7th Ave to the Kings/Tulare County line

3 1.5 0 3 Miles



STATE ROUTE
TRANSPORTATION CONCEPT REPORT
CALIFORNIA 198
SEGMENT MAP

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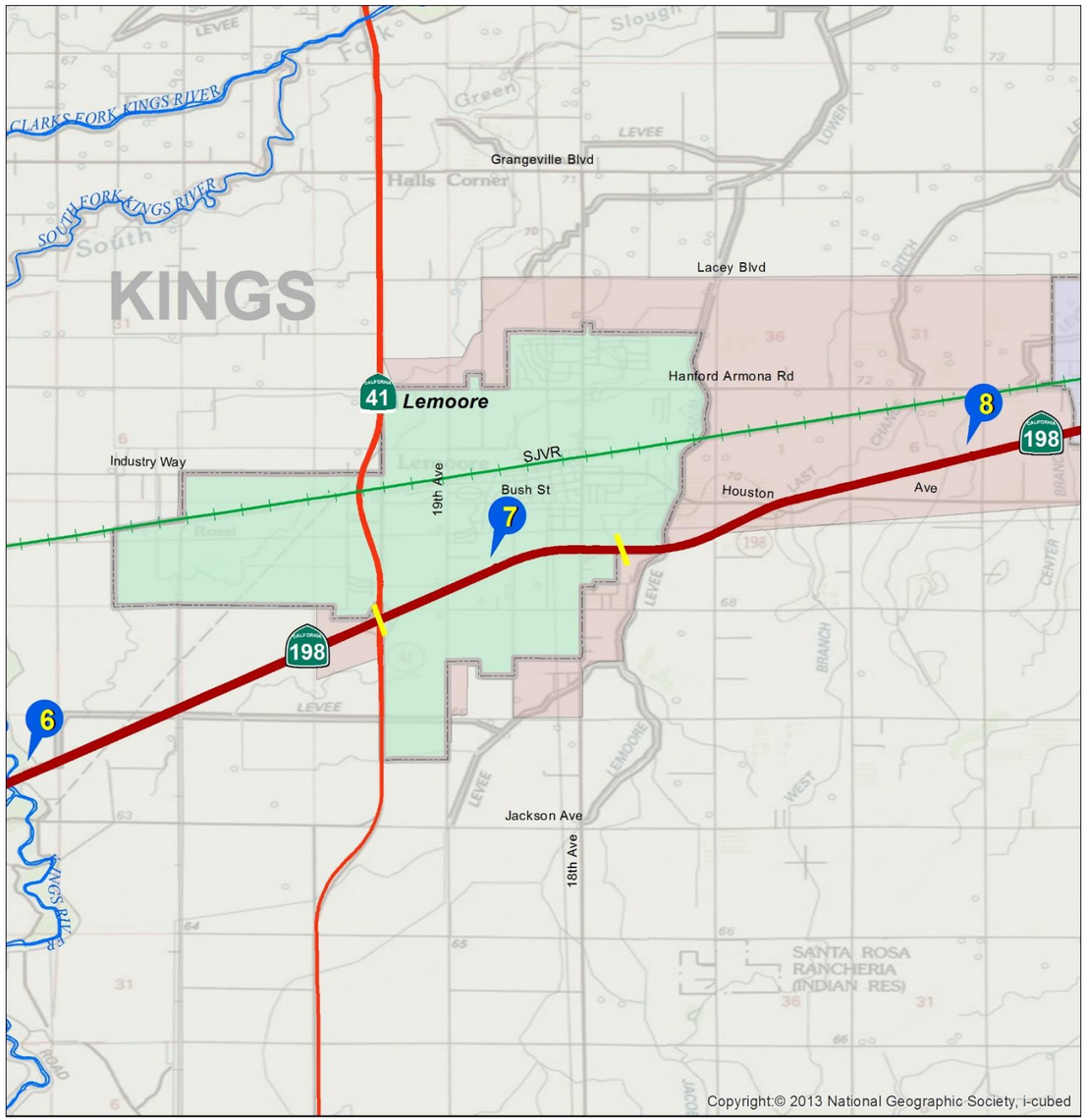
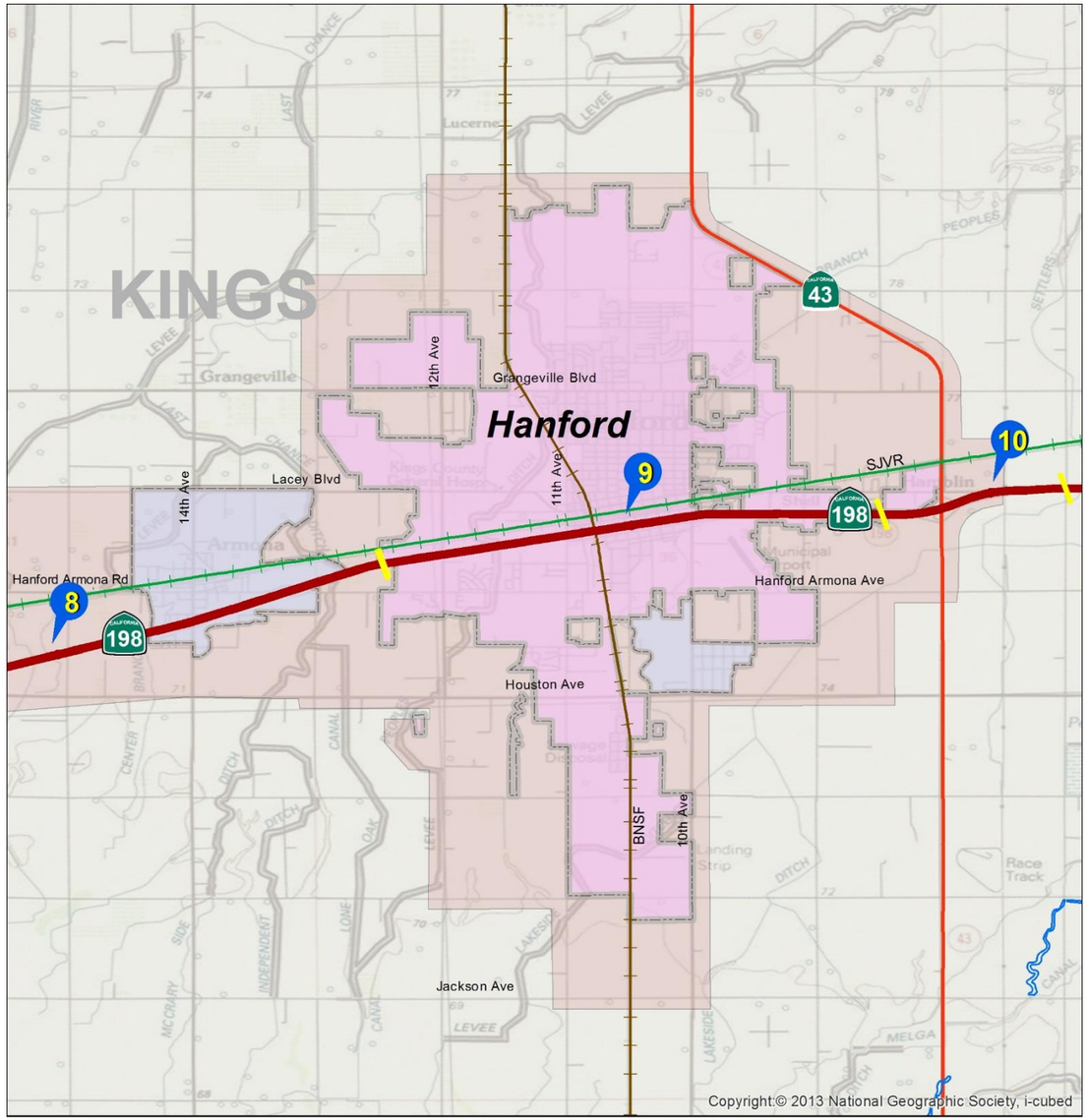
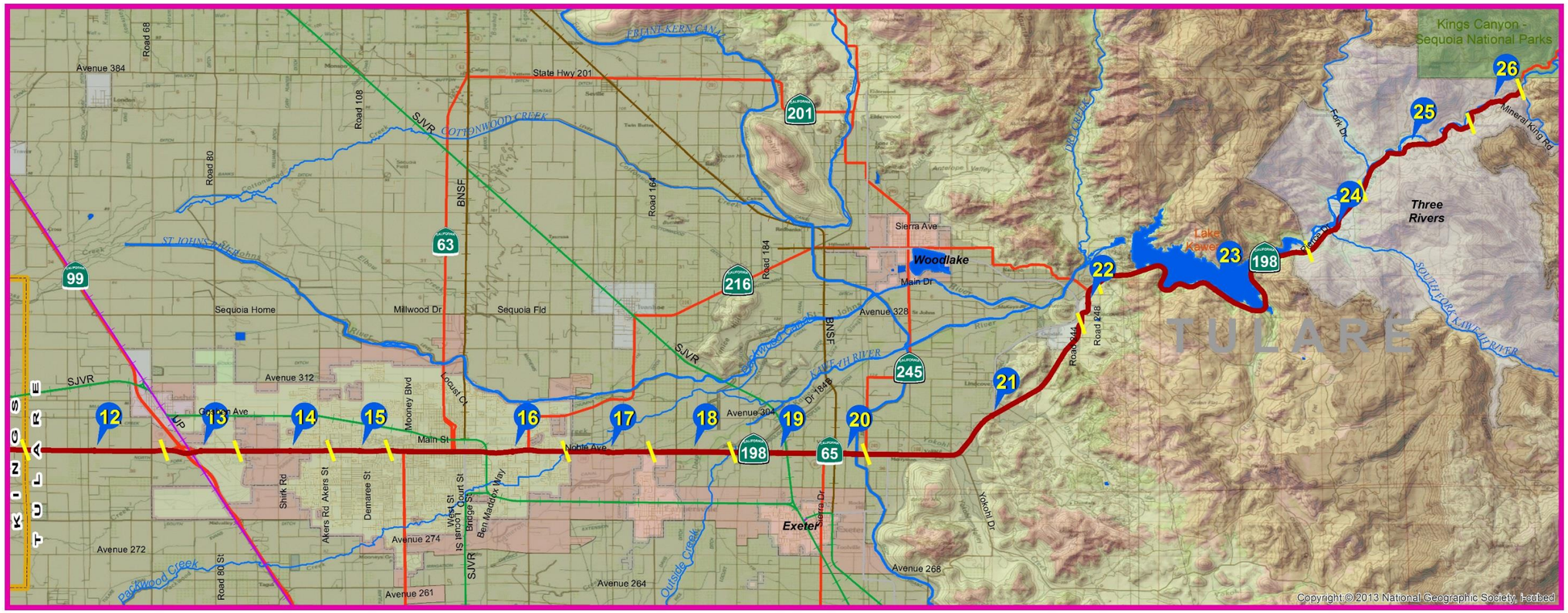
Map 5: Insert, Lemoore



Map 6: Insert, Hanford



Map 7: Segment Map, Tulare County



Tulare County

Segment 12: **SR 198 PM 0/R3.310**
Kings/Tulare County line to 0.3 mile east of Rd 68

Segment 13: **SR 198 PM R3.310/R5.096**
0.3 mile east of Rd 68 to 0.3 mile east of Rd 80

Segment 14: **SR 198 PM R5.096/7.010**
0.3 mile east of Rd 80 to Rd 102/Crenshaw Rd

Segment 15: **SR 198 PM 7.010/R8.400**
Rd 102/Crenshaw Rd to 0.3 mile east of West Main St

Segment 16: **SR 198 PM R8.400/R12.621**
0.3 mile east of West Main St to 0.1 mile west of Packwood Creek

Segment 17: **SR 198 PM R12.621/R14.653**
0.1 mile west of Packwood Creek to Rd 164

Segment 18: **SR 198 PM R14.653/R16.581**
Rd 164 to Outside Canal

Segment 19: **SR 198 PM R16.581/R18.761**
Outside Canal to SR 65

Segment 20: **SR 198 PM R18.761/R19.762**
SR 65 to SR 245

Segment 21: **SR 198 PM R19.762/26.910**
SR 245 to 0.1 mile east of Rd 244

Segment 22: **SR 198 PM 26.910/28.270**
0.1 mile east of Rd 244 to Rd 248

Segment 23: **SR 198 PM 28.270/36.240**
Rd 248 to Pierce Dr

Segment 24: **SR 198 PM 36.240/38.490**
Pierce Dr to North Fork Dr

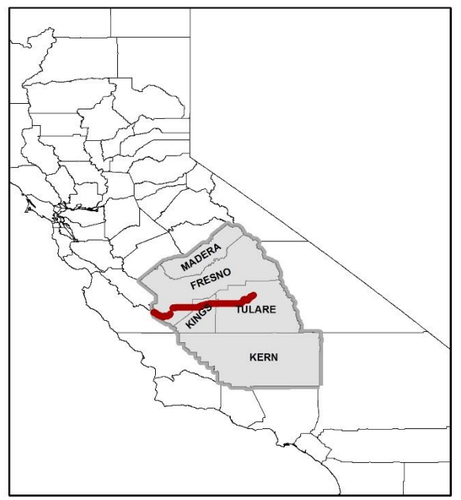
Segment 25: **SR 198 PM 38.490/42.350**
North Fork Dr to Mineral King Rd

Segment 26: **SR 198 PM 42.350/44.163**
Mineral King Rd to the Sequoia National Park Boundary

4 2 0 4 Miles

STATE ROUTE
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

CALIFORNIA 198



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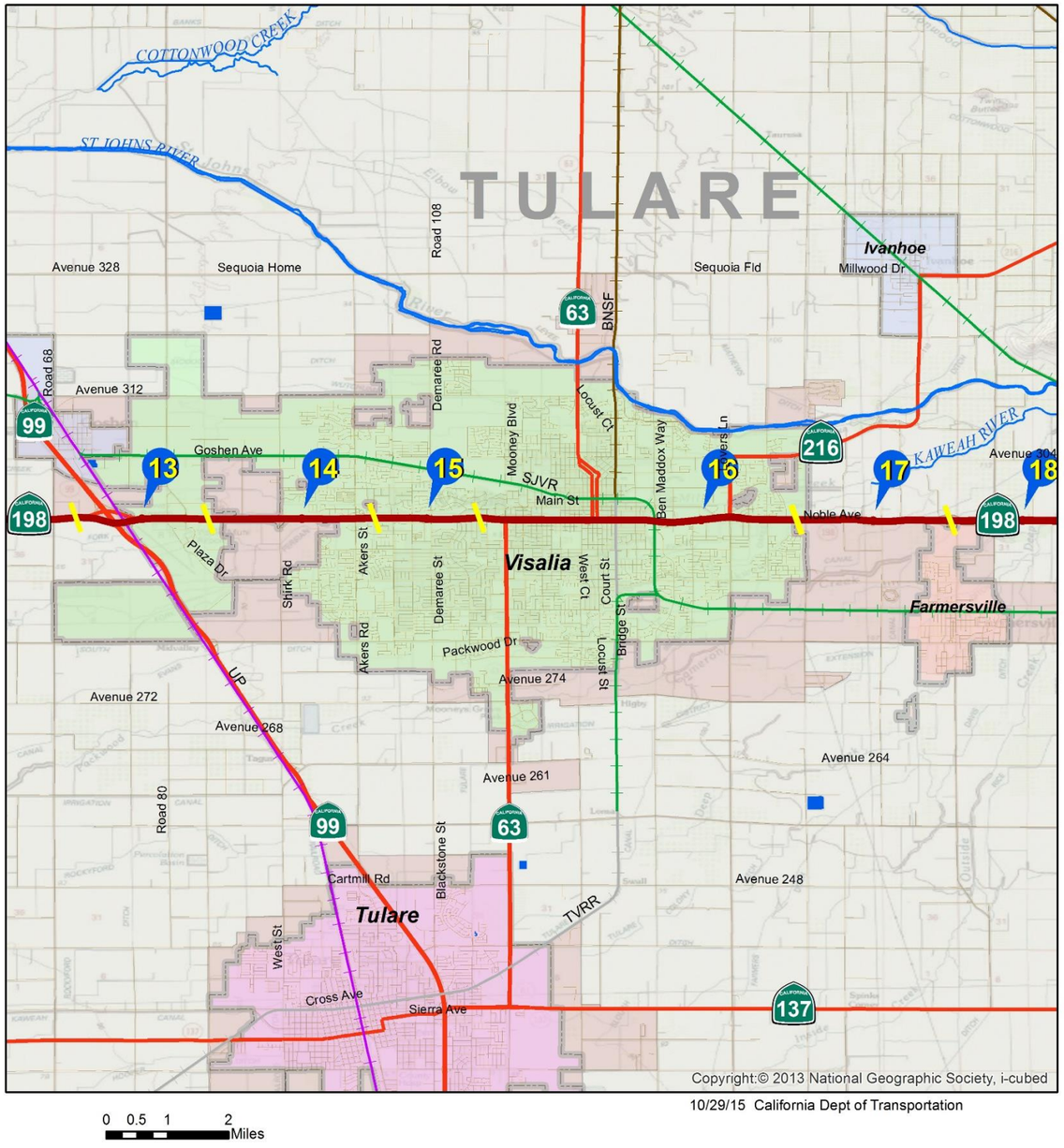
Map 8: Segment Map, Insert Visalia and Farmersville



ROUTE DESCRIPTION

Route Location: The route traverses 141 miles in District 5 (Monterey County) and District 6 (Fresno, Kings, and Tulare counties). In District 6 alone, SR 198 covers over 115 miles.

Route Purpose: State Route 198 serves commercial traffic, primarily agricultural-related, and also recreational access to Lake Kaweah and the two national parks at the eastern end of the route, Sequoia and Kings Canyon. It is also a commuter route linking Coalinga, Lemoore, Hanford, and Visalia. The route also serves the Lemoore Naval Air Station (LNAS).

Major Route Features: West of Coalinga, SR 198 is also known as Warthan Canyon Road. In Coalinga, the route is also known as Elm Avenue. At Fifth Street/Coalinga Plaza in downtown Coalinga, the alignment is shared with SR 33. For the purpose of this TCR, this segment is included as Segment 3. Further north, SR 198 veers east on the Dorris Avenue alignment, as SR 33 continues northward. Entering into Kings County, the route is also known as Jackson Avenue for a short stretch. In the City of Hanford, it is also known as the Hanford Expressway. East of Hanford, it is also called Sierra Drive, and Avenue 296. As the route heads north past Yokohl Drive east of Visalia, it is once again also known as Sierra Drive. Before the entrance to the national parks, it is also known as Generals Highway.

In Hanford, the route from 12th Avenue and 7th Avenue has been named the George Alan Ingalls Memorial Highway, after a Hanford native who served in the Vietnam War. Ingalls was an officer who sacrificed his life to save others. From SR 99 to Farmerville Road, the route has been named the Officer James Rapozo Memorial Freeway. Officer Rapozo was killed in the line of duty during a police raid on January 9, 1998.

Please see the following tables for further information.

Route Designations and Characteristics:

Note: Route Designations and Characteristics Spreadsheet is divided by County

Table 3: Route Designations And Characteristics, Fresno County				
Segment	**1**	**2**	**3**	**4**
Freeway & Expressway	No	No	No	Yes
National Highway System	No	No	No	Yes
Strategic Highway Network	No	No	No	No
Scenic Highway	Eligible	Eligible	Eligible	No
Interregional Road System	No	No	No	Yes
High Emphasis	No	No	No	Yes
Focus Route	No	No	No	Yes
Federal Functional Classification	Minor Arterial	Principal Arterial	Minor Arterial	Principal Arterial
Goods Movement Route	Yes	Yes	Yes	Yes
Truck Designation	CA Legal Advisory Route – KRPA 30	Terminal Access STAA	California Legal Network	National Network STAA
Rural/Urban/ Urbanized	Rural	Urban	Rural	Rural
Metropolitan Planning Organization	Fresno COG	Fresno COG	Fresno COG	Fresno COG
Regional Transportation Planning Agency	Fresno COG	Fresno COG	Fresno COG	Fresno COG
Congestion Management Agency	Fresno COG	Fresno COG	Fresno COG	Fresno COG
County Transportation Commission	NA	NA	NA	NA
Local Agency	Fresno County	Fresno County/ City of Coalinga	City of Coalinga/ Fresno County	Fresno County
Tribes	*	*	*	*
Air District	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD
Terrain	Mountainous	Flat	Flat	Flat

* Dunlap Monos, Michahai Wuksachi Band of Eshom Valley, Santa Rosa Tachi Yokuts, Santa Ynez Band of Chumash Indians, Tule River Indian Tribe, Wukchumni Tribe, Wukasachi Tribe of the Sierra Foothills

Table 4: Route Designations And Characteristics, Kings County							
Segment	**5**	**6**	**7**	**8**	**9**	**10**	**11**
Freeway & Expressway	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Highway System	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Strategic Highway Network	No	No	No	No	No	No	No
Scenic Highway	No	No	No	No	No	No	No
Interregional Road System	Yes	Yes	Yes	Yes	Yes	Yes	Yes
High Emphasis	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Focus Route	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Federal Functional Classification	Principal Arterial	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
Goods Movement Route	No	No	No	No	Yes	Yes	Yes
Truck Designation	National Network STAA	National Network STAA	National Network STAA	National Network STAA	National Network STAA	National Network STAA	National Network STAA
Rural/Urban/ Urbanized	Rural	Rural	Urban	Rural	Urban	Rural	Rural
Metropolitan Planning Organization	KCAG	KCAG	KCAG	KCAG	KCAG	KCAG	KCAG
Regional Transportation Planning Agency	KCAG	KCAG	KCAG	KCAG	KCAG	KCAG	KCAG
Congestion Management Agency	NA	NA	NA	NA	NA	NA	NA
County Transportation Commission	NA	NA	NA	NA	NA	NA	NA
Local Agency	Kings County	Kings County	City of Lemoore	Kings County	City of Hanford	Kings County	Kings County
Tribes	*	*	*	*	*	*	*
Air District	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Flat

* Dunlap Monos, Michahai Wuksachi Band of Eshom Valley, Santa Rosa Tachi Yokuts, Santa Ynez Band of Chumash Indians, Tule River Indian Tribe, Wukchumni Tribe, Wukasachi Tribe of the Sierra Foothills

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Table 5: Route Designations And Characteristics, Tulare County															
Segment	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**
Freeway & Expressway	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Highway System	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Strategic Highway Network	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Scenic Highway	No	Eligible from PM 3.8	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible
Interregional Road System	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
High Emphasis	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Focus Route	Yes	Up to SR 99	No	No	No	No	No	No	No	No	No	No	No	No	No
Federal Functional Classification	Expressway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
Goods Movement Route	Yes	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Truck Designation	National Network STAA	National Network 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 – CA Legal Advisory Route – KRPA 30	CA Legal Advisory Route – KRPA 30
Rural/Urban/ Urbanized	Rural	Urban	Urban	Urban	Urban	Rural	Urban	Rural	Rural	Rural	Rural	Rural	Rural	Rural	Rural
Metropolitan Planning Organization	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG
Regional Transportation Planning Agency	KCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG
Congestion Management Agency	NA	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG
County Transportation Commission	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Local Agency	Tulare County	City of Visalia	City of Visalia	City of Visalia	City of Visalia	Tulare County	City of Farmersville	Tulare County	Tulare County	Tulare County	Tulare County	Tulare County	Tulare County	Tulare County	Tulare County
Tribes	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Air District	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Rolling	Rolling	Rolling	Mountainous	Mountainous
Air District	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Rolling	Rolling	Rolling	Mountainous	Mountainous

* Dunlap Monos, Michahai Wuksachi Band of Eshom Valley, Santa Rosa Tachi Yokuts, Santa Ynez Band of Chumash Indians, Tule River Indian Tribe, Wukchumni Tribe, Wukasachi Tribe of the Sierra Foothills

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COMMUNITY CHARACTERISTICS

The City of Coalinga is the westernmost community on SR 198 in District 6, Fresno County. According to the 2010 U.S. Census, Coalinga had a population of 13,380. Over 50% of the population is of Hispanic descent. In 1888, the railroad operated by the Southern Pacific Transportation System, had a coaling station where the city would soon spring up. Trains ran by coal in those days, and would need to pick up coal for fuel here. Soon the location became known as Coalinga, from Coaling A. The City of Coalinga was incorporated in 1906. The Horned Toad Derby, a city tradition, is held over Memorial Day weekend and began in 1935.

Coalinga is situated near the San Andreas Fault with the potential for earthquakes. In 1983, a 6.5 magnitude earthquake hit the city and damaged many buildings. The downtown was pretty much destroyed.

Coalinga is rich in agriculture and oil. It is home to the Pleasant Valley State Prison and the Coalinga State Hospital, a mental health hospital. West Hills College has a campus in Coalinga that began as an extension of Fresno State College in 1932. In 1941, it became an independent college. Besides the prison and state hospital, other major employers include: Harris Ranch and its operations, including the inn and feed company; Sequoia Packing Company (garlic); Paramount Farms, predominantly pistachios; and Granite Construction, aggregate producer.

In the western part of Kings County is the City of Lemoore. According to the 2010 U.S. Census, Lemoore's population was 24,531, with 40% being of Hispanic descent. Lemoore was named after Dr. Lovern Lee Moore a French doctor who came to the area in 1871. By 1872 Dr. Moore had surveyed a portion of the land for real estate development. The names of the streets were named after the original families that settled there. A post office was established in 1875. The early settlers raised wheat and operated a mill, sheep, and fruit. Lemoore vied for the county seat in 1893, but Hanford had a larger population and two rail lines, thus making it the favored option for county seat. The city was incorporated in 1900.

Lemoore is home to a West Hills College campus which started in 1981. Major employers in Lemoore include: Lemoore Naval Air Station (NAS); Tachi Palace, a casino and hotel operated by the Tachi-Yokut Native American tribe; Leprino Foods, a cheese processor; and Olam International, a global supply chain manager of agricultural materials and food ingredients (Lemoore location is tomato processing); West Hills College; Save-Mart; and K-Mart.

In between the cities of Lemoore and Hanford, is the community of Armona. According to the 2010 U.S. Census, Armona's population was 4,156, with 67% being of Hispanic descent. The community was founded in the 1880s, with the post office established in 1887.

Just east of Armona is Hanford. Hanford was settled in 1877 from a sheep herder's camp along railroad lines. The city is named after James Madison Hanford, who was an executive with the Southern Pacific Railroad. Hanford was incorporated in 1891 and became the county seat of Kings County in 1893, when Kings County was carved out of Tulare County.

As of the 2010 U.S. Census, Hanford's population was 53,967, with approximately 47% being of Hispanic descent. Hanford is the focal point of the surrounding agricultural farming region. Major employers in Hanford include: Kings County, Adventist Health System, Hanford Elementary School District, Del Monte Foods, and Marquez Brothers International (cheese and dairy products).

Hanford is dedicated to keeping its small town charm. Back in 1980, a Historic District was created to maintain the downtown's historic buildings. In 1985, Hanford won the Helen Putnam Award for Excellence by the League of California Cities, due to its preservation of its downtown. Thus, downtown Hanford is thriving and remains an active, yet quaint theme.

Eastward into Tulare County is the City of Visalia. Visalia is the largest city and the county seat in Tulare County. According to the U.S. Census of 2010, the population of Visalia was 124,442, with 46% being of Hispanic descent.

The Yokuts and Monos inhabited the area several centuries before any Europeans arrived. Visalia is the oldest town in the Central Valley. Settlers arrived here in 1852, and originally called it Four Creeks, due to the four rivers (St. John's River, Mill Creek, Cameron Creek, and Packwood Creek) that flowed through the area from the Sierra Nevadas. Visalia got its name from one of the earliest settlers, Nathaniel Vise. He was the surveyor for the new town. His family founded the town of Visalia, Kentucky, and Visalia is named after the now dissolved town in Kentucky.

City of Visalia heading east on SR 198

Visalia grew in those early days due to people settling down from the Kern River gold rush bust. In the late 1850s, the Overland Stage included Visalia on its St. Louis to San Francisco route. Visalia was now a true "wild west" town. Saloons and other seedy establishments popped up and even bandits were in the area at one time. The town was incorporated in 1864. It was also incorporated as a city in 1874.

Visalia is home to the College of the Sequoias (COS). The college was established in the mid-1920s. The college has over 13,000 enrolled in its programs. It offers classes at satellite locations, including: Corcoran, Dinuba, Exeter, Farmersville, Hanford, Ivanhoe, Lemoore, Lindsay, Orosi, Porterville, Strathmore, Three Rivers, Tulare, and Woodlake.

Today, Visalia's economy is mainly agricultural, with light manufacturing and industrial/commercial distribution growing at a fast rate. The largest employers in the City of Visalia are: Tulare County, Kaweah Delta Medical Center, College of the Sequoias, Jostens (known for their high school yearbooks and class rings), Cigna (health insurer), City of Visalia, VF (outdoor and sportswear apparel distributor), International Paper, Butler Manufacturing (builders), Jo-Ann Stores, National Pretzel, Family HealthCare Network, and Groppetti Automotive.

Just outside of Visalia to the south and east, is the City of Farmersville. According to the 2010 U.S. Census, Farmersville's population was 10,588, with over 80% being of Hispanic descent. Farmersville was originally settled in the 1850s. The city was not incorporated until 1960. Major employers in the city include: Cemex; Dunn's Sand; National Raisin Company, a fruit dehydrator; and La Mejor del Valle, a Mexican food manufacturer.

As the route heads in a more northeasterly direction, near SR 216, is the community of Lemon Cove. The community is just southwest of Kaweah Lake. According to the 2010 U.S. Census, Lemon Cove's population was 308, with just under 25% being of Hispanic descent.

Northeast of Kaweah Lake, is the community of Three Rivers. It is named for the confluence of three rivers: the North, Middle, and South Forks of the Kaweah River. According to the U.S. Census of 2010, Three River's population was 2,182, with just under ten percent being of Hispanic descent. Three Rivers has attracted intriguing settlers throughout its course of history. In the 1880s, a group of socialists developed a community here called the Kaweah Colony. It was short lived, lasting only a few years due to the creation of Sequoia National Park. In the early 1900s, a group of Rhodesians settled in the area and started the La Cuesta cattle ranch. The ranch was sold in 1947. At one time the community had a boarding school run by the Hare Krishna movement. The Hare

Krishnas are from a sect of Hinduism. The school is now closed. Three Rivers also serves as a draw for artists as well.

LAND USE

The far western reaches of SR 198 in Fresno County, are in grazing and range land. Oil wells are also found in and around the Coalinga area. At the south end of Coalinga, is the Caballo Club Rodeo Grounds. The Caballo Club is a non-profit organization. The R.C. Baker Museum is located in segment 3 of the route. The museum covers the history of the area from dinosaur days with emphasis on oil production and features a historic fueling station. State Route 198 goes through the downtown of Coalinga with retail establishments and some government offices. On the west side of SR 33/SR 198 (Elm Avenue) between Cherry Lane and Cambridge Avenue is West Hills College. The college is an accredited junior college and has been at this location since 1956. Heading out of Coalinga, some new residential development is found on the east side of the route. The old Coalinga Municipal Airport, which is now vacated since 2000, was located on the west side of the highway. The land use once again returns to oil fields and some patches of agricultural until it meets I-5.

City of Coalinga Richfield fueling station from 1934

At the I-5/SR 198 Interchange, there is highway commercial development to cater to travelers. The Harris Ranch Inn and Restaurant is located here, with their operations located in the area. Harris Ranch is the largest cattle ranch in California, if not in the West. Besides raising cattle, the large operation also produces a wide variety of produce, including garlic and onions. They also raise Thoroughbred race horses. The route follows the Dorris Avenue alignment, the route features agriculture in the form of orchards, mainly almonds, with some vineyards and row crops thrown in.

As SR 198 enters Kings County, Lemoore Naval Air Station (LNAS) comes into view. The LNAS was commissioned in 1961. It has since become the newest and largest Master Jet Base in the U.S. Navy. It is the sole west coast fighter/attack Navy base. The base is the third largest employer in Kings County.

North of the route and west of SR 41 off of Bush Street, is West Hills College of Lemoore. It was originally located in Lemoore in 1981. The campus relocated to its current location in 2002. Enrollment is about 4,500 students.

Leprino Foods, a cheese processor, is located on the west side of SR 41, north of SR 198 at Industry Way. Adjacent to Leprino Foods to the west is the Kings River Business and Industrial Park. The park is 240 acres and has access to rail via the SJVRR which leads to the UPRR. This industrial park has yet to develop. On the southeast quadrant of SR 41/SR 198, is the Lemoore Industrial Park. This park is approximately 400 acres. The park consists of both industrial and commercial uses. Some of the tenants include: Olam Tomato Processors, Lemoore Auto Mall, Motel 6, Master Storage, Lemoore Racing Enterprises (includes Lemoore Raceway), AG USA (mainly tomato product processing), and others. Adjacent to the park on the east, is the city's wastewater treatment facility. Just east of the industrial park, is the Lemoore Golf Course. The golf course opened in 1928. On the northeast quadrant of SR 198 and 19th Avenue is a city run park. The park features lighted softball fields, picnic areas, and a BMX track. The north side of SR 198 is mainly residential with most of the city lies to the north of the route. At the northeast quadrant of SR 198 and 18th Avenue/Lemoore Avenue, is the Donald C. Jamison Continuation High School along with Lemoore High School.

East of the Lemoore Canal, the land use becomes more agricultural. Just before 14th Avenue, the land use becomes residential entering the community of Armona. On the northeast quadrant of SR 198 and 14th Avenue, is Recreation Park, which in turn lies south of Parkview Middle School. At Hanford-Armona Road, there are some small industrial shops.

The route now enters the City of Hanford. The north side of the highway sports various commercial establishments, while the south side is residential with some commercial uses. The Roosevelt Elementary School is located on the southwest quadrant of SR 198 and 11th Avenue with commercial development. On the northeast quadrant, the Marquez Brothers cheese and protein plants operate. At 10th Avenue south of the route, is the Hanford Cemetery. South of the cemetery, is the Kings County Fairgrounds. The county fair is held in June of each year. The Kings Speedway is also part of the fairgrounds featuring a 3/8ths of a mile clay oval track. Races are held throughout the season. Just to the east of the fairgrounds, is the Hanford Municipal Airport. The airport is a general use airport owned and operated by the city. Continuing east, the north side of the route is mainly residential with some commercial. The south side is more industrial with Central Valley Meat Company, a feedlot and slaughterhouse.

At the SR 43/SR 198 Interchange, there is development occurring. Just north of the current SR 43/SR 198 Interchange, a roundabout is planned between Lacey Boulevard and the railroad tracks to the north. A major development is underway for a Costco north of the interchange. At the southwest quadrant of SR 43 and Lacey Boulevard, there is a large commercial development going in. This development covers 58 acres with nearly 500,000 square feet of building area. It is to be developed in four phases covering a ten year period. As mitigation for this project, a roundabout is proposed on SR 43 between Lacey Boulevard and the railroad crossing north of the project.

At 7th Avenue north of SR 198, is the Kit Carson Elementary School. To the east, agriculture dominates with dairies. This land use continues into Tulare County.

At the SR 99/SR 198 Interchange on the edge of the City of Visalia, is the Visalia Municipal Airport found on the southeast quadrant. The airport is owned and operated by the city and is a public use airport. Just east of the airport is the Valley Oaks Golf Course. It is part of the city's Plaza Park and has 27 holes of golfing. Plaza Park has four softball fields, a dog park, horseshoe pits, a bike path, tennis courts, and a pond for fishing. The park is also home to the Plaza Park Raceway, a one-fifth-mile oval clay track. On the north side of the route, there are two colleges: Fresno Pacific University (extension) and San Joaquin Valley College.

Continuing east, SR 198 is mainly agricultural up to Shirk Road. At Shirk Road, the north side becomes residential and the south side remains agricultural and undeveloped. At Akers Street, the route becomes developed with commercial businesses. Further south on the southwest quadrant of Akers Street and SR 198, is the Central Valley Christian School. The school includes preschool, elementary, middle school, and high school and has over 1,000 students. Further north, is the Willow Glen Elementary School, which is a preschool to middle school campus with over 650 students. The route continues on with commercial and residential development. East of Road 108/Demaree Street, is a K-Mart, Elks Lodge, and Brandman University. At Woodland Street, the north side features various county offices, including the court house and administration. On the south side of the route, is the College of the Sequoias. The college was established in the mid-1920s and currently has over 13,000 enrolled in its programs. It offers classes at satellite locations, including: Corcoran, Dinuba, Exeter, Farmersville, Hanford, Ivanhoe, Lemoore, Lindsay, Orosi, Porterville, Strathmore, Three Rivers, Tulare, and Woodlake.

At Giddings Street on the north side, is Redwood High School. The school has a campus on both sides of Giddings Street with a bridge to connect the two campuses. The enrollment is over 2,000 students. Between West Street and Locust Street is the Kaweah Delta Medical Center. Between Court Street and Bridge Street on the north side

of SR 198, is the Visalia Convention Center. The convention center has 114,000 square feet of space for meetings and other functions.

The route typically has commercial on the north side with residential on the south side. At Ben Maddox Way, numerous automobile dealerships are found on the north side. On the southwest quadrant of Ben Maddox Way and SR 198 is Advanced Food Products, LLC, which is a food processing and packaging industry. The company offers spreadables, pudding, cheese sauces, and dips. On the southeast quadrant, there are two large shopping centers.

Further east at Vista Street on the southeast quadrant, is Mineral King Elementary School. There is a plan for a 270-acre park with a water recharge basin on the north side of SR 198, between Lovers Land and Road 156, all the way north to SR 216. The Eastside Regional Park would have soccer, baseball, and cricket fields, with walking trails. It is only in the planning stages with a draft environmental impact report (DEIR) expected in 2016.

Continuing east the corridor begins to become more residential with lower densities. Agriculture land use once again is found. At Yokohl Drive which heads south of SR 198 as the route begins a northern turn, is another planned development. The Yokohl Ranch Development is for 10,000 homes with four schools, two golf courses, retail and commercial uses, open space, and parks. A DEIR is expected before the end of 2015.

As the route heads north, the land use is mainly agricultural with low density homes. The community of Lemon Cove has some residences and a few commercial buildings. Lake Kaweah lies on the north side of SR 198. The area has camping sites, trails, picnic areas, and boating. The lake has a capacity to hold 227,000 acre feet of water. The community of Three Rivers is just to the northeast of the lake. The Three Rivers Gold Course is on the northwest side of SR 198. Many tourist shops are found in the area. The route ends at the Sequoia National Park Ash Entrance and becomes Generals' Highway.

Table 6: Land Use

Segment	Place Type
1	Rural settlements and Agricultural lands
2	Rural town/Suburban corridor/Suburban center
3	Suburban center/Rural settlements and Agricultural lands/Special use area (airport)
4	Rural settlements and Agricultural lands
5	Rural settlements and Agricultural lands
6	Special use area (LNAS)/Rural settlements and Agricultural lands
7	Suburban neighborhood/Dedicated use area (golf course)
8	Rural settlements and Agricultural lands/Suburban neighborhood
9	Suburban corridor
10	Suburban corridor/Rural settlements and Agricultural lands
11	Rural settlements and Agricultural lands
12	Rural settlements and Agricultural lands
13	Special use area (airport)/Dedicated use areas (commercial and businesses)
14	Dedicated use area (golf course)/Suburban corridor
15	Suburban corridor
16	Suburban corridor
17	Rural settlements and Agricultural lands
18	Rural settlements and Agricultural lands
19	Rural settlements and Agricultural lands
20	Rural settlements and Agricultural lands
21	Rural settlements and Agricultural lands
22	Rural settlements and Agricultural lands
23	Rural settlements and Agricultural lands
24	Rural town
25	Rural town
26	Protected lands

SYSTEM CHARACTERISTICS

Most of SR 198 meets the 2040 concept. Where there are currently only two lanes, the concept mainly involves highway improvements, such as: passing lanes, signals, turn lanes, and other operations. The urbanized areas of the route are four lanes and mainly freeway, with a few segments of expressway.

Note: Table below contains only the applicable and required data for a TCR, if it does not have PeMS detection, based on the Caltrans, HQ TCR guidelines 2012.

Please note: the System Characteristics Spreadsheet is divided by county.

Table 7: System Characteristics, Fresno County				
Segment	**1**	**2**	**3**	**4**
Existing Facility				
Facility Type	C	C	C	C
General Purpose Lanes	2	2/4	2	2/4
Lane Miles	42.38	2.92/5.84	8.264	31.898/63.796
Centerline Miles	21.19	1.46	4.132	15.949
Auxiliary Lanes	No	No	No	No
Passing Lanes	No	No	No	No
Truck Climbing Lanes	No	No	No	No
Concept Facility				
Facility Type	C(I)+	C(I)+	C(I)+	E
General Purpose Lanes	2	2	2	4
Lane Miles	42.38	2.92	8.264	63.796
Centerline Miles	21.19	1.46	4.132	15.949
Auxiliary Lanes	Maybe	Maybe	Maybe	No
Passing Lanes	Maybe	Maybe	Maybe	No
Truck Climbing Lanes	No	No	No	No
TMS Elements				
TMS Elements (BY)	Traffic count stations	Signal, traffic count stations	Signal, traffic count station	CCTV, signal, traffic count stations
TMS Elements (HY)	None	Highway advisory radio, changeable message sign	None	Changeable message signs, CCTV, highway advisory radio

Table 8: System Characteristics, Kings County							
Segment	**5**	**6**	**7**	**8**	**9**	**10**	**11**
Existing Facility							
Facility Type	C/E	E	F	E	E	E	E
General Purpose Lanes	2/4	4	4	4	4	4	4
Lane Miles	6.0/12.0	23.588	7.856	22.196	16.28	7.34	24.04
Centerline Miles	3	5.897	1.964	5.549	4.07	1.835	6.01
Auxiliary Lanes	No	No	No	No	No	No	No
Passing Lanes	No	No	No	No	No	No	No
Truck Climbing Lanes	No	No	No	No	No	No	No
Concept Facility							
Facility Type	E	F	F	F	F	F	E
General Purpose Lanes	4	4	4	4	4	4	4
Lane Miles	12	23.588	7.856	22.196	16.28	7.34	24.04
Centerline Miles	3	5.897	1.964	5.549	4.07	1.835	6.01
Auxiliary Lanes	No	No	No	No	No	No	No
Passing Lanes	No	No	No	No	No	No	No
Truck Climbing Lanes	No	No	No	No	No	No	No
TMS Elements							
TMS Elements (BY)	Traffic count station	Signal, traffic count stations	Signals, traffic count stations	Traffic count stations	Signals, traffic count stations,	Changeable message sign, traffic count stations	Traffic count station
TMS Elements (HY)	Changeable message sign, traffic count station	Changeable message sign	CCTV, traffic count station, highway advisory radio, changeable message sign	Changeable message sign	CCTV, changeable message signs, remote processing unit	CCTV, highway advisory radio	None

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Table 9: System Characteristics, Tulare County															
Segment	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**
Existing Facility															
Facility Type	E	F	F	F	F	F	F	E	E	C	C	C	C	C	C
General Purpose Lanes	4	4 + aux	4 + aux	4 + aux	4	4	4	4	4	2	2	2	2	2	2
Lane Miles	13.24	7.144	7.656	5.56	16.884	8.128	7.712	8.72	4.004	14.296	2.72	15.28	5.16	7.72	3.626
Centerline Miles	3.31	1.786	1.914	1.39	4.221	2.032	1.928	2.18	1.001	7.148	1.36	7.64	2.58	3.86	1.813
Auxiliary Lanes	No	No	No	No	No	No	No	No	No					No	No
Passing Lanes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Truck Climbing Lanes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Concept Facility															
Facility Type	E	F	F	F	F	F	F	E	E	C(I)	C(I)	C(I)	C(I)	C(I)	C(I)
General Purpose Lanes	4	6 + aux	6 + aux	6 + aux	6 + aux	4	4	4	4	2	2	2	2	2	2
Lane Miles	13.24	7.144	7.656	5.56	16.884	8.128	7.712	8.7	4.004	14.296	2.72	15.28	5.16	7.72	3.626
Centerline Miles	3.31	1.786	1.914	1.39	4.221	2.032	1.928	2.18	1.001	7.148	1.36	7.64	2.58	3.86	1.813
Auxiliary Lanes	No	No	No	No	No	No	No	No	No	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe
Passing Lanes	No	No	No	No	No	No	No	No	No	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe
Truck Climbing Lanes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
TMS Elements															
TMS Elements (BY)	Changeable message sign, traffic count stations	CCTV, signal, traffic count stations, vehicle detection systems	Changeable message sign, signals, traffic count stations, CCTV, vehicle detection systems	Traffic count stations, signals	Traffic count stations, CCTV, signals	Traffic count stations	Traffic count stations	Signal, traffic count station	Signal, traffic count stations	Traffic count station	Traffic county station	Traffic count stations	Traffic count stations	Traffic count stations	Traffic count stations
TMS Elements (HY)	Remote processing unit	Traffic count station, vehicle detection system	Ramp metering systems, changeable message sign, vehicle detection system	Vehicle detection systems, ramp metering system, changeable message sign	Ramp metering systems, vehicle detection systems	Vehicle detection system	Vehicle detection systems	None	Changeable message sign, remote processing unit	Highway advisory radio	None	None	None	None	None

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COMPLETE STREETS

A Complete Street is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete Street concepts apply to rural, suburban, and urban areas. Providing Complete Streets increases travel options which, in turn, reduce congestion, increase system efficiency, and enable environmentally sustainable alternatives to single driver automotive trips. *Smart Mobility Framework analysis allows for people to see what Complete Streets strategies might be most appropriate for the land use of an area.*

Implementing Complete Streets and other multi-modal concepts supports the California Complete Streets Act of 2008 (AB 1358), as well as the California Global Warming Solutions Act of 2006 (AB 32) and SB 375, which outline the State's goals of reducing greenhouse gas emissions. With AB 1358 and DD-64-R2, both Caltrans and local agencies are working to address common goals.

Through Deputy Directive 64-R2, Caltrans provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System (SHS). The Department views all transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

For more information on bicycles and complete streets, please see the webpage "District 6 Bicycle and Complete Streets Program" located at: http://www.dot.ca.gov/dist6/bicycle/.

For a copy of Deputy Directive 64-R2, please see:
http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/dd_64_r2.pdf.

Complete streets

BICYCLE FACILITY

The Sierra to Sea California Trail utilizes the route throughout Fresno County. In most of Kings County, alternate routes must be used, as SR 198 is a freeway and bicycles are prohibited. Around Lake Kaweah, the route is a proposed Class 1 bike project, and north of the lake it is an existing Class II bike project.

The City of Visalia has been proactive when it comes to bicycle facilities. The city has trails where bicyclists are welcome and is planning expansions.

California's transportation system cannot meet the State's needs by just accommodating vehicle travel. As the transportation system expands, the regional agencies may consider a future bikeway system on this State highway that would convert it into a vital multi-modal corridor. Improved bicycle facilities along the state route would give residents another choice of transportation, reduce carbon dioxide emissions, and reduce congestion.

Many municipalities may already have a comprehensive bicycle network that – when mapped – appears to adequately cover a large area with multiple intersecting on-street bike lanes or sign-posted bike routes. However, if these facilities are inaccessible to cyclists seeking a low-stress experience then the network may not meet the needs of everyone. Municipalities may implement separated bike lanes as a way to provide a low-stress bicycle network. Such a network might be overlaid on and around – or even replace – an existing bicycle network. It pays particular attention to higher quality, lower-stress connections, even if this results in some backtracking or extra distance requirements for cyclists using the enhanced network. Separated bikeways, also known as cycle tracks, are one of many bicycle facility types that can be used to create bicycle networks, which are interconnected bicycle transportation facilities that allow bicyclists to safely and conveniently get where they want to go. Well-planned and designed separated bikeways (Class IV) can complement or connect to other facilities such as on-street bike lanes (Class II) and shared use paths (Class I). Separated bikeways can appeal to a broad range of people and in doing so contribute to increases in bicycling volumes and rates. In many American cities, transit-dependent populations often face long commutes that are exacerbated by limited access to private motorized transport and residences far from convenient public transport options. A low stress bicycle network gives transportation options to these communities. Implementing a street conversion by adding a separated bikeway, along with other Complete Streets elements like landscaped pedestrian refuge islands, enhanced transit stops, and others can help to ensure that transportation projects are well received. Furthermore, adding a separated bikeway design to a more wide-ranging Complete Streets retrofit may often represent only a marginal increase in overall investment on a project. Caltrans Design Program is in the process of providing guidance on Class IV facilities and has already published design guidance for Class 1 facilities in the Highway Design Manual chapter 1000.

The different types of bicycle facilities are described below in more detail. There are advantages and disadvantages of each type and the type of rider may vary depending on the type of facility.

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.

Bikeway Class IV (Separated Bikeways, also known as Cycle Tracks) – Separated bikeways are separated from motor traffic by some type of physical constraint (e.g. barriers, parking or bollards)

These guides promote a network of Class I, Class II and Class III bicycle facilities that connect major origins and destinations. Please see Appendix A: Glossary of Acronyms and Terms, for a definition of the different bicycle facility types.

These guides should be considered in all transportation system developments so as to include flexibility in future design options.

For further information, please see Appendix C, Bicycle Information. Please also see the "Bicycle Guide for District 6 and Complete Street Elements," at www.dot.ca.gov/dist6/planning/docs/BicycleGuide.pdf.

Table 10: Bicycle Facility					
Segment	State Bicycle Facility		Parallel Bicycle Facility within ½ mile of route (if bike prohibited only)		
	Bicycle Access Prohibited	Facility Type	Parallel Facility Present	Segment ID	Name
1	No	NA	NA	NA	NA
2	No	NA	NA	NA	NA
3	No	NA	NA	NA	NA
4	No	NA	NA	NA	NA
5	No	NA	NA	NA	NA
6	Yes	NA	Alternate route	NA	25th Ave, Avenal Cutoff Rd, Jackson Ave, SR 41
7	Yes	NA	Alternate route	NA	SR 41, Idaho Ave, 19th Ave, Iona Ave
8	Yes	NA	Alternate Route	NA	Iona Ave, 16th Ave, Houston Ave
9	Yes	NA	Yes	NA	Houston Ave, 8th Ave
10	No	NA	NA	NA	NA
11	No	NA	NA	NA	NA
12	Part	NA	Yes	NA	Rd 68, Caldwell Ave, Dr 85, Aviation Wy
13	Part	NA	Yes	NA	Aviation Wy, Plaza Dr
14	Part	NA	Yes	NA	Noble Ave (eastward) or Mineral King Ave (westward)
15	Yes	NA	Yes	NA	Noble Ave (eastward) or Mineral King Ave (westward)
16	Yes	NA	Yes	NA	Noble Ave (eastward) or Mineral King Ave (westward)
17	Yes	NA	Yes	NA	Noble Ave (eastward) or Mineral King Ave (westward)
18	No	NA	NA	NA	NA
19	No	NA	NA	NA	NA
20	No	NA	NA	NA	NA
21	No	NA	NA	NA	NA
22	No	NA	NA	NA	NA
23	No	NA	NA	NA	NA
24	No	NA	NA	NA	NA
25	No	NA	NA	NA	NA
26	No	NA	NA	NA	NA

PEDESTRIAN FACILITY

State Route 198 has some stretches where pedestrians are prohibited. This occurs in the freeway segments which are generally in the urbanized areas. In the urbanized areas where the route is not a freeway, sidewalks and crosswalks do occur.

Table 11: Pedestrian Facility				
Segment	Pedestrian Access Prohibited	Sidewalk Present	Junction	
			Location	Type
1	No	No	Beach Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Frame Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Boone Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Crump Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Coldwell Ln (north)	Not signalized, at-grade
				No crosswalk, no sidewalk
			Coldwell Ln (south)	Not signalized, at-grade
				No crosswalk, no sidewalk
			South Coalinga Mineral Springs Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Parkfield Grade	Not signalized, at-grade
				No crosswalk, no sidewalk
2	No	Varies	Firestone Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Alcalde Rd	Not signalized, at-grade
				No crosswalk, no sidewalk, curb
			Lucille Ave	Not signalized, at-grade
				No crosswalk, some sidewalk
			Pacific St	Not signalized, at-grade
				Crosswalks (not across highway), sidewalk
			Polk St	Signalized, at-grade
				Crosswalks, sidewalk
			7th St	Not signalized, at-grade
				No crosswalk, sidewalk
			6th St	Not signalized, at-grade
				No crosswalk, sidewalk
3	No	Varies	Coalinga Plaza/5th St/SR 33 Jct	Flashing light, at-grade
				Crosswalk, sidewalk
			4th St	Not signalized, at-grade
				No crosswalk, sidewalk
			3rd St	Not signalized, at-grade
				Crosswalks, sidewalk
			2nd St	Not signalized, at-grade
				No crosswalk, sidewalk
			Van Ness St/1st St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Baker St	Not signalized, at-grade
				No crosswalk, sidewalk
			Truman St	Not signalized, at-grade
				No crosswalk, sidewalk
			Cherry Ln	Signalized, at-grade
				Crosswalks, sidewalk
			Walnut Ave	Not signalized, at-grade
				Crosswalk, sidewalk
			Cambridge Ave (east)	Not signalized, at-grade
				No crosswalk, sidewalk
			Cambridge Ave (west)	Not signalized, at-grade
				No crosswalk, sidewalk
			Phelps Ave	Signalized, at-grade
				Crosswalks, minimal sidewalk
			El Rancho Blvd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Gale Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Buffalo Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Stanislaus Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Lipe Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Palmer Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Dorris Ave	Not signalized, at-grade
				No crosswalk, no sidewalk

Table 11: Pedestrian Facility				
Segment	Pedestrian Access Prohibited	Sidewalk Present	Junction	
			Location	Type
4	No	No	I-5	Not signalized, grade separated
				No crosswalk, no sidewalk
			Napa Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			El Dorado Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Colusa Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Yuba Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Butte Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Lake Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Trinity Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			SR 269/Lassen Ave	Flashing light, at-grade
				No crosswalk, no sidewalk
			Siskiyou Ave (north)	Not signalized, at-grade
				No crosswalk, no sidewalk
			Madera Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Goldenrod Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Howard Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Bishop Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Jameson Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Dickenson Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Mitchell Ave/Railroad crossing PM 42.377	Railroad crossing arms with lights, at-grade
				No crosswalk, no sidewalk
5	No	No	Westlawn Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			27th Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Lemoore NAS road	Not signalized, at-grade
				No crosswalk, no sidewalk
			Lemoore NAS road	Not signalized, at-grade
				No crosswalk, no sidewalk
6	Yes	No	25th Ave/Enterprise Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Avenal Cutoff Rd	Not signalized, grade separated
				No crosswalk, no sidewalk
			21st Ave	Not signalized, grade separated
				No crosswalk, no sidewalk
7	Yes	Varies	SR 41	Not signalized, grade separated
				No crosswalk, no sidewalk
			19th Ave	Signalized, grade separated
				No crosswalk, sidewalk
			Vine St	Not signalized, at-grade
				No crosswalk, no sidewalk
			18th Ave/Lemoore Ave	Not signalized, grade separated
				No crosswalk, no sidewalk
8	Yes	No	Houston Ave	Not signalized, grade separated
				No crosswalk, no sidewalk
			16th Ave	Not signalized, at-grade
				Crosswalk on ramps, no sidewalk
			14th Ave	Not signalized, grade separated
				Crosswalk on ramps, no sidewalk
			Hanford-Armona Rd	Not signalized, grade separated
				No crosswalk, no sidewalk
9	Yes	Varies	12th Ave	Signalized ramps, grade separated
				Crosswalk on ramps, no sidewalk
			11th Ave	Signalized ramps, grade separated
				Crosswalk on ramps, minimal sidewalk
			PM R18.129 Double railroad tracks	Not signalized, grade separated
				No crosswalk, no sidewalk
			Phillips St	Not signalized, grade separated
				No crosswalk, no sidewalk

Table 11: Pedestrian Facility				
Segment	Pedestrian Access Prohibited	Sidewalk Present	Junction	
			Location	Type
			Douty St	Not signalized, grade separated
				No crosswalk, no sidewalk
			10th Ave	Signals on streets that serve as ramps, grade separated
				Crosswalk, no sidewalk
			9th Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
10	No	No	SR 43	Not signalized, at-grade
				No crosswalk, no sidewalk
11	No	No	7th Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			6th Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			4th Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			2nd Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			1 ½ Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
12	Partially	No	1st Ave/Rd 44	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 48	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 52	Not signalized, at-grade
				No crosswalk, no sidewalk
			17th Ave/Rd 56	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 60	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 64	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 68	Not signalized, grade separated
				No crosswalk, no sidewalk
13	Yes	No	SR 99 and RR tracks	Not signalized, grade separated
				No crosswalk, no sidewalk
			Plaza Dr	Not signalized, grade separated
				No crosswalk, no sidewalk
14	Yes	Varies	Shirk Rd	Not signalized, grade separated
				No crosswalk, no sidewalk
			Akers St	Signalized ramps, grade separated
				Crosswalks, some sidewalk
15	Yes	Yes	Linwood Ave	Signals at ramps, grade separated
				Crosswalks, some sidewalk
			Chinowth St	Signals at ramps, grade separated
				Crosswalks, sidewalks
			Rd 108/Demaree St	Signals at ramps, grade separated
				Crosswalks, sidewalk
			County Center Drive/Main St	Signals at ramps, grade separated
				Crosswalks, sidewalk
16	Yes	Varies	Woodland Dr	Signals at ramps, grade separated
				Crosswalks, sidewalk
			SR 63/Mooney Blvd	Signals at ramps, grade separated
				Crosswalks, sidewalk
			Giddings St	Signals at frontage roads, grade separated
				Crosswalks, sidewalk
			Conyer St	Signals at frontage roads, grade separated
				Crosswalks, sidewalk
			Watson St	Signals at frontage roads, grade separated
				Crosswalks, sidewalk
			Locust St	Signals at frontage roads, grade separated
				Crosswalks, sidewalk
			Court St	Signals at frontage roads, grade separated
				Crosswalk, sidewalk
			Bridge St	Signals at frontage roads, grade separated
				Crosswalk, sidewalk
			Santa Fe St	Signals at frontage roads, grade separated
				Crosswalk, sidewalk
			Burke St	Signals at frontage roads, grade separated
				Crosswalks, sidewalk
			Ben Maddox Wy also RR Xing	Signals at frontage roads, grade separated
				Crosswalks, sidewalk
			SR 216/Lovers Ln	Signals at ramps, grade separated

Table 11: Pedestrian Facility				
Segment	Pedestrian Access Prohibited	Sidewalk Present	Junction	
			Location	Type
				Crosswalks, sidewalk
			Pedestrian OC PM R11.980	Not signalized, grade separated
				No crosswalk, some sidewalk
17	Yes	No	Rd 156/6th Ave	Not signalized, grade separated
				No crosswalk, no sidewalk
18	Partially	No	Farmersville Rd	Not signalized, grade separated
				No crosswalk, no sidewalk
19	No	No	Rd 180 B	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 182	Not signalized, at-grade
				No crosswalk, no sidewalk
			RR Xing PM R17.88	Not signalized, grade separated
				No crosswalk, no sidewalk
20	No	Varies	SR 65	Signalized, at-grade
				Crosswalk, sidewalk on corners
21	No	No	SR 245	Signalized, at-grade
				No crosswalk, no sidewalk
			Rd 208	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 210	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 212	Not signalized, at-grade
				No crosswalk, no sidewalk
			High Sierra Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 217	Not signalized, at-grade
				No crosswalk, no sidewalk
			Eaton Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 220	Not signalized, at-grade
				No crosswalk, no sidewalk
			Yokohl Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 300	Not signalized, at-grade
				No crosswalk, no sidewalk
			Mehrten Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 324	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 244	Not signalized, at-grade
				No crosswalk, no sidewalk
22	No	No	Pogue Ave South	Not signalized, at-grade
				No crosswalk, no sidewalk
			Pogue Ave North	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 328	Not signalized, at-grade
				No crosswalk, no sidewalk
			Douglas Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Summit Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Lemon Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 330	Not signalized, at-grade
				No crosswalk, no sidewalk
			Goodale Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 334	Not signalized, at-grade
				No crosswalk, no sidewalk
			SR 216/Lomitas Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
23	No	No	Rd 248	Not signalized, at-grade
				No crosswalk, no sidewalk
			Long Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Road to Horse Creek Lake Recreation Area	Not signalized, at-grade
				No crosswalk, no sidewalk
			Horse Creek Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Slick Ramp Boat Launch Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
24	No	No	Pierce Dr South	Not signalized, at-grade

Table 11: Pedestrian Facility				
Segment	Pedestrian Access Prohibited	Sidewalk Present	Junction	
			Location	Type
				No crosswalk, no sidewalk
			Pierce Dr North	Not signalized, at-grade
				No crosswalk, no sidewalk
			Cherokee Oaks Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Mountain Rd 349	Not signalized, at-grade
				No crosswalk, no sidewalk
			Old Three Rivers Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			South Fork Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
25	No	No	North Fork Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Eggers Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Hawk Hollow Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Sunset Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Alta Acres Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Encina Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Skyline Dr/Dinely Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Craig Ranch Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Deer Canyon Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
26	No	No	Mineral King Rd	Not signalized, at-grade
				No crosswalk, no sidewalk

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TRANSIT FACILITY

Transit is important along the SR 198 corridor and several agencies provide services. Many of these services provide inter-city travel for the small communities needing transportation to the larger cities for shopping and other trips. Coalinga Transit working through the Fresno County Rural Transit Agency (FCRTA) covers Fresno County. Coalinga Transit has a fixed route to Fresno and a demand response service. Kings Area Rural Transit (KART) has many routes providing service along the corridor. They provide service within Hanford and also to Lemoore, Lemoore NAS, Avenal, and Visalia. KART also provides demand response service in Hanford/Armona and Lemoore. Tulare County Area Transit (TCaT) has only one service route that runs along the SR 198 corridor. Its Northeast County Route provides service from Visalia to Three Rivers. Visalia Transit has numerous service routes that impact the corridor and a demand response service. For further information on transit along SR 198, please refer to Appendix D: "Transit Maps."

In the following table, transit ridership numbers and routes are for FY 2014-2015, except for Coalinga Transit which is FY 2013-2014.

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Table 12: Transit Facility										
Segment	Mode & Collateral Facility	Name	Route End Points	Annual Ridership	Operating Period	Stops		Bikes Allowed on Transit	Location Description	# Parking Spaces
						Cities	Postmiles			
2 - 4	Traditional Bus	Coalinga Transit – Coalinga-Fresno Route	Coalinga - Fresno	9,662	Monday - Friday	Coalinga, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, Easton, Fresno	NA	Yes		
3 – 4	Traditional Bus	Coalinga Transit – Dial-A-Ride	Within Coalinga	4,178	Monday - Friday	Coalinga	NA	NA		
6 - 7	Traditional Bus	KART – Dial-A-Ride Lemoore	Within Lemoore	5,773	Monday - Saturday	Lemoore	NA	NA		
8 - 11	Traditional Bus	KART – Dial-A-Ride Hanford/Armona	Within Hanford and Armona	21,084	Monday - Saturday	Hanford and Armona	NA	NA		
9	Traditional Bus	KART – Downtown Hanford-Route 4	6th St – 7th St	40,794	Monday - Saturday	Hanford	NA	Yes		
9	Traditional Bus	KART – Downtown Hanford-Route 5	11th Ave and north of SR 198 – 11th Ave and 5th Ave	47,070	Monday – Saturday	Hanford	NA	Yes		
9	Traditional Bus	KART – Downtown Hanford-Route 8	11th Ave and north of SR 198 – 11th Ave and 5th Ave	33,221	Monday – Saturday	Hanford	NA	Yes		
6 -9	Traditional Bus	KART – Kings County-Hanford/Lemoore Route 20	KART - Lemoore	213,715	Monday - Saturday	Hanford, Lemoore, Armona	NA	Yes		
5 - 9	Traditional Bus	KART – Kings County-Hanford/Lemoore NAS Route 21	KART - Lemoore	10,097	Monday – Friday	Hanford, Lemoore	NA	Yes		
7 - 9	Traditional Bus	KART – Kings County-Hanford/Avenal Route	KART – Avenal	25,204	Monday - Saturday	Hanford, Armona, Lemoore, Stratford, Kettleman City, Avenal	NA	Yes		
9 - 16	Traditional Bus	KART – Kings County-Hanford/Visalia Route	KART – Visalia Transit Center	23,251	Monday – Friday	Hanford, Visalia	NA	Yes		
16 - 24	Traditional Bus	TCaT – Route 30 Northeast County Route	Visalia Transit Center – Three Rivers Memorial Bldg	85,109	Daily	Visalia, Ivanhoe, Woodlake, Lemon Cove, Three Rivers	27.078, 40.844	Yes		
13 - 20	Traditional Bus	Visalia Transit – Dial-A-Ride	Visalia and Farmersville	35,263	Daily	Visalia, Farmersville	NA	NA		
16	Traditional Bus	Visalia Transit – Route 1A/1B	Transit Center – Government Plaza	477,238	Daily	Visalia	NA	Yes		
15 - 16	Traditional Bus	Visalia Transit – Route 2A/2B	Transit Center – Visalia Medical Clinic	197,819	Daily	Visalia	NA	Yes		
16	Traditional Bus	Visalia Transit – Route 3	Transit Center – Tulare Edison	94,464	Daily	Visalia	NA	Yes		
15 - 16	Traditional Bus	Visalia Transit – Route 4A/4B	Transit Center – Visalia Medical Clinic	157,068	Daily	Visalia	NA	Yes		
15 - 16	Traditional Bus	Visalia Transit – Route 5A/5B	Transit Center – Visalia Medical Clinic	103,013	Daily	Visalia	NA	Yes		
15 - 19	Traditional Bus	Visalia Transit – Route 9	Transit Center – Palm Kaweah	77,967	Daily	Visalia, Farmerville, Exeter	NA	Yes		
13 -16	Traditional Bus	Visalia Transit – Route 11	Visalia Transit Center – Noble Mooney	86,121	Monday - Saturday	Tulare, Visalia	NA	Yes		
13 - 16	Traditional Bus	Visalia Transit – Route 15	Visalia Transit Center – San Joaquin Valley College	20,347	Daily	Visalia	NA	Yes		
9	Rail	Amtrak – San Joaquin Corridor	San Francisco to Southern California	1,200,000+ (entire San Joaquin route) FY 12/13	Daily	Hanford	NA	Yes	Hanford	VAR

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A direct relationship exists between the size and density of a population and mass transit ridership. High density residential, coordinated commercial and retail development, and major employers located near existing or planned transit lines provide benefits by tying land use, compact growth, and modal enhancement to existing infrastructure. If residential densities within the metropolitan areas increase as expected, this could result in conditions more favorable for increasing use of transit. Mass transit may become a more important component of the transportation network in future years.

As congestion increases, creative solutions to ease this congestion will need to be considered. One alternative would be improvements and/or expansion of the existing transit system. A major advantage of transit over single-occupancy vehicle facilities is that adding transit, such as an additional bus, to a corridor that has reached capacity is more economical than it is to add another roadway lane. The bus is only needed during peak periods, making it more efficient than providing a travel lane that is under-used during non-peak hours. However, transit can only provide relief for congestion if the bus is not stuck in the same traffic as single occupancy vehicles. A solution to reduce the amount of time buses are stuck in congestion would be to create a dedicated transit lane. Investment in carpool and bus lanes on freeways, ramps, and arterial streets is not much more expensive than adding free-flow lanes; however, these alternatives can provide vital relief from the congestion associated with peak travel times. The dedicated transit lane would allow buses to move much faster than the congested traffic in other lanes, possibly making this an attractive alternative to commuters.

HIGH SPEED RAIL

The California High Speed Rail Authority (CHSRA) is a State agency responsible for planning, designing, building, and operating a high speed rail system consistent with the Safe, Reliable High-Speed Passenger Train Bond Act. 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 San Joaquin Valley. 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. From Fresno to Bakersfield, the system will cover 114 miles.

The future of California's High-Speed Train (HST) service will be dependent on funding and is slated to become a part of the State's transportation system. It therefore should be considered in concert with local and regional non-motorized transportation, transit, airports, and highways. Moreover, the HST stations should be situated and built as multimodal transportation hubs.

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.

FREIGHT

The rugged, mountainous stretches of SR 198, which includes segments 1, part of 25, and 26 is designated as a California Legal Advisory Route with a kingpin-to-rear-axle distance (KRPA) of 30 feet. Segment 2, most of segment 3, and the end of segment 13 through most of segment 25 are classified as Terminal Access (STAA). The last portion of segment 3 is classified as a California Legal Network. The remainder of the route is part of the National Network (STAA). There are no weigh station/enforcement facilities on the route. There are some privately owned scales located at: Terra Linda Farms and Huron Ginning Company in Fresno County (segment 4 of the route), and George Verhoeven Grain, Inc. in Kings County (segment 9).

The route has some railroad crossings. In Fresno County, in segment 4, there is an at-grade crossing of the San Joaquin Valley (SJV) Railroad at post mile 42.377 west of Westlawn Avenue. The SJVRR is a Class III railroad or short line railroad. Its parent company is Genesee & Wyoming Inc. In Hanford, in segment 9, the route is grade separated as an over-crossing of the Burlington Northern Santa Fe (BNSF) Railroad. Just east of SR 99, in segment 13, it is grade separated as an undercrossing of the Union Pacific (UP) Railroad. The UPRR and BNSFRR are Class I railroads. The UPRR is the largest railroad in California. The BNSFRR is the largest intermodal carrier in North America. Just west of Ben Maddox Way in Visalia, in segment 16, the BNSF railroad overcrosses the highway. West of SR 65, in segment 19 at post mile 17.881, the SJV Railroad undercrosses the route.

Leprino Foods – milk trucks

There are 78 bridge structures (undercrossings and overcrossings) on SR 198. The lowest vertical clearance is at 14.67’ at the Hanford-Armona Road Undercrossing, just west of Hanford.

There are two industrial parks near the route in Lemoore. The Kings River Business and Industrial Park which is north of the route has yet to be developed. The site does have access to rail. It is also next to the Leprino Foods which has many trucks coming in and out of the facility. The Lemoore Industrial Park is on the southeast quadrant of SR 198/SR 41. This industrial park is occupied with a few vacant areas. The industrial park is home to an automobile mall and food processors which have easy access to SR 198.

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 blue-print 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.

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.

Table 13: Freight Facilities

Facility Type/Freight Generator	Location	Mode	Name	Major Commodity/ Industry
Union-Pacific rail line	Visalia	Rail	UPRR	Various
Burlington Northern Santa Fe rail line	Hanford	Rail	BNSFRR	Various
San Joaquin Valley rail line	Lemoore	Rail	SJVRR	Various
Manufacturing	Lemoore	Truck	Leprino Foods Co.	Cheese Processing
Retail	Lemoore	Truck	K-Mart	Retail
Transport and Warehousing	Lemoore	Truck	Badasci Wood Transport	Trucking
Farming and Agriculture	Hanford	Truck/Rail	Warmerdam Packing, Nichols Farms	Fruit and Nuts, Farming
Retail	Hanford	Truck	Walmart Supercenter	Retail
Manufacturing	Hanford	Truck	The Sentinel, Exopack, Del Monte Foods, Con Agra Foods Inc., Central Valley Meat Co Inc.	Newspaper, Packing, Food Processing, Meat Packing
Intermodal	Hanford	Truck/Rail	George Verhoeven Feed Co., Lacey Milling Co.	Grain and Livestock Feed
Truck companies	Coalinga	Truck	Lowell Baker Westside Trucking Inc., Terry Johnson Trucking Inc.	General, Construction, Fresh Produce
Truck companies	Lemoore	Truck	Fresh Point Harvesting Co. Inc., Wills Trucking Service Inc.	General, Fresh Produce, Lumber, Intermodal, Dried Fruit and Nuts
Truck companies	Hanford	Truck	Ag-West Logistics Inc., E&B Bulk Transportation Inc., Hanford Commodities LLC, Dias Brothers Trucking, Triple C Trucking Inc.	General, Fresh Produce, Machinery, Agriculture Farm Supplies, Building Materials, Grain Feed Hay, Dry Bulk, Construction, Livestock, Meat
Truck companies	Visalia	Truck	Central CA Warehousing Services Inc., Soil Basics Corp., TLN Inc.	General, Meat, Fresh Produce, Refrigerated Food, Paper Products, Lumber, Building Materials, Grain Feed Hay, Beverages

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Map 9: Freight Map

04/18/16 California Dept of Transportation

Legend

SR 198 Sements
1 - 26

Rail
FREIGHT_OP
- BNSF
- BNSF-UP
- UP
- SJVR
- Other

- Terminals_GeocodeAddresses
- Travel_Plaza
- Truck Stops
- Railyards
- Intermodal Facility

Businesses
Industry Type
- Farming/Agriculture and Mining
- Manufacturing
- Other Goods Movement Sector
- Transportation and Warehousing
- Wholesale and Retail Trade

No. of Employees
- 100-249
- 250-499
- 500-999
- 1,000-4,999

STATE ROUTE 198
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

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ENVIRONMENTAL CONSIDERATIONS

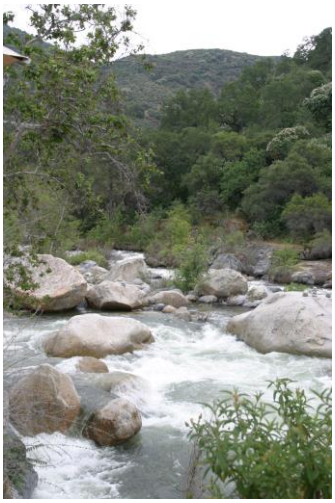
The chart below shows the critical species and habitats by segment. Some of the species are not listed with a special status, i.e. endangered or threatened, federally or by the state. Regardless, they are all crucial and are impacted.

Table 14: Environmental Critical Species And Habitat

Segment	Flora	Fauna	Habitat
1	Western lessingia, Diablo Range hare-leaf, San Gabriel ragwort, Rattan's cryptantha, South Coast Range morning glory, round-leaved filaree, San Benito thorn-mint, stinkbells, San Benito evening primrose*, Brewer's clarkia, San Benito poppy, oval-leaved snapdragon, Hernandez spineflower, potbellied spineflower, clay buckwheat, elegant wild buckwheat, recurved larkspur, San Antonio Hills monardella, Hall's tarplant, showy golden madia, Indian Valley bush mallow, shining navarretia, Eastwood's buckwheat, western Heermann's buckwheat, protruding buckwheat, California androsace, serpentine phlox-leaf bedstraw, pale-yellow layia, San Joaquin woollythreads*, California jewelflower*, Lemmon's jewelflower, slender cottongrass, Santa Clara thorn-mint, Hoover's eriastrum	Foothill yellow-legged frog, Coast Range newt, pallid bat, Townsend's big-eared bat*, western pond turtle, golden eagle, prairie falcon, western spadefoot, redheaded sphecid wasp, San Joaquin kit fox*, American badger, Nelson's antelope squirrel*, long-legged myotis, San Joaquin whipsnake	Great Valley Mesquite Scrub
2	Showy golden madia, San Joaquin woollythreads*, forked fiddleneck, California jewelflower*, San Benito poppy, Hoover's eriastrum, pale-yellow layia	Western spadefoot, San Joaquin dune beetle, San Joaquin kit fox*, Nelson's antelope squirrel*, blunt-nosed leopard lizard*, Swainson's hawk*, tricolored blackbird*, Le Conte's thrasher, burrowing owl, Hopping's blister beetle, Morrison's blister beetle, short-nosed kangaroo rat, western mastiff bat, American badger, silvery legless lizard, San Joaquin whipsnake, blunt-nosed leopard lizard*	Great Valley Mesquite Scrub
3	Pale-yellow layia, San Joaquin woollythreads*, forked fiddleneck, California jewelflower*, Hoover's eriastrum, crowscale	Swainson's hawk*, tricolored blackbird*, Le Conte's thrasher, burrowing owl, Hopping's blister beetle, Morrison's blister beetle, short-nosed kangaroo rat, western mastiff bat, American badger, silvery legless lizard, San Joaquin whipsnake, blunt-nosed leopard lizard*, yellow-headed blackbird, molestan blister beetle	Great Valley Mesquite Scrub
4	None	Yellow-headed blackbird, burrowing owl, molestan blister beetle	None
5	None	Western spadefoot, Swainson's hawk*, tricolored blackbird*, burrowing owl, San Joaquin kit fox*, Fresno kangaroo rat*	None
6	None	Cooper's hawk, hoary bat, valley elderberry longhorn beetle*, Tipton kangaroo rat*, coast horned lizard, western spadefoot, Swainson's hawk*, tricolored blackbird*, burrowing owl, San Joaquin kit fox*, Fresno kangaroo rat*	None
7	None	Cooper's hawk, hoary bat, valley elderberry longhorn beetle*, Tipton kangaroo rat*, coast horned lizard	None
8	None	Cooper's hawk, hoary bat, valley elderberry longhorn beetle*, Tipton kangaroo rat*, coast horned lizard	None
9	None	Swainson's hawk*, osprey, mountain plover, San Joaquin kit fox*, Cooper's hawk, hoary bat	Valley Sacaton Grassland
10	None	Swainson's hawk*, osprey, mountain plover, San Joaquin kit fox*	Valley Sacaton Grassland
11	Heartscale, lesser saltscale, subtle orache	Western spadefoot, Swainson's hawk*, tricolored blackbird*, vernal pool fairy shrimp*, San Joaquin kit fox*, coast horned lizard, osprey, mountain plover	Valley Sacaton Grassland
12	Heartscale, lesser saltscale, subtle orache	Western spadefoot, Swainson's hawk*, tricolored blackbird*, vernal pool fairy shrimp*, San Joaquin kit fox*, coast horned lizard	Valley Sacaton Grassland
13	Heartscale, lesser saltscale, subtle orache	Western spadefoot, Swainson's hawk*, tricolored blackbird*, vernal pool fairy shrimp*, San Joaquin kit fox*, coast horned lizard	Valley Sacaton Grassland
14	Brittlescale, California satintail, heartscale, lesser saltscale, subtle orache	Sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*, Hopping's blister beetle, San Joaquin kit fox*, western mastiff bat, western pond turtle, western spadefoot, Swainson's hawk*, tricolored blackbird*, vernal pool fairy shrimp*, coast horned lizard	Valley Sacaton Grassland
15	Brittlescale, California satintail	Sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*, Hopping's blister beetle, San Joaquin kit fox*, western mastiff bat, western pond turtle	None
16	Spiny-sepaled button-celery, brittlescale, California satintail	Moody's gnaphosid spider, red-breasted sapsucker, valley elderberry longhorn beetle*, San Joaquin kit fox*, American badger, pallid bat, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*, Hopping's blister beetle, western mastiff bat, western pond turtle	Great Valley Valley Oak Riparian Forest, Valley Sacaton Grassland
17	Spiny-sepaled button-celery	Moody's gnaphosid spider, red-breasted sapsucker, valley elderberry longhorn beetle*, San Joaquin kit fox*, American badger, pallid bat	Great Valley Valley Oak Riparian Forest, Valley Sacaton Grassland
18	Spiny-sepaled button-celery	Moody's gnaphosid spider, red-breasted sapsucker, valley elderberry longhorn beetle*, San Joaquin kit fox*, American badger, pallid bat	Great Valley Valley Oak Riparian Forest, Valley Sacaton Grassland
19	Spiny-sepaled button-celery	Moody's gnaphosid spider, red-breasted sapsucker, valley elderberry longhorn beetle*, San Joaquin kit fox*, American badger, pallid bat	Great Valley Valley Oak Riparian Forest, Valley Sacaton Grassland
20	Spiny-sepaled button-celery, San Joaquin adobe sunburst*, striped adobe lily*, calico monkey flower	Moody's gnaphosid spider, tricolored blackbird*, vernal pool fairy shrimp*, western mastiff bat, red-breasted sapsucker, valley elderberry longhorn beetle*, San Joaquin kit fox*, American badger, pallid bat	Claypan Vernal Pool, Great Valley Valley Oak Riparian Forest, Valley Sacaton Grassland
21	Spiny-sepaled button-celery, San Joaquin adobe sunburst*, Sierra Nevada monkey flower, San Joaquin Valley Orcutt grass*, Greene's tuctoria*, recurved larkspur, Kaweah brodiaea*, striped adobe lily*, calico monkey flower	California tiger salamander*, western spadefoot, golden eagle, great blue heron, tricolored blackbird*, burrowing owl, vernal pool fairy shrimp*, California linderiella, Tulare cuckoo wasp, San Joaquin kit fox*, western mastiff bat, pallid bat, spotted bat, Moody's gnaphosid spider	Sycamore Alluvial Woodland, Northern Claypan Vernal Pool
22	Spiny-sepaled button-celery, San Joaquin adobe sunburst*, Sierra Nevada monkey flower, San Joaquin Valley Orcutt grass*, Greene's tuctoria*, recurved larkspur, Kaweah brodiaea*	California tiger salamander*, western spadefoot, golden eagle, great blue heron, tricolored blackbird*, burrowing owl, vernal pool fairy shrimp*, California linderiella, Tulare cuckoo	Sycamore Alluvial Woodland

Table 14: Environmental Critical Species And Habitat			
Segment	**Flora**	**Fauna**	**Habitat**
		wasp, San Joaquin kit fox*, western mastiff bat, pallid bat, spotted bat	
23	Spiny-sepaled button-celery, Kaweah monkey flower, Madera leptosiphon, mouse buckwheat, Kaweah brodiaea*, San Joaquin adobe sunburst*, Sierra Nevada monkey flower, San Joaquin Valley Orcutt grass*, Greene's tuctoria*, recurved larkspur	Foothill yellow-legged frog, Sierra Nevada yellow-legged frog*, golden eagle, bald eagle*, California condor*, yellow-billed magpie, greater sage grouse*, Lewis' woodpecker, red-breasted sapsucker, molestan blister beetle, Morrison's blister beetle, western pond turtle, valley elderberry longhorn beetle*, western mastiff bat, California tiger salamander*, western spadefoot, great blue heron, tricolored blackbird*, burrowing owl, vernal pool fairy shrimp*, California linderiella, Tulare cuckoo wasp, San Joaquin kit fox*, pallid bat, spotted bat	Central Valley Drainage Hardhead/Squawfish Stream, Sycamore Alluvial Woodland
24	Spiny-sepaled button-celery, Kaweah monkey flower, Madera leptosiphon, mouse buckwheat, Kaweah brodiaea*	Foothill yellow-legged frog, Sierra Nevada yellow-legged frog*, golden eagle, bald eagle*, California condor*, yellow-billed magpie, greater sage grouse*, Lewis' woodpecker, red-breasted sapsucker, molestan blister beetle, Morrison's blister beetle, western pond turtle, valley elderberry longhorn beetle*, western mastiff bat	Central Valley Drainage Hardhead/Squawfish Stream
25	Abrams' onion, Call's angelica, Pierpoint Springs dudleya, aromatic canyon gooseberry, Sequoia gooseberry, Munz's iries, Shirley Meadows star-tulip, streambank spring beauty, Springville clarkia*, Sierra Nevada monkey flower, Kaweah monkey flower, mouse buckwheat, Kaweah brodiaea*, spiny-sepaled button-celery, Kaweah monkey flower, Madera leptosiphon	Gregarious slender salamander, Kings River slender salamander, foothill yellow-legged frog, southern mountain yellow-legged frog*, valley elderberry longhorn beetle*, Denning's cryptic caddisfly, western mastiff bat, fisher*, Townsend's big-eared bat*, western small-footed myotis, long-eared myotis, fringed myotis, Sierra Nevada yellow-legged frog*, golden eagle, bald eagle*, California condor*, yellow-billed magpie, greater sage grouse*, Lewis' woodpecker, red-breasted sapsucker, molestan blister beetle, Morrison's blister beetle, western pond turtle	Central Valley Drainage Hardhead/Squawfish Stream, Big Tree Forest
26	Abrams' onion, Call's angelica, Pierpoint Springs dudleya, aromatic canyon gooseberry, Sequoia gooseberry, Munz's iries, Shirley Meadows star-tulip, streambank spring beauty, Springville clarkia*, Sierra Nevada monkey flower, Kaweah monkey flower, mouse buckwheat, Kaweah brodiaea*	Gregarious slender salamander, Kings River slender salamander, foothill yellow-legged frog, southern mountain yellow-legged frog*, valley elderberry longhorn beetle*, Denning's cryptic caddisfly, western mastiff bat, fisher*, Townsend's big-eared bat*, western small-footed myotis, long-eared myotis, fringed myotis	Central Valley Drainage Hardhead/Squawfish Stream, Big Tree Forest

* Species has a special federal and/or state status



Rushing river adjacent to SR 198 in Tulare County

There are additional historic places within the National Park—but are not covered on the route.

Table 15: Historic Places & Landmarks			
Segment	**Name**	**Location**	**Description/Significance**
1 – 3	Birdwell Rock Petroglyph Site	Coalinga area (location restricted)	Built: Late prehistoric Listed: 2003 Prehistoric Yokut art, rock art
3	Arroyo De Cantua CA Historical Marker #344	On SR 198, at the north junction of SR 33	Date of historical significance: July 25, 1853 Listed: August 1939 Site where infamous Joaquin Murieta was killed by California Rangers
9	Hanford Carnegie Library/Hanford Carnegie Museum	Near the SE corner of 8th St and Douty St in Hanford, north of SR 198	Built: 1905 Listed: 1981 Romanesque architecture Remained open until 1968; became a museum in 1975
	Kings County Courthouse	Northwest corner of 8th St and Douty St in Hanford, north of SR 198	Built: 1896 Listed: 1978 Classical revival architecture
	Taoist Temple	Near the SE corner of 7th St and Green St in Hanford, north of SR 198	Built: 1893 Listed: 1972 Chinese religious structure
16	Bank of Italy/Bank of America	Northwest corner of Church St and Main St, in Visalia, north of SR 198	Built: 1923 Listed: 1982 Classical revival architecture
16	US Post Office/Visalia Town Center Station	Near Acequia St and Court St (SR 63), in Visalia, north of SR 198	Built: 1933 Listed: 1985 Beaux arts/art deco architecture
16	Hyde House	Near Olive Ave and Court St, in Visalia, south of SR 198	Built: 1886 Added: 1979 Tudor revival architecture
22	Pogue Hotel	Lemon Cove	Built: Late 1800s Added: 1991 Home of pioneer settler, James William Center Pogue Was a hotel, residence and is now a club house

Pogue Hotel, now the Lemon Cove Women's Club

The chart below lists possible contamination site(s) and the contaminants.

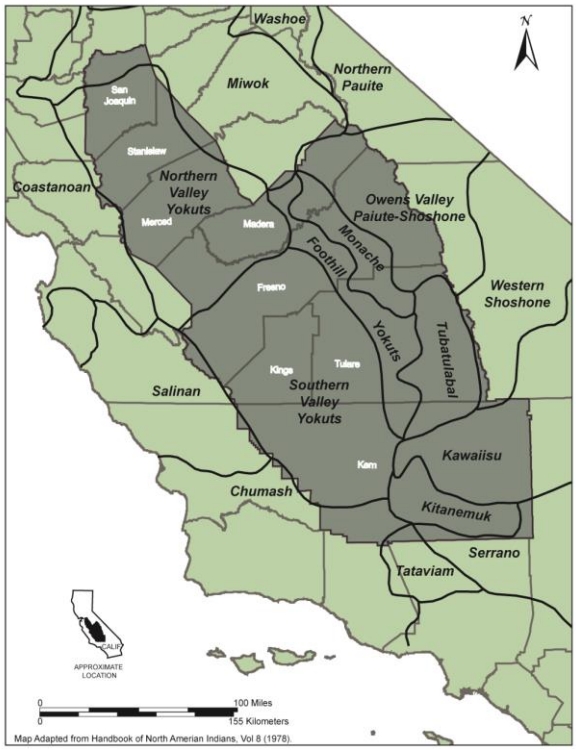
Table 16: Possible Contamination Sites

Segment	Name	Location	Contaminants
3	Coalinga Airport	West side of SR 198, north of the City of Coalinga	Insecticides, pesticides, fumigants, herbicides
4	Dick Anderson and Sons Farming	North side of SR 198, just east of the California Aqueduct and west of Madera Ave	Benzene, diesel, MTBE, gasoline, toluene, xylene, ethylbenzene, petroleum hydrocarbons, napthalene
8	Highway Patrol HQs	South of SR 198, on the west side of 13th Ave	Gasoline
9	Ultramar, formerly Beacon Oil	South of SR 198, on 3rd St east of 11th Ave	Benzene, diesel, gasoline, other solvents, non-petroleum hydrocarbons, toluene, xylene
13	Visalia Army Airfield	Southeast quadrant of SR 99 and SR 198	NA
18	Kimball Toppers	On Ave 296, north of SR 198, near Farmersville Rd	Gasoline
21	Sequoia Grocery	Northwest of SR 198, northeast of Mehrten Dr	Gasoline

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 Central Valley as their ancestral land. 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), 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 10: 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 198 passes through areas considered to be the traditional indigenous territories of the Salinan, Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Please note that many of the ethnographic territories overlap.

Caltrans consults and coordinates with Tribal Governments and Communities in developing the TCR. The Tribal Governments and Communities are listed under "Tribes" in the chart on Page 16.

CORRIDOR PERFORMANCE

Currently, the route operates at a LOS "C" or better. In many segments it operates at a LOS "A", due to recent completion of capacity improvement projects. However, by 2020 two segments drop to a LOS "D". These two segments are on the eastern end of Visalia from Road 102 to just west of Packwood Creek. The facility is a four-lane freeway at this location. By 2040, segments 2, 13, and 21 fall to LOS "D" without any improvements. In the same year, segments 14, 15, and 16 (within the City of Visalia) fall to LOS "E" and "F" without any improvements. With improvements, segments 2, 13, 14, 15, 16, and 21 through 26 fall to LOS "D".

Truck traffic reaches up to 22% of the total traffic in the westernmost segments. Throughout the route the average truck traffic is 12% of the total traffic.

The table on the following page shows the daily vehicle and truck traffic rates.

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Table 17: Corridor Performance																									
Segment	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**
Basic System Operations																										
AADT (BY) 2014	3,700	7,500	2,000	4,800	4,900	19,500	21,400	34,900	31,000	23,500	23,800	24,700	48,300	54,000	62,600	62,100	28,210	21,300	21,700	12,300	6,700	3,700	3,800	3,900	3,600	2,100
AADT (HY) 2040	4,700	14,100	5,100	9,000	9,200	29,500	35,800	54,500	49,000	38,200	38,900	39,500	77,200	88,100	103,300	104,600	48,000	38,800	35,500	19,700	10,200	5,700	6,400	6,300	5,400	2,900
LOS 2014	B	C	B	B	B	A	A	A	A	A	A	A	B	C	C	C	A	A	A	A	C	C	C	C	C	C
LOS 2040	C	D	C	C	C	A	A	B	B	B	B	B	D	E	F	F	C	B	B	A	D	C	C	C	C	C
Truck Traffic																										
Total Average Annual Daily Truck Traffic (AADTT) (BY) 2013	205	1,457	243	717	880	1,253	2,326	2,952	2,814	2,760	3,268	3,942	4,462	5,448	6,434	4,330	2,616	2,617	2,256	1,899	1,107	842	313	359	451	90
Total Trucks (% of AADT) (BY) 2013	22%	22%	16%	18%	8%	8%	8%	9%	15%	13%	13%	11%	9%	9%	9%	9%	9%	11%	6%	6%	18%	18%	8%	9%	9%	6%
5+ Axle Average Annual Daily Truck Traffic (AADTT) (BY) 2013	78	668	81	350	495	749	944	574	1,099	927	1,254	1,678	1,258	1,489	1,995	1,276	481	474	684	836	487	332	21	31	45	7
5+ Axle Trucks (as % of AADT) (BY) 2013	38.11%	45.87%	33.33%	46.63%	56.25%	52%	43.27%	34.53%	39.5%	33.5%	37.29%	42.57%	29.84%	26.5%	31%	28.48%	18.37%	20.36%	28.91%	44%	44%	31.57%	6.71%	8.36%	10%	7.6%

Note: Table above contains only the applicable and required data for a TCR, if it does not have PeMS detection, based on the Caltrans, HQ TCR guidelines 2012.

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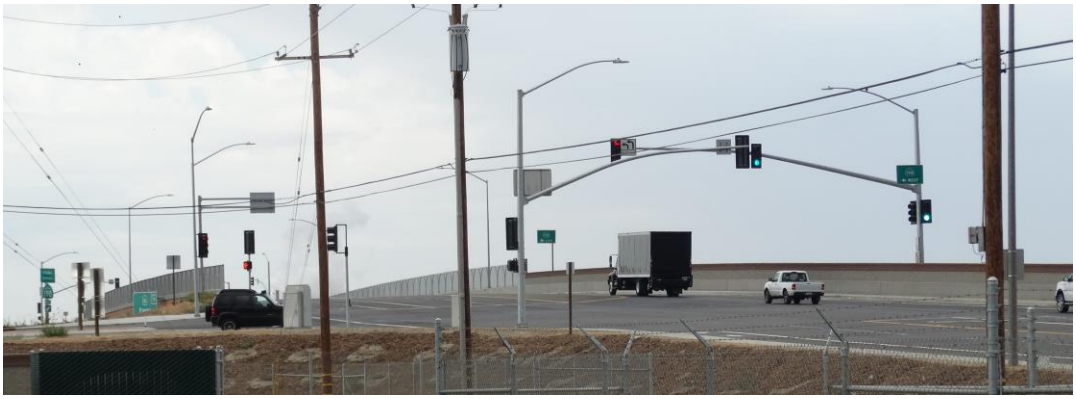

New interchange at 19th Avenue in the City of Lemoore

KEY CORRIDOR ISSUES

Currently underway is a SR 198 Corridor Study to determine future transportation needs on the route between SR 99 and Farmersville Road. Caltrans is doing the study and it is expected to be completed by the end of this calendar year. The study is looking at 2040 Build and No Build for the route and for near and long-term alternatives for the Lovers Lane and Shirk Road interchanges. Upon completion, the study will recommend reasonable and practical solutions consistent with and complementary to the City of Visalia's General Plan and provide decision makers with the following: 1) general time frames when improvements are needed, 2) right-of-way needs for improvements, and 3) project alternatives and planning level cost estimates.

Another study on SR 198 that was recently completed is the "State Route 198 Corridor Preservation and Improvement Strategic Plan." This study was administrated by Fresno COG and Kings CAG with the work done by a hired consultant. The study area was SR 198 from I-5 to SR 99. The plan provided data and analysis for stakeholders to make strategic decisions for the implementation of improvements. It identifies short term, medium term, and long term improvements. The spreadsheet below reflects these findings.

Table 18: SR 198 (I-5 to SR 99) Identified Improvements	
Short term	Raised/Reflective Pavement Markings from I-5 to LNAS
	Traffic Signal/Roundabout at SR 269
Medium term	Passing Lanes from I-5 to LNAS
	Traffic Signal/Roundabout at Commercial Driveway
Long term (post 2040)	Widen to 4 Lanes from I-5 to LNAS
Various	ITS Improvements from I-5 to LNAS

This study was finalized March 2016.

CORRIDOR CONCEPT

CONCEPT RATIONALE

Most of SR 198 meets the 2040 concept. Only the first five (5) segments and the last six (6) segments do not meet the 2040 concept. The first three (3) segments and the last six (6) need improvements, such as possible signals, turning lanes, and other operational improvements to meet the 2040 concept. Within the City of Coalinga, a four-lane conventional highway is proposed in the future. In segments 4 and 5, the highway will need to be widened to four (4) lanes and converted to an expressway to meet the 2040 concept.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Table 19: Planned And Programmed Projects				
Segment	**Description**	**Planned or Programmed**	**Location**	**Source**
VAR	Construct shoulders and upgrade/install guardrails	Planned	Various locations from Fresno County to Sequoia National Park	10-Year SHOPP
VAR	Install rumble strips	Planned	Various locations throughout route	10-Year SHOPP
3	Installation of new traffic signals, left turn pockets, ADA-compliant curb ramps, and crosswalks	Programmed	In Coalinga, on Cambridge Ave	Fresno COG's 2014 RTP
3	Install left turn pocket, safety lighting, signs, and striping	NA	In Coalinga, from Phelps Ave to Gale Ave	Fresno COG's 2014 RTP
4	Bridge deck replacement	Programmed	Near Huron, at the California Aqueduct Bridge	Caltrans District 6 Status of Projects/Fresno COG's 2014 RTP
4	Interchange improvements	Planned	At the I-5 Interchange	Fresno COG's 2014 RTP
5	Construct passing lanes	Planned/Unconstrained	From the Fresno County line to Lemoore NAS	KCAG's 2014 RTP
5 - 6	Overlay 2R	Programmed	From the Fresno County line to just east of the South Rossi Overhead	Caltrans District 6 Status of Projects/KCAG's 2014 RTP
6	Construct interchange	Planned/Unconstrained	At 21st Ave alignment	KCAG'S 2014 RTP
6 – 8	Pave areas beyond gores and install maintenance vehicle pullouts	Planned	In Lemoore and Armona, from SR 41 to 10th Ave	Caltrans District 6 Status of Projects
7	Install median barrier	Programmed	In and near Lemoore, from SR 41 to 19th Ave	Caltrans District 6 Status of Projects/KCAG's 2014 RTP
7	Modify interchange	Planned	At 18th Ave	KCAG's 2014 RTP
7 – 8	Cold in place recycling, HMA overlay	Programmed	In and near Lemoore, from 19th Ave to 14th Ave	Caltrans District 6 Status of Projects
8	Construct overcrossing	Planned/Unconstrained	At 16th Ave	KCAG's 2014 RTP
8	Intersection improvements	Programmed	Near Hanford, at Hanford—Armona Rd	Caltrans District 6 Status of Projects/KCAG's 2014 RTP
8	Reconstruct interchange	Planned/Unconstrained	Near Hanford, at 13th Ave/Hanford-Armona Rd	KCAG's 2014 RTP
8	Replace bridge deck	Programmed	Near Hanford, at the Hanford-Armona Rd UC	Caltrans District 6 Status of Projects
9	Construct interchange	Planned/Unconstrained	In Hanford, at 9th Ave	KCAG's 2014 RTP
9	Install signals and modify curb ramps	Planned	In Hanford, at WB off-ramp intersection to Redington/4th St	Caltrans District 6 Status of Projects
9 – 10	Pave areas beyond gores and install maintenance vehicle pullouts	Planned	In Hanford, from 12th Ave to SR 43	10-Year SHOPP
9 – 10	Upgrade irrigation to be water efficient	Planned	In Hanford, from 12th Ave to SR 43	10-Year SHOPP
11	Construct interchange	Planned/Unconstrained	At 6th Ave	KCAG's 2014 RTP
11	Construct interchange	Planned/Unconstrained	At 2nd Ave	KCAG's 2014 RTP
13	Construct median barrier	Programmed	In Visalia, at the Rd 80 OC and from the Akers St UC to east of County Center Dr	Caltrans District 6 Status of Projects
13 – 16	Widen from 4 to 6 lanes	Planned/Unconstrained	From SR 99 to Lovers Ln	TCAG's 2014 RTP
13 – 18	Corridor study for congestion relief	Planned	In Visalia, from SR 99 to Farmersville Rd	Caltrans District 6 Status of Projects
14	Widen on and off ramps and bridge structure	Planned	In Visalia, at Shirk St	TCAG's 2014 RTP
14 - 15	Minor widening and safety improvements	Programmed	In Visalia, at the Akers St UC	Caltrans District 6 Status of Projects/TCAG's 2014 RTP
14 – 15	Widen on and off ramps and bridge structure	Planned	In Visalia, at downtown corridor interchanges	TCAG's 2014 RTP
14 – 18	Corridor study for congestion relief	Planned	From SR 99 to Farmersville	Caltrans District 6 Status of Projects
16	Widen bridge from 4 to 6 lanes	Planned	SR 198 Corridor – Mineral King/Noble, from SR 63 (Mooney Blvd) to Johnson St	TCAG's 2014 RTP
16	Widen from 3 to 4 lanes	Planned	SR 198 Corridor – Noble, from Johnson St to Encina St	TCAG's 2014 RTP
16	Widen from 3 to 4 lanes	Planned	SR 198 Corridor – Noble, from Encina St to Garden St	TCAG's 2014 RTP
16	Widen from 3 to 4 lanes	Planned	SR 198 Corridor – Mineral King, Encina St to Bridge St	TCAG's 2014 RTP
16	New bridge structure	Planned	In Visalia, at McAuliff Rd	TCAG's 2014 RTP
16	Improve interchange	Planned	In Visalia, at Lovers Ln	Caltrans District 6 Status of Projects/TCAG's 2014 RTP
16	Construct pedestrian overcrossing	Programmed	In Visalia, at the Vista Ave pedestrian OC	Caltrans District 6 Status of Projects
16 – 20	Pavement rehabilitation (2R)	Programmed	In and near Visalia, from the Lovers Ln UC to SR 245	Caltrans District 6 Status of Projects
17	Construct new interchange	Planned	At Rd 148	TCAG's 2014 RTP
18	Intersection improvement (construct roundabout)	Programmed	At Farmersville Blvd	Caltrans District 6 Status of Projects/TCAG's 2014 RTP
18	Repair bridge girders	Programmed	Near Farmersville, at the Rd 164 UC	Caltrans District 6 Status of Projects

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Construction of overcrossing bridge at SR 198/12th Ave Interchange

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PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Table 20: Projects and Strategies to Achieve Concept			
Segment	**Description**	**Location**	**Source**
1	None	NA	NA
2	None	NA	NA
3	Installation of new traffic signals, left turn pockets	In Coalinga, on Cambridge Ave and from Phelps Ave to Gale Ave	Fresno COG's 2014 RTP
4	None		
5	None	NA	NA
6	None	NA	NA
7	None	NA	NA
8	None	NA	NA
9	None	NA	NA
10	None	NA	NA
11	None	NA	NA
12	None	NA	NA
13	Widen from 4 to 6 lanes	In Visalia, from SR 99 to Lovers Ln	TCAG's 2014 RTP
	Corridor study for congestion relief	In Visalia, from SR 99 to Farmersville Rd	Caltrans Status of Projects
14	Widen from 4 to 6 lanes	In Visalia, from SR 99 to Lovers Ln	TCAG's 2014 RTP
	Widen on and off ramps and bridge structure	In Visalia, at Shirk St	TCAG's 2014 RTP
	Corridor study for congestion relief	In Visalia, from SR 99 to Farmersville Rd	Caltrans Status of Projects
15	Widen from 4 to 6 lanes	In Visalia, from SR 99 to Lovers Ln	TCAG's 2014 RTP
	Corridor study for congestion relief	In Visalia, from SR 99 to Farmersville Rd	Caltrans Status of Projects
16	Widen from 4 to 6 lanes	In Visalia, from SR 99 to Lovers Ln	TCAG's 2014 RTP
	Corridor study for congestion relief	In Visalia, from SR 99 to Farmersville Rd	Caltrans Status of Projects
17	None	NA	NA
18	None	NA	NA
19	None	NA	NA
20	None	NA	NA
21	None	NA	NA
22	None	NA	NA
23	None	NA	NA
24	None	NA	NA
25	None	NA	NA
26	None	NA	NA

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LONG TERM RIGHT-OF-WAY NEEDS:

The amount of right-of-way identified in this summary chart 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 of width with the intent to accommodate site-specific variations. These include site conditions (slope, utilities, 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.

Please note: The number of lanes needed to meet the UTC for this route is only a guideline. The minimum ROW is "subject to change" in urban and suburban areas where a route also serves local circulation needs. 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 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 right-of-way should be part of the General Plan so as not to adversely affect development.

The UTC may not be achievable in some areas due to existing development. 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.

APPENDIX A

ACRONYMS AND GLOSSARY OF TERMS

Acronyms

2C – Two-lane conventional highway
2C(I) – Two-lane conventional highway with improvements
2E – Two-lane expressway
4C – Four-lane conventional highway
4C(I) – Four-lane conventional highway with improvements
4E – Four-lane expressway
4F – Four-lane freeway
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 Circu it 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
ELLN – Extralegal Load Network
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
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
KPRA – Kingpin-to-rear-axle distance for trucks
LOS – Level of Service
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
PeMS – A freeway performance measure for California
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
SHS – State Highway System
SJVAPCD - San Joaquin Valley Air Pollution Control District
SMF – Smart Mobility Framework
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.

Assembly Bill (AB) 32 – The Global Warming Solutions Act of 2006, or Assembly Bill (AB) 32, is a California State law that fights climate change by establishing a comprehensive program to reduce greenhouse gas (GHG) emissions from all sources throughout the state. Requires California to reduce its GHG emissions to 1990 levels by 2020 – a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario.

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.

California Legal Advisory Route – Allow for California legal trucks only (see California Legal Network below); however, *travel is not advised* if KPRA length is over posted value. KPRA advisories range from 30 to 38 feet. These routes are generally found in steep, mountainous areas.

California Legal Network – Allow for overall length of 65 feet. KPRA to be 40 feet maximum for two or more axles and 38 feet maximum for single axle trailers. For doubles there are two options. Option "A" allows for a trailer length of 28 feet 6 inches maximum (each trailer), for an overall length of 75 feet maximum. Option "B" allows for one trailer length of 28 feet 6 inches maximum, the other trailer may be longer than 28 feet 6 inches. Overall length 65 feet maximum.

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.

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 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.

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

Extralegal Load – An "extralegal load" is a single unit or an assembled item which, due to its design, cannot be reasonably reduced or dismantled in size or weight so that it can be legally transported as a load without a permit as required by California Vehicle Code Section 35780. This section does not apply to loads on passenger cars.

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 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.

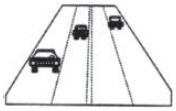
Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

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

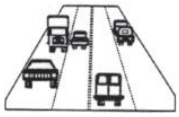
Intermodal Freight Facility – Intermodal transport requires more than one mode of transportation. An intermodal freight facility is a location where different transportation modes and networks connect and freight is transferred (or "transloaded") from one mode, such as rail, to another, such as truck.

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 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.

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

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.

PeMS – A freeway performance measure system for California. Data are collected in real-time from nearly 40,000 individual detectors spanning the freeway system across all major metropolitan areas of California. It is also an Archived Data User Service (ADUS) that provides over ten years of data for historical analysis. It integrates a wide variety of information from Caltrans and other local agency systems.

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.

Roundabout – A roundabout is a British word for a road junction in which vehicles move in one direction around a central island with priority given to the vehicles already in the circulating flow of the roundabout. The roundabout is a circular intersection that creates a circular traffic flow pattern using yield controls on each approach and signage to inform the driver about slowing down and recognizing who has the right-of-way. Vehicles enter the roundabout and navigate counter-clockwise with the option to make an immediate right-turn, go straight, or continue around the roundabout.

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, and 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.

Segment – A portion of a facility between two points.

Senate Bill (SB) 375 – SB 375 is California state legislation that became law effective January 1, 2009. It prompts California regions to work together to reduce greenhouse has (GHG) emissions from cars and light trucks. This new would achieve this objective by requiring integration of planning processes for transportation, land-use and housing. The plans emerging from this process will lead to more efficient communities that provide residents with alternatives to using single occupant vehicles. SB 375 requires the California Air Resources Board (ARB) to develop regional reduction targets for automobiles and light trucks GHG emissions. The regions, in turn, are tasked with creating "sustainable communities strategy," (SCS) which combine transportation and land-use elements in order to achieve the emissions reduction target, if feasible. SB 375 also offers local governments regulatory and other incentives to encourage more compact new development and transportation alternatives.

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.

APPENDIX B
SUMMARY CHARTS

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Transportation Concept Report

State Route 198

SUMMARY CHART 1A

LEGEND

Existing Lanes

Conventional
Expressway
Freeway
Number of Lanes 2 4

	Montery County Line	Firestone Avenue	SR 33 S. Jct	I-5 / SR 198 Sep	Fresno/Kings County Line	Avenue 25	SR 41 / 198 Sep	18th Avenue	12th Avenue	SR 43 / 198 Sep
	PM 0.0 Fresno County	PM 21.190 COALINGA	PM 22.660	PM 26.814 PM 42.731	PM 0.000 Kings County	PM 3.100	PM R8.897 LEMOORE	PM R10.861	PM R16.410 HANFORD	PM R20.480

Direction: W - E

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: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway (8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2035 Concept) by 2035- RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

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).

***** The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required and does not include interchanges.

AADT: signifies Annual Average Daily Traffic.

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

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

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

****:** Four lane through the City of Coalinga

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	FRESNO / 198	FRESNO / 198	FRESNO / 198	FRESNO / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198
Description Begin	MONTEREY/FRESNO CO LINE	FIRESTONE AVE	JCT W/SR 33	I-5	FRESNO/KINGS CO LINE	LNAS ENTRANCE	SR 41/198 SEPARATION	0.3 MI E OF 18TH AVENUE	0.5 MI W OF 12TH AVENUE
Description End	FIRESTONE AVE	JCT W/SR 33	I-5	FRESNO/KINGS CO LINE	LNAS ENTRANCE	SR 41/198 SEPARATION	0.3 MI E OF 18TH AVENUE	0.5 MI W OF 12TH AVENUE	0.5 MI W OF SR43/198 SEP
Postmile Limits Begin/End (PM)	0.000 / 21.190	21.190 / 22.660	22.660 / 26.814	26.814 / 42.731	0.000 / 3.511	3.511 / R8.897	R8.897 / R10.861	R10.861 / R16.410	R16.410 / R20.480
Length (MI)	21.2	1.5	4.2	15.9	3.5	5.4	2.0	5.5	4.1
Rural / Urban	Rural	Urban	Rural	Rural	Rural	Rural	Urban	Rural	Urban
Terrain	Mountainous	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	60 / 180	60 / 110	60 / 100	60 / 83	60 / 166	166 / 166	142 / 142	142 / 166	142 / 285
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	22 / 46	22 / 22	22 / 22	22 / 22
Shoulder Range (FT) - Treated	0 / 10	4 / 10	2 / 8	2 / 8	4 / 8	8 / 10	8 / 8	8 / 8	8 / 8
Lane Width (FT)	12	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	*	*	*	170	170	*	*	*	*
Facility: Existing	2C	2C/4C	2C	2C (Short 4C)	2C/4E	4E	4F	4E	4E
2040 Concept	2C(I)+	2C/4C(I)+**	2C(I)+	4E	4E	4F	4F	4F	4F
UTC	2C(I)+	2C/4C(I)+**	2C(I)+	4E	4E	4F	4F	4F	4F
LOS: 2014	B	C	B	B	B	A	A	A	A
LOS: 2020	C	C	B	B	B	A	A	B	A
LOS: 2040 (w/o improvements)	C	D	C	C	C	A	A	B	B
LOS: Concept 2040	C	D	C	C	C	C	C	C	C
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	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	50 / 50	57 / 43	54 / 46	64 / 36	74 / 26	60 / 40	53 / 47	54 / 46
AADT: 2014	3,700	7,500	2,000	4,800	4,900	19,500	21,400	34,900	31,000
AADT: 2020	3900	9000	2700	5,800	5,900	22,400	25,500	40,500	36,500
AADT: 2040	4700	14100	5100	9,000	9,200	29,500	35,800	54,500	49,900
Peak Hour: 2014	290	540	160	390	400	1800	1750	2840	2250
Peak Hour: 2020	300	650	220	470	480	2,030	2,080	3,300	2,650
Peak Hour: 2040	370	1020	400	750	760	2,700	2,900	4,440	3,630
% Trucks: AADT	22%	22%	16%	18%	8%	8%	8%	9%	15%
% Trucks: Peak Hour	7%	7%	11%	11%	5%	5%	3%	4%	5%

Transportation Concept Report

State Route 198

SUMMARY CHART 1B

LEGEND

Existing Lanes

Conventional
Expressway
Freeway

Number of Lanes
2
4

	1	2	3	4	5	6	7	8	9
	Montery County Line	Firestone Avenue	SR 33 S. Jct	I-5 / SR 198 Sep	Fresno/Kings County Line	Avenue 25	SR 41 / 198 Sep	18th Avenue	12th Avenue	SR 43 / 198 Sep
	PM 0.0 Fresno County Direction: W - E	PM 21.900 COALINGA	PM 22.660	PM 26.814 PM 42.731	PM 0.000 Kings County	PM 3.010	PM R8.897 LEMOORE	PM R10.861	PM R16.410 HANFORD	PM R20.480
SEGMENT	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
County / Route	FRESNO / 198	FRESNO / 198	FRESNO / 198	FRESNO / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198
Description Begin	MONTEREY/FRESNO CO LINE	FIRESTONE AVE	JCT W/SR 33	I-5	FRESNO/KINGS CO LINE	LNAS ENTRANCE	SR 41 / 198 SEPARATION	0.3 MI E OF 18TH AVENUE	0.5 MI W OF 12TH AVENUE	
Description End	FIRESTONE AVE	JCT W/SR 33	I-5	FRESNO/KINGS CO LINE	LNAS ENTRANCE	SR 41 / 198 SEPARATION	0.3 MI E OF 18TH AVENUE	0.5 MI W OF 12TH AVENUE	0.5 MI W OF SR43/198 SEP	
Postmile Limits Begin/End (PM)	0.000 / 21.190	21.190 / 22.660	22.660 / 26.814	26.814 / 42.731	0.000 / 3.511	3.511 / R8.897	R8.897 / R10.861	R10.861 / R16.410	R16.410 / R20.480	
Length (MI)	21.2	1.5	4.2	15.9	3.5	5.4	2.0	5.5	4.1	
Functional Classification	Minor Arterial	Arterial/Principal Arterial	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	
National Highway System (NHS) (Y/N)	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	
Freeway/Expressway System (Y/N)	No	No	No	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	F	F	F	F	F	F	
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	A	TA	CL	NN	NN	TA	TA	TA	TA	
Scenic (Yes: Officially Designated, Eligible or No)	Yes	Yes	Yes	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 D General Plan/RTP Regionally Significant System	Fresno Co LOS D General Plan/RTP Regionally Significant System	Fresno Co LOS D General Plan/RTP Regionally Significant System	Fresno Co LOS D General Plan/RTP Regionally Significant System	Kings Co LOS D General Plan/RTP Regionally Significant System	Kings Co LOS D General Plan/RTP Regionally Significant System	Kings Co LOS D General Plan/RTP Regionally Significant System	Kings Co LOS D General Plan/RTP Regionally Significant System	Kings Co LOS D General Plan/RTP Regionally Significant System	
General Plan/RTP Standard Highway Classification	Arterial	Arterial	Expressway	Expressway	Expressway	Expressway	Freeway	Expressway	Expressway	
Passing Lanes (Y/N)	No	No	No	No	No	No	No	No	No	
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	

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.

Transportation Concept Report

State Route 198

SUMMARY CHART 2A

LEGEND

Existing Lanes

Conventional
Expressway
Freeway

Number of Lanes
2
4

	SR 43/198 Sep	7th Avenue	Kings/Tulare Co Line	Road 68	Road 80	Road 102	W. Main St	Packwood Creek	Road 164	Outside Creek Bridge
	PM 20.480 Kings County	PM 22.315 PM 28.325	PM 0.000 Tulare County	PM 3.310	PM 5.096	PM 7.010	PM 8.400	PM 12.621	PM 14.653	PM 16.581
	Direction: W - E			V I	S A	L I	A		FARMERSVILLE	

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: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway (8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2035 Concept) by 2035- RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with

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).

***** The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required and does not include interchanges.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.
N/A - Not deficient, no project recommended/not applicable.

N/A* - Deficient, no project recommended.

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

**Please refer to the SR 198 Corridor Study, 9/27/2016

SEGMENT	10	11	12	13	14	15	16	17	18
County / Route	KINGS / 198	KINGS / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198
Description Begin	0.5 MI W OF SR 43/198 SEP	7TH AVE	KINGS/TULARE CO LINE	0.3 MI E OF RD 68	0.3 MI E OF RD 80	RD 102	0.3 MI E OF W MAIN ST	0.1 MI W OF PACKWOOD CREEK	RD 164
Description End	7TH AVE	KINGS/TULARE CO LINE	0.3 MI E OF RD 68	0.3 MI E OF RD 80	RD 102	0.3 MI E OF W MAIN ST	0.1 MI W OF PACKWOOD CREEK	RD 164	OUTSIDE CREEK BRIDGE
Postmile Limits Begin/End (PM)	R20.480 / 22.315	22.315 / 28.325	0.000 / 3.310	3.310 / 5.096	5.096 / 7.010	7.010 /R8.400	R8.400 / R12.621	R12.621 / R14.653	R14.653 / R16.581
Length (MI)	1.8	6.0	3.3	1.8	1.9	1.4	4.2	2.0	1.9
Rural / Urban	Rural	Rural	Rural	Urban	Urban	Urban	Urban	Rural	Urban
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	80 / 142	80 / 90	80 / 80	140 / 318	142 / 218	218 / 218	142 / 252	107 / 144	142 / 166
Median Range (FT)	0 / 22	0 / 0	0 / 4	22 / 99	22 / 22	22 / 46	22 / 46	22 / 22	22 / 22
Shoulder Range (FT) - Treated	5 / 8	0 / 8	6 / 13	7 / 13	8 / 8	8 / 8	8 / 8	8 / 8	8 / 8
Lane Width (FT)	12	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	*	172	172	*	*	*	*	*	*
Facility: Existing	4E	4E	4E	4F + aux	4F + aux	4F + aux	4F	4F	4F
2040 Concept	4F	4E	4E	6F + aux	6F + Aux**	6F + Aux**	6F + Aux**	4F	4F
UTC	4F	4F	4F	6F + Aux**	6F + Aux**	6F + Aux**	6F + Aux**	4F	4F
LOS: 2014	A	A	A	B	C	C	C	A	A
LOS: 2020	A	A	A	C	C	D	D	B	A
LOS: 2040 (w/o imrovements)	B	B	B	D	E	F	F	C	B
LOS: Concept 2040	C	C	C	D	D	D	D	C	C
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	2040	2040	2040	N/A	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	NA	N/A
Directional Split (Peak Hour)	55 / 45	51 / 49	56 / 44	51 / 49	52 / 48	54 / 46	54 / 46	53 / 47	57 / 43
AADT: 2014	23,500	23,800	24,700	48,300	54,000	62,600	62,100	28,210	21,300
AADT: 2020	27,700	28,200	28,200	54,900	61,900	72,000	71,900	32,700	25,300
AADT: 2040	38,200	38,900	39,500	77,200	88,100	103,300	104,600	48,000	38,800
Peak Hour: 2014	1,950	1,770	2,070	4,760	5,200	5,750	5,510	2,840	2,170
Peak Hour: 2020	2,290	2,090	2,360	5,410	5,960	6,610	6,400	3,300	2,580
Peak Hour: 2040	3,160	2,890	3,300	7,600	8,480	9,450	9,270	4,840	3,970
% Trucks: AADT	13%	13%	11%	9%	9%	9%	9%	9%	11%
% Trucks: Peak Hour	7%	7%	7%	5%	5%	5%	5%	5%	6%

Transportation Concept Report

State Route 198

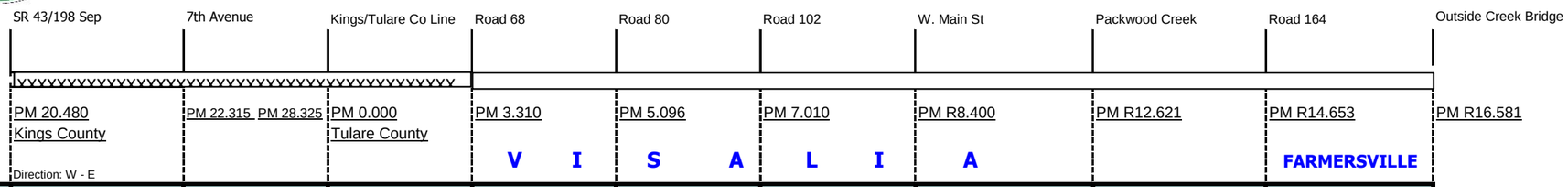
SUMMARY CHART 2B

LEGEND

Existing Lanes

Conventional
Expressway
Freeway

Number of Lanes
2
4



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	10	11	12	13	14	15	16	17	18
County / Route	KINGS / 198	KINGS / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198
Description Begin	0.5 MI W OF SR 43/198 SEP	7TH AVE	KINGS/TULARE CO LINE	0.3 MI E OF RD 68	0.3 MI E OF RD 80	RD 102	0.3 MI E OF W MAIN ST	0.1 MI W OF PACKWOOD CREEK	RD 164
Description End	7TH AVE	KINGS/TULARE CO LINE	0.3 MI E OF RD 68	0.3 MI E OF RD 80	RD 102	0.3 MI E OF W MAIN ST	0.1 MI W OF PACKWOOD CREEK	RD 164	OUTSIDE CREEK BRIDGE
Postmile Limits Begin/End (PM)	R20.480 / 22.315	22.315 / 28.325	0.000 / 3.310	3.310 / 5.096	5.096 / 7.010	7.010 /R8.400	R8.400 / R12.621	R12.621 / R14.653	R14.653 / R16.581
Length (MI)	1.8	6.0	3.3	1.8	1.9	1.4	4.2	2.0	1.9
Functional Classification	Expressway	Expressway	Expressway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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)	F	F	F	HE	HE	HE	HE	HE	HE
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	Yes	Yes	Yes	Yes	Yes	Yes
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Kings Co LOS D General Plan/RTP Regionally Significant System	Kings Co LOS D General Plan/RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co/City of Visalia LOS D for General Plan Regionally Significant System	Tulare Co/City of Visalia LOS D for General Plan Regionally Significant System	Tulare Co/City of Visalia LOS D for General Plan Regionally Significant System	Tulare Co/City of Visalia LOS D for General Plan Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway
Passing Lanes (Y/N)	No	No	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	No	Yes	Yes	No	No	No	No	No	No

Transportation Concept Report

State Route 198

SUMMARY CHART 3A

LEGEND

Existing Lanes

Conventional
Expressway
Freeway
Number of Lanes 2 4

	Outside Creek Bridge	SR 65	SR 245	Road 244	Road 248	Moro Road	North Fork Dr	Mineral King Drive	Sequoia Nat. Park Boundary
	PM R16.581 Tulare County Direction: W - E	PM R18.761	PM R19.762	PM 26.910 LEMON COVE (Unincorporated)	PM 28.270	PM 35.910 THREE RIVERS (Unincorporated)	PM 38.490	PM 42.350	PM 44.163

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: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway (8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2035 Concept) by 2035- RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with

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).

***** The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required and does not include interchanges.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.
N/A - Not deficient, no project recommended/not applicable.

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

SEGMENT	19	20	21	22	23	24	25	26
County / Route	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198
Description Begin	OUTSIDE CREEK BRIDGE	SR 65	SR 245	0.1 MI E OF RD 244	RD 248	MORO RD	NORTH FORK DR	MINERAL KING RD
Description End	SR 65	SR 245	0.1 MI E OF RD 244	RD 248	MORO RD	NORTH FORK DR	MINERAL KING RD	SEQUOIA NATIONAL PARK BOUNDARY
Postmile Limits Begin/End (PM)	R16.581 / R18.761	R18.761 / R19.762	R19.762 / 26.910	26.910 / 28.270	28.270 / 35.910	35.910 / 38.490	38.490 / 42.350	42.350 / 44.163
Length (MI)	2.2	1.0	7.1	1.4	7.6	2.6	3.9	1.8
Rural / Urban	Rural	Rural	Rural	Rural	Rural	Rural	Rural	Rural
Terrain	Flat	Flat	Flat	Rolling	Rolling	Rolling	Mountainous	Mountainous
ROW: Range Existing (FT)	135 / 200	60 / 140	80 / 80	80 / 100	80 / 137	80 / 150	60 / 80	60 / 60
Median Range (FT)	22 / 22	0 / 22	0 / 0	0 / 0	0 / 4	0 / 0	0 / 0	0 / 0
Shoulder Range (FT) - Treated	0 / 8	8 / 8	5 / 8	0 / 10	0 / 8	1 / 8	1 / 8	1 / 2
Lane Width (FT)	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	*	*	*	*	*	*	*	*
Facility: Existing	4E	4E	2C	2C	2C	2C	2C	2C
2040 Concept	4E	4E	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+
UTC	4E	4E	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+
LOS: 2014	A	A	C	C	C	C	C	C
LOS: 2020	A	A	C	C	C	C	C	C
LOS: 2040 (w/o improvements)	B	A	D	C	C	C	C	C
LOS: Concept 2040	C	C	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	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	NA
Directional Split (Peak Hour)	54 / 46	54 / 46	57 / 43	66 / 34	53 / 47	50 / 50	59 / 41	70 / 30
AADT: 2014	21,700	12,300	6,700	3,700	3,800	3,900	3,600	2,100
AADT: 2020	24,900	14,000	7,600	4,200	4,400	4,500	4,000	2,200
AADT: 2040	35,500	19,700	10,200	5,700	6,400	6,300	5,400	2,900
Peak Hour: 2014	1,800	1,050	560	310	350	360	360	230
Peak Hour: 2020	2,060	1,200	630	360	410	410	400	250
Peak Hour: 2040	2,940	1,700	850	480	590	580	540	310
% Trucks: AADT	12%	18%	18%	18%	8%	9%	9%	6%
% Trucks: Peak Hour	6%	6%	4%	4%	2%	3%	3%	3%

Transportation Concept Report

State Route 198

SUMMARY CHART 3B

LEGEND

Existing Lanes

Conventional
Expressway
Freeway

Number of Lanes
2
4

Outside Creek Bridge	SR 65	SR 245	Road 244	Road 248	Moro Road	North Fork Dr	Mineral King Drive	Sequoia Nat. Park Boundary
PM R16.581	PM R18.761	PM R19.762	PM 26.910	PM 28.270	PM 35.910	PM 38.490	PM 42.350	PM 44.163
Tulare County			LEMON COVE (Unincorporated)		THREE RIVERS (Unincorporated)			
Direction: W - E								

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.

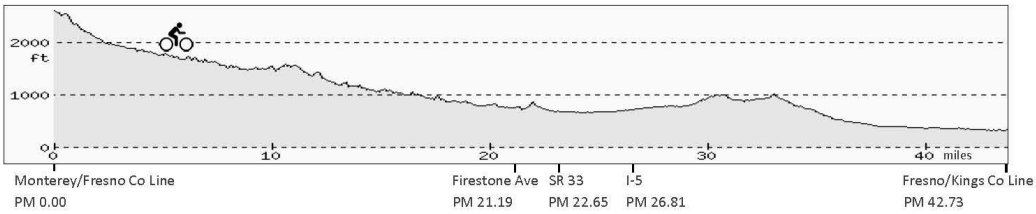
ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

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	19	20	21	22	23	24	25	26
County / Route	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198
Description Begin	OUTSIDE CREEK BRIDGE	SR 65	SR 245	0.1 MI E OF RD 244	RD 248	MORO RD	NORTH FORK DR	MINERAL KING RD
Description End	SR 65	SR 245	0.1 MI E OF RD 244	RD 248	MORO RD	NORTH FORK DR	MINERAL KING RD	SEQUOIA NATIONAL PARK BOUNDARY
Postmile Limits Begin/End (PM)	R16.581 / R18.761	R18.761 / R19.762	R19.762 / 26.910	26.910 / 28.270	28.270 / 35.910	35.910 / 38.490	38.490 / 42.350	42.350 / 44.163
Length (MI)	2.2	1.0	7.1	1.4	7.6	2.6	3.9	1.8
Functional Classification	Expressway	Expressway	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	No	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	F	F	F	F	F	F	F	F
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	A	TA	CL	NN	NN	TA	A	A
Scenic (Yes: Officially Designated, Eligible or No)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System	Tulare Co LOS D for CMP & RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Freeway	Arterial	Arterial	Arterial	Arterial
Passing Lanes (Y/N)	No	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

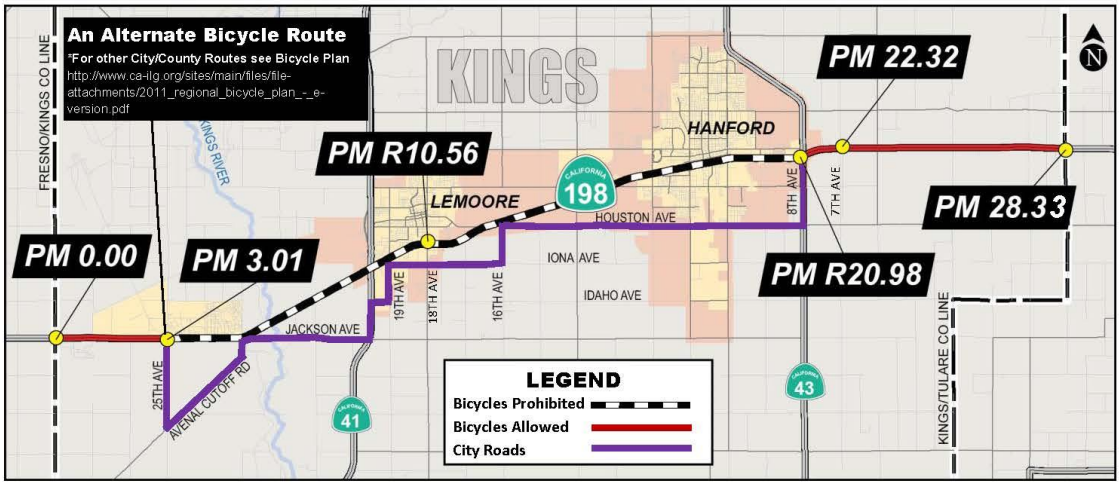
APPENDIX C
BICYCLE INFORMATION

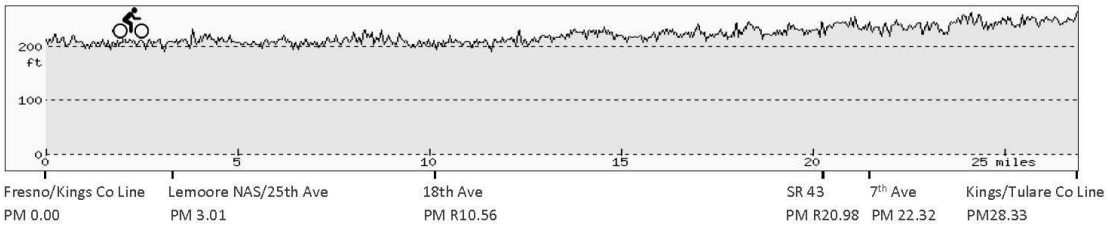
STATE ROUTE 198 Fresno County Bicycle Map



Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
Monterey County Line to Firestone Avenue *(PM 0.00 – 21.19)*	2 lane Highway	Rural	0 - 10 feet	Mountain-ous	55	Shoulders mostly 2 feet or less, winding road with few surrounding buildings.
Firestone Avenue to State Route 33 *(PM 21.19 – 22.65)*	2/4 Lane Highway	Urban	4 - 10 feet	Level	35 & 45	Shoulders 8 feet mostly, BICYCLE LANES *PM 21.19 – 21.90*, City of Coalinga city limits.
State Route 33 to Interstate 5 *(PM 22.65 – 26.81)*	2 Lane Highway	Rural	4 - 6 feet	Rolling	45 & 55	Shoulders mostly 4 feet, surrounding grazing land and agriculture, restaurants, lodging and gas station at I-5.
Interstate 5 to Fresno/ Kings County Line *(PM 26.81 – 42.73)*	2 Lane Highway	Rural	4 - 6 feet	Level	55	Shoulders 4 to 6 feet, mostly surrounding agriculture land use with few structures.

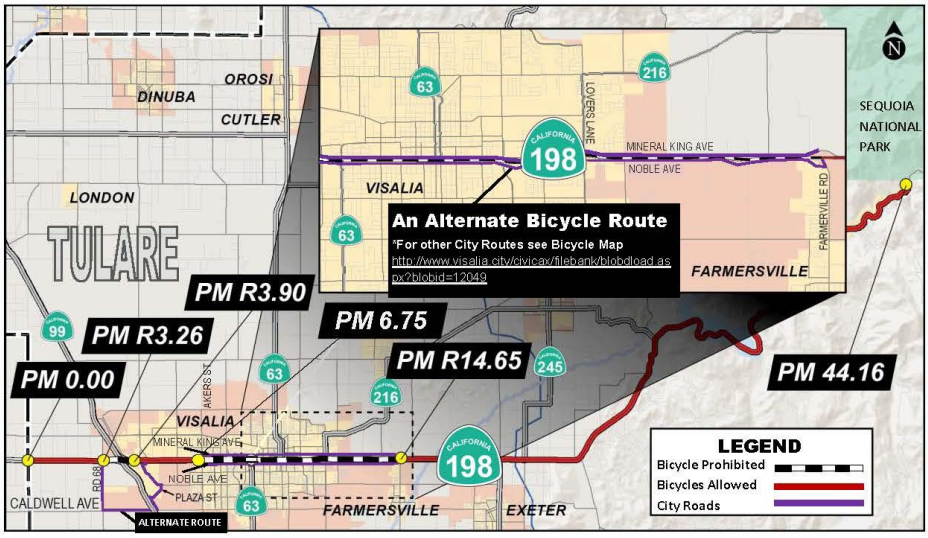
STATE ROUTE 198 Kings County Bicycle Map

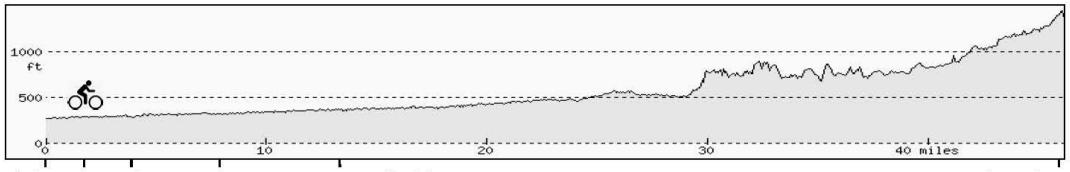




Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
Fresno/Kings County Line to Lemoore Naval Air Station/25th Ave *(PM 0.00 – 3.01)*	2 lane Highway	Rural	4 - 6 feet	Level	55	Shoulders 6 feet mostly, very flat and straight stretch of road, agricultural land use with few surrounding buildings.
Lemoore Naval Air Station/25th Ave to 18th Avenue *(PM 3.01 –R10.56)*	4 Lane Expressway/ Freeway	Urban	8 - 10 feet	Level	65	**BICYCLE** AND **PEDESTRIAN** ACCESS **PROHIBITED** ON FREEWAY SECTIONS, within City of Lemoore city limits, see alternate route.
18th Avenue to State Route 43 *(PM R10.56 – R20.98)*	4 Lane Expressway/ Freeway	Urban	8 feet	Level	65	**BICYCLE** AND **PEDESTRIAN** ACCESS **PROHIBITED** ON FREEWAY SECTIONS, within City of Hanford city limits, see alternate route.
State Route 43 to 7th Avenue *(PM R20.98 – 22.32)*	4 Lane Expressway	Rural	10 feet	Level	55 & 65	Shoulders are 10 feet, mostly surrounding agriculture land use with few structures.
7th Avenue to Kings/ Tulare County Line *(PM 22.32 – 28.33)*	4 Lane Expressway	Rural	10 feet	Level	55	Shoulders are 10 feet, mostly surrounding agriculture land use with few structures.

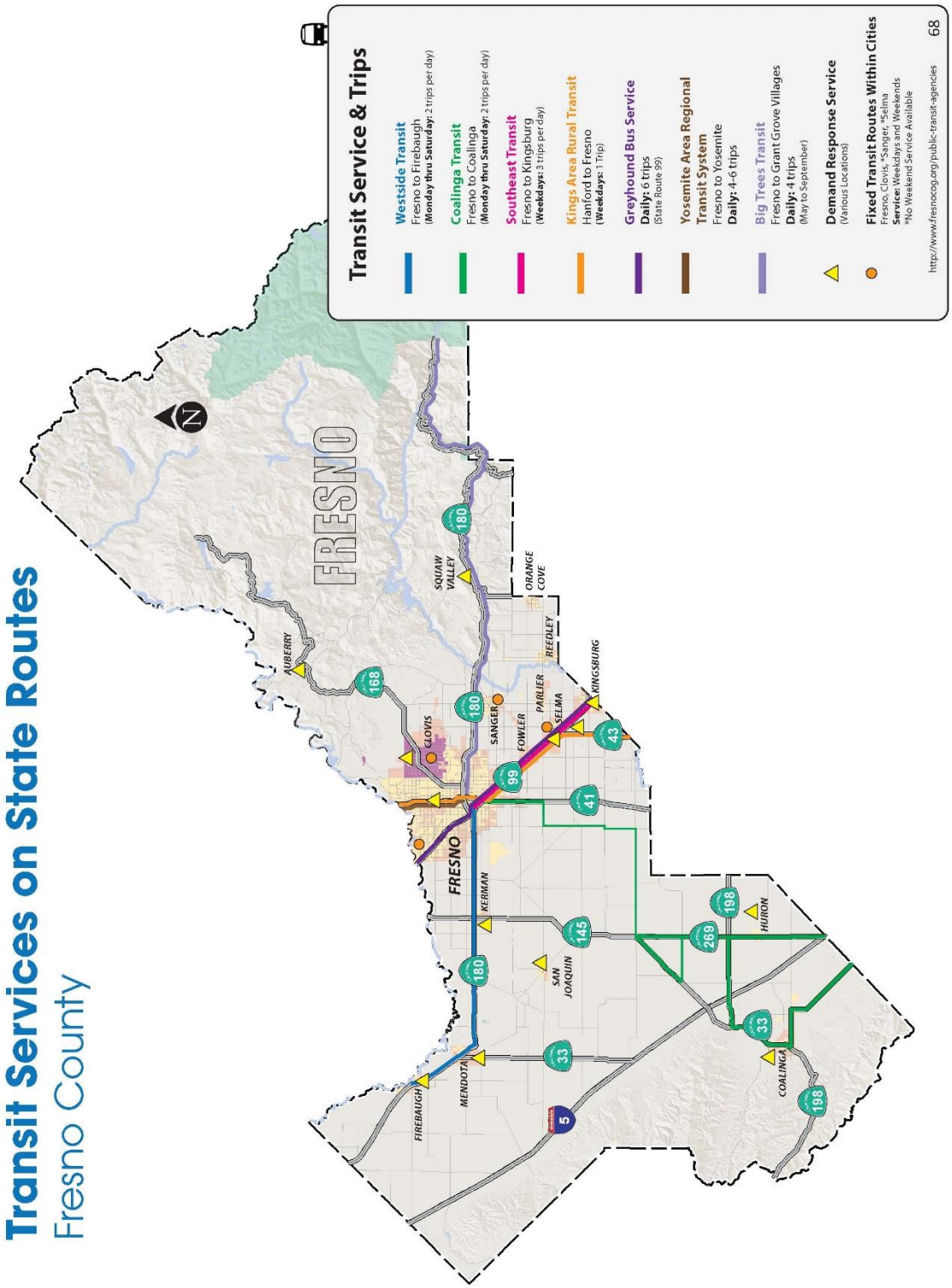
STATE ROUTE 198 Tulare County Bicycle Map





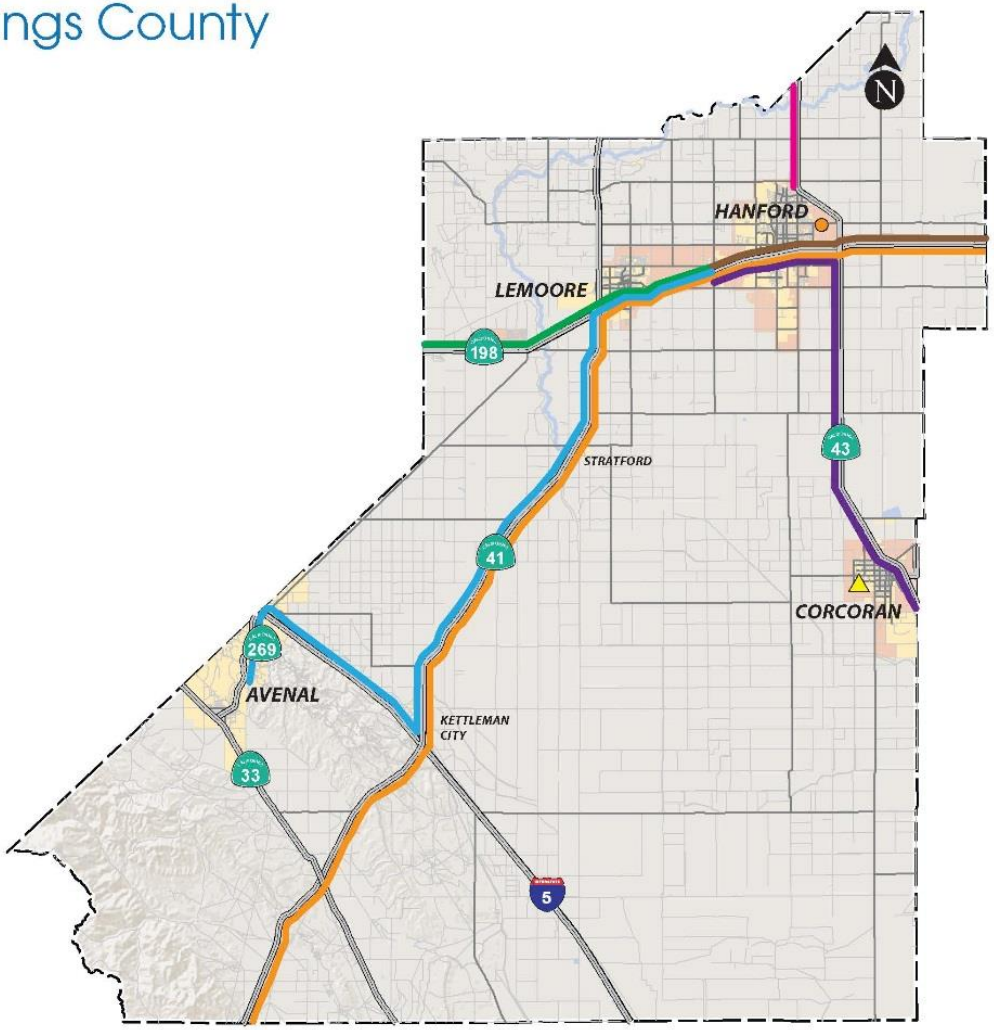
Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
Kings/Tulare County Line to .25 mi E Road 68 *(PM 0.00 – R3.26)*	2 lane Highway	Rural	6 -10 feet	Level	55	Shoulders 8 feet mostly, agricultural land use with few surrounding buildings.
.25 mi E Road 68 to Plaza Street *(PM R3.26 – R3.90)*	4 Lane Freeway	Urban	8 feet	Level	65	**BICYCLE** AND **PEDESTRIAN** ACCESS **PROHIBITED** ON FREEWAY, within City of Visalia city limits.
Plaza Street to Akers Street *(PM R3.90 – 6.75)*	4 Lane Freeway	Urban	8 feet	Level	65	**BICYCLE** ACCESS **ALLOWED** ON **FREEWAY BUT PEDESTRIAN** ACCESS **PROHIBITED**, City of Visalia city limits, urban commercial services available.
Akers Street to Farmersville Boulevard *(PM 6.75 – R14.65)*	4 Lane Freeway	Urban	8 - 10 feet	Level	65	**BICYCLE** AND **PEDESTRIAN** ACCESS **PROHIBITED** ON FREEWAY, within the City of Visalia city limits.
Farmersville Boulevard to Sequoia National Park Boundary *(PM R14.65 – 44.16)*	4 lane Expressway/ 2 Lane Highway	Mostly Rural	0 - 8 feet	Rolling/ Mountain-ous	40, 55 & 65	Shoulders 4-8 feet mostly, on winding road, **BICYCLE LANE** in the unincorporated area of Lemon Cove *PM 37.68-38.99,* surrounding fruit orchards with few structures.

APPENDIX D
TRANSIT MAPS



Transit Services on State Routes

Kings County



Transit Service & Trips

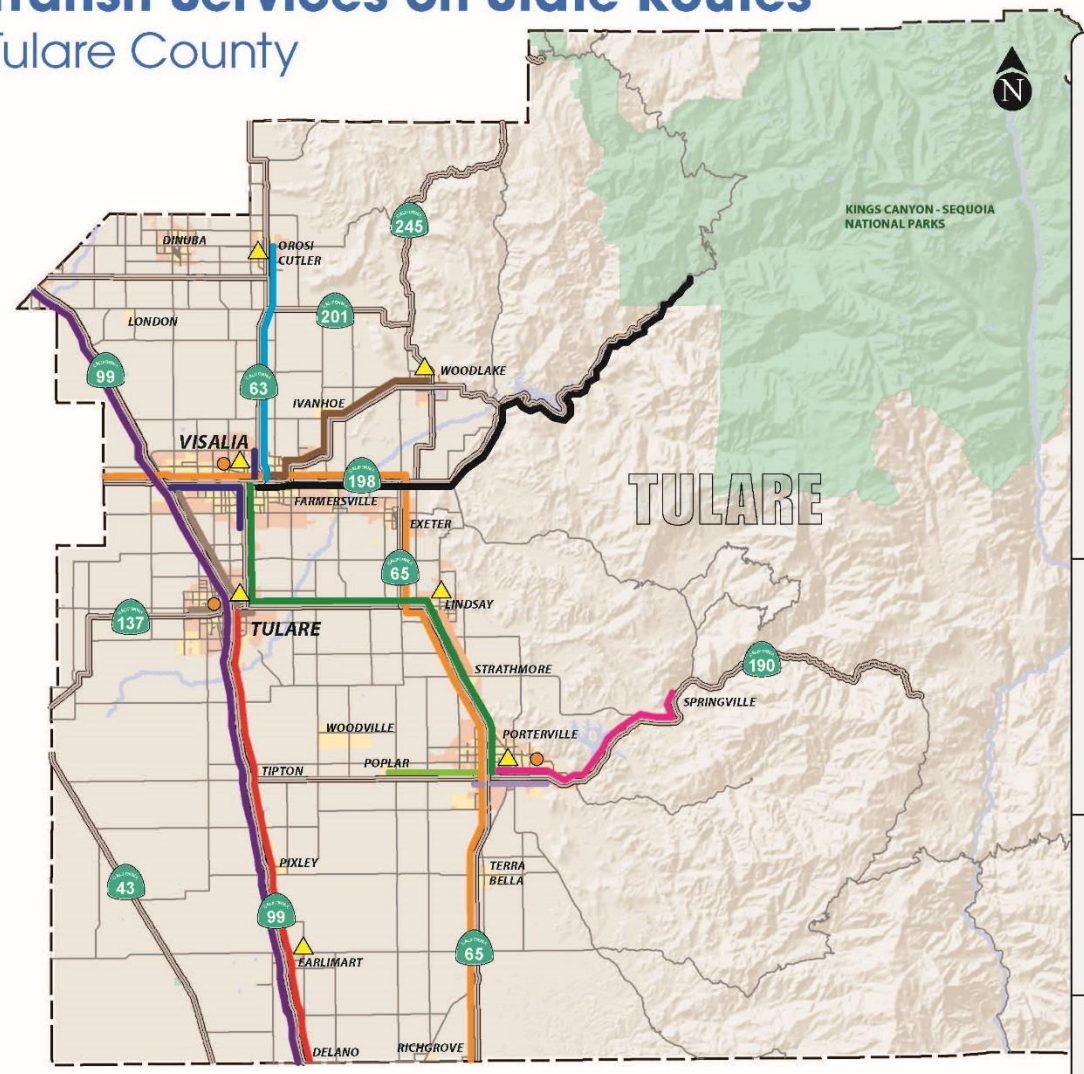
Kings Area Rural Transit (KART)

- **Hanford to Avenal**
  Weekday: 3 trips per day
- **Hanford to Lemoore NAS**
  Weekday: 5 trips per day
- **Hanford to Visalia**
  Weekdays: 2 trips per day
- **Hanford to Corcoran**
  Weekday: 2 trips per day
- **Orange Belt Stages**
  Daily: 1 trip per day
- **Fresno County Rural Transit**
  Fresno to Kingsburg
  (**Weekdays:** 3 trips per day)
- **Demand Response Service**
  (Various Locations)
- **Fixed Transit Routes Within Cities**
  Hanford
  Service: Monday to Saturday

http://mykartbus.com/

Transit Services on State Routes

Tulare County



Transit Service & Trips

Tulare County Area Transit

- **Visalia to Orosi**
  Weekdays: 12 trips per day
  Weekends: 4 trips per day
- **Visalia to Woodlake/Three Rivers**
  Weekdays: 18 trips per day
  Weekends: 6 trips per day
- **Visalia to Porterville**
  Weekdays: 12 trips per day
  Weekends: 4 trips per day
- **Tulare to Delano**
  Weekdays: 10 trips per day
  Weekends: 3 trips per day
- **Lindsay to Strathmore**
  Weekdays: 5 trips per day
- **Porterville to Poplar**
  Weekdays: 5 trips per day
- **Porterville to Springville**
  Weekdays: 2 trips per day

Fixed Routes Within Cities

- **Visalia Transit**
  Weekdays: 6am-9pm service
  Weekends: 8am-6pm service
- **Tulare Transit**
  Weekdays: 6:30am-6pm service
  Weekends: 9:30am-6pm service
- **Porterville Transit**
  Weekdays: 6am-9pm service
  Weekends: 8am-4pm service

- **Greyhound Bus Service**
  Daily: 6 trips
- **Orange Belt Stages**
  Daily: 1 trips
- **Sequoia Shuttle**
  Daily: 5 trips
  Memorial to Labor Day (May to September)

- **Demand Response Service**
  (Various Locations)
- **Fixed Transit Routes Within Cities**
  Service: Monday thru Saturday

http://tularecog.org/index.aspx?NID=140 66

APPENDIX E
RESOURCES

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2) Bright, William, "California Place Names: The Origin and Etymology of Current Geographical Names," 2004
3) 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," US Census 2010
4) California Department of Fish and Game, "California Natural Diversity Database (CNDDB)," http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp
5) California Department of Food and Agriculture: "Public Scales Listing, " Fresno and Kings counties, http://www.cdfa.ca.gov/dms/publicscales/view.aspx
6) California Department of Transportation: District 6, "California State Highway Log," 2002
7) California Department of Transportation: District 6, "Corridor System Management Plan SR 198," February 2012
8) California Department of Transportation: District 6, "District 6, "Status of Projects," July 2015
9) California Department of Transportation: District 6, Traffic Data Branch, 2012 Truck
10) California Department of Transportation: District 6, "Transportation Management Center (TMC) State Route 198"
11) California Department of Transportation: District 6, "Weight in Motion Scales," http://www.dot.ca.gov/hq/traffops/trucks/datawim/wim06.pdf
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16) City of Coalinga – About Our Community, http://www.coalinga.com/?pg=1
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21) Durham, David L., "California's Geographic Names: A Gazetteer of Historic and Modern Names of the State," Word Dancer Press, 1998
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24) Kings County Association of Governments, "2014 Regional Transportation Plan"
25) 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
26) NAS Lemoore – Welcome Aboard, http://www.mybaseguide.com/navy/93-2064/nas_lemoore_welcome_aboard

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28) Tulare County Association of Governments, “2014 Regional Transportation Plan,”
29) West Hills College District – History, http://www.westhillscollege.com/district/about/history.asp