Transportation Concept Report

State Route 43
District 06
April 2015

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:

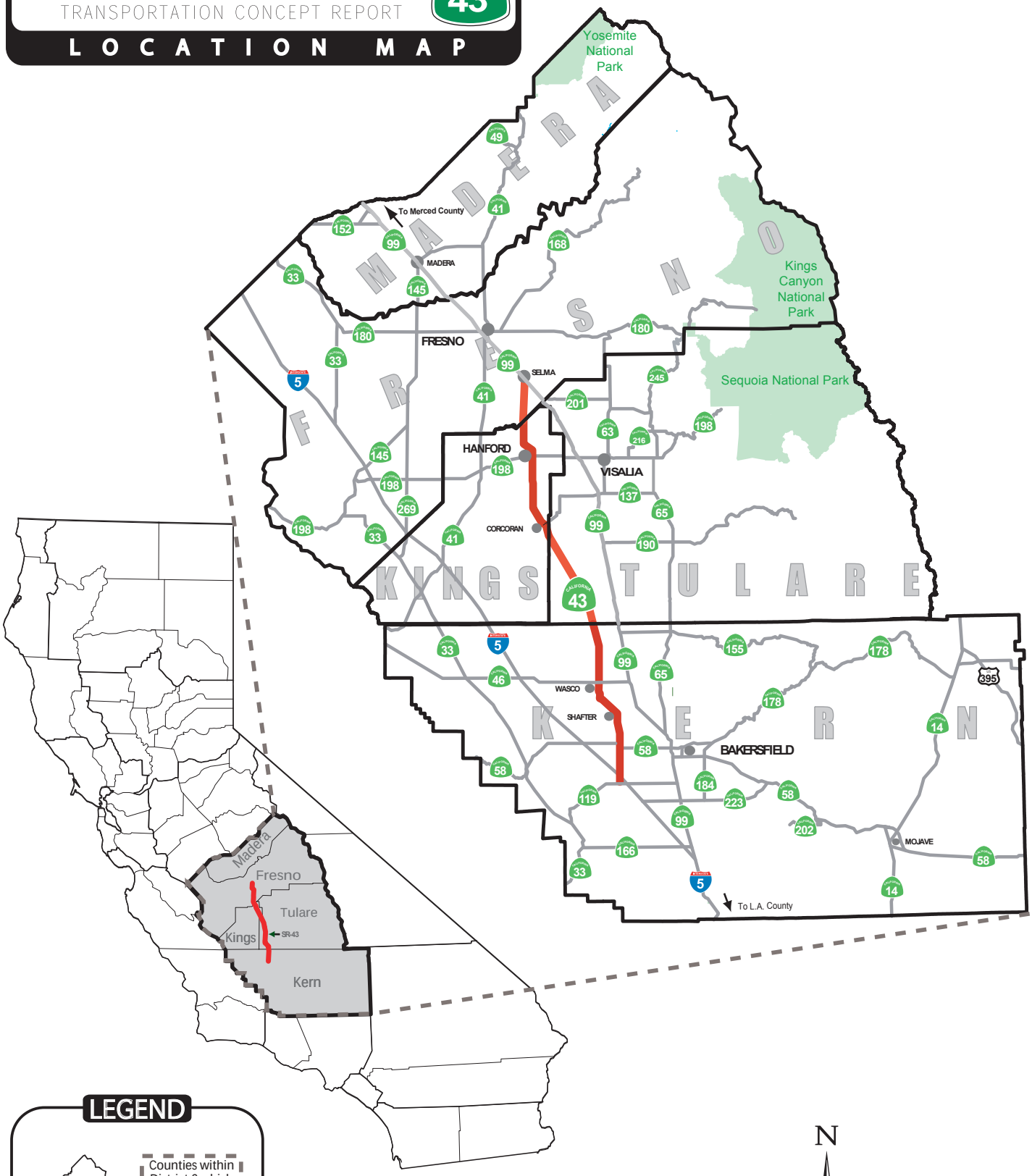
Gail Miller Deputy District Director Planning and Local Assistance Caltrans – District 6	4-16-15 Date	Sharri Bender Ehlert District Director Caltrans – District 6	4-16-2015 Date

SR 43 at Lacey Boulevard in Hanford

STATE ROUTE 43

TRANSPORTATION CONCEPT REPORT

LOCATION MAP



LEGEND

Counties within District 6 which SR 43 traverses

Caltrans District 6 Boundary

Caltrans

N

Not To Scale

TABLE OF CONTENTS

About the Transportation Concept Report 1
Stakeholder Participation 1
EXECUTIVE SUMMARY 2
Concept Summary 3
Concept Rationale 4
Proposed Projects and Strategies 4
CORRIDOR OVERVIEW 5
Route Segmentation 5
Route Description 5
Community Characteristics 21
Land Use 23
System Characteristics 25
Bicycle Facility 29
Pedestrian Facility 30
Transit Facility 35
Freight 39
Environmental Considerations 45
Native American Considerations 51
CORRIDOR PERFORMANCE 51
KEY CORRIDOR ISSUES 55
CORRIDOR CONCEPT 56
Concept Rationale 56
Planned and Programmed Projects and Strategies 57
Projects and Strategies to Achieve Concept 58
Appendices 60
Appendix A: GLOSSARY OF ACRONYMS AND TERMS 60
Appendix B: SUMMARY CHARTS 67
Appendix C: BICYCLE INFORMATION 74
Appendix D: CORRESPONDENCE 79
Appendix E: TRANSIT MAPS 85
Appendix F: RESOURCES 90

ABOUT THE TRANSPORTATION CONCEPT REPORT

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

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

TCR Purpose

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

STAKEHOLDER PARTICIPATION

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

EXECUTIVE SUMMARY

State Route 43 traverses central California, from Kern County to southern Fresno County. The route primarily serves the needs of agriculture as it is in the heart of farm land. It also serves as an alternate to SR 99. State Route 43 is mainly two-lane conventional highway. It lies near the Burlington Northern and Santa Fe (BNSF) Railroad for most of its extent. Many of the communities along the route are served by Amtrak. In the future, SR 43 will be impacted by high speed rail and commercial development as the cities along the route continue to grow. Base year (BY) for this report is 2014 and horizon year (HY) is 2035, unless otherwise noted.

Concept Summary

CONCEPT SUMMARY					
Segment*	**Segment Description**	**Existing Facility**	**20-25 Year Capital Facility Concept**	**20-25 Year System Operations and Management Concept**	**Post-25 Year Concept**
1	SR 119 to I-5/SR 43	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Intersection improvements and AC overlay (CAPM) and digouts	4C
2	I-5/SR 43 to SR 58 East	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	AC overlay (CAPM) and digouts, closed circuit TVs	4C
3	SR 58 East to SR 58 West	2C	4C	AC overlay (CAPM) and digouts, changeable message sign	4C
4	SR 58 West to 7th Std Rd	2C	4C	Closed circuit TV, changeable message sign, vehicle detection system	4C
5	7th Std Rd to Riverside St	2C	4C	Closed circuit TV	4C
6	Riverside St to 0.1 mile south of Euclid Ave	2C	4C	ADA curb ramps	4C
7	0.1 mile south of Euclid Ave to Poplar Ave	4C	4C	ADA curb ramps, closed circuit TV	4C
8	Poplar Ave to Filburn St	4C	4C	ADA curb ramps	4C
9	Filburn St to Poso Ave	4C	4C	ADA curb ramps	4C
10	Poso Ave to W Jct SR 46	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	ADA curb ramps	4E
11	W Jct SR 46 to McCombs Rd	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Maintain only	4E
12	McCombs Rd to the Tulare County line	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Vehicle detection system	4E
13	Kern County line to 0.2 miles south of Deer Crk	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Maintain only	4E
14	0.2 miles south of Deer Crk to the Kings County line	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Vehicle detection system	4E
15	Tulare County line to Pickerell Ave	2C with improvements, i.e. signals, passing lanes, turn lanes	2C with improvements, i.e. signals, passing lanes, turn lanes and construct roundabout	AC overlay and widen shoulders, highway advisory radio, remote processing unit	4E
16	Pickerell Ave to Santa Fe Ave	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Maintain only	4E
17	Santa Fe Ave to SR 198	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Changeable message sign	4E
18	SR 198 to 10th Ave	2C	4E	Changeable message sign	4E
19	10th Ave to the Fresno County line	2C	4E	Maintain only	4E
20	Kings County line to Nebraska Ave	2C	4E	Changeable message signs, vehicle detection system	4E
21	Nebraska Ave to SR 99	4C	4C	Maintain only	4C

**Segments maps are located at: Segments 1 – 3, page 9; Segments 4 – 7, page 10; Segments 8 – 11, page 11; Segments 12 – 14, page 12; Segments 15 – 16, page 13; Segment 17, page 14; Segment 18, page 15; Segments 19 – 20, page 16; Segment 21, page 17.*

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 43. 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

Much of the route will require improvements or widening in the years to come. A few segments only have minor improvements that are proposed. There are proposed Class II bikeways in segments 2 through 6 in Kern County and also in part of Segment 13 in Tulare County. In Kings County a touring bikeway is proposed.

The City of Selma's 2035 General Plan Update of 2010 indicates a new alignment of the route and new interchange and connection with SR 99. The current Highland Avenue alignment would be diverted to DeWolf Avenue. The route would leave the current alignment at a point between Saginaw Avenue and Nebraska Avenue and head off at a northwest direction at a point between Rose Avenue and Floral Avenue on DeWolf Avenue. The route would meet SR 99 further north at Dinuba Avenue for a new interchange. Also proposed are dual left-turn lanes along the Highland Avenue/SR 43 alignment at numerous intersections. Caltrans has yet to approve these changes as more detailed studies are needed.

The High-Speed Train (HST) project will have impacts to SR 43 as well. There are 17 locations in Tulare, Kings, and Fresno counties where it is proposed to cross over the route. For further information, please see the Key Corridor Issues section of this report.

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

ROUTE SEGMENTATION			
Segment #	Location Description	County_Route_ Beg. PM	County_Route_ End PM
1	SR 119 to I-5/SR 43	KER_43_0.111	KER_43_1.865
2	I-5/SR 43 to SR 58 East	KER_43_1.865	KER_43_8.112
3	SR 58 East to SR 58 West	KER_43_8.112	KER_43_9.162
4	SR 58 West to 7th Std Rd	KER_43_9.162	KER_43_12.19
5	7th Std Rd to Riverside St	KER_43_12.19	KER_43_15.32
6	Riverside St to 0.1 mile south of Euclid Ave	KER_43_15.32	KER_43_16.32
7	0.1 mile south of Euclid Ave to Poplar Ave	KER_43_16.32	KER_43_18.578
8	Poplar Ave to Filburn St	KER_43_18.578	KER_43_R23.624
9	Filburn St to Poso Ave	KER_43_R23.624	KER_43_R24.124
10	Poso Ave to W Jct SR 46	KER_43_R24.124	KER_43_R25.124
11	W Jct SR 46 to McCombs Rd	KER_43_R25.124	KER_43_26.29
12	McCombs Rd to the Tulare County line	KER_43_26.29	KER_43_38.807
13	Kern County line to 0.2 miles south of Deer Crk	TUL_43_0.000	TUL_43_R9.887
14	0.310 miles south of Deer Crk to the Kings County Line	TUL_43_R9.887	TUL_43_22.674
15	Tulare County Line to Pickerell Ave	KIN_43_0.000	KIN_43_2.26
16	Pickerell Ave to Santa Fe Ave	KIN_43_2.26	KIN_43_3.020
17	Santa Fe Ave to SR 198	KIN_43_3.020	KIN_43_18.218
18	SR 198 to 10th Ave	KIN_43_18.218	KIN_43_22.272
19	10th Ave to the Fresno County Line	KIN_43_22.272	KIN_43_27.286
20	Kings County Line to Nebraska Ave	FRE_43_0.000	FRE_43_8.340
21	Nebraska Ave to SR 99	FRE_43_8.340	FRE_43_9.308

ROUTE DESCRIPTION

Route Location: State Route 43 is located in the Central Valley of California and is located solely in District 6. The route begins in Kern County, at SR 119, and traverses Tulare, Kings, and Fresno counties. The route ends at SR 99, in Selma, covering 98 miles.

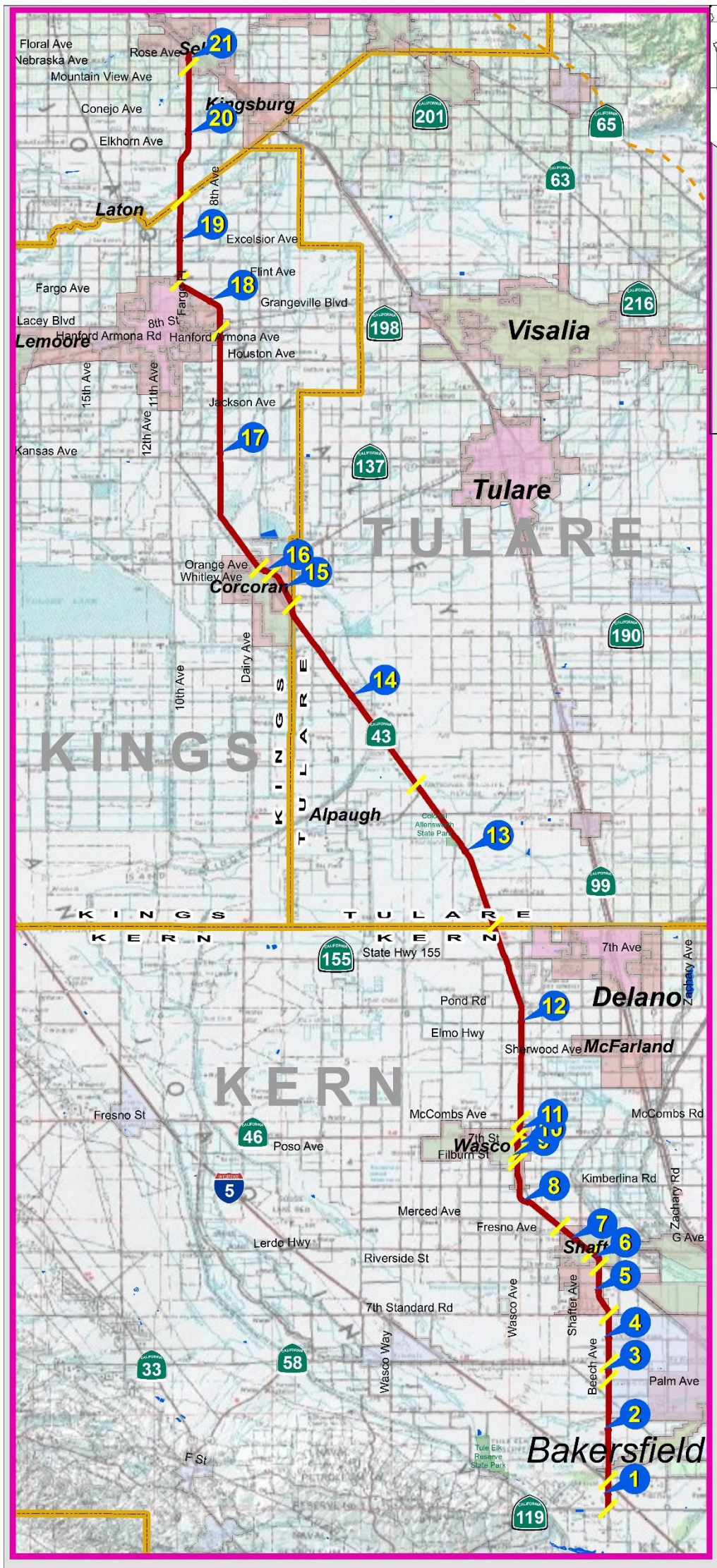
Route Purpose: The route serves mainly agricultural communities and farm to market services. It may also serve as an alternate north-south route for I-5 and SR 99. It also serves intermodal services, such as truck to rail modes with the Burlington Northern and Santa Fe railroad located close to the route.

Major Route Features: The route begins at SR 119 in Kern County, just to the west of Bakersfield. It covers nearly 39 miles in Kern County. The route is known as Enos Lane in Kern County and is also known as the Central Valley Highway along its entire length. There is an interchange at I-5. The route intersects with the following major roads and highways in Kern County: Stockdale Highway, SR 58 East and West, Seventh Standard Road, Lerdo Highway, Kimberlina Road, SR 46, Pond Road, and Garces Highway.

In Tulare County, it traverses the following major roads: Avenue 56, Avenue 120, and Poplar Avenue. It covers just over 22 miles in Tulare County.

In Kings County, it intersects with the following major roads and highways: Whitley Avenue, SR 137, Kansas Avenue, Jackson Avenue, Houston Avenue, Hanford-Armona Road, SR 198, Lacey Boulevard, Grangeville Boulevard, Fargo Avenue, Flint Avenue, and Excelsior Avenue. In Kings County, the route covers just over 27 miles. North of Corcoran, where the alignment straightens and runs north/south, it takes on the alignment of Eighth Avenue, until it curves and heads northwestward near Hanford. In the Hanford area, the route takes on the alignment of Tenth Avenue.

In Fresno County, the route intersects the following major roads and highway: Elkhorn Avenue, Conejo Avenue, Mountain View Avenue, Nebraska Avenue, and ends at SR 99. It covers just over nine miles in Fresno County. It also follows the Highland Avenue alignment.



Kern County

Segment 1: **SR 43 PM 0.111/1.865**
SR 119 to I-5/SR 43

Segment 2: **SR 43 PM 1.865/8.112**
I-5/SR 43 to SR 58 East

Segment 3: **SR 43 PM 8.112/9.162**
SR 58 East to SR 58 West

Segment 4: **SR 43 PM 9.162/12.19**
SR 58 West to 7th Std Rd

Segment 5: **SR 43 PM 12.19/15.32**
7th Std Rd to Riverside St

Segment 6: **SR 43 PM 15.32/16.32**
Riverside St to 0.1 mile south of Euclid Ave

Segment 7: **SR 43 PM 16.32/18.578**
0.1 mile south of Euclid Ave to Poplar Ave

Segment 8: **SR 43 PM 18.578/R23.624**
Poplar Ave to Filburn St

Segment 9: **SR 43 PM R23.624/R24.124**
Filburn St to Poso Ave

Segment 10: **SR 43 PM R24.124/R25.124**
Poso Ave to W Jct SR 46

Segment 11: **SR 43 PM R25.124/26.29**
W Jct SR 46 to McCombs Rd

Segment 12: **SR 43 PM 26.29/38.807**
McCombs Rd to the Tulare County line

Tulare County

Segment 13: **SR 43 PM 0/R9.887**
Kern County line to 0.2 miles south of the Deer Crk Br

Segment 14: **SR 43 PM R9.887/22.674**
0.2 miles south of the Deer Crk Br to the Kings County line

Kings County

Segment 15: **SR 43 PM 0/2.26**
Tulare County line to Pickerell Ave

Segment 16: **SR 43 PM 2.26/3.02**
Pickerell Ave to Santa Fe Ave

Segment 17: **SR 43 PM 3.02/18.218**
Santa Fe Ave to SR 198

Segment 18: **SR 43 PM 18.218/22.272**
SR 198 to 10th Ave

Segment 19: **SR 43 PM 22.272/27.286**
10th Ave to the Fresno County line

Fresno County

Segment 20: **SR 43 PM 0/8.34**
Kings County line to Nebraska Ave

Segment 21: **SR 43 PM 8.34/9.308**
Nebraska Ave to SR 99

10 5 0 10 Miles

STATE ROUTE
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

CALIFORNIA 43

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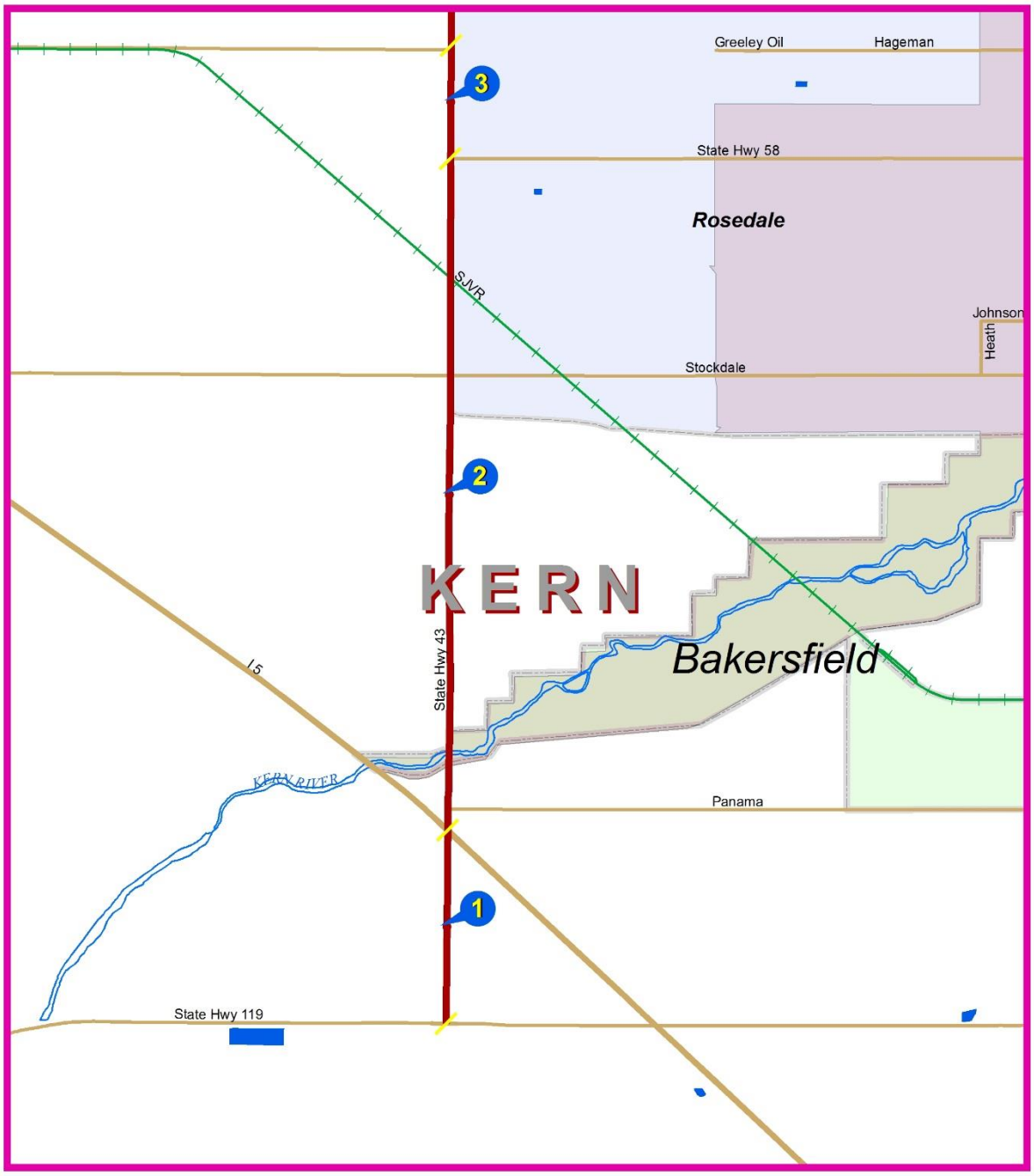
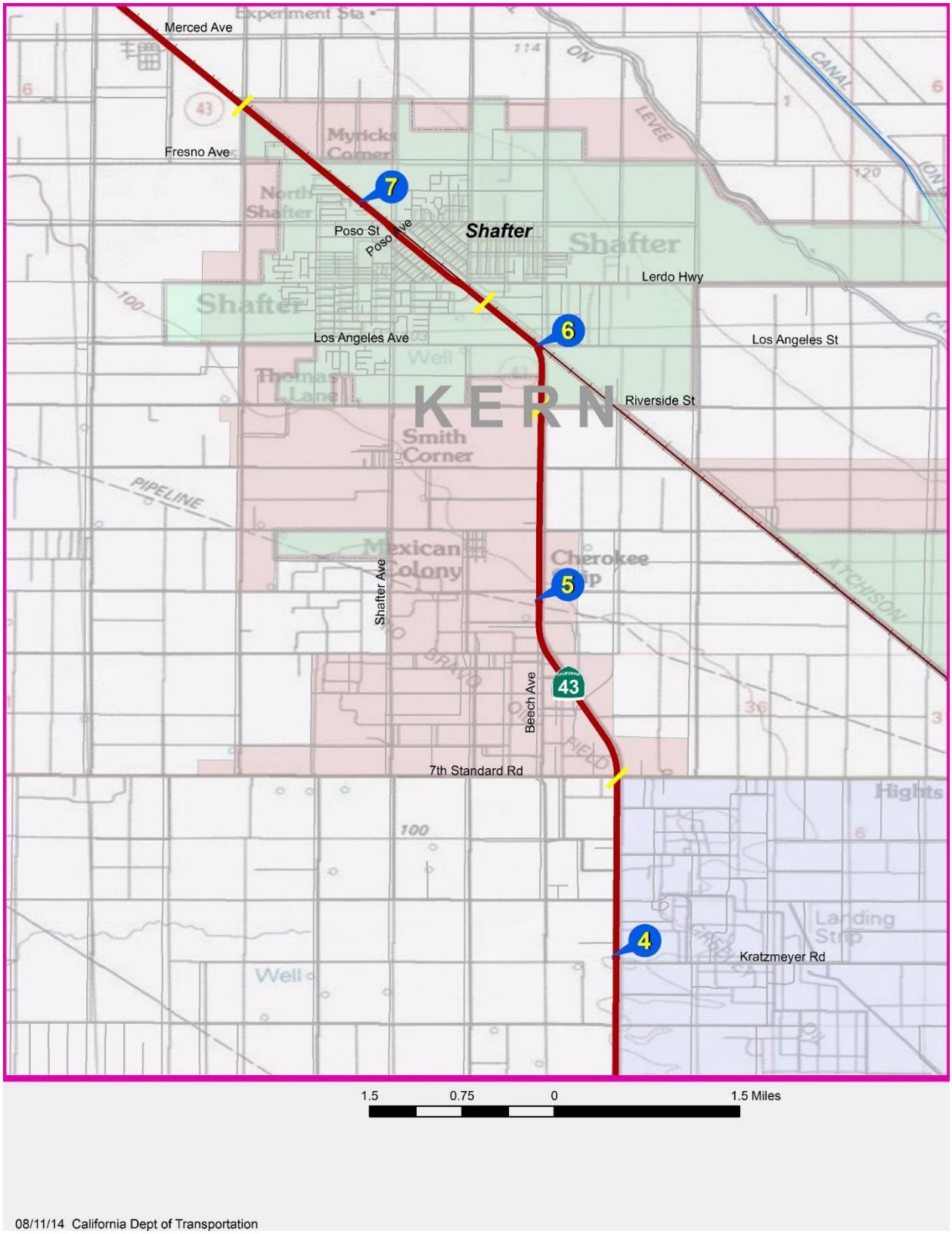


1 0.5 0 1 Miles

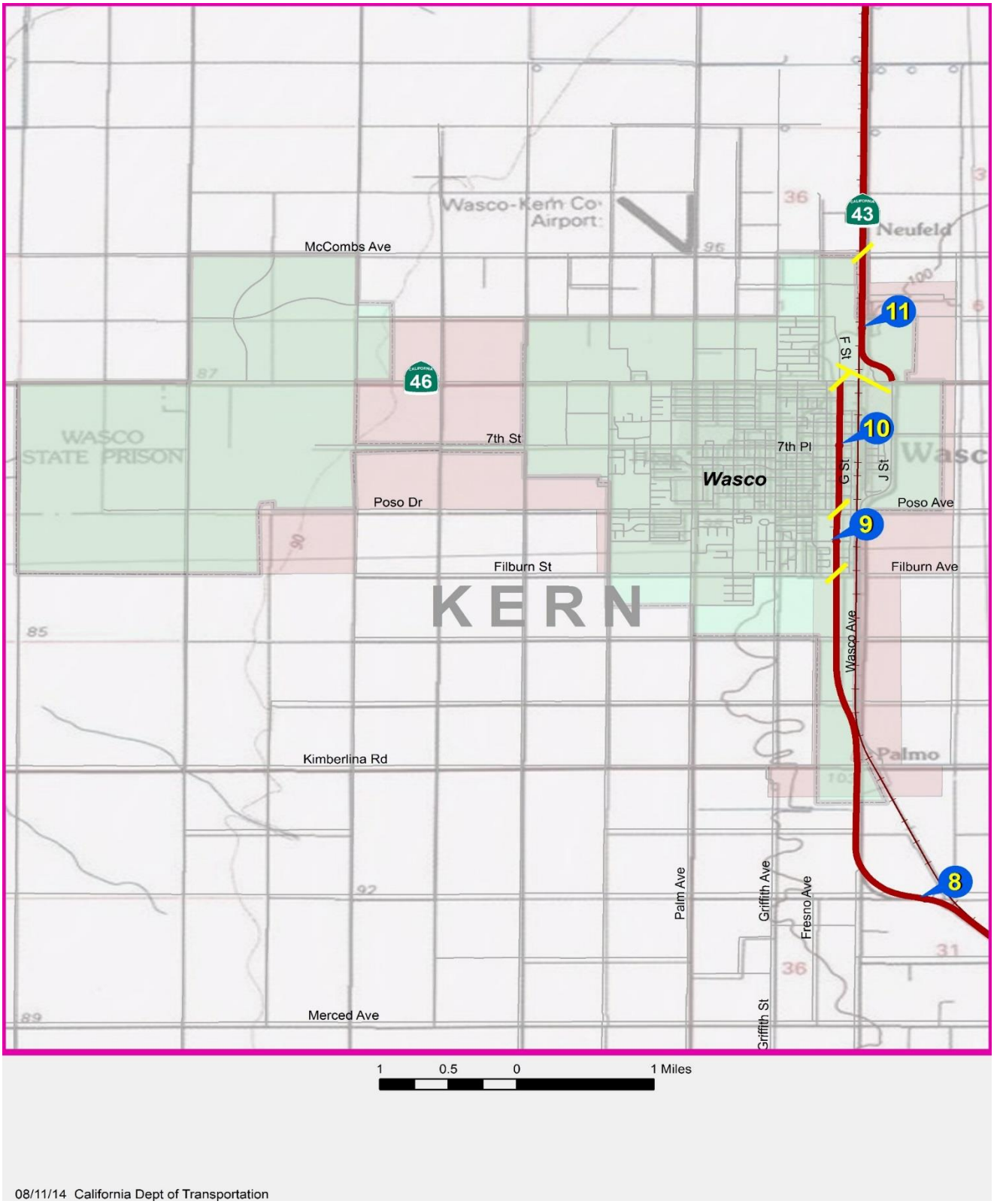
07/30/14 California Dept of Transportation

STATE ROUTE
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

CALIFORNIA 43



08/11/14 California Dept of Transportation


Wasco-Kern Co Airport
McCombs Ave
43
Neufeld
11
F St
46
WASCO STATE PRISON
7th St
7th Pl
10
Wasco
G St
J St
Poso Dr
Poso Ave
9
Filburn St
Filburn Ave
KERN
Wasco Ave
Kimberlina Rd
Palmo
8
Palm Ave
Griffith Ave
Fresno Ave
Merced Ave
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1 Miles
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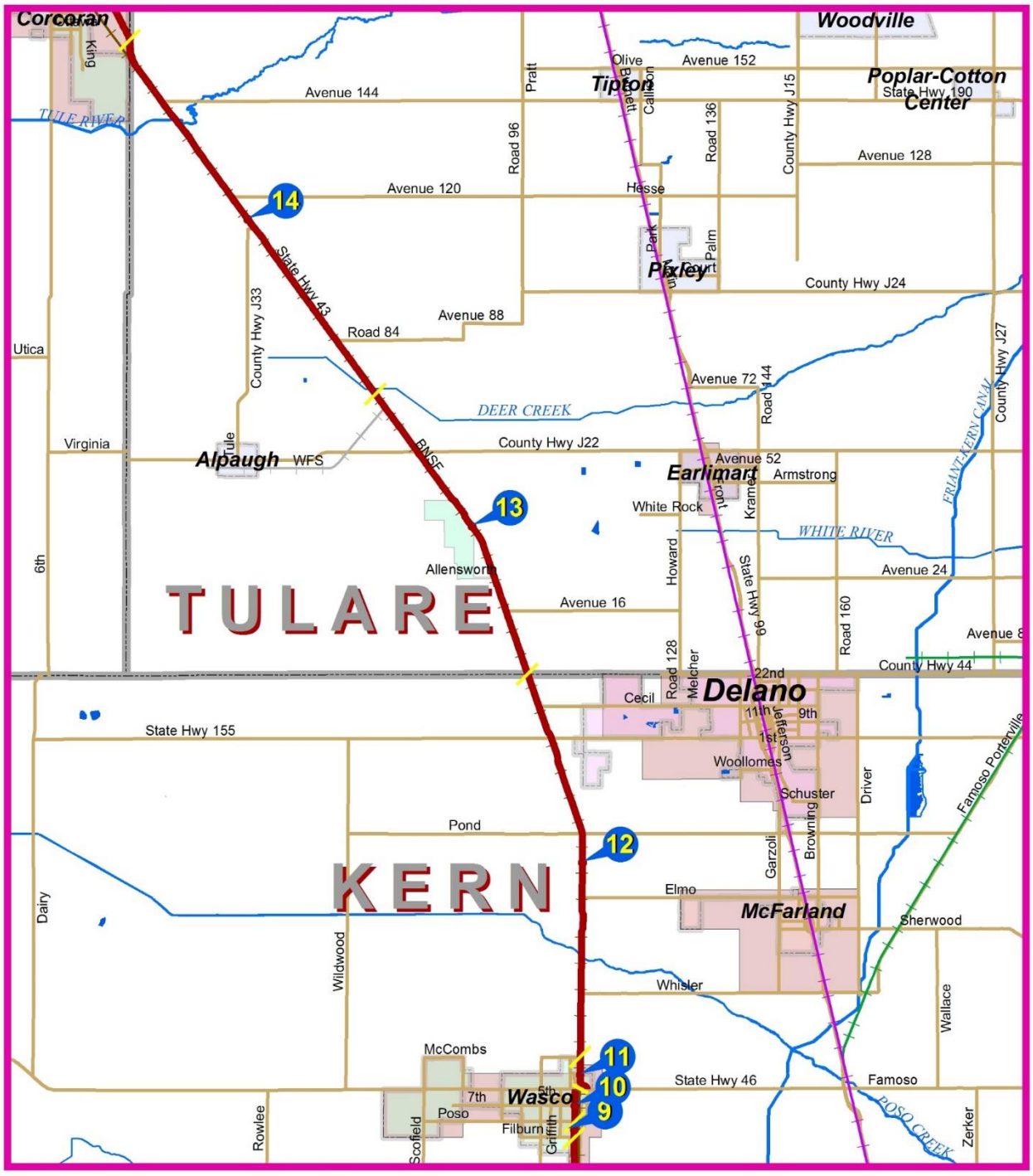

STATE ROUTE
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

CALIFORNIA 43

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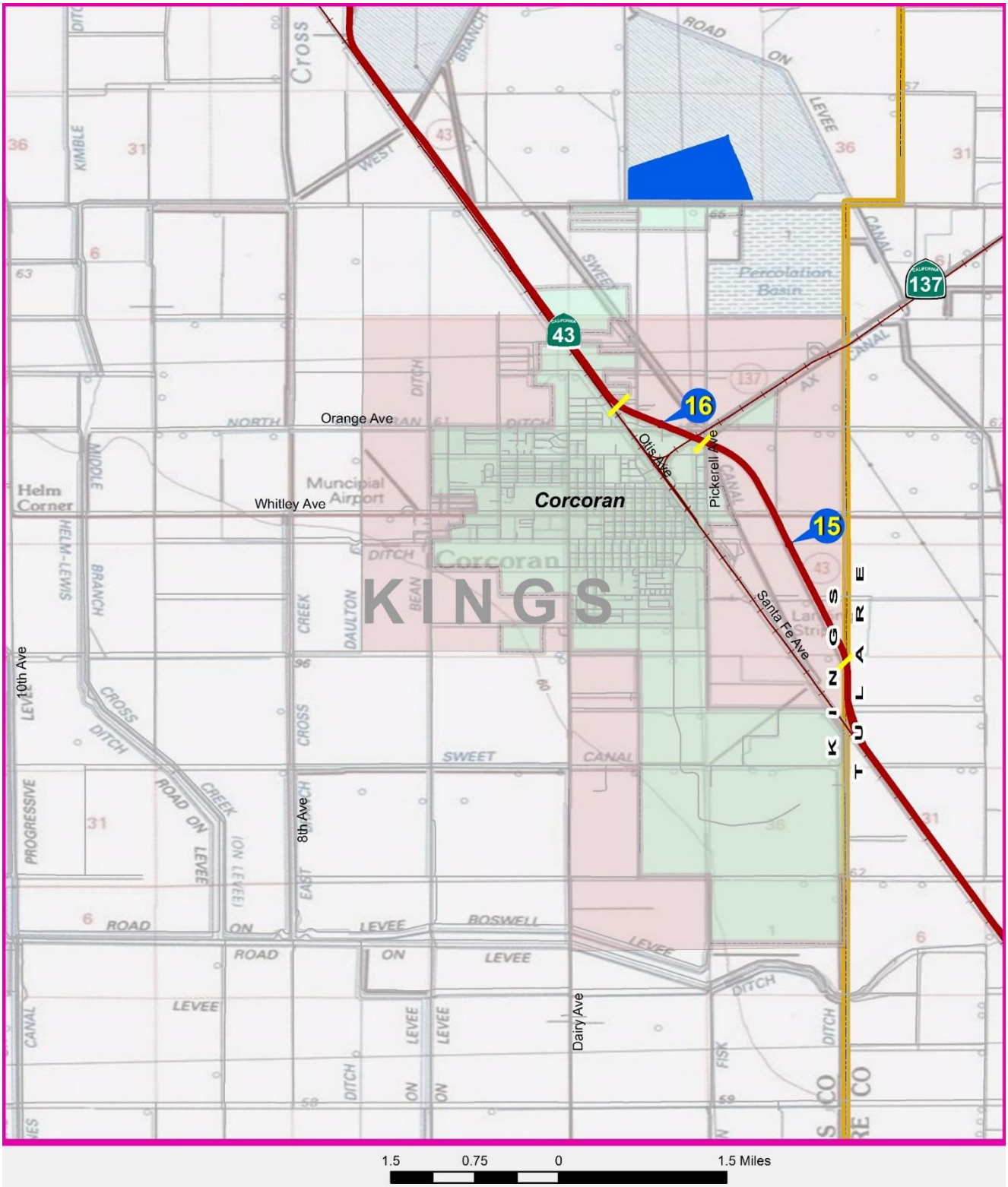

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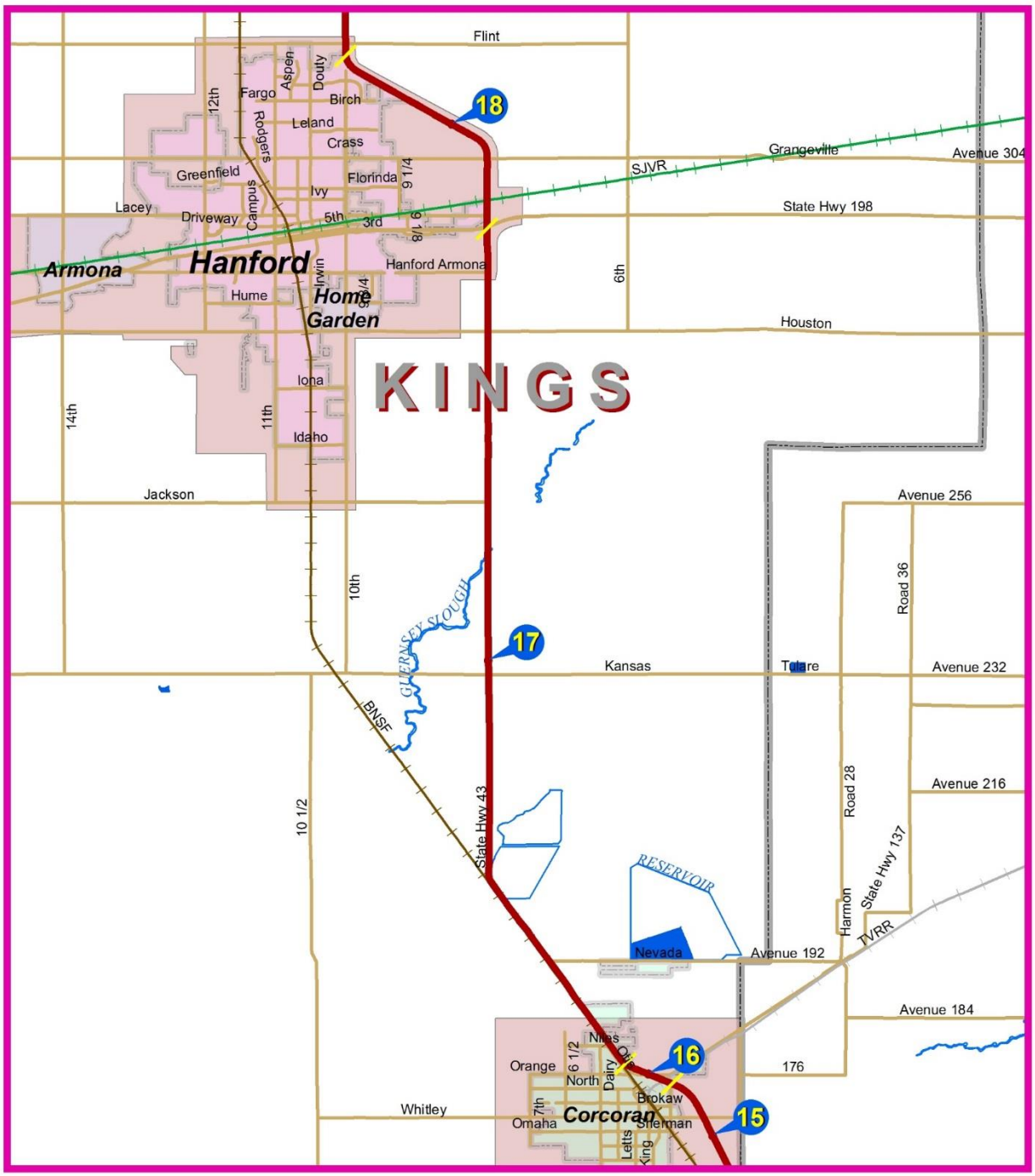

2 1 0 2 Miles

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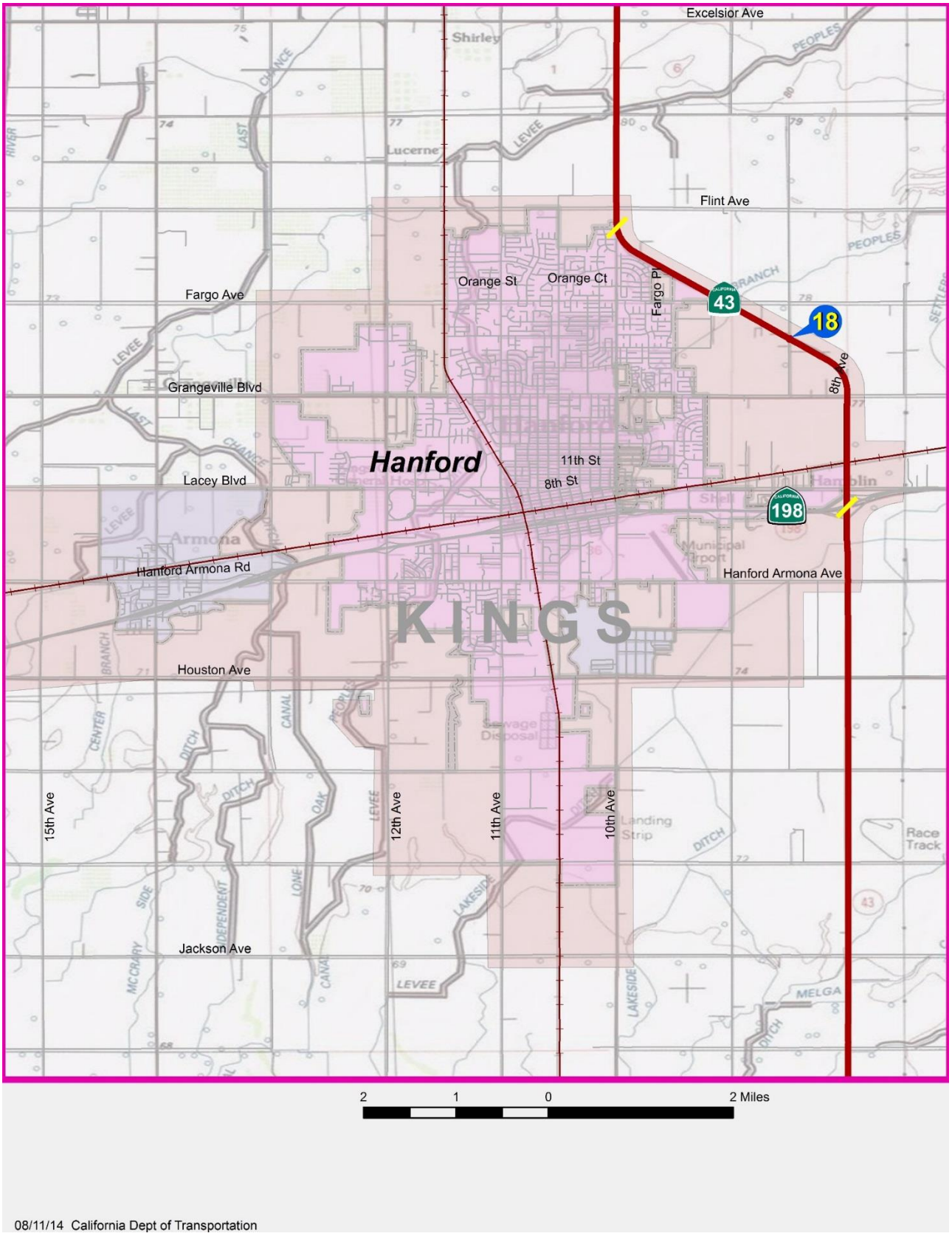
STATE ROUTE 43

TRANSPORTATION CONCEPT REPORT

SEGMENT MAP



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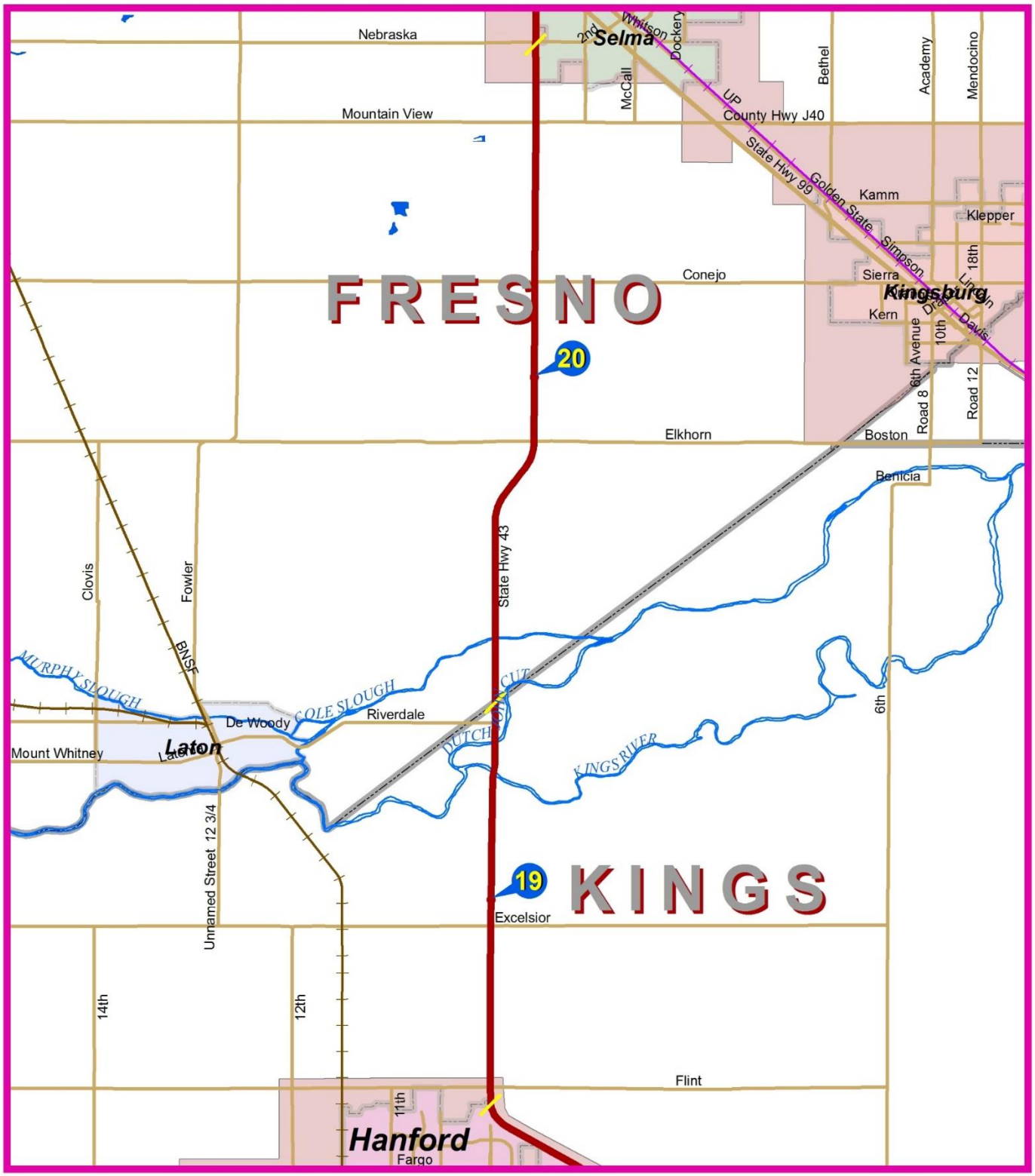

1.5 0.75 0 1.5 Miles

STATE ROUTE
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

CALIFORNIA 43

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08/11/14 California Dept of Transportation

Route Designations and Characteristics:

ROUTE DESIGNATIONS AND CHARACTERISTICS																					
Segment #	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**
Freeway & Expressway	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Highway System	No	No	Yes	No	Part	Yes	Yes	No	Part	No	No	No	No	No	No	Part	Part	No	No	No	Yes
Strategic Highway Network	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Scenic Highway	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Interregional Road System	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
High Emphasis	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Focus Route	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Federal Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial/ Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
Goods Movement Route	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Truck Designation	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)
Rural/Urban/ Urbanized	Rural	Rural	Rural	Rural	Rural/Urban	Urban	Urban	Rural	Urban	Urban	Rural	Rural	Rural	Rural	Rural	Urban	Urban/Rural	Rural	Rural	Rural	Urban
Metropolitan Planning Organization	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	TCAG	TCAG	KCAG	KCAG	KCAG	KCAG	KCAG	Fresno COG	Fresno COG
Regional Transportation Planning Agency	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	TCAG	TCAG	KCAG	KCAG	KCAG	KCAG	KCAG	Fresno COG	Fresno COG
Congestion Management Agency	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	Kern COG	TCAG	TCAG	None	None	None	None	None	Fresno COG	Fresno COG
County Transportation Commission	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Local Agency	Kern County	Kern County	Kern County	Kern County	Kern County/ City of Shafter	Kern County/ City of Shafter	Kern County/ City of Shafter	Kern County	Kern County/ City of Wasco	Kern County/ City of Wasco	Kern County	Kern County	Tulare County	Tulare County	Kings County	Kings County/ City of Corcoran	Kings County/ City of Corcoran	Kings County	Kings County	Fresno County	Fresno County/ City of Selma
Tribes	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Air District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat

* Santa Rosa Rancheria Tachi Tribe, Santa Rosa Tachi Yokut Tribe, Sierra Nevada Native American Coalition (Mono/Yokut), Tejon Indian Tribe, Tinoqui-Chalola Council of Kitanemuk and Yowlumne Tejon Indians, Tule River Indian Tribe, Tule River Yokuts

COMMUNITY CHARACTERISTICS

Traversing from south to north, Shafter is the first city located on SR 43. Shafter's population as of the 2010 U.S. Census, was 16,988. Over 80% of the population is of Hispanic descent. The location was originally a loading dock for the Santa Fe Railroad. The first post office was set up in 1898, but the city did not start growing until 1914, when land in the area was being sold and developed. The city was incorporated in 1938 and named after General William Rufus Shafter, also known as Pecos Bill. He served in both the Union Army of the Civil War, in which he earned the Medal of Honor, and Spanish-American War. He eventually retired and settled in Bakersfield.

Shafter is mainly an agricultural-based community. Crops grown in the area are almonds, pistachios, alfalfa, cotton, carrots, and other row crops. Packing houses, almond hulling, and other agricultural industries are also found locally.

Shafter is also becoming more of an industrial city. Two large industrial complexes are located in the Shafter area. These complexes are home to distribution centers, warehouses, and manufacturing. With Shafter's central location in California, it has drawn these companies and is in the process of becoming an inland port. More information on this is in the "Freight" section of this report on page 37.

Shafter is also a very community-oriented city. "Shafter Vision" is a report published every few years to focus on the community to develop goals and recommendations for improvements to the city. Citizens divide up into groups and develop plans in conjunction with city staff. In the latest vision, downtown beautification, economic development, education, and recreation were the focus areas. Some of the suggestions include: murals, solar, curbside recycling, community college extension courses, develop Shafter Youth Sports Council, more public recreational areas, and to create a path for bicycling and pedestrian use.

Further north on the route is the City of Wasco. Wasco's population as of the 2010 U.S. Census was 25,545. Over 75% of the population is of Hispanic descent. The early years of Wasco were driven by the Santa Fe Railroad. Wasco owes its early development to Marshall V. Hartranft for the initial development of Wasco. He obtained land from the Kern County Land Company for the settlement which was called the Fourth Home Extension Colony. Wasco was originally named Dewey and Deweyville, after Admiral George Dewey. However, in 1900, William Bonham from Wasco County, Oregon, proposed the name "Wasco" for the community and it was adopted.

Wasco is an agricultural community, with cotton and orchards being prime crops. But, most noteworthy are its roses. Wasco is known as the Rose Capital, and produces 55% of all roses in the United States. The Festival of Roses takes place in September. Vintage Nursery and Weeks Roses are the main rose growers.

Employment in Wasco is found mainly at the Wasco State Prison, local school districts and in agriculture. The prison has over 1,400 employees and is located west of the city on over 600 acres. The prison houses over 5,000 inmates. A few of the largest agricultural employers are Sun World, Sunny Gem, Primex Farms, LLC, and South Valley Farms. Sun World is a grower, packer, and marketer with over 10,000 acres of such agricultural products as grapes, peppers, plums, apricots, and citrus. Sunny Gem is in food production of mainly juice products and hulls and processes almonds. Primex Farms, LLC is a pistachio processor. South Valley Farms is an almond grower, packer, and shipper.

Allensworth State Historical Park

Moving north into Tulare County is the community of Allensworth. Allensworth's population as of the 2010 U.S. Census was 471, with over 92% of the population being of Hispanic descent. Allensworth was founded in 1908 by Lt. Col. Allen Allensworth, an African-American who served in the Union Army. He also was a Baptist minister and served as a chaplain. The site is now a California State historic park.

A little further north on the route is the community of Alpaugh, also in Tulare County. Alpaugh's population as of the 2010 U.S. Census was 1,026, with just over 84% of the population being of Hispanic descent. The community is named after John Alpaugh, who was part of a group of southern California real estate developers called the California Home Extension. Both Alpaugh and Allensworth were on the shoreline of the now drained Tulare Lake.

Crossing into Kings County, is the City of Corcoran. Corcoran's population as of the 2010 U.S. Census was 24,813, with over 62% of the population being of Hispanic descent. Corcoran was one of the last cities to be claimed, purchased, and planned by Hobart Johnstone Whitley, who was a prominent land developer. The city served as a railroad junction. In 1914, Corcoran became incorporated. It is mainly a farming community with cotton, alfalfa, tomatoes, and wheat as the main crops grown. The Corcoran State Prison (I and II) houses nearly 12,000 inmates.

City of Hanford

North of Corcoran, is Hanford, the county seat for Kings County. 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.

Just crossing the county line into Fresno County, is the community of Laton, which is west of SR 43. Laton was named after Charles Laton who was one of the early developers of the community and also was part-owner of the Laguna de Tache Ranch, which was a Mexican land grant. Laton's population as of the 2010 U.S. Census was 1,824, with just over 76% being of Hispanic descent. Laton is a farming community and holds an annual rodeo.

At the end of the route in Fresno County where SR 43 ties into SR 99, is the city of Selma. The town was founded in 1890 and incorporated in 1893. Selma is a center for agriculture. The original crop was wheat, later it shifted

to peaches, and now to grapes and raisins. Selma is known as the "Raisin Capital of the World", as 90 percent of raisins in the United States are grown in and near Selma.

LAND USE

Kern County Raceway Park

At its beginning in Kern County, SR 43 exists in dry farming land. Just west of the interchange with I-5 is Kern County Raceway Park. It is a NASCAR home track on a half-mile oval. It opened in 2013 and features several different types of racing, including stock cars and late models. The raceway hosts many events throughout the year.

North of the track is the Kern River and the Kern River Parkway Bike Trail. A canal crosses under the route. The Pioneer Canal is further north and agricultural crops are found along with cattle. Almond orchards are also sprinkled in the mix of agriculture. Between SR 58 both east and west, is a small semi-rural community of larger lot sizes on the west side of SR 43. At Kratzmeyer Road, the Rio Bravo-Greeley School District has its elementary and middle school. There are no crosswalks to cross the highway and no sidewalks.

Upon crossing Seventh Standard Road and nearing Shafter, more industrial development occurs. Industries can possibly access the rail line and become more intermodal. In Shafter, the railroad runs on the east side of SR 43 and industrial uses are found. On the west side of the route, residences, offices, and retail dominate.

Between Shafter and Wasco, agriculture and agricultural-related businesses take over. Almond orchards and almond hulling services are found. Entering Wasco, the west side of the highway is residential with some retail, and the east side is a mix of residences and some smaller industries. The Wasco Amtrak station is a block to the east of SR 43. There is a break in the route at SR 46 and the route moves to the east and the railroad runs on the west side of the route.

Heading north out of Wasco, the route returns to agriculture (mainly almonds) and agriculture-related industries. North of Phillips Road a canal runs under the highway. North of Taussig Avenue is a stream bed. Another canal runs just north of Sherwood Avenue.

Just south of the Tulare County line, at Garces Highway is the Kern National Wildlife Refuge's headquarters. There is a drivable route for tours in the refuge. Further information on the refuge is included in the Environmental Considerations section of this report.

In Tulare County the route remains primarily in agricultural land. Allensworth and its State historical park are to the west of the highway. Alpaugh is just further north and to the west.

At Avenue 56/Sierra Avenue, is the entrance to the Pixley National Wildlife Refuge. The refuge has a 1.5-mile trail and is the only public use area on the refuge; the remainder is closed to the public. Further information on the refuge is included in the Environmental Considerations section of this report.

North of Avenue 56/Sierra Avenue is a solar power farm on the west side of the route and the railroad line. Deer Creek runs north of the solar power farm. A larger canal crosses under the highway north of Avenue 88. Silage

and alfalfa are more predominate as dairies are found. North of Avenue 112, another canal crosses under the route.

Before entering Kings County, SR 43 crosses over the Tule River. Just in Kings County is Corcoran. At Poplar Avenue/Quebec Avenue just west of SR 43, is the Corcoran State Prison. On the west side of the highway, just north of Plymouth Avenue, is a private airport. At the end of the runway, is SR 137. There is a planned roundabout at this location. As the route begins to run at a northwest - southeast direction on the northern fringe of Corcoran, it crosses the Sweet Canal. Leaving Corcoran, the route once again traverses agricultural land.

At Nevada Avenue, it once again crosses a diversion of the Sweet Canal. Just north of that, it crosses over the West Branch Lakeland Canal. As SR 43 runs in a north – south direction, it crosses another canal. It then crosses Cross Creek and crosses over a few more canals. Large dairies also are found in this area, along with crops that support the dairies.

The City of Hanford is to the west of the highway. 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 on the west side of the highway at this location. For further information on this issue, please see the Key Corridor Issues section of this report.

The route remains on the eastern fringes of Hanford until after it crosses the East Branch of Peoples Ditch just south of Fargo Avenue. The west side of the route becomes residential with the east side remaining agricultural. North of Flint Avenue, the route again returns to an agricultural setting. After crossing Elder Avenue, the route also crosses the Peoples Ditch. The Kings River-Hardwick Elementary School, a kindergarten through eighth grade charter school, is located on the northwest quadrant of SR 43 and Excelsior Avenue. Another ditch is crossed before the Kings River is crossed at two locations. To the west of the highway is the community of Laton. Walnut orchards and stone fruit orchards start to appear upon entering Fresno County.

LAND USE	
Segment	**Place Type**
1	Rural settlements and Agricultural lands/Special use areas
2	Rural settlements and Agricultural lands
3	Rural settlements and Agricultural lands
4	Rural settlements and Agricultural lands
5	Special use areas/Rural settlements and Agricultural lands
6	Suburban dedicated use areas
7	Suburban center
8	Rural settlements and Agricultural lands
9	Suburban neighborhoods
10	Suburban center
11	Rural settlements and Agricultural lands
12	Rural settlements and Agricultural lands
13	Rural settlements and Agricultural lands
14	Rural settlements and Agricultural lands/Protected lands
15	Rural settlements and Agricultural lands
16	Special use areas (industrial)
17	Rural settlements and Agricultural lands
18	Rural settlements and Agricultural lands/Suburban neighborhoods
19	Rural settlements and Agricultural lands
20	Rural settlements and Agricultural lands
21	Suburban corridor

The outskirts of Selma are agricultural with dairies, orchards, and vineyards. On corners fueling facilities and convenience stores are found. The Selma Branch canal crosses under the highway. Residential areas start

appearing near Nebraska Avenue. A city park, Ringo Park, is just off to the east of the highway. Near the route's end at SR 99, more businesses occur. An auto dealership, Kaiser Permanente medical offices, restaurants, and a retail center are located on the west side of the route near its terminus.

Long Term ROW Needs:

See Corridor Concept section, page 56.

SYSTEM CHARACTERISTICS

Much of the route exists as a two-lane conventional highway, with a few segments existing as a four-lane conventional highway. The 2035 Concept Facility calls for many improvements, most of which are maintaining two-lanes with improvements such as: turn lanes, passing lanes, signals, and other operational improvements. At the northern part of the route, a four-lane expressway is called for in 2035. Currently, in the existing four-lane conventional highway segments, no change is called for in 2035.

There are various proposed transportation management system (TMS) elements in the future. Nearly every segment currently has a traffic count station.

SYSTEM CHARACTERISTICS																					
Segment #	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**
Existing Facility																					
Facility Type	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
General Purpose Lanes	2	2	2	2	2	2	4	4	4	2	2	2	2	2	2	2	2	2	2	2	4
Lane Miles	3.508	12.494	2.10	6.056	6.26	2.0	9.032	20.184	2.0	2.0	2.332	25.034	19.774	25.574	4.52	1.52	30.396	8.108	10.028	16.68	3.872
Centerline Miles	1.754	6.247	1.05	3.028	3.13	1.0	2.258	5.046	0.5	1.0	1.166	12.517	9.887	12.787	2.26	0.76	15.198	4.054	5.014	8.34	0.968
Auxiliary Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passing Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck Climbing Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concept Facility																					
Facility Type	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	E	E	E	C
General Purpose Lanes	2	2	4	4	4	4	4	4	4	2	2	2	2	2	2	2	2	4	4	4	4
Lane Miles	3.508	12.494	4.20	12.112	12.52	4.0	9.032	20.184	2.0	2.0	2.332	25.034	19.774	25.547	4.52	1.52	30.396	16.216	20.056	33.36	2.872
Centerline Miles	1.754	6.247	1.05	3.028	3.13	1.0	2.258	5.046	0.5	1.0	1.166	12.517	9.887	12.787	2.26	0.76	15.198	4.054	5.014	8.34	0.968
TMS Elements																					
TMS Elements (BY)	Traffic count stations	Changeable message sign	Traffic count station	Traffic count stations	Traffic count station	Traffic count station	Signals, traffic count stations	Signal, traffic count stations	Traffic count stations	Traffic count stations	Traffic count station	Traffic count stations	Traffic count stations	Traffic count stations	Traffic count stations	None	Signals, traffic count stations, vehicle detection system	Signals, traffic count stations	Signals, traffic count stations	Signals, traffic count stations	Signals, traffic count stations
TMS Elements (HY)	None	Closed circuit TVs	Changeable message sign	Closed circuit TV, changeable message sign, vehicle detection system	Closed circuit TV	None	Closed circuit TV	None	None	None	None	Vehicle detection system	None	Vehicle detectio n system	Highway advisory radio, remote processing unit (roadside weather information system)	None	Changeable message sign	Changeable message sign	None	Changeable message signs, vehicle detection system	None

*For definitions of facility types, please see Appendix A, Glossary of Terms and Acronyms, Page 60
**BY = Base Year, 2012
***HY = Horizon Year, 2035

BICYCLE FACILITY

State Route 43 is open to bicycle traffic through its entire length. Most of the route has striped shoulders. The majority of the route has wide shoulders, except in the southernmost segment in Kern County and in Tulare County. The route has flat terrain throughout making it conducive to bicycling. SR 43 has been proposed as an alternate bicycle route for SR 99. State Route 99 prohibits bicycle access on the entire route within District 6. Bicycle Plans from several counties have shown future needs for bicycle improvements on SR 43. The Kern County Bicycle Master Plan has proposed Class II bicycle lanes, on an eleven mile stretch, from Panama Lane to Beech Avenue. The Tulare County Regional Bicycle Transportation Plan shows a proposed Class II segment just north of the Kern/Tulare County line. The Kings County Regional Bicycle Plan identifies SR 43 as a proposed touring bikeway from Flint Avenue to the Kings/Fresno County line. For further details and information, please see Appendix C: Bicycle Information, page 74.

As the transportation system expands, the regional agencies may consider a future bikeway system on SR 43 that would convert it into a vital multi-modal corridor. A bicycle facility, whether it be Class I, Class II, or Class III, could significantly enhance circulation of bicycle travel within the four counties. Improved bicycle facilities along the state route would give residents another choice of transportation, reduce carbon dioxide emissions, and reduce congestion.

California's transportation system cannot meet the State's needs by just accommodating vehicle travel. Caltrans supports guidance meant to provide flexibility for bicycle facility design. The American Association of State Highway Transportation Officials and the National Association of City Transportation Officials publications help as a guide to Caltrans' philosophy and flexible approach toward designing multimodal transportation projects. For more information, please see: http://www.dot.ca.gov/Documents/2014-4-2-Flexibility-in-Design.pdf.

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, page 58, 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.

BICYCLE FACILITIES		
Segment #	State Bicycle Facility	
	Bicycle Access Prohibited	Facility Type
1	N	None
2	N	Proposed Class II
3	N	Proposed Class II
4	N	Proposed Class II
5	N	Proposed Class II
6	N	Proposed Class II
7	N	None
8	N	None
9	N	None
10	N	None
11	N	None
12	N	None
13	N	Proposed Class II from Ave 40 to Ave 56/Sierra Ave
14	N	None
15	N	None
16	N	None
17	N	None
18	N	None
19	N	Proposed Touring Bikeway
20	N	None
21	N	None

PEDESTRIAN FACILITY

Most of SR 43 lacks sidewalks and crosswalks. This is due to the route's rural nature. Only in the urbanized areas are there any sidewalks or crosswalks.

PEDESTRIAN FACILITY				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
1	No	No	SR 119	Signalized, at-grade
				No crosswalk, no sidewalk, curb
			Raceway Blvd	Not signalized, at-grade
				No crosswalk, no sidewalk
2	No	No	I-5	Not signalized, grade separated
				No crosswalk, no sidewalk
			Panama Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Munzer Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Olen Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Stockdale Hwy	Not signalized, at-grade
				No crosswalk, now sidewalk
			Railroad Crossing PM 7.010	Lighted crossing arms, at-grade
				No crosswalk, no sidewalk
			Brimhall Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
3	No	Varies	SR 58/Rosedale Hwy	Flashing light, at-grade
				No crosswalk, sidewalk on north side
			Gribben Ct	Not signalized, at-grade
				No crosswalk, no sidewalk
			Acari Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Meachum Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			SR 58 West	Flashing light, at-grade
				No crosswalk, no sidewalk
4	No	No	Noriega Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Sullivan Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Kratzmeyer Rd (in front of school)	Not signalized, at-grade
				No crosswalk, no sidewalk
			Stricklind Ct	Not signalized, at-grade
				No crosswalk, no sidewalk
			Snow Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Howze Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ronnie Ct	Not signalized, at-grade
				No crosswalk, no sidewalk
			Baker Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
5	No	No	7th Std Rd	Not signalized, at-grade
				No crosswalk, no sidewalk, curb on NE corner
			Coberly Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Railroad crossing PM 12.864	Railroad lights and arms, at-grade
				No crosswalk, no sidewalk
			Ashley Emilie Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Imperial St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Sharp Wy	Not signalized, at-grade
				No crosswalk, no sidewalk
			Waymon Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			San Diego St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Burbank St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Elliot St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Orange St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Riverside St	Not signalized, at-grade
				No crosswalk, no sidewalk
6	No	Varies	Los Angeles Ave/Beech Ave/Santa Fe Wy	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ash Ave	Not signalized, at-grade
				No crosswalk, sidewalk on SW corner
7	No	Varies	Euclid Ave	Not signalized, at-grade
				No crosswalk, sidewalk on west side
			Lerdo Hwy	Signalized, at-grade
				Crosswalk, sidewalk on all corners except SE curb

PEDESTRIAN FACILITY				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
			Jackson Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			State Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Pacific Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Central Ave	Signalized, at-grade
				Crosswalk, sidewalk
			California Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Sunset Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Poso Ave	Not signalized, at-grade
				Crosswalk, sidewalk
			Shafter Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Tulare Ave	Not signalized, at-grade
				No crosswalk, sidewalk on SW corner
			Voth Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Venable Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Klassen St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Sunny Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
			Fresno Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Mayer Ln	Not signalized, at-grade
				No crosswalk, no sidewalk
8	No	No	Poplar Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Bender Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Merced Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Scaroni Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Jack Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Dresser Ave (east)	Not signalized, at-grade
				No crosswalk, no sidewalk
			Dresser Ave (west)	Not signalized, at-grade
				No crosswalk, no sidewalk
			Wasco Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Main St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Kimberlina Rd	Signalized, at-grade
				No crosswalk, no sidewalk
			Prospect Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Jackson Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
9	No	Varies	Filburn St	Not signalized, at-grade
				No crosswalk, sidewalk on north side, curb
			16th St	Not signalized, at-grade, frontage road
				No crosswalk, sidewalk
			Almond Ct	Not signalized, at-grade, frontage on east side
				Crosswalk, sidewalk
10	No	Varies	Poso Ave	Flashing light, at-grade
				Crosswalk, some sidewalk, curb
			12th St	Not signalized, at-grade
				No crosswalk, some sidewalk, curb
			11th St	Not signalized, at-grade
				No crosswalk, sidewalk
			10th St	Not signalized, at-grade
				No crosswalk, sidewalk
			9th St	Not signalized, at-grade
				No crosswalk, sidewalk
			8th St	Not signalized, at-grade
				Crosswalk, sidewalk
			7th St	Not signalized, at-grade
				Crosswalk, sidewalk
			6th St	Not signalized, at-grade
				Crosswalk, sidewalk
			5th St	Not signalized, at-grade
				No crosswalk, sidewalk
			4th St	Not signalized, at-grade
				No crosswalk, sidewalk

PEDESTRIAN FACILITY				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
			2nd St	Not signalized, at-grade
				No crosswalk, sidewalk on west side
11	No	Varies	SR 46	Signalized, at-grade
				Crosswalk, some sidewalk, curb
			Railroad Track	Not signalized, grade separated
				No crosswalk, no sidewalk
			Wasco-Pond Rd	Flashing red light, at-grade
				No crosswalk, no sidewalk
			Gromer Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
12	No	No	McCombs Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Whisler Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Taussig Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Blankenship Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Sherwood Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Elmo Hwy	Not signalized, at-grade
				No crosswalk, no sidewalk
			Peterson Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Pond Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Schuster Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Woollomes Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Garces Hwy	Not signalized, at-grade
				No crosswalk, no sidewalk
			Cecil Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
13	No	No	Ave 8	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 16	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 24	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 88	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 85	Not signalized, at-grade
				No crosswalk, no sidewalk
			Palmer Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 56/Sierra Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
14	No	No	Rd 64	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 84	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 88	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 108	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 112	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 120/Hesse Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 36	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 128	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 32	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 136	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 144/Poplar Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 152	Not signalized, at-grade
				No crosswalk, no sidewalk
15	No	No	Rd 19/Oregon Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			SR 137/Whitley Ave	Not signalized, at-grade (roundabout programmed)
				No crosswalk, no sidewalk
16	No	No	5th Ave/Pickerell Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Orange Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			5 ½ Ave	Not signalized, at-grade
				No crosswalk, no sidewalk

PEDESTRIAN FACILITY				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
17	No	No	Santa Fe Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Nevada Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Lansing Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Kansas Ave	Signalized, at-grade
				No crosswalk, no sidewalk
			Kent Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Jersey Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Jackson Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Idaho Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Iona Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Houston Ave	Signalized, at-grade
				No crosswalk, no sidewalk
			Hanford-Armona Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
18	No	No	SR 198	Signalized off-ramps, grade separated
				No crosswalk, no sidewalk
			Lacey Blvd	Not signalized, at-grade
				Crosswalks, no sidewalk
			R. R. Crossing PM 18.702	R.R. Crossing signal, at-grade
				No crosswalk, no sidewalk
			Grangeville Blvd	Signalized, at-grade
				Crosswalks, no sidewalks
			8 ½ Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Fargo Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			10th Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
19	No	No	Flint Ave	Signalized, at-grade
				Crosswalk, no sidewalk
			Elder Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Excelsior Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Dover Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Denver Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Cairo Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
20	No	No	Davis Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Elkhorn Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Clarkson Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Conejo Ave	Signalized, at-grade
				Crosswalks, no sidewalk, curb
			Kamm Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Caruthers Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Mountain View Ave	Signalized, at-grade
				Crosswalks, no sidewalk
			Saginaw Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
21	No	Varies	Nebraska Ave	Signalized, at-grade
				Crosswalks, some sidewalk
			Rose Ave	Not signalized, at-grade
				No crosswalk, sidewalk on east side
			Arrants St	Not signalized, at-grade
				No crosswalk, sidewalk
			Stillman St	Signalized, at-grade
				Crosswalks, sidewalk
			SR 99	Not signalized, grade separated
				No crosswalk, no sidewalk

TRANSIT FACILITY

Several transit agencies provide service to communities on and near the route. These agencies also provide connectivity between one another for ease of ridership. The cities of Shafter, Wasco, and Corcoran provide services along with Kern Regional Transit, Tulare County Area Transit, Kings Area Rural Transit, and Fresno County Rural Transit Agency. Also, Amtrak has stations in Bakersfield, Wasco, Corcoran, Hanford, and Fresno. There is also a park and ride lot in Hanford adjacent to the route. Transit ridership numbers are from the 2013/2014 fiscal year.

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. This initial system may spur the need to modify or relocate some portions of SR 43. Caltrans is working closely with the CHSRA to identify those impacts and is planning both systems accordingly.

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.

TRANSIT FACILITY										
Segment#	Mode & Collateral Facility	Name	Route End Points	Annual Ridership	Operating Period	Stations/Stops		Bikes Allowed on Transit	Location Description	# Parking Spaces
						Cities	Postmiles			
5 -7	Traditional Bus	City of Shafter Dial-A-Ride	Shafter	27,355	Weekdays	Shafter	VAR	N		
7 - 10	Traditional Bus	Kern Regional Transit – Lost Hills	Lost Hills to Bakersfield	2,315	Monday through Saturday	Lost Hills, Shafter, Wasco, Bakersfield	16.78	Y		
7 - 10	Traditional Bus	Kern Regional Transit – North Kern	Delano to Bakersfield	67,875	Daily	Delano, McFarland, Wasco, Shafter, Bakersfield	16.78	Y		
8 - 11	Traditional Bus	City of Wasco Dial-A-Ride	Wasco	25,184	Weekdays	Wasco	VAR	N		
13	Traditional Bus	Tulare County Area Transit – Dial-A-Ride	Pixley to Richgrove	2,817	Weekdays	Pixley, Tipton, Teviston, Earlimart, Alpaugh, Allensworth, Richgrove	VAR	Y		
14 - 17	Traditional Bus	Corcoran Area Transit – Dial-A-Ride	Corcoran	36,056	Weekdays	Corcoran	VAR	Y		
15 - 18	Traditional Bus	Kings Area Rural Transit – Corcoran to Hanford	Corcoran to Hanford	14,015	Monday through Saturday	Corcoran, Hanford	NA	Y		
17 - 18	Traditional Bus	Kings Area Rural Transit – Dial-A-Ride	Hanford	23,267	Monday through Saturday	Hanford	VAR	Y		
18 - 21	Traditional Bus	Kings Area Rural Transit – Hanford to Fresno	Hanford to Fresno	9,040	Monday through Saturday	Hanford, Selma, Fresno, Children's Hospital	9.06	Y		
19	Traditional Bus	Kings Area Rural Transit - Laton	Laton to Hanford	15,396	Monday through Saturday	Laton	NA	Y		
21	Traditional Bus	Fresno County Rural Transit Agency (FCRTA) – Selma	Selma	6,321	Weekdays	Selma	NA	Y		
21	Traditional Bus	FCRTA – Dial-A-Ride Selma	Selma	56,528	Monday through Saturday	Selma	VAR	Y		
21	Traditional Bus	FCRTA – Intercity Southeast Transit	Selma to Fresno	13,841	Monday through Saturday	Selma, Kingsburg, Fowler, Fresno	NA	Y		
10, 15, 18	Rail	Amtrak: San Joaquin	San Francisco to Southern California	1,200,000 (entire San Joaquin route)	Daily	Bakersfield, Wasco, Corcoran, Hanford, Fresno	NA	Y	Wasco, Corcoran, Hanford	VAR
19	Park and Ride Lot	Hanford							PM 22.30	37

Please see Appendix E, Transit Maps, page 85.

FREIGHT

State Route 43 is primarily a rural agricultural route that connects small cities that are located in the center of the Central Valley. The route serves the farm to market/processors realm. Truck traffic ranges from 9 to 25 percent of traffic on the route. A typical highway is considered to have significant regional goods movement traffic if 10% of the total traffic on a highway is composed of trucks, and is considered to be a significant interregional goods movement route if 30% of the total trucks on a particular route are 5-axle trucks. The entire route is an STAA route. There are no weigh stations or weight in motion scales along the route. Truck companies are located in almost every city along this route, typically on the outskirts of each city. There are no official truck stops along the route, but there a few commercial fueling stations.

The Burlington Northern and Santa Fe (BNSF) Railroad generally follows the SR 43 alignment with some deviations. It is a Class I railway, and second only to the Union Pacific Railroad (UPRR) in terms of size. In North America, the BNSF has become the largest intermodal carrier. The railroad has rail yards in Fresno and Bakersfield.

There are two Class III railways near the route. Class III railways are also known as short-line railroads and are on a much smaller scale than Class I railways. The larger one is the San Joaquin Valley Railroad (SJVRR) from the parent company of Genesee and Wyoming Incorporated. The railway operates over 400 miles of track. It travels west to east and crosses SR 43 near the SR 198 corridor in Kings County. Another section of the SJVR crosses SR 43 west of Bakersfield near SR 58. The other Class III railway is the West Isle Line Incorporated (WFS) from the parent company of Crop Production Services. The WFS operates just over five miles of track and runs to the west side of SR 43 near Alpaugh. Both railways haul primarily agricultural products.

There are three intermodal stations in close proximity to SR 43, allowing for the interchange of goods between train to truck and vice versa. The City of Shafter is home to Paramount Logistics Park which utilizes the BNSF railroad tracks. The site is expanding to handle additional intermodal services. The city is also developing a container yard and freight station. The city is also looking forward to the facility becoming an inland port with its mid-California location. There is also one in Wasco, which is operated by Savage Industries. The other intermodal station is Van-G Logistics in Selma just north of the junction of SR 43 with SR 99. Van-G Logistics also provides warehouse space and transport by rail and truck.

There are three at-grade railroad crossings with the highway. The first has railroad crossing arms with lights and is located at post mile 7.010, just north of Development Avenue and south of Brimhall Road in Kern County. This crossing is of the SJVR. The second is also in Kern County, just south of Shafter, at post mile 12.864, north of Coberly Road and south of Ashley Emily Lane. It also has railroad crossing arms with lights. This crossing is of the BNSF railroad. The final at-grade crossing is in Kings County, near Hanford, at post mile 18.702, north of SR 198 and Lacey Boulevard, south of Grangeville Boulevard. This crossing is of the SJVRR.

There are numerous warehouses and distribution centers near the route with its close proximity to BNSF railway and central location to California's ports. The Shafter area has the Paramount Logistics Park with large warehouses and distribution centers. The industrial park is on over 1,600 acres and includes: American Tire Distribution, Ross Dress for Less, Baker Hughes (oil exploration), Formica, Hillman Group (fasteners and other products), Target, Weatherford Company (oil drilling services), Schlumberger (oilfield services), and State Farm Insurance. The industrial park is located east of SR 43. Just east of the route and adjacent to the BNSF tracks are numerous warehouses and industrial developments, these include: Cal Coast Acidizing (fertilizers for agriculture), Midas Pump Supply, Simplot Grower Solutions (fertilizers for agriculture), Brinderson Company (oilfield equipment maintenance), and FMS Technologies (energy). Within fifty miles of Shafter are additional warehouses and distribution centers, which include: Bolthouse Farms, Camping World, Carquest, Caterpillar, Dollar General, Famous Footwear, Frito-Lay, Grimmway Farms, IKEA, Nestle-Dreyers, Paramount Farms, Sears, U.S. Cold Storage of California, and Wal-Mart.

Minter Field Industrial Center is located just east of Shafter and includes the Shafter-Minter Airport, which is a public use airport. The center has over 1,100 acres of industrial development and has room to expand. Among the tenants are: Bayer Crop Science, G.K. Lewis Irrigation, Weststar Trucking, West Coast Pipe Inspection, Asphalt Pavement and & Recycling Technologies, Incorporated, Atlas Crane, Lyday Welding, Granite Construction, Williams and Sonoma, Zambelli Fireworks International, and the United States Department of Agriculture.

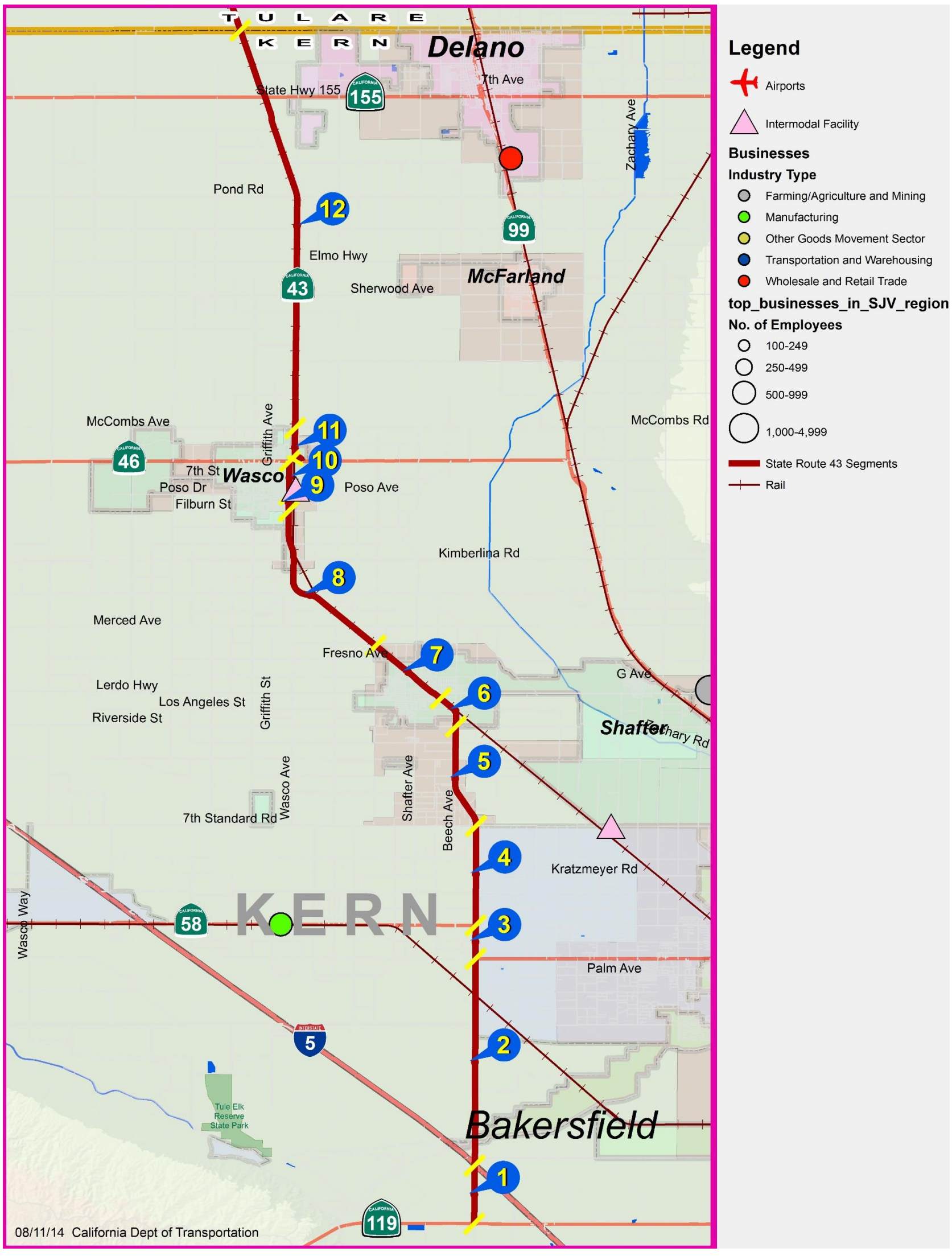
The City of Wasco has two industrial development areas. Both are located on the eastern edge of town. They are also seeking larger industries and perhaps to develop rail access to some areas. Wasco currently has SunnyGem, an almond processor and packing facility, and Sandrini Farms packing facility that require truck service. Also, the Savage Coal facility, which is a coal terminal and transloading facility, and Bethlehem Construction, which produces concrete casts for large structures, require access to freight services. A hydrogen energy plant is proposed in southwestern Kern County that would utilize the coal from the Savage Coal facility. If this plant is approved and is developed it would generate more freight traffic on SR 43 hauling the coal to the plant.

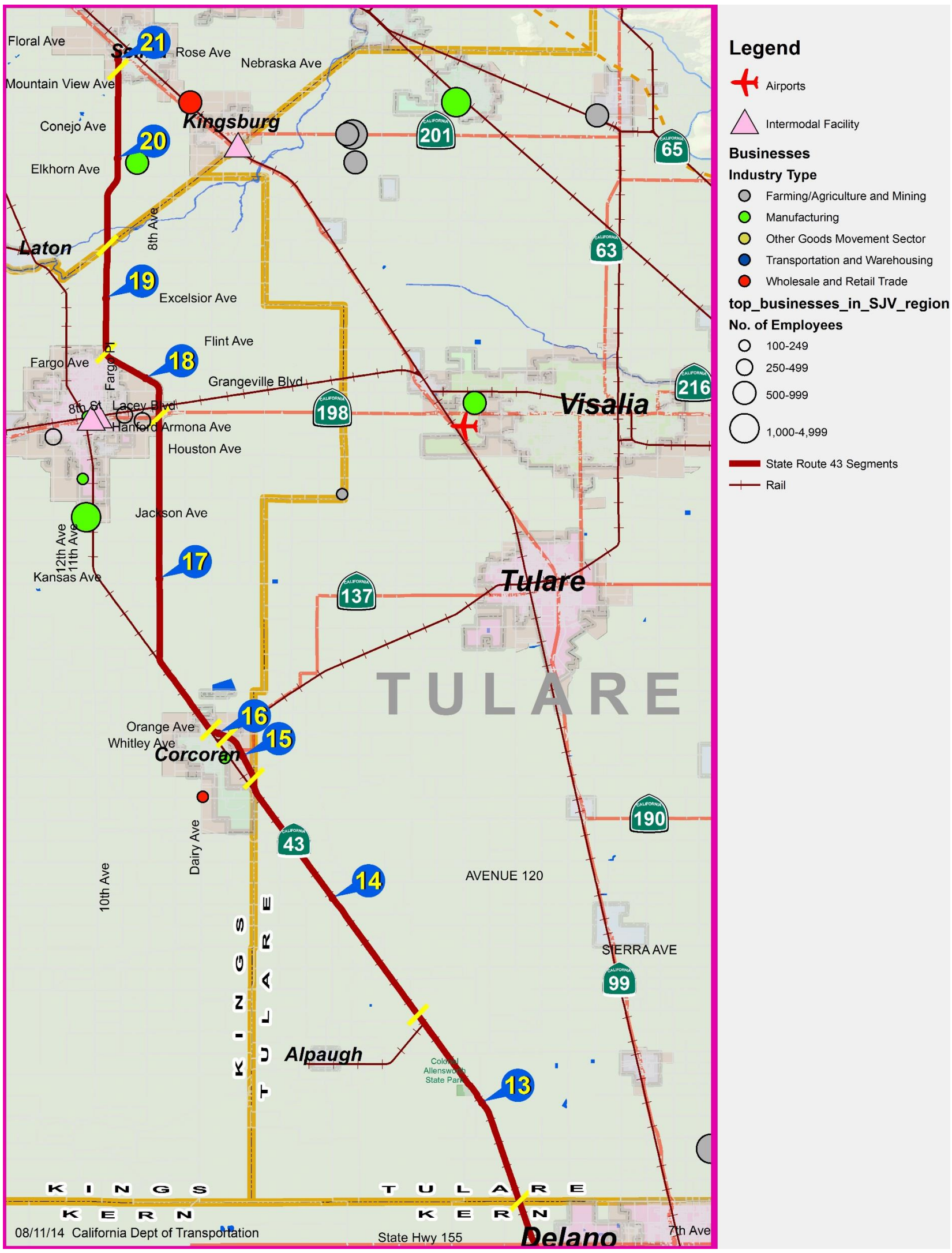
In Kings County, various livestock feed companies, other agricultural businesses, packing houses, and food processing plants also rely on the route and its close proximity to railroads.

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

Caltrans has the responsibility for developing, maintaining, and operating a multi-modal transportation network. This network must function at a high-level with respect to goods movement, interregional, interstate, and cross-border travel. In addition to continuing support for the regional Blueprint Planning programs, Caltrans has developed a statewide interregional, multi-modal blueprint known as the *California Interregional Blueprint (CIB).* It is being incorporated into the California Transportation Plan (CTP) 2040 update, scheduled for completion in December 2015. The CIB analyzes the benefits of multi-modal, interregional projects on the transportation system, and helps to 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 establishes a basis for integrating the interregional system into the Smart Mobility Framework, and delivers support for economic stewardship, connectivity, and reliability valued by freight shippers and carriers. The Inter-regional Blueprint synthesizes the Blueprint Planning work by regional agencies while focusing on the interregional system that is Caltrans' responsibility.

FREIGHT				
Facility Type/Freight Generator	**Location**	**Mode**	**Name**	**Major Commodity/ Industry**
Manufacturing company	East of SR 43, on SR 58	Truck/Rail	Frito-Lay	Food
Truck companies	Shafter area	Truck	Atlas Crane & Rigging Inc., Cummings Transportation, Doby Hagar Trucking Inc., GF Trucking, Lone Star Trucking LLC, RTS, Weststar	General, contaminated soil, oilfield equipment, building materials, crane booms, machinery, dry bulk, chemicals, fresh produce, intermodal, livestock feed, paper products, construction, metal sheet, refrigerated food, liquids and gases, agricultural farm supplies, water well
Intermodal facility	East of Shafter, on BNSF tracks north of Seventh Std Rd	Truck/Rail	Paramount Logistics Park	Warehousing, manufacturing, agriculture, wholesale and retail
Farming and agriculture, wholesale and retail, warehouses	East of SR 43, on the west side of SR 99	Truck	Minter Field Industrial Center	Various
Intermodal facility	West of SR 43, in Wasco	Truck/Rail	Savage Industries	Coal
Farming and agriculture, manufacturing	Wasco	Truck	Sunny Gem, Bethlehem Construction	Various
Farming and agriculture	South of Garces Hwy	Truck	Sandrini Farms	Agriculture
Truck companies	Corcoran area	Truck	Coyote Ag Service Inc., Morris Proctor Inc.	General, dry bulk, livestock feed, livestock, cotton, lumber
Wholesale and retail, manufacturing	West of SR 43 in Corcoran	Truck	J G Boswell Companies	Cotton, wholesale
Intermodal facilities	West of SR 43, in Hanford	Truck/Rail	Lacey Milling Co, George Verhoeven Feed Co	Grains, livestock feed
Manufacturing, wholesale and retail, farming and agriculture	West of SR 43 in Hanford area	Truck	Con Agra Foods, Central Valley Meat Co, Del Monte, Exopack, Nichols Farms, The Sentinel, Wal-Mart, Warmerdam Packing	Meat, food broker, canned food, plastics, newspaper, retail, fruit and vegetable packing
Truck companies	Hanford area	Truck	Ag-West Logistics Inc., E&B Bulk Transportation Inc., Hanford Commodities Inc., Dias Brothers Trucking, Triple C Trucking Inc., Valley Star Transportation Inc.	Fresh produce, machinery, general, agricultural farm supplies, dry bulk, construction, livestock feed, building materials, meat, livestock
Truck companies	Selma area	Truck	Best Freight LLC, BMGT Enterprises Inc., Henry Boyajian Inc., Harris Ranch Beef Co., Highland Transport LLC, L&K Express	Fresh produce, beverages, general, meat, refrigerated food, intermodal, machinery
Manufacturing	South of Selma	Truck	Harris Ranch Beef Co	Meat and agricultural products
Intermodal facility	North of the SR 43/SR 99 Jct	Truck/Rail	Van-G Logistics	Various


TULARE
KERN
Delano
State Hwy 155
155
7th Ave
Zachary Ave
Pond Rd
12
99
Elmo Hwy
43
McFarland
Sherwood Ave
McCombs Ave
Griffith Ave
11
10
9
46
7th St
Wasco
Poso Dr
Filburn St
Poso Ave
McCombs Rd
Kimberlina Rd
8
Merced Ave
Fresno Ave
7
G Ave
Lerdo Hwy
Los Angeles St
Riverside St
Griffith St
6
Shafter
Zachary Rd
5
Wasco Ave
Shafter Ave
Beech Ave
7th Standard Rd
4
Kratzmeyer Rd
Wasco Way
58
KERN
3
Palm Ave
5
2
Tule Elk Reserve State Park
Bakersfield
1
119
08/11/14 California Dept of Transportation
Legend
Airports
Intermodal Facility
Businesses
Industry Type
Farming/Agriculture and Mining
Manufacturing
Other Goods Movement Sector
Transportation and Warehousing
Wholesale and Retail Trade
top_businesses_in_SJV_region
No. of Employees
100-249
250-499
500-999
1,000-4,999
State Route 43 Segments
Rail


Legend
Airports
Intermodal Facility
Businesses
Industry Type
Farming/Agriculture and Mining
Manufacturing
Other Goods Movement Sector
Transportation and Warehousing
Wholesale and Retail Trade
top_businesses_in_SJV_region
No. of Employees
100-249
250-499
500-999
1,000-4,999
State Route 43 Segments
Rail
Floral Ave
Rose Ave
Nebraska Ave
Mountain View Ave
Kingsburg
Conejo Ave
Elkhorn Ave
Laton
8th Ave
Excelsior Ave
Flint Ave
Fargo Ave
Grangeville Blvd
8th St
Lacey Blvd
Hanford Armona Ave
Houston Ave
Visalia
Jackson Ave
12th Ave
11th Ave
Kansas Ave
Tulare
TULARE
Orange Ave
Whitley Ave
Corcoran
Dairy Ave
10th Ave
AVENUE 120
SIERRA AVE
KINGS
KERN
Alpaugh
Colonel Allensworth State Park
KINGS
TULARE
KERN
KERN
08/11/14 California Dept of Transportation
State Hwy 155
Delano
7th Ave
21
20
19
18
17
16
15
14
13
201
65
63
216
198
137
190
43
99

ENVIRONMENTAL CONSIDERATIONS

In northern Kern County a little over 13 miles west of the route, is the Kern National Wildlife Refuge. This area was once part of the Tulare Lake region. It once harbored large mammals, like grizzlies, mountain lions, elk, and antelope. Unfortunately, these majestic creatures are extinct from the area. It is still a wetland with marshes and riparian habitat for migrating and wintering birds. The refuge was established in 1960 and covers over 11,000 acres. It has a visitor center and headquarters located at Garces Highway and Corcoran Road. There is also a six-mile drivable tour. Today, wildlife viewers can enjoy egrets, falcons, shorebirds, a wide variety of waterfowl, and various songbirds. Some of the critical birds and mammals that are found here include: Swainson's hawk, snowy plover, burrowing owl, tri-colored blackbird, Buena Vista Lake shrew, horned lark, badger, San Joaquin kit fox, Tipton kangaroo rat, San Joaquin pocket mouse, and the hoary bat. The refuge does allow hunting seasonally.

In Tulare County is the Pixley National Wildlife Refuge. The refuge is just to the east of the route off of Avenue 56/Sierra Avenue. Like the Kern National Wildlife Refuge, it also was part of the Tulare Lake region. It was established in 1959 and encompasses over 6,000 acres. The refuge has a one-and-a-half-mile walking trail to view the habitat. The refuge is most noted for its wintering Sandhill Cranes, which arrive in September and leave by the end of March. Many waterfowl, shore and wading birds, hawks, and songbirds may be found on the refuge at various seasons. Some of the critical fauna that may be found here include: horned lark, burrowing owl, badger, western spadefoot, blunt-nosed lizard, Buena Vista Lake shrew, hoary bat, San Joaquin kit fox, San Joaquin pocket mouse, Tipton kangaroo rat, mountain plover, Swainson's hawk, snowy plover, and the tri-colored blackbird. The refuge has banned all hunting.

The chart on Page 47 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.

ENVIRONMENTAL CRITICAL SPECIES AND HABITAT			
Segment	**Flora**	**Fauna**	**Habitat**
1	Slough thistle, oil neststraw, heartscale, Lost Hills crownscale, Horn's milk-vetch, Kern mallow*, Tejon poppy, Hoover's eriastrum, recurved larkspur, San Joaquin woolythreads*, California jewlflower*, alkali mariposa lily	Swainson's hawk*, mountain plover, burrowing owl, Le Conte's thrasher, tricolored blackbird, Buena Vista Lake ornate shrew*, Nelson's antelope squirrel*, San Joaquin pocket mouse, giant kangaroo rat*, Tipton kangaroo rat*, short-nosed kangaroo rat, San Joaquin kit fox*, American badger, western pond turtle, blunt-nosed leopard lizard*, San Joaquin whipsnake, giant garter snake*, western spadefoot, white-tailed kite, California horned lark, Tulare grasshopper mouse, silvery legless lizard, coast horned lizard	Valley Sink Scrub, Valley Saltbrush Scrub, Great Valley Mesquite Scrub, Great Valley Cottonwood Riparian Forest
2	Slough thistle, oil neststraw, heartscale, Lost Hills crownscale, Horn's milk-vetch, Kern mallow*, Tejon poppy, Hoover's eriastrum, recurved larkspur, San Joaquin woolythreads*, California jewelflower*, alkali mariposa lily	Swainson's hawk*, mountain plover, burrowing owl, Le Conte's thrasher, tricolored blackbird, Buena Vista Lake ornate shrew*, Nelson's antelope squirrel*, San Joaquin pocket mouse, giant kangaroo rat*, Tipton kangaroo rat*, short-nosed kangaroo rat, San Joaquin kit fox*, American badger, western pond turtle, blunt-nosed leopard lizard*, San Joaquin whipsnake, giant garter snake*, western spadefoot, white-tailed kite, California horned lark, Tulare grasshopper mouse, silvery legless lizard, coast horned lizard	Valley Sink Scrub, Valley Saltbrush Scrub, Great Valley Mesquite Scrub, Great Valley Cottonwood Riparian Forest
3	Hoover's eriastrum	Burrowing owl, San Joaquin pocket mouse, Tipton kangaroo rat*, San Joaquin kit fox*, blunt-nosed leopard lizard*, coast horned lizard	Valley Saltbush Scrub
4	Hoover's eriastrum	Burrowing owl, San Joaquin pocket mouse, Tipton kangaroo rat*, San Joaquin kit fox*, blunt-nosed leopard lizard*, coast horned lizard	Valley Saltbush Scrub
5	Hoover's eriastrum	Burrowing owl, San Joaquin pocket mouse, Tipton kangaroo rat*, San Joaquin kit fox*, blunt-nosed leopard lizard*, coast horned lizard	Valley Saltbush Scrub
6	Hoover's eriastrum	Burrowing owl, San Joaquin pocket mouse, Tipton kangaroo rat*, San Joaquin kit fox*, blunt-nosed leopard lizard*, coast horned lizard	Valley Saltbush Scrub
7	California jewelflower*, recurved larkspur	Swainson's hawk*	None
8	California jewelflower*, recurved larkspur	Swainson's hawk*	None
9	California jewelflower*, recurved larkspur	Swainson's hawk*	None
10	California jewelflower*, recurved larkspur	Swainson's hawk*	None
11	California jewelflower*, recurved larkspur	Swainson's hawk*	None
12	Munz's tidy-tips, California jewelflower*, Earlimart orache, recurved larkspur, alkali mariposa lily	Burrowing owl, Tipton kangaroo rat*, San Joaquin kit fox*, blunt-nosed leopard lizard*, coast horned lizard, western spadefoot, San Joaquin pocket mouse, Tipton kangaroo rat*, Dulzura pocket mouse, American badger, San Joaquin whipsnake, Hopping's blister beetle, molestan blister beetle	Valley Saltbush Scrub, Valley Sink Scrub
13	California jewelflower*, Earlimart orache, recurved larkspur, alkali mariposa lily, brittlescale, Coulter's goldfields	Western spadefoot, burrowing owl, San Joaquin pocket mouse, Tipton kangaroo rat*, Dulzura pocket mouse, San Joaquin kit fox*, American badger, blunt-nosed leopard lizard*, coast horned lizard, San Joaquin whipsnake, Hopping's blister beetle, molestan blister beetle, Nelson's antelope squirrel*, Swainson's hawk*, western snowy plover*, mountain plover, tricolored blackbird, vernal pool fairy shrimp*	Valley Sink Scrub, Valley Saltbush Scrub, Valley Sacaton Grassland, Northern Claypan Vernal Pool
14	Coulter's goldfields, Earlimart orache	Swainson's hawk*, western snowy plover*, mountain plover, burrowing owl, tricolored blackbird, San Joaquin pocket mouse, Tipton kangaroo rat*, San Joaquin kit fox*, blunt-nosed leopard lizard*, vernal pool fairy shrimp*, hoary bat	Valley Sacaton Grassland, Northern Claypan Vernal Pool
15	Subtle orache, Earlimart orache, recurved larkspur	Swainson's hawk*, burrowing owl, tricolored blackbird, hoary bat, San Joaquin kit fox*, blunt-nosed leopard lizard*, vernal pool fairy shrimp*	None
16	Subtle orache, Earlimart orache, recurved larkspur	Swainson's hawk*, burrowing owl, San Joaquin kit fox*, blunt-nosed leopard lizard*, vernal pool fairy shrimp*	None
17	Subtle orache, Earlimart orache, recurved larkspur	Swainson's hawk*, burrowing owl, San Joaquin kit fox*, blunt-nosed leopard lizard*, vernal pool fairy shrimp*	Valley Sacaton Grassland
18	None	Swainson's hawk*, San Joaquin kit fox*, hoary bat	Valley Sacaton Grassland
19	Brittlescale	Hoary bat, San Joaquin kit fox*	None
20	Brittlescale	San Joaquin kit fox*, Swainson's hawk*	None
21	None	Swainson's hawk*	None

* Species has a special federal and/or state status

There are a few properties within close proximity to the route that are listed on the National Register of Historic Places. The chart below shows the various properties and in what segment they exist.

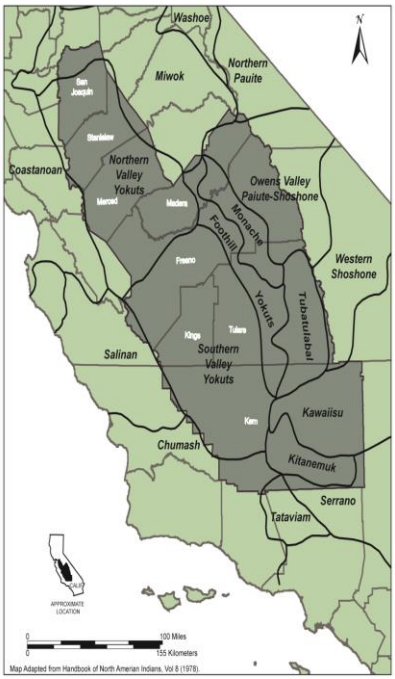
NATIONAL REGISTER OF HISTORIC PLACES			
Segment	**Name**	**Location**	**Description/Significance**
1	None	NA	NA
2	None	NA	NA
3	None	NA	NA
4	None	NA	NA
5	None	NA	NA
6	None	NA	NA
7	None	NA	NA
8	Green Hotel/Hitchcock Hotel/Shafter Hotel	James St and Central Ave block west of SR 43	Built 1913 Listed 1989 Shafter's first commercial building, Bungalow architectural style, now has "open house" visitations and antique collections
9	Santa Fe Passenger and Freight Depot – Shafter	On SR 43 between Shafter Ave and Poso Ave	Built 1917 Listed 1982 Station closed in 1978, is now Shafter's Historical Society's museum
10	None	NA	NA
11	None	NA	NA
12	None	NA	NA
13	Allensworth Historic District	Allensworth along SR 43	Built 1908 Listed 1972 Colonel Allen Allensworth founded the town to be financed and governed by African-Americans. Allensworth was a former slave and his leadership helped to empower many African-Americans. The site is now a state historic park.
14	None	NA	NA
15	None	NA	NA
16	None	NA	NA
17	None	NA	NA
18	None	NA	NA
19	None	NA	NA
20	None	NA	NA
21	None	NA	NA

The chart on the next page lists possible contamination sites and the contaminants. This is only a partial list of ongoing clean-up of sites. Locations continue to be monitored by the State Water Resources Board so that

contaminants remain below authorized levels. Some of the locations have long been in existence and have contamination histories decades back, prior to more stringent laws and regulations.

POSSIBLE CONTAMINATION SITES			
Segment	**Name**	**Location**	**Contaminants**
1	None	NA	NA
2	Uhler Fire Fighting Facility	In Kern County, east of SR 43 on Munzer Rd	Arsenic, chromium, crude oil, lead, PCE, TCE
3	None	NA	NA
4	None	NA	NA
5	None	NA	NA
6	Brown and Bryant	In Shafter, south of Lerdo Hwy, just east of SR 43	PHC
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	None	NA	NA
14	None	NA	NA
15	None	NA	NA
16	Hang 'em High	In Corcoran, west of SR 43, north of Patterson Ave	Glaze ceramics
17	Corcoran Landfill	Near Nevada Ave, east of SR 43	VOC
	Puregro Company	At Nevada Ave	PHC, PET
	Hanford Landfill	East of SR 43, south of Hanford-Armona Rd	VOC
	Baker Commodities	East of SR 43, on Hanford-Armona Rd	NA
18	None	NA	NA
19	None	NA	NA
20	None	NA	NA
21	None	NA	NA

NATIVE AMERICAN CONSIDERATIONS



Map of Ethnographic Territories in Eight County Study Area

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 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.

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 43 passes through areas considered to be the traditional indigenous territories of the Southern Valley Yokuts. 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 19.

CORRIDOR PERFORMANCE

Most of the route operates at LOS "B" and "C" with a few segments operating at LOS "D". Segments 2 and 6 in Kern County, segments 18 and 19 in Kings County, and segment 20 in Fresno County currently operate at LOS "D". By the horizon year of 2035, more segments fall to LOS "D" and even "E" without improvements. Traffic volumes tend to be heavier in Kern, Kings, and Fresno Counties. The Tulare County segments tend to have better LOS than the other counties' segments.

CORRIDOR PERFORMANCE

CORRIDOR PERFORMANCE																					
Segment #	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**
Basic System Operations																					
AADT (BY)	7,100	9,500	7,810	6,300	4,600	11,400	12,800	10,800	10,200	7,000	3,900	3,000	3,000	6,100	4,400	7,500	6,000	13,400	12,200	11,600	14,000
AADT (HY)	12,400	16,100	12,600	11,300	8,500	18,400	21,000	16,400	16,000	11,500	7,500	5,500	4,700	9,600	6,900	10,800	9,700	18,900	16,800	17,000	21,200
Truck Traffic																					
Total Average Annual Daily Truck Traffic (AADTT) (BY)	1,361	1,469	1,370	1,127	990	854	962	944	708	708	474	474	716	1,080	935	790	1,103	2,286	1,839	2,440	2,219
Total Trucks (% of AADT) (BY)	20.62	20.58	25.13	22.09	20.41	11.67	9.50	10.50	12.00	12.00	13.35	13.35	22.32	20	20	20	20	20.06	18.77	20	14
5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	299	480	442	363	319	232	245	232	163	163	244	244	364	508	440	371	504	904	456	1,415	1,221
5+ Axle Trucks (as % of AADT)(BY)	21	22	25	25	16	10	10	9	12	12	13	13	22	22	20	20	22	18	10	8	8

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.

KEY CORRIDOR ISSUES

State Route 43 is evolving from primarily a rural route to a more urbanized route with increased development occurring in the cities served by the route. This is especially true in the Hanford area. 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. Please see Appendix D: Correspondence.

A priority of the local agencies along the route is to increase the availability of funds for improvements to SR 43. Including SR 43 to the IRRS has been tried and supported, to no avail. The State Legislature would have to approve expanding the IRRS to include SR 43, which would make the route eligible for ITIP funds.

The high speed train's (HST) alignment has not been finalized in this corridor. However, there is no doubt it will impact the SR 43 corridor, as the proposed alignments generally follow the BNSF railroad tracks. As of April 2014, some bypasses were identified, those bypassing Allensworth, Corcoran, and Hanford. Of primary concern is right-of-way, especially for grade separations.

HIGH SPEED-TRAIN'S IMPACTS TO STATE ROUTE 43			
Segment	**County**	**Location**	**Description**
14	Tulare	At Road 88	Construct overcrossing and realign Road 88 for connection to SR 43; intersection improvements
14	Tulare	North of Road 88	Radio site and utility station with duct bank corridor below SR 43
14	Tulare	At Avenue 112	Construct overcrossing and realign Avenue 112 for connection to SR 43; intersection improvements
14	Tulare	At Hesse Avenue	Construct overcrossing and realign Hesse Avenue for connection to SR 43; intersection improvements
14	Tulare	At Avenue 128	Construct overcrossing and realign Avenue 128 for connection to SR 43; intersection improvements
14	Tulare	South of Poplar Avenue, north of the Tule River	Construct HSR crossing going over SR 43 at a skew angle. Straddle bents proposed within R/W and in median for long distance. HSR crossing BNSF at skew angle with straddle bents as well
15	Kings	At Oregon Road	Construct HSR system access road connection to SR 43
15	Kings	At SR 137/Whitley Avenue	Reconstruct intersection with lower east leg of SR 137/Whitley Avenue to accommodate Oregon Road location to work
16	Kings	At Corcoran Highway/Orange Avenue	Reconstruct intersection and realign Corcoran Highway/Orange Avenue
17	Kings	At Nevada Avenue	Construct overcrossing and realign Nevada Avenue for connection to SR 43 and realign canal; intersection improvements
17	Kings	South of Lansing Avenue	Construct HSR crossing going over SR 43 at skew angle. Straddle bents proposed within R/W and in median. Realign ditch and existing driveway
17	Kings	South of Lansing Avenue	Construct HSR system access road connection to SR 43
17	Kings	South of Jersey Avenue, north of Kent Avenue	Construct HSR crossing going over SR 43 and depress or lower SR 43 profile. Straddle bents proposed within R/W and in median. Also requires new basin and pump station
18	Kings	At SR 198, between 7th Avenue and SR 43 I/C	Construct HSR crossing going above Lacey Boulevard, SR 198, and 7th Avenue. Straddle bents proposed within R/W only
20	Fresno	North of Cole Slough	Construct HSR system access road connection to SR 43
20	Fresno	North of Cole Slough	Construct HSR crossing (steel truss) over SR 43
20	Fresno	North of Cole Slough	Construct HSR system access road connection to SR 43

Caltrans is looking into roundabouts at intersections over signals. Caltrans utilizes the intersection control evaluation (ICE) process to assess proposed improvements to intersections on State highways. This requires the evaluation of a roundabout improvement, in addition to signals, and other intersection improvements. Signals have a higher cost and require more maintenance than typical roundabouts. Roundabouts tend to eliminate head-on and broadside collisions.

Also, some interchanges may reach capacity in the years to come, and right-of-way is difficult to come by as some these areas are built out. In particular, the Floral Avenue Interchange in Selma has some concerns. It is predicted that it will need to increase capacity in future years, but the area is built out and additional right-of-way is not available. This is a major interchange as it connects SR 99 to SR 43. The City of Selma has considered a new interchange at Dinuba Avenue and realignment of SR 43 to the west. This proposal has not received Caltrans approval and requires additional studies.

CORRIDOR CONCEPT

CONCEPT RATIONALE

The route meets the 2035 concept in segments 7 through 9 and 21. The majority of the route will require widening or improvements to meet the 2035 concept. Segments 1 through 2 and segments 10 through 17 require improvements, such as: signals or roundabouts, turn lanes, and passing lanes, to meet the 2035 concept. Widening to four lanes is required in segments 3 through 6 and 18 through 20 to meet the 2035 concept. In segments 18 and 19, a four-lane expressway is needed to meet the 2035 concept. These improvements are needed due to increased traffic in these areas.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

PLANNED AND PROGRAMMED PROJECTS				
Segment	**Description**	**Planned or Programmed**	**Location**	**Source**
1	Intersection improvements	Programmed	At SR 119	Caltrans District 6 Status of Projects
1 – 3	AC overlay (CAPM) and digouts	Planned	From just south of SR 119 to SR 58 W	Caltrans District 6 Status of Projects
5 – 6	Widen to four lanes	Planned (Unconstrained)	In Shafter, from 7th Std Rd to Euclid Ave	2014 Kern COG RTP
6 & 10	High speed rail heavy maintenance facility	Planned (Constrained)	In Shafter and Wasco	2014 Kern COG RTP
6 – 10	ADA curb ramps	Programmed	In Shafter and Wasco	Caltrans District 6 Status of Projects
15	AC overlay and widen shoulders	Planned	From the Tulare County line to SR 137	2014 KCAG RTP
15	Construct roundabout	Programmed	On SR 43 and SR 137 and Whitley Ave	Caltrans District 6 Status of Projects/2014 KCAG RTP
15 – 17	Widen to 4E	Planned (unconstrained) 2021 - 2035	From the Tulare County line to Houston Ave	2014 KCAG RTP
16	Relocate intersection	Planned	In Corcoran, at 5 ½ Ave	2011 KCAG RTP*
17 – 18	Modify existing interchange	Planned (unconstrained)	In Hanford, at SR 198	2014 KCAG RTP
17 – 18	Widen to 4E	Planned (unconstrained) 2021 - 2035	From Houston Ave to 10th Ave	2014 KCAG RTP
18 – 19	Interchange modifications	Planned	In Hanford, from SR 198 to Flint Ave	2014 KCAG RTP
19	Widen to 4E	Planned (unconstrained) 2021 - 2035	From 10th Ave to the Fresno County line	2014 KCAG RTP
20	AC overlay	Planned	From the Kings County line to Nebraska Ave	2014 FCOG RTP
20 – 21	2C to 4C	Partially programmed	From the Kings County line/Fresno County to SR 99	Caltrans District 6 Status of Projects
21	Replace bridge structures and widen Floral Ave	Planned	At SR 99 and SR 43/Floral Ave Interchange	2014 FCOG RTP
21	Construct a new interchange and highway to provide a connection between SR 43 and SR 99	Planned	SR 99 and SR 43	2014 FCOG RTP
21	Transit stop with bus shelter, landscaping	Planned	SR 43 and Rose Ave	2014 FCOG RTP
21	Construct traffic signal and associated improvements	Planned	In Selma, at the SR 43 and Rose Ave	2014 FCOG RTP

* Left on this list per request of Terri King, Executive Director, KCAG

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT			
Segment	**Description**	**Location**	**Source**
1	Intersection improvements	At SR 119	Caltrans District 6 Status of Projects
2	None	NA	NA
3	None	NA	NA
4	None	NA	NA
5	Widen to four lanes	In Shafter, from 7th Std Rd to Euclid Ave	2014 Kern COG RTP
6	Widen to four lanes	In Shafter, from 7th Std Rd to Euclid Ave	2014 Kern COG RTP
7	Already meets Concept	NA	NA
8	Already meets Concept	NA	NA
9	Already meets Concept	NA	NA
10	None	NA	NA
11	None	NA	NA
12	None	NA	NA
13	None	NA	NA
14	None	NA	NA
15	Widen to 4E (UTC)	From the Tulare County line to Houston Ave	2014 KCAG RTP
16	Widen to 4E (UTC)	From the Tulare County line to Houston Ave	2014 KCAG RTP
	Relocate intersection	In Corcoran, at Ave 5 ½	2014 KCAG RTP
17	Widen to 4E (UTC)	From the Tulare County line to Houston Ave	2014 KCAG RTP
	Modify existing interchange	At SR 198	2014 KCAG RTP
	Widen to 4E (UTC)	From Houston Ave to 10th Ave	2014 KCAG RTP
18	Modify existing interchange	At SR 198	2014 KCAG RTP
	Widen to 4E	From Houston Ave to 10th Ave	2014 KCAG RTP
	Interchange modifications	In Hanford, from SR 198 to Flint Ave	2014 KCAG RTP
19	Widen to 4E	From 10th Ave to the Fresno County line	2014 KCAG RTP
20	2C to 4C	From the Kings County line to SR 99	Caltrans District 6 Status of Projects
21	2C to 4C	From the Kings County line to SR 99	Caltrans District 6 Status of Projects

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.

APPENDICES

APPENDIX A

GLOSSARY OF ACRONYMS AND TERMS

Acronyms

AADT - Annual Average Daily Traffic
ADA – Americans with Disabilities Act of 1990
ADT - Average Daily Traffic
BRT - Bus rapid transit
CALTRANS – California Department of Transportation
CAPM - Capital Preventative Maintenance
CCTV - Closed Circuit Television Cameras
CEQA - California Environmental Quality Act
CMA - Congestion Management Agencies
CMAQ - Congestion Mitigation and Air Quality
CMIA - Corridor Mobility Improvement Account
CMS - Changeable Message Sign
COG - Council of Governments
CSMP - Corridor System Management Plan
CSS – Context Sensitive Solutions
CT - Caltrans
CTC - California Transportation Commission
FHWA – Federal highway Administration
FSR – Feasibility Study Report
FSTIP - Federal Statewide Transportation Improvement Program
FTIP – Federal Transportation Improvement Program
GHG - Green House Gas
GIS – Geographic Information System
HAR - Highway Advisory Radio
HCP - Habitat Conservation Plan
HOT - High occupancy toll lane
HOV - High occupancy vehicle lane
IIP – Interregional Improvement Plan
IGR - Intergovernmental Review
IRRS - Interregional Road System
ITIP - Interregional Transportation Improvement Program
ITMS - Intermodal Transportation Management System
ITS – Intelligent Transportation System
ITSP - Interregional Transportation Strategic Plan
LOS – Level of Service
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organizations
MTC - Metropolitan Transportation Commission
MTCE - Maintenance (State program)
NA - Not available/Not applicable
NH - National Highway System

NOA – Naturally Occurring Asbestos
NCCP - Natural Community Conservation Plan
NEPA - National Environmental Policy Act
OC - Overcrossing
OH – Overhead
PCE – Perchloroethylene
PET – Polyethylene terephthalate
PHC – Petroleum hydrocarbons
PID - Project Initiation Document
PM - Post mile
PSR - Project Study Report
PSSR - Project Scope Summary Report
RCR - Route Concept Report
RHNA - Regional Housing Needs Allocation
RIP - Regional Improvement Program
ROW or R/W - Right-of-Way
RPU - Remote Processing Unit – was known as RWIS (Remote Weather Information Station)
RTIP – Regional Transportation Improvement Program
RTP - Regional Transportation Plan
RTPA - Regional Transportation Planning Agencies
SAFETEA - Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005
SCS - Sustainable Community Strategies
SHOPP - State Highway Operation Protection Program
SJVUAPCD - San Joaquin Valley Air Pollution Control District
SR – State Route
STAA – Surface Transportation Assistance Act of 1982
STIP – State Transportation Improvement Program
TASAs - Traffic Accident Surveillance and Analysis System
TCE - Trichloroethylene
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
VOC – Volatile Organic Compound

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.

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.

Bottleneck – 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.

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.

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.

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.

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.

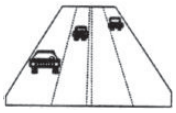
Horizon Year – The year that the future (20-25 years) data is based on.

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.

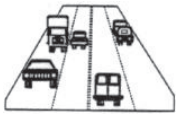
IRRS – Ninety-three routes (throughout California) outside urbanized areas that provide access and links: economic centers, urban and rural regions, major recreation – eligible for Interregional Transportation Improvement Program (ITIP) funding.

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

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



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



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

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

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

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

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

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.

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.

Surface Transportation Assistance Act (STAA) of 1982 – Determines size (length and width) of commercial trucks. Oversees routing of large commercial haulers.

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.

Transloading - The process of transferring a shipment from one mode of transportation to another. It is most commonly employed when one mode cannot be used for the entire trip, such as when goods must be shipped internationally from one inland point to another.

Urban – From 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

Transportation Concept Report

State Route 43

SUMMARY CHART 1A

LEGEND

Existing Lanes — Conventional / Expressway / Freeway

Planned or Programmed by 2035 — Number of Lanes: 2, 4

Add Through Lanes

* Not to scale

JCT RTE 119 (BEGIN ROUTE)	SR 43/I-5 SEP	E JCT RTE 58 (ROSEDALE HWY)	W. JCT RTE 58 (LOKERN HWY)	7TH STANDARD RD	RIVERSIDE ST	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46	McCOMBS AVE
PM 0.1	PM 1.9	PM 8.1	PM 9.2	PM 12.2	PM 15.3	PM 16.3	PM 18.6	PM R23.6	PM R24.1	PM R25.1	PM 26.3
					SHAFTER			WASCO			

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) for traffic volumes, 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 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).

(I)++ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc. Ultimate R/W will reflect existing R/W

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.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / State Route	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43
Description Begin	JCT RTE 119	RTE 43/I-5 SEP	E JCT RTE 58	W JCT RTE 58	7TH STANDARD RD	RIVERSIDE ST	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46
Description End	RTE 43/I-5 SEP	E JCT 58	W JCT RTE 58	7TH STANDARD RD	RIVERSIDE ST	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46	McCOMBS AVE
Postmile Limits Begin/End (PM)	0.111 / 1.865	1.865 / 8.112	8.112 / 9.162	9.162 / 12.190	12.190 / 15.320	15.320 /16.320	16.320 / 18.578	18.578 / R23.624	R23.624/ R24.124	R24.124 / R25.124	R25.124 / 26.290
Length (MI)	1.8	6.2	1.1	3.0	3.1	1.0	2.3	5.0	0.5	1.0	1.2
Rural / Urban	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	RURAL	URBAN	URBAN	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	80 / 80	80 / 80	50 / 110	50 / 80	80 / 80	80 / 80	80 / 169	110 / 140	80 / 115	80 / 80	60 / 80
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 22	12 / 22	4 / 22	12 / 12	0 / 0
Shoulder Range (FT) Treated	2 / 8	2 / 4	4 / 4	4 / 4	4 / 4	8 / 8	8 / 8	8 / 8	8 / 8	8 / 8	5 / 8
Lane Width (FT)	12	12	12	12	12	12	12	12	12	12	11
Ultimate ROW (FT)	146	146	146	146	146	110	110	146	+	230 (I)++	230 (I)++
Facility: Existing	2C	2C	2C	2C	2C	2C	4C	4C	4C	2C	2C
2035 Concept	2C(I)++	2C(I)++	4C	4C	4C	4C	4C	4C	4C	2C(I)++	2C(I)++
UTC	4C	4C	4C	4C	4C	4C	4C	4C	4C	4E	4E
LOS: 2013	C	D	C	C	B	D	B	B	B	C	B
LOS: 2020	D	D	C	D	C	D	B	B	B	C	B
LOS: 2035	D	E	D	D	D	E	B	B	B	C	C
LOS: Concept 2035	D	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	2035	N/A	N/A	N/A	2035	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	NO	NO
LOS W/ Concept Improvement	N/A	NA-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	70	70	56	68	54	53	51	50	52	51	63
AADT: 2013	7,100	9,500	7,810	6,300	4,600	11,400	12,800	10,800	10,200	7,000	3,900
AADT: 2020	8,800	11,600	9,300	7,600	5,500	13,600	15,500	12,600	12,100	8,500	5,000
AADT: 2035	12,400	16,100	12,600	11,300	8,500	18,400	21,000	16,400	16,000	11,500	7,500
Peak Hour: 2013	690	900	620	610	470	1,010	1,090	1,010	920	580	330
Peak Hour: 2020	840	1,100	740	730	560	1,200	1,320	1,170	1,090	700	430
Peak Hour: 2035	1,150	1,510	1,000	1,090	870	1,600	1,790	1,520	1,450	950	640
% Trucks: AADT	21%	22%	25%	25%	16%	10%	10%	9%	12%	12%	13%
% Trucks: Peak Hour	17%	15%	18%	18%	10%	6%	6%	5%	7%	7%	8%

LEGEND

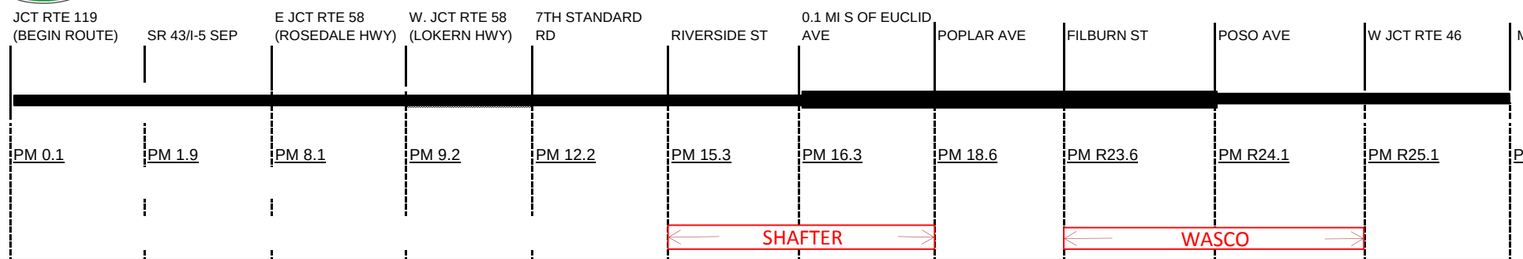
Existing Lanes — Conventional / Expressway / Freeway

Planned or Programmed by 2035

Number of Lanes: 2, 4

Add Through Lanes

* Not to scale



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.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / State Route	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43
Description Begin	JCT RTE 119	RTE 43/I-5 SEP	E JCT RTE 58	W JCT RTE 58	7TH STANDARD RD	RIVERSIDE ST	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46
Description End	RTE 43/I-5 SEP	E JCT 58	W JCT RTE 58	7TH STANDARD RD	RIVERSIDE ST	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46	McCOMBS AVE
Postmile Limits Begin/End (PM)	0.111 / 1.865	1.865 / 8.112	8.112 / 9.162	9.162 / 12.190	12.190 / 15.320	15.320 /16.320	16.320 / 18.578	18.578 / R23.624	R23.624/ R24.124	R24.124 / R25.124	R25.124 / 26.290
Length (MI)	1.8	6.2	1.1	3.0	3.1	1.0	2.3	5.0	0.5	1.0	1.2
Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural	PRINCIPAL ARTERIAL (Extension of minor arterial-rural	PRINCIPAL ARTERIAL (Extension of minor arterial-
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM
General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	ARTERIAL (4 LANES)	ARTERIAL (4 LANES)	EXPRESSWAY	ARTERIAL COLLECTOR	ARTERIAL COLLECTOR	EXPRESSWAY
Passing Lanes (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Transportation Concept Report

State Route 43

SUMMARY CHART 2A

LEGEND

Existing Lanes — Conventional / Expressway

Planned or Programmed by 2035

Number of Lanes: 2, 4

Add Through Lanes

* Not to scale

	McCOMBS AVE	KERN / TULARE CO. LINE	0.2 MI S OF DEER CREEK	TULARE / KINGS CO. LINE	PICKERELL AVE	SANTA FE AVE	RTE 43 / 198 SEP	10TH AVE	FRESNO / KINGS CO LINE	NEBRASKA AVE	RTE 99 / 43 SEP (END OF RTE)
	PM 26.3	PM 38.8 / 0.0	PM R9.9	PM 22.7 / 0.0	PM 2.2	PM 3.07	PM 18.2	PM 22.3	PM 27.3 / 0.0	PM 8.3	PM 9.3
					CORCORAN		HANFORD			SELMA	

SEGMENT	12	13	14	15	16	17	18	19	20	21
County / State Route	KER / 43	TUL / 43	TUL / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	FRE / 43	FRE / 43
Description Begin	McCOMBS AVE	KERN / TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE / KINGS CO LINE	PICKERELL AVE	SANTA FE AVE	RTE 43 / 198 SEP	10TH AVE	KINGS / FRESNO CO LINE	NEBRASKA AVE
Description End	KERN / TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE / KINGS CO LINE	PICKERELL AVE	SANTA FE AVE	RTE 43 / 198 SEP	10TH AVE	KINGS / FRESNO CO LINE	NEBRASKA AVE	RTE 99 / 43 SEP
Postmile Limits Begin/End (PM)	26.290 / 38.807	0.000 / R9.887	R9.887 / 22.674	0.000 / 2.261	2.261 / 3.020	3.020 / 18.218	18.218 / 22.272	22.272 / 27.286	0.000 / 8.340	8.340 / 9.308
Length (MI)	12.5	9.9	12.8	2.3	0.8	15.2	4.1	5.0	8.3	1.0
Rural / Urban	RURAL	RURAL	RURAL	RURAL	URBAN	RURAL	RURAL/URBAN	RURAL	RURAL	URBAN
Terrain	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	60 / 80	80 / 120	100 / 260	142 / 142	142 / 142	142 / 220	80 / 80	80 / 80	60 / 140	80 / 146
Median Range (FT)	0 / 0	0 / 0	0 / 24	0 / 20	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	12 / 12
Shoulder Range (FT) Treated	6 / 8	3 / 3	2 / 8	8 / 8	8 / 8	8 / 8	3 / 8	8 / 8	6 / 8	8 / 8
Lane Width (FT)	12	12	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	230 (I)++	230 (I)++	230 (I)++	230 (I)++	230 (I)++	230 (I)++	230	230	210	146
Facility: Existing	2C	2C	2C	2C(I)++	2C	2C	2C	2C	2C	4C
2035 Concept	2C(I)++	2C(I)++	2C(I)++	2C(I)++	2C(I)++	2C(I)++	4E	4E	4C	4C
UTC	4E	4E	4E	4E	4E	4E	4E	4E	4E	4C
LOS: 2013	B	B	C	B	C	C	D	D	D	B
LOS: 2020	B	B	C	B	C	D	D	D	D	B
LOS: 2035	B	C	D	C	D	D	E	D	D	B
LOS: Concept 2035	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	2035	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	NA-	N/A	N/A	N/A
Directional Split (Peak Hour)	58	56	60	60	58	60	64	54	50	57
AADT: 2013	3,000	3,000	6,100	4,400	7,500	6,000	13,400	12,200	11,600	14,000
AADT: 2020	3,800	3,600	7,200	5,200	8,500	7,200	15,100	13,700	13,300	16,300
AADT: 2035	5,500	4,700	9,600	6,900	10,800	9,700	18,900	16,800	17,000	21,200
Peak Hour: 2013	260	240	570	360	600	530	1,080	950	960	1,260
Peak Hour: 2020	330	290	670	420	690	630	1,280	1,060	1,100	1,470
Peak Hour: 2035	470	340	900	570	880	860	1,560	1,300	1,400	1,920
% Trucks: AADT	13%	22%	22%	20%	20%	22%	18%	18%	14%	14%
% Trucks: Peak Hour	9%	14%	14%	12%	12%	14%	10%	10%	8%	8%

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.

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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 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).

(I)++ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc. Ultimate R/W will reflect existing R/W.

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.

Transportation Concept Report

SUMMARY CHART 2B

State Route 43

LEGEND

Existing Lanes — Conventional / Expressway / Freeway

Planned or Programmed by 2035

Number of Lanes — 2

Add Through Lanes — 4

* Not to scale

	McCOMBS AVE	KERN / TULARE CO. LINE	0.2 MI S OF DEER CREEK	TULARE / KINGS CO. LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43 / 198 SEP	10TH AVE	FRESNO / KINGS CO LINE	NEBRASKA AVE	RTE 99 / 43 SEP (END OF RTE)
	PM 26.3	PM 38.8 / 0.0	PM R9.9	PM 22.7 / 0.0	PM 2.2	PM 3.02	PM 18.2	PM 22.3	PM 27.3 / 0.0	PM 8.3	PM 9.3
					CORCORAN		HANFORD			SELMA	

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

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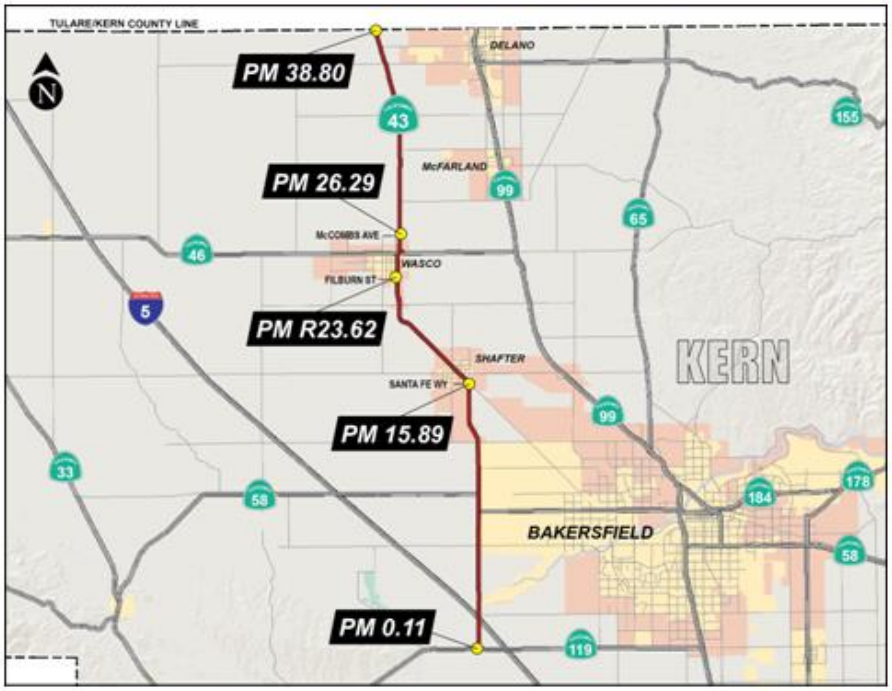
ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

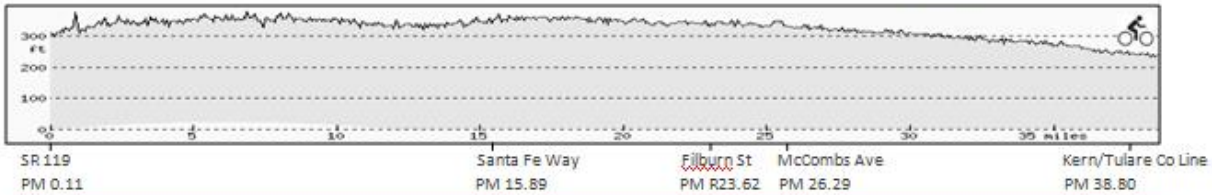
SEGMENT	12	13	14	15	16	17	18	19	20	21
County / State Route	KER / 43	TUL / 43	TUL / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	FRE / 43	FRE / 43
Description Begin	McCOMBS AVE	KERN / TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE / KINGS CO LINE	PICKERELL AVE	JCT SANTA FE AVE	RTE 43 / 198 SEP	10TH AVE	KINGS / FRESNO CO LINE	NEBRASKA AVE
Description End	KERN / TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE / KINGS CO LINE	PICKERELL AVE	JCT SANTA FE AVE	RTE 43 / 198 SEP	10TH AVE	KINGS / FRESNO CO LINE	NEBRASKA AVE	RTE 99 / 43 SEP
Postmile Limits Begin/End (PM)	26.290 / 38.807	0.000 / R9.887	R9.887 / 22.674	0.000 / 2.221	2.221 / 3.066	3.006 / 18.218	18.218 / 22.272	22.272 / 27.286	0.000 / 8.340	8.340 / 9.308
Length (MI)	12.5	9.9	12.8	2.2	0.8	15.2	4.1	5.0	8.3	1.0
Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	KERN 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	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	FRESNO CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	FRESNO CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM
General Plan/RTP Standard Highway Classification	EXPRESSWAY	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL / MINOR ARTERIAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL / PRINCIPAL ARTERIAL	SUPER ARTERIAL	SUPER ARTERIAL
Passing Lanes (Y/N)	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Segment 1: SR 119/SR 43 intersection to be taken into account in analyzing the segment.
Intersection will be at LOS E by 2030 per HECA project TIS.
Yearly Growth rate increased to 2.5% since there is growth potential in this area.

APPENDIX C
BICYCLE INFORMATION

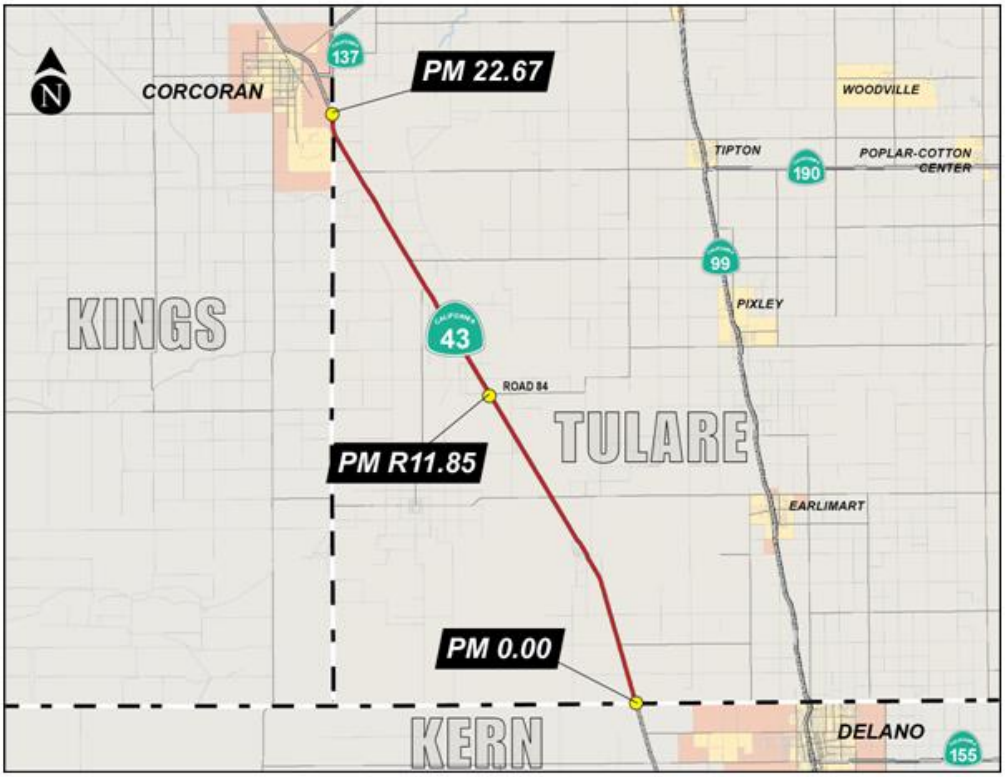
STATE ROUTE 43 Kern County Bicycle Map

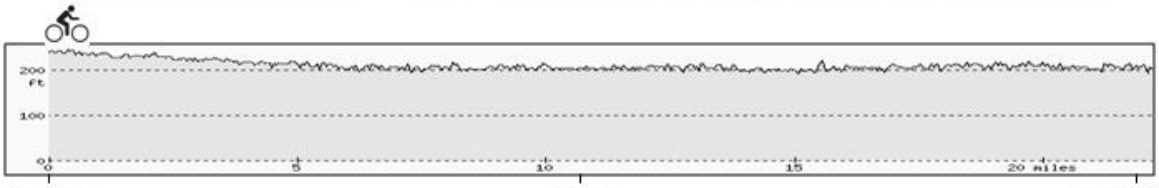




Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
State Route 119 to Santa Fe Way *(PM 0.11 – 15.89)*	2 Lane Highway	Rural	2 - 4 feet	Level	55	Very narrow shoulders south of SR 58 (PM 8.11), Mostly agriculture land areas with few structures, 6 call boxes available
Santa Fe Way to Filburn Street *(PM 15.89 – R23.62)*	2 to 4 Lane Highway	Rural/ Urban	8 feet	Level	40, 55 & 65	Mostly wide shoulders, City of Shafter city limits, Surrounding agriculture land area, 2 call boxes available
Filburn Street to McCombs Avenue *(PM R23.62 – 26.29)*	2 to 4 Lane Highway	Urban	8 feet	Level	35 & 55	Wide shoulders, City of Wasco city limits, Surrounding agriculture land area , 1 call box available
McCombs Avenue to Kern/Tulare County Line *(PM 26.29 – 38.80)*	2 Lane Highway	Rural	6 - 8 feet	Level	55	Mostly wide shoulders, Agriculture land use in rural area, 6 call boxes available

STATE ROUTE 43 Tulare County Bicycle Map

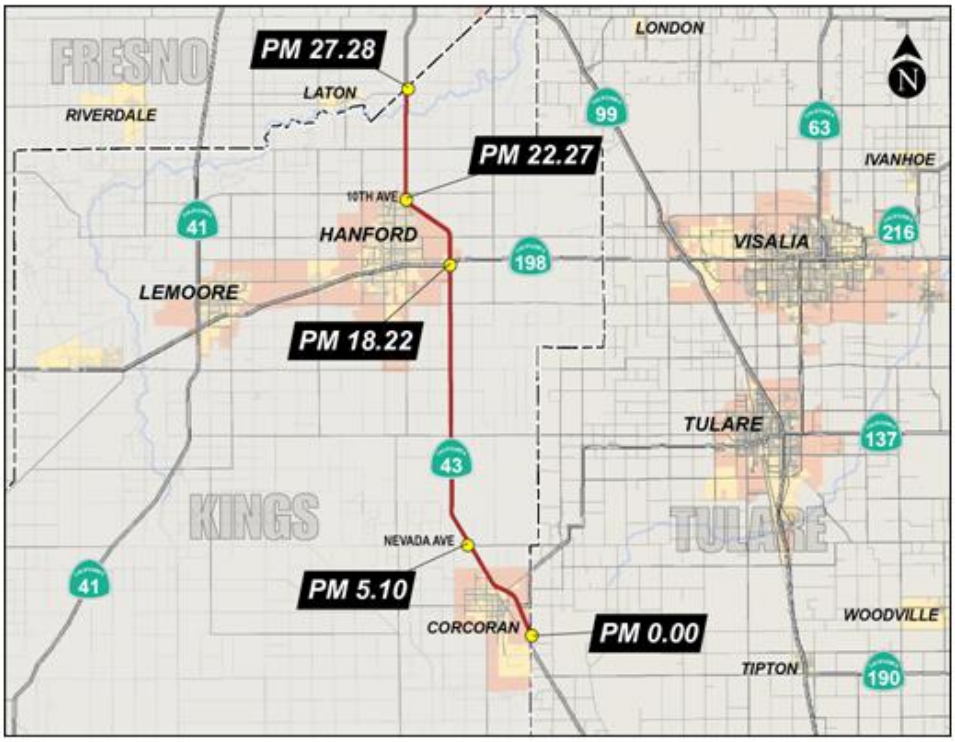


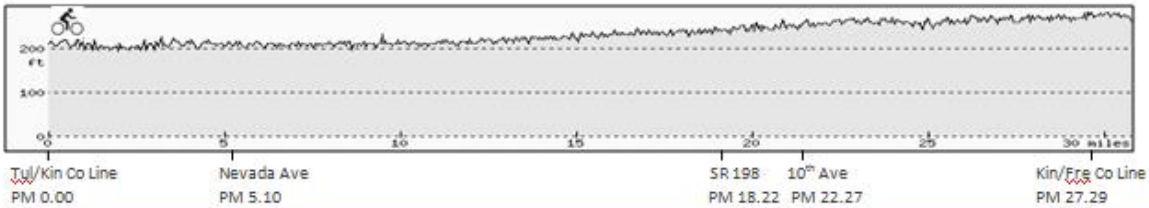


Kern/Tulare PM 0.00 | Road 84 PM R11.85 | Tulare/Kings Co Line PM 22.67

Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
Kern/Tulare County Line to Road 84 *(PM 0.00 – R11.85)*	2 Lane Highway	Rural	0 - 1 foot	Level	55	Very narrow shoulders, Allensworth State Historical Park near Road 85 (PM R11.93) is a bike friendly park where staff discuss types of bicycles that were used there, Mostly agriculture land areas with few structures
Road 84 to Tulare/ Kings County Line *(PM R11.85 – 22.67)*	2 Lane Highway	Rural	0 - 2 feet	Level	55	Narrow shoulders, Surrounding agriculture land area with few structures

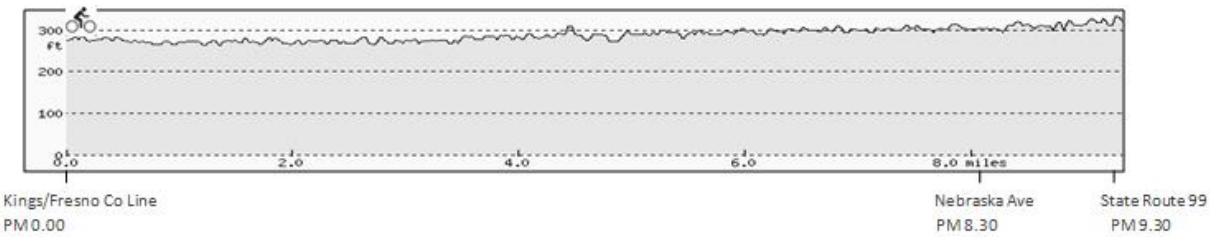
STATE ROUTE 43 Kings County Bicycle Map





Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
Tulare/Kings Co Line to Nevada Avenue *(PM 0.00 – 5.10)*	2 Lane Expressway	Rural/ Urban	8 feet	Level	55	Wide shoulders, City of Corcoran city limits, Surrounded mostly by agriculture land, Restaurants, gas stations and lodging services available
Nevada Avenue to State Route 198 *(PM 5.10 – 18.22)*	2 Lane Expressway	Rural	8 feet	Level	55	Wide shoulders, Surrounding agriculture land area with few structures
State Route 198 to 10th Avenue *(PM 18.22 – 22.27)*	2 Lane Expressway	Rural/ Urban	3 - 8 feet	Level	35 & 55	Wide shoulders, City of Hanford, Surrounding agriculture land area in rural area, Restaurants, gas stations and lodging services available
10th Avenue to Kings/Fresno Co Line *(PM 22.27 – 27.29)*	2 Lane Highway	Rural	8 feet	Level	55	Wide shoulders, Agricultural land use

STATE ROUTE 43 Fresno County Bicycle Map



Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
Kings/Fresno County Line to Nebraska Avenue *(PM 0.00 – 8.30)*	2 Lane Highway	Rural	6 feet	Flat	55	Wide shoulders, Agricultural land use in rural area
Nebraska Avenue to State Route 99 *(PM 8.30 – 9.30)*	4 Lane Highway	Urban	6 - 11 feet	Flat	45 & 55	Wide shoulders, Within City of Selma city limits, Sidewalks on most of the segment

APPENDIX D
CORRESPONDENCE

City of HANFORD
CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET

MAYOR
LOU MARTINEZ
VICE-MAYOR
GARY PANNETT
COUNCIL MEMBERS
JIM IRWIN
JOLEEN JAMESON
RUSS CURRY
CITY MANAGER
DARREL PYLE
CITY ATTORNEY
ROBERT M. DOWD

October 25, 2013

Mrs. Bender-Ehlert
DOT Director, District 6
1352 W. Olive Ave.
PO Box 12616
Fresno, CA 93778-2616

Abandonment of CalTrans Right of Way at Route 43/Lacy Blvd. in Hanford, CA

I would like to take this opportunity to formally request that the California Department of Transportation abandon to the City of Hanford that "sliver" of right-of-way on the south-west corner of State Route 43 at Lacy Blvd.

It is the City's understanding that this "sliver" was retained by CalTrans in anticipation of the City of Hanford requesting a grade-separated crossing over Route 43 at some point in the future. All traffic models now show the need to relocate the intersection of Lacy at 43 to the north by some 400'. With this in mind, in the near future there will no longer be an intersection or future grade-separation at that location.

The City of Hanford has NO desire to develop a grade-separation at the existing location of Lacy at 43, and therefore request that CalTrans relinquish that real property to the City of Hanford.

The City of Hanford will continue to work closely with CalTrans District 6 to address facility needs along the Route 43 and Route 198 corridors as development moves towards our easterly boundaries.

We look forward to a communication from your office with action items needed to facilitate this relinquishment. Thank you for your consideration and assistance in this matter.

Respectfully,

Darrel L. Pyle
City Manager
City of Hanford

Cc: Malcolm Dougherty, Director, California Department of Transportation

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-4057
FAX (559) 488-4195
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

November 25, 2013

Mr. Darrel L. Pyle
City Manager
City of Hanford
319 North Douty Street
Hanford, CA 93230

Dear Mr. Pyle:

This is in response to your recent request to the California Department of Transportation (Caltrans) regarding Caltrans right of way located along the southwest corner of State Route (SR) 43 at Lacey Boulevard. Currently, this area is not considered Excess Lands and is incorporated into our operating right of way. Caltrans does not abandon right of way and relinquishments are for the conveyance of actual roads or highways, not strips of right of way.

Caltrans does offer a process that is used when adjoining owners or public agencies are interested in purchasing State-owned land that is not considered excess. The process is called Decertification. During the Decertification process, each division within Caltrans will review the parcel to determine if it is needed for State highway operations or whether it can be declared excess land. Once the parcel is declared excess land after the process is complete, the parcel is appraised and can be sold to the interested party. The cost to start the Decertification process is $20,000. The funds are used to cover the cost to process the request by each division, including appropriate overhead assessments and the cost of appraising the parcel. The appraisal of the property will be for the highest and best use of the parcel. At the end of the Decertification process, the remaining funds can be applied to the sales price of the property if the requesting party decides to complete the purchase.

Since the City of Hanford has indicated in your letter dated October 25, 2013, that you have no desire to build a grade-separation at this location, the Decertification process should not be difficult. However, this decision means that at some future date the connection of Lacey Boulevard at SR 43 may need to be revisited if operational and/or safety issues become a reality.

If this is an option that you or the developer would like to pursue, please contact Maria Toles, Chief, Excess Lands Branch, at (559) 445-6072.

Sincerely,

SHARRI BENDER EHLERT
District 6 Director

c: Malcolm Dougherty, Director, California Department of Transportation
Maria Toles, Chief, Excess Lands Branch

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-4325
FAX (559) 445-4088
TTY 711

Serious drought.
Help save water!

July 7, 2014

2133 IGR/CEQA
6-KIN-43-18.40
Final EIR
SR 43 / SR 198 Commercial Center
SCH #2012061013

Ms. Melody N. Haigh, Senior Planner
City of Hanford
Community Development Department
317 North Douty Street
Hanford, California 93230

Dear Ms. Haigh:

Thank you for the opportunity to review the Final Environmental Impact Report (FEIR) for the State Route (SR) 43 / SR 198 Commercial Center Project. The project proposes to amend the General Plan Map and Text to redesignate and rezone 58 acres for Planned Commercial Development and then subdivide the property into 27 parcels, in order to develop a new shopping center with 498,624 square feet of building area on approximately 58 acres. The project is proposed to be developed in four phases, and is anticipated to take 10 years to complete. The project site is located on the southwest corner of the SR 43/Lacey Boulevard intersection in the City of Hanford.

Per the comment in Caltrans' letter dated November 15, 2013, as an Opening Day mitigation measure, Caltrans' preference is for the roundabout option at the newly relocated SR 43/Lacey Boulevard intersection. Please reflect the roundabout option under mitigation measures in the text of the FEIR, specifically on Page 4.10-38 and on Page 6-11 in Table FEIR 6-1.

Caltrans has been meeting with City of Hanford staff and the project proponent to discuss the details of the roundabout option and its comparison to the signalized option at the relocated SR 43/Lacey Boulevard intersection. Given the viability of the roundabout option, it should also be included as an alternative mitigation measure in the FEIR.

If you have any questions regarding this matter please call me at (559) 488-4325.

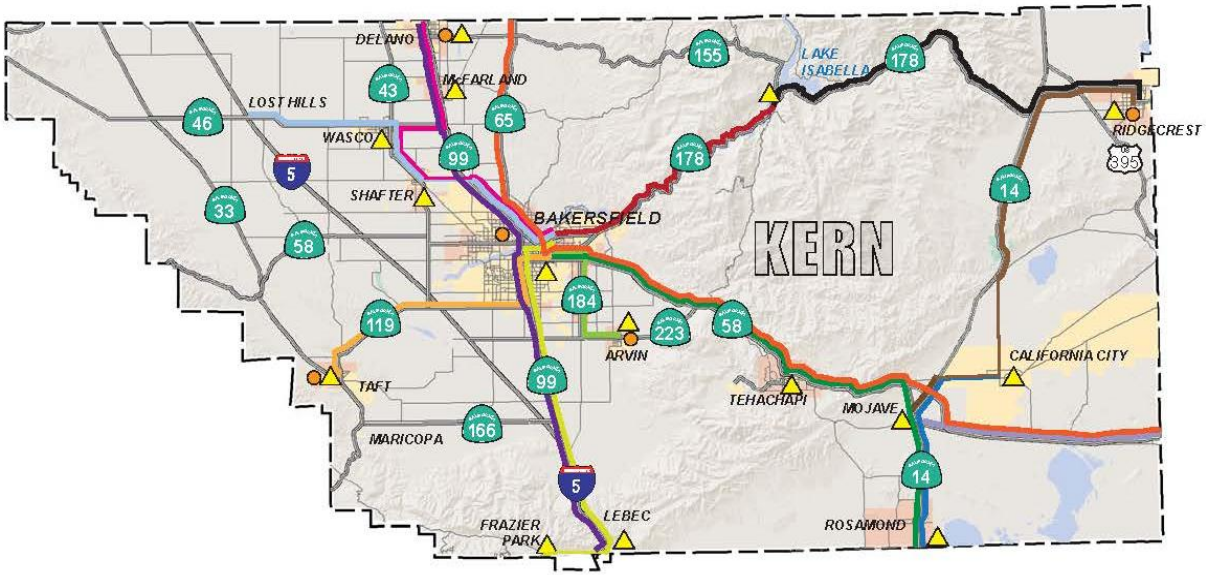
Sincerely,

ALEC KIMMEL, Transportation Planner
Planning South Branch

c: Johnathan L. Doyel, PE/PLS, City of Hanford
State Clearinghouse

Appendix E
Transit Maps

Transit Services on State Routes
Kern County



Transit Service & Trips

Kern County Transit

- **Bakersfield to Lost Hills**
  Weekdays: 5 trips per day
  Saturday: 3 trips
- **Bakersfield to Frazier Park**
  Weekdays: 4 trips per day
  Saturday: 4 trips per day
- **Bakersfield to Lancaster**
  Weekdays: 8 trips per day
  Weekends: 2-3 trips per day
- **Bakersfield to Lake Isabella**
  Weekdays: 4 trips per day
  Weekends: 4 trips per day
- **Bakersfield to Taft**
  Weekdays: 5 trips per day
  Saturday: 3 trips per day
- **Bakersfield to Arvin**
  Weekdays: 11 trips per day
  Weekends: 9-11 trips per day
- **Bakersfield to Delano**
  Weekdays: 7 trips per day
  Weekends: 3 trips per day
- **Lancaster to California City**
  Weekdays: 7 trips per day
  Saturdays: 3 trips
- **Mojave to Ridgecrest**
  Monday, Wednesday, Friday: 2 trips per day
- **Mojave to Boron**
  Wednesdays: 3 trips per day
- **Lake Isabella to Ridgecrest**
  Monday, Wednesday, Friday: 3 trips per day

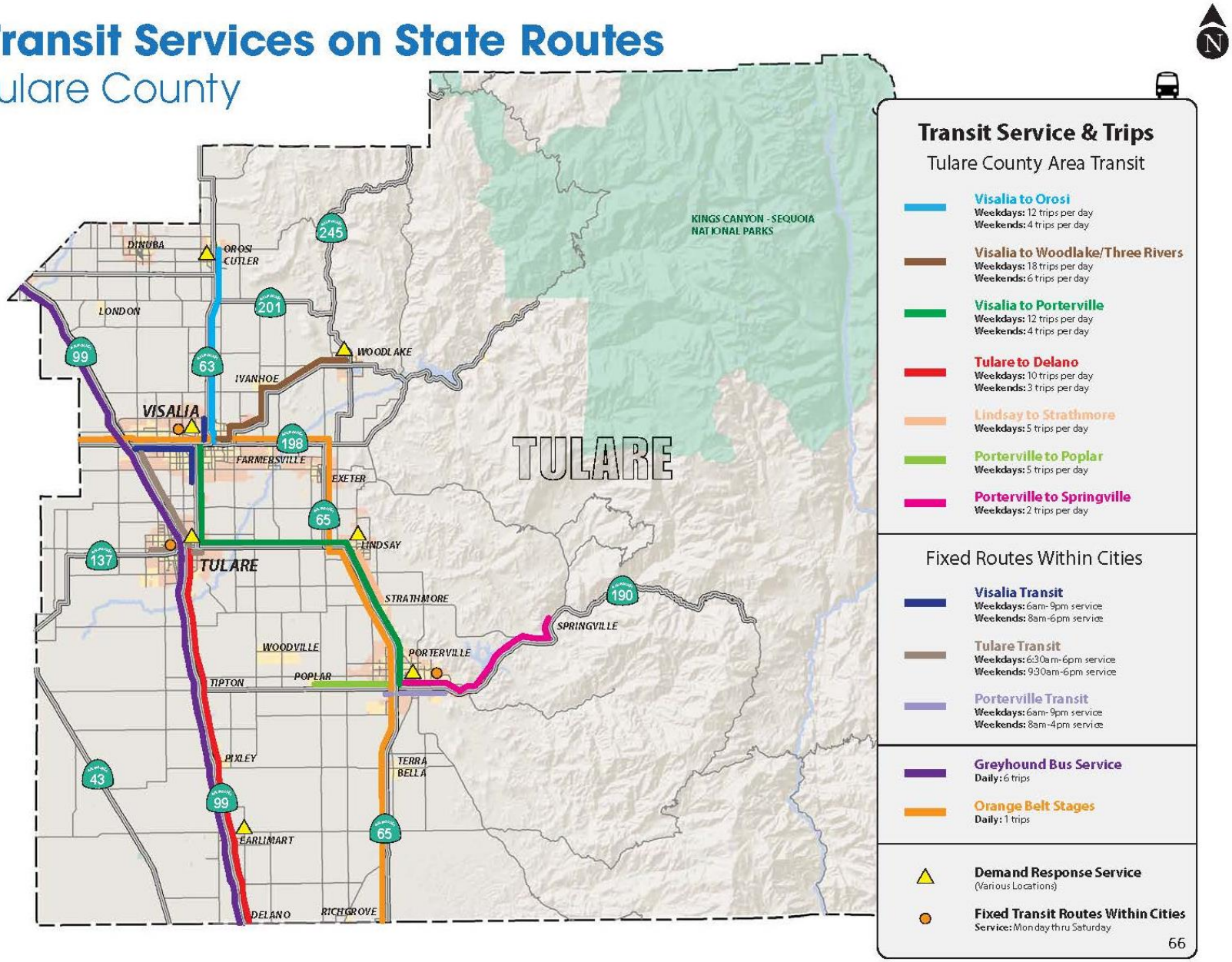
- **Greyhound Bus Service**
  Daily: 6 trips
- **Orange Belt Stages**
  Daily: 1 trips

- **Demand Response Service**
  (Various Locations)
- **Fixed Transit Routes Within Cities**
  Bakersfield, Delano, Taft, *Arvin and *Ridgecrest
  Service: Weekdays & Weekends
  *No service on weekends

65

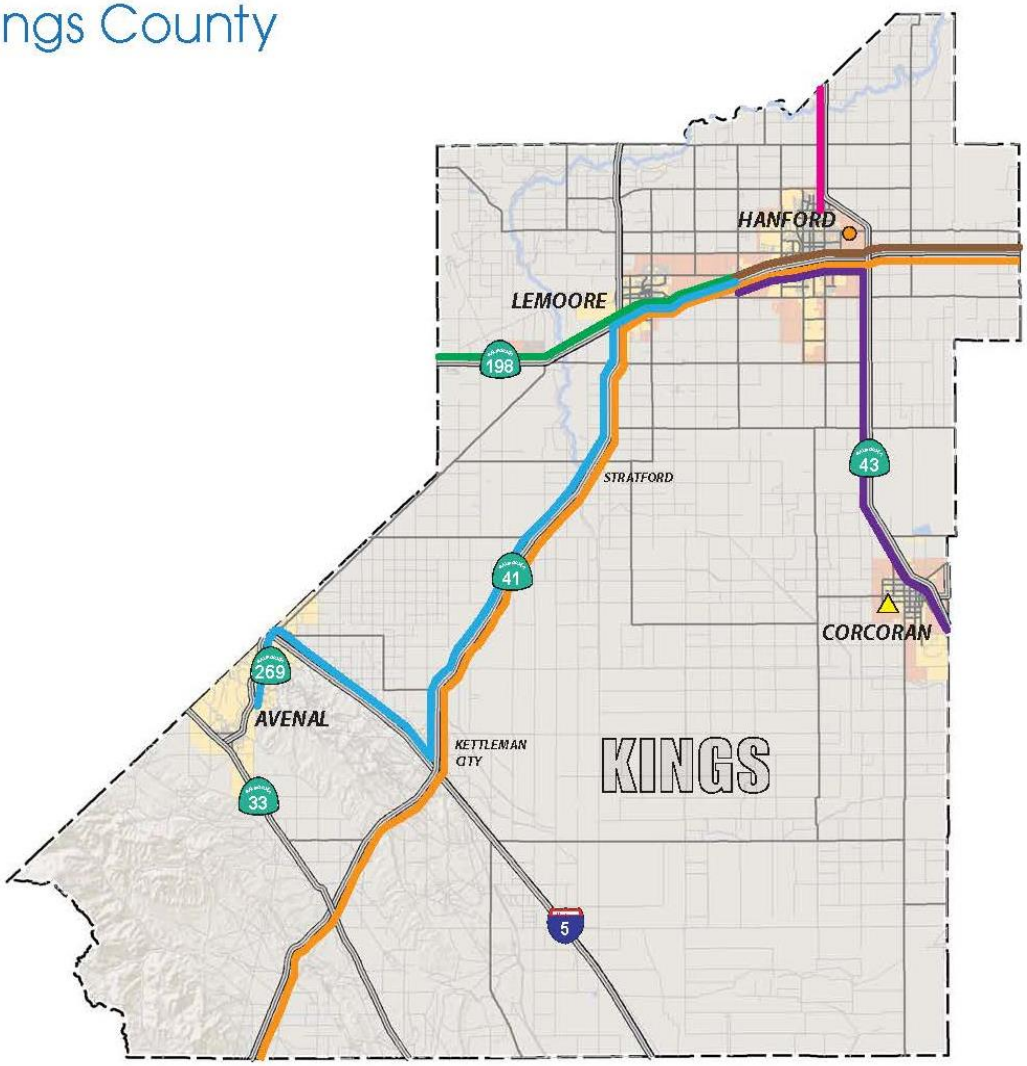
Transit Services on State Routes

Tulare County



Transit Services on State Routes

Kings County



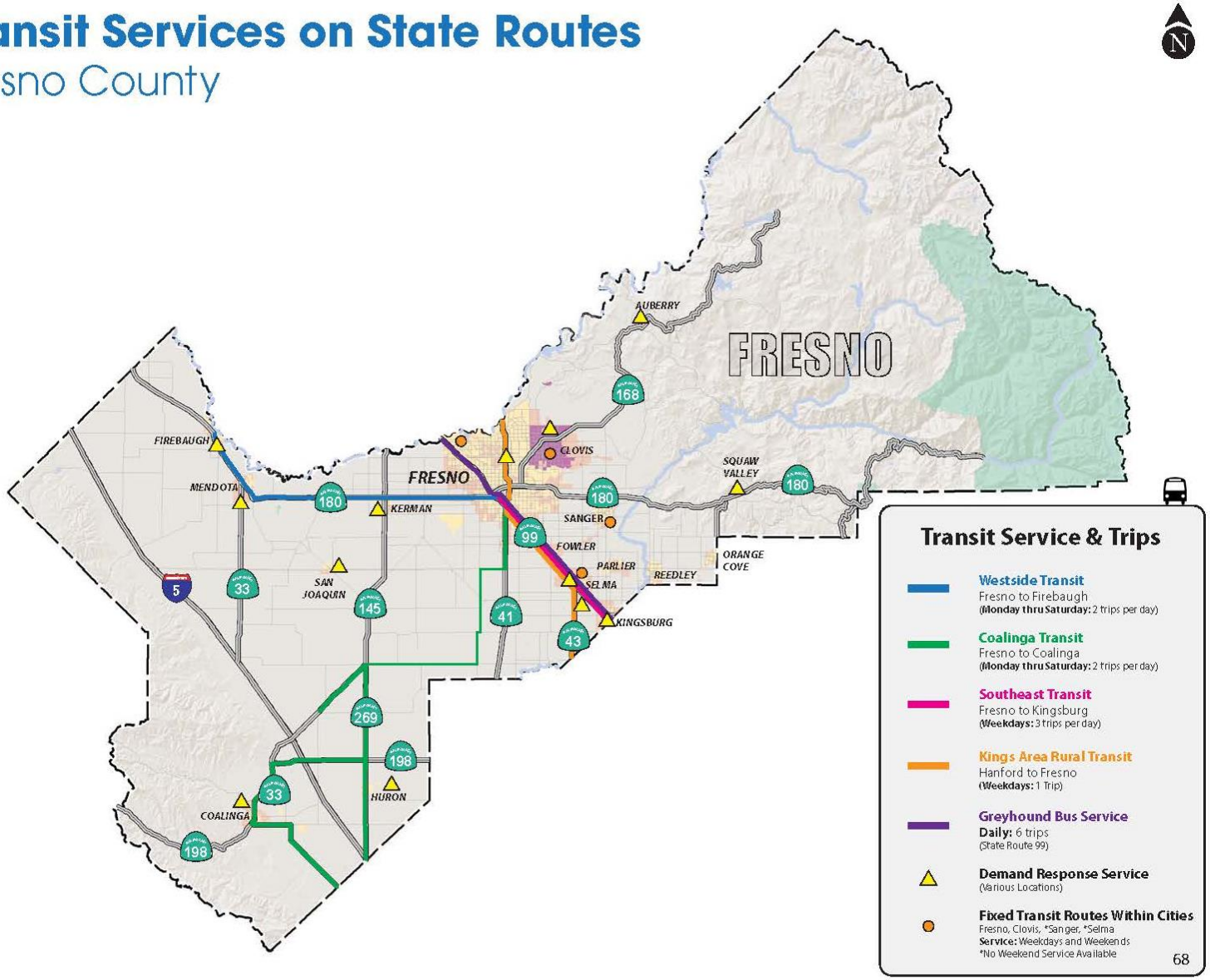
Transit Service & Trips

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** — Hanford to Fresno (**Weekdays:** 3 trips per day)
- **Demand Response Service** (Various Locations)
- **Fixed Transit Routes Within Cities** — Hanford, **Service:** Monday thru Saturday

67

Transit Services on State Routes
Fresno County



APPENDIX F
RESOURCES

1) American Dreams Inc., "National Register of Historic Places," http://www.nationalregisterofhistoric places.com/CA/state.html
2) Brewer, Chris, "Historic Tulare County: A Sesquicentennial History, 1852 – 2002," HPN Books, 2004
3) California Bulk Transload Intermodal Facility Directory, http://bulktransporter.com/transload-directory/california
4) 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
5) California Department of Fish and Game, "California Natural Diversity Database (CNDDB)," http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp
6) California Department of Parks and Recreation, "Colonel Allensworth State Historic Park," http://www.parks.ca.gov/?page_id=583
7) California Department of Transportation: District 6, "California State Highway Log," 2002
8) California Department of Transportation: Division of Rail, "2013 California State Rail Plan," 2013
9) California Department of Transportation: District 6, "Status of Projects," October 2014
10) California Department of Transportation: District 6, Traffic Data Branch, 2012 Truck
11) California Department of Transportation: District 6, "Transportation Concept Report (TCR) State Route 43,"December 2006
12) California Department of Transportation: District 6, "Transportation Management Center (TMC) Element Search Engine
13) California Department of Transportation: District 6, "Weight in Motion Scales," http://www.dot.ca.gov/hq/traffops/trucks/datawim/wim06.pdf
14) California Department of Transportation, "Weigh Stations" scales, http://www.dot.ca.gov/hq/traffops/trucks/weigh-stations/weigh-sta-map.pdf
15) California High-Speed Rail Authority, "Fresno to Bakersfield Section," based on Final EIR/EIS, April 25, 2014
16) California Highways Organization, "California Highways, Route 43," www.cahighways.org
17) California Water Resources Control Board, "Geotracker," http://geotracker.waterboards.ca.gov
18) Cambridge Systemics, Inc., "San Joaquin Valley Interregional Goods Movement Plan: Task 1: Existing Conditions Assessment Technical Memorandum," January 2012
19) City of Hanford – History, http://www.ci.hanford.ca.us/about/history.asp
20) City of Hanford – Industrial Development, http://www.ci.hanford.ca.us/depts/cd/ed/industrial_development.asp
21) City of Selma – Chamber of Commerce, http://www.cityofselma.com/chamber/facts.htm
22) City of Selma, General Plan Update Final EIR, July 2010
23) Durham, David L., "California's Geographic Names: A Gazetteer of Historic and Modern Names of the State," Quill Driver Books, 1998
24) Fresno Council of Governments, "2014 Regional Transportation Plan"
25) Industrial Center – Minter Field, http://minterfield.com/industrial-center
26) Kern Council of Governments, "2014 Regional Transportation Plan"
27) Kings County Association of Governments, "2014 Regional Transportation Plan"
28) Kings County Economic Development Corporation, Corcoran and Hanford, http://www.kingsedc.org
29) Laton, California, "The Beginning – Laton, California and surrounding areas," http://latoncalifornia.org/the-beginning.html
30) 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

31) Quick Transport Solutions, Inc., "California Trucking Companies – Shafter, Wasco, Corcoran, Hanford, Selma," http://www.quicktransportsolutions.com/carrier/california
32) Shafter-Minter Field (MIT) – Minter Field, http://minterfield.com
33) Sheehey, Alison, "Birds of the Kern National Wildlife Refuge," http://www.natureali.org/checklists/knwr_bird_list.com
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35) Tulare County Association of Governments, "2014 Regional Transportation Plan"
36) U.S. Fish and Wildlife Service – About the Refuge-Kern, "Kern National Wildlife Refuge – About the Refuge," http://www.fws.gov/refuge/Kern/about.html
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38) U.S. Fish and Wildlife Service – Plan Your Visit-Pixley, "Pixley National Wildlife Refuge – Plan Your Visit," http://www.fws.gov/kern/refuges/pixley/visit.html
39) U.S. Fish and Wildlife Service – Recreation-Pixley, "Pixley National Wildlife Refuge – Recreation," http://www.fws.gov/kern/refuges/pixley/recreation/
40) U.S. Fish and Wildlife Service – Wildlife and Habitat-Pixley, "Pixley National Wildlife Refuge – Wildlife and Habitat," http://www.fws.gov/kern/refuges/pixley/wildlife/