Transportation Concept Report

State Route 63
District 06
December 2014

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

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

Approvals:

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Cover photo: SR 63 in the City of Visalia

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ABOUT THE TRANSPORTATION CONCEPT REPORT

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

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

TCR Purpose

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

STAKEHOLDER PARTICIPATION

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

EXECUTIVE SUMMARY

CONCEPT SUMMARY						
Segment*	**Segment Description**	**Existing Facility**	**20-25 Year Capital Facility Concept**	**20-25 Year System Operations and Management Concept**	**20-25 Year Facility Concept**	**Post-25 Year Concept**
1	SR 137 to Oakdale Ave	4C**	6C	Add signals	Widen and add signals	6C
2	Oakdale Ave to Ave 264/Liberty Ave	4C	6C	Maintain only	Widen	6C
3	Ave 264/Liberty Ave to Visalia Pkwy	4C	6C	Maintain only	Widen	6C
4	Visalia Pkwy to west Jct SR 63/198 Sep	6C	6C	Maintain only	Maintain only	6C
5	West Jct SR 63/198 Sep to Ave 304/Houston Ave	6C/4C	6C	Traffic count station	Widen and add traffic count station	6C
6	Ave 304/Houston Ave to Ferguson Ave	4C	6C	Maintain only	Widen	6C
7	Ferguson Ave to the St. John's River	4C	6C	Maintain only	Widen	6C
8	St. John's River to Ave 328	2C	4C	Maintain only	Widen	4C
9	Ave 328 to 0.1 mile north of Ave 403	2C	4C	Changeable message signs, remote processing unit (roadside weather information system), traffic count stations	Widen and add traffic management systems	4C
10	0.1 mile north of Ave 403 to Ave 422	4C	4C	Traffic count station	Add traffic count station	4C
11	Ave 422 to the Fresno Co line	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Maintain only	Maintain only with some improvements	4C
12	Tulare Co line to SR 180	2C	2C with improvements, i.e. signals, passing lanes, turn lanes	Maintain only	Maintain only with some improvements	4C

* *Please see Segment Map, page 5*

** *Please refer to Appendix A, "Glossary of Acronyms and Terms," page 45*

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 63. 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

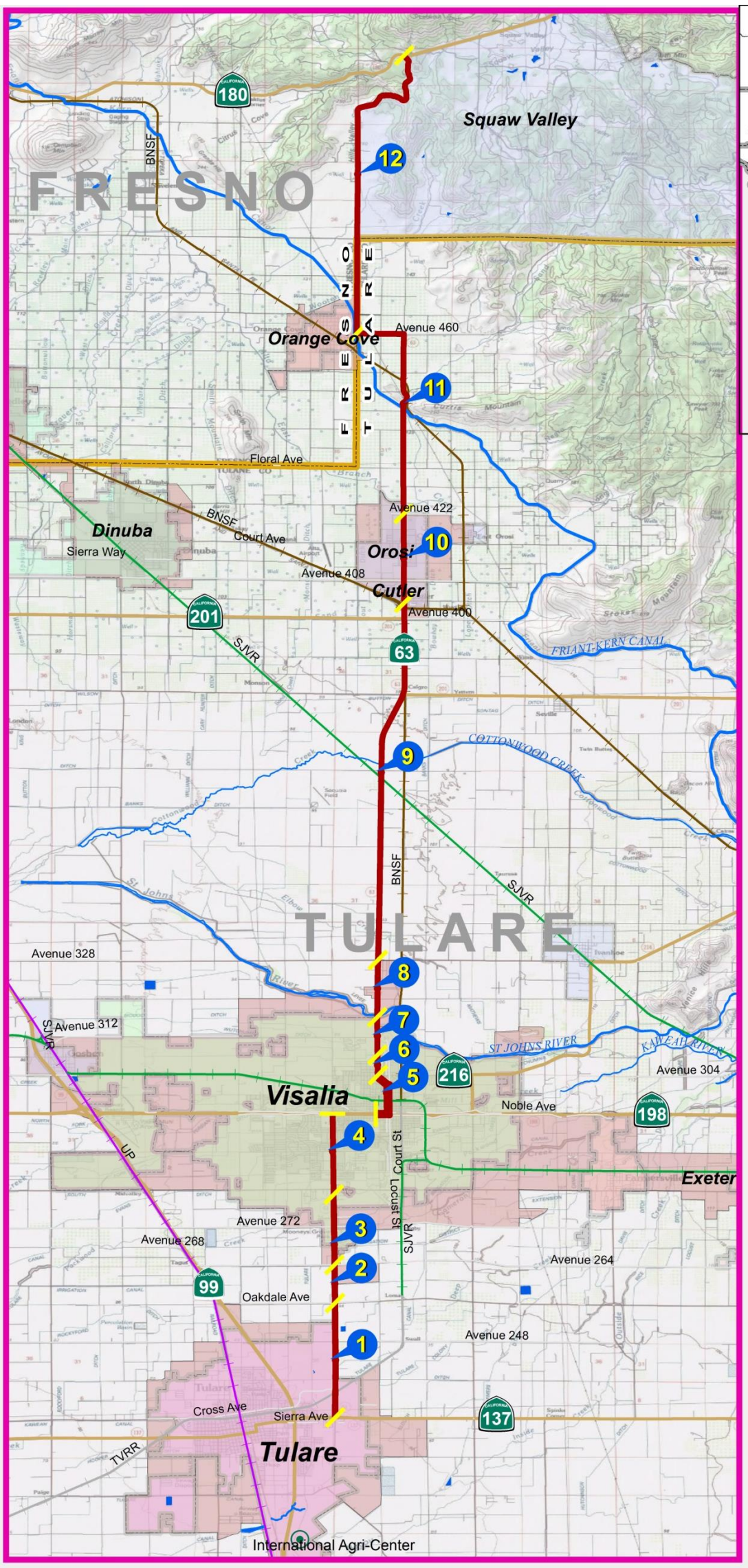
State Route 63 in the City of Visalia was recently widened to six lanes to accommodate the growing traffic volumes. Currently, there are no projects funded for SR 63. Tulare County Association of Governments (TCAG) has identified some widening projects in their updated 2014 Regional Transportation Plan (RTP). None are currently programmed, and some are unconstrained. The route is currently operating at a level of service (LOS) of "B" and "C". By the year 2020, in some segments it will drop to a LOS of "D" and "E". Even in the current six-lane segment, the LOS will drop to "D".

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

ROUTE SEGMENTATION			
Segment*	**Location Description**	**County_Route_Beg. PM**	**County_Route_End PM**
1	SR 137 to Oakdale Ave	TUL_63_0.0	TUL_63_3.010
2	Oakdale Ave to Ave 264/Liberty Ave	TUL_63_3.010	TUL_63_4.010
3	Ave 264/Liberty Ave to Visalia Pkwy	TUL_63_4.010	TUL_63_5.485
4	Visalia Pkwy to west Jct SR 198	TUL_63_5.485	TUL_63_7.970
5	West Jct SR 198 to Ave 304/Houston Ave	TUL_63_7.970	TUL_63_R9.095
6	Ave 304/Houston Ave to Ferguson Ave	TUL_63_R9.095	TUL_63_9.640
7	Ferguson Ave to the St. John's River	TUL_63_9.640	TUL_63_10.630
8	St. John's River to Ave 328	TUL_63_10.630	TUL_63_12.130
9	Ave 328 to 0.1 mile north of Ave 403	TUL_63_12.130	TUL_63_21.990
10	0.1 mile north of Ave 403 to Ave 422	TUL_63_21.990	TUL_63_R24.322
11	Ave 422 to the Fresno County line	TUL_63_R24.322	TUL_63_R30.084
12	Tulare County line to SR 180	FRE_63_0.000	FRE_63_8.362

******Please see Segment Map, page 5*



Tulare County

Segment 1: **SR 63 PM 0/3.01**
SR 137 to Oakdale Ave

Segment 2: **SR 63 PM 3.01/4.01**
Oakdale Ave to Ave 264/Liberty Ave

Segment 3: **SR 63 PM 4.01/5.485**
Ave 264/Liberty Ave to Visalia Pkwy

Segment 4: **SR 63 PM 5.485/7.97**
Visalia Pkwy to West SR 198 Sep

Segment 5: **SR 63 PM L7.97/ R9.095**
West SR 198 Sep to Ave 304/Houston Ave

Segment 6: **SR 63 PM R9.095 /9.64**
Ave 304/Houston Ave to Ferguson Ave

Segment 7: **SR 63 PM 9.64/10.63**
Ferguson Ave to the St. John's River

Segment 8: **SR 63 PM 10.63/12.13**
St. John's River to Ave 328

Segment 9: **SR 63 PM 12.13/21.99**
Ave 328 to 0.1 mile north of Ave 403

Segment 10: **SR 63 PM 21.99/ R24.322**
0.1 mile north of Ave 403 to Ave 422

Segment 11: **SR 63 PM R24.322 / R30.084**
Ave 422 to the Fresno County line

Fresno County

Segment 12: **SR 63 PM 0/8.361**
Tulare County line to SR 180

4 2 0 4 Miles

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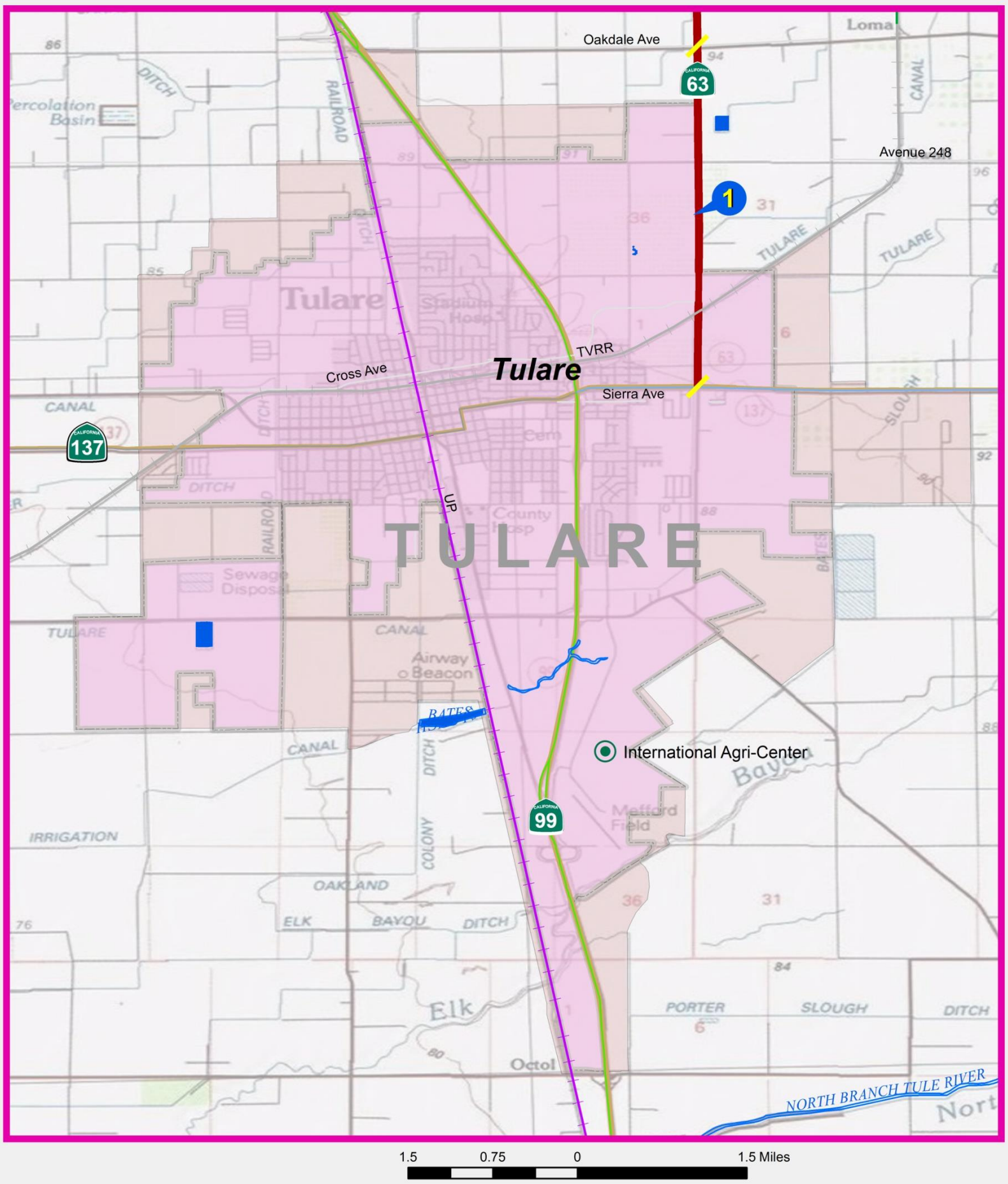
STATE ROUTE 63
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

CITY OF TULARE



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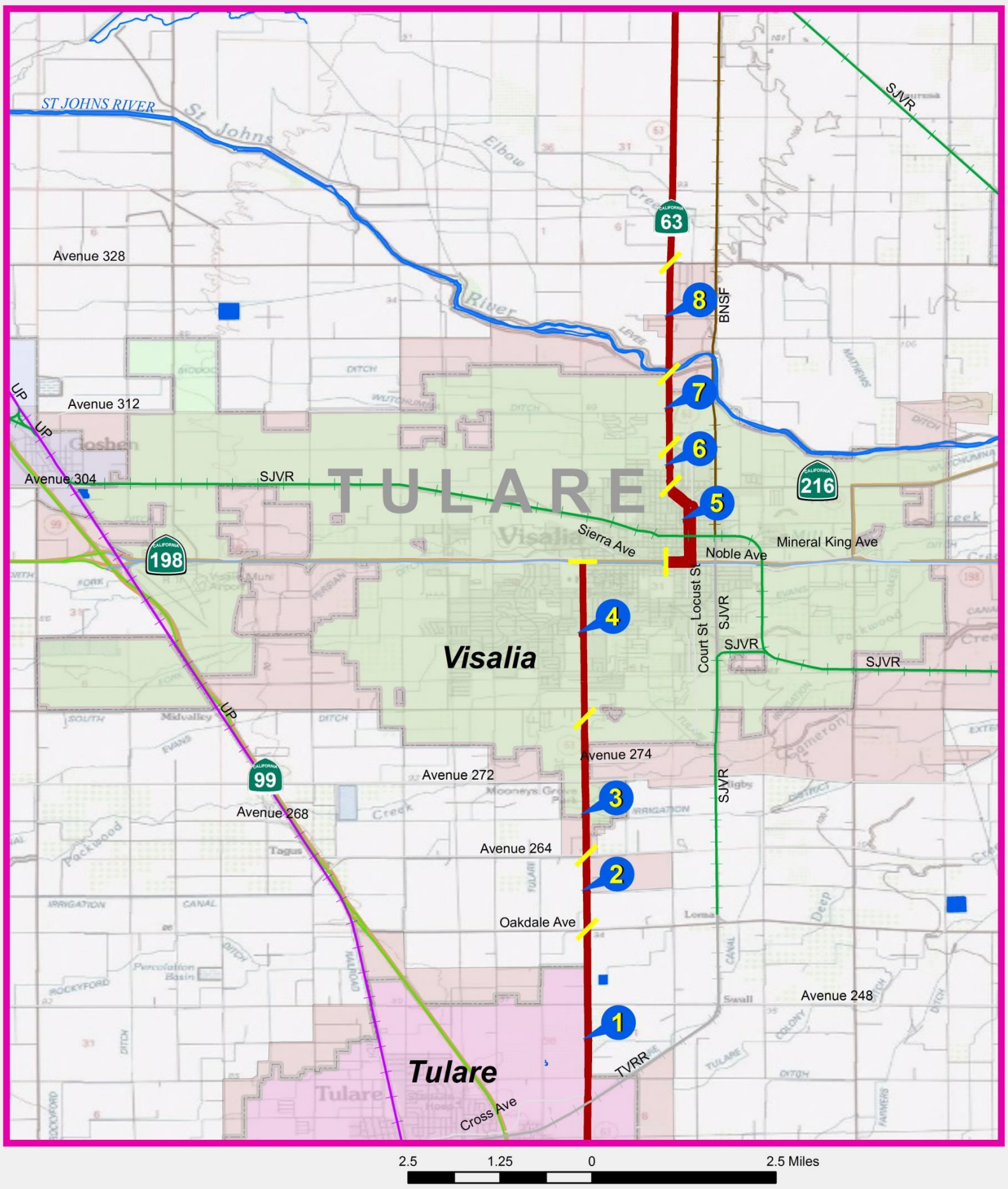
CITY OF VISALIA



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ROUTE DESCRIPTION

Route Location: State Route (SR) 63 begins at SR 137 in the City of Tulare in Tulare County and ends at SR 180, near Squaw Valley in Fresno County. The route is located solely in Caltrans District 6, in Tulare and Fresno Counties. It is 38 miles in length.

Route Purpose: The route traverses through the Tulare County cities of Tulare and Visalia. It provides a main street (Mooney Boulevard) in Visalia. It connects the smaller communities of Cutler, Orosi, and Orange Cove to the metropolitan Visalia area for shopping and employment.

Major Route Features: The route begins at SR 137, follows SR 198 in the City of Visalia, intersects with SR 201 before ending at SR 180. In the City of Visalia, it becomes divided and follows different alignments. It is known as Mooney Boulevard in Visalia, and traverses through the major commercial area of Visalia.

A portion of the route, from Avenue 264/Liberty Avenue to the Visalia Parkway, is designated the "Greatest Generation Memorial Highway." It is named to honor what journalist and author, Tom Brokaw, labeled as America's greatest generation, those that grew up during the Great Depression and fought in World War II. Both abroad and on the home front in support, and after the war, this generation was extremely productive, ingenious, and ambitious. A mural of the greatest generation is located on the route as well.

The Greatest Generation mural on SR 63 in the City of Visalia

At SR 198, SR 63 breaks off into separate western and eastern thoroughfares. The northbound portion follows Noble Avenue eastward and the southbound portion follows Mineral King Avenue westward, both avenues are on either side of SR 198. Northbound SR 63 then follows Court Street, around Oval Park, and onto Northwest Third Avenue. Southbound SR 63 from the Dinuba Boulevard/Road 128 alignment, heads south onto Northwest Second Avenue, then to Locust Street, where it meets Mineral King Avenue. It then merges onto its two-way alignment also known as Dinuba Boulevard/Road 124. Just south of Avenue 384, the alignment follows Dinuba Boulevard/Road 128 as it angles to the east. State Route 201 shares a portion of SR 63, from Avenue 384 to Avenue 400. Once the route comes to Cutler, the route drops the Dinuba Boulevard name. The route heads west toward the City of Orange Cove and follows the Avenue 460 alignment. Once again, the alignment changes and heads north on Road 120/South Hills Valley Road. It remains on this alignment until it terminates at SR 180.

Route Designations and Characteristics:

DESIGNATIONS AND CHARACTERISTICS													
Segment		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
Freeway & Expressway		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Highway System		No	No	No	No	No	No	No	No	No	No	No	No
Strategic Highway Network		No	No	No	No	No	No	No	No	No	No	No	No
Scenic Highway		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
High Emphasis		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
Federal Functional Classification		Principal 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
Goods Movement Route		No	No	No	No	No	No	No	No	No	No	No	No
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)
Rural/Urban/Urbanized		Urban	Rural	Rural	Urbanized	Urbanized	Urbanized	Urbanized	Urbanized	Urbanized/Rural	Rural	Urbanized/Rural	Rural
Metropolitan Planning Organization		TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	FCOG
Regional Transportation Planning Agency		TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	FCOG
Congestion Management Agency		TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	FCOG
County Transportation Commission		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Local Agency		Tulare County/City of Tulare	Tulare County	Tulare County/City of Visalia	Tulare County/City of Visalia	Tulare County/City of Visalia	Tulare County/City of Visalia	Tulare County/City of Visalia	Tulare County/City of Visalia	Tulare County	Tulare County	Tulare County	City of Orange Cove/Fresno County
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
Terrain		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat

* California Choinumni Tribe, Choinumni Tribe – Traditional, Dunlap Band of Mono Indians, Haslett Basin Traditional Tribe, Kings River Choinumni Farm Tribe, Michahai Wuksachi Band of Eshom Valley, Northern Band of Mono Yokuts, Santa Rosa Rancheria Tachi Tribe

COMMUNITY CHARACTERISTICS

State Route 63 begins at the SR 137 Junction in the City of Tulare. According to the 2010 U.S. Census the City of Tulare's population was 59,278, with 57.5% of the population being of Hispanic descent. Tulare got its name from the tule rush plants that grew on Tulare Lake (which also got its name from the tule rush plants), which is now a dry lakebed. The first inhabitants in the area were Yokuts who fished on the lake.

The Southern Pacific Railroad founded the city in 1872, making it their headquarters in the region. Now, the main line of the Union Pacific Railroad is located in Tulare. In 1888, Tulare was incorporated. The city and region are major agricultural areas. According to the Tulare County Farm Bureau, the county leads the nation in dairy production and is the second largest agricultural producing county in the United States. The region produces a broad range of agricultural products. The region's highest valued agricultural products include: milk, grapes, oranges, cattle, silage, alfalfa, pistachios, almonds, walnuts, and peaches. Tulare holds the World Ag Expo every February at the International Agri-Center. This event showcases innovative agricultural products and the latest agricultural technology. The event is world renown with visitors and exhibitors from all over the globe.

The top employers in the City of Tulare are: Land O'Lakes (the largest dairy company in the United States), Nestle, Walmart, Southern California Edison, Saputo (cheese factory with three plants in the city), United States Cold Storage, Kraft Foods, J.D. Heiskell and Company (Tulare is home to the regional office of this grain commodity and livestock feed trading company), Ruiz Foods (makers of popular frozen food brands such as El Monterey and Tornados), and Tulare Cultured Specialties (Dean Foods, makers of dairy products).

The City of Tulare has been innovative in its strive to be a "green" community. In 2010, the city received an honorable mention by the California Sustainability Alliance's Sustainability Showcase Awards. This honor was given due to the local government's commitment to ensuring sustainable economic and environmental vitality for the future. The City of Tulare's effort included retrofitting buildings and incorporating residential solar programs. In 2011, the city also received the Climate Change Award for the city's energy efficient strategy at the Green California Summit and Exposition that same year. Also in 2011, Tulare's redevelopment agency won awards for the Tule Vista Housing Development.

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

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

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

In Visalia, on SR 63, just south of SR 198 at the College of the Sequoias

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

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

Continuing the journey north on SR 63, Cutler is the next community. According to the 2010 U.S. Census, the population of Cutler was 5,000, with 96.6% being of Hispanic descent.

Cutler Elementary School on SR 63

Just a short jog north of Cutler, is Orosi. Due to their close proximity, they are also known as Cutler-Orosi. According the 2010 U.S. Census, Orosi's population was 8,770, with 86.7% being of Hispanic descent. Orosi was settled in 1888.

LAND USE

Growth rates in the cities along the SR 63 corridor are over 2.5%. As cities and communities expand, they will begin to merge into one another. Preservation of farm land is critical. The Valley's geographical presentation is not conducive to the rapid growth, increased vehicles, and industry. The Valley is surrounded by mountains and the prevailing winds blow additional pollutants into the region. The weather with hot, dry summers builds the ozone level, and the lack of rainfall does not wash away the particulate matter. The Central Valley as a whole, has some of the worst air quality in the entire nation. Even with measures to improve air quality, it still exceeds standards set for ozone and particulate matter.

Segment one is in the City of Tulare and has some commercials establishments along with mainly residential use. Along the Tulare Canal, there is the Tulare Santa Fe Trail, a multi-use trail. For further information on the trail, please see the Pedestrian Facility portion of this report. North of the trail is a winery and some limited agricultural uses. The remaining agriculture in this area is being developed into housing and commercial use. On the northeast corner of Prosperity Avenue and SR 63, a proposed development with over 300 residential units, an elementary school, and a park are planned on 126 acres.

Segment two has more agricultural uses with tree fruit, nut trees, vineyards, silage, and alfalfa being grown. There is some residential use to the north of this segment. In the long term, Tulare and Visalia will converge in this segment.

A proposed planetarium building is proposed by the Tulare County Office of Education at the Lincoln Elementary School site, on Avenue 264/Liberty Avenue just west of SR 63. On the southeast corner of SR 63 and Avenue 268, just south of the mobile home park, the Tulare County Office of Education is constructing an 87,000 square foot, three-story building for administrative offices. This office building is currently under construction with a completion date of 2015. Further north the route begins to become more suburban, with shopping centers and the Tulare County government center offices appearing. The southeast corner of SR 63 and Avenue 272 is the home of Mooney Grove Park. The park has a museum, historic statue and buildings, along with a pioneer village, playground, and other recreational uses. For further information about the park, please see the Environmental Considerations section of this report.

A lot of new growth has occurred in Visalia. Large commercial establishments, such as Target, Best Buy, Michael's, and Lowe's, are part of Visalia's new growth. The shopping centers in this area are full of tenants with few vacant shops. Two large regional malls, the Sequoia Mall and Visalia Mall, are found in this commercial area of Visalia.

Just south of SR 198 on the west side of SR 63, is the College of the Sequoias. As the route follows the SR 198 couplets of Noble and Mineral King Avenues and breaks off following the separate alignments of Locust and Court Streets, the Kaweah Delta Care District hospital and medical offices are found right in downtown Visalia. Redwood High School is located on Mineral King Avenue segment. Several civic buildings and offices are in this area and the Visalia Convention Center is just east of Court Street. This is the older section of Visalia with many offices and commercial buildings. On Locust Street, the Visalia Branch of the county library system is found. Lincoln Oval Park is found on the oval of SR 63 (Locust and Court streets). The two one-way streets that form SR 63, converge just south of Houston Avenue. This part of Visalia features older residences and commercial shopping centers. Ferguson Avenue north becomes more residential with a health care center on the west side of SR 63. At Riggin Avenue/Avenue 312, a shopping center exists with another one in the development stages.

At Riverway Drive, an 80-acre sports park is in the process of being developed. Stages one and two are complete. The Riverway Sports Park includes baseball diamonds, picnic areas, a BMX track, and other amenities. Continuing north, the land use becomes predominantly residential and further on, more agrarian with nut trees, vineyards, and dairies. A winery is located on Avenue 384 and SR 63. Orange trees start dominating the fields.

North of Avenue 400 is Cutler. There are a few agricultural-related businesses, but mainly small commercial shops and stores are found here. Cutler Elementary School is on the east side of SR 63. On the northern edge of Cutler, the west side of SR 63 has a community park, Ledbetter Park. A Tulare County Sheriff's Substation is located on the southwest corner of SR 63 and Avenue 408.

Out of Cutler, the land use returns to agriculture. Olive and fruit trees are found here. The community of Orosi is much like Cutler. State Route 63 traverses through Orosi's residential and small commercial areas. The northern parts of Orosi are more modern than Cutler with newer shopping establishments. Orosi High School is

located on the west side of the route. El Monte Middle School is located just a ways north. Both schools are of newer construction.

Leaving Orosi, vineyards and fruit trees, mainly orange trees, take over. Rising C Ranches has a packing house on the west side of SR 63. They are a smaller company dedicated to high quality local fruit. They started in 1988. They sell many varieties of the following citrus fruits: oranges, mandarins, lemons, limes, citron, kumquats, pummelos/grapefruit, and other combinations.

Just north of Avenue 444, is the Friant-Kern Canal Overcrossing. State Route 63 takes on the alignment of Avenue 460 as it heads into Fresno County. A fruit growers' supply company is located on this part of the route surrounded by olive and citrus trees. The route then takes on the South Hills Valley Road/Road 120 alignment into Fresno County and the City of Orange Cove. The city is situated west of the route, while the route continues amidst the olive and citrus groves. A dairy and a chemical company are found here. The terrain also becomes more rolling with predominantly grazing land in the foothills to the end of the route at SR 180.

LAND USE	
Segment	**Place Type**
1	Suburban Center
2	Rural Settlement and Agricultural Land/Suburban Neighborhood
3	Rural Settlement and Agricultural Land/Suburban Neighborhood/Suburban Dedicated Use Area (Mooney Park)
4	Close-in Center
5	Close-in Center
6	Close-in Corridor
7	Suburban Corridor
8	Suburban Neighborhood
9	Suburban Neighborhood/Rural Settlement and Agricultural Land
10	Rural Settlement and Agricultural Land
11	Rural Town
12	Rural Settlement and Agricultural Land

Long Term ROW Needs:
See Corridor Concept section

SYSTEM CHARACTERISTICS

The route is a conventional highway throughout. It ranges from two lanes in the rural areas to four and six lanes in the more urbanized areas. The route has no passing or auxiliary lanes. Signals can be found in nearly all of the segments. The concept facility is for a four and six lane conventional highway.

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

SYSTEM CHARACTERISTICS													
Segment		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
Existing Facility													
Facility Type		C	C	C	C	C	C	C	C	C	C	C	C
General Purpose Lanes		4	4	4	6	6/4	4	4	2	2	4	2	2
Lane Miles		12.04	4.0	5.90	14.91	4.5 – 6.75	2.18	3.96	3.0	19.72	9.328	11.524	16.724
Centerline Miles		3.01	1.0	1.475	2.485	1.125	0.545	0.99	1.5	9.86	2.332	5.762	8.362
Auxiliary Lanes		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
Truck Climbing Lanes		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
General Purpose Lanes		6	6	6	6	6	6	6	4	4	4	4	4
Lane Miles		18.06	6.0	8.85	14.91	6.75	3.27	5.94	6.0	39.44	9.328	23.048	33.448
Centerline Miles		3.01	1.0	1.475	2.485	1.125	0.545	0.99	1.5	9.86	2.332	5.762	8.362
TMS Elements													
TMS Elements (BY)		Signals, traffic count station	Signals, traffic count stations	Signals, traffic count stations	Signals, traffic count stations	Signals, traffic count stations	Signals, traffic count station	Signals	Signal, traffic count stations	Signals, traffic count stations	Signals, traffic count stations	Traffic count stations	Traffic count stations
TMS Elements (HY)		Signal	None	None	None	Traffic count station	None	None	None	Changeable message signs, remote processing unit (roadside weather information system), traffic count stations	Traffic count station	None	None

BICYCLE FACILITY

The cities of Tulare and Visalia have been proactive when it comes to bicycle facilities. Both cities have trails where bicyclists are welcome and are planning expansions. Along the route, bicycles are permitted. The route has many proposed bicycle facilities.

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, 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.

Segment	Bicycle Facility	
	Bicycle Access Prohibited	Facility Type
1	No	No classification
2	No	No classification
3	No	No classification
4	No	No classification
5	No	Proposed Class II
6	No	Proposed Class II
7	No	Proposed Class II
8	No	Proposed Class II
9	No	Proposed Class II
10	No	Proposed Class II to Ave 416
11	No	No classification
12	No	Bike path

PEDESTRIAN FACILITY

The City of Tulare has an over four-mile cross-town Santa Fe Trail that includes lighting. This trail was part of the Rails to Trails program. The trail was originally the rail bed for the Santa Fe Railroad prior to 1989. The Tulare Santa Fe Trail also follows a portion of the Tulare Canal. It crosses SR 63 just south of Cross Avenue. The trail links with other bicycle paths. The trail allows for bicycles and pedestrians. There is also an equestrian trail.

The City of Visalia is also in the process of creating a Santa Fe Trail. Currently, it is over two miles long with plans to extend the trail. The trail is lighted and is also built on the rail bed of the Santa Fe Railroad.

PEDESTRIAN FACILITIES				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
1	No	Varies	SR 137	Signalized, at-grade
				Crosswalk, sidewalk
			Seminole Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Tulare Santa Fe Trail (non-motorized)	Not signalized, at-grade
				No crosswalk, no sidewalk
			Cross Ave	Not signalized, at-grade
				Crosswalk, no sidewalk, curb
			Prosperity Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Bella Oaks Dr	Not signalized, at-grade
				No crosswalk, no sidewalk, curb
			Ave 248/Cartmill Ave	Signalized, at-grade
				Crosswalk, no sidewalk, curb
			Pacific Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
2	No	Varies	Oakdale Ave	Not signalized, at-grade
				No crosswalk, some sidewalk, curb
			Ave 261	Not signalized, at-grade
				No crosswalk, no sidewalk, curb
3	No	Varies	Ave 264/Liberty Rd	Signalized, at-grade
				Crosswalk, some sidewalk
			Ave 266	Not signalized, at-grade
				No crosswalk, sidewalk on east side
			Ave 268	Not signalized, at-grade
				Crosswalk, some sidewalk, curb
			Ave 272	Not signalized, at-grade
				No crosswalk, no sidewalk, curb
			Ave 274/Midvalley Ave	Signalized, at-grade
				Crosswalk, sidewalk
4	No	Varies	Visalia Pkwy/County Center Dr	Signalized, at-grade
				Crosswalk and sidewalk on north side
			Cameron Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Ave 280/Caldwell Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Orchard Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Dorothea Ave	Not signalized, at-grade
				Crosswalk, sidewalk
			Sunnyside Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Whitendale Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Ashland Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Beech Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Walnut Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Princeton Ave	Not signalized, at-grade
				Crosswalk (not across route), sidewalk
			Feemster Ave	Not signalized, at-grade
				Crosswalk (not across route), sidewalk
			Tulare Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Meadow Ave	Signalized, at-grade

PEDESTRIAN FACILITIES				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
			Beverly Dr	Not signalized, at-grade
				Crosswalk (not across route), sidewalk
			Myrtle Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Kaweah Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Noble Ave	Signalized, at-grade
				Crosswalk, sidewalk
			SR 198	Not signalized, grade separated
				No crosswalk, no sidewalk
5	No	Yes	Mineral King Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Central St	Not signalized, at-grade
				No crosswalk, sidewalk
			Divisadero St	Not signalized, at-grade
				No crosswalk, sidewalk
			Dollner St	Not signalized, at-grade
				No crosswalk, sidewalk
			Giddings St	Signalized, at-grade
				Crosswalk, sidewalk
			Oak Park St (eastbound)	Not signalized, at-grade
				No crosswalk, sidewalk
			Sowell St (eastbound)	Not signalized, at-grade
				No crosswalk, sidewalk
			Jacob St (eastbound)	Not signalized, at-grade
				No
			Conyer St	Signalized, at-grade
				Crosswalk, sidewalk
			Stevenson St	Not signalized, at-grade
				Crosswalk (not across route), sidewalk
			Johnson St	Not signalized, at-grade
				No crosswalk, sidewalk
			Willis St	Not signalized, at-grade
				No crosswalk, sidewalk
			West St (westbound)/Watson St (eastbound)	Signalized, at-grade
				Crosswalk, sidewalk
			Locust St	Signalized, at-grade
				Crosswalk, sidewalk
			Court St	Signalized, at-grade
				Crosswalk, sidewalk
			Acequia Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Main St	Signalized, at-grade
				Crosswalk, sidewalk
			Center Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Oak Ave	Railroad Crossing (no signal), at-grade
				No crosswalk, sidewalk
			School Ave	Not signalized, at=grade
				No crosswalk, sidewalk
			Murray Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Race Ave	Not signalized, at-grade
				Crosswalk, sidewalk
			1st Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Pine St (southbound)/Ash St/2nd St (northbound)	Not signalized, at-grade
				Crosswalk at Pine St/No crosswalk on Ash St but a crosswalk exists just north on the roundabout,

PEDESTRIAN FACILITIES				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
				sidewalk
			2nd St (southbound)/3rd St (northbound)	Not signalized, at-grade
				No crosswalk on 2nd St, crosswalk on 3rd St, sidewalk
			Court St (northbound)	Not signalized, at-grade
				Crosswalk, sidewalk
			3rd St (northbound)	Not signalized, at-grade
				Crosswalk, sidewalk
			Pearl St	Not signalized, at-grade
				Crosswalk, sidewalk
			Strawberry St	Not signalized, at-grade
				No crosswalk, sidewalk
			Roosevelt Ave (southbound)	Not signalized, at-grade
				No crosswalk, sidewalk
6	No	Yes	Houston Ave/Ave 304	Signalized, at-grade
				Crosswalk, sidewalk
			Sweet Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Harold Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Prospect Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Vine St	Not signalized, at-grade
				No crosswalk, sidewalk
			Ferguson Ave	Signalized, at-grade
				Crosswalk, sidewalk
7	No	Yes	Robin Ave	Not signalized, at-grade
				Crosswalk, sidewalk
			Ave 312/Riggin Ave	Signalized, at-grade
				Crosswalk, sidewalk
			Cassella Rd/Shannon Pkwy	Signalized, at-grade
				Crosswalk, sidewalk
			Riverway Dr	Not signalized, at-grade
				No crosswalk, sidewalk
8	No	Varies	Marlin Ave	Not signalized, at-grade
				No crosswalk, sidewalk none on west side
			Ave 320	Not signalized, at-grade
				No crosswalk, some sidewalk
			Friden Ave	Not signalized, at-grade
				No crosswalk, sidewalk on west side, curb
			Bermuda St	Not signalized, at-grade
				No crosswalk, sidewalk on east side
			Ave 322	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 324	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 118/Ave 326	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 326 (west side)	Not signalized, at-grade
				No crosswalk, no sidewalk
9	No	No	Ave 328	Signalized, at-grade
				Crosswalk, no sidewalk, curb
			Ave 336	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 340	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 352	Not signalized, at-grade
				No crosswalk, no sidewalk
			Railroad Crossing PM 16.922	Railroad lights and crossing arms, at-grade

PEDESTRIAN FACILITIES				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
				No crosswalk, no sidewalk
			Ave 368/Elkhorn Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 124/St. John's River Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 384/Dodge Ave	Signalized, at-grade
				No crosswalk, no sidewalk
			Ave 388	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 392	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 394	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 396	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 400	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 402/Rufus Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
10	No	Varies	Sierra Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Railroad Dr	Not signalized, at-grade
				No crosswalk, sidewalk
			Ave 404	Not signalized, at-grade
				Crosswalk, sidewalk
			1st Dr	Not signalized, at-grade
				No crosswalk, sidewalk
			School Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			2nd Dr	Not signalized (signal in middle of block for school), at-grade
				Crosswalk (not across route/one across route in middle of block for school), sidewalk
			Orosi Dr	Not signalized, at-grade
				No crosswalk, sidewalk
			Emerald Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Ave 408	Signalized, at-grade
				Crosswalk, sidewalk
			Albert Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Ira Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Ave 412	Not signalized, at-grade
				No crosswalk, sidewalk
			Ave 413	Signalized, at-grade
				Crosswalk, sidewalk
			Dawson Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Ave 414	Not signalized, at-grade
				No crosswalk, sidewalk
			Risley Ave	Not signalized, at-grade
				No crosswalk, sidewalk
			Ave 415	Not signalized, at-grade
				No crosswalk, sidewalk
			Ella Ave	Not signalized, at-grade
				Crosswalk, sidewalk
			Ave 416/El Monte Wy	Signalized, at-grade
				Crosswalk, sidewalk
			Miller Ave	Not signalized, at-grade

PEDESTRIAN FACILITIES				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
				No crosswalk, sidewalk
			Ave 417	Not signalized, at-grade
				No crosswalk, sidewalk
			Walnut Ave	Not signalized, at-grade
				Crosswalk, sidewalk (across from school)
			Ave 419	Not signalized, at-grade
				Crosswalk, sidewalk
			Clyde Ave	Not signalized, at-grade
				No crosswalk, sidewalk on east side only
11	No	Varies	Ave 422	Not signalized, at-grade
				Crosswalk, sidewalk on SW corner only (school)
			Ave 424	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 428	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 432	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 440	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 444	Not signalized, at-grade
				No crosswalk, no sidewalk
			Primero Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 448	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 452	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 456	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 460	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 124	Not signalized, at-grade
				No crosswalk, no sidewalk
12	No	No	Rd 120/Hills Valley Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 464/Adams Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 468	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 472/Lincoln Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			American Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Anchor Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			SR 180	Not signalized, at-grade
				No crosswalk, no sidewalk

TRANSIT FACILITY

The Cities of Tulare and Visalia have blended their transit services together, making it easier for the transit rider to travel from Tulare to Visalia and vice versa. Routes run either daily or on weekdays with many popular stops, such as the College of the Sequoias, shopping malls and centers, and medical facilities, for transit riders. The City of Visalia's Visalia City Coach (VCC) transit has ridership numbers growing by nearly 10,000 per year. VCC recently made changes to their routes, adding a few and eliminating one, Route 10 (shown in grey in the table below).

Orange Cove Transit has a fixed route to Fresno which operates weekdays. It also makes stops in nearby communities.

Each city has a dial-a-ride, or demand response service.

Ridership numbers for Tulare County Area Transit (TCAT) are for the 2011/2012 fiscal year. VCC ridership numbers are for the 2012/2013 fiscal year. Orange Cove Transit operated by the Fresno County Rural Transit Agency (FCRTA) has ridership numbers for the 2011/2012 fiscal year. The Orange Cove dial-a-ride, also operated by FCRTA, has ridership numbers from the 2012/2013 fiscal year.

Back in 1904, the Visalia Electric Railroad was incorporated and owned by the Southern Pacific Railroad. It was an intercity railroad covering 68 miles in Tulare County that provided passenger service until the mid-1920s. It also hauled goods. However, in 1944, the rail line converted from electrical to diesel locomotive and was closed in 1992.

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

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

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

TRANSIT FACILITIES								
Segment	Mode & Collateral Facility	Name	Route End Points	Annual Ridership	Operating Period	Stations/Stops		Bikes Allowed on Transit
						Cities	Postmiles	
VAR	Traditional Bus	Tulare County Area Transit – Dial-A-Ride	VAR	12,546	Weekdays	Rural Dinuba, Sultana, Monson, Cutler, Orosi, East Orosi, Yettem, Seville, Lindsay, Tonyville, Pixley, Tipton, Teviston, Earlimart, Alpaugh, Allensworth, Richgrove, rural Tulare, Waukena	VAR	Y
1 - 4	Traditional Bus	Tulare County Area Transit – Route 40 Southeast County Route	Porterville to Visalia	87,257	Daily	Porterville, Strathmore, Lindsay, Tulare, Visalia	0.0, 6.92	Y
1 - 5	Traditional Bus	Visalia City Coach – Route 1	Visalia Transit Center to Tulare County Area Transit Center	500,323	Daily	Visalia with connection to Tulare	4.618, 6.089, 6.732, 7.847	Y
4	Traditional Bus	Visalia City Coach – Route 12	Sequoia Mall to Visalia Pkwy/Mooney Blvd (SR 63)	71,883	Daily	Visalia, Farmersville, Exeter	5.525, 5.816	Y
4 - 5	Traditional Bus	Visalia City Coach – Route 5	Transit Center to Visalia Medical Clinic (Walnut route)	194,079	Daily	Visalia	6.96	Y
4 - 5	Traditional Bus	Visalia City Coach – Route 2	Transit Center to Visalia Medical Clinic (Caldwell route)	182,427	Daily	Visalia	NA	Y
4 - 5	Traditional Bus	Visalia City Coach – Route 4	Transit Center to Visalia Medical Clinic (Tulare Ave route)	166,522	Daily	Visalia	7.5	Y
5 - 7	Traditional Bus	Visalia City Coach – Route 7	Transit Center to Murray Ave/Locust St	269,613	Daily	Visalia	8.459L, 8.747R	Y
5 - 7	Traditional Bus	Visalia City Coach – Route 10	Transit Center to Effie/Elder in Goshen	38,562	Daily	Visalia, Goshen	7.9	Y
8 - 10	Traditional Bus	Tulare County Area Transit – Route 10 North County Route	Visalia to Dinuba	84,890	Weekdays	Visalia, Seville, Cutler, Orosi, Sultana, Dinuba	22.088, 23.508	Y
12	Traditional Bus	FCRTA – Orange Cove Transit – Dial-A-Ride	Within Orange Cove	18,997	Weekdays	Orange Cove	VAR	Y
12	Traditional Bus	FCRTA – Orange Cove Transit	Orange Cove to Fresno	44,484	Weekdays	Orange Cove, Reedley, Parlier, Sanger, Fresno	NA	Y

FREIGHT

The route is classified as a Terminal Access (STAA) route in Tulare County. In Fresno County it is classified as a California Legal Network. There are no "Weigh in Motion" or weight scales of any type on this route.

A little over two miles to the south-south-east, is Love's Travel Stop, off of SR 99 in Tulare. The truck stop has 90 spaces, full amenities, and a couple of restaurants.

In the City of Tulare and just to the north, Segments 1 and 2, manufacturing and retail uses are found. In Segments 4 and 5, south of SR 198 in the City of Visalia, further manufacturing and retail use are found. Many truck companies are located near the SR 63 corridor, near the City of Visalia and points north, in Segments 5, 6, 7, and 9. Segment 10 includes retail, transportation, and warehousing uses. Segment 12 has wholesale, forestry, mining, and agriculture uses.

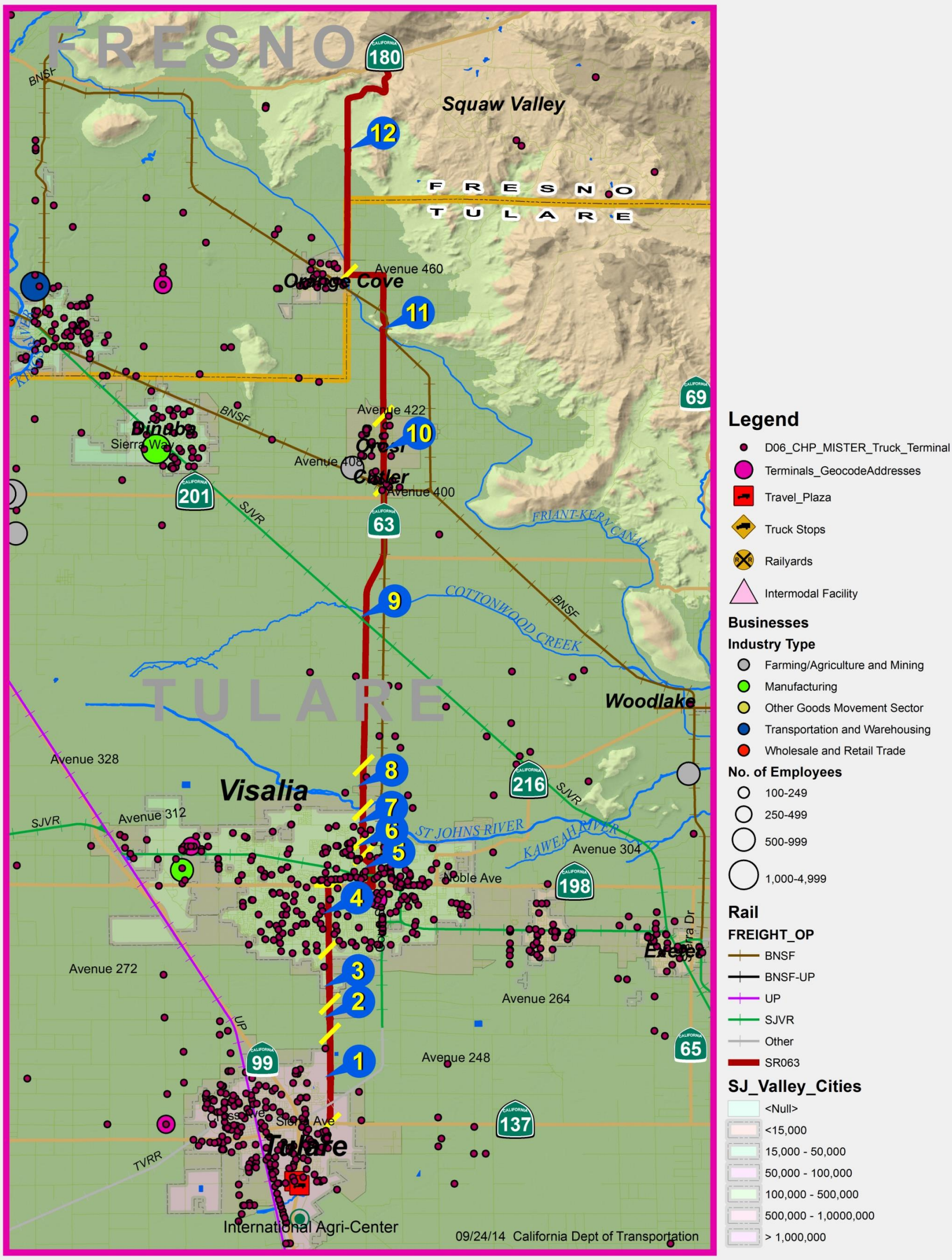
Truck traffic is not a major concern on most of SR 63. The segments south of SR 198 have less than 10% truck traffic. Only in Segments 7 through 9, and 12 and 13 is truck traffic over 10% of total traffic. The highest truck traffic is in Segment 13, in Fresno County, with 12.15% trucks.

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

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

FREIGHT				
Facility Type/Freight Generator	**Location**	**Mode**	**Name**	**Major Commodity/ Industry**
Truck stop	SR 99 and Blackstone St in Tulare	Truck	Love's Travel Stop	NA
Truck companies	Along entire route	Truck	Cain Trucking Inc., Darrell L. Green Inc., DDG Transport Inc., Faulkner Trucking Inc., Machado Custom Hayloading Inc., Shannon Bros. Co. Inc., Central CA Warehousing Services Inc., DCR Trucking	General freight, fresh produce, metal, building supplies, agricultural supplies, lumber, refrigerated foods, beverages, paper products, hay, grain, meat, machinery, liquids/gases, garbage, dry bulk, milk
Major freight generator	Segment 6 - Visalia	Truck	Jostens	Manufacturing
Major freight generator	Segment 10	Truck	Wawona Packing	Farming/Agriculture
Major freight generators	Segment 10	Truck	Enns Packing, Fruit Patch, Ruiz Food Products, Valhalla Sales & Marketing	Farming/Agriculture and Manufacturing

FREIGHT MAP


FRESNO
TULARE
Squaw Valley
Orange Cove
Dinuba
Sierra Way
Reedley
Woodlake
Visalia
Tulare
Avenue 460
Avenue 422
Avenue 408
Avenue 400
Avenue 328
Avenue 312
Avenue 304
Avenue 272
Avenue 264
Avenue 248
Noble Ave
Sierra Ave
BNSF
SJVR
UP
TVRR
COTTONWOOD CREEK
FRIANT-KERN CANAL
ST JOHNS RIVER
KAWEAH RIVER
International Agri-Center
09/24/14 California Dept of Transportation
Legend
D06_CHP_MISTER_Truck_Terminal
Terminals_GeocodeAddresses
Travel_Plaza
Truck Stops
Railyards
Intermodal Facility
Businesses
Industry Type
Farming/Agriculture and Mining
Manufacturing
Other Goods Movement Sector
Transportation and Warehousing
Wholesale and Retail Trade
No. of Employees
100-249
250-499
500-999
1,000-4,999
Rail
FREIGHT_OP
BNSF
BNSF-UP
UP
SJVR
Other
SR063
SJ_Valley_Cities
<Null>
<15,000
15,000 - 50,000
50,000 - 100,000
100,000 - 500,000
500,000 - 1,0000,000
> 1,000,000

ENVIRONMENTAL CONSIDERATIONS

The chart following 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 impacted.

ENVIRONMENTAL CRITICAL SPECIES AND HABITAT			
Segment	**Flora**	**Fauna**	**Habitat**
1	San Joaquin adobe sunburst*, California jewelflower*, brittlescale, California satintail	Swainson's hawk*, San Joaquin kit fox*, andrenid bee, western spadefoot, burrowing owl, Tipton kangaroo rat*, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*, Hopping's blister beetle, western mastiff bat, western pond turtle	None
2	Brittlescale, California satintail	Western mastiff bat, San Joaquin kit fox*, western pond turtle, Hopping's blister beetle, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*	None
3	Brittlescale, California satintail	Western mastiff bat, San Joaquin kit fox*, western pond turtle, Hopping's blister beetle, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*	None
4	Brittlescale, California satintail	Western mastiff bat, San Joaquin kit fox*, western pond turtle, Hopping's blister beetle, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*	None
5	Brittlescale, California satintail	Western mastiff bat, San Joaquin kit fox*, western pond turtle, Hopping's blister beetle, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*	None
6	Brittlescale, California satintail	Western mastiff bat, San Joaquin kit fox*, western pond turtle, Hopping's blister beetle, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*	None
7	Brittlescale, California satintail	Western mastiff bat, San Joaquin kit fox*, western pond turtle, Hopping's blister beetle, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*	None
8	Brittlescale, California satintail, spiny-sepaled button-celery, San Joaquin adobe sunburst*, Hoover's spurge*, vernal barley, San Joaquin Valley Orcutt grass*, Ewan's larkspur, recurved larkspur	Western mastiff bat, San Joaquin kit fox*, western pond turtle, Hopping's blister beetle, sharp-shinned hawk, yellow-billed magpie, southwestern willow flycatcher*, California tiger salamander*, western spadefoot, Moody's gnaphosid spider, burrowing owl, vernal pool fairy shrimp*, midvalley fairy shrimp, vernal pool tadpole shrimp*, molestan blister beetle, hoary bat, northern leopard frog, ferruginous hawk, tricolored blackbird	Northern Hardpan Vernal Pool
9	Spiny-sepaled button-celery, brittlescale, Hoover's spurge, vernal barley, San Joaquin Valley Orcutt grass*, Ewan's larkspur, recurved larkspur	California tiger salamander*, northern leopard frog, western spadefoot, ferruginous hawk, tricolored blackbird, burrowing owl, vernal pool fairy shrimp*, vernal pool tadpole shrimp*, San Joaquin kit fox*	Northern Hardpan Vernal Pool
10	Spiny-sepaled button-celery, brittlescale, Hoover's spurge, vernal barley, San Joaquin Valley Orcutt grass*, Ewan's larkspur, recurved larkspur	California tiger salamander*, northern leopard frog, western spadefoot, ferruginous hawk, tricolored blackbird, burrowing owl, vernal pool fairy shrimp*, vernal pool tadpole shrimp*, San Joaquin kit fox*	Northern Hardpan Vernal Pool
11	Spiny-sepaled button-celery, brittlescale, Hoover's spurge, vernal barley, San Joaquin Valley Orcutt grass*, Ewan's larkspur, recurved larkspur	California tiger salamander*, northern leopard frog, western spadefoot, ferruginous hawk, tricolored blackbird, burrowing owl, vernal pool fairy shrimp*, vernal pool tadpole shrimp*, San Joaquin kit fox*	Northern Hardpan Vernal Pool
12	Spiny-sepaled button-celery, brittlescale, Hoover's spurge, vernal barley, San Joaquin Valley Orcutt grass*, Ewan's larkspur, recurved larkspur	California tiger salamander*, northern leopard frog, western spadefoot, ferruginous hawk, tricolored blackbird, burrowing owl, vernal pool fairy shrimp*, vernal pool tadpole shrimp*, San Joaquin kit fox*, Moody's gnaphosid spider, midvalley fairy shrimp, molestan blister beetle, western pond turtle	Northern Hardpan Vernal Pool

* Has special federal and/or state status

The area in and around Visalia was once a forest of valley oak trees. As settlers began inhabiting the land, the valley oaks were chopped down to make room for agricultural and community pursuits. By the late 1800s, the vast forest had dwindled down to a few stands of the trees. In 1878, Michael Mooney purchased a tract of land that still had many trees remaining. Mr. Mooney died a few years after purchasing the land. He never touched the oaks, and his wife came to appreciate them. However, once she passed on, the adult children inherited the land. They were keen on logging the land.

If it had not been for John Tuohy, the Mooney valley oaks would most likely have been destroyed. In 1909, Mr. Tuohy, a local preservationist, wanted to create a park that would preserve the valley oaks. He worked with a State senator and the Tulare County Supervisors to purchase the 100 acres of valley oaks, which is now known as Mooney Grove Park.

Mooney Grove Park in Visalia – "The End of the Trail"

There are a number of properties within close proximity to the route that are listed on the National Register of Historic Places. The chart on the next page 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	The Pioneer	Mooney Grove Park	Built 1915 Listed 1977 Was originally at the World's Fair in San Francisco, shipped to Visalia. Only the base is left, as the sculpture was destroyed in 1980 by an earthquake
4	None	NA	NA
5	U.S. Post Office – Town Center	Acequia St and Court St (SR 63)	Built 1933 Listed 1985 Art Deco style and part of New Deal's Works Progress Administration
5	Bank of Italy	Main St and Church St one block from Court St (SR 63)	Built 1923 Listed 1982
6	None	NA	NA
7	None	NA	NA
8	None	NA	NA
9	Sequoia Field Airport	1.25 miles west of SR 63	Built 1941 Listed 2000 WWII training center Still in operation as an airport
10	Orosi Branch Library	El Monte Wy/Ave 416 across from Eddy Rd, just west of SR 63	Built 1921 Listed 1983 Built from a grant from the Carnegie Foundation
11	None	NA	NA
12	Orange Cove Santa Fe Railway Depot	On Railroad Ave, about 0.5 miles southwest of SR 65	Built 1915 Listed 1978 Now converted into City Hall

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. In urban areas where dry cleaners operate, there are several locations contaminated with dry cleaning solvents. Some of these locations have already been decontaminated per the State Water Resources Control Board. Many locations continue to be monitored 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**
VAR	Various dry cleaners	Various locations in urban areas	PCE/TCE – dry cleaning solvents
1	None	NA	NA
2	None	NA	NA
3	Sprague Electric Co. (former)	South of Mooney Grove Park	PCE/TCE and chlorinated hydrocarbons
4	None	NA	NA
5	None	NA	NA
6	None	NA	NA
7	None	NA	NA
8	None	NA	NA
9	Puregro Co. – Cutler	On Ave 402, just west of SR 63	DDD/DDE/DDT, nitrate, petroleum products, waste oil, motor/hydraulic/lubricating oils
10	None	NA	NA
11	None	NA	NA
12	None	NA	NA

NATIVE AMERICAN CONSIDERATIONS

Many California roads and highways originated along Tribal hunting and trading routes. The study, "*California Central Valley Tribal Transportation Environmental Justice Collaborative Project*" identified a number of Tribes that consider 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_SJVTribal EJSummary.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 63 passes through areas considered to be the traditional indigenous territories of the Southern Valley Yokuts and Foothill Yokuts. Please note that many of the ethnographic territories overlap.

Caltrans consulted and coordinated with Tribal Governments and Communities in developing the TCR. The Tribal Governments and Communities are listed under "Tribes" in the chart on page 11.

CORRIDOR PERFORMANCE

Segment 4 which is in Visalia has the highest AADT. The urban areas of the route have higher AADTs than the rural areas. Truck traffic is heavier in the rural areas, but not extremely significant. The truck data is from 2011 figures.

CORRIDOR PERFORMANCE												
Segment	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
Basic system operations												
AADT (BY) 2013	18,200	13,900	24,700	31,800	29,100	21,100	21,100	11,100	8,200	9,100	3,300	1,900
AADT (HY) 2035	30,500	21,500	30,700	39,000	36,000	29,800	29,800	14,900	10,100	10,600	5,200	4,500
Truck Traffic												
Total Average Annual Daily Truck Traffic (AADTT) (BY)	825	825	825	825	2,997	1494	1,377	1,377	691	640	349	300
Total Trucks (% of AADT) (BY)	5%	5%	5%	5%	9%	9%	9%	12%	13%	8%	14%	14%
5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	165	165	165	165	270	134	168	168	167	45	51	90
5+ Axle Trucks (as % of AADT)(BY)	20%	20%	20%	20%	9%	9%	13%	13%	21%	7%	25%	30%

KEY CORRIDOR ISSUES

As growth occurs in the cities of Tulare and Visalia, traffic demand will increase. Additional capacity will be needed in these areas as early as 2020. The route will have reached its ultimate capacity upon becoming a six lane highway in the future. Alternative modes of transportation will have to be addressed and further integrated in the current system. The SR 63 corridor is a significant regional thoroughfare, especially since it is a major connector between Tulare and Visalia.

CORRIDOR CONCEPT

CONCEPT RATIONALE

Only Segments 4, 10, and parts of 5 are at the ultimate transportation corridor concept. Those same segments currently meet the 2035 concept as well. The remaining segments need improvements to meet the 2035 concept. In Segments 1, 2, 3, parts of 5, 6, and 7, widening to six lanes will be needed. Segments 8 and 9 will need to be widened to four lanes by 2035. Segments 11 and 12 will remain as a two-lane conventional highway for the year 2035, but will need some improvements, such as, turn lanes, signals, and passing lanes. The ultimate transportation corridor concept for these two segments is for a four-lane highway.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

PLANNED AND PROGRAMMED PROJECTS				
Seg.	**Description**	**Planned or Programmed**	**Location**	**Source**
1	Traffic signal*	Planned	In Tulare, at Cross Ave	TCAG 2014 RTP
1	Traffic signal*	Planned	In Tulare, at Seminole Ave	TCAG 2014 RTP
1	Traffic signal*	Planned	In Tulare, at Bella Oaks Dr	TCAG 2014 RTP
1 – 4	Widen from 4 to 6 lanes	Planned/Unconstrained	From Tulare to Visalia	TCAG 2014 RTP
3 - 4	Widen from 4 to 6 lanes	Planned	In Visalia, from Ave 272 to Ave 276	TCAG 2014 RTP
5	None	NA	NA	NA
6 – 9	Widen from 2 to 4 lanes	Planned/Unconstrained	From Visalia to SR 201	TCAG 2014 RTP
7	Widen from 2 to 4 lanes	Planned	In Visalia, from Riggin Ave to the St. John's River	TCAG 2014 RTP
10	None	NA	NA	NA
11	None	NA	NA	NA
12	None	NA	NA	NA

* Note: Traffic signal locations are conceptual only. The need, feasibility, and placement is to be determined based on future detailed studies. Traffic signal spacing of a ½ mile should be maintained.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT			
Seg.	**Description**	**Location**	**Source**
1	Widen from 4 to 6 lanes	From SR 137 to Oakdale Ave	TCAG 2014 RTP
2	Widen from 4 to 6 lanes	Oakdale Ave to Ave 264/Liberty Ave	TCAG 2014 RTP
3	Widen from 4 to 6 lanes	Ave 264/Liberty Ave to Visalia Pkwy	TCAG 2014 RTP
4	Widen from 4 to 6 lanes	Visalia Pkwy to the west Jct SR 63/198 Sep	TCAG 2014 RTP
5	None	NA	NA
6	Widen from 2 to 4 lanes	Ave 304/Houston Ave to Ferguson Ave	TCAG 2014 RTP
7	Widen from 2 to 4 lanes	Ferguson Ave to the St. John's River	TCAG 2014 RTP
8	Widen from 2 to 4 lanes	St. John's River to Ave 328	TCAG 2014 RTP
9	Widen from 2 to 4 lanes	Ave 328 to SR 201	TCAG 2014 RTP
10	None	NA	NA
11	None	NA	NA
12	None	NA	NA

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.

While it is always Caltrans intent to achieve the UTC, 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 may 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

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

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

Definitions

AADT – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting

instruments moved from location throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

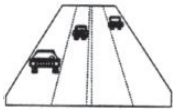
Horizon Year – The year that the future (20-25 years) data is based on.

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

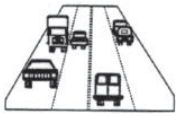
ITS – Intelligent Transportation System improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in

vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

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



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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

in terms of operating revenues. They are considered "regional railroads" by the Association of American Railroads.

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

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

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

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

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

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

Segment – A portion of a facility between two points.

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

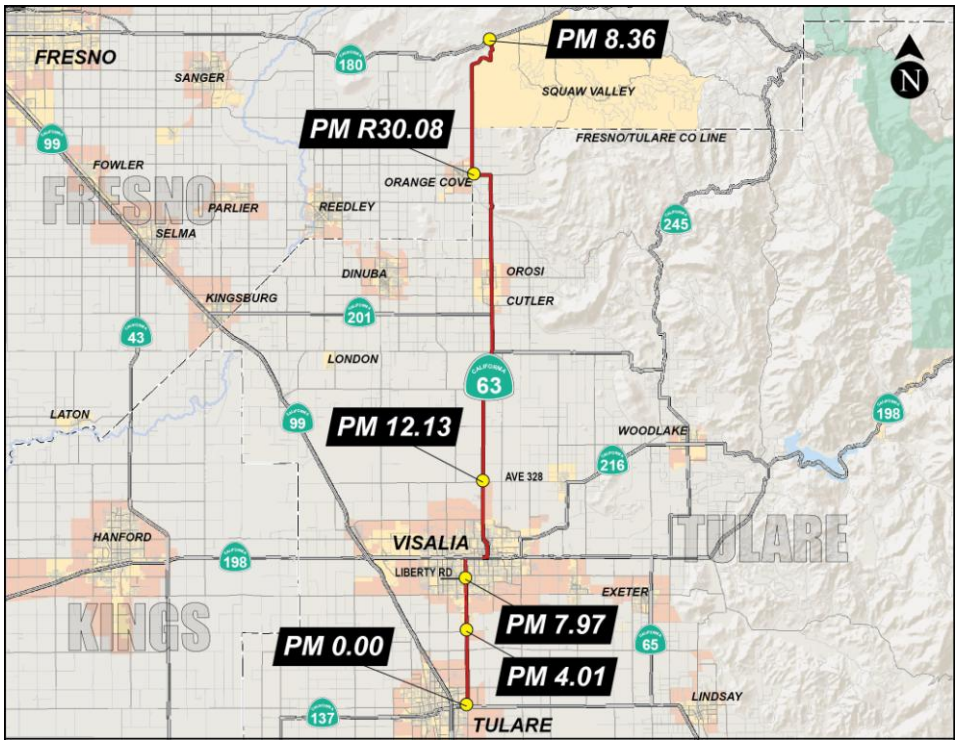
TMS – Transportation Management System is the business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure,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

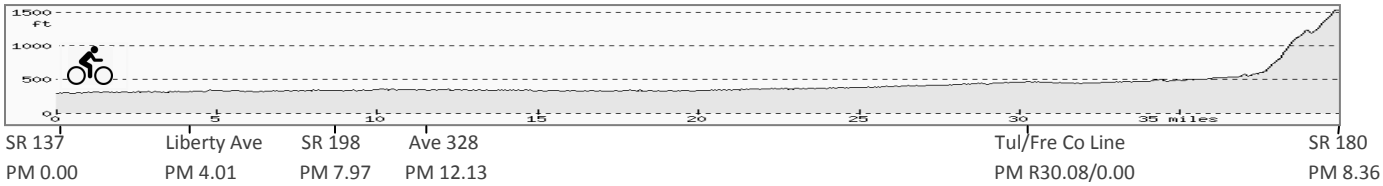
Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

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

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

STATE ROUTE 63 Tulare/Fresno County Bicycle Map





Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
State Route 137 to Liberty Avenue *(PM 0.00 – 4.01)*	4 Lane Highway	Urban/ Rural	10 feet	Level	55 & 60	Wide shoulders, Within City of Tulare having light commercial use, In Tulare County
Liberty Avenue to State Route 198 *(PM 4.01 – 7.97)*	4 Lane Highway	Urban	10 feet	Level	35 & 55	Wide shoulders, Heavy traffic in retail business district, Within Visalia city limits, Numerous traffic lights, Sidewalk access along segment
State Route 198 to Avenue 328 *(PM 7.97 – 12.13)*	2/4/6 Lane Highway	Urban	6 - 8 feet	Level	30, 35, 45 & 55	Wide shoulders mostly but street parking is allowed which narrows bicycle travel way, **BICYCLE LANES** from Lincoln Oval to Houston Ave, **Sharrow Lanes** in Downtown central business district in Visalia, One & two way couplets in downtown, Rural land north of Visalia
Avenue 328 to Tulare/ Fresno County Line *(PM 12.13 – R30.08)*	2/4 lane Highway	Rural/ Urban	0 – 8 feet	Level	35, 40, 45 & 55	Wide shoulder narrows north of Orosi *PM 24.58*, City of Cutler-Orosi *PM 22.12 – 24.58* partially having sidewalk access, Surrounding agricultural land
Tulare/ Fresno County Line to State Route 180 *(PM 0.00 – 8.36)*	2 lane Highway	Rural	0 feet	Rolling	55	Narrow shoulders, Surrounding agricultural land, Within Fresno County

APPENDIX C
SUMMARY CHARTS

Transportation Concept Report

State Route 63

SUMMARY CHART 1A

LEGEND

Existing Lanes — Conventional
Planned or Programmed by 2035 — Expressway
Add Through Lanes — Number of Lanes: 2, 4, 6

* Length of segments not to scale
Dir = Direction

ROUTE 137 | E. OAKDALE AVE | LIBERTY RD | VISALIA PARKWAY | W. JCT 63/198 SEP | HOUSTON AVE | FERGUSON AVE | ST JOHN'S RIV

PM 0.0 | PM 3.0 | PM 4.0 | PM 5.5 | PM 8.0 | PM R9.10 | PM 9.64 | PM 10.63

Couplet

Tulare | Visalia

	SEGMENT	1	2	3	4	5	6	7
Segment: Is self-explanatory except for several data sets:	County / Route	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63
Rural/Urban: Indicates whether the segment is in a rural area or city limits.	Description Begin	STATE ROUTE 137	E. OAKDALE AVE	AVE 264 / LIBERTY AVE	VISALIA PARKWAY	W. JUNCTION 63/198 SEPARATION	AVE 304 / HOUSTON AVE	FERGUSON AVE
Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.	Description End	E. OAKDALE AVE	AVE 264 / LIBERTY AVE	VISALIA PARKWAY	W. JUNCTION 63/198 SEPARATION	AVE 304 / HOUSTON AVE	FERGUSON AVE	ST JOHN'S RIVER
	Postmile Limits Begin/End (PM)	0.000 /3.010	3.010/ 4.010	4.010 / 5.485	5.485 / 7.970	7.970 / R9.095	R 9.095 / 9.640	9.640 / 10.630
ROW: Portrays Right-of-Way (ROW) and geometric data in feet.	Length (MI)	3.010	1.000	1.475	2.485	1.125	0.545	0.990
Shoulder Range: Is a range of treated surface both inside and outside shoulders.	Rural / Urban	URBAN	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN
	Terrain	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT
Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility. Specific UTC ROW - will be updated upon corridor plan lining by specific sections of highway.	**ROW**: Range Existing (FT)	110.0 / 135.0	110.0 / 135.0	110.0 / 160.0	110.0 / 128.0	130.0 / 130.0	80.0 / 80.0	84.0 / 84.0
	Median Range (FT)	22.0 / 22.0	22.0 / 22.0	22.0 / 22.0	12.0 / 22.0	0.0 /0.0	12.0 / 12.0	0.0 / 0.0
	Shoulder Range (FT) - Treated	10.0 / 10.0	10.0 / 10.0	10.0 / 10.0	10.0 / 10.0	8.0 / 8.0	2.0 / 8.0	8.0 / 8.0
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.	Lane Width (FT)	12	12	12	12	12	12	12
	Ultimate ROW (FT)	138/156	138/156	138/156	138/156	+	110	138/156
	Facility: Existing	4C	4C	4C	6C	6C/4C	4C	4C
	2035 Concept	6C	6C	6C	6C	6C	6C	6C
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 D, for attainment by 2035.	UTC	6C	6C	6C	6C	6C	6C	6C
	LOS: 2013	C	C	B	C	B	C	C
	LOS: 2020	E	E	B	D	C	C	C
Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.	**LOS**: 2035	C*	D	B	D/E	C	C	D
	LOS: Concept 2035	D	D	D	D	D	D	D
	Deficiency/Year Deficient	2020	2020	N/A	2035	N/A	N/A	N/A
	Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	Yes
	LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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).	**Directional Split** (Peak Hour)	53	54	60	52	54	58	58
% Trucks: shows the percentage of trucks for AADT and Peak Hour.	**AADT**: 2013	18,200	13,900	24,700	31,800	29,100	21,100	21,100
AADT: signifies Annual Average Daily Traffic.	**AADT**: 2020	21,700	16,100	26,400	34,000	31,100	23,600	23,600
Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.	**AADT**: 2035	30,500	21,500	30,700	39,000	36,000	29,800	29,800
N/A - Not deficient, no project recommended/not applicable.	**Peak Hour**: 2013	1,600	1,200	2,400	2,900	2,400	1,900	1,900
(I)+ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.	**Peak Hour**: 2020	1,900	1,400	2,600	3,100	2,500	2,100	2,100
+ : Ultimate R/W will reflect existing R/W.	**Peak Hour**: 2035	2,700	1,900	3,000	3,600	2,900	2,700	2,700
C*: Cartmill Ave/SR 63 intersection will have LOS "F" by 2035 with existing geometrics. A 6-lane facility with dual left-turn lanes and a dedicated right turn lane is recommended if practicable.	**% Trucks**: AADT	5%	5%	5%	5%	9%	9%	9%
	% Trucks: Peak Hour	3%	3%	3%	3%	5%	5%	5%

Transportation Concept Report

State Route 63

SUMMARY CHART 1B

LEGEND

Existing Lanes — Conventional

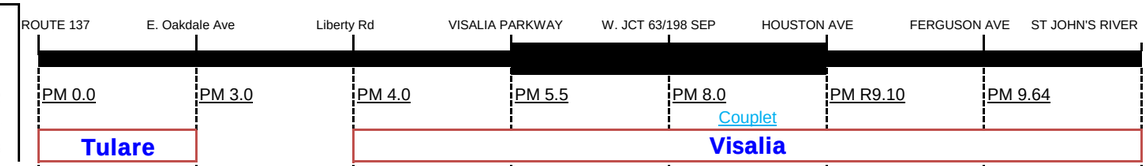
Planned or Programmed by 2035 — Expressway

Add Through Lanes

Number of Lanes: 2, 4, 6

* Length of segments not to scale

Dir = Direction



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

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

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

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

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

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

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

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

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

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

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

SEGMENT	1	2	3	4	5	6	7
County / Route	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63	TUL / 63
Description Begin	STATE ROUTE 137	E. OAKDALE AVE	LIBERTY RD	VISALIA PARKWAY	W. JUNCTION 63/198 SEPARATION	HOUSTON AVE	FERGUSON AVE
Description End	E. OAKDALE AVE	AVE 264 / LIBERTY AVE	VISALIA PARKWAY	W. JUNCTION 63/198 SEPARATION	HOUSTON AVE	FERGUSON AVE	ST JOHN'S RIVER
Postmile Limits Begin/End (PM)	0.000 /3.010	3.010/ 4.010	4.010 / 5.485	5.485 / 7.970	7.970 / R9.095	R 9.095 / 9.640	9.640 / 10.630
Length (MI)	3.010	1.000	1.475	2.485	1.125	0.545	0.990
Functional Classification	Principal Arterial	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	NO	NO	NO	NO	NO	NO	NO
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	NO	NO	NO	NO	NO	NO	NO
	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	2014 TCAG RTP D	2014 TCAG RTP D	2014 TCAG RTP D	2014 TCAG RTP D	2014 TCAG RTP D	2014 TCAG RTP D	2014 TCAG RTP D
General Plan/RTP Standard Highway Classification	City of Tulare: Major Arterial	2014 TCAG RTP: Principal/Minor Arterial	2014 TCAG RTP: Principal/Minor Arterial	2014 TCAG RTP: Principal/Minor Arterial	2014 TCAG RTP: Principal/Minor Arterial	2014 TCAG RTP: Principal/Minor Arterial	2014 TCAG RTP: Principal/Minor Arterial
Passing Lanes (Y/N)	NO	NO	NO	NO	NO	NO	NO
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES

Transportation Concept Report

State Route 63

SUMMARY CHART 2A

LEGEND

Existing Lanes

Planned or Programmed by 2035

Add Through Lanes

Conventional

Expressway

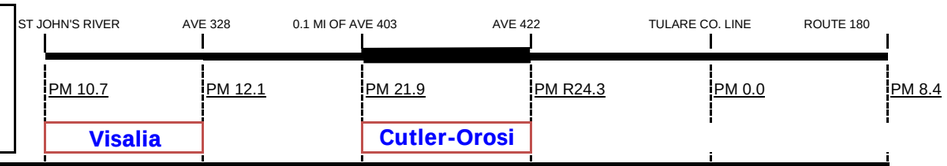
Number of Lanes

2

4

* Length of segments not to scale

Dir = Direction



	SEGMENT	8	9	10	11	12
Segment: Is self-explanatory except for several data sets:	County / Route	TUL / 63	TUL / 63	TUL / 63	TUL / 63	FRE / 63
Rural/Urban: Indicates whether the segment is in a rural area or city limits.	Description Begin	ST JOHN'S RIVER	AVE 328	0.1 MI N. OF AVE 403	AVE 422	TULARE CO. LINE
Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.	Description End	AVE 328	0.1 MI N. OF AVE 403	AVE 422	FRESNO CO. LINE	ROUTE 180
	Postmile Limits Begin/End (PM)	10.630 / 12.130	12.130 / 21.990	21.990 / R24.322	R24.322 / R30.084	0.000 / 8.362
ROW: Portrays Right-of-Way (ROW) and geometric data in feet.	Length (MI)	1.500	9.860	2.332	5.762	8.362
Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.	Rural / Urban	URBAN/RURAL	RURAL	URBAN	RURAL	RURAL
	Terrain	FLAT	FLAT	FLAT	FLAT	ROLLING
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.	**ROW**: Range Existing (FT)	80.0 / 110.0	80.0 / 110.0	80.0 / 80.0	50.0 / 60.0	55.0 / 60.0
	Median Range (FT)	0.0 / 0.0	0.0 / 0.0	0.0 / 0.0	0.0 / 0.0	0.0 / 0.0
	Shoulder Range (FT) - Treated	8.0 / 8.0	8.0 / 8.0	8.0 / 8.0	0.0 / 0.0	0.0 / 0.4
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.	Lane Width (FT)	12	12	12	12	12
	Ultimate ROW (FT)	110	110	110	110	110
	Facility: Existing	2C	2C	4C	2C	2C
	2035 Concept	4C	4C	4C	2C(I)	2C(I)
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.	UTC	4C	4C	4C	4C	4C
	LOS: 2013	C	C	B	B	B
	LOS: 2020	D	C	B	B	B
Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.	**LOS**: 2035	D	C	B	B	C
	LOS: Concept 2035	D	D	D	D	D
	Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A
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).	Project in STIP/RTP (Y/N)	No	No	No	No	No
	LOS W/ Concept Improvement	D	D	D	D	D
	Directional Split (Peak Hour)	53	53	54	55	52
% Trucks: shows the percentage of trucks for AADT and Peak Hour.	**AADT**: 2013	11,100	8,200	9,100	3,300	1,900
AADT: signifies Annual Average Daily Traffic.	**AADT**: 2020	12,200	8,800	9,600	3,900	2,700
Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.	**AADT**: 2035	14,900	10,100	10,600	5,200	4,500
N/A - Not deficient, no project recommended/not applicable.	**Peak Hour**: 2013	930	690	1,150	330	190
(I) 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.	**Peak Hour**: 2020	1,040	740	1,210	390	280
	Peak Hour: 2035	1,270	850	1,330	520	460
	% Trucks: AADT	12%	13%	8%	14%	14%
	% Trucks: Peak Hour	8%	8%	5%	8%	8%

Transportation Concept Report

State Route 63

SUMMARY CHART 2B

LEGEND

Existing Lanes

Planned or Programmed by 2035

Add Through Lanes

Conventional

Expressway

Number of Lanes

2

4

* Length of segments not to scale

Dir = Direction

ST JOHN'S RIVER — AVE 328 — 0.1 MI OF AVE 403 — AVE 422 — TULARE CO. LINE — ROUTE 180

PM 10.7 — PM 12.1 — PM 21.9 — PM 24.3 — PM 0.0 — PM 8.4

Visalia — **Cutler-Orosi**

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

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

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

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

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

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

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

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

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

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

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

SEGMENT	8	9	10	11	12
County / Route	TUL / 63	TUL / 63	TUL / 63	TUL / 63	FRE / 63
Description Begin	ST JOHN'S RIVER	AVE 328	.1 MI S. OF AVE 403	AVE 422	TULARE CO. LINE
Description End	AVE 328	.1 MI S. OF AVE 403	AVE 422	FRESNO CO. LINE	ROUTE 180
Postmile Limits Begin/End (PM)	10.630 / 12.130	12.130 / 21.990	21.990 / R24.322	R24.322 / R30.084	0.000 / 8.362
Length (MI)	1.500	9.860	2.332	5.762	8.362
Functional Classification	Principal Arterial	Minor Arterial	Principal Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or 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
Scenic (Yes: Officially Designated, Eligible or No)	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	2014 TCAG RTP D	2014 TCAG RTP D	2014 TCAG RTP D	2014 TCAG RTP D	Fresno Co LOS C for Regionally Significant System
General Plan/RTP Standard Highway Classification	2014 TCAG RTP: Principal/Minor Arterial	2014 TCAG RTP: Principal/Minor Arterial	2014 TCAG RTP: Principal/Minor Arterial	2014 TCAG RTP: Principal/Minor Arterial	Fresno Co Regionally Significant Road
Passing Lanes (Y/N)	NO	NO	NO	NO	NO
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES

Notes:

City of Tulare

Segment 1 beginning and ending limits are now from Route 137 to E. Oakdale Ave in order to be consisitent with the City's 2035 Urban Deveelopment Boundary (UDB). Previously, the ending limit was Cartmill Ave which is the existing City Limit.

Cartmill Ave Intersection will be deficient by 2020 with unacceptable LOS "E" and by 2035 will degrade to LOS "F" with the existing geometrics. A 6-lane facility with dual left-turn lanes and a deicated right turn lane is recommended if practicable in order to mitigate degraded performance by 2035.
With this new geometry in place by 2035, the intersection will operate at an acceptable LOS "D".

City of Visalia

Visalia Parkway Intersection is forecasted to operate at an unacceptable LOS "F" by 2035 when the Demaree to Ben Maddox project will be completed (2032). Possible mitigations:
SR 63 (Mooney Blvd): A 6-lane facility with dual left turn lanes and dedicated right turn lane.
Visalia Parkway : A 4-lane facility with dual left turn lanes and dedicated right turns.
A combination of these two improvements will provide an acceptable LOS "D" .

Caldwell Ave intersection is projected to operate at an unacceptable LOS "E" by 2035 with the existing geometry. The existing geometry is the ultimate facility. Very impractical to add more capacity via widening. Other possible future improvements that can help operational performance along this segment are:

A) Enhanced signal coordination along the corridor
B) Transit enhancements : Bus by-pass lanes at signalized intersections, more bus stops, signalized queue jump lanes, and reduced headways for transit buses
C) Bicycle lanes: provide left of right-turn lanes, 5 or 6 ft widths as part of mitigation measures.

Segent 7 extended from Riggins Ave to St Johns River since it will become a 4 lane facility by 2017.

Ultimate R/W: 138 feet for tangent between intersections and 158 feet for the increased right of way needed to provide for the turning movements and other modes of travel.

APPENDIX D
RESOURCES

1) American Dreams Inc., "National Register of Historic Places," http://www.nationalregisterofhistoricplaces.com/CA/state.html
2) California Community Colleges, "College of the Sequoias," http://californiacommunitycolleges.cccco.edu
3) California Department of Finance, Demographic Research Unit, "Table 3A: Total Population by Race (1) and Hispanic or Latino: April 1, 2010 – Incorporated Cities and Census Designated Places (CDP) by County in California," Census 2010
4) California Department of Fish and Game, "California National Diversity Database (CNDDB)," http://www.imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp
5) California Department of Transportation: District 6, "California State Highway Log," 2002
6) California Department of Transportation: District 6, "Status of Projects," April 2014
7) California Department of Transportation: District 6, Traffic Data Branch, 2011 Truck
8) California Department of Transportation: District 6, "Transportation Concept Report (TCR State Route 63," July 2006
9) California Department of Transportation: District 6, "Transportation Management Center (TMC) Element Search Engine
10) California Department of Transportation: District 6, "Weight in Motion Scales," http://www.dot.ca.gov/hq/traffops/trucks/datawim/wim06.pdf
11) California Department of Transportation: District 6, "Weigh Stations" scales, http://www.dot.ca.gov/hq/traffops/trucks/weigh-stations/weigh-sta-map.pdf
12) California Highways Organization, "California Highways, Route 63," www.cahighways.org
13) California Sustainability Alliance, "2010 Showcase Awards," http://sustainca.org/showcase/2010
14) California Water Resources Control Board, "Geotracker," http://www.geotracker.waterboards.ca.gov
15) Cambridge Systemics, Inc., "San Joaquin Valley Interregional Goods Movement Plan: Task 1: Existing Conditions Assessment Technical Memorandum," January 2012
16) City of Orange Cove, "About Orange Cove," http://www.cityoforangecove.com/about-orange-cove.html
17) City of Tulare, "2011 Comprehensive Annual Financial Report," http://www.ci.tulare.ca.us/pdfs/11-Financial%20Statements%20Final.pdf
18) City of Tulare, "Community Profile," http://www.ci.tulare.ca.us/welcome/profile.htm
19) City of Visalia, "History of Visalia," http://www.ci.visalia.ca.us/about/history_of_visalia.asp
20) College of the Sequoias, "About Our College," http://www.cos.edu/About/Pages/default.aspx
21) Demoro, Harre W., "California's Electric Railways," Glendale, California: Interurban Press, 1986
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