Transportation Concept Report

State Route 190
District 06
October 2015

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

California Department of Transportation

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

Approvals:

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State Route 190 in the Sierra Nevada Mountains

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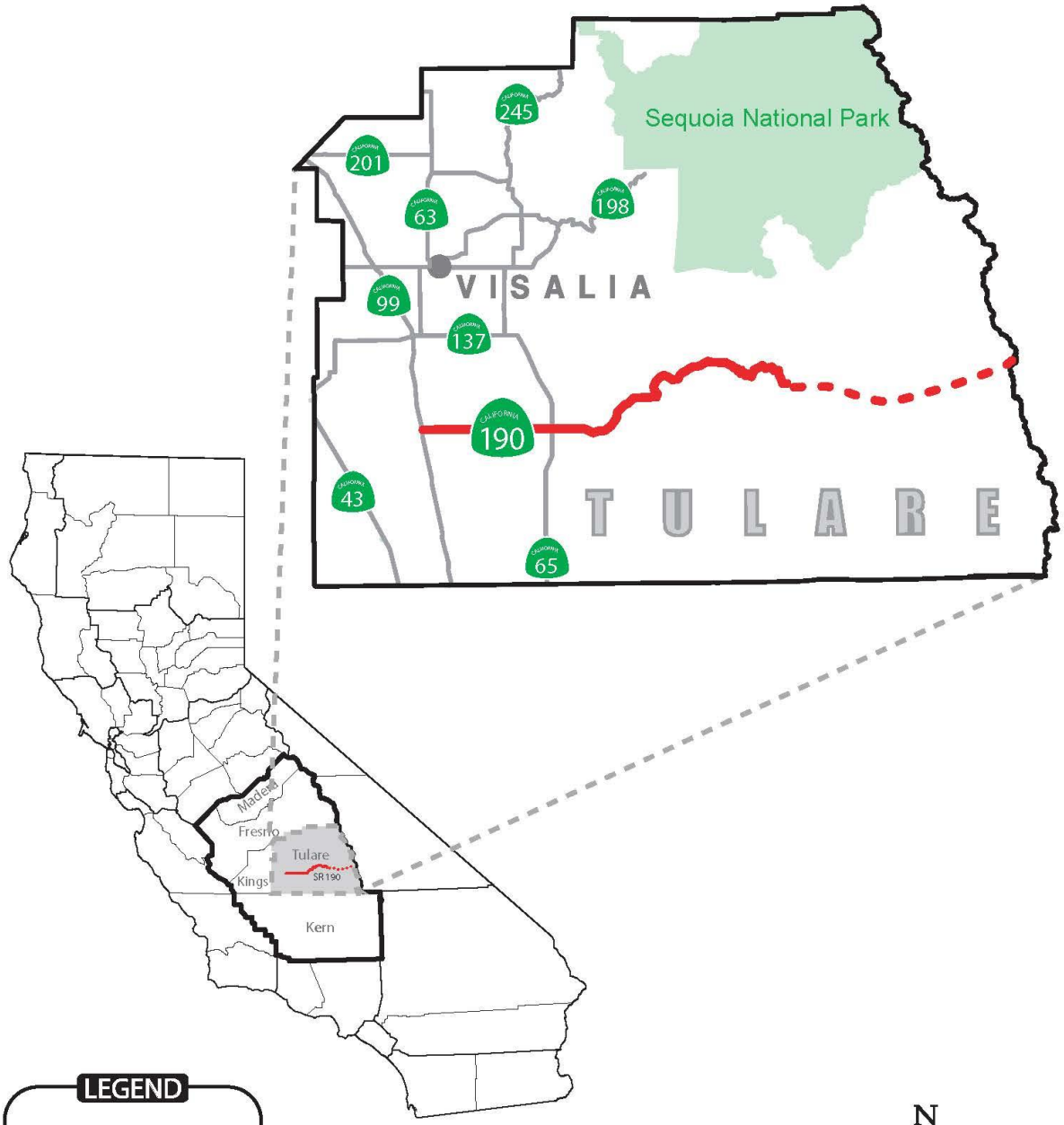
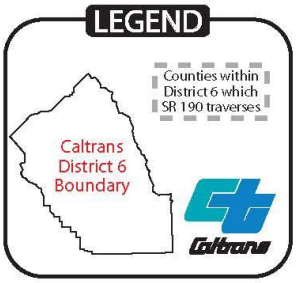
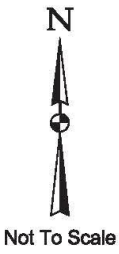
STATE ROUTE 190
TRANSPORTATION CONCEPT REPORT

LOCATION MAP







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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

In District 6, State Route (SR) 190 traverses west to east from Tipton to Sequoia National Park, and is solely located in Tulare County. It connects Porterville and the mountain communities of the southern Sierra Nevada with SR 99, one of the main arteries in central California. The route currently exists as mainly two-lane conventional highway with the exception being a four-lane expressway in the urban area of Porterville.

Base year (BY) for this report is 2014 and horizon year (HY) is 2035, unless otherwise noted.

Concept Summary

CONCEPT SUMMARY						
Segment*	**Segment Description**	**Existing Facility**	**20-25 Year Capital Facility Concept**	**20-25 Year System Operations and Management Concept**	**20-25 Year Facility Concept**	**Post-25 Year Concept**
1	SR 99/190 Sep to Rd 184	2C	4E	AC overlay and widen, left-turn channelization, and roundabout	4E with AC overly and widening, left-turn channelization, and a roundabout	4E
2	Rd 184 to 0.131 miles west of SR 65	2C	4E	Operational improvements	4E and operational improvements	4E, interchange at Westwood St
3	0.131 miles west of SR 65 to Blue Heron Pkwy/Rd 265	4E	4E, 4E to 6E from SR 65 to Main St	Median barrier, widen ramps and bridge at Main St, operational improvements, highway advisory radio, auxiliary lanes, signals at Plano St	4E, 4E to 6E from SR 65 to Main St, median barrier, ramps and bridge at Main St, operational improvements, highway advisory radio, auxiliary lanes, and signals at Plano St	4E, interchange at Main St, and interchange or undercrossing at Plano St
4	Blue Heron Pkwy/Rd 265 to Success Dam Access Rd	2C	2C with improvements, 4 lane from Hillcrest St to Rd 284/ Reservation Rd	Signalize or roundabout at Hillcrest St and Roundabout at Rd 284/Reservation Rd	2C with improvements, 4 lane from Hillcrest St to Rd 284/Reservation Rd, signalize or roundabout at Hillcrest St, and roundabout at Rd 284/Reservation Rd	4E and interchange at Hillcrest St
5	Success Dam Access Rd to Balch Park Rd	2C	2C with improvements	None	2C with improvements	4C
6	Balch Park Rd to Giant Sequoia National Monument	2C	2C with improvements	None	2C with improvements	4C
7	Giant Sequoia National Monument to Camp Nelson Rd	2C	2C with improvements	Replace and reline culverts	2C with improvements and replacement and relining culverts	2C with improvements
8	Camp Nelson Rd to Quaking Aspen Camp	2C	2C with improvements	None	2C with improvements	2C with improvements
9	Quaking Aspen Camp to the Inyo County Line	Unconstructed	Unconstructed	Unconstructed	Unconstructed	Unconstructed

*Please see Segment Map, Page 5

Concept Rationale

Considering reasonable financial and physical constraints, this TCR defines the appropriate route concept level of service (LOS) and facility type(s) for SR 190. 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

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

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

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

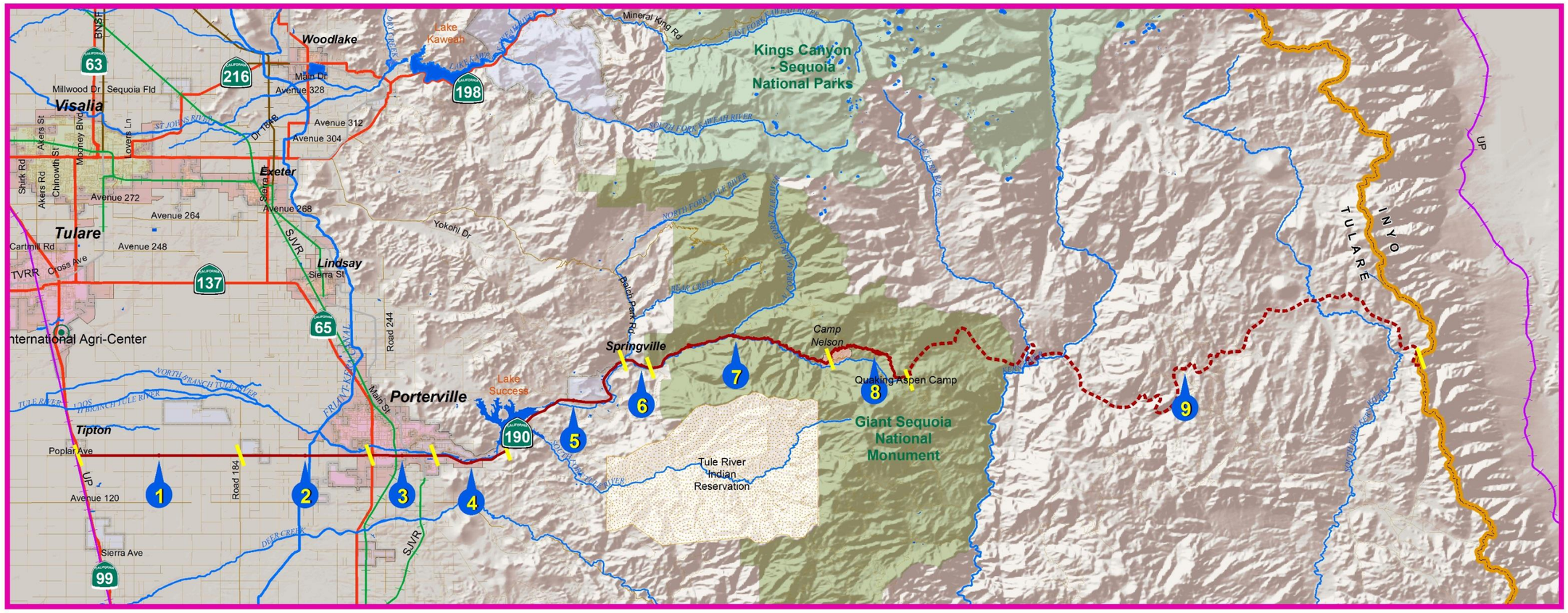
ROUTE SEGMENTATION			
Segment	Location Description	County_Route_ Beg. PM	County_Route_ End PM
1	SR 99/190 Separation to Rd 184	TUL_190_0.000	TUL_190_8.450
2	Rd 184 to 0.131 mile west of SR 65	TUL_190_8.450	TUL_190_R15.090
3	0.131 mile west of SR 65 to Blue Heron Pkwy/Rd 265	TUL_190_R15.090	TUL_190_18.453
4	Blue Heron Pkwy/Rd 265 to Success Dam Access Rd	TUL_190_18.453	TUL_190_22.550
5	Success Dam Access Rd to Balch Prk Rd	TUL_190_22.550	TUL_190_R32.704
6	Balch Prk Rd to Giant Sequoia National Monument	TUL_190_R32.704	TUL_190_34.300
7	Giant Sequoia National Monument to Camp Nelson Rd	TUL_190_34.300	TUL_190_47.980
8	Camp Nelson Rd to Quaking Aspen Camp	TUL_190_47.980	TUL_190_56.567
9	Quaking Aspen Camp to Inyo County Line (UNCONSTRUCTED)	TUL_190_56.567	TUL_190_87.567

ROUTE DESCRIPTION

Route Location: The route begins at SR 99 at Tipton in Tulare County in District 6 and ends at SR 127 near Death Valley Junction in Inyo County in District 9. The District 6 portion ends Quaking Aspen in the Sierra Nevada Mountains. The unconstructed portion continues on to SR 395 in Inyo County. The unconstructed portion in District 6 is approximately 31 miles. The constructed portion of the route in District 6 is nearly 57 miles.

Route Purpose: The route provides transportation from the valley floor to the Sierras. Mountain communities have few options of transport and SR 190 is one option. The route also serves recreational travelers and employees of power companies and the national forest.

Major Route Features: The route has an interchanges with SR 99 and SR 65. The route near the City of Porterville and eastward generally follows the Tule River. At the end of the constructed route, it meets up with the county maintained Western Divide Highway.



9 4.5 0 9 Miles

STATE ROUTE 190
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

Tulare County

Segment 1: **SR 190 PM 0.000/8.450**
SR 99/190 Sep to Rd 184

Segment 2: **SR 190 PM 8.450/R15.090**
Rd 184 to 0.131 miles west of SR 65

Segment 3: **SR 190 PM R15.090/18.450**
0.131 miles west of SR 65 to Blue Heron Pkwy/Rd 265

Segment 4: **SR 190 PM 18.450/22.550**
Blue Heron Pkwy/Rd 265 to Success Dam Access Rd

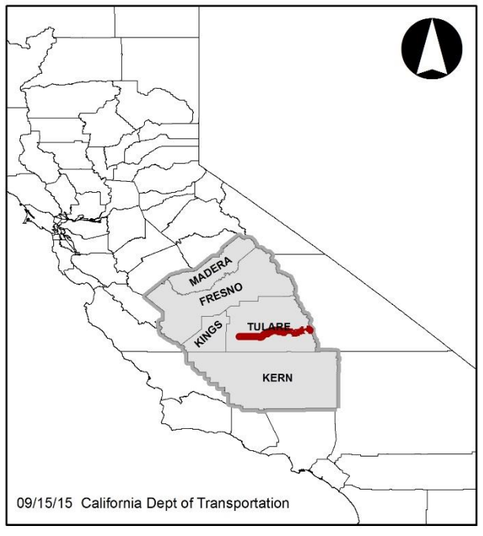
Segment 5: **SR 190 PM 22.550/R32.704**
Success Dam Access Rd to Balch Prk Rd

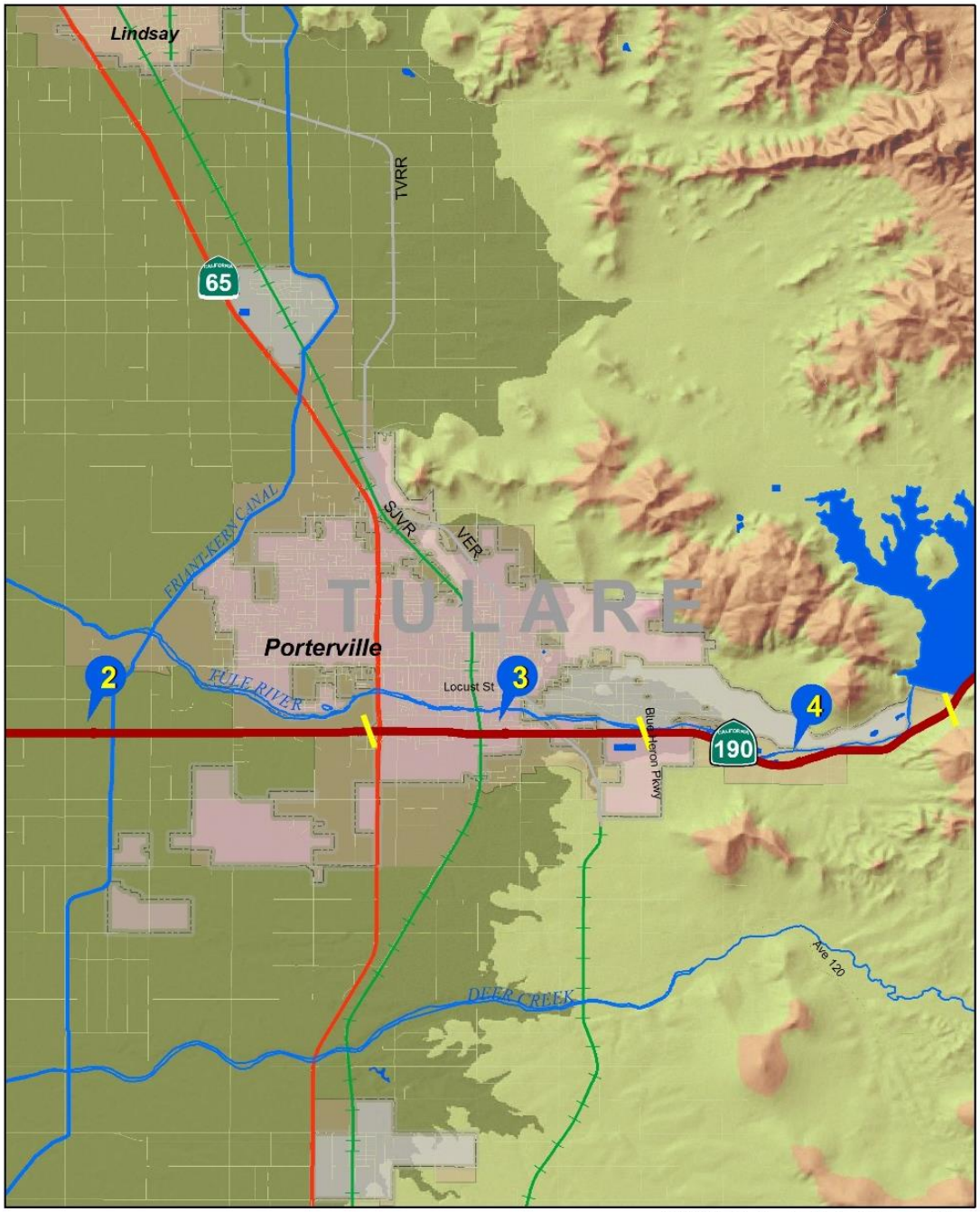
Segment 6: **SR 190 PM R32.704/ 34.300**
Balch Prk Rd to Giant Sequoia National Monument

Segment 7: **SR 190 PM 33.389 /47.980**
Giant Sequoia National Monument to Camp Nelson Rd

Segment 8: **SR 190 PM 47.980/56.567**
Camp Nelson Rd to Quaking Aspen Camp

Segment 9: **SR 190 PM 56.567/87.567**
UNCONSTRUCTED: Quaking Aspen Camp to Inyo County Line (UNCONSTRUCTED)





04/06/15 California Dept of Transportation

0 0.5 1 2 Miles

STATE ROUTE 190
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

Route Designations and Characteristics:

Segment	1	2	3	4	5	6	7	8	9
Freeway & Expressway	No	No	No	No	No	No	No	No	UNCONSTRUCTED
National Highway System	No	No	No	No	No	No	No	No	
Strategic Highway Network	No	No	No	No	No	No	No	No	
Scenic Highway	No	No	Eligible from PM 15.2 on	Eligible	Eligible	Eligible	Eligible	Eligible	
Interregional Road System	No	No	Yes	Yes	Yes	Yes	Yes	Yes	
High Emphasis	No	No	No	No	No	No	No	No	
Focus Route	No	No	No	No	No	No	No	No	
Federal Functional Classification	Minor Arterial	Minor Arterial	Other Freeway or Expressway	Minor Arterial	Minor Arterial	Major Collector	Major Collector	Major Collector	
Goods Movement Route	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)	CA Legal Advisory Route 30 KPRA	CA Legal Advisory Route 30 KPRA	
Rural/Urban/ Urbanized	Rural	Rural/Urban	Urban	Urban/Rural	Rural	Rural	Rural	Rural	
Metropolitan Planning Organization	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	
Regional Transportation Planning Agency	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	
Congestion Management Agency	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	TCAG	
County Transportation Commission	NA	NA	NA	NA	NA	NA	NA	NA	
Local Agency	Tulare County	Tulare County/City of Porterville	City of Porterville	City of Porterville/Tulare County	Tulare County	Tulare County	Tulare County	Tulare County	
Tribes	*	*	*	*	*	*	*	*	
Air District	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	SJVAPCD	
Terrain	Flat	Flat	Flat	Flat	Rolling	Mountainous	Mountainous	Mountainous	

* Michahai Wuksachi Band of Eshom Valley, Santa Rosa Rancheria Tachi Tribe, Santa Rosa Rancheria Tachi Yokuts Tribe, Tubatulabal of Kern County, Tule River Indian Tribe, Wukchumni Tribe

COMMUNITY CHARACTERISTICS

The community of Tipton is located on SR 99 and reaches south to SR 190. Tipton's population as of the 2010 U.S. Census, was 2,543, with over 84% being of Hispanic descent. The community serves SR 99 traffic and has modest services. Tipton began as a junction on the railroad in 1872. Tipton was once known as the "Cotton Capital of the World," as it had many cotton gins, and still has one in operation.

The community of Poplar, which is on the north side of SR 190 is approximately nine miles east from Tipton. Poplar's population as of the 2010 U.S. Census, was 2,470, with just over 73% being of Hispanic descent. Poplar is mainly a small farming community. Poplar was founded in 1879 and named for the poplar trees that grew in front of the first postmaster's residence.

About five miles east is the City of Porterville. Porterville's population as of the 2010 U.S. Census was 54,165, with over 54% being of Hispanic descent. Porterville is known as the Gateway to the Sequoia National Park and Monument, as SR 190 heads east out of Porterville to the park and monument. Native Americans, such as the Tule River Indian Tribe, have inhabited this region for hundreds of years. The earliest settlers came to the region around 1826. At that time, the area was marshy and the locality not particularly conducive to settlement. Not until the California Gold Rush, did the Porterville area become settled. Porterville was named after Royal Porter Putnam, an early settler. The city was incorporated in 1902. Porterville has a community college with an enrollment of about 4,000 students. Major employers in the Porterville area include: Porterville Development Center, Porterville Unified School District, Walmart (has a distribution center in Porterville), Sierra View District Hospital, Eagle Mountain Casino (operated by the Tule River Indian Tribe), City of Porterville, Foster Farms, Burton School District, U.S. Forest Service – Sequoia National Forest, and Beckman Coulter (maker of biomedical laboratory instruments).

About fifteen miles further east on SR 190 is the community of Springville. Springville's population as of the 2010 U.S. Census was 934, with just over 11% being of Hispanic descent. Springville's elevation rests at about 1,000 feet. It is a quaint community with some preserved historic buildings. The route is the main street of the town. The town was originally named Daunt after William Daunt who opened the first store in the town in 1860. Its name was changed in 1911 to Springville after the natural soda springs in the area. Springville started as a logging town and had a large box factory and mill. To haul the lumber and agricultural products, the Porterville Northeastern Railroad was built. It was built in 1911 and eventually became incorporated into the Southern Pacific Railroad. The railroad was closed with the construction of the Lake Success Dam. In the early 1900s, a tuberculosis sanitarium was opened. It was called the Tulare-Kings Counties Joint Tuberculosis Sanitarium located on the north side of SR 190. Those ill from the contagious lung disease had the clean mountain air to help them recover. Since tuberculosis diagnoses have plummeted, the sanitarium was converted into senior housing. Springville is the last main stop to the Sequoia National Forest. It has a charming small town attitude with historic pride. Logging and cattle ranching are still the main economic means.

Pierpoint Springs is a small, rugged mountain community at about 4,400 feet in elevation. Pierpoint Springs' population as of the 2010 U.S. Census was 52, with about 2% being of Hispanic descent. Pierpoint Springs hosts a resort and luxury homes.

Near the end of the existing route is Camp Nelson. Elevation is 4,760 feet. Camp Nelson's population as of the 2010 U.S. Census was 97, with about 6% being of Hispanic descent. Camp Nelson has a resort and was a popular retreat in the early 1900s. Prior to 1922, there was no road into Camp Nelson. Camp Nelson was the headquarters for various pack trains to points along the Kern River, to Mount Whitney, and other mountain areas.

LAND USE

At its origin from SR 99, SR 190 is predominantly rural with some housing. There is a power substation on the northwest corner of SR 190 and Callison Road. Dairies are common along the route west of Porterville. Alfalfa, silage, and oats for the dairy cattle are grown along the route. Also vineyards and walnut and almond orchards are interspersed. Nearing Porterville, orange trees are added to the mix. Porterville is the main city on the route. It features residential, services, and various land uses. Porterville College, a two-year community college, is located on the south side of SR 190 between Main and Plano streets. The east side of Porterville, south on Blue Heron Parkway, is the Porterville Development Center. It was originally known as the Porterville State Hospital and built in 1945. Once solely for the care of people with epilepsy, it is now a care center for the developmentally disabled. Staff alone account for over 1,300 at the facility. Many of these employees commute on the route.

Beyond the city, land use becomes more recreational, open range, and orchards. West of Road 284 is the Eagle's Nest Resort, an RV park and campsite along the Tule River. At Road 284 north of the route, is a gravel, sand, and top soil mining area. The Tule River Tribe is developing the Eagle Feather Trading Post on 80 acres of their tribal land. The plans for the Eagle Feather Trading Post are still being worked out, but may include: a solar farm, museum, shopping, restaurants, and other uses. Just east of this site, is Bartlett Park, a Tulare County park. The park features several picnic areas that are by reservation. Abutting the park, is Lakeside Trailer and Mobile Home Park which features some campsites. Adjacent to the trailer park is Lake Success. Lake Success is created by the dam of the same name on the Tule River built by the U.S. Army Corps of Engineers in 1961. The lake can hold 82,000 acre feet of water. The Tule Recreation Area is adjacent to the lake and has a campground with 103 campsites open throughout the year. It is a popular recreational area for fishing, hiking, picnicking, sailing, and water-skiing. On the south side of the route a little further east, is the River Island Country Club. The country club features a restaurant for catering events and a golf course. Various golf tournaments are held at the facility throughout the year.

Just to the south of Springville on the west side of SR 190, is the Springville Rodeo Grounds. In April of each year, a Professional Rodeo Cowboys Association (PRCA) rodeo is held here. The town of Springville is a rather historic community with several buildings preserved or reconstructed as they were originally. The town has restaurants and other services.

North of Springville and north of the route, is Balch Park owned and maintained by Tulare County. The park is at 6,000 in elevation. It is part of the Mountain Home Demonstration State Forest which is part of the California Department of Forestry. Both sites are recreational areas featuring: backpacking, hiking, bird watching, camping, wildlife viewing, a museum, rock climbing, archaeological sites, fishing, and horseback riding.

The remainder of the route traverses through the Sequoia National Monument and Forest.

Springville Rodeo Grounds

LAND USE	
Segment	**Place Type**
1	Rural Settlements and Agricultural Lands
2	Rural Settlements and Agricultural Lands
3	Urban center/Suburban center
4	Suburban corridor/Dedicated Use Areas
5	Rural Settlements and Agricultural Lands/Rural Towns
6	Protected Lands
7	Protected Lands/Rural Settlements
8	Protected Lands/Rural Settlements
9	UNCONSTRUCTED

SYSTEM CHARACTERISTICS

Existing SR 190 is predominantly a two-lane conventional highway, except in the City of Porterville, where it is a four-lane expressway. The 2035 Concept Facility would include a four-lane expressway in the first two segments. The unconstructed portion would remain unconstructed.

Signals are only found in the Porterville area in Segment 3. Traffic count stations exist in all segments except Segment 4. Only in the first there segments are any transportation management system (TMS) elements proposed for the future.

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

SYSTEM CHARACTERISTICS										
Segment		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Existing Facility										
Facility Type		C	C	E	C	C	C	C	C	UNCONSTRUCTED
General Purpose Lanes		2	2	4	2	2	2	2	2	
Lane Miles		16.9	13.28	13.452	8.194	20.308	3.192	27.36	17.174	
Centerline Miles		8.45	6.64	3.363	4.097	10.154	1.596	13.68	8.587	
Auxiliary Lanes		0	0	0	0	0	0	0	0	
Passing Lanes		0	0	0	0	0	0	0	0	
Truck Climbing Lanes		0	0	0	0	0	0	0	0	
Concept Facility										
Facility Type		E	E	E	C	C	C	C	C	UNCONSTRUCTED
General Purpose Lanes		4	4	4	2	2	2	2	2	
Lane Miles		33.8	26.56	13.452	8.194	20.308	3.192	27.36	17.174	
Centerline Miles		8.45	6.64	3.363	4.097	10.154	1.596	13.68	8.587	

SYSTEM CHARACTERISTICS										
Segment		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
TMS Elements										
TMS Elements (BY)		Traffic count stations	Traffic count station	Traffic count stations, signals	None	Traffic count stations	Traffic count station	Traffic count stations	Traffic count station	UNCONSTRUCTED
TMS Elements (HY)		Closed circuit TV, changeable message sign	Changeable message sign	Highway advisory radio	None	None	None	None	None	

BICYCLE FACILITY

From the beginning of the route to SR 65, the route has treated shoulders varying in width from zero to eight feet. The highway is straight and flat with excellent sight distances. However, in the fall and winter the fog can diminish the sight distances making bicyclists less visible.

In the City of Porterville, from SR 65 to Blue Heron Parkway, the shoulders are treated and are eight feet in width. From Blue Heron Parkway to Balch Park Road, the treated shoulders range from four to eight feet. The terrain becomes more rolling. The remainder of the route has narrow to no shoulders, with existing shoulders untreated. The terrain is mountainous and sight distances in some areas are poor. The highway has tighter curves and drop-offs in the rugged terrain.

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.

For further information, please see Appendix C, Bicycle Information.

BICYCLE FACILITY					
Segment	State Bicycle Facility		Parallel Bicycle Facility within ½ mile of route (if bike prohibited only)		
	Bicycle Access Prohibited	Facility Type	Parallel Facility Present	Segment ID	Name
1	No	NA	NA	NA	NA
2	No	NA	NA	NA	NA
3	No	NA	NA	NA	NA
4	No	NA	NA	NA	NA
5	No	NA	NA	NA	NA
6	No	NA	NA	NA	NA
7	No	NA	NA	NA	NA
8	No	NA	NA	NA	NA
9	UNCONSTRUCTED				

PEDESTRIAN FACILITY

In the urban area of Porterville and a small section in Springville are sidewalks present. There are few crosswalks along the route, again being in Porterville and Springville. The route features only two signals, at Jaye Street and Plano Street in Porterville. The rest of SR 190 is primarily rural or mountainous with little need for pedestrian facilities.

Please see the Appendix D: Pedestrian Information for more information.

PEDESTRIAN FACILITY				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
1	No	None	SR 99	Not signalized, grade separated
				No crosswalk, no sidewalk
			SR 99 ramp	Not signalized, at-grade
				No crosswalk, no sidewalk, curb
			Evans Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Callison Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 128	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 136	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 140	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 144	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 148 (basically a dirt road)	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 152	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 160	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 168	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 176	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 180	Not signalized, at-grade
				No crosswalk, no sidewalk
2	No	Minimal	Rd 184	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 191	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 192	Not signalized, at-grade
				No crosswalk, some sidewalk with ADA ramps
			Rd 200	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 208/Rockford Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 216	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 224/Westwood Rd	Not signalized, at-grade
				No crosswalk, no sidewalk, some curb
			Newcomb St	Not signalized, at-grade
				No crosswalk, no sidewalk
			Prospect St	Not signalized, at-grade
				No crosswalk, no sidewalk
3	Yes	Varies	SR 65	Not signalized, grade separated
				No crosswalk, no sidewalk
			Jaye St	Signalized, at-grade
				One crosswalk, sidewalks
			Main St	Not signalized, grade separated
				No crosswalk, no sidewalk
			Plano St	Signalized, at-grade
				Crosswalk, sidewalks at corners
			Martin St	Not signalized, at-grade
				No crosswalk, no sidewalk, curb
4	Parts	No	Blue Heron Pkwy/Rd 265	Not signalized, at-grade
				No crosswalk, no sidewalk, curb
			Rd 284	Not signalized, at-grade
				No crosswalk, no sidewalk
			Road at PM 22.311	Not signalized, at-grade
				No crosswalk, no sidewalk
5	No	Varies	Success Dam Access Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ave 160/Success Valley Dr	Not signalized, at-grade

PEDESTRIAN FACILITY				
Segment	Ped. Access Prohibited	Sidewalk Present	Junction	
			Location	Type
				No crosswalk, no sidewalk
			Pleasant Oak Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Rd 320/River Island Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Montgomery Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Globe Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Globe Dr/Mtn Rd 172A	Not signalized, at-grade
				No crosswalk, no sidewalk
			Bogart Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			La Paloma Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Pine Dr/Radeleff Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			James Ave	Not signalized, at-grade
				No crosswalk, no sidewalk
			Ward Ave/Cramer Dr	Not signalized, at-grade
				Crosswalk, some sidewalk
			Tule River Dr	Not signalized, at-grade
				No crosswalk, some sidewalk
			Bridge Dr	Not signalized, at-grade
				Crosswalk, sidewalk
			Walker's Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Shingle Mill Rd Left	Not signalized, at-grade
				No crosswalk, no sidewalk
			Shingle Mill Rd Right	Not signalized, at-grade
				No crosswalk, no sidewalk
6	No	No	Balch Prk Rd	Not signalized, at-grade
				No crosswalk, no sidewalk
			Wild Turkey Wy	Not signalized, at-grade
				No crosswalk, no sidewalk
7	No	No	Mountain Rd 189	Not signalized, at-grade
				No crosswalk, no sidewalk
			Forest Rte 20S15	Not signalized, at-grade
				No crosswalk, no sidewalk
			Wishon Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Pierpoint Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			McComber Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Bourbon Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Way Ct	Not signalized, at-grade
				No crosswalk, no sidewalk
8	No	No	Nelson Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Forest Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Sutherland Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Forest Rte 20S46	Not signalized, at-grade
				No crosswalk, no sidewalk
			Redwood Dr	Not signalized, at-grade
				No crosswalk, no sidewalk
			Forest Rte 21S50	Not signalized, at-grade
				No crosswalk, no sidewalk
			Western Divide Hwy M-90	Not signalized, at-grade
				No crosswalk, no sidewalk
9	UNCONSTRUCTED			

Sidewalk in Springville

TRANSIT FACILITY

The City of Porterville and Tulare County Area Transit are the two transit providers for the route. Most of the service is found in the Porterville area. West of Porterville and beyond Springville transit is not present. Transit ridership numbers are for the 2012/2013 fiscal year. There are no park and ride lots serving the route.

Please see Appendix E: Transit Maps for more information.

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 FACILITY										
Segment	Mode & Collateral Facility	Name	Route End Points	Annual Ridership	Operating Period	Stops		Bikes Allowed on Transit	Location Description	# Parking Spaces
						Cities	Postmiles			
2-3	Traditional Bus	Tulare County Area Transit (TCaT) – Route 90	Woodville to Porterville	5,724	Weekdays	Woodville, Poplar, Porterville	NA	Y		
2-3	Traditional Bus	City of Porterville – Route 6	Transit Center to "F" St and Olive Ave	60,595	Daily	Porterville	R15.7	Y		
3	Traditional Bus	TCaT – Route 80	Porterville to Terra Bella	5,750*	Weekdays	Porterville, Terra Bella	NA	Y		
3	Traditional Bus	City of Porterville – Route 4	Transit Center to South Main St and Locust Ave	63,820	Daily	Porterville	NA	Y		
3	Traditional Bus	City of Porterville – Dial a COLT (Dial-A-Ride)	Within Porterville	11,090	Daily	Porterville	Various	N		
3-4	Traditional Bus	City of Porterville – Route 9	Transit Center to South County Justice Center	40,846**	Daily	Porterville	Various	Y		
3-5	Traditional Bus	TCaT – Route 70	Porterville to Springville	5,750*	Weekdays	Porterville, Springville	21.110, 32.26	Y		

* TCaT Routes 70 and 80 ridership numbers are combined

** Only includes December through June

FREIGHT

FREIGHT FACILITIES				
Facility Type/Freight Generator	**Location**	**Mode**	**Name**	**Major Commodity/ Industry**
Union-Pacific rail line	At the SR 99/SR 190 Junction	Rail	Union Pacific	Various
Freight generator	Porterville	Truck	Wal-Mart	Distribution center and store
Truck companies	Porterville and Tipton areas	Truck	JA Nelms Trucking Inc., MLM Trucking, RGT, AGR Contracting, Trisis Transport, Young's Commercial Transfer Inc., Barcellos Farms, DeBoer and Sons Trucking	Fresh produce, general, refrigerated foods, dry bulk, bulk agricultural products, machinery, livestock feed, livestock, amusement ride equipment

State Route 190 is an STAA terminal access route. There are no "Weigh in Motion" or weight scales of any type on this route.

At the beginning of the route in Tipton, the Union Pacific Railway runs parallel to SR 99. However, the route is served primarily by truck traffic and not by rail. The first three segments of the route have truck traffic amounting to over ten percent of the total traffic. In the first two segments, five-axle trucks account for over thirty percent of the total truck traffic. A typical freeway is considered to have significant regional goods movement traffic if ten percent of the total traffic is composed of trucks, and is considered to be a significant interregional goods movement route if thirty percent of the total trucks are five-axle trucks.

Porterville is home to a Wal-Mart distribution facility. According to Wal-Mart's webpage, each of their distribution centers in the United States is over one million square feet.

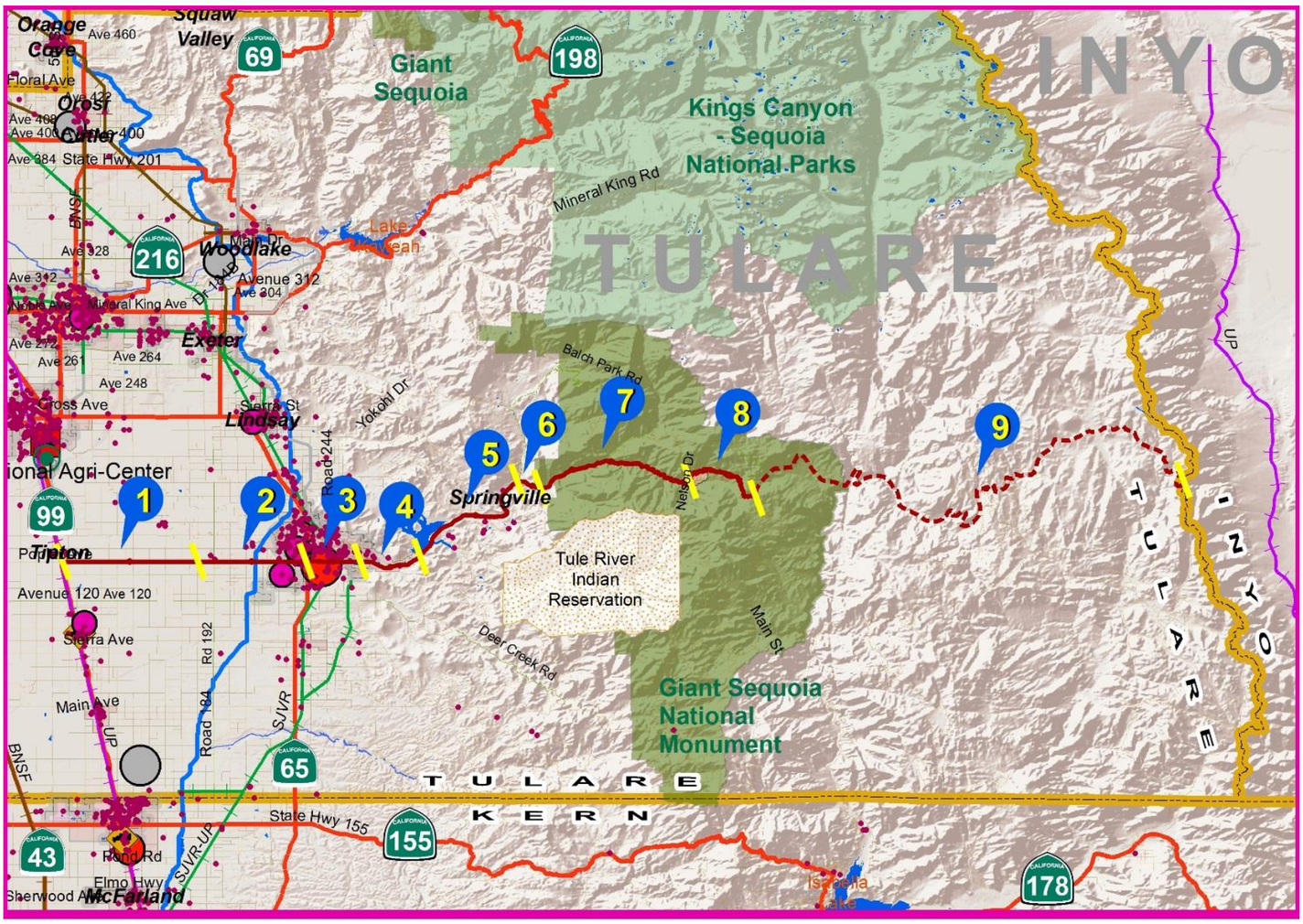
There are no railroad crossings along this route; thus, no at-grade crossings are found.

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 of the regional Blueprint Planning programs, Caltrans has developed a statewide interregional, multi-modal blueprint known as the *California Interregional Blueprint (CIB)*. It is being incorporated into the California Transportation Plan (CTP) 2040 update, scheduled for completion in December 2015. The CIB analyzes the benefits of multi-modal, interregional projects on the transportation system, and helps to expand understanding of the interactions between land use and transportation investments in meeting critical strategic growth and sustainability goals. The benefit of this effort will be stronger partnerships with regional and local agencies and tribal governments as well as better data for improved decision making at the State, regional, and local level. The CIB establishes a basis for integrating the interregional system into the Smart Mobility Framework, and delivers support for economic stewardship, connectivity, and reliability valued by freight shippers and carriers. The Inter-regional Blueprint synthesizes the Blueprint Planning work by regional agencies while focusing on the interregional system that is Caltrans' responsibility.

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.

Please see the Freight Map, next page.



Legend

SR190 Segments

- 1; 2; 3; 4; 5; 6; 7; 8
- 9
- Terminals_GeocodeAddresses
- CHP Truck Terminals (MISTER)
- 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

STATE ROUTE 190
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

09/08/15 California Dept of Transportation

ENVIRONMENTAL CONSIDERATIONS

The Blue Ridge National Wildlife Refuge about 11 miles north of Springville. The refuge consists of 11,000 acres with 900 acres of coniferous forest including ponderosa pine and incense cedar trees. It provides important habitat for the California condor. The refuge is not open to the public.

Further east is Balch Park which is also north of SR 190. In the late 1800s, a pioneer named John Doyle had intentions to develop the land into a mountain resort with over 100 lots. For the sake of the trees and habitat, Mr. Doyle was unsuccessful in his endeavor. In 1906, a power company bought the land and had intentions to clear the land and build a power plant. However, a prominent engineer in the power company, John Hays Hammond, was influenced by his wife, Natalie, who persuaded him not to cut down the noble Sequoias. Eventually, in 1923, Allan Balch purchased the land. Mr. Balch and his wife donated the land to Tulare County for a park. The park is home to Giant Sequoias and some of the largest trees in the world.

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

Sierra National Forest adjacent to SR 190

ENVIRONMENTAL CRITICAL SPECIES AND HABITAT			
Segment	**Flora**	**Fauna**	**Habitat**
1	Recurved larkspur, California jewelflower*	Swainson's hawk*, Tipton kangaroo rat*, San Joaquin kit fox*, Morrison's blister beetle, andrenid bee	None
2	California jewelflower*, San Joaquin adobe sunburst*, Springville clarkia*, striped adobe lily*	Tipton kangaroo rat*, San Joaquin kit fox*, American badger, vernal pool fairy shrimp*, Morrison's blister beetle	Northern Claypan Vernal Pool
3	San Joaquin adobe sunburst*, Springville clarkia*, striped adobe lily*	San Joaquin kit fox*, American badger, vernal pool fairy shrimp*, Morrison's blister beetle*	Northern Claypan Vernal Pool
4	Spiny-sepaled button celery, San Joaquin adobe sunburst*, Keck's checkerbloom*, Madera leptosiphon, calico monkeyflower, striped adobe lily*	California condor*, pallid bat, western mastiff bat, San Joaquin kit fox*, valley elderberry longhorn beetle*, Morrison's blister beetle	Northern Claypan Vernal Pool
5	Spiny-sepaled button celery, San Joaquin adobe sunburst*, Keck's checkerbloom*, Madera leptosiphon, calico monkeyflower, striped adobe lily*, recurved larkspur, Munz's iris, Abram's onion, Springville clarkia*, rose-flowered larkspur, knotted rush, Kaweah brodiaea*	California condor*, pallid bat, western mastiff bat, San Joaquin kit fox*, valley elderberry longhorn beetle*, Morrison's blister beetle, foothill yellow-legged frog, black swift, western pond turtle, molestan blister beetle, southern mountain yellow-legged frog*, California wolverine*	Northern Claypan Vernal Pool, Sycamore Alluvial Woodland
6	Springville clarkia*, rose-flowered larkspur, recurved larkspur, Munz's iris, knotted rush, Kaweah brodiaea*, Keil's daisy, Pierpoint Springs dudleya, Madera leptosiphon, unexpected larkspur, Shirley Meadows star tulip, greenhorn fritillary	Foothill yellow-legged frog, southern mountain yellow-legged frog*, California condor*, black swift, western mastiff bat, California wolverine*, molestan blister beetle, Sierra marten, fisher*, western pond turtle	Big Tree Forest
7	Keil's daisy, Pierpoint Springs dudleya, Springville clarkia*, Madera leptosiphon, unexpected larkspur, recurved larkspur, Munz's iris, knotted rush, Kaweah brodiaea*, Shirley Meadows star tulip, greenhorn fritillary, broad-nerved hump moss, purple mountain parsley, Tulare cryptantha, Mineral King draba, Shevock's milk-vetch copper-flowered bird's-foot trefoil	Foothill yellow-legged frog, southern mountain yellow-legged frog*, Sierra marten, fisher*, western pond turtle, Little Kern golden trout*, California wolverine	Big Tree Forest
8	Broad-nerved hump moss, purple mountain parsley, Tulare cryptantha, Mineral King draba, Shevock's milk-vetch, copper-flowered bird's-foot trefoil, Twisselmann's buckwheat, unexpected larkspur, field ivesia, Shirley Meadows star tulip, Kaweah fawn lily, greenhorn fritillary	Southern mountain yellow-legged frog*, Little Kern golden trout*, Sierra marten, Fisher*, California wolverine*	Big Tree Forest
9	NA	NA	NA

* Species has a special federal and/or state status

There is a property within close proximity to the route that is listed on the National Register of Historic Places. The chart below shows the property and in what segment it exists.

NATIONAL REGISTER OF HISTORIC PLACES			
Segment	**Name**	**Location**	**Description/Significance**
1	None	NA	NA
2	None	NA	NA
3	None	NA	NA
4	None	NA	NA
5	C.A. Elster Building	SR 190 and Tule River Dr, Springville	Built 1912 Listed 1982 Two story brick building with basement housed businesses, residences, and ice plant in basement
6	None	NA	NA
7	None	NA	NA
8	None	NA	NA
9	UNCONSTRUCTED		

In Springville, the brick C.A. Elster Building

NATIVE AMERICAN CONSIDERATIONS

The area near SR 190 and along the Tule River is the home of the Yaundanchi Yokuts.

The Tule River Tribe is in the process of planning the Eagle Feather Trading Post on the south side of SR 190 near Road 284/Reservation Road. The development is planned on 80 acres of their tribal land. The Eagle Feather Trading Post may include a solar farm, museum, shopping, restaurants, and other uses.

Road 284/Reservation Road provides access to the Tule River Tribal lands. With this road being so vital to the tribe, it was decided early in the design phase of the roundabout project to provide consultation with the tribe

and to provide a context-sensitive design that would be pleasing to all users while recognizing the importance of Road 284/Reservation Road.

A series of meetings between Caltrans and tribal staff, including tribal elders, were held and ideas for design elements were discussed and refined. Preliminary conceptual drawings were shared and discussed amongst the group. Refinements were made and design elements reflecting the heritage and history of the area were incorporated.

A partnership between Caltrans and the Tule River Tribe has led to a five-panel interpretive display located adjacent to the roundabout. This will provide interested travelers with information about the area and details the elements of the design.

The project has been a successful partnership between Caltrans and the Tule River Tribe leading to a context-sensitive design that is informative and aesthetically pleasing, while providing the needed safety improvements.

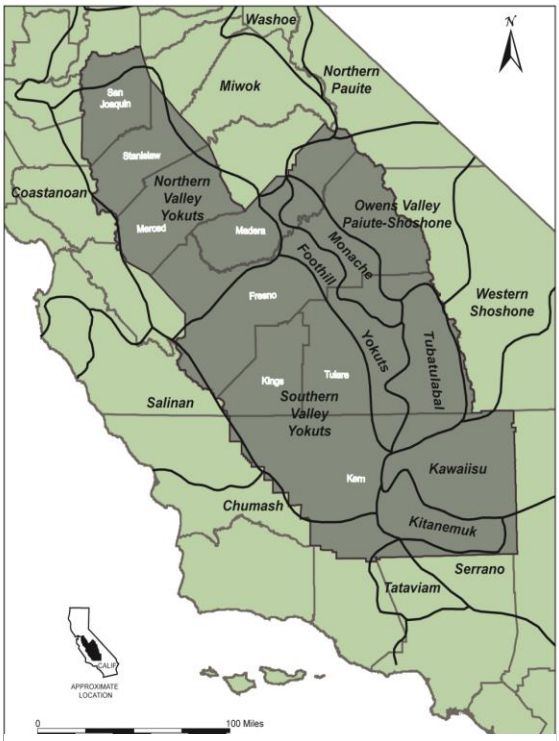


Figure 1:
Map of Ethnographic Territories in Eight County Study Area

Many California roads and highways originated along Tribal hunting and trading routes. The study, "*California Central Valley Tribal Transportation Environmental Justice Collaborative Project*" identified a number of Tribes that consider portions of the Central Valley as their ancestral land. This study was funded by a Caltrans Environmental Justice grant and was prepared for the Kern County Council of Governments (KCOG) and the Tubatulabals of Kern Valley Tribe on behalf of the eight San Joaquin Valley Metropolitan Planning Organizations (MPOs). These consist of the San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments (StanCOG), Merced County Association of Governments (MCAG), Madera County Transportation Commission (MCTC), Fresno Council of Governments (FCOG), Kings County Association of Governments (KCAG), KCOG, and the Tulare County Association of Governments (TCAG), in coordination with the tribal governments and communities of the region. The final report is available at: (http://www.kerncog.org/attachments/265_SJVTribalEJ Summary.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 190 passes through areas considered to be the traditional indigenous territories of the Southern Valley Yokuts, Foothill Yokuts, and Tubatulabals. Please note that many of the ethnographic territories overlap.

The Tule River Indian Tribe was awarded a Caltrans Sustainable Transportation Planning Grant (2015/2016 funding cycle) for the project titled, "A Comprehensive Master Plan for the Tule River Native Community." The funding will go towards developing a comprehensive circulation plan for the Tule River Native Community which will include existing conditions and needs assessment, improvements to address the Tule River Indian Reservation transportation needs and an improvement projects implementation and funding plan. Efforts for the development of the Tule River Complete Circulation Plan will be grounded in public participation tasks that will include a Tribal Advisory Committee and stakeholders, such as tribal cultural resources preservation specialists,

Indian health advocates, tribal administration, elders, youth, casino administration and employees, and others, to address the planning and development of roads, pedestrian, bicycle, and horse trails, and alternate routes leading in and out of the reservation. The plan is to be finalized no later than February 28, 2018.

Caltrans consults and coordinates with Tribal Governments and Communities in developing the TCR. The Tribal Governments and Communities are listed under “Tribes” in the Route Description table in the Route Description section of this report.

CORRIDOR PERFORMANCE

State Route 190 currently operates at an acceptable LOS "B" and "C". The heaviest traffic volumes occur within the City of Porterville. Truck traffic is highest in the first three segments. Truck data is from 2012.

CORRIDOR PERFORMANCE									
Segment	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Basic system operations									
AADT (BY)	4,500	10,200	26,800	9,040	5,400	1,400	500	500	Unconstructed
AADT (HY)	18,000	28,600	45,200	15,000	7,900	1,900	650	650	
Truck Traffic									
Total Average Annual Daily Truck Traffic (AADTT) (BY)	777	867	2727	896	371	50	28	16	Unconstructed
Total Trucks (% of AADT) (BY)	21%	16%	18%	8%	9%	8%	4%	4%	
5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	48	328	587	45	40	4	1	1	
5+ Axle Trucks (as % of AADT)(BY)	41%	38%	19%	5%	15%	6%	3%	6%	

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

KEY CORRIDOR ISSUES

In August 2013, the "SR 190 Corridor Study" was completed. It covered the City of Porterville's portion of SR 190 (Westwood Street to Reservation Road). The study was a traffic engineering document and feasibility study for the planning needs of Caltrans District 6 and to complement the City of Porterville's general plan. The study looked at future growth and estimated what types of improvements will be needed and when the current facility will fall below a LOS "D". Growth in the city is estimated to be from 2.5 to 3.0 percent. The table below shows the current and future needs.

SR 190 Improvements in the Porterville Area			
Location	**Current Need**	**2015 – 2035**	**Beyond 2035**
Westwood Street	Construct temporary improvements	Widen and signalize	Construct interchange
SR 190 from Westwood Street to SR 65	NA	Widen from 2C to 4E	NA
Newcomb Street	NA	Construct overcrossing	NA
Prospect Street	NA	Remove access	NA
SR 190 from SR 65 to Jaye Street	Construct WB auxiliary lane	Construct EB auxiliary lane	NA
Jaye Street	NA	Upgrade intersection	NA
Main Street	NA	Signalize ramp terminals	Complete partial interchange (double cloverleaf or partial cloverleaf/diamond)
Plano Street	Widen and signalize	Widen SR 190 from Jaye Street to Martin Street and widen Plano Street and signalize intersection	Construct undercrossing or construct interchange/roundabout
Martin Street	NA	Remove access	NA
Blue Heron Parkway	NA	To be evaluated later	NA
Hillcrest Street	NA	Construct roundabout or construct 4L and signalize	Construct interchange
SR 190 from Hillcrest Street to Reservation Road	NA	Widen from 2C to 4E	NA

Caltrans is looking into roundabouts at intersections over signals. Signals typically have a higher cost and require more maintenance than roundabouts. Roundabouts tend to eliminate head-on and broadside collisions. Along SR 190, this is already being implemented.

CORRIDOR CONCEPT

CONCEPT RATIONALE

Currently, the SR 190 operates at LOS "B" or "C". By 2035, segments 1 and 2 will fall to LOS "E" and segments 3 and 4 fall to LOS "D" without construction of a four-lane expressway in segments 1, 2, and 4. In five years, 2020, segments 2 and 4 fall to LOS "D" without widening to a four-lane expressway. None of the widening projects are programmed at this time.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

PLANNED AND PROGRAMMED PROJECTS				
Segment	**Description**	**Planned or Programmed**	**Location**	**Source**
1	AC overlay, shoulder widening, left-turn channelization, and utility relocation	Programmed	From SR 99 to just west of Rd 184	Caltrans District 6's Status of Projects/2014 TCAG RTP
1	Widen from 2 to 4 lanes	Planned – Unconstrained	From SR 99 to Rd 184	2014 TCAG RTP
1	Construct roundabout	Programmed	East of Rd 148 to west of Rd 160	Caltrans District 6's Status of Projects/2014 TCAG RTP
2 - 3	Widen from 2 to 4 lanes	Planned	From Rd 184 to SR 65	2014 TCAG RTP
2 - 3	Operational improvements at various locations	Programmed	From just west of Westwood Rd to just east of Plano St	Caltrans District 6's Status of Projects
3	Widen from 4 to 6 lanes	Planned	In Porterville, from SR 65 to Main St	2014 TCAG RTP
3	Widen on and off ramps and bridge structure	Planned	In Porterville, at Main St	2014 TCAG RTP
3	Install concrete median barrier	Planned	In Porterville, from Prospect St to Plano St	Caltrans District 6's Status of Projects
4	Intersection improvement, roundabout	Programmed	Near Porterville, at Rd 284/Reservation Rd	Caltrans District 6's Status of Projects/2014 TCAG RTP
7	Replace and reline culverts	Planned	Between Springville and Camp Nelson	Caltrans District 6's Status of Projects

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT				
Segment	**Description**	**Location**	**Source**	**Implementation Phase**
1	Widen from 2 to 4 lanes	From SR 99 to Rd 184	2014 TCAG RTP	Planned - Unconstrained
2 - 3	Widen from 2 to 4 lanes	Rd 184 to SR 65	2014 TCAG RTP	Planned
4	Construct roundabout	At Rd 284/Reservation Rd	Caltrans District 6's Status of Projects/2014 TCAG RTP	Programmed in PS&E/RW phase
4	Construct roundabout	At Hillcrest St	SR 190 Corridor Study	Planned – concept
4	Construct 4-lanes and signalize	At Hillcrest St	SR 190 Corridor Study	Planned – concept
4	Construct interchange	At Hillcrest St	SR 190 Corridor Study	Planned – concept
4	2C to 4E	From Hillcrest St to Rd 284/Reservation Rd	SR 190 Corridor Study	Planned - concept

LONG TERM RIGHT-OF-WAY NEEDS:

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

Please note: The number of lanes needed to meet the UTC for this route is only a guideline. The minimum ROW is "subject to change" in urban and suburban areas where a route also serves local circulation needs. The need to widen the roadway beyond the UTC may be necessary to maintain the target LOS. The local jurisdictions should endeavor to maintain adequate ROW to maintain the target LOS, which in an urban setting could exceed the UTC number of lanes. Where the State legislature has designated the Route as part of the Freeway and Expressway System, interchange and freeway right-of-way should be part of the General Plan so as not to adversely affect development.

The UTC may not be achievable in some areas due to existing development. In urban areas, it is also possible that the UTC may not reflect the local jurisdiction's vision for community, and that they may not want the highway to be widened. Maintaining the Route as it currently exists would necessitate the local jurisdiction accepting a lower level of service. Caltrans will work with our local partners to develop context sensitive solutions for those sections of the Route that serve local communities.

APPENDICES

APPENDIX A

GLOSSARY OF ACRONYMS AND TERMS

Acronyms

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

NHS - National Highway System
NOA – Naturally Occurring Asbestos
NCCP - Natural Community Conservation Plan
NEPA - National Environmental Policy Act
OC - Overcrossing
OH – Overhead
PeMS - 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
SJVAPCD - San Joaquin Valley Air Pollution Control District
SR – State Route
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.

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.

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

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

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

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

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

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

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

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

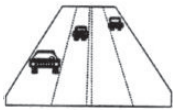
Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

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

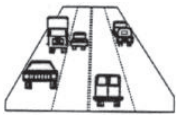
Intermodal Freight Facility – Intermodal transport requires more than one mode of transportation. An intermodal freight facility is a location where different transportation modes and networks connect and freight is transferred (or "transloaded") from one mode, such as rail, to another, such as truck.

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

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



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



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

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

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

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

LOS F a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in

excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

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

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

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

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

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

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

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

Post Mile – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a count to the next county line. The milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the 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.

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

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.

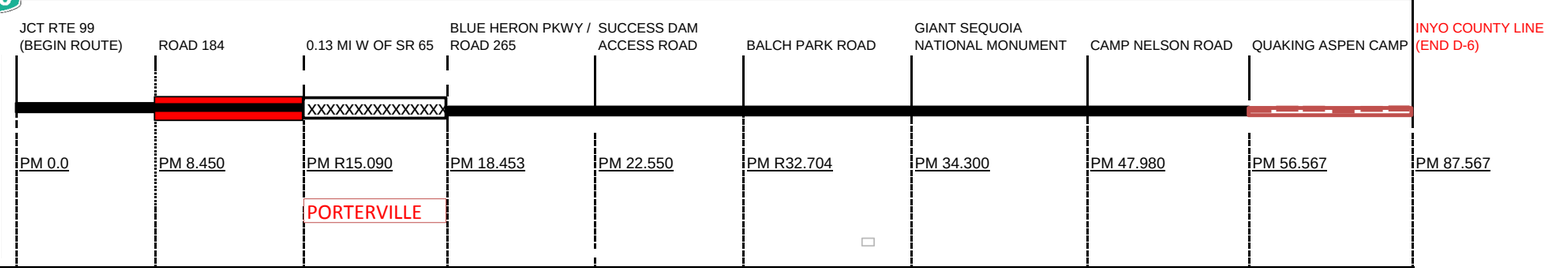
VMT – Is the total number of miles traveled by motor vehicles on a road or highway segments.

APPENDIX B
SUMMARY CHARTS

LEGEND

Existing Lanes
Conventional
Expressway
Unconstructed
Number of Lanes
2
4
Planned 4-lane by 2035

* Not to scale



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

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

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

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

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

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

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

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

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

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

(I)++: 2-lane conventional highway with improvements i.e. turn lanes, passing lanes, bike lanes, signals, etc.
+: The Ultimate ROW is the same as the existing ROW.

AADT: signifies Annual Average Daily Traffic.

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

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

N/A- Deficient, no project recommended.

***** : LOS based on Intersection Analysis

** : Improvement to 4 lane expressway anticipated from Tulare County 2014 RTP.
Segment 4: A Roundabout to be constructed at PM 21.12 by 2035

SEGMENT	1	2	3	4	5	6	7	8	9
County / State Route	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190
Description Begin	SR 190/99 SEP	ROAD 184	0.131 MILES W OF SR 65	BLUE HERON PKWY/ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK ROAD	GIANT SEQUOIA NATIONAL MONUMENT	CAMP NELSON ROAD	QUAKING ASPEN CAMP
Description End	ROAD 184	0.131 MILES W OF SR 65	BLUE HERON PKWY/ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK ROAD	GIANT SEQUOIA NATIONAL MONUMENT	CAMP NELSON ROAD	QUAKING ASPEN CAMP	INYO COUNTY LINE (UNC)
Postmile Limits Begin/End (PM)	0 / 8.450	8.450 / R15.090	R15.090 / 18.453	18.453 / 22.550	22.550 / R32.704	R32.704 / 34.300	34.300 / 47.980	47.980 / 56.567	56.567 / 87.567
Length (MI)	8.450	6.640	3.363	4.097	10.154	1.596	13.680	8.587	31.000
Rural / Urban	RURAL	RURAL	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT	ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
ROW: Range Existing (FT)	50 / 50	50 / 80	142 / 142	100 / 142	100 / 160	40 / 80	40 / 40	40 / 50	UNCONSTRUCTED
Median Range (FT)	0 / 0	0 / 12	12 / 22	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	UNCONSTRUCTED
Shoulder Range (FT) Treated	0 / 0	0 / 10	8 / 10	8 / 8	4 / 8	0 / 8	0 / 4	0 / 0	UNCONSTRUCTED
Lane Width (FT)	10	12	12	12	12	12	12	12	UNCONSTRUCTED
Ultimate ROW (FT)	230	230	+	+	+	+	+	+	UNCONSTRUCTED
Facility: Existing	2C	2C	4E	2C	2C	2C	2C	2C	UNCONSTRUCTED
2035 Concept	4E	4E	4E	2C(I)++	2C(I)++	2C(I)++	2C(I)++	2C(I)++	UNCONSTRUCTED
UTC	4E	4E	4E	4E	4C	4C	2C(I)++	2C(I)++	UNCONSTRUCTED
LOS: 2014	B	C	C*	C	C	B	B	B	UNCONSTRUCTED
LOS: 2020	C	D	C*	D	C	B	B	B	UNCONSTRUCTED
LOS: 2035/without project	D	E	D*	D	C	C	B	B	UNCONSTRUCTED
LOS: Concept 2035	D	D	D	D	D	D	D	D	UNCONSTRUCTED
Deficiency/Year Deficient	N/A	2035	N/A	N/A	N/A	N/A	N/A	N/A	UNCONSTRUCTED
Project in STIP/RTP (Y/N)	NO	YES	NO	NO	NO	NO	NO	NO	UNCONSTRUCTED
LOS W/ Concept Improvement	N/A	B**	N/A	N/A	N/A	N/A	N/A	N/A	UNCONSTRUCTED
Directional Split (Peak Hour)	59	52	51	56	62	53	50	50	UNCONSTRUCTED
AADT: 2014	4,500	10,200	26,800	9,040	5,400	1,400	500	500	UNCONSTRUCTED
AADT: 2020	7,600	15,500	32,100	10,700	6,100	1,500	550	550	UNCONSTRUCTED
AADT: 2035	15,600	28,600	45,200	15,000	7,900	1,900	650	650	UNCONSTRUCTED
Peak Hour: 2014	400	940	2,240	780	500	130	50	50	UNCONSTRUCTED
Peak Hour: 2020	680	1,420	2,680	920	560	140	60	60	UNCONSTRUCTED
Peak Hour: 2035	1,370	2,620	3,780	1,290	720	180	70	70	UNCONSTRUCTED
% Trucks: AADT	21%	16%	18%	8%	9%	8%	4%	4%	UNCONSTRUCTED
% Trucks: Peak Hour	8%	6%	6%	2%	2%	2%	3%	1%	UNCONSTRUCTED

State Route 190

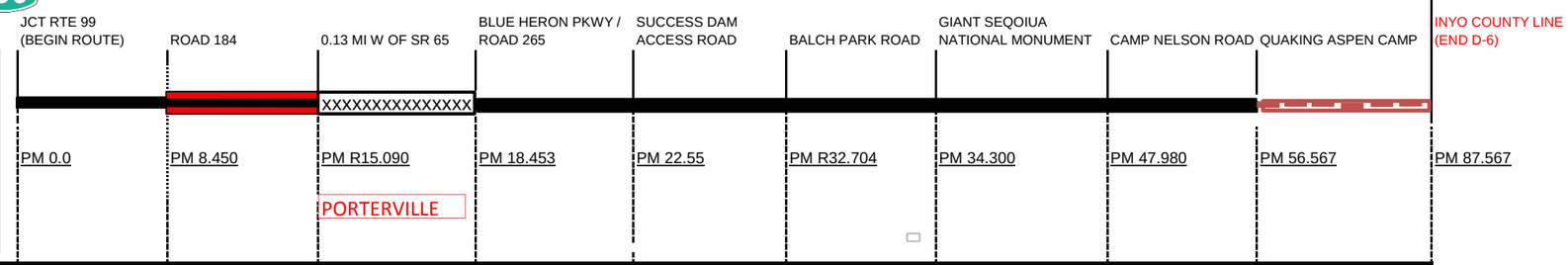
SUMMARY CHART 1B

LEGEND

Existing Lanes

Conventional
Expressway
Uncontructed
Number of Lanes
2
4
TCAG Planned 4 lane

* Not to scale



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

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

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

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

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

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

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

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

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

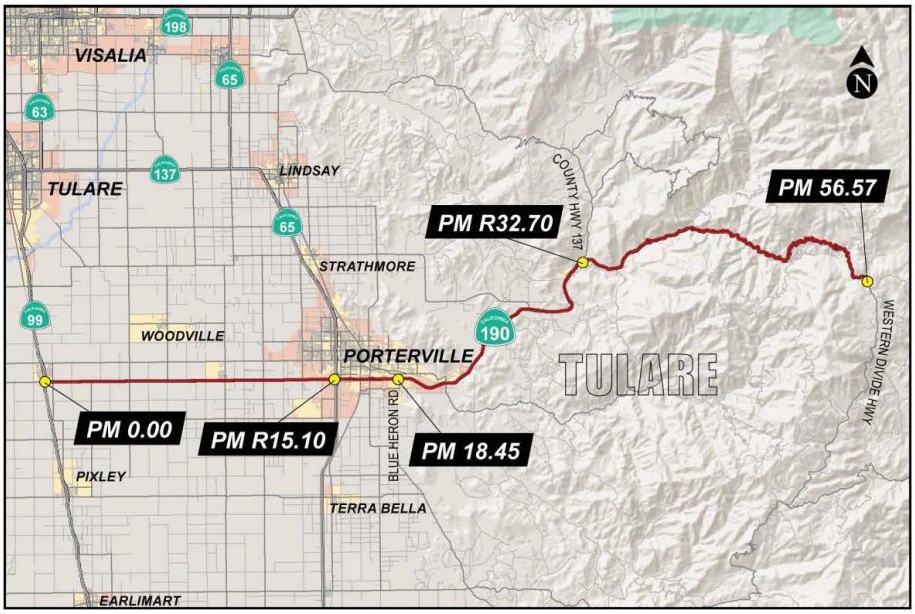
ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

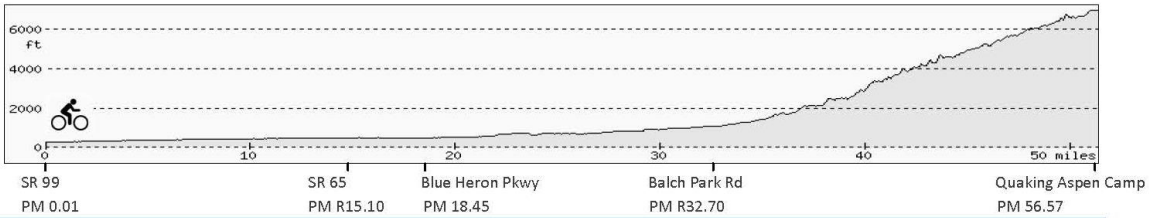
NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

SEGMENT	1	2	3	4	5	6	7	8	9
County / State Route	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190
Description Begin	SR 190/99 SEP	ROAD 184	0.131 MILES W OF SR 65	BLUE HERON PKWY/ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK ROAD	GIANT SEQUOIA NATIONAL MONUMENT	CAMP NELSON ROAD	QUAKING ASPEN CAMP
Description End	ROAD 184	0.131 MILES W OF SR 65	BLUE HERON PKWY/ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK ROAD	GIANT SEQUOIA NATIONAL MONUMENT	CAMP NELSON ROAD	QUAKING ASPEN CAMP	INYO COUNTY LINE (UNC)
Postmile Limits Begin/End (PM)	0 / 8.450	8.450 / R15.090	R15.090 / 18.453	18.453 / 22.550	22.550 / R32.704	R32.704 / 34.300	34.300 / 47.980	47.980 / 56.567	56.567 / 87.567
Length (MI)	8.450	6.640	3.363	4.097	10.154	1.596	13.680	8.587	31.000
Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	OTHER FWY OR EXPWY	MINOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	UNCONSTRUCTED
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNCONSTRUCTED
Freeway/Expressway System (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNCONSTRUCTED
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	UNCONSTRUCTED
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNCONSTRUCTED
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNCONSTRUCTED
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	NO	NO	YES	YES	YES	YES	YES	YES	UNCONSTRUCTED
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	A	A	UNCONSTRUCTED
Scenic (Yes: Officially Designated, Eligible or No)	NO	NO	E	E	E	E	E	E	UNCONSTRUCTED
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNCONSTRUCTED
General Plan/RTP LOS Standard	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D
General Plan/RTP Standard Highway Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY
Passing Lanes (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNCONSTRUCTED
Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	UNCONSTRUCTED

APPENDIX C
BICYCLE INFORMATION

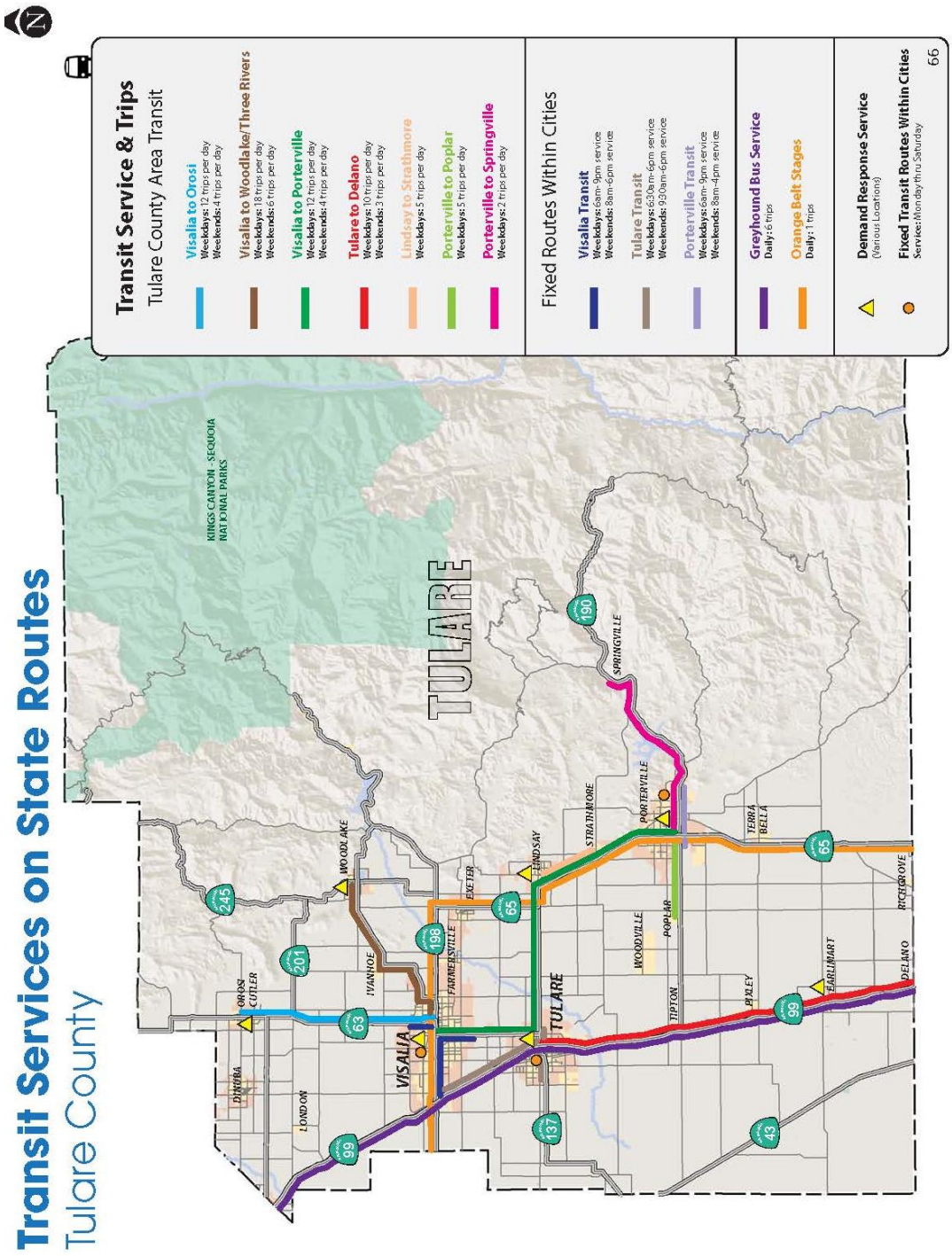
STATE ROUTE 190 Tulare County Bicycle Map





Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
State Route 99 to State Route 65 *(PM 0.00 – R15.10)*	2 Lane Highway	Rural	0 - 8 feet	Level	55 & 60	Narrow shoulders from SR 99 to Rd 180 (Poplar) and Wide shoulders from Rd 180 to SR 65, Surrounding agricultural land use with few structures, Community of Poplar *PM 9.2*
State Route 65 to Blue Heron Parkway *(PM R15.10 – 18.45)*	4 Lane Expressway	Urban	8 feet	Level	55, 60 & 65	Wide shoulders, City of Porterville city limits, Urban area with surrounding industrial, residential and commercial land uses
Blue Heron Parkway to Balch Park Road *(PM 18.45 – R32.70)*	2 Lane Highway	Rural	4 – 8 feet	Level/ Rolling	40 & 55	Mostly wide shoulders, Grazing land with rolling terrain, Ranger station *PM 28*, Community of Springville *PM 30.0*
Balch Park Road to Quaking Aspen Camp *(PM R32.70 – 56.57)*	2 lane Highway	Rural	0 feet	Mountain-ous	55	Narrow shoulders, Winding road, Surrounding mountainous terrain, Small community of Pierpoint Springs *PM 47.0*

APPENDIX E
TRANSIT MAPS



APPENDIX F
RESOURCES

1) American Dreams Inc., "National Register of Historic Places," http://www.nationalregisterofhistoricplaces.com/CA/state.html
2) California Department of Development Services: "Porterville Developmental Center's History," http://www.dds.ca.gov/Porterville/Historyu.cfm
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 Place (CDP) by County in California," Census 2010
4) California Department of Fish and Game: California Natural Diversity Database (CNDDB)," http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer.app.asp
5) California Department of Transportation: District 6, "California State Highway Log," 2002
6) California Department of Transportation: District 6, "State Route 190 Corridor Study/City of Porterville Traffic Engineering Feasibility Study," August 2013
7) California Department of Transportation: District 6, "Status of Projects," February 2015
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