Transportation Concept Report

State Route 198

EXHIBIT 3 A

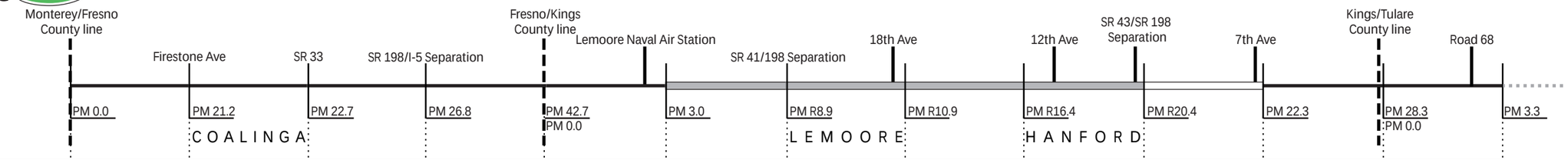
SUMMARY CHART

LEGEND

Conventional
Expressway
Freeway

Number of Lanes: 2, 4, 6, 8

* Length of Segments 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.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

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

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

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane Freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization, and traffic signals.

LOS: the current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

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 2025 Concept improvement.

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

AADT: signifies Annual Average Daily Traffic.

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

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

+ Does not meet route concept even with improvements

***** The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

****** ROW generally same as existing but does not include interchanges or overcrossing ROW.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	FRESNO / 198	FRESNO / 198	FRESNO / 198	FRESNO / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	TULARE / 198
Description Begin	Monterey County line	Firestone Ave, urban boundary of Coalinga	South JCT SR 33	SR 198/I-5 Separation	Fresno County line	Lemoore Naval Air Station main gate	SR 41/198 Separation	0.3 MI E of 18th Ave	0.5 MI W 12th Ave	0.5 Mi W SR 43/198 Separation	7th Ave	Kings County line
Description End	Firestone Ave	South JCT SR 33	RTE 198/I-5 Separation	Fresno County line	Lemoore Naval Air Station main gate	SR 41/198 Separation	0.3 MI E of 18th Ave	0.5 MI W 12th Ave	0.5 Mi W SR 43/198 Separation	7th Ave	Tulare County line	0.3 MI E of RD 68
Postmile Limits Begin/End	0.0 / 21.2	21.2 / 22.7	22.7 / 26.8	26.8 / 42.7	0.0 / 3.0	3.0 / 8.9	8.9 / 10.9	10.9 / 16.4	16.4 / 20.4	20.4 / 22.3	22.3 / 28.3	0.0 / 3.3
Kilopost Limits Begin/End	0.0 KP / 34.1 KP	34.1 KP / 36.5 KP	36.5 KP / 43.1 KP	43.1 KP / 68.7 KP	0.0 KP / 4.8 KP	4.8 KP / 14.3 KP	14.3 KP / 17.5 KP	17.5 KP / 26.4 KP	26.4 KP / 32.8 KP	32.8 KP / 35.9 KP	35.9 KP / 45.5 KP	0.0 KP / 5.3 KP
Length (MI/KM)	21.2 MI / 34.1 KM	1.5 MI / 2.4 KM	4.1 MI / 6.6 KM	15.9 MI / 25.6 KM	3.0 MI / 4.8 KM	5.9 MI / 9.5 KM	2.0 MI / 3.2 KM	5.5 MI / 8.9 KM	4.0 MI / 6.4 KM	1.9 MI / 3.1 KM	6.0 MI / 9.7 KM	3.3 MI / 5.3 KM
Rural / Urban	RURAL	URBAN	RURAL	RURAL	RURAL	RURAL	URBAN	RURAL	URBAN	RURAL	RURAL	RURAL
Terrain	MOUNTAINOUS	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
Biological Resource Sensitivity	YES	YES	YES	YES	NO	YES	YES	NO	YES	YES	YES	NO
Historical Resources	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ROW: Range Existing (FT)	60.0 / 150.0 FT	60.0 / 150.0 FT	60.0 / 100.0 FT	60.0 / 66.0 FT	60.0 / 166.0 FT	166.0 / 166.0 FT	142.0 / 142.0 FT	142.0 / 166.0 FT	142.0 / 166.0 FT	80.0 / 142.0 FT	80.0 / 90.0 FT	80.0 / 80.0 FT
ROW: Range Existing (M)	18.3 / 45.7 M	18.3 / 45.7 M	18.3 / 30.5 M	18.3 / 20.1 M	18.3 / 50.6 M	50.6 / 50.6 M	43.3 / 43.3 M	43.3 / 50.6 M	43.3 / 50.6 M	24.4 / 43.3 M	24.4 / 27.4 M	24.4 / 24.4 M
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	22.0 / 46.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	0.0 / 22.0 FT	0.0 / 0.0 FT	0.0 / 4.0 FT
Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	6.7 / 14.0 M	6.7 / 6.7 M	6.7 / 6.7 M	6.7 / 6.7 M	0.0 / 6.7 M	0.0 / 0.0 M	0.0 / 1.2 M
Shoulder Range (FT)	0.0 / 10.0 FT	4.0 / 10.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	4.0 / 8.0 FT	8.0 / 10.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	5.0 / 8.0 FT	0.0 / 8.0 FT	6.0 / 13.0 FT
Shoulder Range (M)	0.0 / 3.0 M	1.2 / 3.0 M	0.6 / 2.4 M	0.6 / 2.4 M	1.2 / 2.4 M	2.4 / 3.0 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	1.5 / 2.4 M	0.0 / 2.4 M	1.8 / 4.0 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	* FT / * M	* FT / * M	* FT / * M	170 FT / 51.82 M	170 FT / 51.82 M	** FT / ** M	** FT / ** M	** FT / ** M	** FT / ** M	** FT / ** M	172 FT / 52.43 M	172 FT / 52.43 M
Facility: Existing	2C	2C	2C	2C	2C	4E/4F	4E	4E/4F	4E/4F	4F	2C	2C
2025 Concept / UTC	2C(I) / 2C(I)	2C (I) / 2C (I)	2C(I) / 2C(I)	4E / 4E	4E / 4E	4F / 4F	4F / 4F	4F / 4F	4F / 4F	4F / 4F	4E / 4F	4E / 4F
Passing Lanes	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
LOS: 2002	C	C	C	C	C	A	B	B	B	A	D	D
2010 / 2025	C / C	C / C	C / C	C / D	C / D	B / C	B / C	C / D	B / C	A / B	E / E	E / F
2025 Concept	C	C	C	C	C	C	C	C	C	C	C	C
Deficiency/Year Deficient	NO / N/A	NO / N/A	NO / N/A	Yes / 2025	YES / 2025	NO / N/A	NO / N/A	YES / 2025	YES / 2010	NO / N/A	YES / 2000	YES / 2000
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	YES	YES	NO	NO	YES	YES	YES
LOS W/ Concept Improvement	N/A	N/A	N/A	A	A	B	C	D+	C	N/A	B	B
Directional Split (Peak Hour)	56/44	56/44	56/44	62/38	62/38	76/24	76/24	57/43	57/43	57/43	57/43	57/43
AADT: 2002	1,300	4,200	2,200	6,400	6,600	14,400	13,600	16,600	21,500	15,800	13,600	13,700
2010 / 2025	1,700 / 2,500	4,900 / 6,300	2,700 / 3,800	8,200 / 11,700	8,100 / 11,000	17,700 / 24,200	16,200 / 21,100	20,400 / 27,900	26,400 / 35,900	18,800 / 24,300	16,700 / 22,600	19,100 / 31,900
Peak Hour: 2002	221	462	264	832	792	1,158	1,503	1,834	1,537	1,043	1,496	1,370
2010 / 2025	290 / 420	540 / 690	330 / 460	1,070 / 1,520	970 / 1,320	1,420 / 1,950	1,790 / 2,330	2,260 / 3,080	1,890 / 2,570	1,240 / 1,600	1,840 / 2,480	1,910 / 3,190
% Trucks: AADT / Peak Hour	35 / 22 %	35 / 22 %	35 / 22 %	36 / 25 %	36 / 25 %	20 / 17 %	20 / 17 %	20 / 17 %	20 / 17 %	13 / 10 %	11 / 17 %	20 / 17 %

Transportation Concept Report

State Route 198

EXHIBIT 3 B

SUMMARY CHART

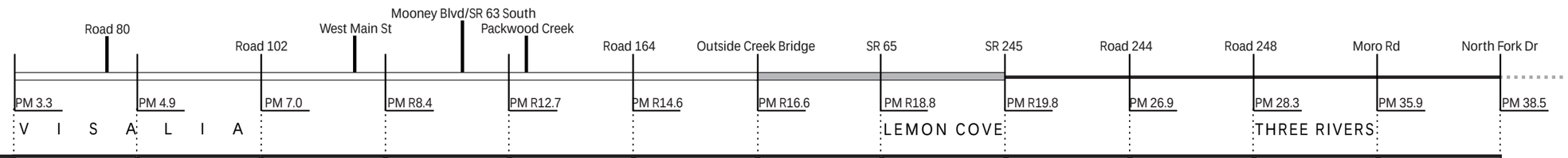
LEGEND

Conventional — Number of Lanes: 2, 4, 6, 8

Expressway

Freeway

* Length of Segments Not to Scale



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

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AADT: signifies Annual Average Daily Traffic.

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

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

++ No improvement identified in RTP-deficient segment.

* The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

** ROW generally same as existing but does not include interchanges or overcrossing ROW.

SEGMENT	13	14	15	16	17	18	19	20	21	22	23	24
County / Route	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	FRESNO / 198	TULARE / 198	TULARE / 198	TULARE / 198
Description Begin	0.3 MI E of RD 68	0.3 MI E of RD 8	RD 102	0.3 MI E of West Main ST	0.1 MI W of Packwood Creek	RD 164	Outside Canal	SR 65	SR 245	0.1 MI E of RD 244	RD 248	MORO RD
Description End	0.3 MI E of RD 80	RD 102	0.3 MI E of West Main ST	0.1 MI W of Packwood Creek	RD 164	Outside Canal	SR 65	SR 245	0.1 MI E RD 244	RD 248	MORO RD	North Fork DR
Postmile Limits Begin/End	3.3 / 4.9	4.9 / 7.0	7.0 / 8.4	8.4 / 12.7	12.7 / 14.6	14.6 / 16.6	16.6 / 18.8	18.8 / 19.8	19.8 / 26.9	26.9 / 28.3	28.3 / 35.9	35.9 / 38.5
Kilopost Limits Begin/End	5.3 KP / 7.9 KP	7.9 KP / 11.3 KP	11.3 KP / 13.5 KP	13.5 KP / 20.4 KP	20.4 KP / 23.5 KP	23.5 KP / 26.7 KP	26.7 KP / 30.3 KP	30.3 KP / 31.9 KP	31.9 KP / 43.3 KP	43.3 KP / 45.5 KP	45.5 KP / 57.8 KP	57.8 KP / 62.0 KP
Length (MI/KM)	1.6 MI / 2.6 KM	2.1 MI / 3.4 KM	1.4 MI / 2.3 KM	4.3 MI / 6.9 KM	1.9 MI / 3.1 KM	2.0 MI / 3.2 KM	2.2 MI / 3.5 KM	1.0 MI / 1.6 KM	7.1 MI / 11.4 KM	1.4 MI / 2.3 KM	7.6 MI / 12.2 KM	2.6 MI / 4.2 KM
Rural / Urban	URBAN	URBAN	URBAN	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	ROLLING	ROLLING	ROLLING
Biological Resource Sensitivity	NO	NO	NO	YES	NO	YES	YES	YES	YES	NO	NO	YES
Historical Resources	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	YES
ROW: Range Existing (FT)	140.0 / 300.0 FT	218.0 / 218.0 FT	218.0 / 218.0 FT	142.0 / 244.0 FT	107.0 / 144.0 FT	135.0 / 162.0 FT	135.0 / 200.0 FT	60.0 / 140.0 FT	80.0 / 80.0 FT	80.0 / 100.0 FT	80.0 / 137.0 FT	80.0 / 150.0 FT
ROW: Range Existing (M)	42.7 / 91.4 M	66.4 / 66.4 M	66.4 / 66.4 M	43.3 / 74.4 M	32.6 / 43.9 M	41.1 / 49.4 M	41.1 / 61.0 M	18.3 / 42.7 M	24.4 / 24.4 M	24.4 / 30.5 M	24.4 / 41.8 M	24.4 / 45.7 M
Median Range (FT)	22.0 / 99.0 FT	22.0 / 22.0 FT	22.0 / 46.0 FT	22.0 / 46.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	0.0 / 22.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 4.0 FT	0.0 / 0.0 FT
Median Range (M)	6.7 / 30.2 M	6.7 / 6.7 M	6.7 / 14.0 M	6.7 / 14.0 M	6.7 / 6.7 M	6.7 / 6.7 M	6.7 / 6.7 M	0.0 / 6.7 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 1.2 M	0.0 / 0.0 M
Shoulder Range (FT)	7.0 / 13.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	0.0 / 8.0 FT	8.0 / 8.0 FT	5.0 / 8.0 FT	0.0 / 10.0 FT	0.0 / 8.0 FT	1.0 / 8.0 FT
Shoulder Range (M)	2.1 / 4.0 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	0.0 / 2.4 M	2.4 / 2.4 M	1.5 / 2.4 M	0.0 / 3.0 M	0.0 / 2.4 M	0.3 / 2.4 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M
Facility: Existing	4F	4F	4F	4F	4F	4F	4E	4E	2C	2C	2C	2C
2025 Concept / UTC	4F / 4F	4F / 6F	4F / 6F	4F / 6F	4F / 4F	4F / 4F	4E / 4E	4E / 4E	2C(I) / 2C(I)	2C(I) / 2C(I)	2C(I) / 2C(I)	2C(I) / 2C(I)
Passing Lanes	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO
LOS: 2002	B	B	C	C	B	A	A	A	C	D	E	E
2010 / 2025	B / D	C / D	D / F ++	D / F ++	B / C	A / B	A / B	A / A	C / D	D / D	E / E	E / E
2025 Concept	D	D	D	D	C	C	C	C	D	D	E	E
Deficiency/Year Deficient	NO / N/A	NO / N/A	YES / 2025	YES / 2025	NO / N/A	NO / N/A	NO / N/A	NO / N/A	NO / N/A	NO / N/A	NO / N/A	NO / N/A
Project in STIP/RTP (Y/N)	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	57/43	57/43	57/43	57/43	57/43	57/43	60/40	60/40	60/40	60/40	60/40	60/40
AADT: 2002	24,700	29,200	34,100	40,100	21,800	16,500	15,800	10,300	7,400	4,800	3,400	3,500
2010 / 2025	32,600 / 48,900	34,900 / 45,800	46,700 / 75,700	50,300 / 71,000	27,400 / 37,900	20,500 / 28,200	20,400 / 29,400	12,700 / 17,100	8,800 / 11,200	5,300 / 5,700	3,800 / 3,900	3,900 / 3,900
Peak Hour: 2002	1,655	1,956	2,285	2,607	1,275	965	924	603	666	690	600	550
2010 / 2025	2,180 / 3,280	2,340 / 3,070	3,130 / 5,070	3,290 / 4,610	1,600 / 2,220	1,200 / 1,650	1,200 / 1,720	740 / 1,000	790 / 1,010	760 / 810	660 / 690	610 / 620
% Trucks: AADT / Peak Hour	12 / 9 %	12 / 9 %	8 / 7 %	8 / 7 %	11 / 9 %	11 / 9 %	11 / 9 %	16 / 8 %	16 / 8 %	16 / 8 %	16 / 8 %	16 / 8 %