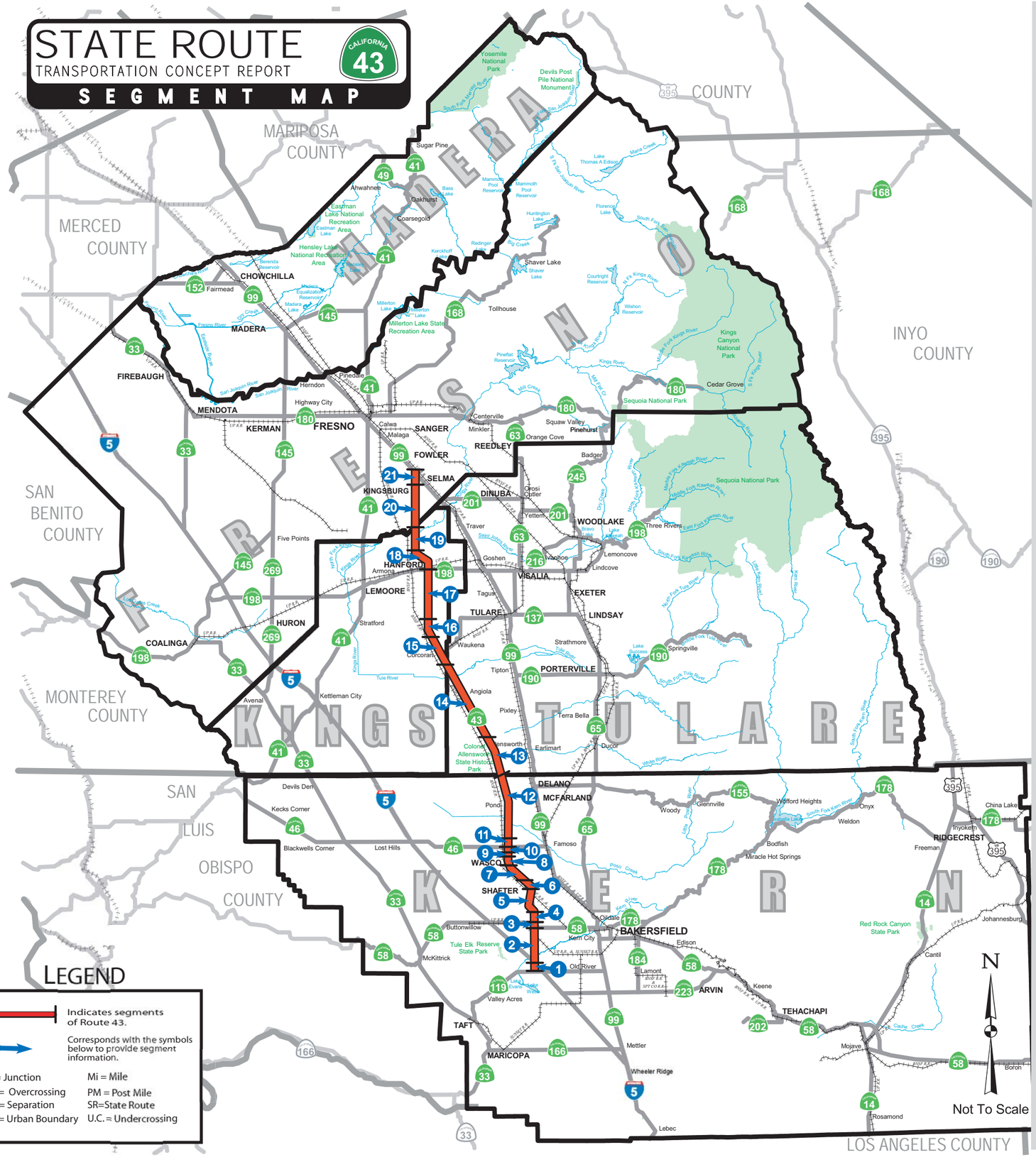
STATE ROUTE 43
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP



KERN COUNTY

1. **Segment 1:** SR 43 PM 0.10 / 1.90
   Jct Rte 119 (Begin Route) / Rte 43/5 Sep
2. **Segment 2:** SR 43 PM 1.90 / 8.11
   Rte 43/5 Sep / S Jct Rte 58
3. **Segment 3:** SR 43 PM 8.11 / 9.20
   S Jct Rte 58 / N Jct Rte 58
4. **Segment 4:** SR 43 PM 9.20 / 12.20
   N Jct Rte 58 / 7th Standard Rd
5. **Segment 5:** SR 43 PM 12.20 / 15.74
   7th Standard Rd / Santa Fe Way
6. **Segment 6:** SR 43 PM 15.74 / 16.30
   Santa Fe Way / 0.1 mi S of Euclid Ave
7. **Segment 7:** SR 43 PM 16.30 / 18.60
   0.1 mi S of Euclid Ave / Poplar Ave
8. **Segment 8:** SR 43 PM 18.60 / R23.60
   Poplar Ave / Filburn St
9. **Segment 9:** SR 43 PM R23.60 / R24.10
   Filburn St / Poso Ave
10. **Segment 10:** SR 43 PM R24.10 / R25.10
    Poso Ave / W Jct Rte 46
11. **Segment 11:** SR 43 PM 25.20 / 26.30
    E Jct Rte 46 / McCombs Ave
12. **Segment 12:** SR 43 PM 26.30 / 38.80
    McCombs Ave / Tulare Co Line

TULARE COUNTY

13. **Segment 13:** SR 43 PM 0.00 / R9.90
    Kern County Line / 0.2 mi S of Deer Creek
14. **Segment 14:** SR 43 PM R9.90 / 22.70
    0.2 mi S of Deer Creek / Kings Co Line

Kings COUNTY

15. **Segment 15:** SR 43 PM 0.00 / 2.20
    Tulare Co Line / 0.1 mi S of Pickerell Ave
16. **Segment 16:** SR 43 PM 2.20 / 3.02
    0.1 mi S of Pickerell Ave / N Jct Santa Fe Ave
17. **Segment 17:** SR 43 PM 3.02 / 18.20
    N Jct Santa Fe Ave / Rte 43/198 Sep
18. **Segment 18:** SR 43 PM 18.20 / 22.30
    Rte 43/198 Sep / 10th Ave
19. **Segment 19:** SR 43 PM 22.30 / 27.30
    10th Ave / Fresno Co Line

Fresno COUNTY

20. **Segment 20:** SR 43 PM 0.00 / 8.30
    Kings Co Line / Nebraska Ave
21. **Segment 21:** SR 43 PM 8.30 / 9.30
    Nebraska Ave / Rte 43/99 Sep
    (End of Route)

DRAFT

Summary Chart 1-A

LEGEND

Existing Lanes
Conventional
Expressway
Number of Lanes: 2, 4, 6

Planned or Programmed by 2030
Add Through Lanes
Convert Existing Conventional Highway To Expressway

* Length of Segments on this bar chart are not to scale.

JCT RTE 119 (BEGIN ROUTE) — I-5 SEP — S JCT RTE 58 — N JCT RTE 58 — 7TH STANDARD RD — SANTA FE WAY — 0.1 MI S OF EUCLID AVE — POPLAR AVE — FILBURN ST — POSO AVE — W JCT RTE 46 — McCOMBS AVE (CONT'D NEXT PAGE)

PM 0.1 — PM 1.9 — PM 8.1 — PM 9.2 — PM 12.2 — PM 15.7 — PM 16.3 — PM 18.6 — PM R23.6 — PM R24.1 — PM R25.1 — PM 26.3

SHAFTER: PM 15.7 – PM 18.6
WASCO: PM R23.6 – PM R25.1

Segment: Self-explanatory:

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 (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' 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 (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 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 (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 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 2030 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.

(I)++: Conventional Highway/Expressway with (I) improvements i.e. turn lanes, passing lanes, bike lanes, signals etc.
N/A: Not deficient or no projects recommended for segment.
N/A*: Deficient but no projects currently recommeded.
B*: Concept Facility meets Concept LOS
+: Ultimate ROW generally the same as Existing ROW.

SEGMENT #	1	2	3	4	5	6	7	8	9	10	11
County / Route	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43
Description Begin	JCT RTE 119	RTE 43/I-5 SEP	S JCT RTE 58	N JCT RTE 58	7TH STANDARD RD	SANTA FE WAY	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46
Description End	RTE 43/I-5 SEP	S JCT RTE 58	N JCT RTE 58	7TH STANDARD RD	SANTA FE WAY	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46	McCOMBS AVE
Postmile Limits Begin/End	0.1 / 1.9	1.9 / 8.1	8.1 / 9.2	9.2 / 12.2	12.2 / 15.7	15.7 / 16.3	16.3 / 18.6	18.6 / R23.6	R23.6 /R 24.1	R24.1 / R25.1	R25.1 / 26.3
Length (MI)	1.8	6.2	1.1	3.0	3.5	0.6	2.3	5.0	0.5	1.0	1.2
Rural or Urban	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	RURAL	URBAN	URBAN	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	80 / 80	80 / 80	50 /110	50 / 60	80 / 80	80 / 80	80 / 110	110 / 140	110 / 110	80 / 80	60 / 80
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 22	12 / 22	4 / 12	12 / 12	0 / 0
Shoulder Range (FT)	2 / 8	2 / 4	4 / 4	4 / 4	4 / 4	8 / 8	8 / 8	8 / 8	8 / 8	8 / 8	5 / 8
Lane Width (FT)	12	12	12	12	12	12	12	12	12	12	11
Ultimate ROW (FT)	146	146	146	146	146	110	110	146	+	110	110
Facility: Existing	2C	2C	2C	2C	2C	4C	4C	4C	4C	2C	2C
2030 Concept	2C(i)++	2C(I)++	2C(I)++	2C(I)++	2C(I)++	4C	4C	4C	4C	2C(I)++	2C(I)++
UTC	4C	4C	4C	4C	4C	4C	4C	4C	4C	4C	4C
LOS: 2006	B	C	C	B	C	C	B	B	C	C	B
LOS: 2015	B	C	D	C	C	C	B	B	C	C	B
LOS: 2030	C	D	D	C	C	C	B	B	C	C	B
LOS: 2030 Concept	D	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	51/49	52/48	54/46	52/48	52/48	51/49	51/49	53/47	53/47	54/46	57/43
AADT: 2006	4,800	4,700	7,100	4,200	3,500	8,800	12,400	9,400	9,400	7,200	3,600
AADT: 2015	7,100	7,000	9,300	5,700	4,900	11,500	16,000	12,700	11,400	8,400	4,200
AADT: 2030	10,400	10,500	12,000	7,900	6,800	13,800	20,600	16,900	13,700	9,400	4,600
Peak Hour: 2006	400	460	700	390	330	770	1,100	850	850	650	330
Peak Hour: 2015	590	690	910	530	460	1,010	1,420	1,140	1,030	750	380
Peak Hour: 2030	860	1,030	1180	730	640	1,210	1,830	1,530	1,240	850	420
% Trucks: AADT	30%	31%	20%	38%	40%	18%	13%	17%	17%	22%	25%
% Trucks: Peak Hour	27%	28%	18%	34%	36%	17%	12%	16%	16%	20%	23%

DRAFT

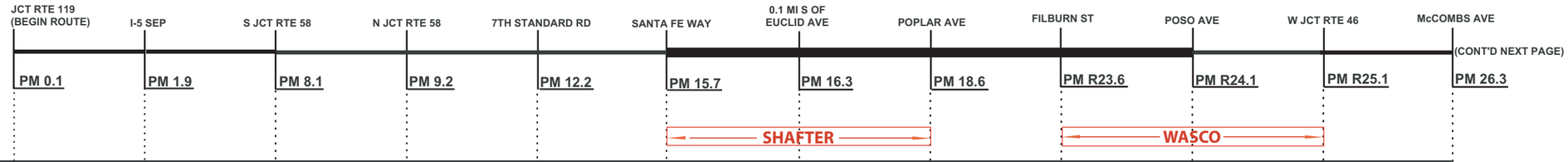
Summary Chart 1-B

Legend

Existing Lanes
Conventional
Expressway
Number of Lanes: 2, 4, 6

Planned or Programmed by 2030
Add Through Lanes
Convert Existing Conventional Highway to Expressway

* Length of Segments on this bar chart are not to scale.



Segment: Self-explanatory:

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

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

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 accomodate 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 faclities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Yes* = Designated Bike Lane or Route exists in Roadway.

SEGMENT #	1	2	3	4	5	6	7	8	9	10	11
County / Route	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43	KER / 43
Description Begin	JCT RTE 119	RTE 43/I-5 SEP	S JCT RTE 58	N JCT RTE 58	7TH STANDARD RD	SANTA FE WAY	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46
Description End	RTE 43/I-5 SEP	S JCT RTE 58	N JCT RTE 58	7TH STANDARD RD	SANTA FE WAY	0.1 MI S OF EUCLID AVE	POPLAR AVE	FILBURN ST	POSO AVE	W JCT RTE 46	McCOMBS AVE
Postmile Limits Begin/End	0.1 / 1.9	1.9 / 8.1	8.1 / 9.2	9.2 / 12.2	12.2 / 15.7	15.7 / 16.3	16.3 / 18.6	18.6 / R23.6	R23.6 / R24.1	R24.1 / R25.1	R25.1 / 26.3
Lane Length (MI)	1.8	6.2	1.1	3.0	3.5	0.6	2.3	5.0	0.5	1.0	1.2
Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM
General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
Bikes/Pedestrians Allowed	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

DRAFT

SUMMARY CHART 2-A

LEGEND

Existing Lanes
Conventional
Expressway
Number of Lanes: 2, 4, 6

Planned or Programmed by 2030
Add Through Lanes.
Convert Existing Conventional Highway To Expressway

* Length of Segments on this bar chart are not to scale.

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

CORCORAN
HANFORD
SELMA

Segment: Self-explanatory:

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 (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' 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 (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 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 (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 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 2030 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.

(I)++: Conventional Highway/Expressway with (I) improvements i.e. turn lanes, passing lanes, bike lanes, signals etc.

N/A: Not deficient or no projects recommended for segment.

N/A*: Deficient but no projects currently recommended.

B*: Concept Facility meets Concept LOS.

+: Ultimate ROW generally the same as the Existing ROW.

SEGMENT #	12	13	14	15	16	17	18	19	20	21
County / Route	KER / 43	TUL / 43	TUL / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	FRE / 43	FRE / 43
Description Begin	McCOMBS AVE	KERN/TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE/KINGS CO LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43/198 SEP	10TH AVE	KINGS/FRESNO CO LINE	NEBRASKA AVE
Description End	KERN/TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE/KINGS CO LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43/198 SEP	10TH AVE	KINGS/FRESNO CO LINE	NEBRASKA AVE	RTE 99/43 SEP
Postmile Limits Begin/End	26.3 / 38.8	0.0 / R9.9	R9.9 / 22.7	0.0 / 2.2	2.2 / 3.02	3.02 / 18.2	18.2 / 22.3	22.3 / 27.3	0.0 / 8.3	8.3 / 9.3
Length (MI)	12.5	9.9	12.8	2.2	0.8	15.2	4.1	5.0	8.3	1.0
Rural or Urban	RURAL	RURAL	RURAL	RURAL	URBAN	RURAL	RURAL/URBAN	RURAL	RURAL	URBAN
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	60 / 80	80 / 260	100 / 260	142 / 142	142 / 142	142 / 220	80 / 80	80 / 80	60 / 80	105 / 170
Median Range (FT)	0 / 0	0 / 0	0 / 24	0 / 20	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 22
Shoulder Range (FT)	6 / 8	3 / 3	2 / 8	8 / 8	8 / 8	8 / 8	3 / 8	8 / 8	6 / 8	2 / 11
Lane Width (FT)	12	12	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	110	110	110	170	170	170	170	170	146	146
Facility: Existing	2C	2C	2C	2E	2E	2E	2E	2C	2C	4C
2030 Concept	2C(I)++	2C(I)++	2C(I)++	2E(I)++	2E(I)++	2E(I)++	4E	4E	4C	4C
UTC	2C(I)++	2C(I)++	2C(I)++	4E	4E	4E	4E	4E	4C	4C
LOS: 2006	B	B	B	C	C	C	D	D	D	C
LOS: 2015	B	C	D	C	C	C	D	E	E	C
LOS: 2030	B	C	E	C	D	D	E	E	E	D
LOS: 2030 Concept	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	2030	N/A	N/A	N/A	2030	2015	2015	N/A
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	B*	B*	B*	C*
Directional Split (Peak Hour)	57/43	55/45	53/47	53/47	54/46	50/50	51/49	51/49	50/50	51/49
AADT: 2006	3,150	2,450	4,800	4,850	3,800	7,900	10,500	11,600	12,000	16,500
AADT: 2015	3,700	3,800	9,700	6,300	5,900	10,500	14,100	16,300	16,200	22,200
AADT: 2030	4,300	5,900	19,400	8,200	9,100	13,700	19,000	22,900	21,700	29,500
Peak Hour: 2006	290	260	550	460	360	730	1,000	1,100	1,150	1,600
Peak Hour: 2015	340	410	1,110	600	560	970	1,350	1,550	1,550	2,150
Peak Hour: 2030	400	630	2,220	780	860	1,260	1,810	2,170	2,080	2,850
% Trucks: AADT	28%	36%	31%	30%	40%	30%	23%	20%	19%	14%
% Trucks: Peak Hour	25%	32%	28%	27%	36%	27%	21%	18%	17%	13%

DRAFT

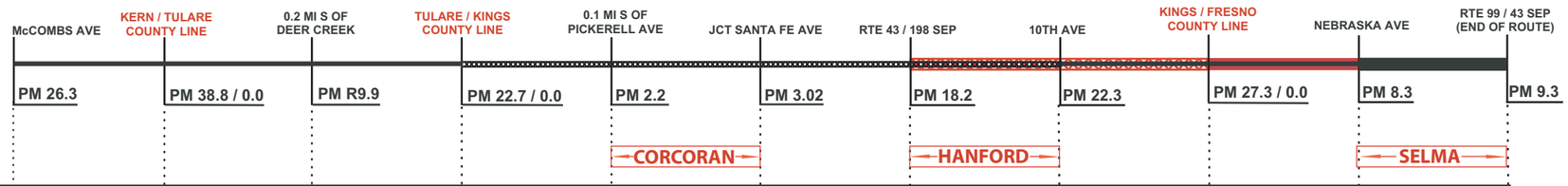
Summary Chart 2-B

LEGEND

Existing Lanes
Conventional
Expressway
Number of Lanes: 2, 4, 6

Planned or Programmed by 2030
Add Through Lanes
Convert Existing Conventional Highway To Expressway

* Length of Segments on this bar chart are not to scale.



Segment: Self-explanatory:

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

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

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 accomodate 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 faclities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Yes* = Designated Bike Lane or Route Exists in Highway

SEGMENT #	12	13	14	15	16	17	18	19	20	21
County / Route	KERN / 43	TUL / 43	TUL / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	KIN / 43	FRE / 43	FRE / 43
Description Begin	McCOMBS AVE	KERN/TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE/KINGS CO LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43/198 SEP	10TH AVE	KINGS/FRESNO CO LINE	NEBRASKA AVE
Description End	KERN/TULARE CO LINE	0.2 MI S OF DEER CREEK	TULARE/KINGS CO LINE	0.1 MI S OF PICKERELL AVE	JCT SANTA FE AVE	RTE 43/198 SEP	10TH AVE	KINGS/FRESNO CO LINE	NEBRASKA AVE	RTE 99/43 SEP
Postmile Limits Begin/End	26.3 / 38.8	0.0 / R9.9	R9.9 / 22.7	0.0 / 2.2	2.2 / 3.02	3.02 / 18.2	18.2 / 22.3	22.3 / 27.3	0.0 / 8.3	8.3 / 9.3
Lane Length (MI)	12.5	9.9	12.8	2.2	0.8	15.2	4.1	5.0	8.3	1.0
Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (Extension of minor arterial-rural to urban)
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	NO	NO	NO	YES	YES	YES	YES	NO	NO	NO
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	KERN CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	TULARE CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	TULARE CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	KINGS CO LOS D FOR CMP & RTP REGIONALLY SIGNIFICANT SYSTEM	FRESNO CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM	FRESNO CO LOS D FOR RTP REGIONALLY SIGNIFICANT SYSTEM
General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
Bicycles/Pedestrians Allowed	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES