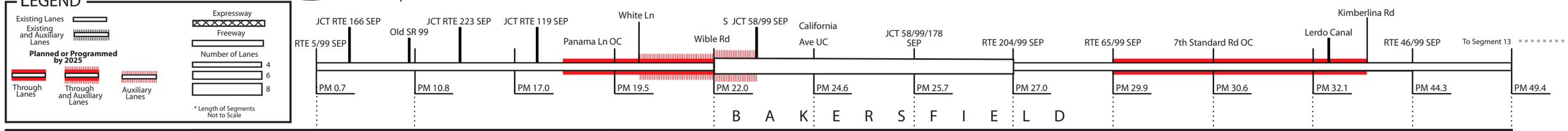
State Route 99

SUMMARY CHART 1-A

Note: Graph 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 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., 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 (2025 Concept) by 2025-RTPA's 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 (2003) 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.

* **Deficient** No project recommended

** **Deficient:** Concept facility does not meet concept LOS

*** **Calculated at 6F**

N/A: No project recomended

N/A*: No project - deficient

Note: Segment 35 to be converted to freeway.

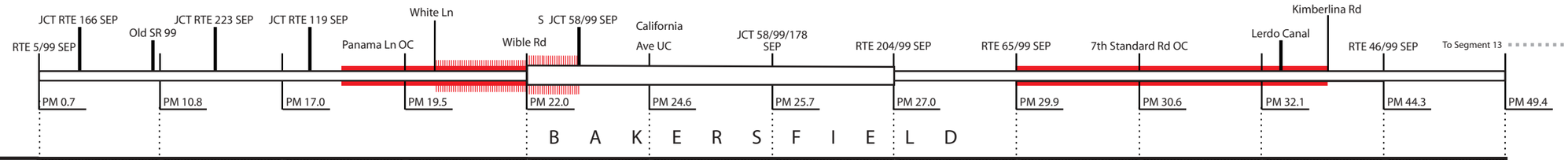
SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99
Description Begin	RTE 5/99 SEP	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION
Description End	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION	0.1 MI (0.16 KM) N OF SHERWOOD AVE
Postmile Limits Begin/End	L 0.7 / 10.8	10.8 / 17.0	17.0 / 19.5	19.5 / 22.0	22.0 / 24.6	24.6 / 25.7	25.7 / 27.0	27.0 / R 29.9	R 29.9 / R 30.6	R 30.6 / 32.1	32.1 / 44.3	44.3 / 49.4
Kilopost Limits Begin/End	1.1 KP / 17.4 KP	17.4 KP / 27.4 KP	27.4 KP / 31.4 KP	31.4 KP / 35.4 KP	35.4 KP / 39.6 KP	39.6 KP / 41.4 KP	41.4 KP / 43.5 KP	43.5 KP / 48.1 KP	48.1 KP / 49.2 KP	49.2 KP / 51.7 KP	51.7 KP / 71.3 KP	71.3 KP / 79.5 KP
Length (MI/KM)	10.1 MI / 16.3 KM	6.2 MI / 10.0 KM	2.5 MI / 4.0 KM	2.5 MI / 4.0 KM	2.6 MI / 4.2 KM	1.1 MI / 1.8 KM	1.3 MI / 2.1 KM	2.9 MI / 4.7 KM	0.7 MI / 1.1 KM	1.5 MI / 2.4 KM	12.2 MI / 19.6 KM	5.1 MI / 8.2 KM
Rural / Urban	RURAL	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	185.0 / 200.0 FT	175.0 / 190.0 FT	190.0 / 195.0 FT	190.0 / 250.0 FT	220.0 / 290.0 FT	255.0 / 320.0 FT	190.0 / 270.0 FT	180.0 / 240.0 FT	200.0 / 200.0 FT	170.0 / 170.0 FT	160.0 / 200.0 FT	160.0 / 230.0 FT
ROW: Range Existing (M)	56.4 / 61.0 M	53.3 / 57.9 M	57.9 / 59.4 M	57.9 / 76.2 M	67.1 / 88.4 M	77.7 / 97.5 M	57.9 / 82.3 M	54.9 / 73.2 M	61.0 / 61.0 M	51.8 / 51.8 M	48.8 / 61.0 M	48.8 / 70.1 M
Median Range (FT)	36.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	34.0 / 46.0 FT	34.0 / 65.0 FT	29.0 / 65.0 FT
Median Range (M)	11.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	6.7 / 6.7 M	6.7 / 6.7 M	6.7 / 6.7 M	14.0 / 14.0 M	14.0 / 14.0 M	10.4 / 14.0 M	10.4 / 19.8 M	8.8 / 19.8 M
Shoulder Range (FT)	2.0 / 10.0 FT	10.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	2.0 / 20.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 10.0 FT	5.0 / 10.0 FT
Shoulder Range (M)	0.6 / 3.0 M	3.0 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	0.6 / 6.1 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 3.0 M	1.5 / 3.0 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)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M
Facility: Existing	6F	6F	6F	6F	8F	8F	8F	6F	6F	6F	6F	6F
2025 Concept	6F	6F	6F	6F+AUX	8F+AUX	8F	8F	8F	8F	8F	8F	8F
UTC	8F	8F	8F	8F	8F+AUX	8F + AUX	8F + AUX	8F	8F	8F	8F	8F
LOS: 2003	B	B	B	C	C	C	C	C	C	C	B	B
2010 / 2025	C / D	B / D	B / D	C / E	D / F	D / F	C / E	D / F	C / F	D / F	C / E	B / D
2025 Concept	C	C	D	D	D	D	D	D	D	C	C	C
Deficiency/Year Deficient	2025	2025	N/A	2025	2025	2025	2025	2025	2025	2010	2025	2025
Project in STIP/RTP (Y/N)	NO	NO	YES	YES	YES	NO	YES	NO	YES	YES	YES	NO
LOS W/ Concept Improvement	N/A*	N/A*	N/A	D	D	N/A*	N/A*	E**	D	D**	C	N/A*
Directional Split (Peak Hour)	51/49	51/49	51/49	51/49	55/45	54/46	53/47	53/47	53/47	53/47	53/47	54/46
AADT: 2003	32,000	31,000	44,000	69,700	108,000	109,000	82,000	73,600	59,700	56,000	50,500	39,400
2010 / 2025	43,400 / 68,600	41,700 / 64,900	56,900 / 83,600	85,800 / 117,100	130,400 / 171,700	131,600 / 174,500	101,900 / 141,300	96,000 / 143,500	79,500 / 121,800	74,500 / 114,200	68,500 / 108,300	53,500 / 84,500
Peak Hour: 2003	2,266	2,195	2,336	3,513	5,346	5,995	4,510	4,122	3,224	3,343.2	2,545	2,021
2010 / 2025	3,080 / 4,860	2,950 / 4,600	3,020 / 4,440	4,330 / 5,900	6,450 / 8,500	7,240 / 9,600	5,610 / 7,770	5,380 / 8,040	4,290 / 6,580	4,450 / 6,820	3,450 / 5,460	2,740 / 4,340
% Trucks: AADT / Peak Hour	28 / 24 %	28 / 24 %	28 / 24 %	22 / 20 %	20 / 15 %	21 / 18 %	28 / 21 %	28 / 21 %	28 / 21 %	28 / 21 %	28 / 21 %	29 / 22 %

SUMMARY CHART 2-A

LEGEND

Existing Lanes
Existing and Auxiliary Lanes
Planned or Programmed by 2025
Through Lanes
Through and Auxiliary Lanes
Auxiliary Lanes
Expressway
Freeway
Number of Lanes: 4, 6, 8
* Length of Segments Not to Scale

Note: Graph 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.

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.

NTN (National Truck Network): A list of truck route segments and their truck access designations with each segment's beginning and ending post miles, and beginning and ending cross streets. (STAA: Surface Transportation Assistance Act).

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

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.

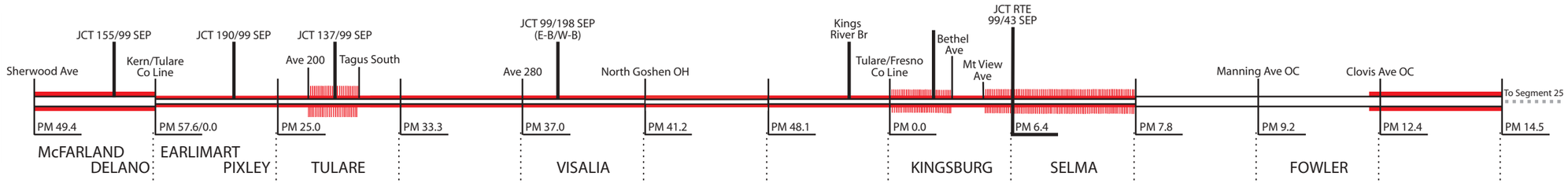
SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99
Description Begin	RTE 5/99 SEP	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION
Description End	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION	0.1 MI (0.16 KM) N OF SHERWOOD AVE
Postmile Limits Begin/End	0.7 / 10.8	10.8 / 17.0	17.0 / 19.5	19.5 / 22.0	22.0 / 24.6	24.6 / 25.7	25.7 / 27.0	27.0 / 29.9	29.9 / 30.6	30.6 / 32.1	32.1 / 44.3	44.3 / 49.4
Kilopost Limits Begin/End	1.1 KP / 17.4 KP	17.4 KP / 27.4 KP	27.4 KP / 31.4 KP	31.4 KP / 35.4 KP	35.4 KP / 39.6 KP	39.6 KP / 41.4 KP	41.4 KP / 43.5 KP	43.5 KP / 48.1 KP	48.1 KP / 49.2 KP	49.2 KP / 51.7 KP	51.7 KP / 71.3 KP	71.3 KP / 79.5 KP
Length (MI/KM)	10.1 MI / 16.3 KM	6.2 MI / 10.0 KM	2.5 MI / 4.0 KM	2.5 MI / 4.0 KM	2.6 MI / 4.2 KM	1.1 MI / 1.8 KM	1.3 MI / 2.1 KM	2.9 MI / 4.7 KM	0.7 MI / 1.1 KM	1.5 MI / 2.4 KM	12.2 MI / 19.6 KM	5.1 MI / 8.2 KM
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Lifeline (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
NTN (Yes: STAA, TA=Terminal Access) or No	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway
General Plan/RTP LOS Standard	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E
Bike Use Allowed (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Biological Resource Sensitivity (Y/N)	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Historical Resources Present (Y/N)	YES	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO

Note: Graph Not To Scale

SUMMARY CHART I-B

LEGEND

Existing Lanes
Existing and Auxiliary Lanes
Planned or Programmed by 2025
Through Lanes
Through and Auxiliary Lanes
Auxiliary Lanes
Expressway
Freeway
Number of Lanes
* Length of Segments Not to Scale



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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.

* **Deficient** No project recommended

** **Deficient:** Concept facility does not meet concept LOS

*** **Calculated at 6F**

N/A: No project recomended

N/A*: No project - deficient

Note: Segment 35 to be converted to freeway.

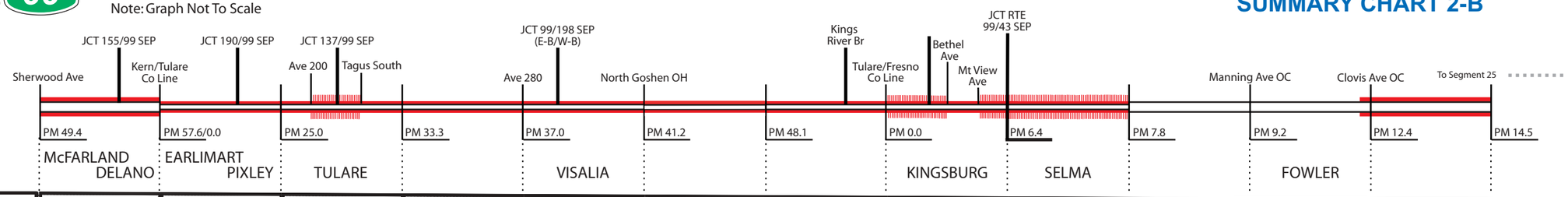
SEGMENT	13	14	15	16	17	18	19	20	21	22	23	24
County / Route	KERN / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99
Description Begin	0.1 MI (0.16 KM) N OF SHERWOOD AVE	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC
Description End	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC	AMERICAN AVE OC
Postmile Limits Begin/End	49.4 / 57.6	0.0 / 25.0	25.0 / 33.3	33.3 / 37.0	37.0 / 41.2	41.2 / 48.1	48.1 / R 53.9	R 0.0 / 6.4	6.4 / 7.8	7.8 / 9.2	9.2 / 12.4	12.4 / 14.5
Kilopost Limits Begin/End	79.5 KP / 92.7 KP	0.0 KP / 40.2 KP	40.2 KP / 53.6 KP	53.6 KP / 59.5 KP	59.5 KP / 66.3 KP	66.3 KP / 77.4 KP	77.4 KP / 86.7 KP	0.0 KP / 10.3 KP	10.3 KP / 12.6 KP	12.6 KP / 14.8 KP	14.8 KP / 20.0 KP	20.0 KP / 23.3 KP
Length (MI/KM)	8.2 MI / 13.2 KM	25.0 MI / 40.2 KM	8.3 MI / 13.4 KM	3.7 MI / 6.0 KM	4.2 MI / 6.8 KM	6.9 MI / 11.1 KM	5.8 MI / 9.3 KM	6.4 MI / 10.3 KM	1.4 MI / 2.3 KM	1.4 MI / 2.3 KM	3.2 MI / 5.1 KM	2.1 MI / 3.4 KM
Rural / Urban	URBAN	RURAL	URBAN	RURAL	URBAN	RURAL	RURAL	URBAN	URBAN	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	160.0 / 175.0 FT	160.0 / 250.0 FT	160.0 / 200.0 FT	156.0 / 166.0 FT	156.0 / 170.0 FT	166.0 / 178.0 FT	166.0 / 210.0 FT	176.0 / 230.0 FT	208.0 / 216.0 FT	190.0 / 199.0 FT	160.0 / 210.0 FT	190.0 / 190.0 FT
ROW: Range Existing (M)	48.8 / 53.3 M	48.8 / 76.2 M	48.8 / 61.0 M	47.5 / 50.6 M	47.5 / 51.8 M	50.6 / 54.3 M	50.6 / 64.0 M	53.6 / 70.1 M	63.4 / 65.8 M	57.9 / 60.7 M	48.8 / 64.0 M	57.9 / 57.9 M
Median Range (FT)	46.0 / 46.0 FT	34.0 / 66.0 FT	42.0 / 99.0 FT	34.0 / 46.0 FT	35.0 / 94.0 FT	35.0 / 65.0 FT	39.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT
Median Range (M)	14.0 / 14.0 M	10.4 / 20.1 M	12.8 / 30.2 M	10.4 / 14.0 M	10.7 / 28.7 M	10.7 / 19.8 M	11.9 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M
Shoulder Range (FT)	2.0 / 8.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 9.0 FT	1.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 16.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT
Shoulder Range (M)	0.6 / 2.4 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 2.7 M	0.3 / 3.0 M	0.6 / 3.0 M	0.6 / 4.9 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 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)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M
Facility: Existing	6F	4F	4F	4F	4F	5F***	4F	4F	6F	6F	6F	6F
2025 Concept	8F	6F	6F + AUX	6F	6F	6F	6F	6F + AUX	6F + AUX	6F	8F	8F
UTC	8F	8F	6F + AUX	8F	8F	8F	8F	6F + AUX	6F + AUX	8F	8F	8F
LOS: 2003	B	C	C	C	C	B	C	D	D	C	C	C
2010 / 2025	B / C	D / F	D / F	C / F	C / F	B / C	C / E	F / F	F / F	C / E	D / F	C / E
2025 Concept	C	C	C	D	D	C	C	D	C	D	D	D
Deficiency/Year Deficient	N/A	2010	2010	2025	2025	N/A	2025	2010	2003	2025	2025	2025
Project in STIP/RTP (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	YES
LOS W/ Concept Improvement	C	D**	C	C	C	N/A	C	D	C	N/A*	D	C
Directional Split (Peak Hour)	51/49	54/46	52/48	53/47	51/49	52/48	52/48	52/48	55/45	55/45	56/44	56/44
AADT: 2003	38,000	32,700	36,500	37,000	42,200	43,000	44,100	46,700	63,000	63,000	71,600	63,000
2010 / 2025	49,600 / 74,000	40,300 / 54,600	46,300 / 65,700	46,900 / 67,000	54,600 / 80,600	50,900 / 66,200	51,700 / 65,700	60,400 / 88,700	79,900 / 114,000	79,900 / 114,000	89,000 / 123,400	78,300 / 108,600
Peak Hour: 2003	2,166	2,609	2,610	2,157	2,152	2,279	2,381	3,276	3,119	3,119	3,609	3,175
2010 / 2025	2,830 / 4,220	3,200 / 4,360	3,310 / 4,700	2,740 / 3,900	2,780 / 4,110	2,700 / 3,510	2,790 / 3,550	4,240 / 6,220	3,960 / 5,640	3,960 / 5,640	4,490 / 6,220	3,950 / 5,490
% Trucks: AADT / Peak Hour	26 / 22 %	26 / 22 %	28 / 23 %	28 / 24 %	28 / 24 %	28 / 24 %	28 / 24 %	28 / 24 %	28 / 20 %	28 / 20 %	25 / 20 %	23 / 19 %

SUMMARY CHART 2-B

Note: Graph Not To Scale

LEGEND

Existing Lanes
Existing and Auxiliary Lanes
Expressway
Freeway
Planned or Programmed by 2025
Through Lanes
Through and Auxiliary Lanes
Auxiliary Lanes
Number of Lanes
* Length of Segments Not to Scale



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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.

NTN (National Truck Network): A list of truck route segments and their truck access designations with each segment's beginning and ending post miles, and beginning and ending cross streets. (STAA: Surface Transportation Assistance Act).

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

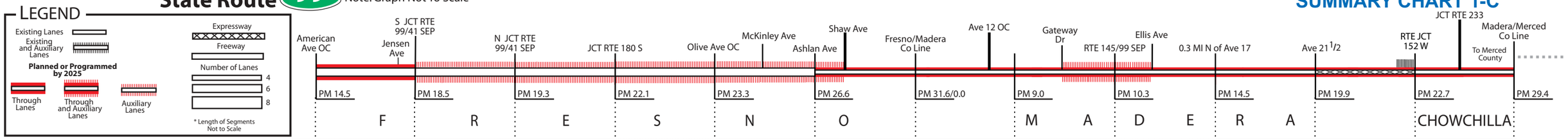
Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	13	14	15	16	17	18	19	20	21	22	23	24
County / Route	KERN / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99
Description Begin	0.1 MI (0.16 KM) N OF SHERWOOD AVE	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC
Description End	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC	AMERICAN AVE OC
Postmile Limits Begin/End	49.4 / 57.6	0.0 / 25.0	25.0 / 33.3	33.3 / 37.0	37.0 / 41.2	41.2 / 48.1	48.1 / 53.9	0.0 / 6.4	6.4 / 7.8	7.8 / 9.2	9.2 / 12.4	12.4 / 14.5
Kilopost Limits Begin/End	79.5 KP / 92.7 KP	0.0 KP / 40.2 KP	40.2 KP / 53.6 KP	53.6 KP / 59.5 KP	59.5 KP / 66.3 KP	66.3 KP / 77.4 KP	77.4 KP / 86.7 KP	0.0 KP / 10.3 KP	10.3 KP / 12.6 KP	12.6 KP / 14.8 KP	14.8 KP / 20.0 KP	20.0 KP / 23.3 KP
Length (MI/KM)	8.2 MI / 13.2 KM	25.0 MI / 40.2 KM	8.3 MI / 13.4 KM	3.7 MI / 6.0 KM	4.2 MI / 6.8 KM	6.9 MI / 11.1 KM	5.8 MI / 9.3 KM	6.4 MI / 10.3 KM	1.4 MI / 2.3 KM	1.4 MI / 2.3 KM	3.2 MI / 5.1 KM	2.1 MI / 3.4 KM
Functional Classification	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Lifeline (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
NTN (Yes: STAA, TA=Terminal Access) or No	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
General Plan/RTP Standard Highway Classification	Freeway	State Hwy, N/S Regional Corridor Fwy	Freeway	State Hwy, N/S Regional Corridor Fwy	Freeway	State Hwy, N/S Regional Corridor Fwy	State Hwy, N/S Regional Corridor Fwy	Freeway	Freeway	Freeway	Freeway	Freeway
General Plan/RTP LOS Standard	Kern County LOS for CMP and RTP Regionally Significant System - E	Tulare County RTP: LOS D for rural areas	Tulare County RTP: LOS E for urban areas	Tulare County RTP: LOS D for rural areas	City of Tulare General Plan: LOS D	Tulare County RTP: LOS D for rural areas	Tulare County RTP: LOS D for rural areas	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D
Bike Use Allowed (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Biological Resource Sensitivity (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	N/A
Historical Resources Present (Y/N)	NO	NO	NO	NO	YES	YES	YES	YES	NO	NO	NO	NO

State Route 99

Note: Graph Not To Scale

SUMMARY CHART 1-C



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 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., 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 (2025 Concept) by 2025-RTPA's 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 (2003) 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.

* **Deficient** No project recommended

** **Deficient:** Concept facility does not meet concept LOS

*** **Calculated at 6F**

N/A: No project recomended

N/A*: No project - deficient

Note: Segment 35 to be converted to freeway.

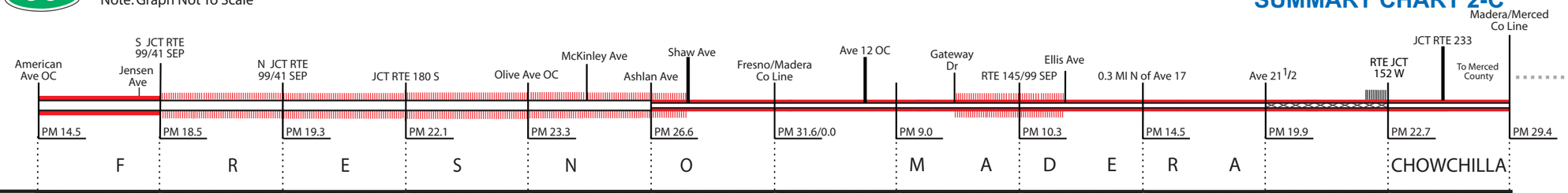
SEGMENT	25	26	27	28	29	30	31	32	33	34	35	36
County / Route	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99
Description Begin	AMERICAN AVE OC	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W
Description End	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W	MERCED COUNTY LINE
Postmile Limits Begin/End	14.5 / 18.5	18.5 / 19.3	19.3 / 22.1	22.1 / 23.3	23.3 / 26.6	26.6 / 31.6	0.0 / 9.0	9.0 / 10.3	10.3 / R 14.5	R 14.5 / 19.9	19.9 / 22.7	22.7 / 29.4
Kilopost Limits Begin/End	23.3 KP / 29.8 KP	29.8 KP / 31.1 KP	31.1 KP / 35.6 KP	35.6 KP / 37.5 KP	37.5 KP / 42.8 KP	42.8 KP / 50.9 KP	0.0 KP / 14.5 KP	14.5 KP / 16.6 KP	16.6 KP / 23.3 KP	23.3 KP / 32.0 KP	32.0 KP / 36.5 KP	36.5 KP / 47.3 KP
Length (MI/KM)	4.0 MI / 6.4 KM	0.8 MI / 1.3 KM	2.8 MI / 4.5 KM	1.2 MI / 1.9 KM	3.3 MI / 5.3 KM	5.0 MI / 8.0 KM	9.0 MI / 14.5 KM	1.3 MI / 2.1 KM	4.2 MI / 6.8 KM	5.4 MI / 8.7 KM	2.8 MI / 4.5 KM	6.7 MI / 10.8 KM
Rural / Urban	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	RURAL	URBAN	URBAN	URBAN	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	190.0 / 200.0 FT	200.0 / 230.0 FT	160.0 / 270.0 FT	160.0 / 200.0 FT	140.0 / 200.0 FT	180.0 / 200.0 FT	150.0 / 176.0 FT	154.0 / 180.0 FT	160.0 / 210.0 FT	210.0 / 220.0 FT	160.0 / 220.0 FT	160.0 / 220.0 FT
ROW: Range Existing (M)	57.9 / 61.0 M	61.0 / 70.1 M	48.8 / 82.3 M	48.8 / 61.0 M	42.7 / 61.0 M	54.9 / 61.0 M	45.7 / 53.6 M	46.9 / 54.9 M	48.8 / 64.0 M	64.0 / 67.1 M	48.8 / 67.1 M	48.8 / 67.1 M
Median Range (FT)	46.0 / 46.0 FT	46.0 / 46.0 FT	16.0 / 46.0 FT	16.0 / 16.0 FT	16.0 / 36.0 FT	36.0 / 60.0 FT	32.0 / 46.0 FT	32.0 / 40.0 FT	32.0 / 80.0 FT	46.0 / 94.0 FT	46.0 / 46.0 FT	39.0 / 46.0 FT
Median Range (M)	14.0 / 14.0 M	14.0 / 14.0 M	4.9 / 14.0 M	4.9 / 4.9 M	4.9 / 11.0 M	11.0 / 18.3 M	9.8 / 14.0 M	9.8 / 12.2 M	9.8 / 24.4 M	14.0 / 28.7 M	14.0 / 14.0 M	11.9 / 14.0 M
Shoulder Range (FT)	2.0 / 8.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 17.0 FT	2.0 / 17.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	4.0 / 10.0 FT
Shoulder Range (M)	0.6 / 2.4 M	1.5 / 3.0 M	1.5 / 3.0 M	0.6 / 3.0 M	0.6 / 5.2 M	0.6 / 5.2 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	1.2 / 3.0 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)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	219.0 FT / 66.8 M	219.0 FT / 66.8 M	218.0 FT / 66.4 M
Facility: Existing	6F	6F	6F	6F	6F	4F	4F	4F	4F	4F	4E	4F
2025 Concept	8F	6F + AUX	6F + AUX	6F + AUX	8F	6F + AUX	6F	6F + AUX	6F + AUX	6F	6F	6F
UTC	8F	8F + AUX	8F + AUX	8F + AUX	8F	6F + AUX	8F	6F + AUX	6F + AUX	8F	8F	8F
LOS: 2003	C	D	C	C	C	B	C	C	C	C	C	B
2010 / 2025	C / E	E / F	D / F	D / F	C / F	C / D	E / F	F / F	F / F	E / F	F / F	C / E
2025 Concept	D	D	D	D	D	D	D	D	D	F**	F**	C
Deficiency/Year Deficient	2025	2010	2025	2025	2025	N/A	2010	2010	2010	2010	2010	2025
Project in STIP/RTP (Y/N)	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
LOS W/ Concept Improvement	C	E**	D	E**	D	D	F**	C	D**	F**	F**	D**
Directional Split (Peak Hour)	56/44	56/44	56/44	56/44	54/46	55/45	55/45	56/44	57/43	57/43	57/43	57/43
AADT: 2003	68,500	96,700	73,700	86,000	65,300	51,400	52,200	45,000	51,400	48,200	47,500	31,900
2010 / 2025	84,300 / 115,200	117,900 / 158,700	96,200 / 143,000	103,800 / 138,500	84,400 / 124,100	71,800 / 118,200	70,800 / 111,200	72,800 / 114,500	79,300 / 121,100	72,400 / 108,500	71,600 / 107,800	46,100 / 67,500
Peak Hour: 2003	3,452	4,874	3,714	4,334	3,291	2,776	2,871	2,475	2,591	2,473	2,437	1,636
2010 / 2025	4,250 / 5,800	5,940 / 8,000	4,850 / 7,210	5,230 / 6,980	4,260 / 6,250	3,880 / 6,390	3,900 / 6,160	4,060 / 6,440	4,180 / 6,570	3,850 / 5,910	3,810 / 5,880	2,450 / 3,660
% Trucks: AADT / Peak Hour	20 / 15 %	17 / 10 %	18 / 10 %	19 / 10 %	19 / 10 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	24 / 14 %

Note: Graph Not To Scale

SUMMARY CHART 2-C

LEGEND

Existing Lanes
Existing and Auxiliary Lanes
Planned or Programmed by 2025
Through Lanes
Through and Auxiliary Lanes
Auxiliary Lanes
Expressway
Freeway
Number of Lanes
* Length of Segments Not to Scale



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

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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.

SEGMENT	25	26	27	28	29	30	31	32	33	34	35	36
County / Route	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99
Description Begin	AMERICAN AVE OC	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W
Description End	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W	MERCED COUNTY LINE
Postmile Limits Begin/End	14.5 / 18.5	18.5 / 19.3	19.3 / 22.1	22.1 / 23.3	23.3 / 26.6	26.6 / 31.6	0.0 / 9.0	9.0 / 10.3	10.3 / 14.5	14.5 / 19.9	19.9 / 22.7	22.7 / 29.4
Kilopost Limits Begin/End	23.3 KP / 29.8 KP	29.8 KP / 31.1 KP	31.1 KP / 35.6 KP	35.6 KP / 37.5 KP	37.5 KP / 42.8 KP	42.8 KP / 50.9 KP	0.0 KP / 14.5 KP	14.5 KP / 16.6 KP	16.6 KP / 23.3 KP	23.3 KP / 32.0 KP	32.0 KP / 36.5 KP	36.5 KP / 47.3 KP
Length (MI/KM)	4.0 MI / 6.4 KM	0.8 MI / 1.3 KM	2.8 MI / 4.5 KM	1.2 MI / 1.9 KM	3.3 MI / 5.3 KM	5.0 MI / 8.0 KM	9.0 MI / 14.5 KM	1.3 MI / 2.1 KM	4.2 MI / 6.8 KM	5.4 MI / 8.7 KM	2.8 MI / 4.5 KM	6.7 MI / 10.8 KM
Functional Classification	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P) & Principal Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Lifeline (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
NTN (Yes: STAA, TA=Terminal Access) or No	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Exp	State Hwy/Fwy
General Plan/RTP LOS Standard	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	Madera County RTP: LOS C	City of Madera GP: LOS D	City of Madera GP: LOS D	City of Madera GP: LOS D	Madera County RTP: LOS C	Madera County RTP: LOS C
Bike Use Allowed (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Biological Resource Sensitivity (Y/N)	N/A	N/A	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO
Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	YES	YES	YES	NO	NO	YES	YES