

**APPENDIX I-A**

STATE ROUTES

Interstate 5

SR 33

SR 41

SR 43

SR 137

SR 198

SR 269 (See under City of Avenal)

(See Figure 4-2 and 4-3 for Rural and Urban Functional Classifications)

**INTERSTATE 5**

**From:** Kern County Line  
**To:** Fresno County Line  
**Survey Date:** 5/02

<b>SEGMENT:</b> Segment Length:	<b>Kern County Line to SR 41 PM .00/16.6</b>	<b>SR 41 to Avenal Cutoff Rd. PM 16.6/25.4</b>	<b>Avenal Cutoff Rd. to Fresno Co. PM 25.4/26.7</b>
<b><u>ROAD CONDITIONS</u></b>			
Lanes/Lane Width	4/12'	4/12'	4/12'
Paved Shoulder Width	10'	10'	10'
Pavement Distress			
Type *	Transverse Crack	Transverse Crack	Transverse Crack
Extent: % of Roadway	< 25%	< 10%	< 25%
Severity	Moderate	Slight	Moderate
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<b><u>TRAFFIC FACTORS*</u></b>			
Annual Average Daily Traffic			
Year 2015	34,000	36,000	36,000
Year 2035	48,660	48,193	47,604
% Trucks in 2015 ADT	27%	26%	26%
Present Service Level	C	C	C
Present Peak Hour Volume	4,950	5,200	5,200
Peak Hour Capacity	3,720	3,720	3,720
Hour Volume/Hour Capacity	1.33	1.40	1.40

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System; KCAG

\* See discussion under "Inventory of Countywide Regional Routes."

**INTERSTATE 5**

**SYSTEM CONTINUITY (Highway Sphere of Influence):** Interstate 5 is a four-lane freeway cutting 26.72 miles across the southwestern portion of the county. Stretching from Mexico to Canada, I-5 has three interchanges in Kings County.

Local use: most of its users are traveling through or out of the county. This route is not important for local travel of commuters.

**DISCUSSION:** Interstate 5 continues to efficiently carry much of the West Coast's north-south traffic. No major improvements are recommended for the next five years. Due to steady growth in all major population centers served by I-5 (Seattle, Portland, Sacramento, Bay Area -- via I-580, Los Angeles, and San Diego), the route's traffic load in Kings County is expected to reach light-to-moderate congestion levels by 2025. This will be compounded by larger numbers of conventional and oversize long-haul trucks. An additional lane in each direction will be needed to accommodate this heavy demand.

<b>CANDIDATE IMPROVEMENTS</b>		
<b>Description</b>	<b>Timing</b>	<b>Cost (\$1,000)</b>
Install High Tension Cable Barrier From PM 21.50 in Kings Co. to PM 2.5 in Fresno Co.	Not Available	Not Available
Widen from 4 to 6 lanes Kern Co. Line to Fresno Co. Line	Not Available	Not Available

**STATE ROUTE 33**

**From:** Kern County Line  
**To:** Fresno County Line  
**Survey Date:** 5/02

<b>SEGMENT: Segment Length:</b>	<b>Kern Co. to SR 41 PM 0.0/7.8</b>	<b>SR 41 to SR 269 PM 7.8/14.3</b>	<b>SR 269 to Fresno Co. PM 14.3/19.0</b>
<b><u>ROAD CONDITIONS</u></b>			
Lanes/Lane Width	2/11'	2/12'	2/11-12'
Paved Shoulder Width	0'	1'	1-8'
Pavement Distress			
Type*	1 & 2	Cracking	Cracking
Extent: % of Roadway	25% - 50%	< 10%	< 25%
Severity	Moderate	Slight	Moderate
Striping/Reflector Condition			
Center	Fair	Good	Good
Sides	Fair	Poor	Good
Other		Flooding Zone	
<b><u>TRAFFIC FACTORS**</u></b>			
Annual Average Daily Traffic			
Year 2015	1,400	2,350	3,050
Year 2035	4,365	6,113	6,474
% Trucks in 2015 ADT	17%	15%	15%
Present Service Level	A	A	A
Present Peak Hour Volume	220	440	440
Peak Hour Capacity	1,390	1,900	1,880
Hour Volume/Hour Capacity	.16	.23	.23

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System; City of Avenal

\* 1. Fatigue Cracking; 2. Pitting and Raveling; 3. Rutting and Shoving

\*\* See discussion under "Inventory of Countywide Regional Routes."

**STATE ROUTE 33**

**SYSTEM CONTINUITY (Highway Sphere of Influence):** State Route 33 runs for 18.99 miles through the extreme southwestern portion of Kings County in a northwest to southeast direction. While it provides a way to travel from Ventura County to San Joaquin County, its main importance to Kings County is that it links Avenal with Coalinga and SR 41.

**DISCUSSION:** After I-5 was completed in 1972, SR 33 experienced a steady reduction in traffic. This condition is reversed as travel to the prison facility in Avenal grows.

The main problems of SR 33 are these:

1. Poor geometrics. Between the Kern County Line and SR 41, the road has no shoulders, and passing visibility is severely limited.
2. Pavement distress. Within the Avenal city limits, shoulders consist largely of dirt and gravel.
3. Drainage. Within the Avenal city limits, flooding and drainage are a serious problem on sections of SR 33. Large volumes of water flowing to the southwest cross SR 33 at San Joaquin Street, and between Second and Fourth Streets. At Tar Canyon Road, flood waters cross SR 33 from west to east, depositing quantities of mud on the road surface.
4. Odd angled intersections should be closed or reconfigured to improve traffic safety.

<b>CANDIDATE IMPROVEMENTS</b>		
<b>Description</b>	<b>Timing</b>	<b>Cost (\$1,000)</b>
AC Overlay: From SR 41 to Fresno Co. Line	Not Available	Not Available

**STATE ROUTE 41**

**From:** Kern County Line  
**To:** Aqueduct  
**Survey Date:** 5/02

<b>SEGMENT:</b> Segment Length:	<b>Kern Co. to SR 33 PM 0.0/8.1</b>	<b>SR 33 to I-5 PM 8.1/16.3</b>	<b>I-5 to Bernard Dr. PM 16.3/16.7</b>	<b>Bernard Dr. to Aqueduct PM 16.7/17.0</b>
<b><u>ROAD CONDITIONS</u></b>				
Lanes/Lane Width	2/12-16'	2/12-14'	2-4/12'	2/12'
Paved Shoulder Width	0-4'	1-4'	4-10'	4'
Pavement Distress	None	None		
Type	-	-	Cracking	Cracking
Extent: % of Roadway	-	-	< 10%	< 10%
Severity	-	-	Slight	Slight
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	Good	Good	Good	Good
Other				
<b><u>TRAFFIC FACTORS*</u></b>				
Annual Average Daily Traffic				
Year 2015	7,100	7,200	20,000	7,000
Year 2035	7,966	7,730	10,113	9,657
% Trucks in 2015 ADT	15%	15%	15%	15%
Present Service Level	B	A	C	A
Present Peak Hour Volume	960	1,050	2,300	800
Peak Hour Capacity	1,620	1,620	3,720	1,860
Hour Volume/Hour Capacity	.59	.65	.62	.43

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System

\* See discussion under "Inventory of Countywide Regional Routes."

**STATE ROUTE 41 - Cont'd**

**From:** California Aqueduct  
**To:** Jackson Avenue  
**Survey Date:** 5/02

<b>SEGMENT:</b> Segment Length:	<b>Aqueduct to Milham Ave. PM 17.0/18.4</b>	<b>Milham Ave. to Nevada Ave. PM 18.4/28.4</b>	<b>Nevada Ave. to Jersey Ave. PM 28.4/36.7</b>	<b>Jersey Ave. to Jackson Ave. PM 36.7/37.8</b>
<b><u>ROAD CONDITIONS</u></b>				
Lanes/Lane Width	2/12'	2/12'	2/12'	2/12'
Paved Shoulder Width	1-10'	2-3'	0-8'	8'
Pavement Distress			None	
Type	Cracking	Rutting		Cracking
Extent: % of Roadway	<15%	<10%		<10%
Severity		Slight		Slight
Striping/Reflector Condition				
Center	Fair	Good	Good	Good
Sides	Good	Good	Good	Good
Other				
<b><u>TRAFFIC FACTORS*</u></b>				
Annual Average Daily Traffic				
Year 2015	7,000	6,700	6,900	9,000
Year 2035	9,643	9,446	10,062	12,247
% Trucks in 2015 ADT	15%	18%	18%	18%
Present Service Level	A	A	A	A
Present Peak Hour Volume	800	770	770	920
Peak Hour Capacity	1,790	1,630	1,840	1,900
Hour Volume/Hour Capacity	.45	.47	.42	.48

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System; KCAG

\* See discussion under "Inventory of Countywide Regional Routes."

**STATE ROUTE 41 - Cont'd**

**From:** Jackson Avenue  
**To:** Belle Haven Dr.  
**Survey Date:** 5/02

<b>SEGMENT:</b> Segment Length:	<b>Jackson Ave. to S. of SR 198 PM 37.8/39.3</b>	<b>S. of SR 198 to SR 198 PM 39.3/40.1</b>	<b>SR 198 to Belle Haven Dr. PM 40.1/40.4</b>
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12-20'
Paved Shoulder Width	8'	8'	8'
Pavement Distress	None	None	None
Type			
Extent: % of Roadway			
Severity			
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Annual Average Daily Traffic			
Year 2015	12,500	12,500	16,500
Year 2035	18,630	28,782	42,980
% Trucks in 2015 ADT	19%	19%	19%
Present Service Level	A	B	C
Present Peak Hour Volume	1,300	1,300	1,500
Peak Hour Capacity	1,900	1,900	1,820
Hour Volume/Hour Capacity	.68	.68	.82

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System; KCAG

\* See discussion under "Inventory of Countywide Regional Routes."



**STATE ROUTE 41 - Cont'd**

**From:** Belle Haven Dr.  
**To:** Fresno County  
**Survey Date:** 5/02

<b>SEGMENT:</b> Segment Length:	<b>Belle Haven Dr. to Hanford-Armona Rd. PM 40.4/42.1</b>	<b>Hanford-Armona Rd. to Grangeville Blvd. PM 42.1/44.1</b>	<b>Grangeville Blvd. to Fresno County PM 44.1/48.3</b>
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2-4/11-12'	4/12'	4/12'
Paved Shoulder Width	1-8'	8'	8'
Pavement Distress	None	Fatigue	None
Type		Cracking	
Extent: % of Roadway		< 10%	
Severity		Slight	
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Annual Average Daily Traffic			
Year 2015	14,900	18,500	17,500
Year 2035	28,112	32,216	26,794
% Trucks in 2015 ADT	19%	19%	16%
Present Service Level	B	B	B
Present Peak Hour Volume	1,350	1,700	1,650
Peak Hour Capacity	1,920	3,530**	3,840**
Hour Volume/Hour Capacity	.70	.48	.43

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System

\* See discussion under "Inventory of Countywide Regional Routes."

\*\* One direction only.

**STATE ROUTE 41**

**SYSTEM CONTINUITY (Highway Sphere of Influence):** State Route 41 transects Kings County in 48.28 miles between Kern and Fresno Counties. Like SR 198, it is one of California's few cross-Valley highways. Because it joins Morro Bay with Yosemite National Park, it carries a high percentage of tourist traffic. It is used heavily by truckers, and it is also an important commuter corridor between Lemoore and LNAS and the Fresno metropolitan area.

SR 41 is a two-lane road for 42 miles between the Kern County line and just south of the Hanford-Armona Road. There it becomes a four-lane expressway for about 6 miles to the Fresno County Line, where it narrows again for a 4 mile section to a two-lane, heavily used road to SR 99.

**DISCUSSION:** The main problems of SR 41 are these:

1. Pavement Distress. Although State Route 41 is in good condition at this time, due to the road's high percentage of trucks and farm-related equipment, deterioration of the roadway could occur at an accelerated rate.
2. Inadequate shoulders in some places.
3. Congestion at the I-5 interchange at Kettleman City.

Improvements are needed between I-5 and the Kern County line. The above factors are aggravated by the hilly terrain, slow trucks, and restricted sight distances.

<b>CANDIDATE IMPROVEMENTS</b>		
<b>Description</b>	<b>Timing</b>	<b>Cost (\$1,000)</b>
Construct passing lanes: Various locations from Kern Co. Line to SR 33 Avenal Creek to s/o SR 33 Utica Avenue to I-5 Newton Avenue to 22nd Avenue	Not Available	Not Available
Construct interchange: Grangeville Boulevard Hanford-Armona Road	Not Available	Not Available
Widen to 4 lanes and construct interchange: SR 198 to Jackson Avenue	Not Available	Not Available
Widen from 2 to 4 lanes: Kettleman City to Jackson Avenue SR 33 to I-5 Kings/Fresno Co Line to Elkhorn Ave.	Not Available	Not Available
Widen Shoulders and Construct Passing Lanes: Kern Co. Line to SR 33	Not Available	Not Available
Construct Roundabout: At Bernard Dr.	2020	\$621

**STATE ROUTE 43**

**From:** Tulare County Line  
**To:** Houston Avenue  
**Survey Date:** 5/02

<b>SEGMENT:</b> Segment Length:	<b>Tulare Co. to Pickerell Ave. PM 0.0/2.2</b>	<b>Pickerell Ave. to Santa Fe Ave. PM 2.2/3.7</b>	<b>Santa Fe Ave. to Houston Ave. PM 3.7/16.4</b>
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2-4/12'	2-4/12'	2/12-18'
Paved Shoulder Width	8'	8'	8'
Pavement Distress	None	None	None
Type			
Extent: % of Roadway			
Severity			
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Annual Average Daily Traffic			
Year 2015	4,300	3,000	7,000
Year 2035	7,328	8,770	11,977
% Trucks in 2015 ADT	19%	19%	19%
Present Service Level	A	B	B
Present Peak Hour Volume	390	280	710
Peak Hour Capacity	1,840	1,840	1,840
Hour Volume/Hour Capacity	.21	.15	.39

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System; KCAG

\* See discussion under "Inventory of Countywide Regional Routes."

**STATE ROUTE 43 - Cont'd.**

**From:** Houston Avenue  
**To:** Fresno County Line  
**Survey Date:** 5/02

<b>SEGMENT:</b> Segment Length:	<b>Houston Ave. to SR 198 PM 16.4/18.2</b>	<b>SR 198 to 10th Ave. PM 18.2/22.3</b>	<b>10th Ave. to Fresno County PM 22.3/27.3</b>
<b><u>ROAD CONDITIONS</u></b>			
Lanes/Lane Width	2/12-18'	2/12'	2/12'
Paved Shoulder Width	8'	3-8'	8'
Pavement Distress	None	None	None
Type			
Extent: % of Roadway			
Severity			
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<b><u>TRAFFIC FACTORS*</u></b>			
Annual Average Daily Traffic			
Year 2015	7,300	11,000	11,800
Year 2035	10,698	16,585	17,764
% Trucks in 2015 ADT	19%	18%	14%
Present Service Level	B	B	C
Present Peak Hour Volume	740	1,150	1,150
Peak Hour Capacity	1,860	1,840	1,880
Hour Volume/Hour Capacity	.40	.63	.61

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System

\* See discussion under "Inventory of Countywide Regional Routes."

**STATE ROUTE 43**

SYSTEM CONTINUITY (Highway Sphere of Influence): State Route 43, also known as the Central Valley Highway, extends from SR 119 and I-5 in western Kern County to SR 99 in Selma. In Kings County it is 27.29 miles long and is the primary link between Hanford and Corcoran, and between Hanford and the Fresno metropolitan area. SR 43 is a two-lane expressway in Kings County. Due to its proximity to the Tulare Lake Basin, it carries a high percentage of agricultural truck traffic.

DISCUSSION:

In terms of its volume to capacity ratio, SR 43 is generally operating satisfactorily between the Tulare County line and 10th Avenue. Congestion and a much higher-than-average accident rate occurs between Pickerell and Santa Fe Avenues, because of three odd-angle intersections. A roundabout was constructed at Whitley Avenue in 2017.

Between 10th Avenue and the Fresno County Line, the road's traffic volume more than doubles. During commute hours this section of highway operates at service level C. As Hanford and the Fresno metropolitan areas continue to accommodate this demand, construction of a 4-lane expressway from SR 198 to SR 99 in Fresno County is recommended. A park-and-ride lot is located at 10th Ave. to accommodate commuters between Corcoran, Hanford and Fresno.

<b>CANDIDATE IMPROVEMENTS</b>		
<b>Description</b>	<b>Timing</b>	<b>Cost (\$1,000)</b>
Relocate Intersection: In Corcoran at 5 ½ Avenue	Not Available	Not Available
AC Overlay and widen shoulders: Tulare County Line to SR 137	Not Available	Not Available
Widen to 4 lane expressway: Fresno County Line to 10th Avenue 10th Avenue to Houston Avenue Houston Avenue to Tulare County Line	Not Available	Not Available

**STATE ROUTE 137**

**From:** SR 43  
**To:** Tulare County Line  
**Survey Date:** 5/02

<b>SEGMENT: Segment Length:</b>	<b>SR 43 to Tulare County PM 0.0/2.1</b>
<b><u>ROAD CONDITIONS</u></b>	
Lanes/Lane Width	2/12'
Paved Shoulder Width	2'
Pavement Distress	Fatigue
Type	Cracking
Extent: % of Roadway	< 25%
Severity	Slight
Striping/Reflector Condition	
Center	Fair
Sides	Fair
Other	
<b><u>TRAFFIC FACTORS*</u></b>	
Annual Average Daily Traffic	
Year 2015	2,600
Year 2035	7,196
% Trucks in 2015 ADT	5%
Present Service Level	A
Present Peak Hour Volume	280
Peak Hour Capacity	1,920
Hour Volume/Hour Capacity	.15

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System

\* See discussion under "Inventory of Countywide Regional Routes."

**STATE ROUTE 137**

**SYSTEM CONTINUITY (Highway Sphere of Influence):** State Route 137 is the main link between Corcoran and the City of Tulare. Since Corcoran residents probably have as much interchange with the City of Tulare as they do with Hanford, this is an important road. Other than this, SR 137 is a 2.09 mile, low-traffic, farm-to-market road in Kings County. Poor alignments exist in Tulare County.

**DISCUSSION:** A roundabout was constructed in 2017 at the intersection of SR 43 and Whitley Avenue and SR 137. This road adequately serves its limited demand. Continue regular maintenance program.

<b>CANDIDATE IMPROVEMENTS</b>		
<b>Description</b>	<b>Timing</b>	<b>Cost (\$1,000)</b>
No Projects Identified		

**STATE ROUTE 198**

**From:** Fresno County Line  
**To:** 18th Avenue  
**Survey Date:** 5/04

<b>SEGMENT:</b> Segment Length:	<b>Fresno County to LNAS PM 0.0/3.0</b>	<b>LNAS to Avenal Cutoff PM 3.0/5.0</b>	<b>Avenal Cutoff to SR 41 PM 5.0/8.9</b>	<b>SR 41 to 18th Ave. PM 8.9/10.9</b>
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	4/12'	4/12'	4/12'
Paved Shoulder Width	4-6'	8'	8'	8'
Pavement Distress	None	None	None	Fatigue
Type				Cracking
Extent: % of Roadway				< 25%
Severity				Slight
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	Good	Good	Good	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Annual Average Daily Traffic				
Year 2015	4,850	9,500	18,000	20,000
Year 2035	11,284	31,446	41,341	44,244
% Trucks in 2015 ADT	14%	14%	8%	8%
Present Service Level	C	B	B	B
Present Peak Hour Volume	490	1,050	2,000	2,000
Peak Hour Capacity	1,900	3,800*	3,880**	3,880**
Hour Volume/Hour Capacity	.26	.28	.52	.52

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System; KCAG

\* See discussion under "Inventory of Countywide Regional Routes."

\*\* One direction only.



**STATE ROUTE 198 - Cont'd**

**From:** 18th Avenue  
**To:** 12th Avenue  
**Survey Date:** 5/04

<b>SEGMENT:</b> Segment Length:	<b>18th Ave. to Houston Ave. PM 10.9/12.1</b>	<b>Houston Ave. to 16th Ave. PM 12.1/15.8</b>	<b>16th Avenue to Hanford-Armona PM 15.8/16.4</b>	<b>Hanford-Armona to 12th Avenue PM 16.4/17.1</b>
<b><u>ROAD CONDITIONS</u></b>				
Lanes/Lane Width	4/12'	4/12'	4/12'	4/12'
Paved Shoulder Width	8'	8'	8'	8'
Pavement Distress	Fatigue	Fatigue	Fatigue	Fatigue
Type	Cracking	Cracking	Cracking	Cracking
Extent: % of Roadway	25%	< 10%	< 10%	< 10%
Severity	Moderate	Slight	Slight	Slight
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	Good	Good	Good	Good
Other				
<b><u>TRAFFIC FACTORS*</u></b>				
Annual Average Daily Traffic				
Year 2015	24,500	30,500	34,000	32,000
Year 2035	54,510	53,832	65,319	66,059
% Trucks in 2015 ADT	8%	9%	9%	9%
Present Service Level	B	B	B	B
Present Peak Hour Volume	2,300	2,850	3,150	2,950
Peak Hour Capacity	3,840**	3,840**	3,840**	3,880**
Hour Volume/Hour Capacity	.60	.74	.82	.76

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System; KCAG

\* See discussion under "Inventory of Countywide Regional Routes."

\*\* One direction only.

**STATE ROUTE 198 - Cont'd.**

**From:** 12th Avenue  
**To:** SR 43  
**Survey Date:** 5/04

<b>SEGMENT:</b> Segment Length:	<b>12th Avenue to 10th Avenue PM 17.1/19.0</b>	<b>10th Ave. to 9th Ave. PM 19.0/19.8</b>	<b>9th Ave. to SR 43 PM 19.8/21.0</b>
<b><u>ROAD CONDITIONS</u></b>			
Lanes/Lane Width	4/12'	4/12'	4/12'
Paved Shoulder Width	8'	8'	8'
Pavement Distress			
Type	None	None	None
Extent: % of Roadway			
Severity			
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<b><u>TRAFFIC FACTORS*</u></b>			
Annual Average Daily Traffic			
Year 2015	29,500	22,500	22,500
Year 2035	58,152	33,472	39,557
% Trucks in 2015 ADT	14%	15%	15%
Present Service Level	B	B	B
Present Peak Hour Volume	2,700	2,100	2,100
Peak Hour Capacity	3,880**	3,880**	3,880**
Hour Volume/Hour Capacity	.70	.54	.54

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System

\* See discussion under "Inventory of Countywide Regional Routes."

\*\* One direction only.

**STATE ROUTE 198 - Cont'd.**

**From:** SR 43  
**To:** Tulare County Line  
**Survey Date:** 5/04

<b>SEGMENT:</b> Segment Length:	<b>SR 43 to 7th Ave. PM 21.0/22.3</b>	<b>7th Ave. to Tulare County PM 22.3/28.3</b>
<b><u>ROAD CONDITIONS</u></b>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	8'	8'
Pavement Distress		
Type	None	None
Extent: % of Roadway		
Severity		
Striping/Reflector Condition		
Center	Good	Good
Sides	Good	Good
Other		
<b><u>TRAFFIC FACTORS*</u></b>		
Annual Average Daily Traffic		
Year 2015	25,000	25,000
Year 2035	32,032	34,672
% Trucks in 2015 ADT	10%	10%
Present Service Level	B	D
Present Peak Hour Volume	2,400	2,400
Peak Hour Capacity	3,720	3,720
Hour Volume/Hour Capacity	.65	.65

Source: Caltrans: Transportation Concept Report, Traffic Volume on the California State Highway System; KCAG

\* See discussion under "Inventory of Countywide Regional Routes."

\*\* One direction only.

## STATE ROUTE 198

SYSTEM CONTINUITY (Highway Sphere of Influence): State Route 198 is the most heavily used commuter corridor in Kings County, and is of primary concern to both Kings and Tulare counties. It is one of California's few cross-Valley routes, joining the Salinas Valley with Sequoia National Park. SR 198 is a 4-lane expressway/divided highway between the LNAS main gate and SR 99, it is a conventional 2-lane road west of the LNAS. Its total length in Kings County is 28.33 miles.

SR 198 provides direct linkage to I-5 in western Fresno County, SR 99, and the Visalia metropolitan area. As such, it has been designated as a route for oversize trucks authorized by the Federal Transportation Act. It is identified as a high emphasis focus route in the Interregional Improvement Strategic Plan.

### DISCUSSION:

Following the improvements to the section of SR 198 between SR 43 and SR 99 to a four-lane expressway/divided highway, Kings County still has concerns with the areas of SR 198 that remain a 2-lane portion (west of LNAS) and the existing 4-lane expressway portions that still have at-grade intersections.

1. 2-lanes west of LNAS. This segment was reconstructed in FY 83-84. It was narrow, without shoulders, and physically deteriorated to Lassen Avenue in Fresno County. If it is to carry oversize trucks, major pavement repairs are needed all of the way to I-5.
2. Interchanges. To help prevent accidents, and to facilitate better flow on an otherwise excellent stretch of 4-lane highway, interchanges are needed to replace at-grade intersections. An interchange at 19th Avenue in Lemoore was constructed and the 12th Avenue interchange in Hanford was reconstructed with wider ramps and an added loop ramp. Currently under construction is a roundabout at the SR 198, 13th Avenue and Hanford Armona Road intersection. Our most needed improvement is at 9th Avenue. An overcrossing at 16th Avenue, or closure of the crossing would complete the 4-lane expressway segment as a freeway. The 4-lane segment between SR 43 and SR 99 was completed and open to traffic in 2013. Interchanges at 2nd Avenue and 7th Avenue would complete this freeway segment.
3. Additional improvements for the western portion of SR 198 (west of LNAS) are the subject of a state grant funded planning study currently under way. The goal of the study/plan is to update the data on the SR 198 corridor, to develop performance measures for corridor performance, and to recommend near term lower cost high benefit projects to improve the corridor for mobility, for goods movement, for safety, and for economic development in Kings County along the corridor.

<b>CANDIDATE IMPROVEMENTS</b>		
<b>Description</b>	<b>Timing</b>	<b>Cost (\$1,000)</b>
Construct Interchange: 9th Avenue	Not Available	Not Available
6th Avenue	Not Available	Not Available
2nd Avenue	Not Available	Not Available
21st Avenue Alignment	Not Available	Not Available
Modify Interchange: 18th Avenue	Not Available	Not Available
Construct Passing Lanes: Fresno County Line to LNAS	Not Available	Not Available
Construct Overcrossing: At 16th Avenue	Not Available	Not Available