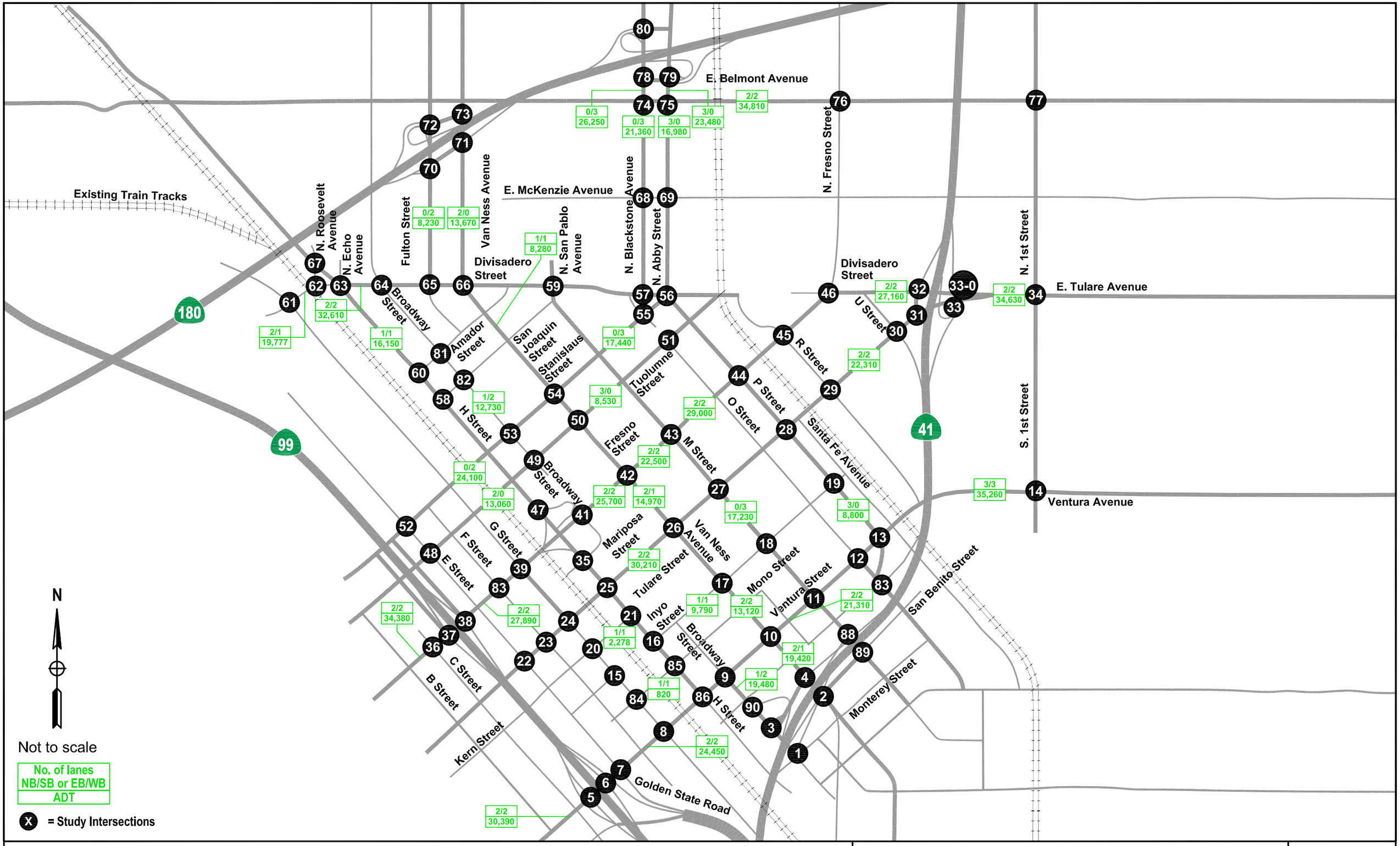
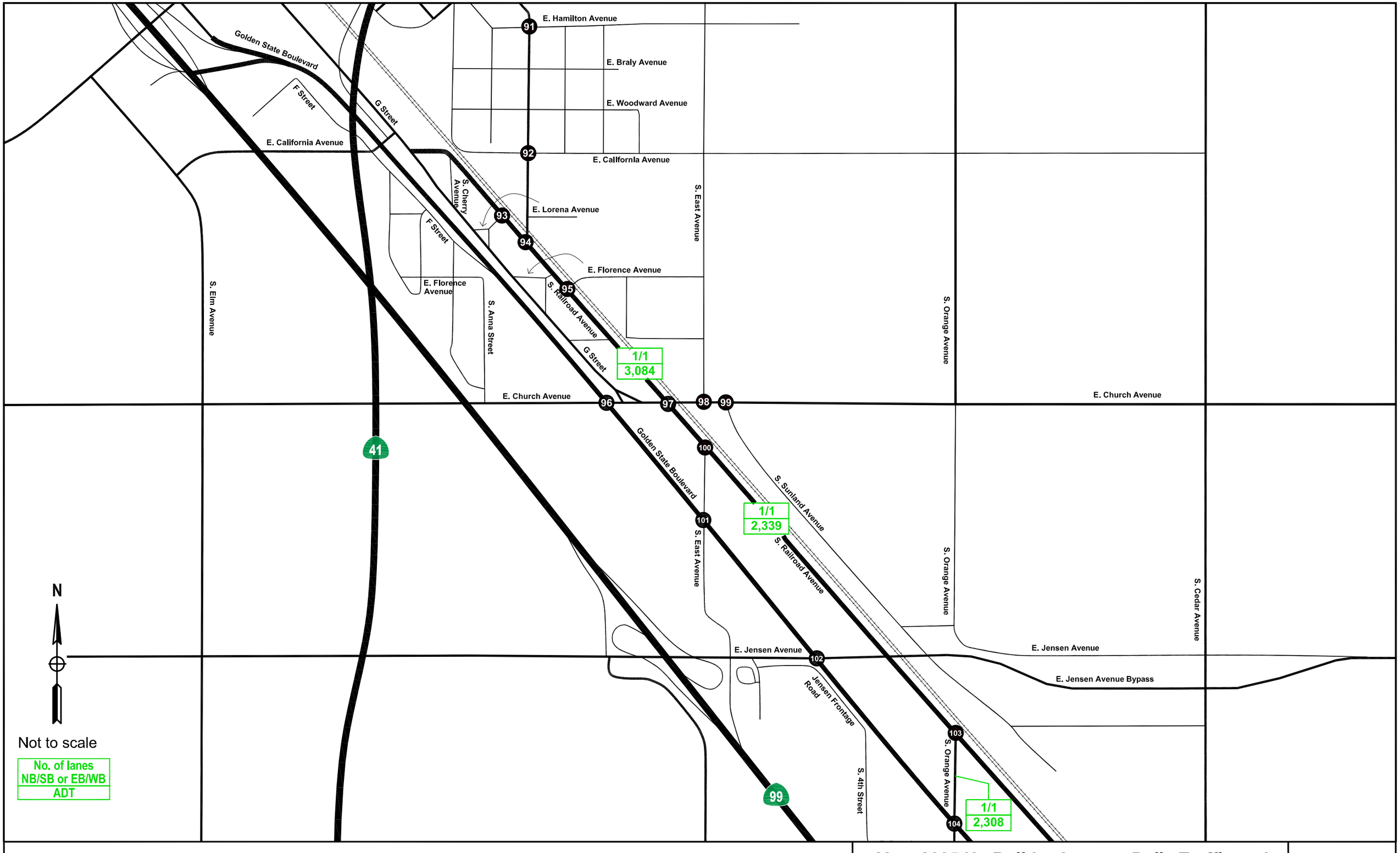



# California High-Speed Train Program EIR/EIS

**Fresno Station - Year 2035 No Build Average Daily Traffic & Number of Lanes**

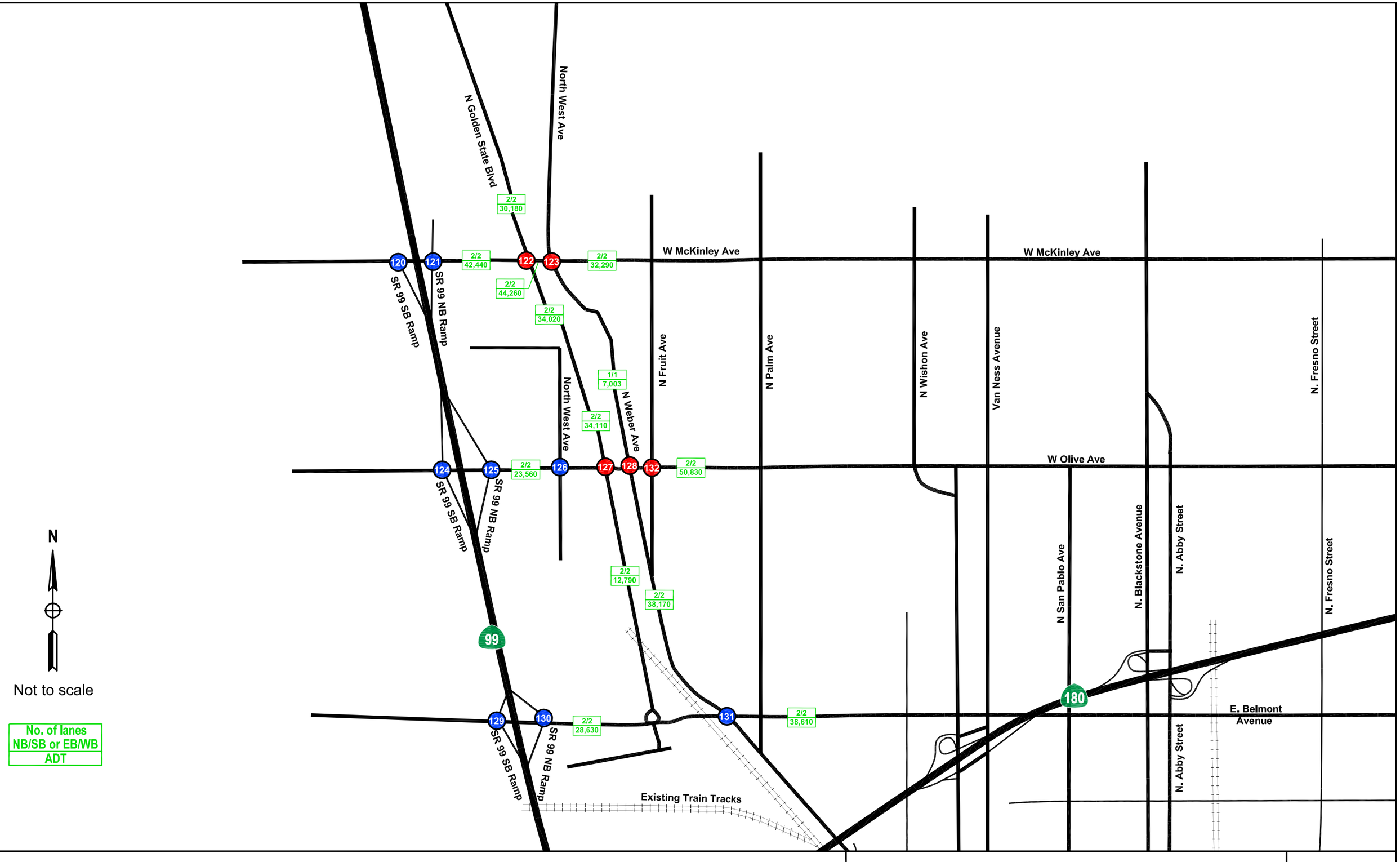
**Figure 5.3-1a**




**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build - Average Daily Traffic and Number of Lanes - Fresno Station**

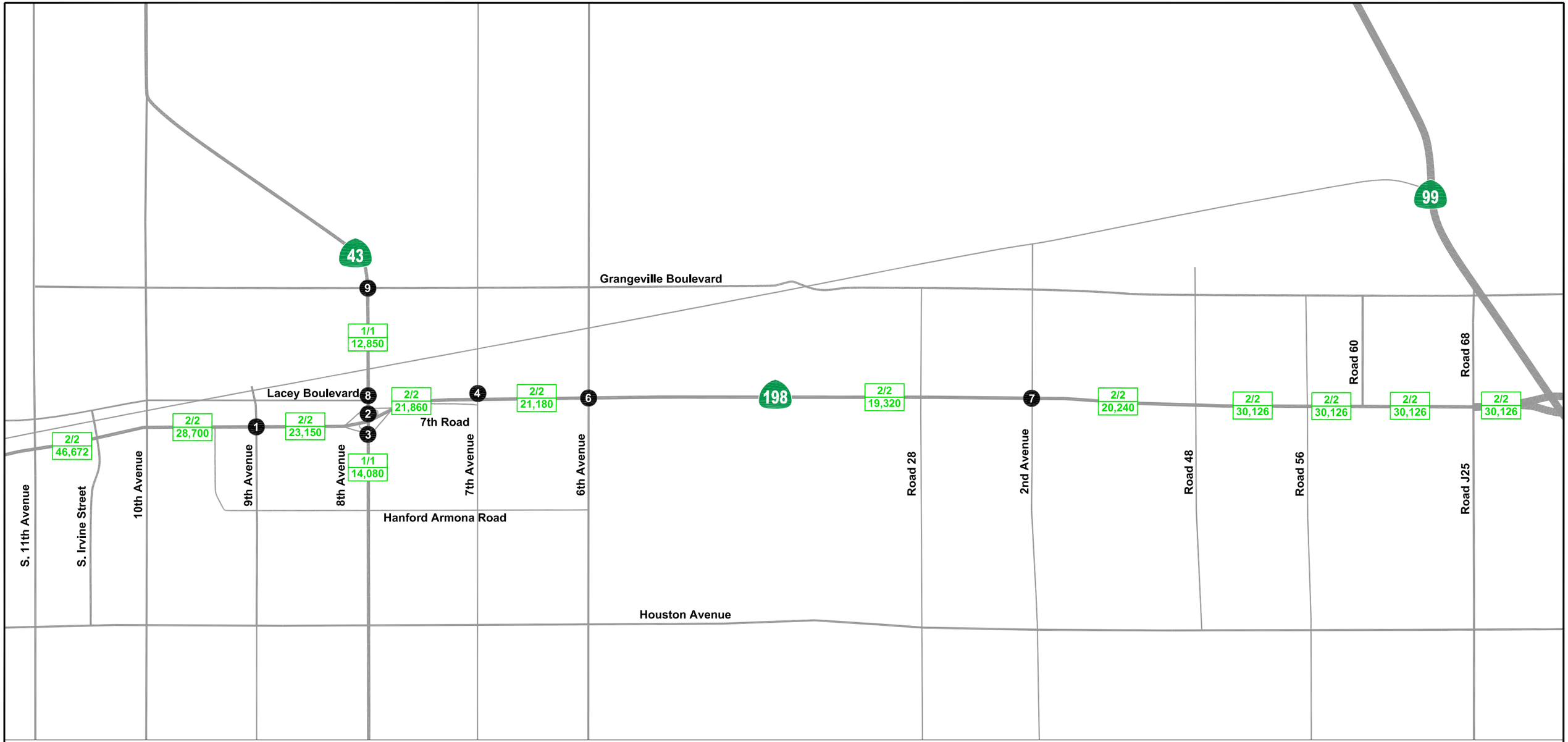
**Figure 5.3-1b**



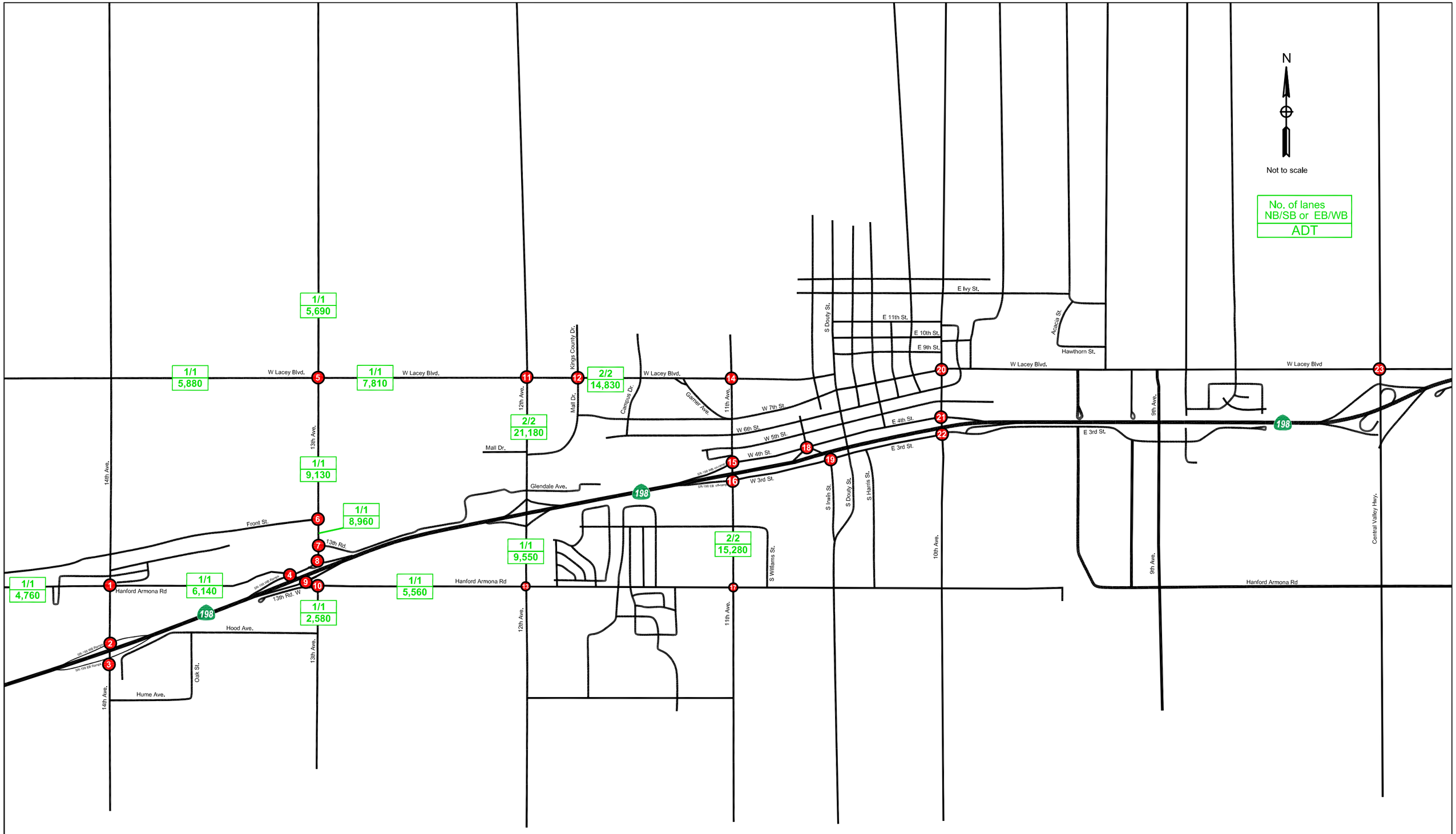

**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build - Average Daily Traffic and Number of Lanes - Fresno Station**

**Figure 5.3-1c**




| | | |
|---|---|---|
| **California High-Speed Train Program EIR/EIS** | **Year 2035 No Build - Average Daily Traffic and Number of Lanes - Kings/Tulare Regional East Station** | **Figure 5.3-2a** |




# California High-Speed Train Program EIR/EIS

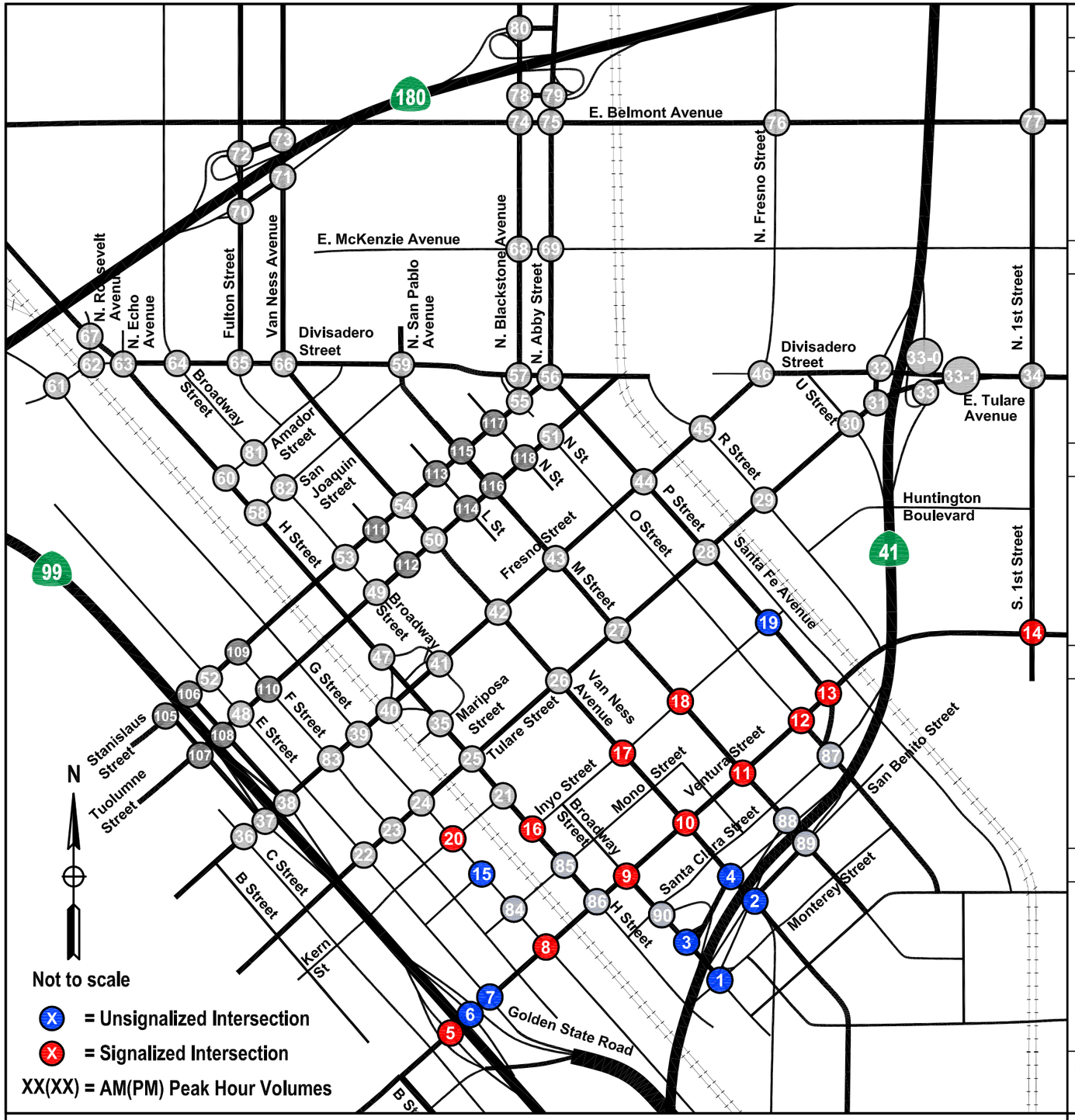
**Year 2035 No Build - Average Daily Traffic and Number of Lanes - Kings/Tulare Regional West Station**

**Figure 5.3-2b**

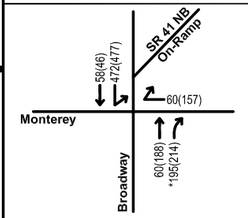
**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build - Average Daily Traffic and Number of Lanes - Bakersfield Station**

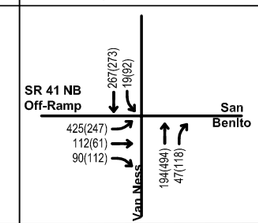
Figure 5.3-3



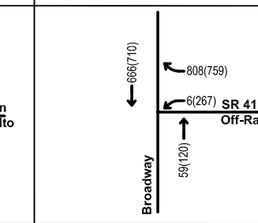

**1. Broadway Street / SR 41 NB On-Ramp / Monterey Street**



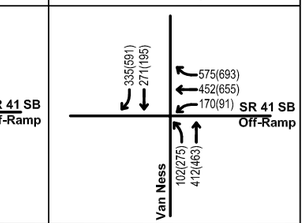

**2. Van Ness Avenue / SR 41 NB Off-Ramp / San Benito Street**



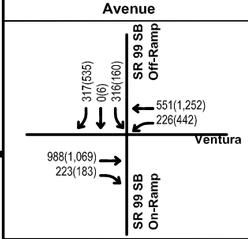

**3. Broadway Street / SR 41 SB Off-Ramp**



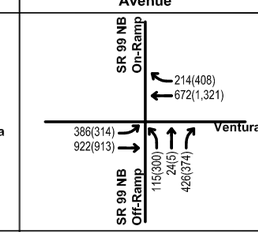

**4. Van Ness Avenue / SR 41 SB Off-Ramp**



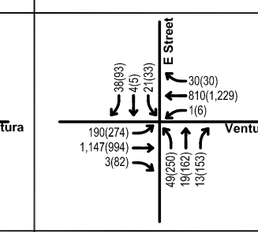

**5. SR 99 SB Ramps / Ventura Avenue**



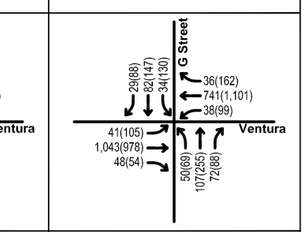

**6. SR 99 NB Ramps / Ventura Avenue**



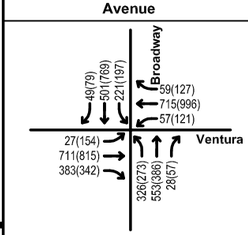

**7. E Street / Ventura Avenue**



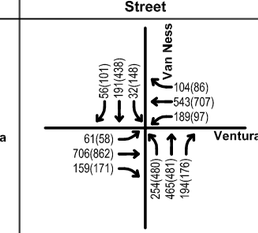

**8. G Street / Ventura Avenue**



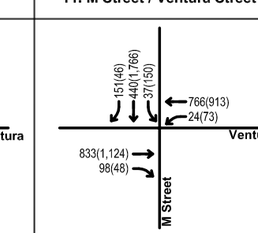

**9. Broadway Street / Ventura Avenue**



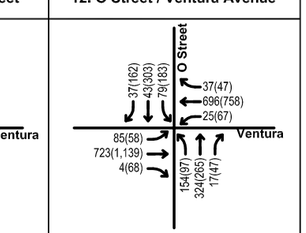

**10. Van Ness Avenue / Ventura Street**



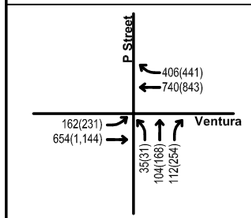

**11. M Street / Ventura Street**



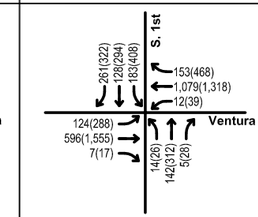

**12. O Street / Ventura Avenue**



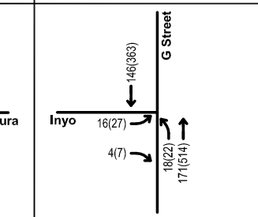

**13. P Street / Ventura Avenue**



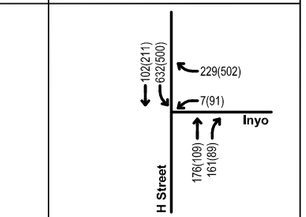

**14. S. 1st Street / Ventura Avenue**



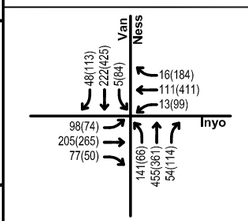

**15. G Street / Inyo Street**



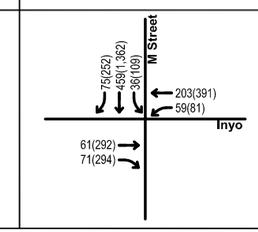

**16. H Street / Inyo Street**



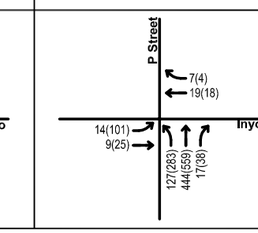

**17. Van Ness Street / Inyo Street**



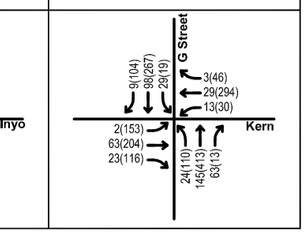

**18. M Street / Inyo Street**




**19. P Street / Inyo Street**




**20. G Street / Kern Street**



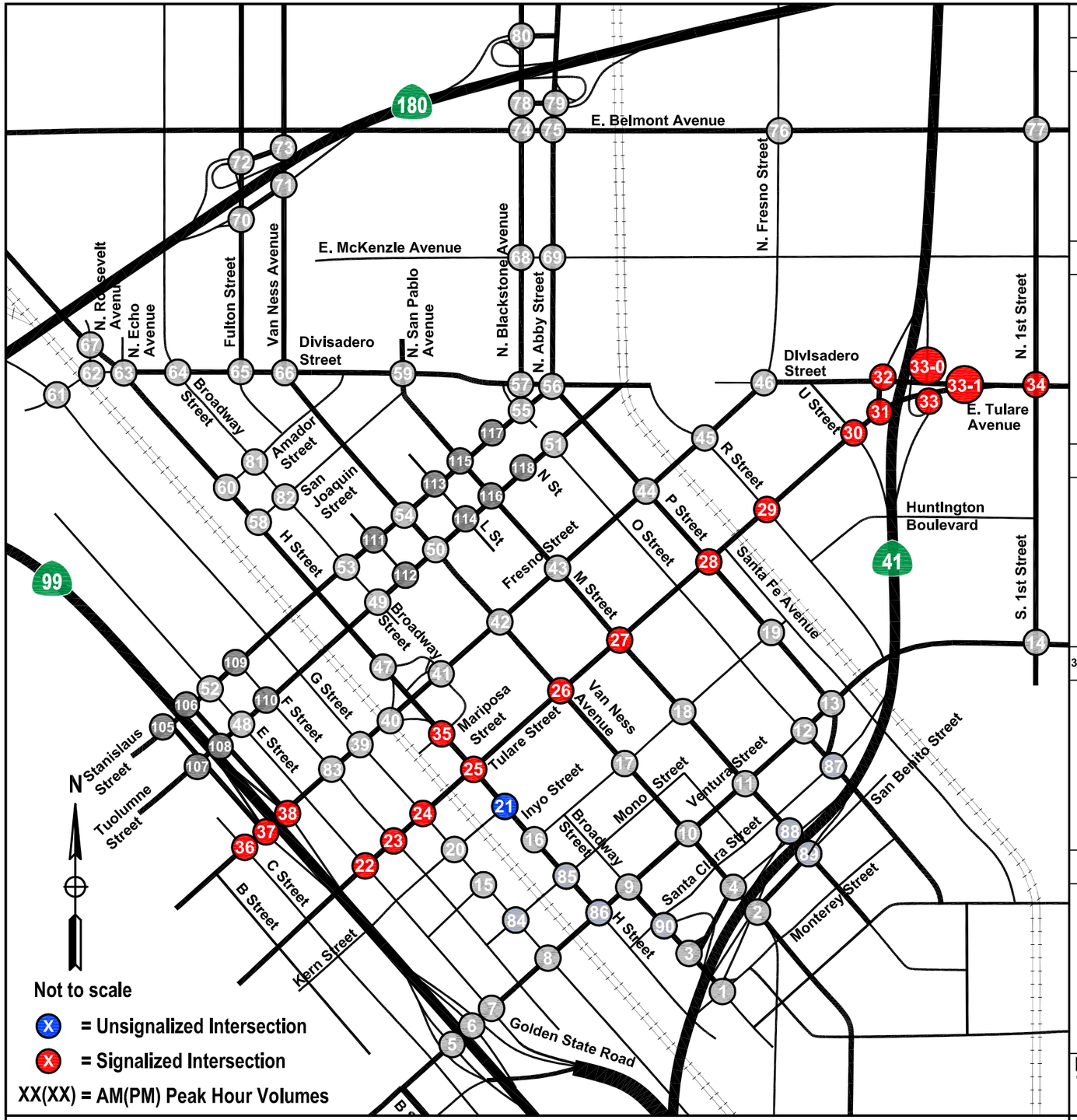

**Note:**
*XX(XX) Volume going to SR 41 NB On-Ramp

URS

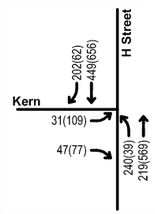
# California High-Speed Train Program EIR/EIS

## Year 2035 No Build Peak Hour - Turning Movement Volumes - Fresno Station

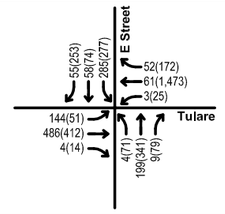
Figure 5.3-4a



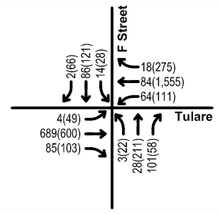

**21. H Street / Kern Street**



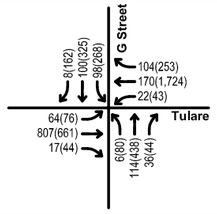

**22. E Street / Tulare Street**



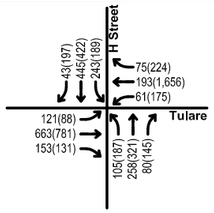

**23. F Street / Tulare Street**



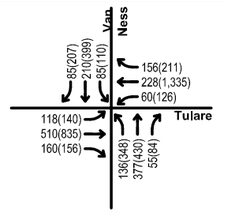

**24. G Street / Tulare Street**



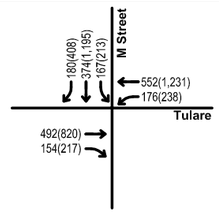

**25. H Street / Tulare Street**



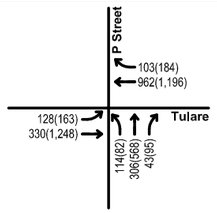

**26. Van Ness Avenue / Tulare Street**



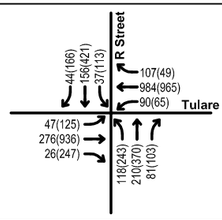

**27. M Street / Tulare Street**



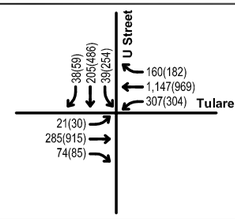

**28. P Street / Tulare Street**



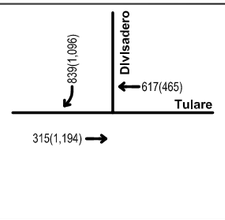

**29. R Street / Tulare Street**



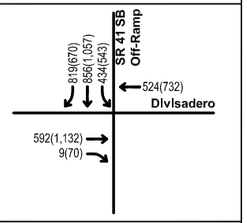

**30. U Street / Tulare Street**



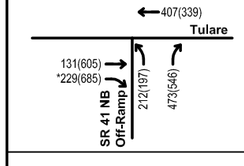

**31. Divisadero Street Off-Ramp / Tulare Street**



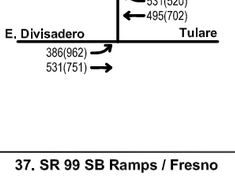

**32. SR 41 SB Off-Ramp / Divisadero Street**



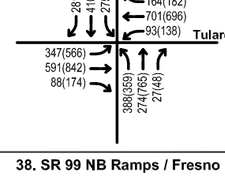

**33. SR 41 NB Ramps / Tulare Street**



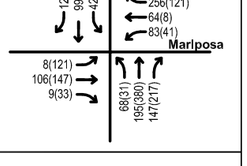

**33-0. SR 41 NB On-Ramp / E. Divisadero Street**



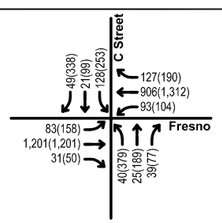

**34. N. 1st Street / Tulare Street**



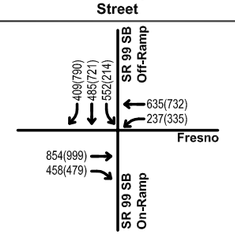

**35. H Street / Mariposa Street / Fresno Street Ramp**



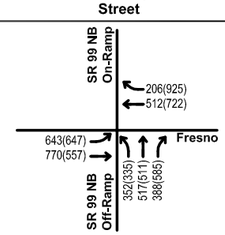

**36. C Street / Fresno Street**



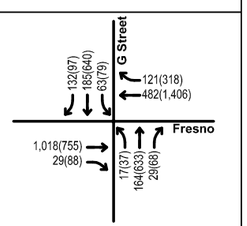

**37. SR 99 SB Ramps / Fresno Street**




**38. SR 99 NB Ramps / Fresno Street**




**39. G Street / Fresno Street**



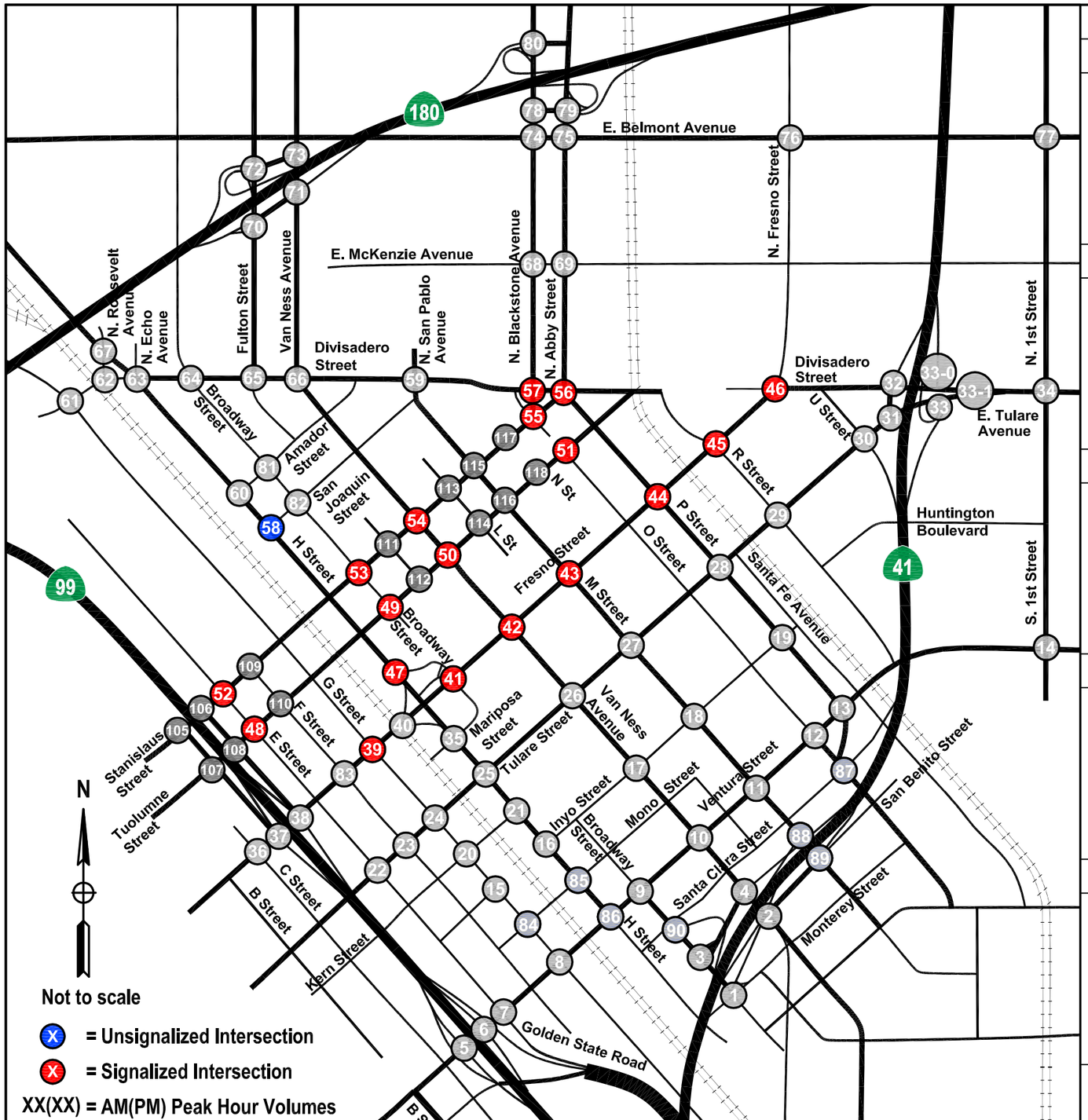

**Note:**
*XX(XX) Volume going to SR 41 NB On-Ramp

URS

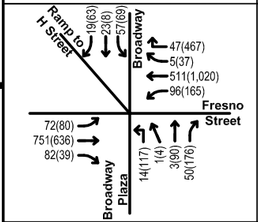
# California High-Speed Train Program EIR/EIS

## Year 2035 No Build Peak Hour - Turning Movement Volumes - Fresno Station

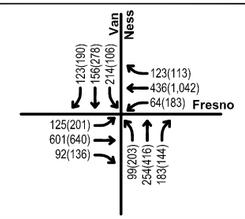
Figure 5.3-4b



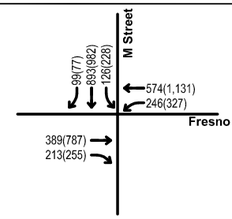

**41. Broadway Street / Fresno Street**



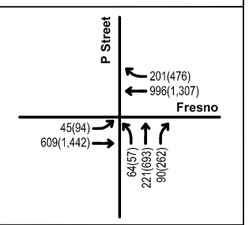

**42. Van Ness Avenue / Fresno Street**



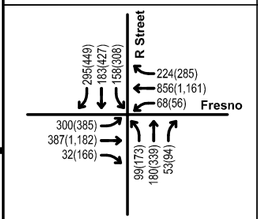

**43. M Street / Fresno Street**



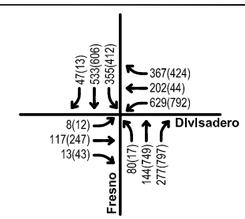

**44. P Street / Fresno Street**



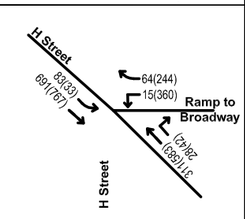

**45. R Street / Fresno Street**



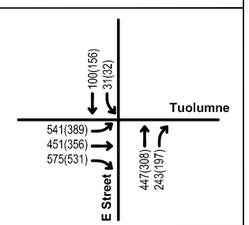

**46. Fresno Street / Divisadero Street**



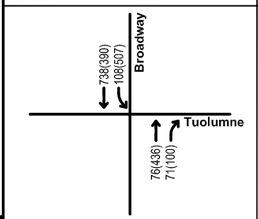

**47. H Street / Broadway Street / Fresno Street Ramp**



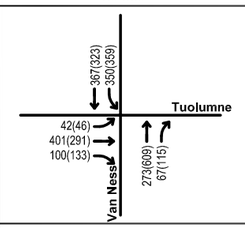

**48. E Street / Tuolumne Street**



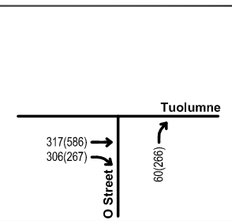

**49. Broadway / Tuolumne Street**



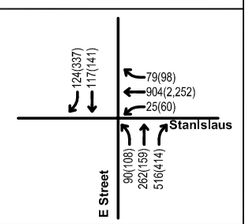

**50. Van Ness Avenue / Tuolumne Street**



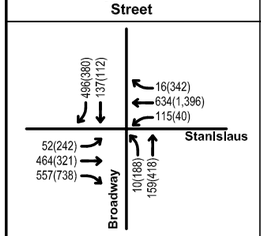

**51. O Street / Tuolumne Street**



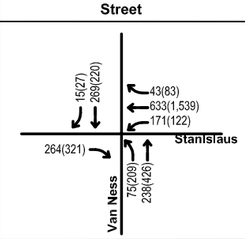

**52. E Street / Stanislaus Street**



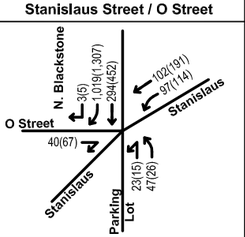

**53. Broadway Street / Stanislaus Street**



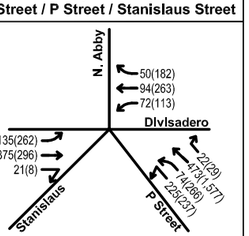

**54. Van Ness Avenue / Stanislaus Street**



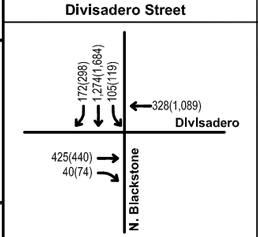

**55. N. Blackstone Avenue / Stanislaus Street / O Street**



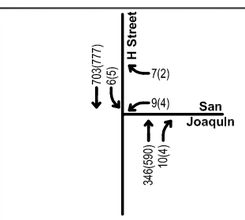

**56. N. Abby Street / Divisadero Street / P Street / Stanislaus Street**



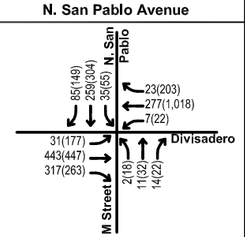

**57. N. Blackstone Avenue / Divisadero Street**



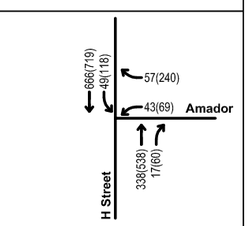

**58. H Street / San Joaquin Street**




**59. M Street / Divisadero Street / N. San Pablo Avenue**



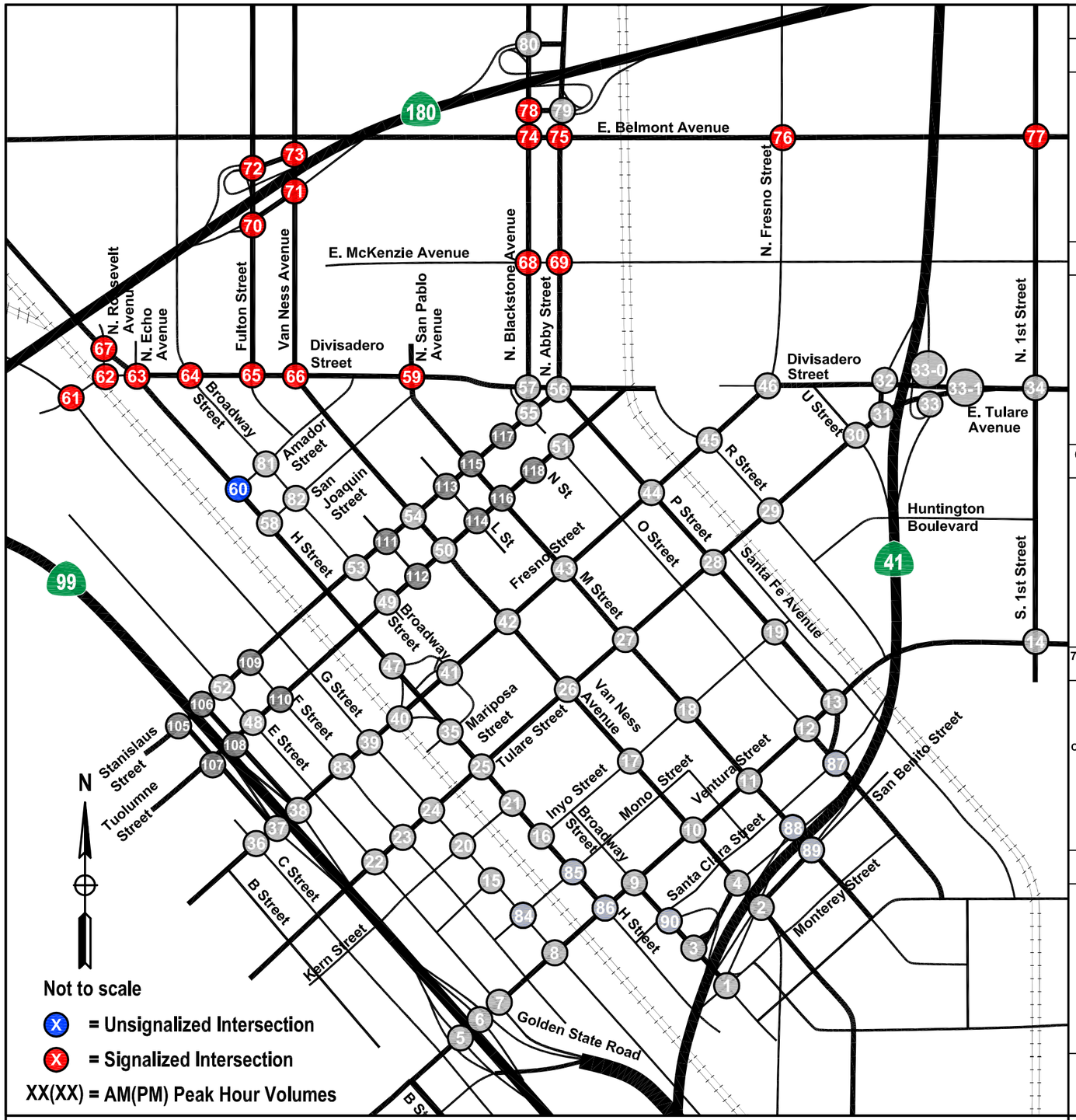

**60. H Street / Amador Street**



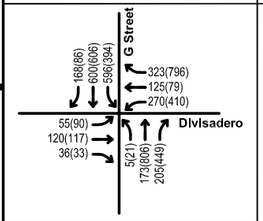

**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build Peak Hour - Turning Movement Volumes - Fresno Station**

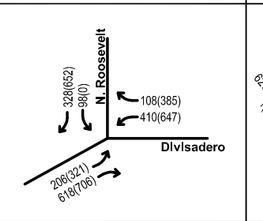
**Figure 5.3-4c**



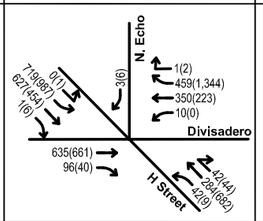

**61. G Street / Divisadero Street**



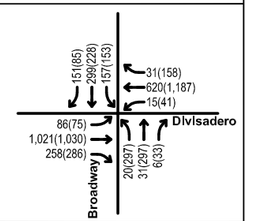

**62. N. Roosevelt Avenue / Divisadero Avenue**



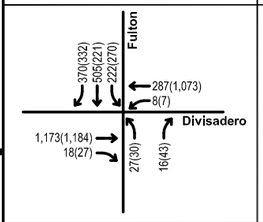

**63. H Street / Divisadero Street / N. Echo Avenue**



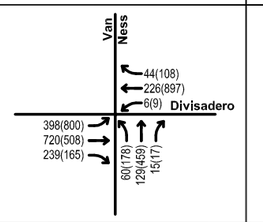

**64. Broadway Street / Divisadero Street**



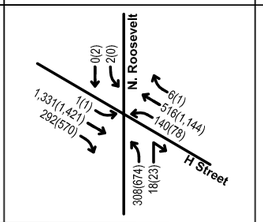

**65. Fulton Street / Divisadero Street**



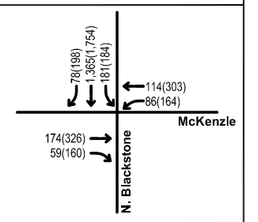

**66. Van Ness Avenue / Divisadero Street**



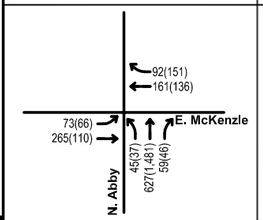

**67. H Street / N. Roosevelt Street**



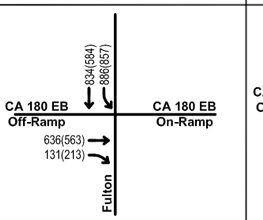

**68. N. Blackstone Avenue / E. McKenzie Avenue**



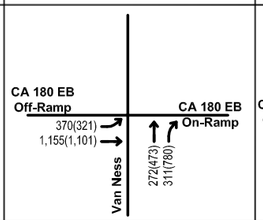

**69. N. Abby Street / E. McKenzie Avenue**



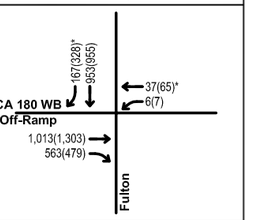

**70. Fulton Street / CA 180 EB Ramps**



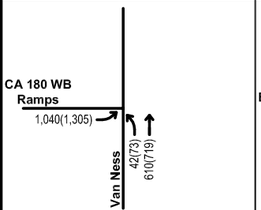

**71. Van Ness Avenue / CA 180 EB Ramps**




**72. Fulton Street / CA 180 WB Ramps**

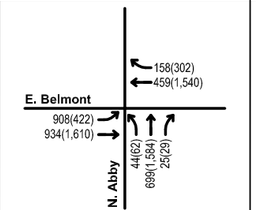



**73. Van Ness Avenue / CA 180 WB Ramps**

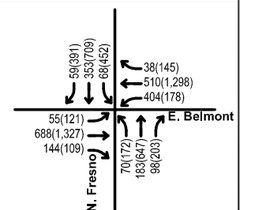



**74. N. Blackstone Avenue / E. Belmont Avenue**

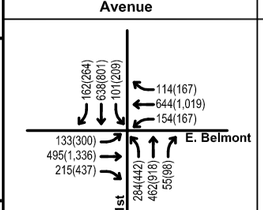
**75. N. Abby Street / E. Belmont Avenue**



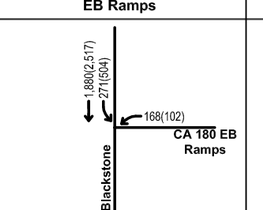

**76. N. Fresno Street / E. Belmont Avenue**



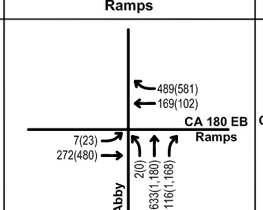

**77. N. 1st Street / E. Belmont Avenue**



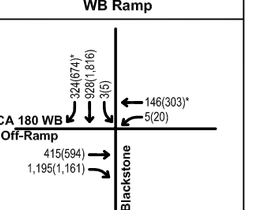

**78. N. Blackstone Avenue / CA 180 EB Ramps**




**79. N. Abby Street / CA 180 EB Ramps**




**80. N. Blackstone Avenue / CA 180 WB Ramp**



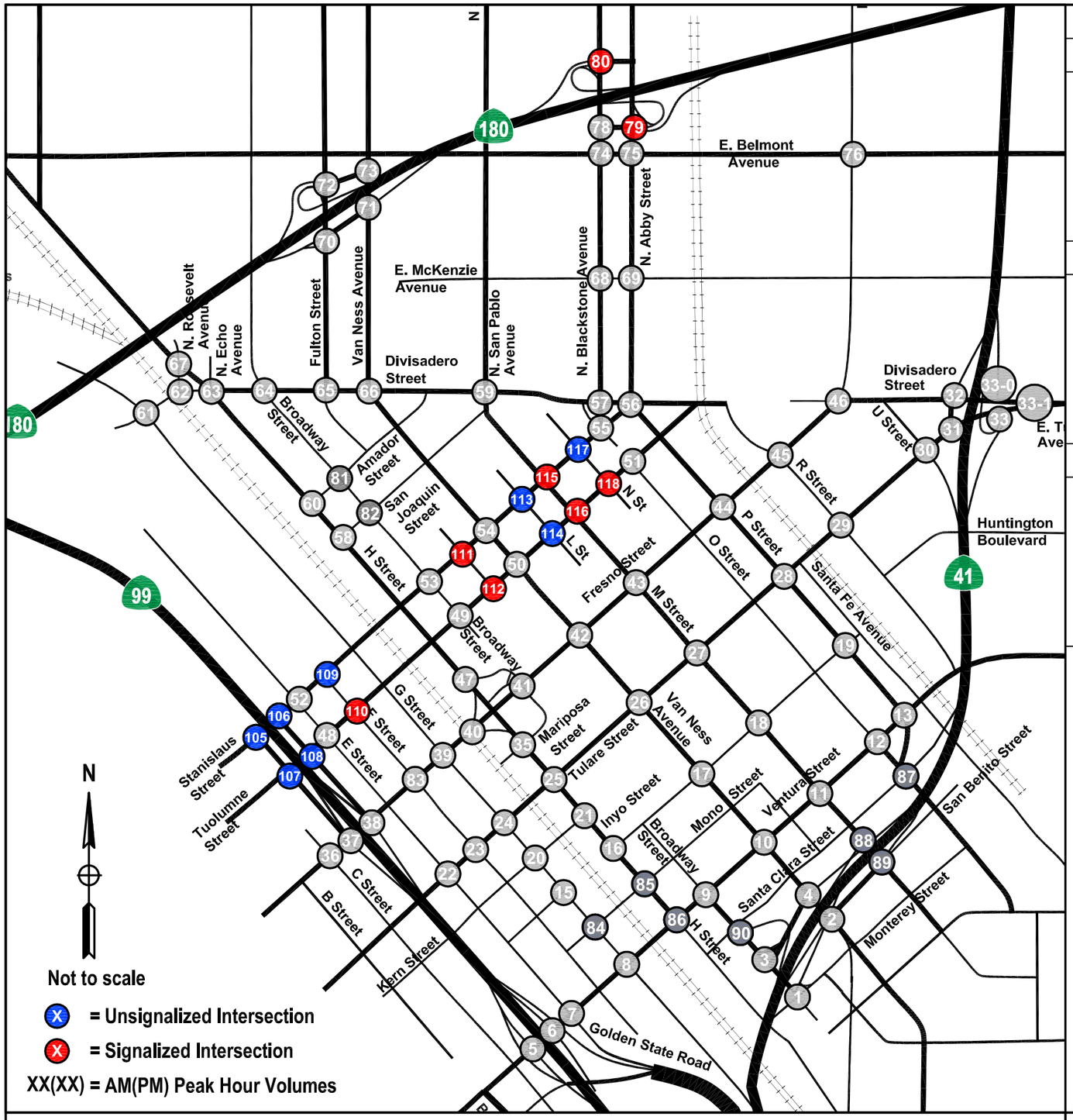

**Note:**
*XX(XX) Volume going to CA 180 WB On-Ramp

URS

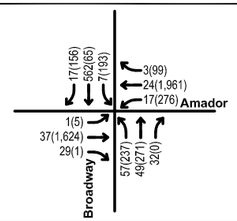
# California High-Speed Train Program EIR/EIS

## Year 2035 No Build Peak Hour - Turning Movement Volumes - Fresno Station

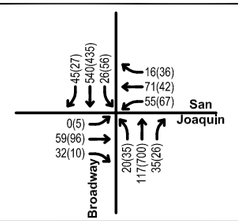
Figure 5.3-4d



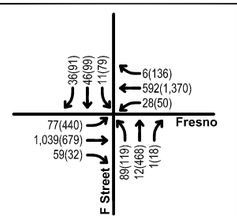

**81. Broadway Street / Amador Street**



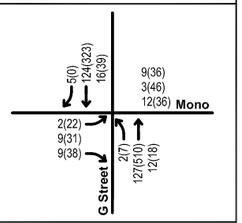

**82. Broadway Street / San Joaquin Street**



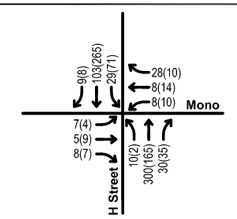

**83. F Street / Fresno Street**



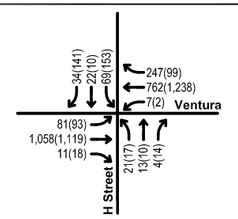

**84. G Street / Mono Street**



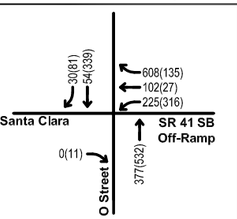

**85. H Street / Mono Street**



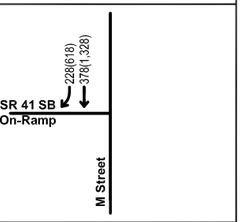

**86. H Street / Ventura Street**



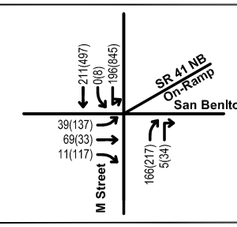

**87. O Street / Santa Clara Street - SR 41 SB Off-Ramp**



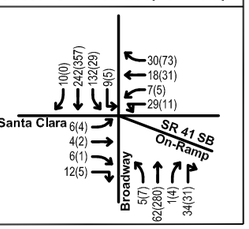

**88. M Street / SR 41 SB On-Ramp**




**89. M Street / San Benito Street - SR 41 NB On-Ramp**



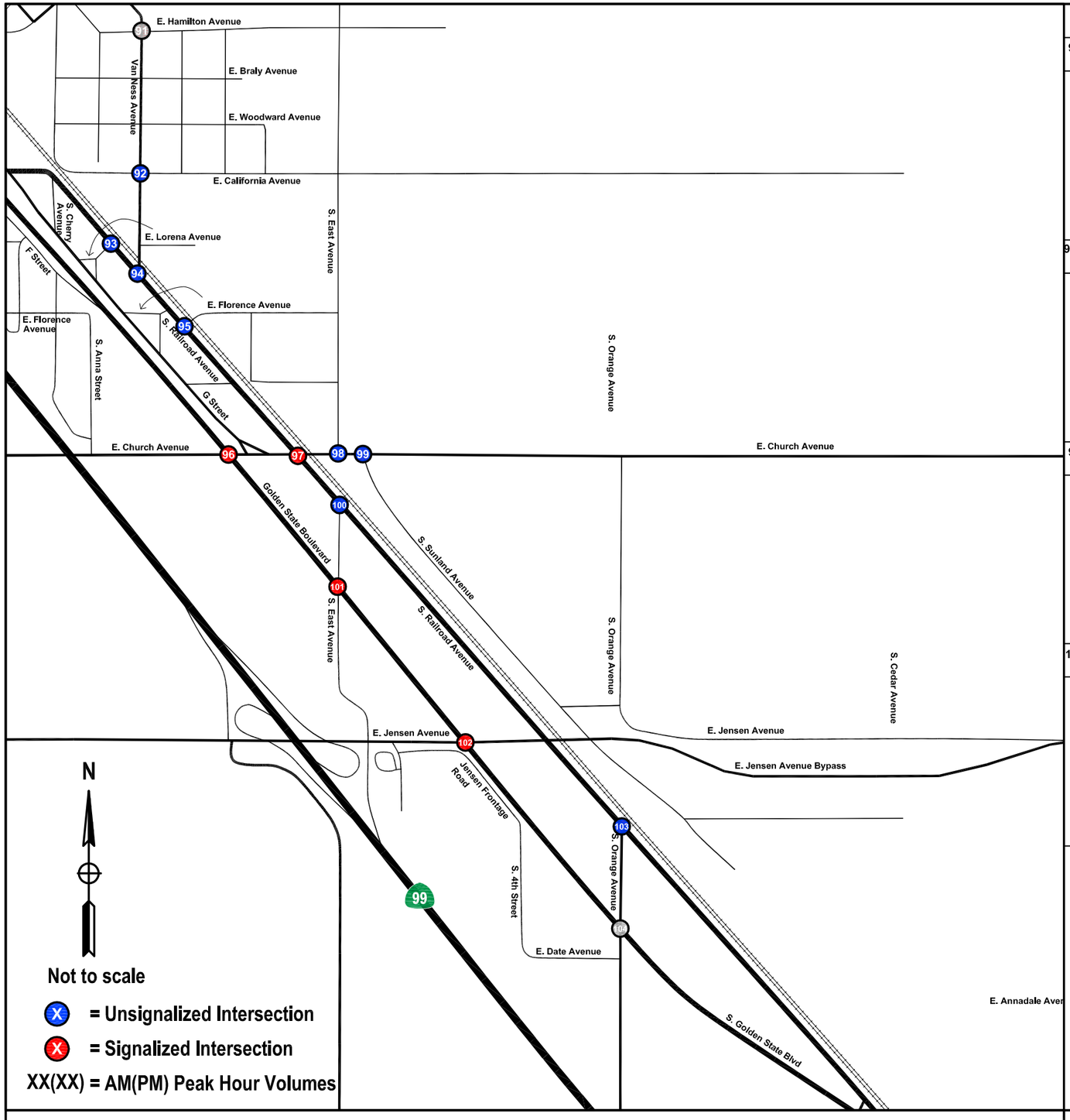

**90. Broadway Street / Santa Clara Street - SR 41 SB Loop On-Ramp**



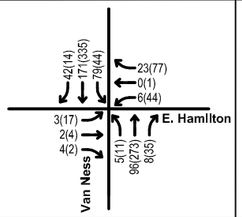

URS

**Year 2035 No Build Peak Hour - Turning Movement Volumes - Fresno Station**

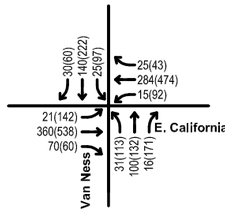
**Figure 5.3-4e**



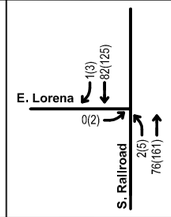

**91. Van Ness Avenue / E. Hamilton Avenue**



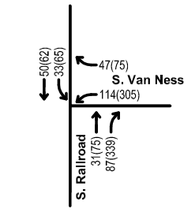

**92. S. Van Ness Avenue / E. California Avenue**



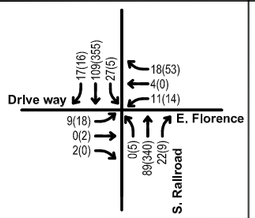

**93. S. Railroad Avenue / E. Lorena Avenue**



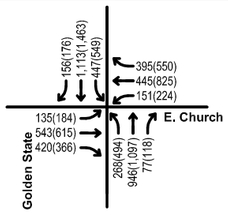

**94. S. Railroad Avenue / S. Van Ness Avenue**



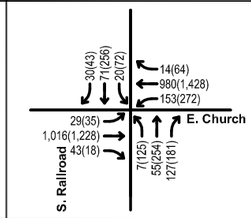

**95. S. Railroad Avenue / E. Florence Way**




**96. Golden State Boulevard / E. Church Avenue**

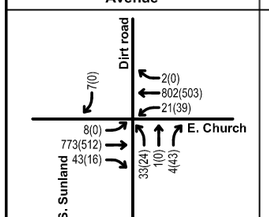



**97. S. Railroad Avenue / E. Church Avenue**

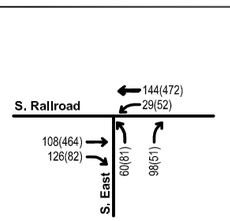



**98. S. East Avenue / E. Church Avenue**

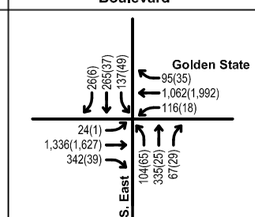
**99. S. Sunland Avenue / E. Church Avenue**



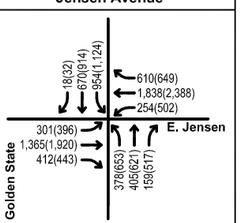

**100. S. East Avenue / S. Railroad Avenue**



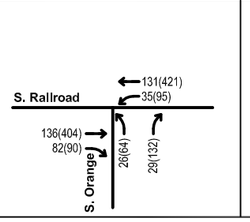

**101. S. East Avenue / Golden State Boulevard**



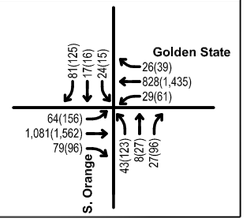

**102. Golden State Boulevard / E. Jensen Avenue**




**103. S. Orange Avenue / S. Railroad Avenue**




**104. S. Orange Avenue / Golden State Boulevard**

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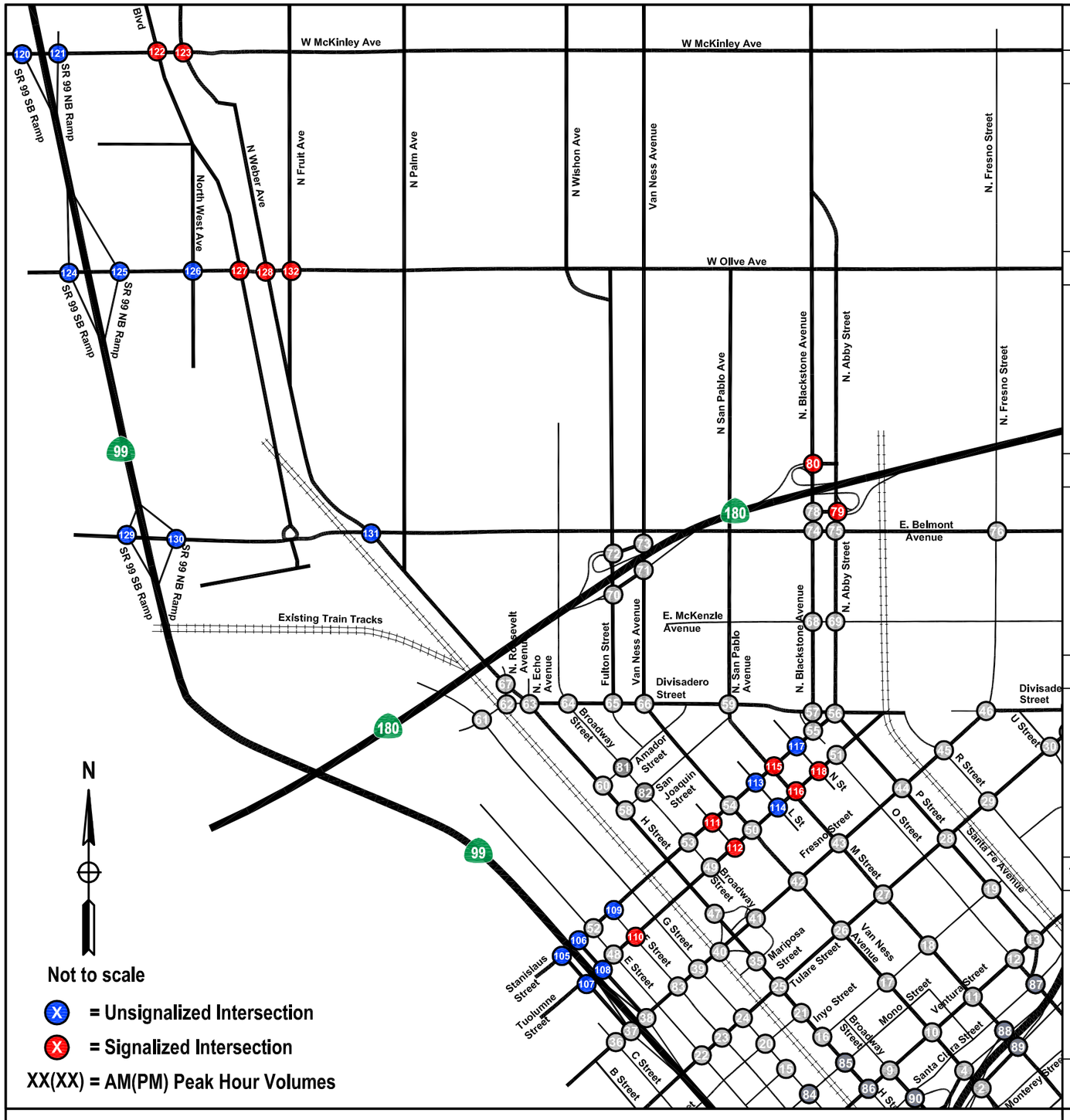
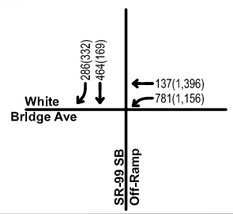
# California High-Speed Train Program EIR/EIS

## Year 2035 No Build Peak Hour - Turning Movement Volumes - Fresno Station

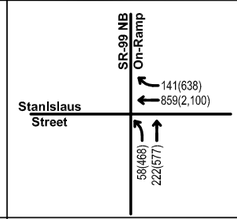
Figure 5.3-4f



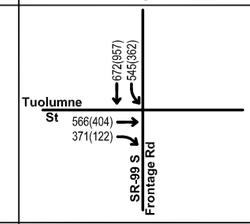

**105. Stanislaus Street / SR 99 SB Off-ramp**



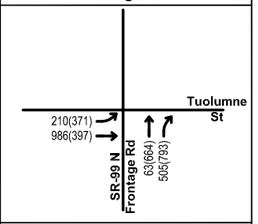

**106 . SR-99 NB On-ramp / Stanislaus Street**



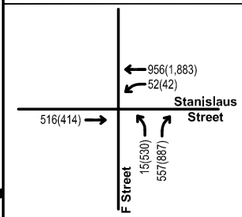

**107. Tuolumne St / SR-99 S Frontage Rd**



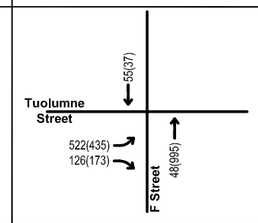

**108. Tuolumne Street / SR 99 N Frontage Rd**



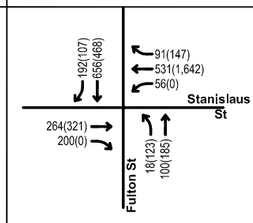

**109. Stanislaus Street / F St**



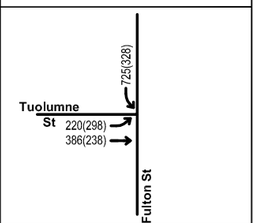

**110. F Street / Tuolumne Street**



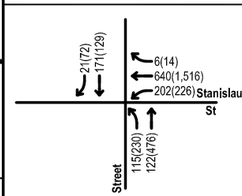

**111. Stanislaus St / Fulton St**



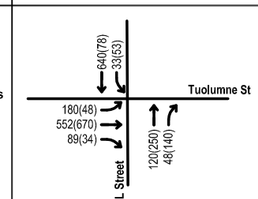

**112. Fulton St / Tuolumne St**



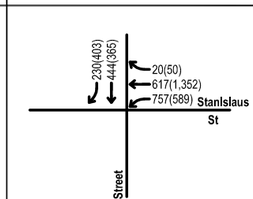

**113. Stanislaus Street / L Street**



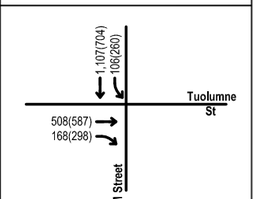

**114.Tuolumne Street / L Street**



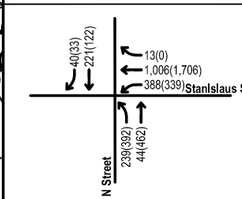

**115. Stanislaus Street / M Street**



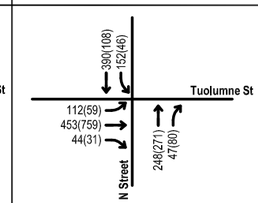

**116. Tuolumne Street / M Street**




**117. Stanislaus Street / N Street**

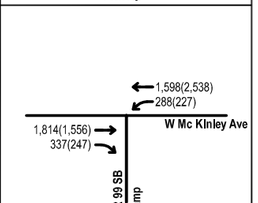



**118. Tuolumne St / N Street**

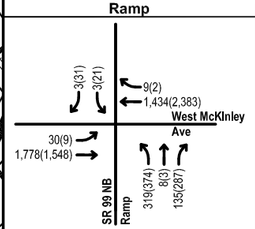



**119. Chruch Ave / S Sunland Ave**

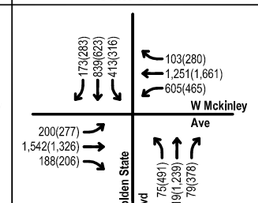
**120. W Mckinley Ave / SR 99 SB Ramp**



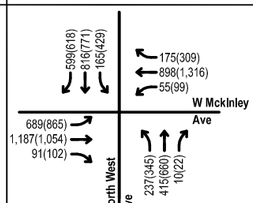

**121.West Mckinley Ave/ SR 99 NB Ramp**



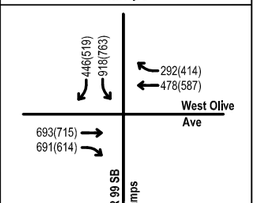

**122. W Mckinley Ave / Golden State Blvd**




**123. W Mickinley Ave/ North West Ave**




**124. West Olive Ave / SR 99 SB Ramps**

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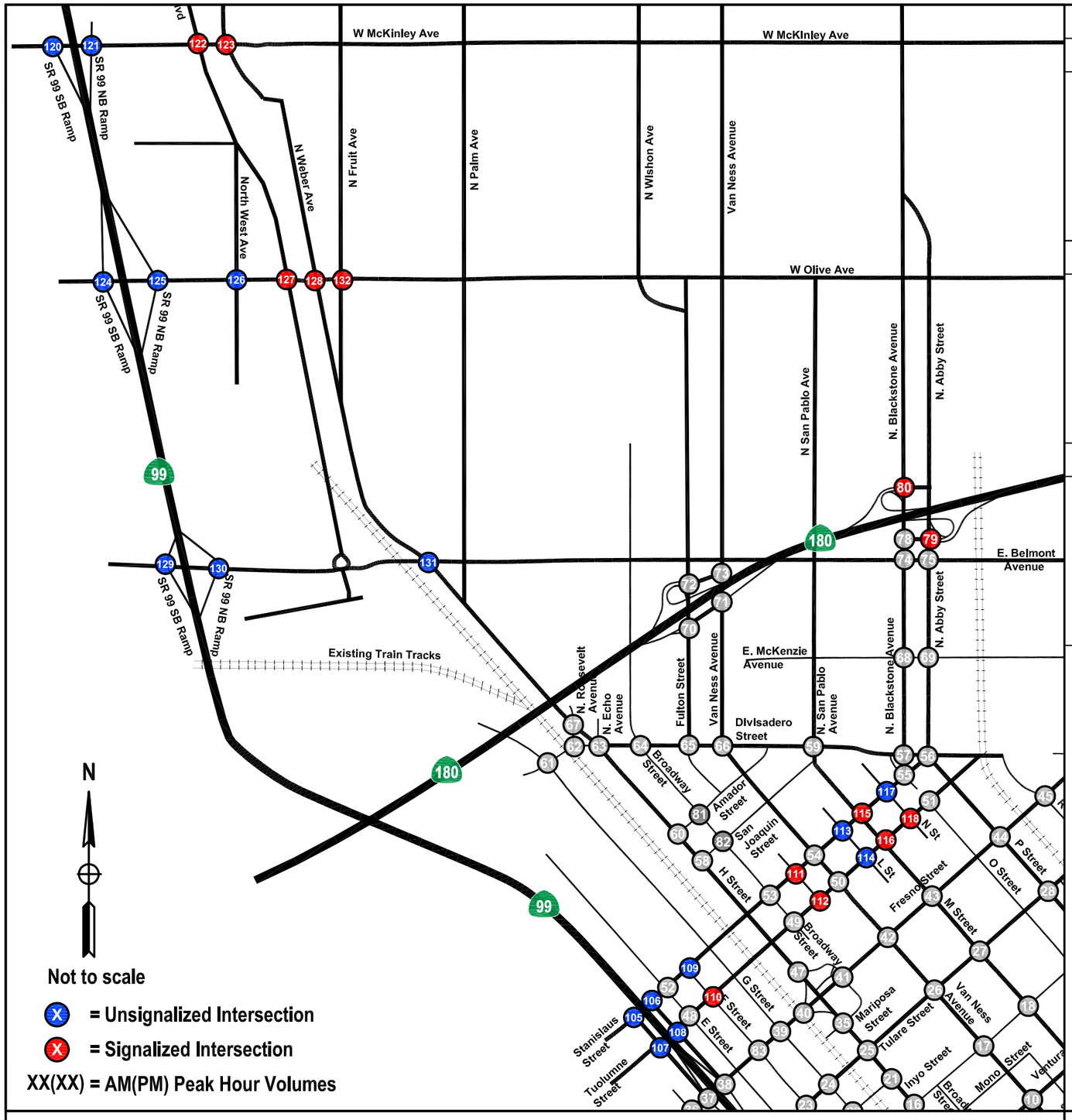
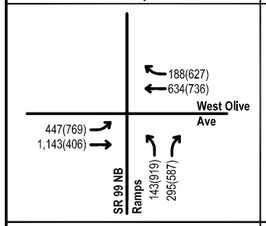
# California High-Speed Train Program EIR/EIS

## Year 2035 No Build Peak Hour - Turning Movement Volumes - Fresno Station

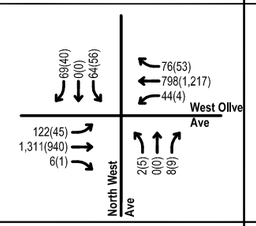
Figure 5.3-4g



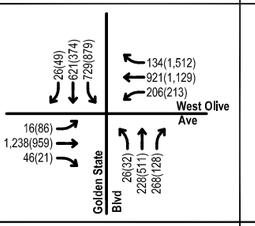

### 125. West Olive Ave / SR 99 NB Ramps



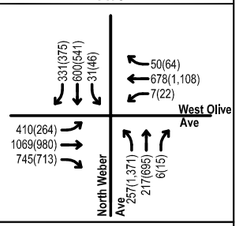

### 126. West Olive Ave / North West Ave



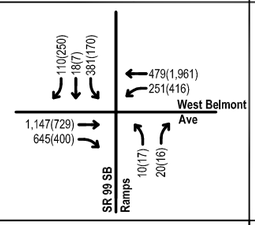

### 127. West Olive Ave / Golden State Blvd



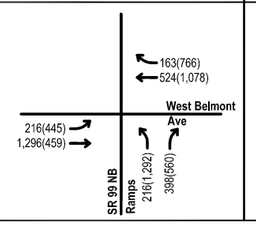

### 128. West Olive Ave / North Weber Ave



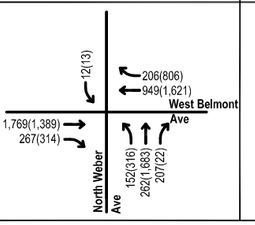

### 129. West Belmont Ave / SR 99 SB Ramps




### 130. West Belomont Ave / SR 99 NB Ramps

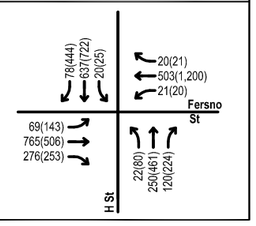



### 131. West Belmont Ave / North Weber Avenue




### 132. Olive Ave / Fruit Ave

### 40. Fersno St / H St

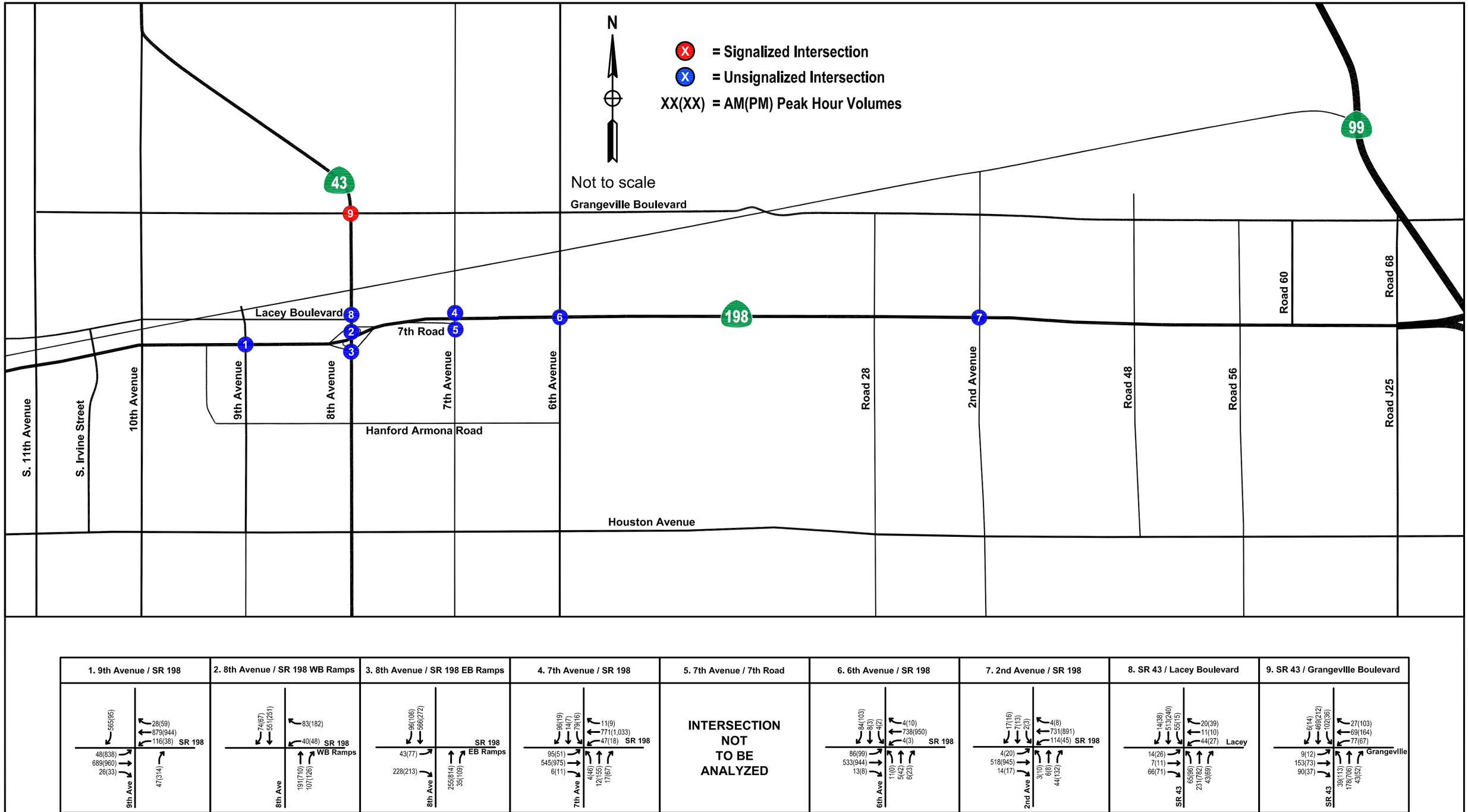



**URS**

# California High-Speed Train Program EIR/EIS

## Year 2035 No Build Peak Hour - Turning Movement Volumes - Fresno Station

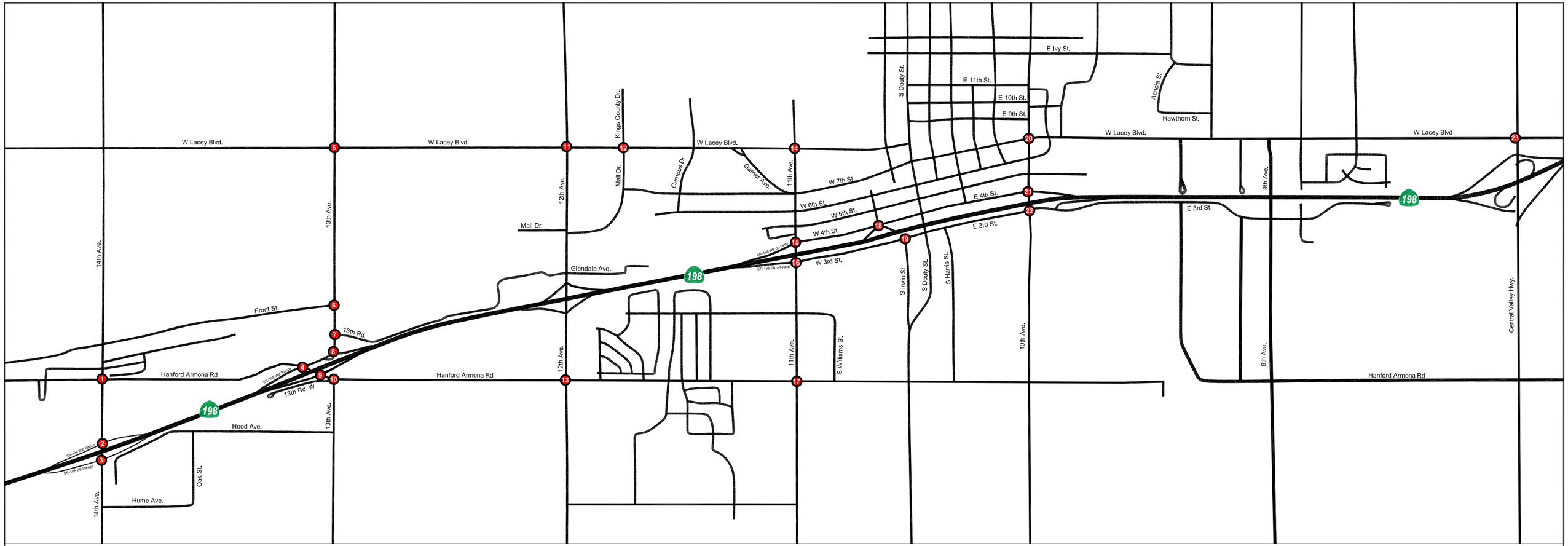
Figure 5.3-4h

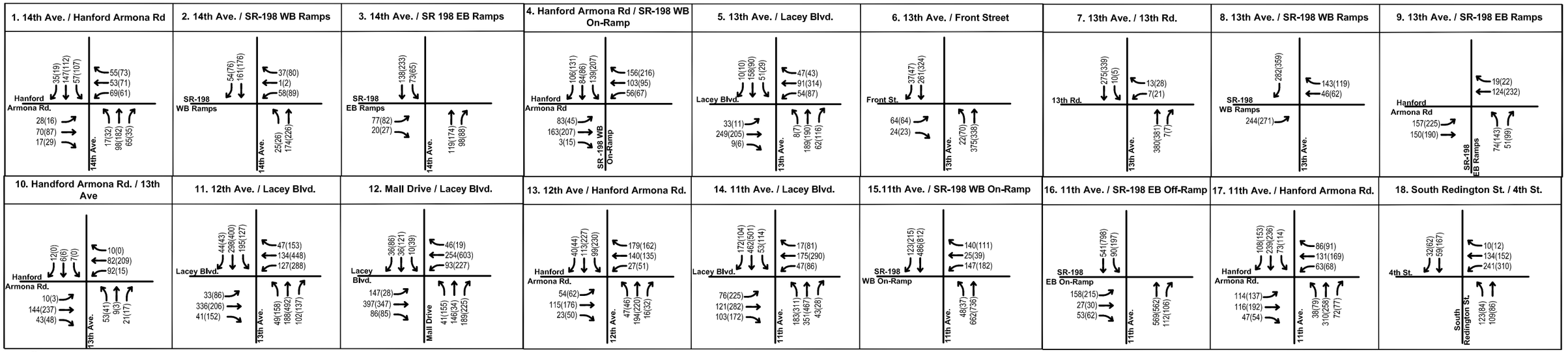



**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build Peak Hour - Turning Movement Volumes - Kings/Tulare Regional East Station**

**Figure 5.3-5a**




(x) = Study Intersections

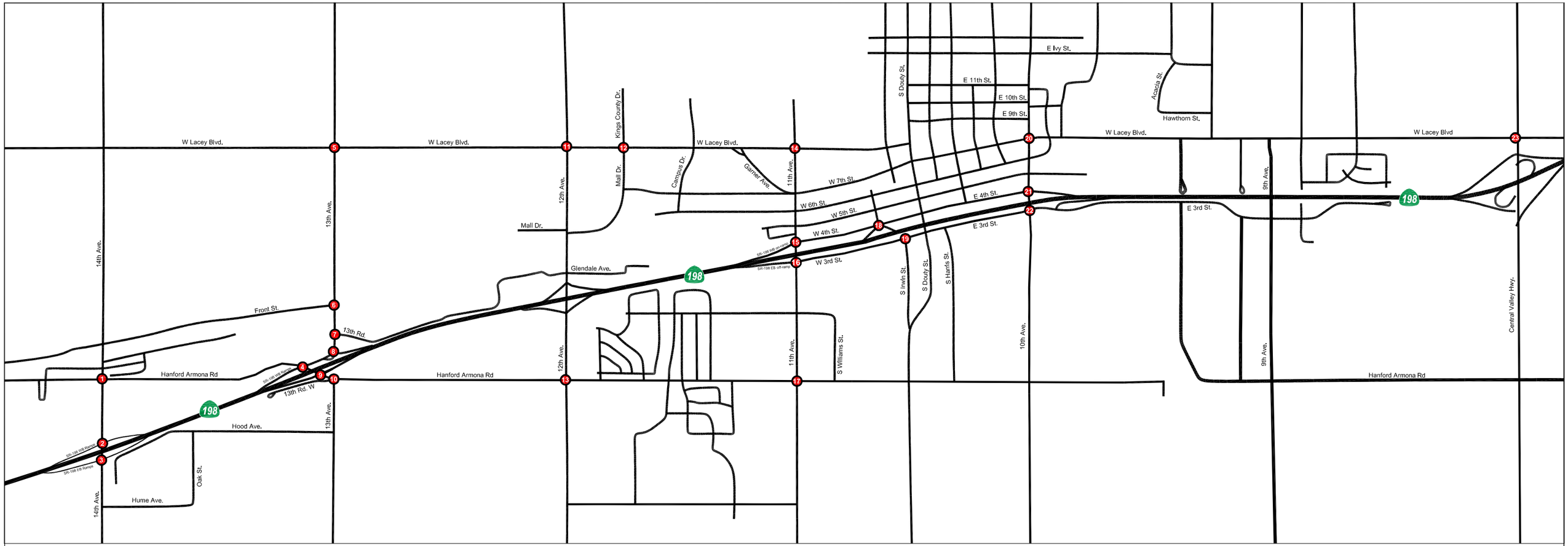
AM(PM) = Existing Plus Project Turning Movement Volumes

URS

# California High-Speed Train Program EIR/EIS

**Existing plus Project - Peak Hour Turning Movement Volumes - Kings/Tulare Regional West Station**

**Figure 5.2-5b**




| 19. South Irwin St. / 3rd St. | 20. 14th Ave. / SR-198 WB Ramps | 21. 14th Ave. / SR 198 EB Ramps | 22. 10th Ave. / 3rd St. | 23. 8th Ave. / Lacey Blvd. |
|---|---|---|---|---|
| 3rd St.<br>182(336) →<br>8(7) ↘<br>S. Irwin St.<br>↗ 12(17) | Lacey Blvd.<br>100(107) ↓<br>528(343) ↓<br>62(58) ↓<br>62(176) ↘<br>91(141) →<br>24(43) ↗<br>48(103) ←<br>106(129) ←<br>92(125) ←<br>10th Ave.<br>↑ 34(48)<br>↑ 335(419)<br>↑ 93(94) | SR-198<br>EB Ramps<br>225(191) ↓<br>401(388) ↓<br>90(82) ←<br>23(19) ←<br>35(26) ←<br>14th Ave.<br>↑ 41(57)<br>↑ 474(553) | 3rd St.<br>327(298) ↓<br>96(118) ↓<br>74(87) ←<br>10(12) ←<br>161(223) ↘<br>15(18) →<br>19(18) ↗<br>10th Ave.<br>↑ 274(298)<br>↑ 45(34) | Lacey Blvd.<br>14(38) ↓<br>493(244) ↓<br>18(13) ↓<br>14(26) ↘<br>7(11) →<br>66(71) ↗<br>20(39) ←<br>11(10) ←<br>44(27) ←<br>8th Ave.<br>↑ 65(96)<br>↑ 240(491)<br>↑ 41(49) |

= Study Intersections

AM(PM) = Existing Plus Project Turning Movement Volumes

N

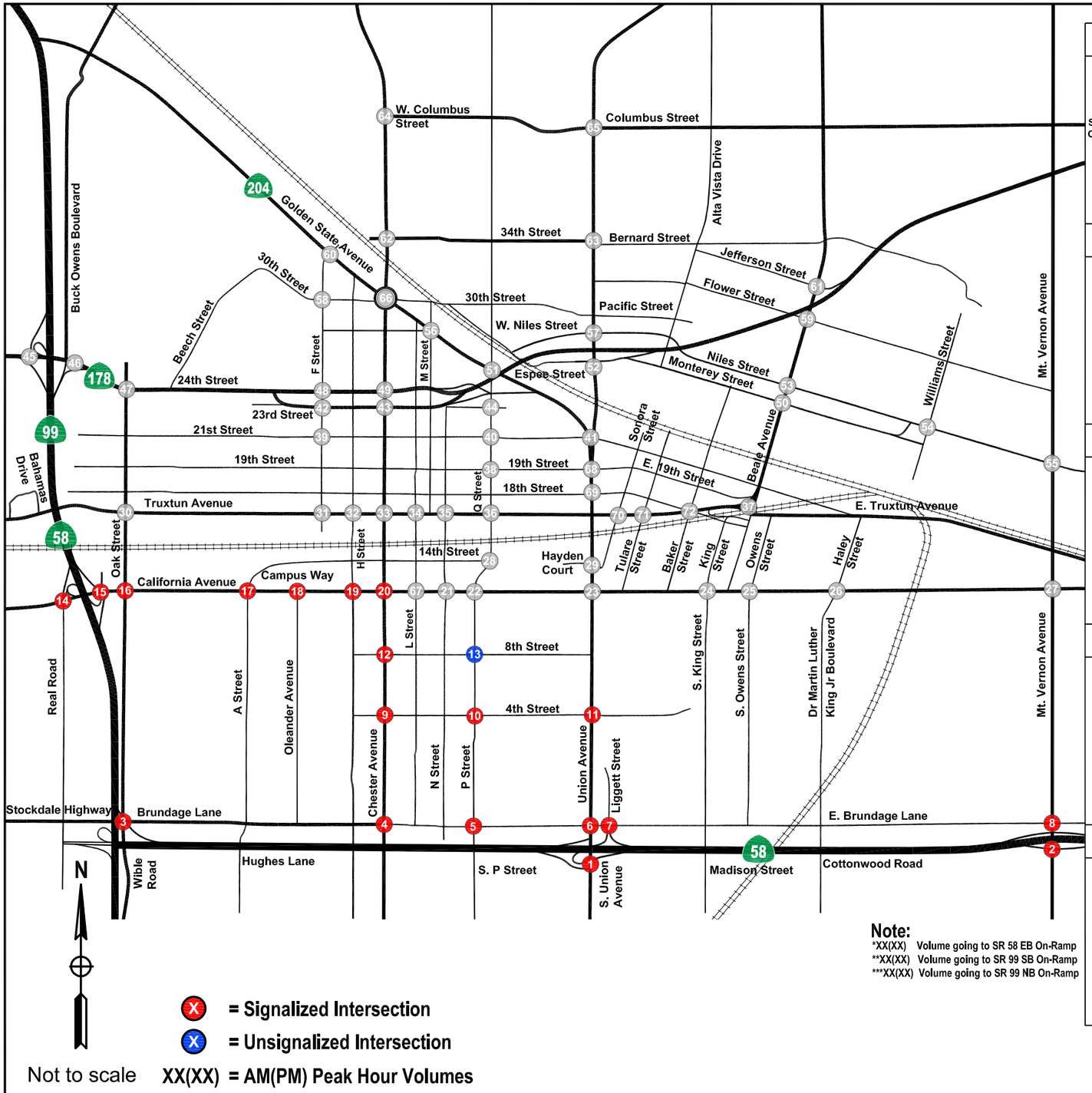
Not to scale

URS

# California High-Speed Train Program EIR/EIS

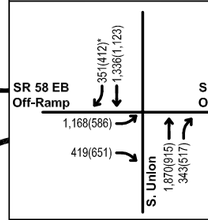
**Existing plus Project - Peak Hour Turning Movement Volumes - Kings/Tulare Regional West Station**

**Figure 5.2-5c**

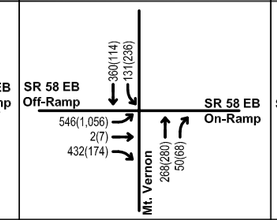



**Note:**
*XX(XX) Volume going to SR 58 EB On-Ramp
**XX(XX) Volume going to SR 99 SB On-Ramp
***XX(XX) Volume going to SR 99 NB On-Ramp

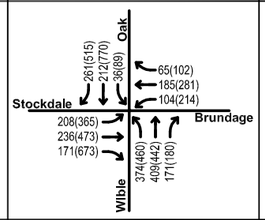
**1. S. Union Avenue / SR 58 EB Ramps**



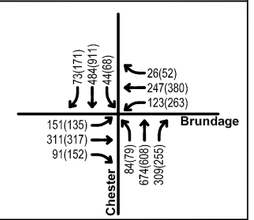

**2. Mt. Vernon Avenue / SR 58 EB Ramps**



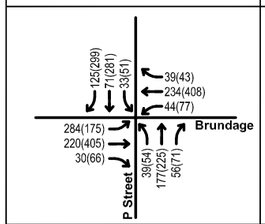

**3. Wible Road / Oak Street / Brundage Lane/Stockdale HIghway**



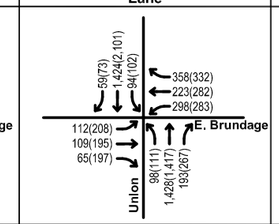

**4. Chester Avenue / Brundage Lane**



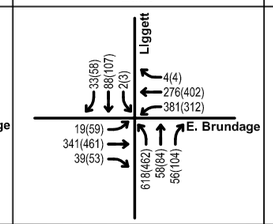

**5. P Street / Brundage Lane**



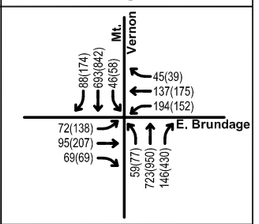

**6. Union Avenue / E. Brundage Lane**



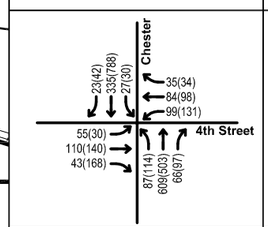

**7. Liggett Street / E. Brundage Lane**



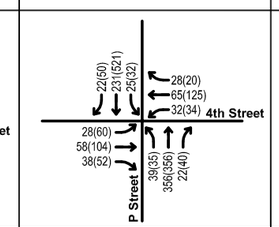

**8. Mt. Vernon Avenue / E. Brundage Lane**



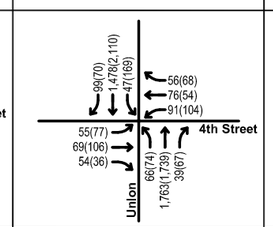

**9. Chester Avenue / 4th Street**



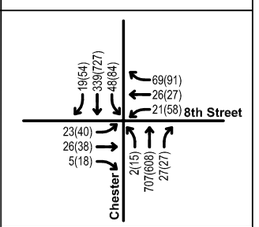

**10. P Street / 4th Street**



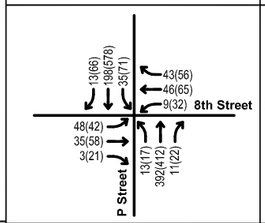

**11. Union Avenue / 4th Street**



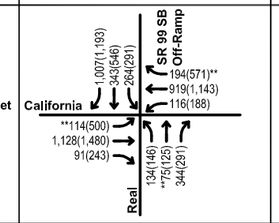

**12. Chester Avenue / 8th Street**



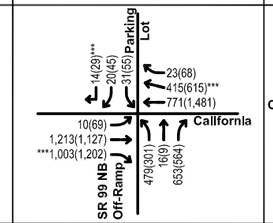

**13. P Street / 8th Street**



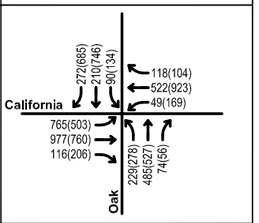

**14. Real Road / Callfornia Avenue / SR 99 SB Ramps**



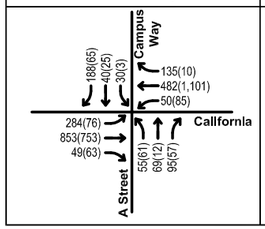

**15. SR 99 NB Ramps / California Avenue**



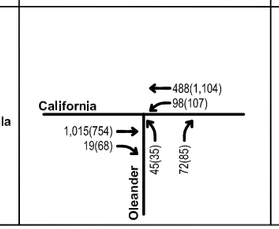

**16. Oak Street / California Avenue**



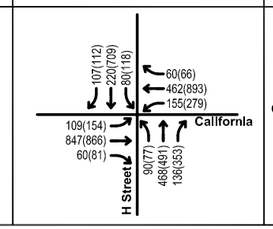

**17. A Street / California Avenue / Campus Way**



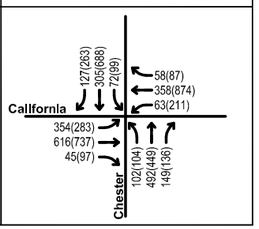

**18. Oleander Avenue / California Avenue**




**19. H Street / California Avenue**




**20. Chester Avenue / California Avenue**

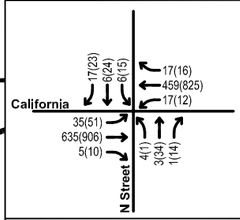



# California High-Speed Train Program EIR/EIS

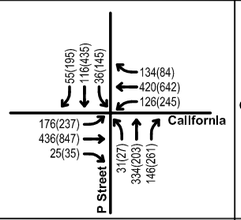
## Year 2035 No Build Peak Hour - Turning Movement Volumes - Bakersfield Station

Figure 5.3-6a

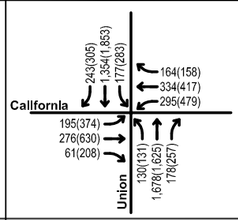
### 21. N Street / California Avenue



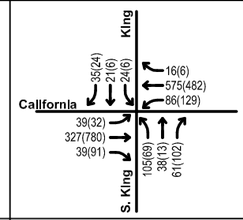

### 22. P Street / California Avenue



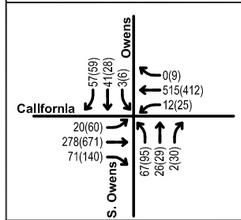

### 23. Union Avenue / California Avenue



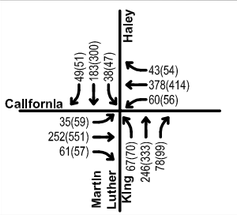

### 24. King Street / California Avenue



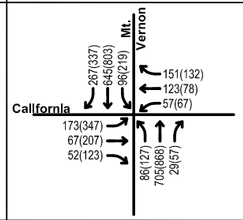

### 25. Owens Street / California Avenue



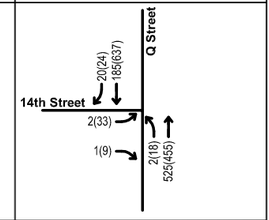

### 26. Dr Martin Luther King Jr Blvd / Haley Street / California Avenue



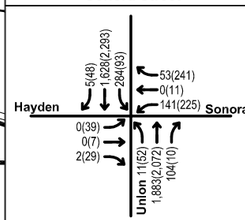

### 27. Mt. Vernon Avenue / California Avenue



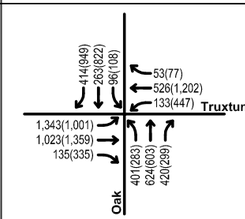

### 28. Q Street / 14th Street



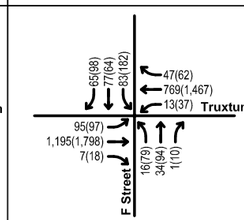

### 29. Union Avenue / Hayden Court / Sonora Street



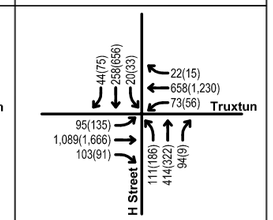

### 30. Oak Street / Truxtun Avenue



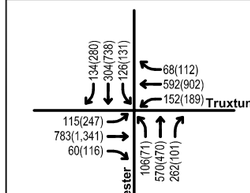

### 31. F Street / Truxtun Avenue



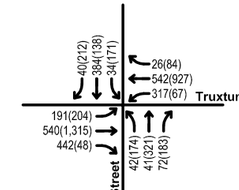

### 32. H Street / Truxtun Avenue



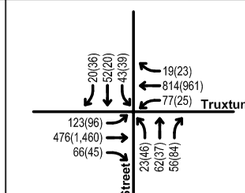

### 33. Chester Avenue / Truxtun Avenue



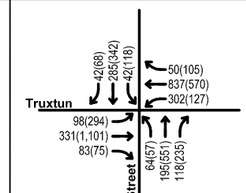

### 34. L Street / Truxtun Avenue



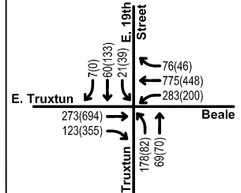

### 35. N Street / Truxtun Avenue



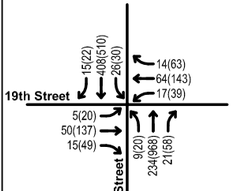

### 36. Q Street / Truxtun Avenue



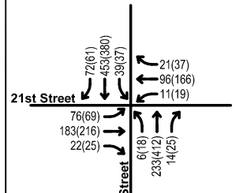

### 37. E. Truxtun Avenue / Beale Avenue / E. 19th Street



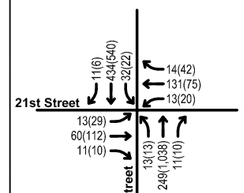

### 38. Q Street / 19th Street




### 39. F Street / 21st Street




### 40. Q Street / 21st Street




# California High-Speed Train Program EIR/EIS

## Year 2035 No Build Peak Hour - Turning Movement Volumes - Bakersfield Station

Figure 5.3-6b

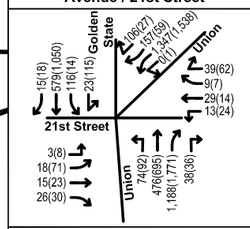
Note:
*XX(XX) Volume going to Beale Ave
**XX(XX) Volume going to Frontage Rd
***XX(XX) Volume going to SR 99 SB On-Ramp

X = Signalized Intersection

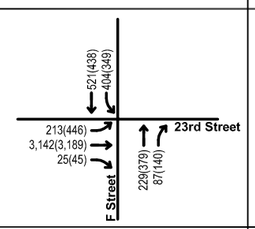
X = Unsignalized Intersection

Not to scale XX(XX) = AM(PM) Peak Hour Volumes

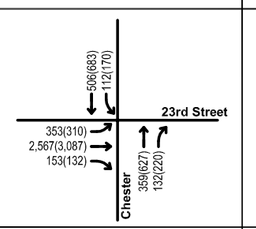
**41. Union Avenue / Golden State Avenue / 21st Street**



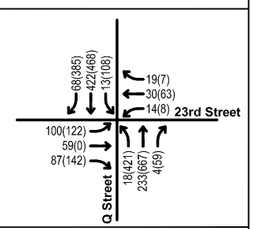

**42. F Street / 23rd Street**



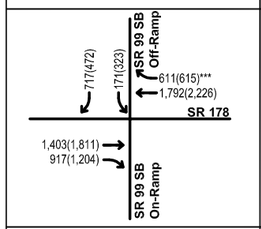

**43. Chester Avenue / 23rd Street**



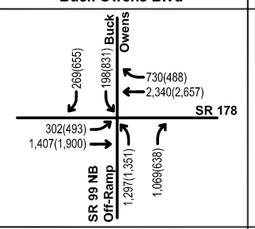

**44. Q Street / 23rd Street**



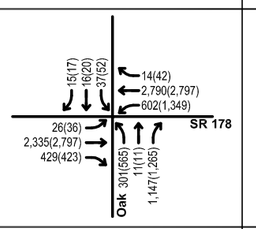

**45. SR 178 / SR 99 SB Ramps**



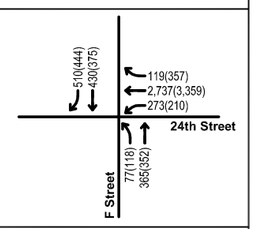

**46. SR 178 / SR 99 NB Off-Ramp / Buck Owens Blvd**




**47. Oak Street / SR 178**

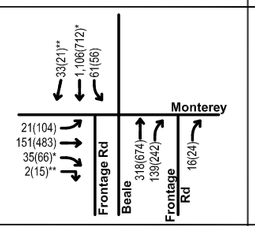



**48. F Street / 24th Street**

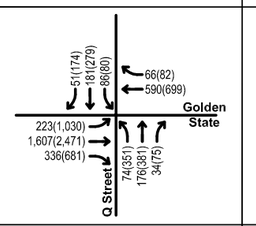



**49. Chester Avenue / 24th Street**

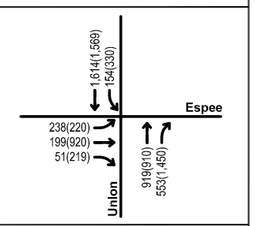
**50. Beale Avenue / Monterey Street**



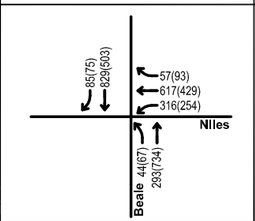

**51. Q Street / Golden State Avenue**



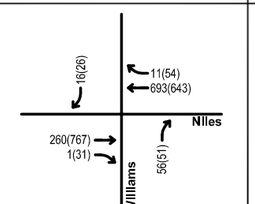

**52. Union Avenue / Espee Street**



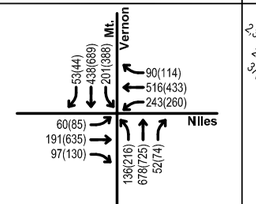

**53. Beale Avenue / Niles Street**



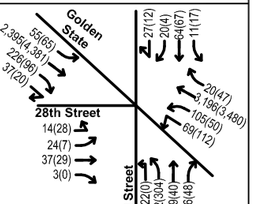

**54. Williams Street / Niles Street**



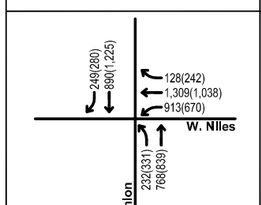

**55. Mt. Vernon Avenue / Niles Street**



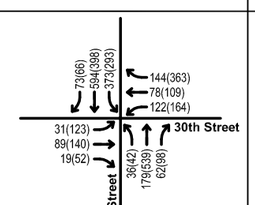

**56. M Street / 28th Street / Golden State Avenue**



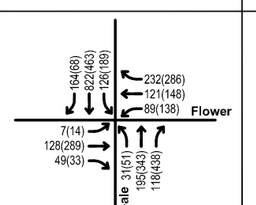

**57. Union Avenue / W. Niles Street**



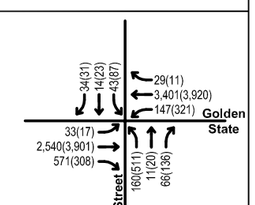

**58. F Street / 30th Street**




**59. Beale Avenue / Flower Street**




**60. F Street / Golden State Avenue**




# California High-Speed Train Program EIR/EIS

## Year 2035 No Build Peak Hour - Turning Movement Volumes - Bakersfield Station

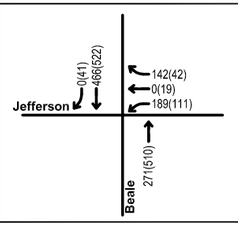
Figure 5.3-6c

X = Signalized Intersection

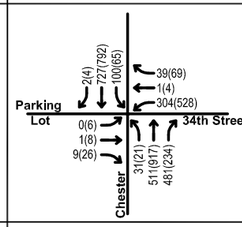
X = Unsignalized Intersection

Not to scale XX(XX) = AM(PM) Peak Hour Volumes

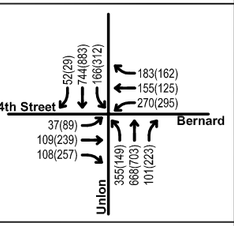
### 61. Beale Avenue / Jefferson Street



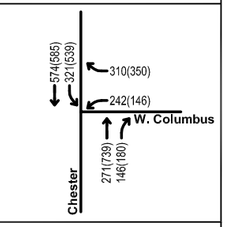

### 62. Chester Avenue / 34th Street



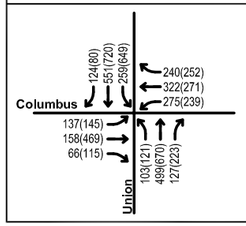

### 63. Union Avenue / 34th Street / Bernard Street



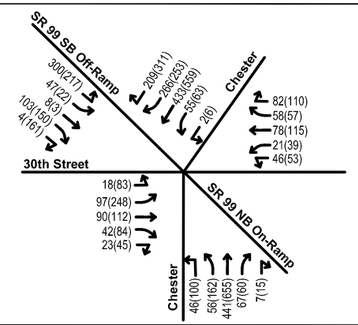

### 64. Chester Avenue / W. Columbus Street



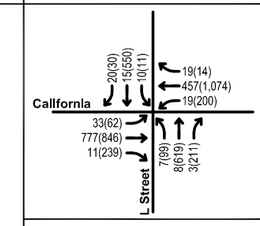

### 65. Union Avenue / Columbus Street



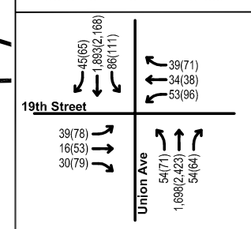

### 66. Chester Avenue / 30th Street / SR 99 Ramps



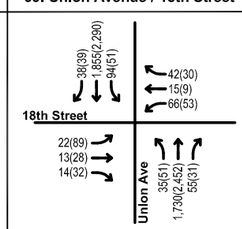

### 67. L Street / California Avenue



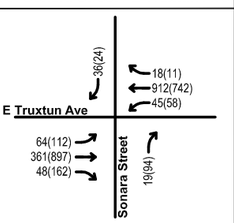

### 68.Union Ave / 19th Street



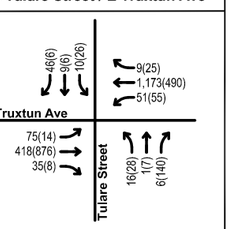

### 69. Union Avenue / 18th Street



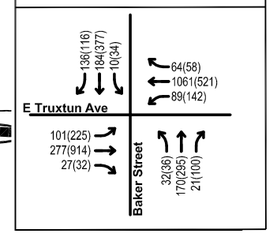

### 70. Sonara Street / E Truxtun Ave



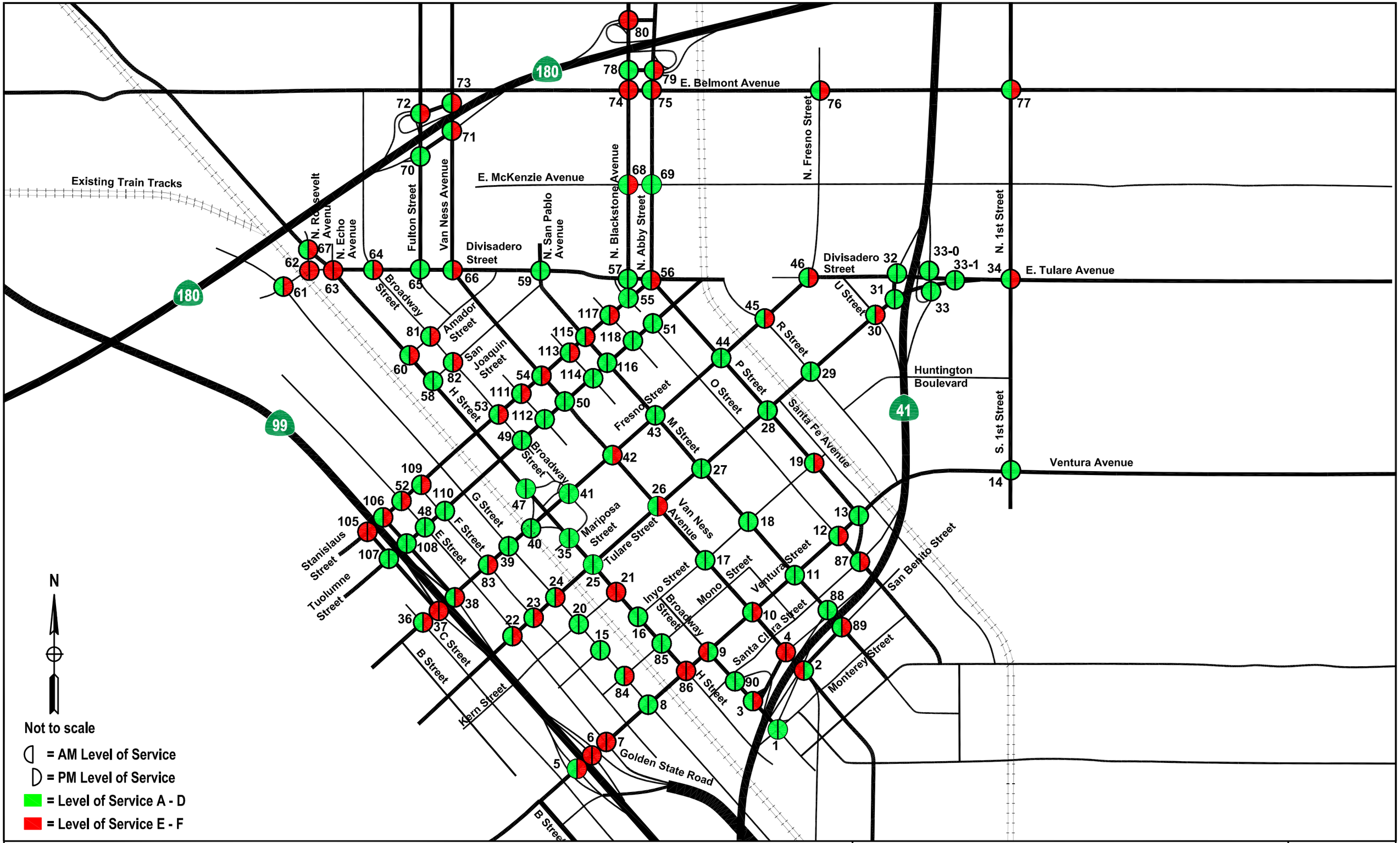

### 71. Tulare Street / E Truxtun Ave




### 72.Baker Street / E Truxtun Ave



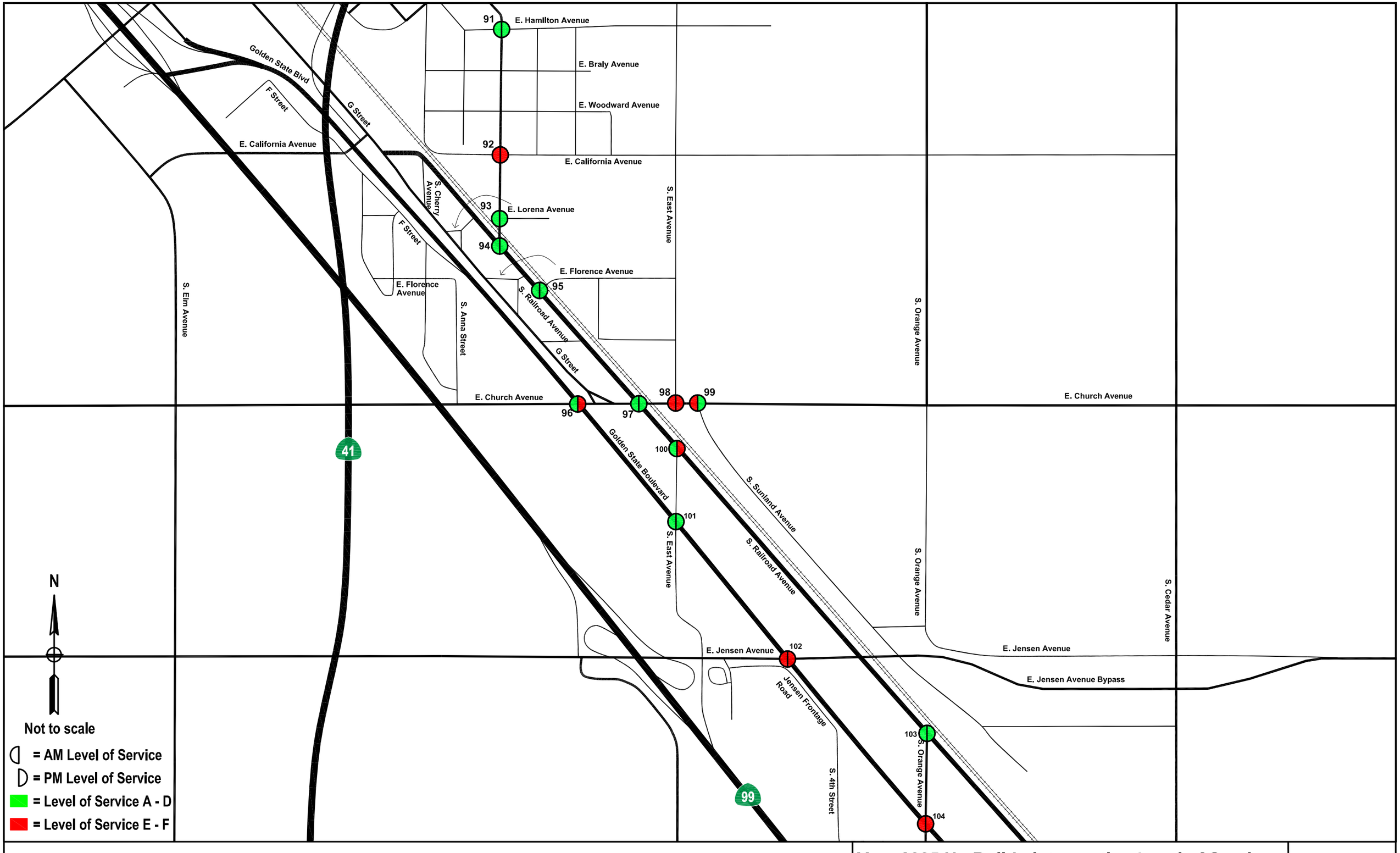

| California High-Speed Train Program EIR/EIS | Year 2035 No Build Peak Hour - Turning Movement Volumes - Bakersfield Station | Figure 5.3-6d |
|---|---|---|




**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build - Intersection Level of Service- Fresno Station**

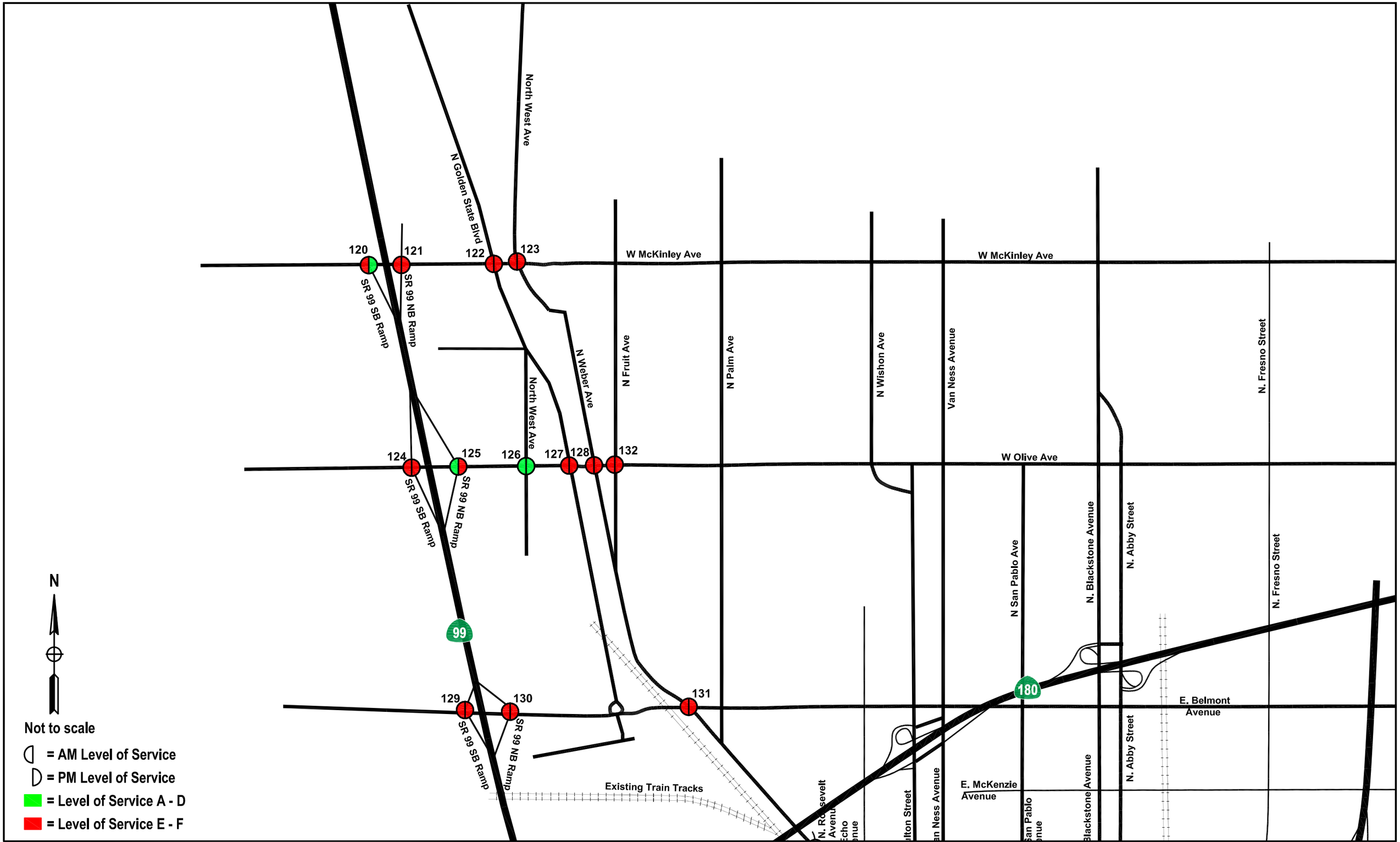
**Figure 5.3-7a**




**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build - Intersection Level of Service - Fresno Station**

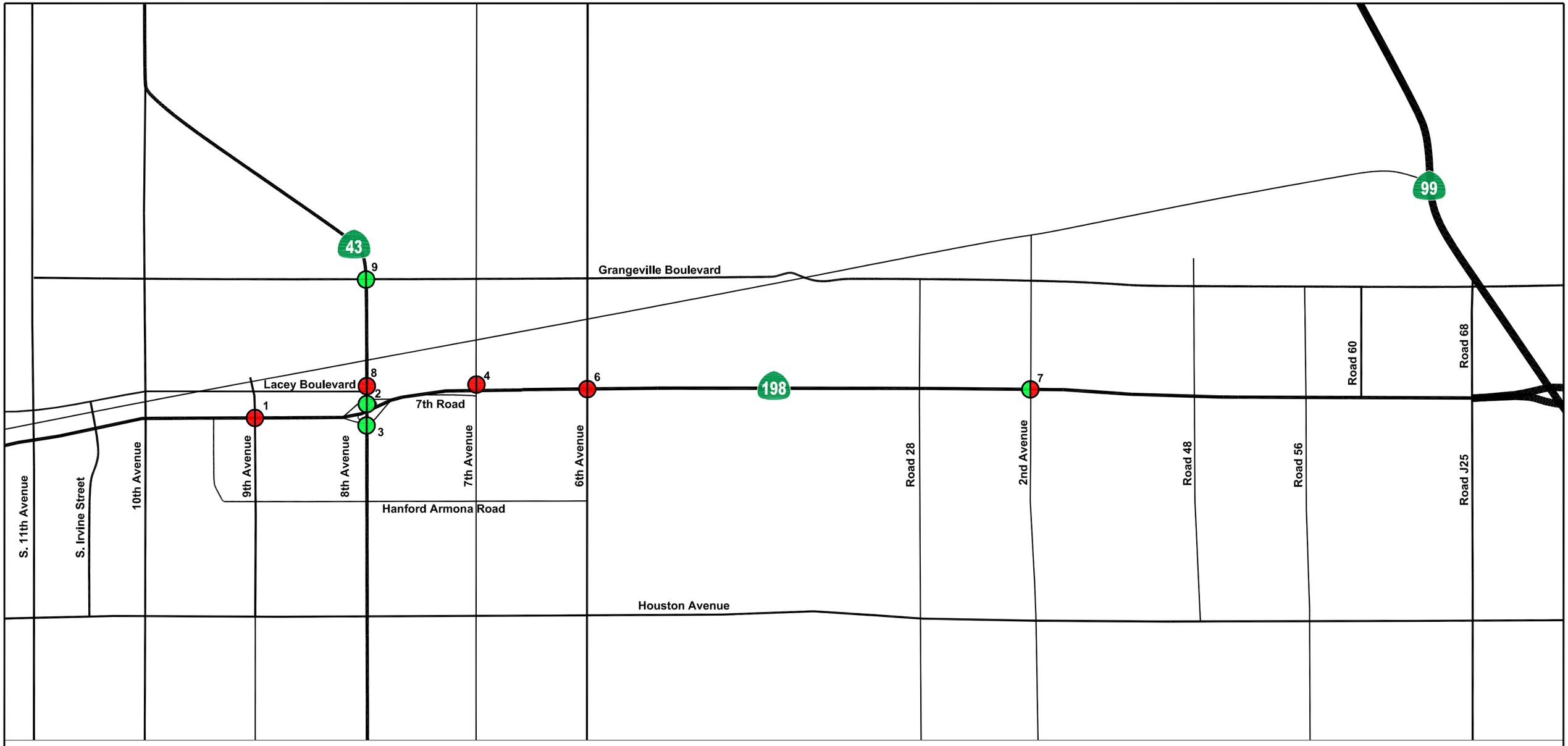
**Figure 5.3-7b**




**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build - Intersection Level of Service - Fresno Station**

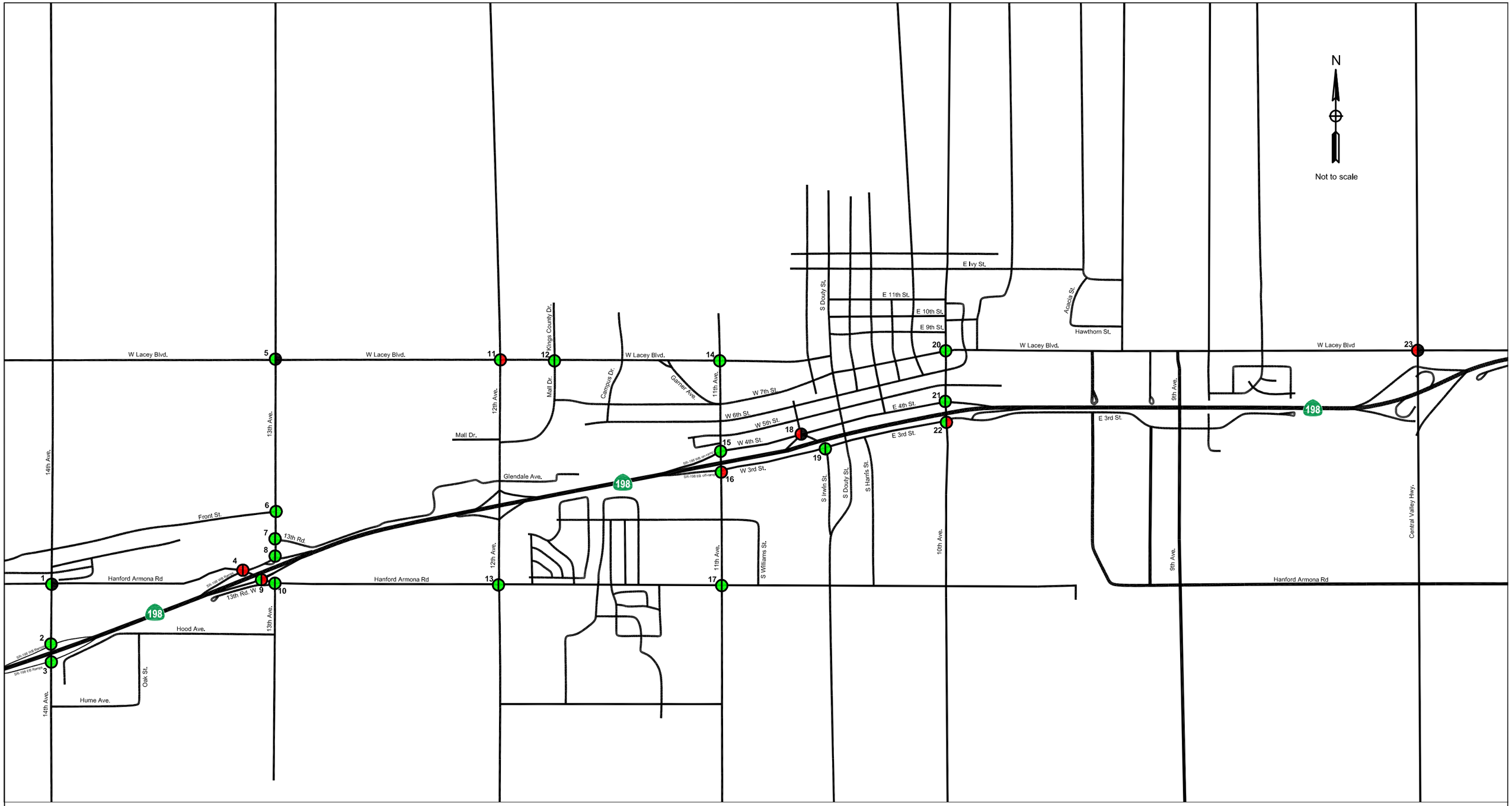
**Figure 5.3-7c**




**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build - Intersection Level of Service - Kings/Tulare Regional East Station**

**Figure 5.3-8a**

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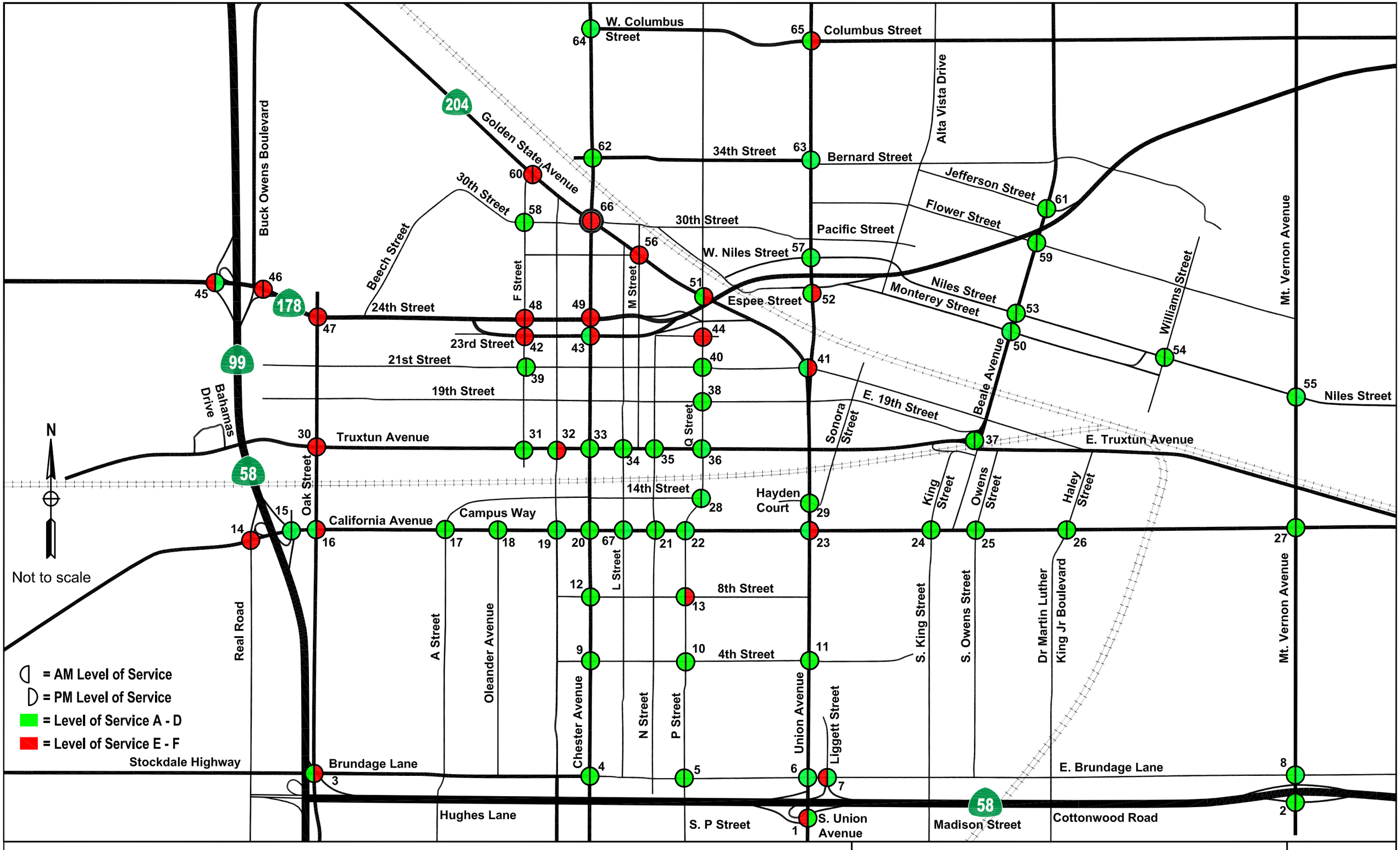
# California High-Speed Train Program EIR/EIS

## Year 2035 No Build - Intersection Level of Service - Kings/Tulare Regional West Station

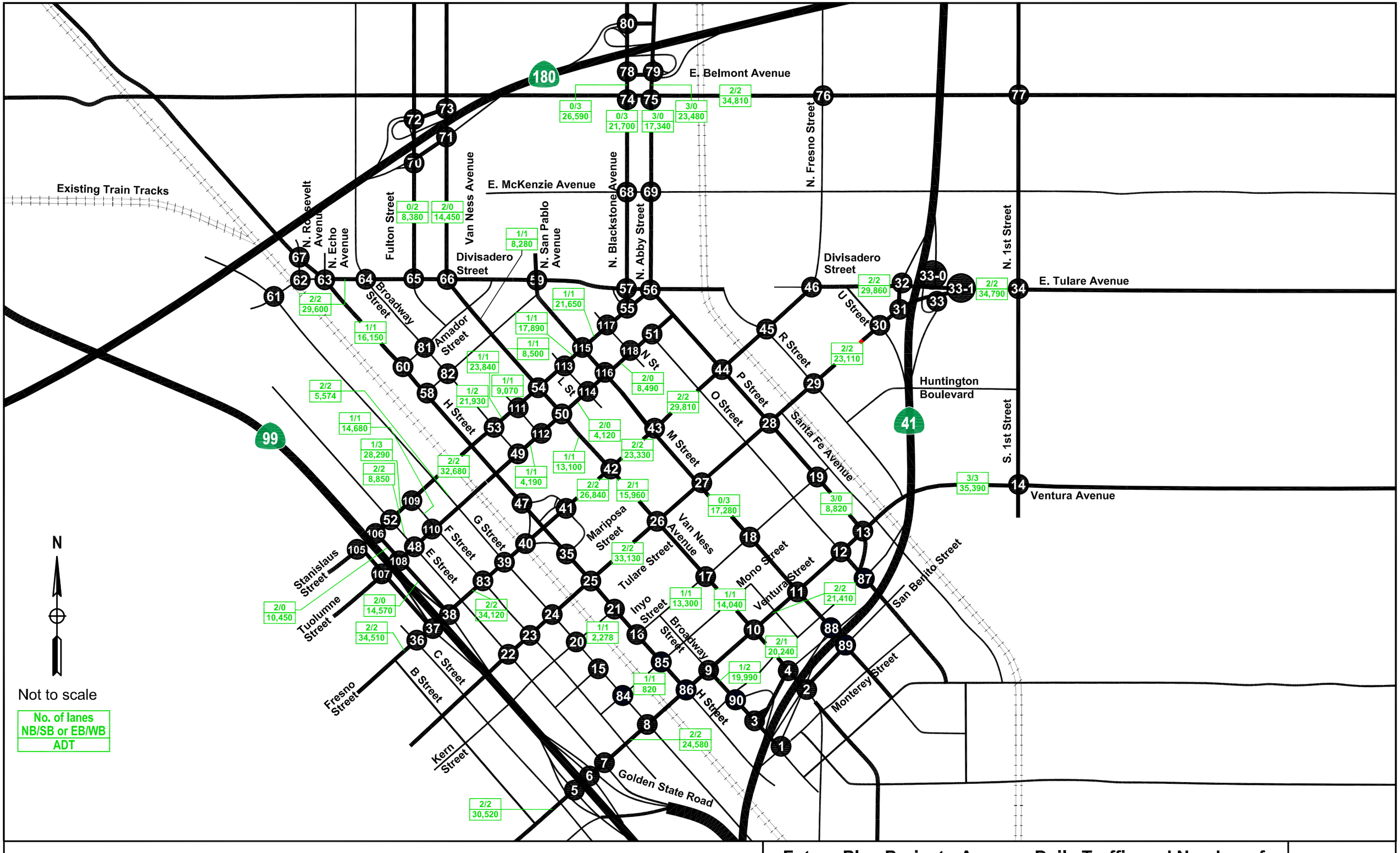
Figure 5.3-8b



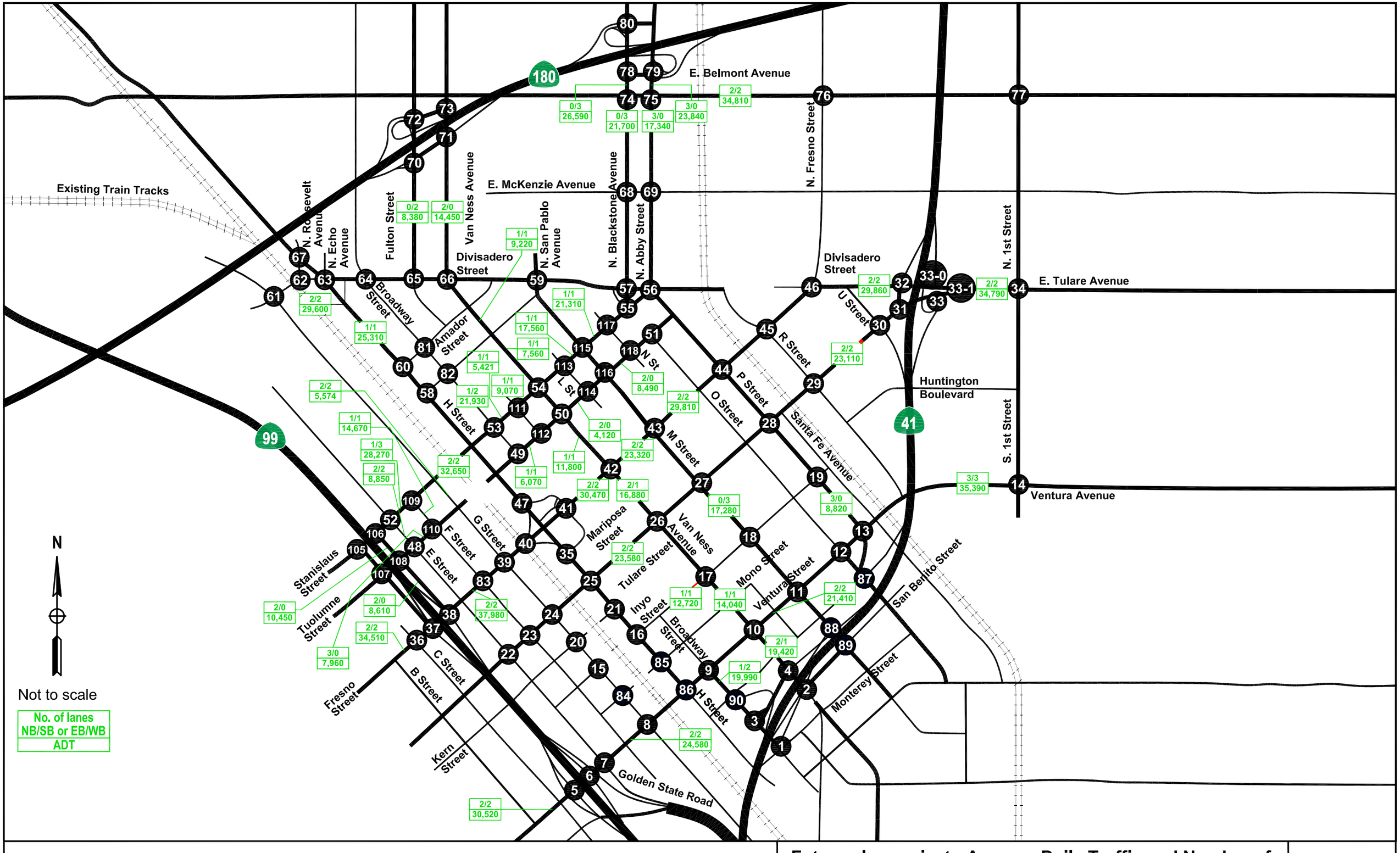

**California High-Speed Train Program EIR/EIS**

**Year 2035 No Build - Intersection Level of Service - Bakersfield Station**

**Figure 5.3-9**



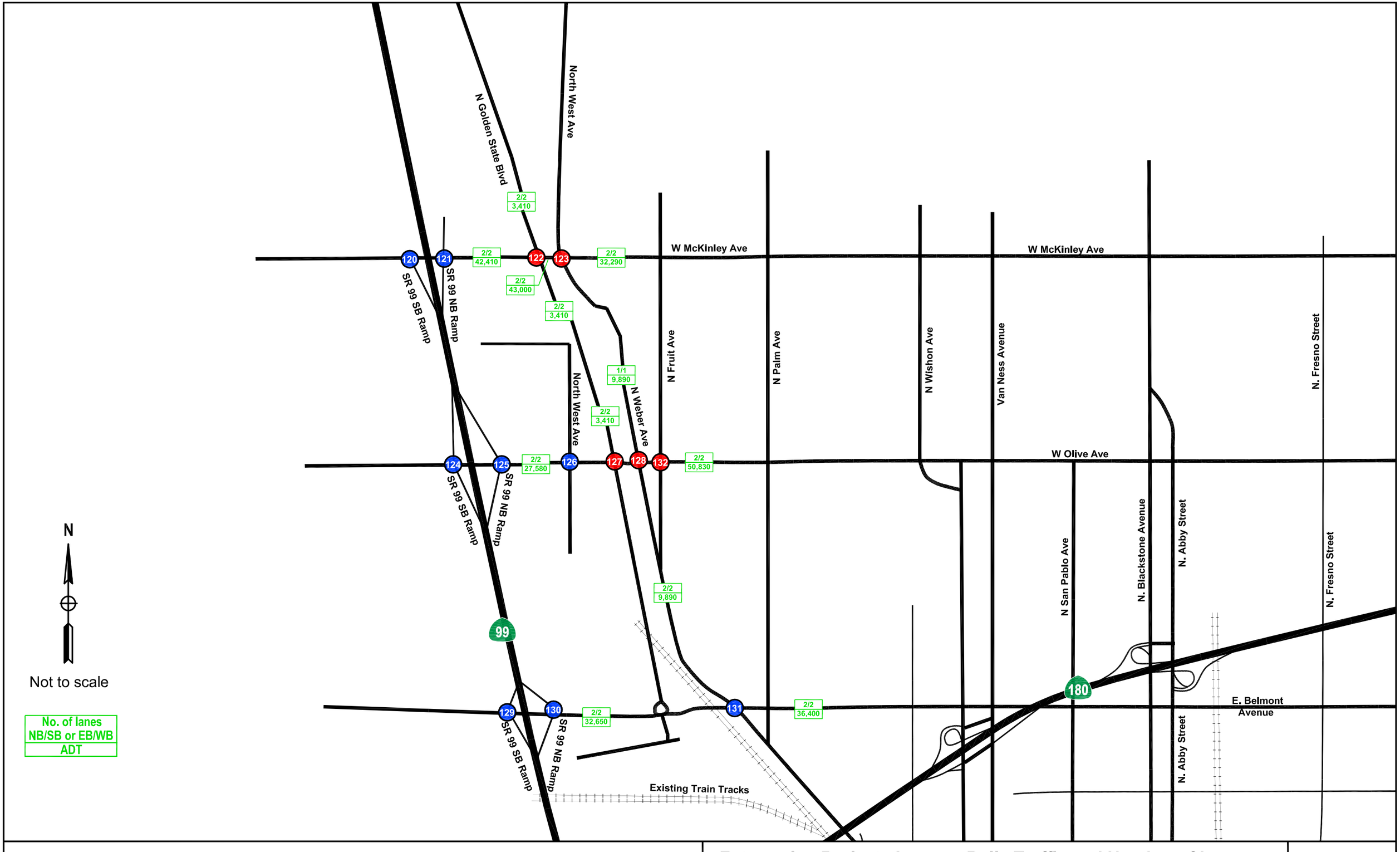

| | | |
|---|---|---|
| **California High-Speed Train Program EIR/EIS** | **Future Plus Project - Average Daily Traffic and Number of Lanes - Fresno Station Underpass Alternative** | **Figure 5.4-1a** |




**California High-Speed Train Program EIR/EIS**

**Future plus project - Average Daily Traffic and Number of Lanes - Fresno Station Overpass Alternative**

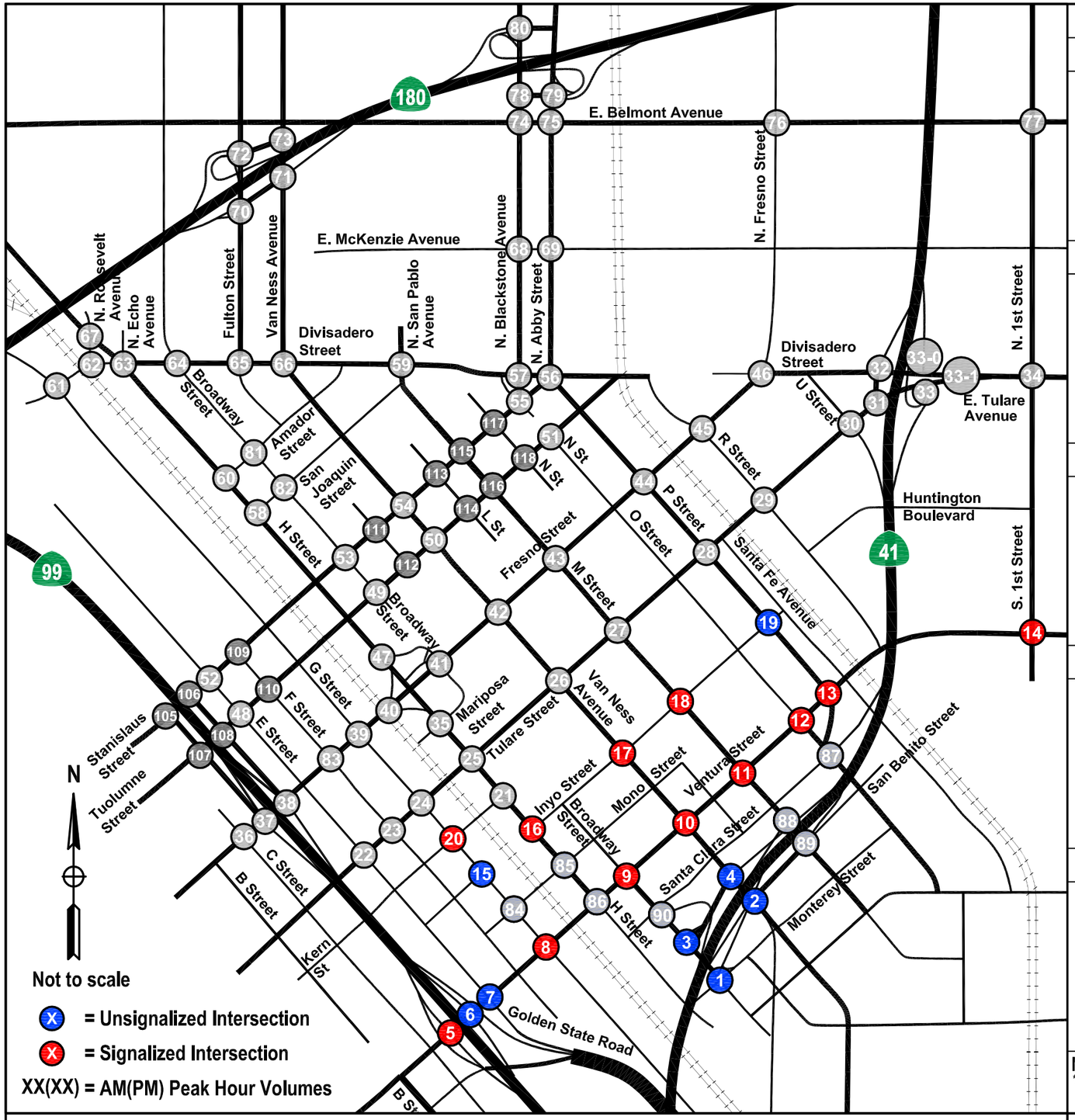
**Figure 5.4-1b**



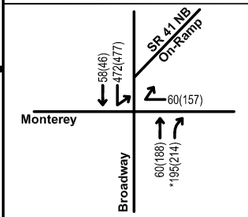

**California High-Speed Train Program EIR/EIS**

**Future plus Project- Average Daily Traffic and Number of Lanes - Fresno Station Tulare Underpass and Overpass Alternatives**

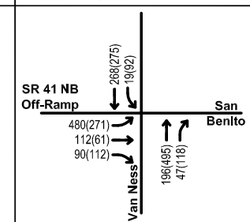
**Figure 5.4-1c**



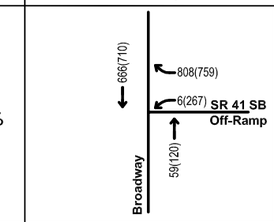

**1. Broadway Street / SR 41 NB On-Ramp / Monterey Street**



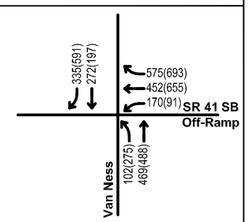

**2. Van Ness Avenue / SR 41 NB Off-Ramp / San Benito Street**



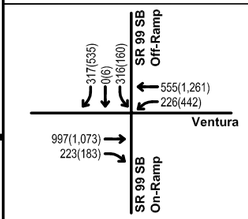

**3. Broadway Street / SR 41 SB Off-Ramp**



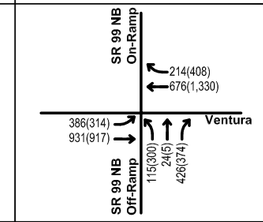

**4. Van Ness Avenue / SR 41 SB Off-Ramp**



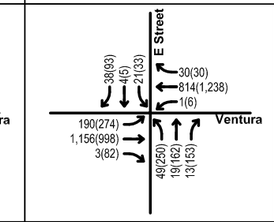

**5. SR 99 SB Ramps / Ventura Avenue**




**6. SR 99 NB Ramps / Ventura Avenue**



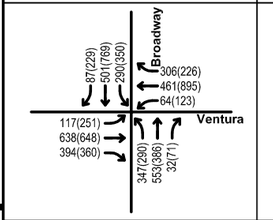

**7. E Street / Ventura Avenue**



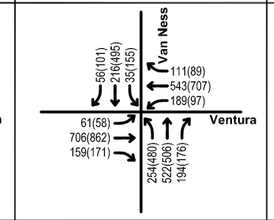

**8. G Street / Ventura Avenue**

INTERSECTION CLOSED

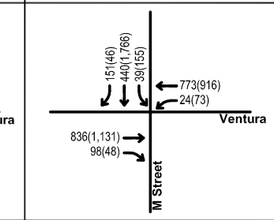
**9. Broadway Street / Ventura Avenue**



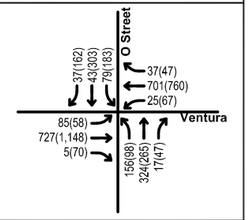

**10. Van Ness Avenue / Ventura Street**



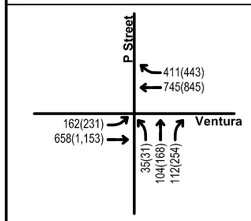

**11. M Street / Ventura Street**



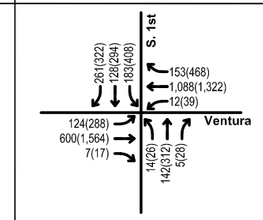

**12. O Street / Ventura Avenue**



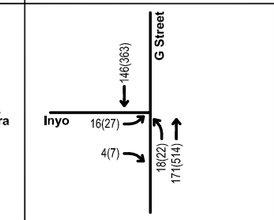

**13. P Street / Ventura Avenue**



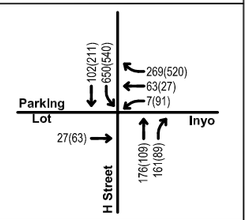

**14. S. 1st Street / Ventura Avenue**



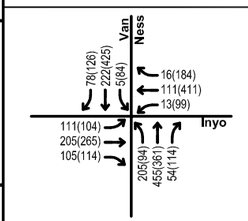

**15. G Street / Inyo Street**



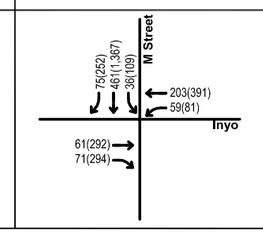

**16. H Street / Inyo Street**



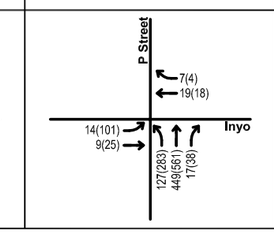

**17. Van Ness Street / Inyo Street**



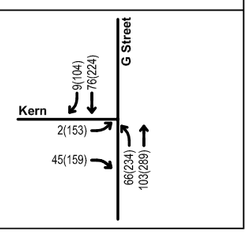

**18. M Street / Inyo Street**




**19. P Street / Inyo Street**




**20. G Street / Kern Street**




**Note:**
*XX(XX) Volume going to SR 41 NB On-Ramp

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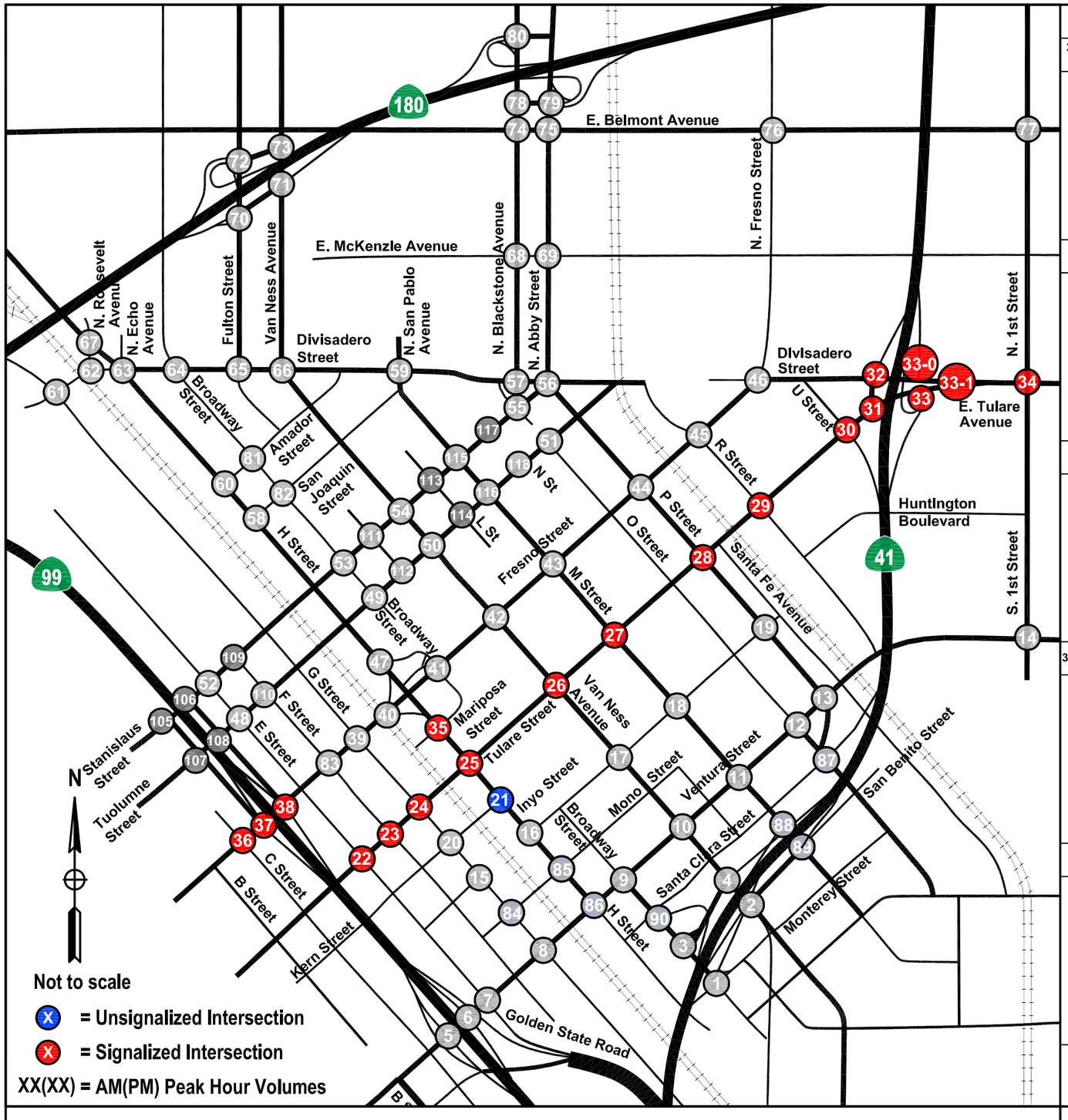
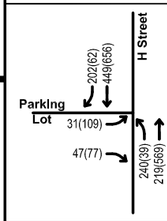
# California High-Speed Train Program EIR/EIS

**Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Underpass Alternative**

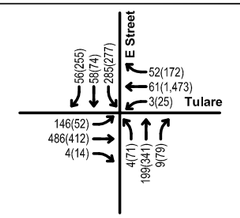
**Figure 5.4-2a**



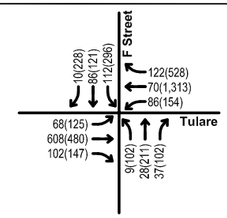

**21. H Street / Kern Street (Parking Lot)**




**22. E Street / Tulare Street**



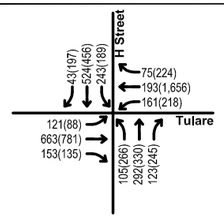

**23. F Street / Tulare Street**



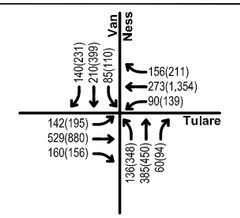

**24. G Street / Tulare Street**

INTERSECTION CLOSED

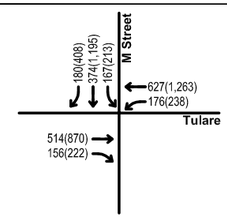
**25. H Street / Tulare Street**



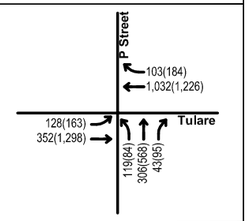

**26. Van Ness Avenue / Tulare Street**



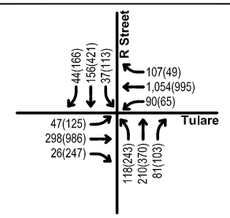

**27. M Street / Tulare Street**



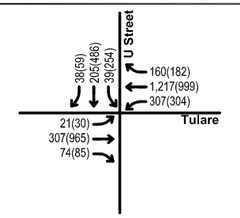

**28. P Street / Tulare Street**



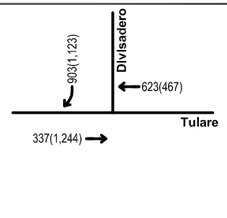

**29. R Street / Tulare Street**



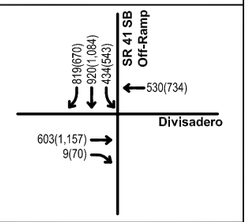

**30. U Street / Tulare Street**



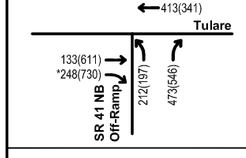

**31. Divisadero Street Off-Ramp / Tulare Street**



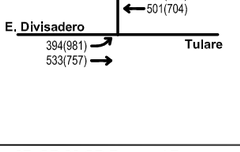

**32. SR 41 SB Off-Ramp / Divisadero Street**



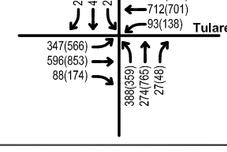

**33. SR 41 NB Ramps / Tulare Street**



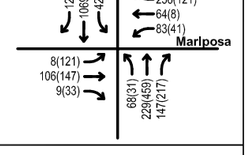

**33-0. SR 41 NB On-Ramp / E. Divisadero Street**



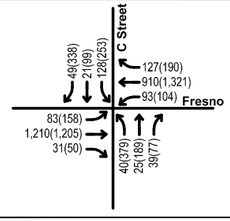

**34. N. 1st Street / Tulare Street**



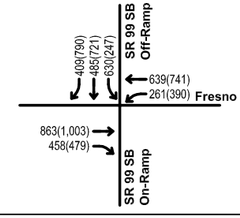

**35. H Street / Mariposa Street / Fresno Street Ramp**



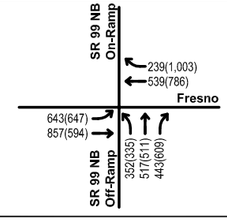

**36. C Street / Fresno Street**




**37. SR 99 SB Ramps / Fresno Street**




**38. SR 99 NB Ramps / Fresno Street**




**39. G Street / Fresno Street**

INTERSECTION CLOSED

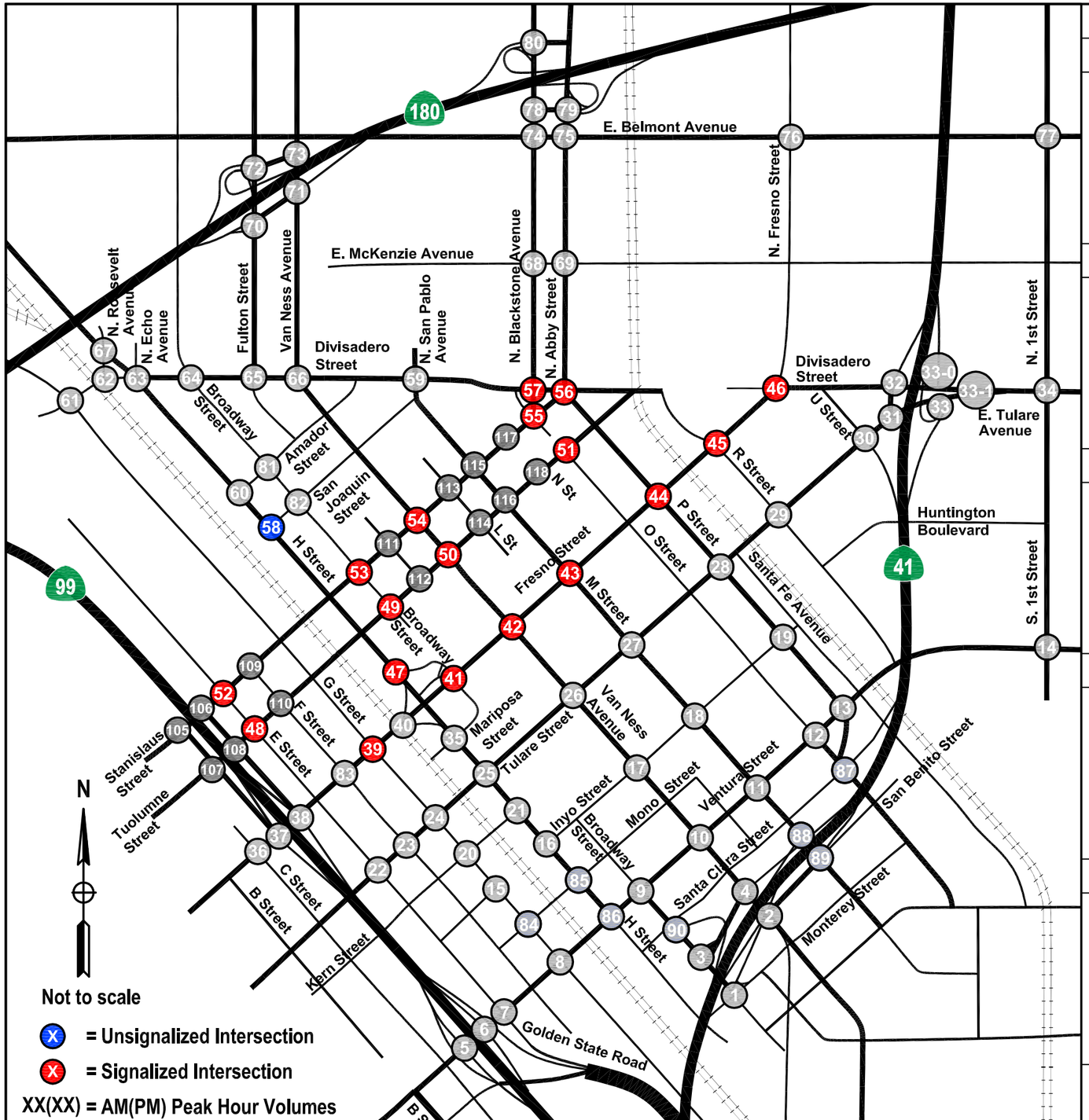
**Note:**
*XX(XX) Volume going to SR 41 NB On-Ramp

URS

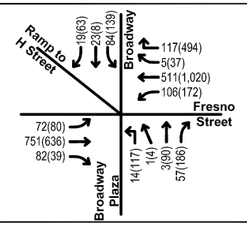
# California High-Speed Train Program EIR/EIS

Future plus Project - Peak Hour Turning Movement Volumes
- Fresno Station Tulare Underpass Alternative

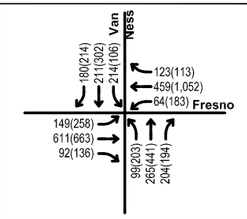
Figure 5.4-2b



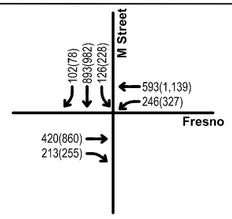

**41. Broadway Street / Fresno Street**



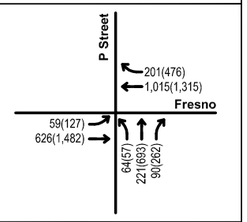

**42. Van Ness Avenue / Fresno Street**



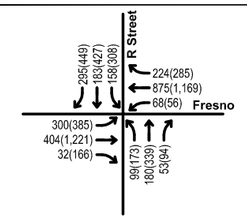

**43. M Street / Fresno Street**



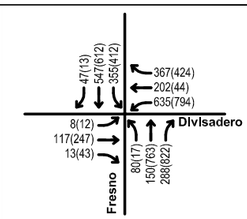

**44. P Street / Fresno Street**



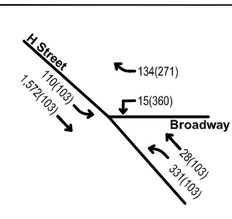

**45. R Street / Fresno Street**



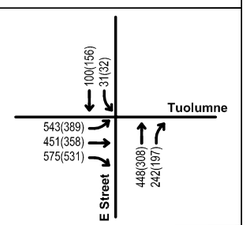

**46. Fresno Street / Divisadero Street**



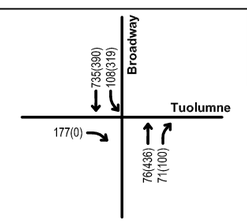

**47. H Street / Broadway Street / Fresno Street Ramp**



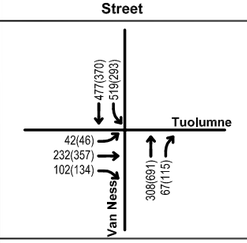

**48. E Street / Tuolumne Street**



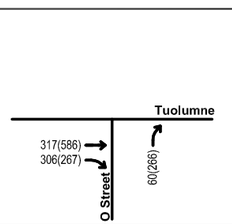

**49. Broadway / Tuolumne Street**



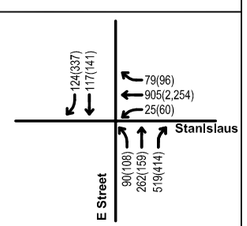

**50. Van Ness Avenue / Tuolumne Street**



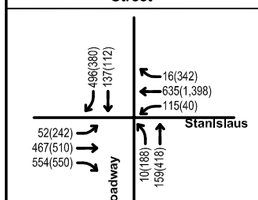

**51. O Street / Tuolumne Street**




**52. E Street / Stanislaus Street**

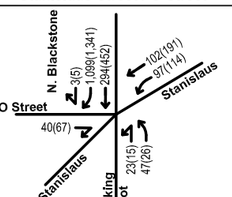



**53. Broadway Street / Stanislaus Street**

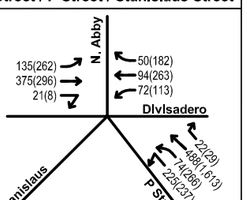



**54. Van Ness Avenue / Stanislaus Street**

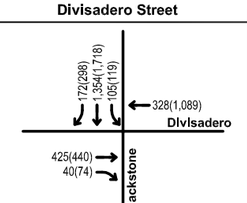
**55. N. Blackstone Avenue / Stanislaus Street / O Street**



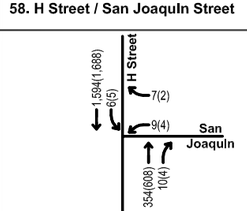

**56. N. Abby Street / Divisadero Street / P Street / Stanislaus Street**



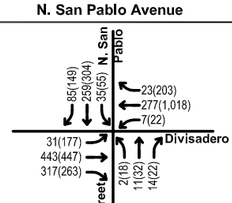

**57. N. Blackstone Avenue / Divisadero Street**



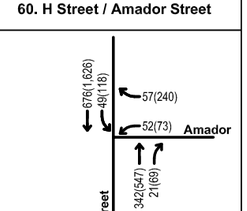

**58. H Street / San Joaquin Street**




**59. M Street / Divisadero Street / N. San Pablo Avenue**



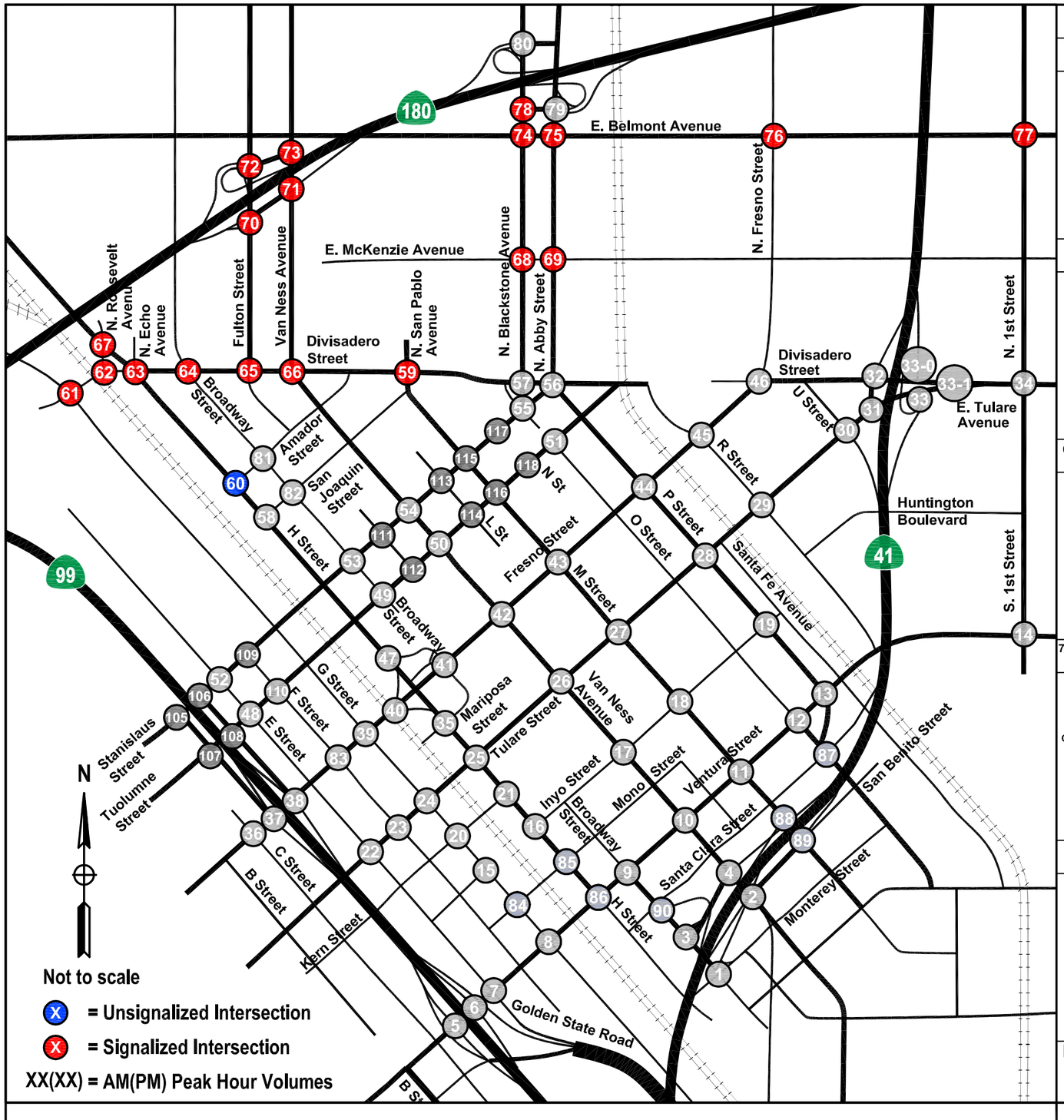

**60. H Street / Amador Street**



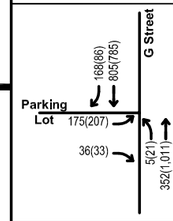

**California High-Speed Train Program EIR/EIS**

**Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Underpass Alternative**

**Figure 5.4-2c**



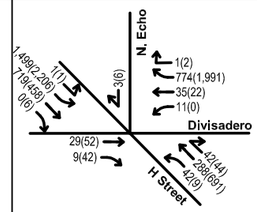

**61. G Street / Divisadero Street**



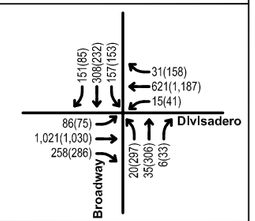

**62. N. Roosevelt Avenue / Divisadero Avenue**

INTERSECTION CLOSED

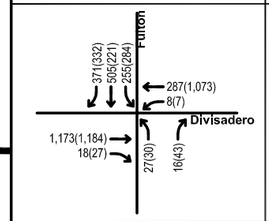
**63. H Street / Divisadero Street / N. Echo Avenue**



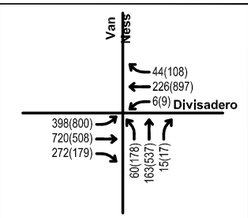

**64. Broadway Street / Divisadero Street**



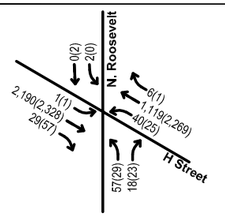

**65. Fulton Street / Divisadero Street**



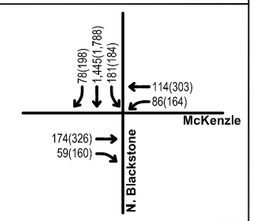

**66. Van Ness Avenue / Divisadero Street**



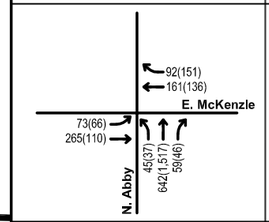

**67. H Street / N. Roosevelt Street**



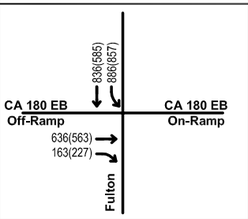

**68. N. Blackstone Avenue / E. McKenzie Avenue**



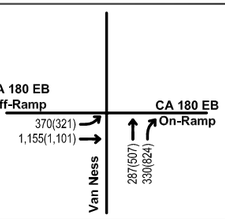

**69. N. Abby Street / E. McKenzie Avenue**



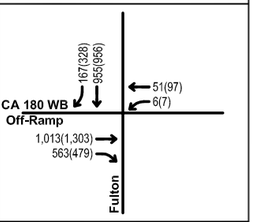

**70. Fulton Street / CA 180 EB Ramps**



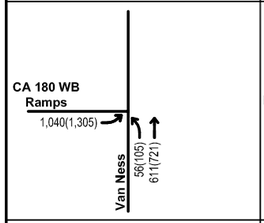

**71. Van Ness Avenue / CA 180 EB Ramps**



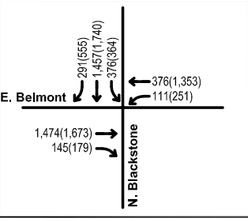

**72. Fulton Street / CA 180 WB Ramps**



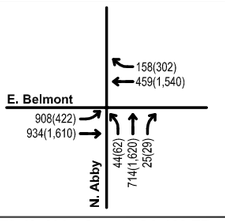

**73. Van Ness Avenue / CA 180 WB Ramps**



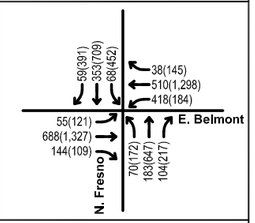

**74. N. Blackstone Avenue / E. Belmont Avenue**



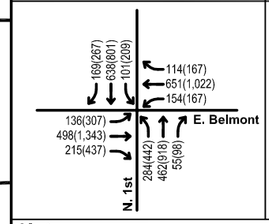

**75. N. Abby Street / E. Belmont Avenue**



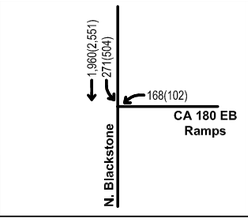

**76. N. Fresno Street / E. Belmont Avenue**



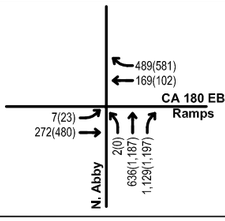

**77. N. 1st Street / E. Belmont Avenue**



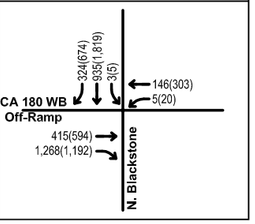

**78. N. Blackstone Avenue / CA 180 EB Ramps**




**79. N. Abby Street / CA 180 EB Ramps**




**80. N. Blackstone Avenue / CA 180 WB Ramps**



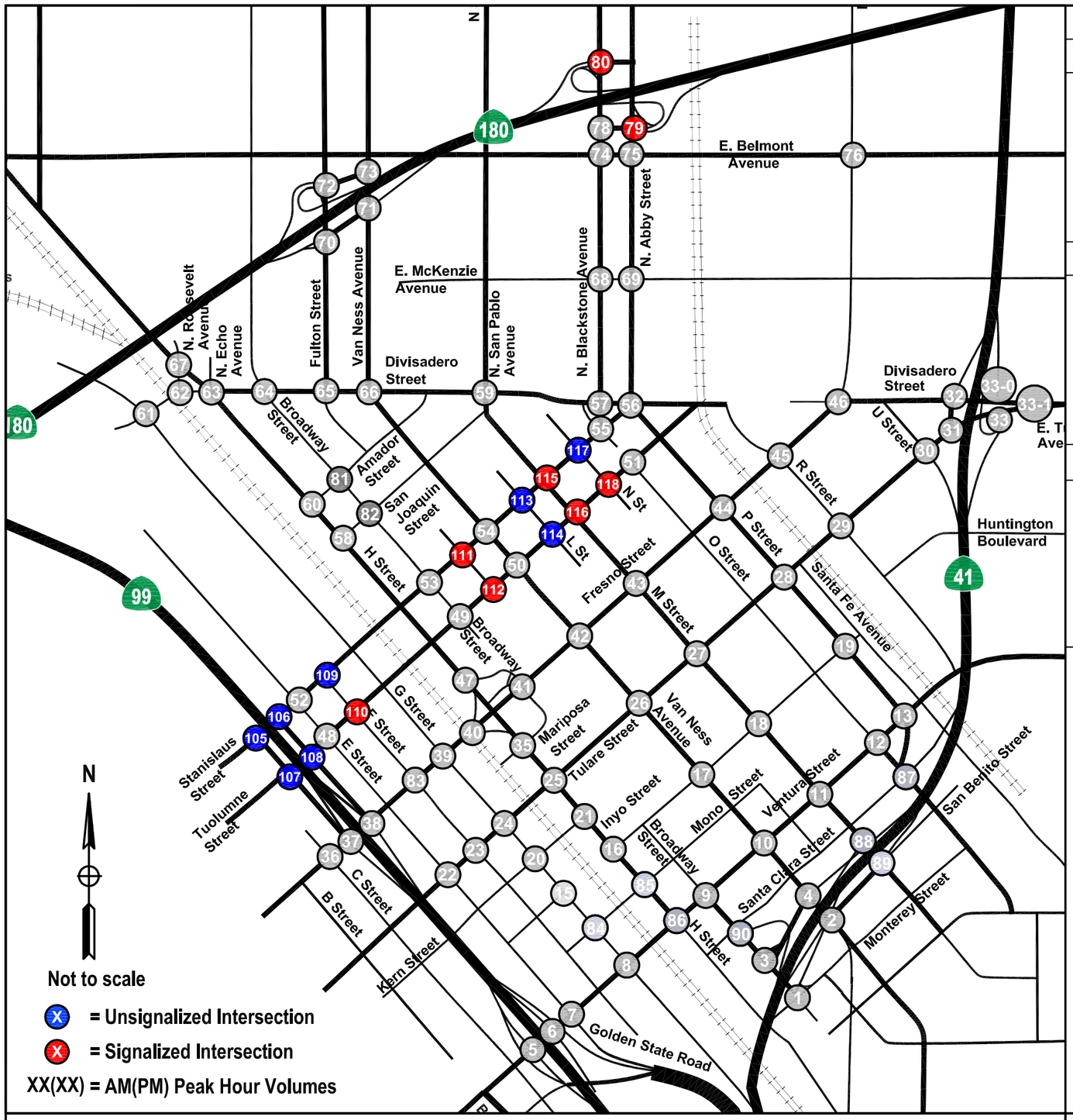

**Note:**
*XX(XX) Volume going to CA 180 WB On-Ramp

URS

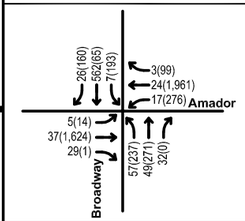
# California High-Speed Train Program EIR/EIS

**Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Underpass Alternative**

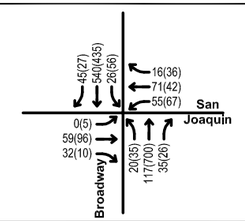
**Figure 5.4-2d**



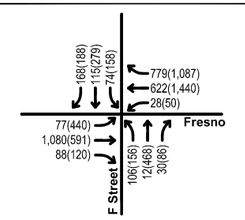

**81. Broadway Street / Amador Street**



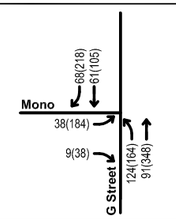

**82. Broadway Street / San Joaquin Street**



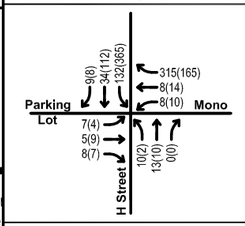

**83. F Street / Fresno Street**




**84. G Street / Mono Street**



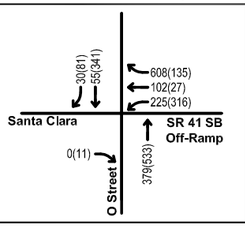

**85. H Street / Mono Street (Parking Lot)**



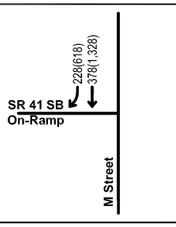

**86. H Street / Ventura Street**

INTERSECTION CLOSED

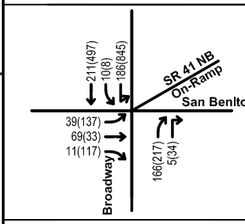
**87. O Street / Santa Clara Street - SR 41 SB Off-Ramp**



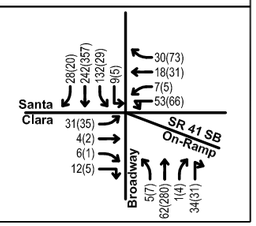

**88. M Street / SR 41 SB On-Ramp**



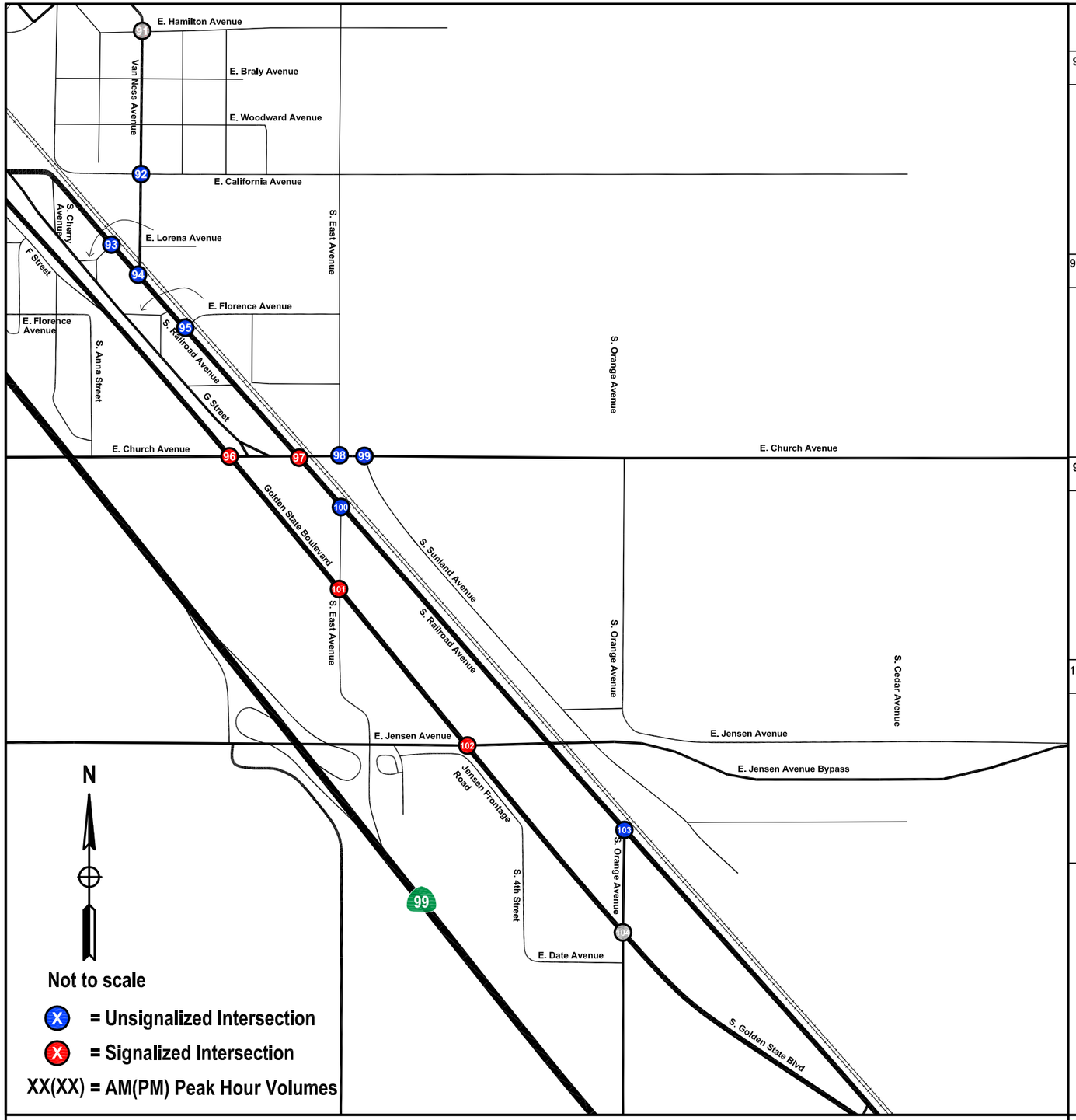

**89. M Street / San Benito Street - SR 41 NB On-Ramp**



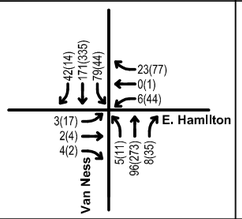

**90. Broadway Street / Santa Clara Street - SR 41 SB Loop On-Ramp**



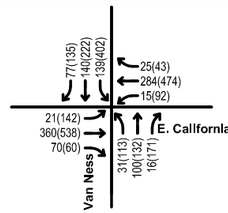

| URS | California High-Speed Train Program EIR/EIS | Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Underpass Alternative | Figure 5.4-2e |
|---|---|---|---|




**91. Van Ness Avenue / E. Hamilton Avenue**




**92. S. Van Ness Avenue / E. California Avenue**




**93. S. Railroad Avenue / E. Lorena Avenue**

INTERSECTION CLOSED

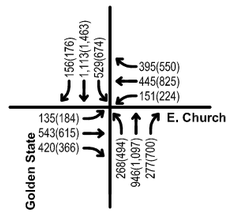
**94. S. Railroad Avenue / S. Van Ness Avenue**

INTERSECTION CLOSED

**95. S. Railroad Avenue / E. Florence Way**

INTERSECTION CLOSED

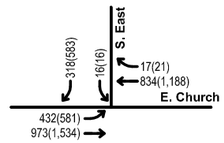
**96. Golden State Boulevard / E. Church Avenue**



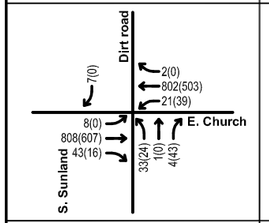

**97. S. Railroad Avenue / E. Church Avenue**

INTERSECTION CLOSED

**98. S. East Avenue / E. Church Avenue**



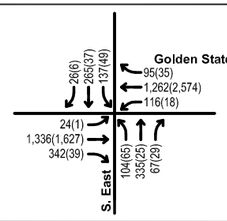

**99. S. Sunland Avenue / E. Church Avenue**



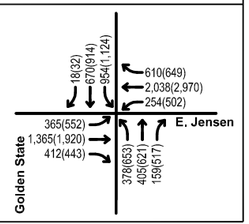

**100. S. East Avenue / S. Railroad Avenue**

INTERSECTION CLOSED

**101. S. East Avenue / Golden State Boulevard**



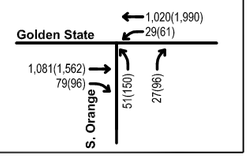

**102. Golden State Boulevard / E. Jensen Avenue**




**103. S. Orange Avenue / S. Rallroad Avenue**

INTERSECTION CLOSED

**104. S. Orange Avenue / Golden State Boulevard**

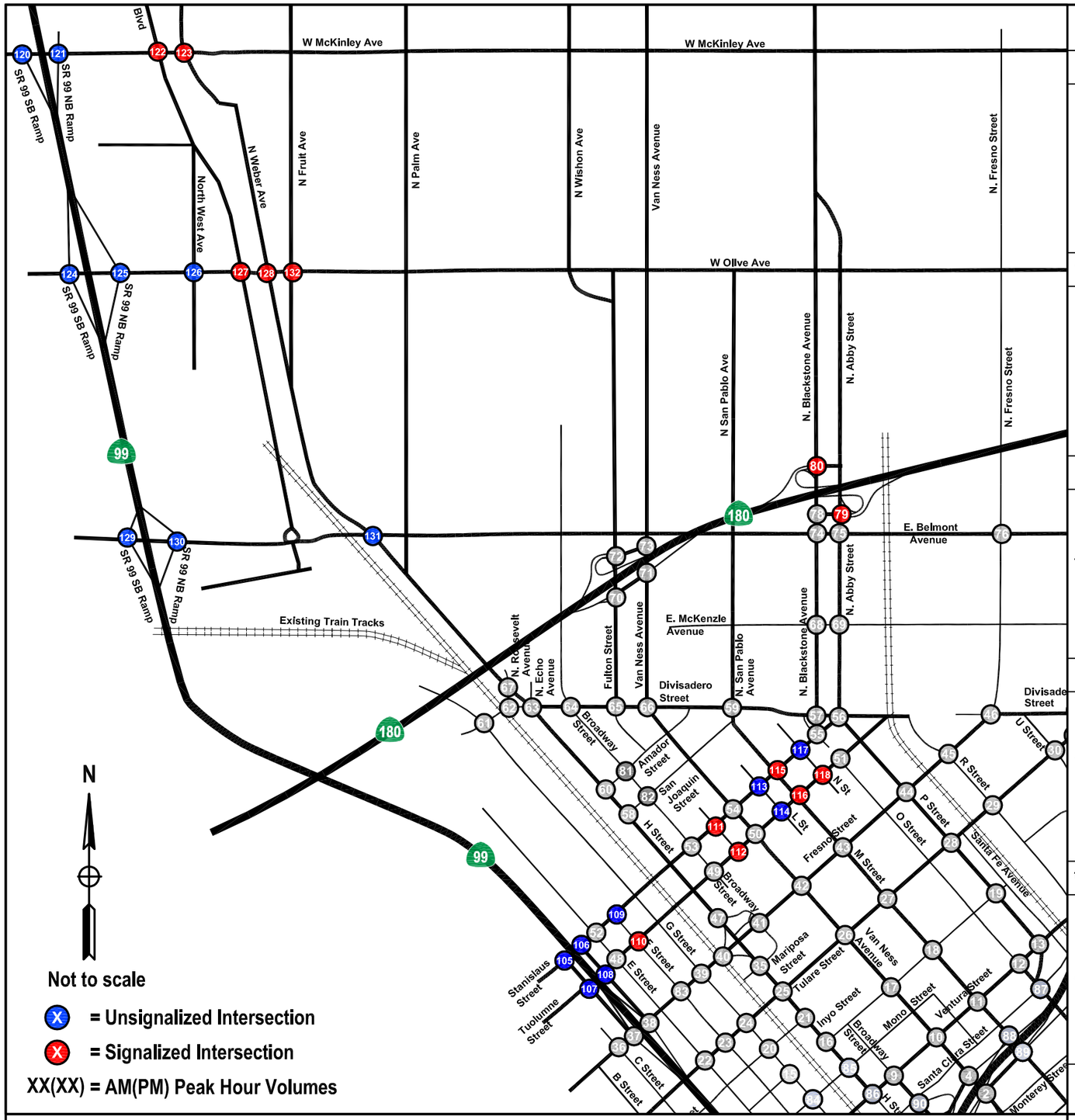



URS

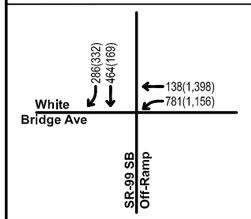
# California High-Speed Train Program EIR/EIS

**Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Underpass and Overpass Alternatives**

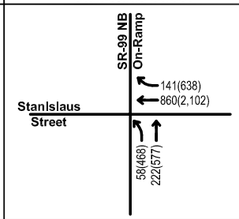
**Figure 5.4-2f**



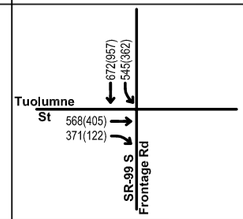

**105. Stanislaus Street / SR 99 SB Off-ramp**



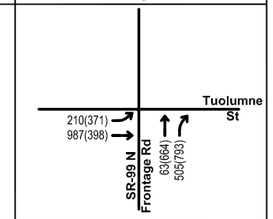

**106 . SR-99 NB On-ramp / Stanislaus Street**



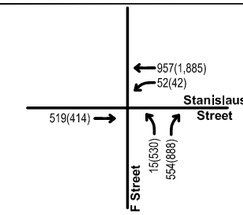

**107. Tuolumne St / SR-99 S Frontage Rd**



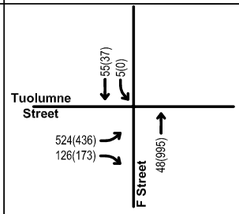

**108. Tuolumne Street / SR 99 N Frontage Rd**



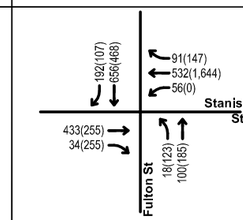

**109. Stanislaus Street / F St**



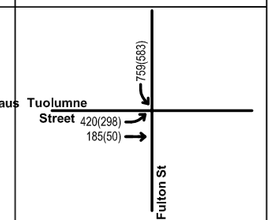

**110. F Street / Tuolumne Street**



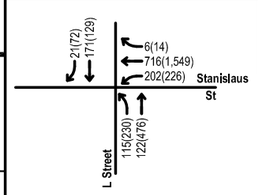

**111. Stanislaus St / Fulton St**



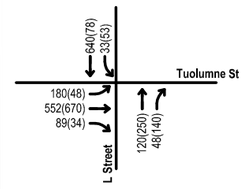

**112. Fulton St / Tuolumne St**



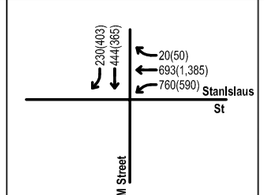

**113. Stanislaus Street / L Street**



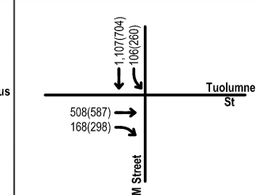

**114.Tuolumne Street / L Street**



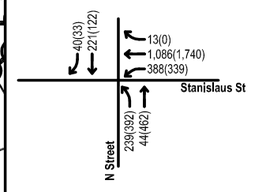

**115. Stanislaus Street / M Street**



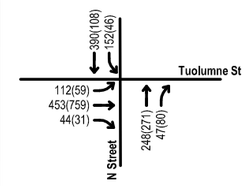

**116. Tuolumne Street / M Street**



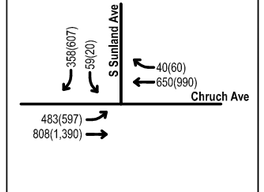

**117. Stanislaus Street / N Street**



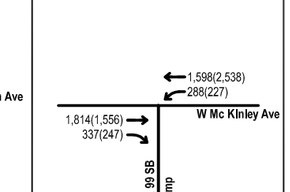

**118. Tuolumne St / N Street**



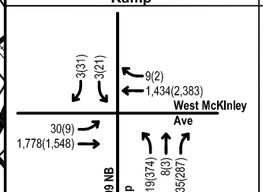

**119. Chruch Ave / S Sunland Ave**



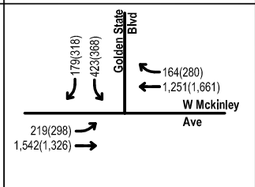

**120. W Mckinley Ave / SR 99 SB Ramp**



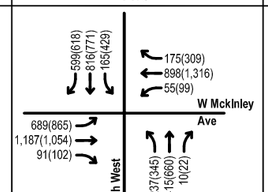

**121.West Mckinley Ave/ SR 99 NB Ramp**



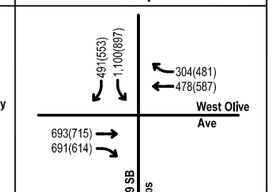

**122. W Mckinley Ave / Golden State Blvd**




**123. W Mickinley Ave/ North West Ave**




**124. West Olive Ave / SR 99 SB Ramps**

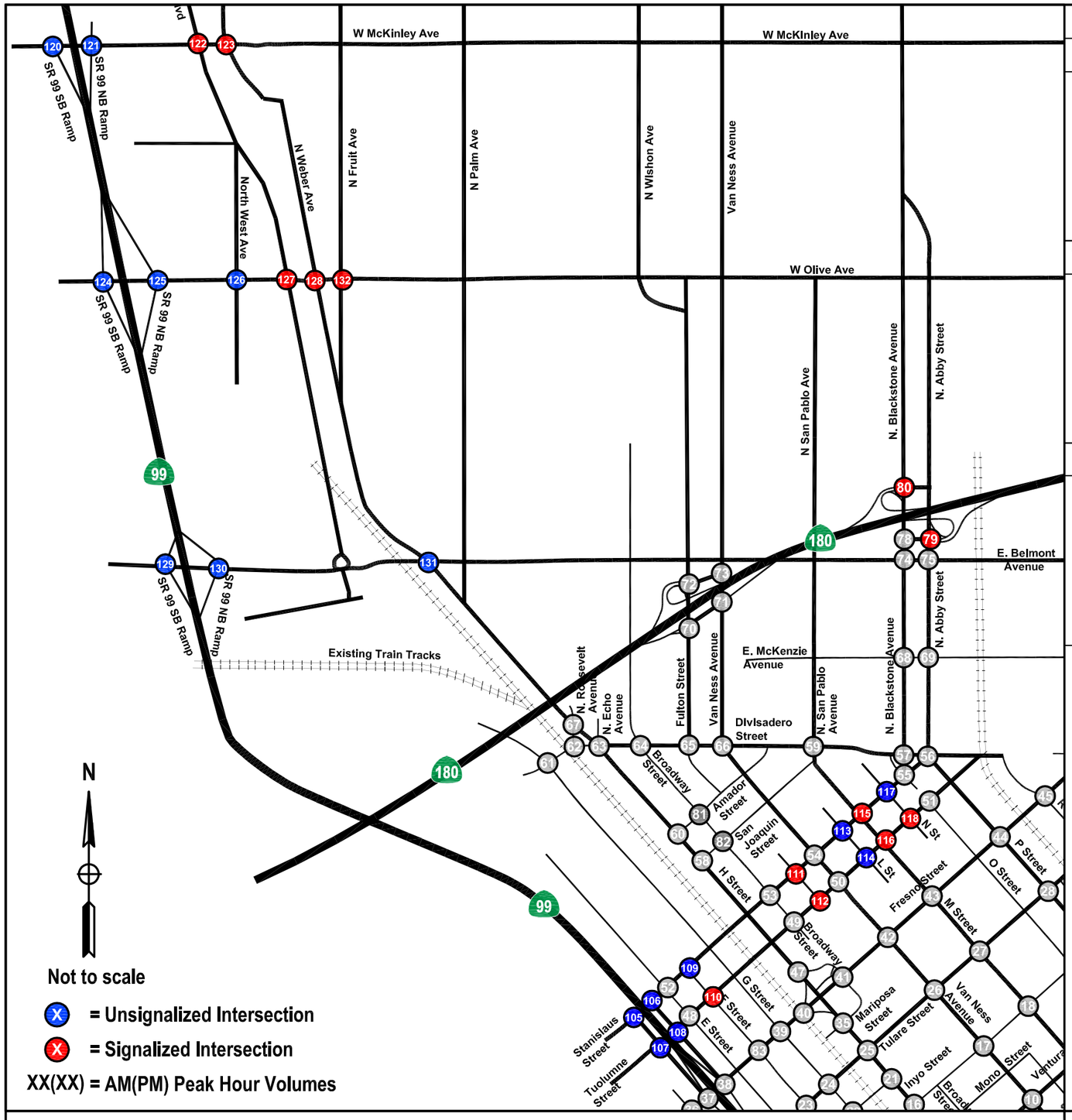



URS

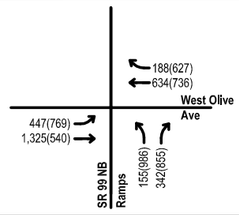
# California High-Speed Train Program EIR/EIS

**Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Underpass and Overpass Alternatives**

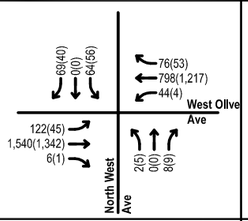
**Figure 5.4-2g**




### 125. West Olive Ave / SR 99 NB Ramps




### 126. West Olive Ave / North West Ave



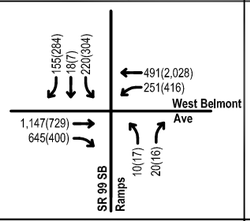

### 127. West Olive Ave / Golden State Blvd

INTERSECTION CLOSED

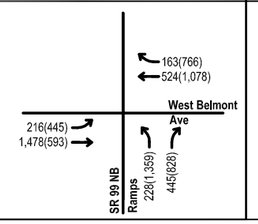
### 128. West Olive Ave / North Weber Ave

INTERSECTION CLOSED

### 129. West Belmont Ave / SR 99 SB Ramps




### 130. West Belomont Ave / SR 99 NB Ramps

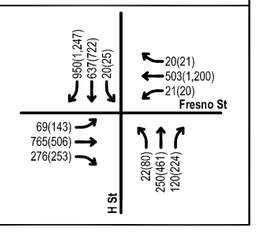



### 131. West Belmont Ave / North Weber Avenue

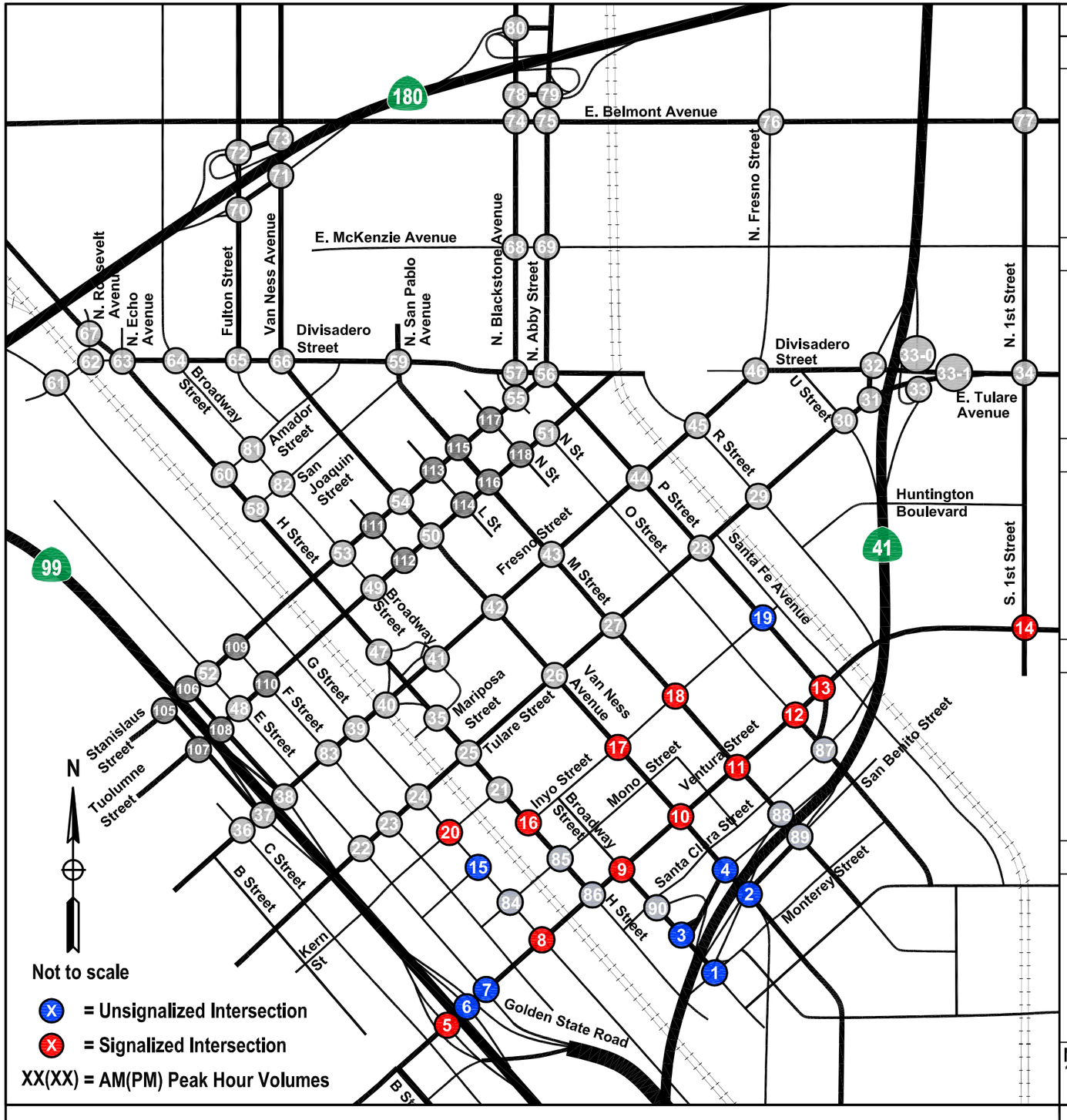
INTERSECTION CLOSED

### 132. Olive Ave / Fruit Ave

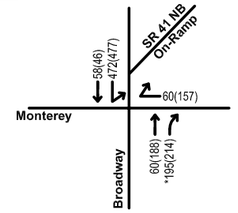
### 40. Fresno St / H St



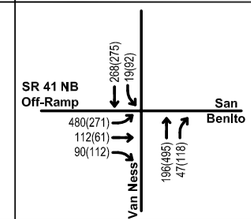

| URS | California High-Speed Train Program EIR/EIS | Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Underpass and Overpass Alternatives | Figure 5.4-2h |
|---|---|---|---|




**1. Broadway Street / SR 41 NB On-Ramp / Monterey Street**

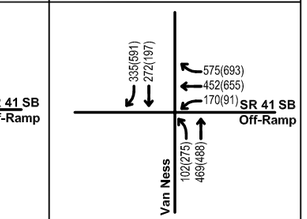



**2. Van Ness Avenue / SR 41 NB Off-Ramp / San Benito Street**

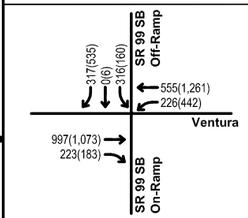



**3. Broadway Street / SR 41 SB Off-Ramp**

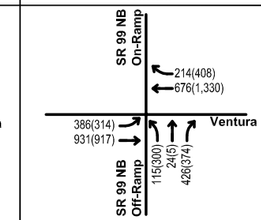
**4. Van Ness Avenue / SR 41 SB Off-Ramp**



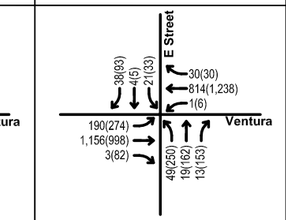

**5. SR 99 SB Ramps / Ventura Avenue**



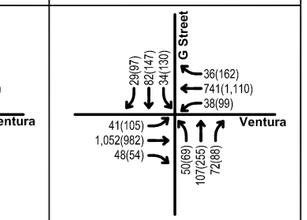

**6. SR 99 NB Ramps / Ventura Avenue**



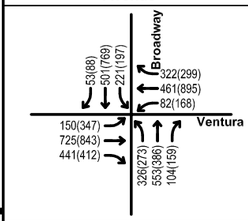

**7. E Street / Ventura Avenue**



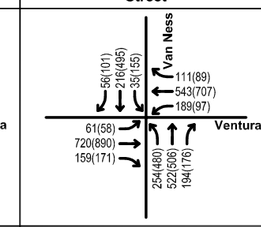

**8. G Street / Ventura Avenue**



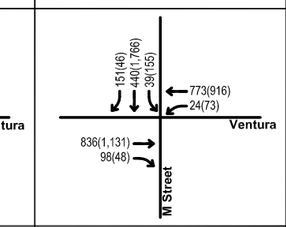

**9. Broadway Street / Ventura Avenue**



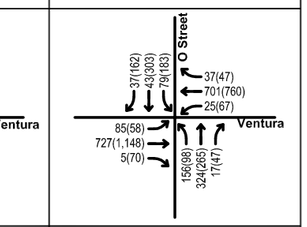

**10. Van Ness Avenue / Ventura Street**



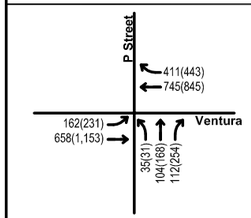

**11. M Street / Ventura Street**



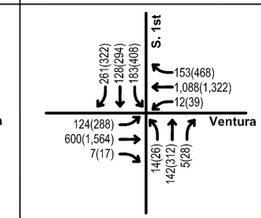

**12. O Street / Ventura Avenue**



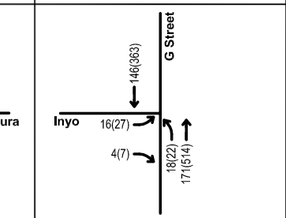

**13. P Street / Ventura Avenue**



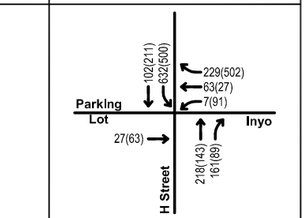

**14. S. 1st Street / Ventura Avenue**



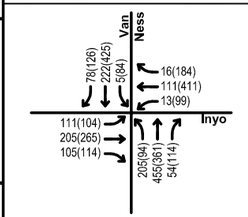

**15. G Street / Inyo Street**



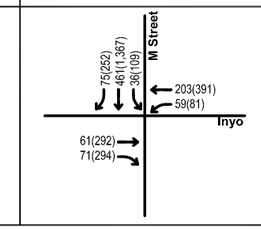

**16. H Street / Inyo Street**



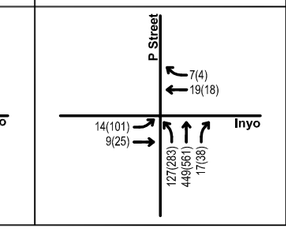

**17. Van Ness Street / Inyo Street**



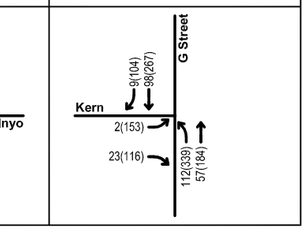

**18. M Street / Inyo Street**




**19. P Street / Inyo Street**




**20. G Street / Kern Street**




**Note:**
*XX(XX) Volume going to SR 41 NB On-Ramp

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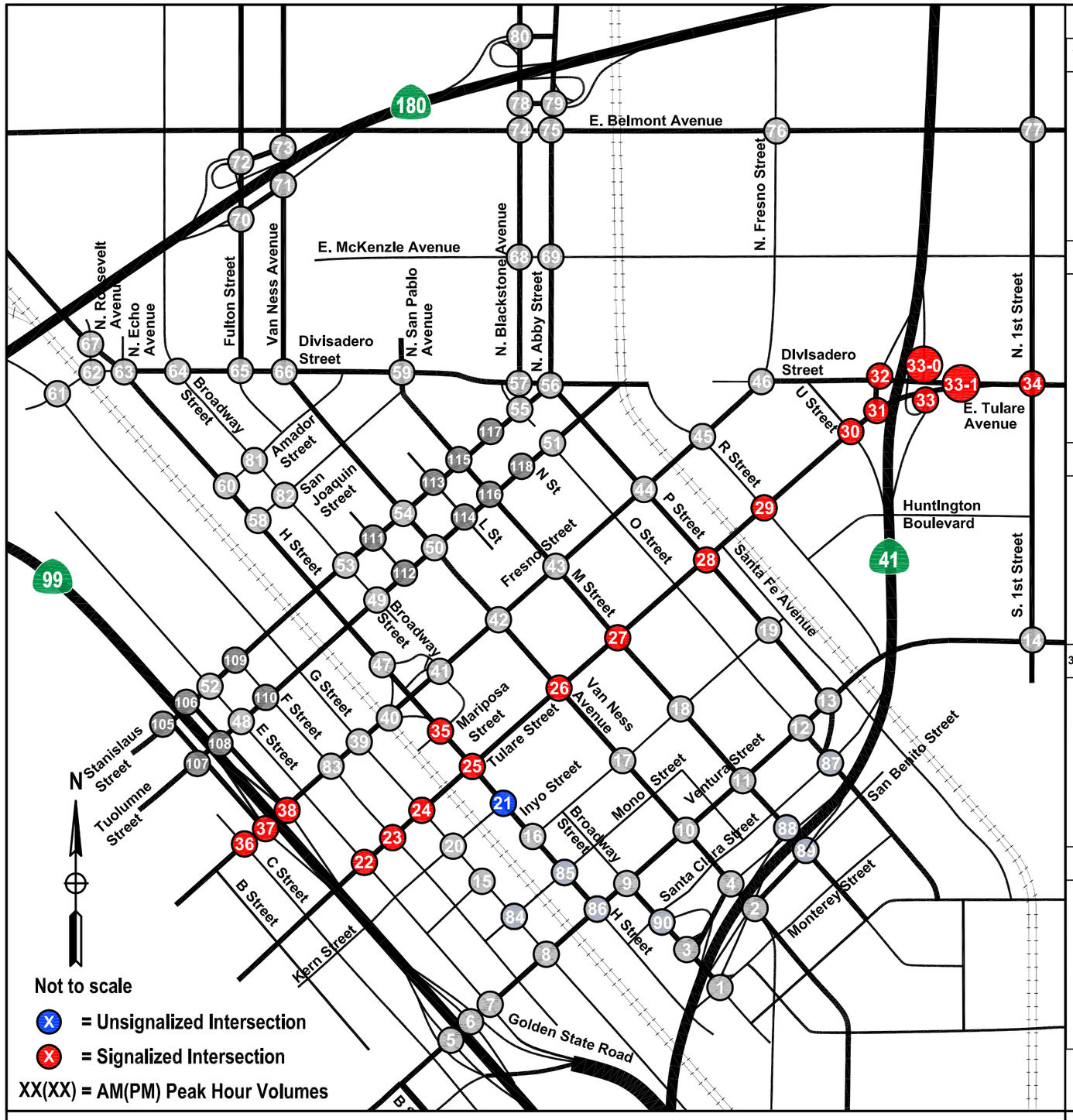
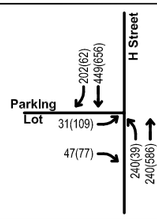
# California High-Speed Train Program EIR/EIS

**Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Overpass Alternative**

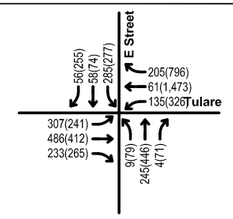
**Figure 5.4-2i**




**21. H Street / Kern Street (Parking Lot)**




**22. E Street / Tulare Street**




**23. F Street / Tulare Street**

INTERSECTION CLOSED

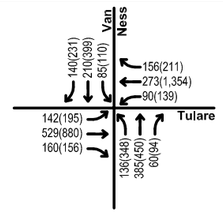
**24. G Street / Tulare Street**

INTERSECTION CLOSED

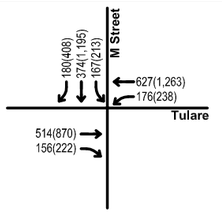
**25. H Street / Tulare Street**

INTERSECTION CLOSED

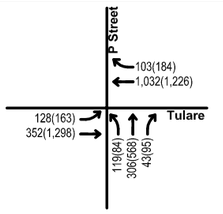
**26. Van Ness Avenue / Tulare Street**



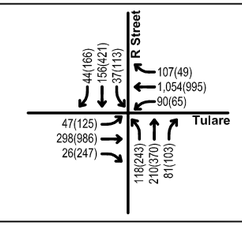

**27. M Street / Tulare Street**



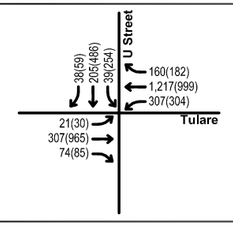

**28. P Street / Tulare Street**



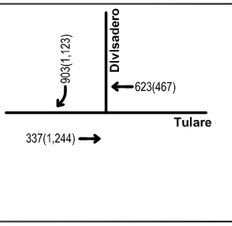

**29. R Street / Tulare Street**



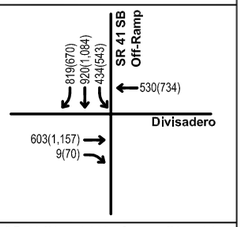

**30. U Street / Tulare Street**



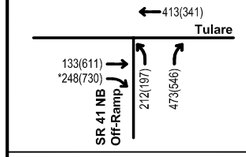

**31. Divisadero Street Off-Ramp / Tulare Street**



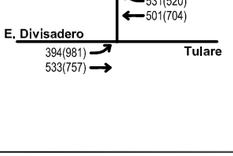

**32. SR 41 SB Off-Ramp / Divisadero Street**



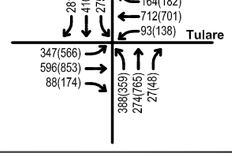

**33. SR 41 NB Ramps / Tulare Street**



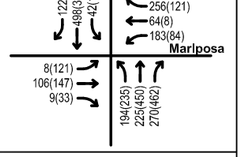

**33-0. SR 41 NB On-Ramp / E. Divisadero Street**



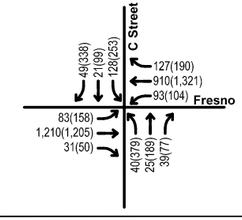

**34. N. 1st Street / Tulare Street**



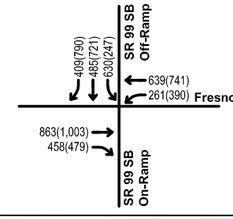

**35. H Street / Mariposa Street / Fresno Street Ramp**



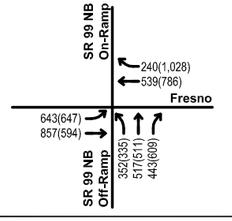

**36. C Street / Fresno Street**



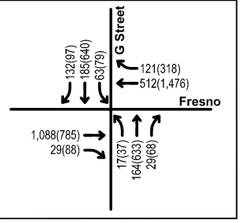

**37. SR 99 SB Ramps / Fresno Street**




**38. SR 99 NB Ramps / Fresno Street**




**39. G Street / Fresno Street**




**Note:**
*XX(XX) Volume going to SR 41 NB On-Ramp

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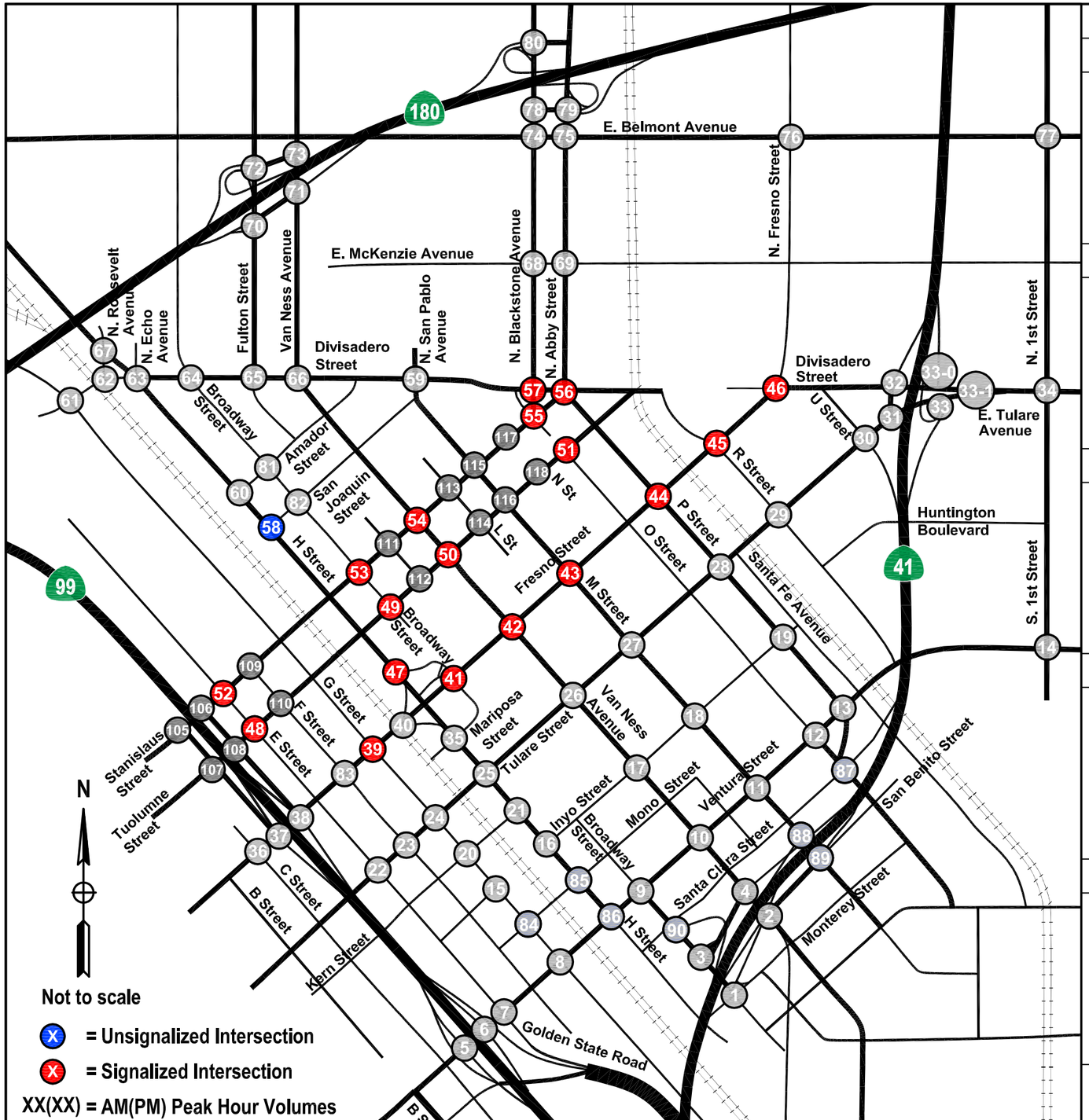
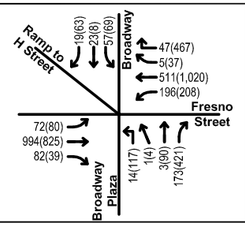
# California High-Speed Train Program EIR/EIS

Future plus Project - Peak Hour Turning Movement Volumes
- Fresno Station Tulare Overpass Alternative

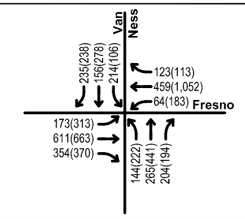
Figure 5.4-2j



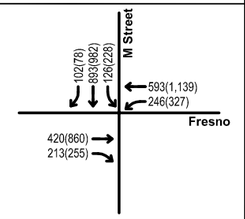

**41. Broadway Street / Fresno Street**



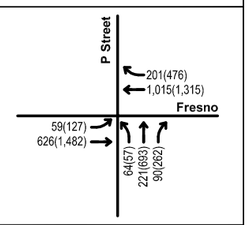

**42. Van Ness Avenue / Fresno Street**



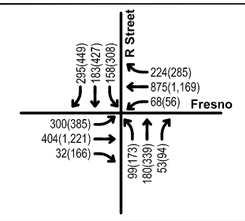

**43. M Street / Fresno Street**



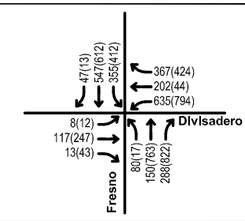

**44. P Street / Fresno Street**



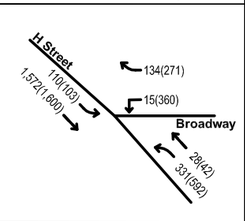

**45. R Street / Fresno Street**



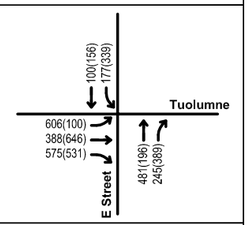

**46. Fresno Street / Divisadero Street**



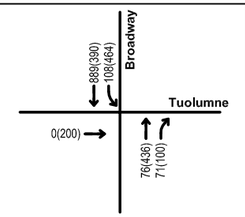

**47. H Street / Broadway Street / Fresno Street Ramp**



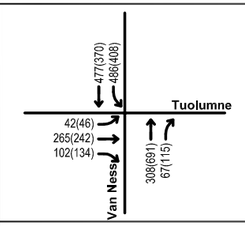

**48. E Street / Tuolumne Street**



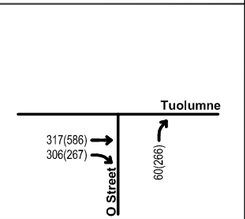

**49. Broadway / Tuolumne Street**



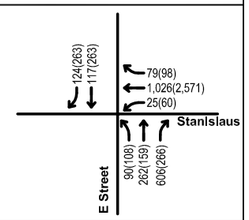

**50. Van Ness Avenue / Tuolumne Street**



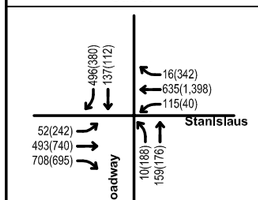

**51. O Street / Tuolumne Street**



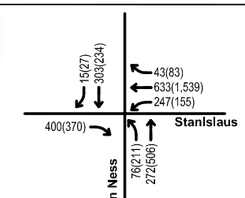

**52. E Street / Stanislaus Street**



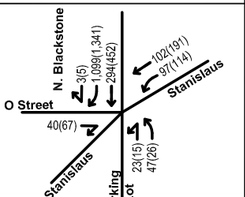

**53. Broadway Street / Stanislaus Street**



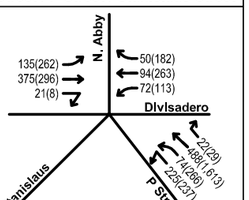

**54. Van Ness Avenue / Stanislaus Street**



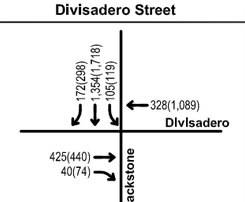

**55. N. Blackstone Avenue / Stanislaus Street / O Street**



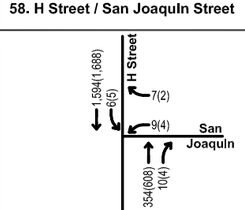

**56. N. Abby Street / Divisadero Street / P Street / Stanislaus Street**



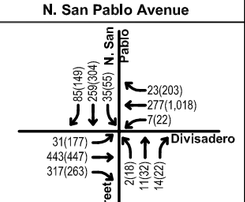

**57. N. Blackstone Avenue / Divisadero Street**



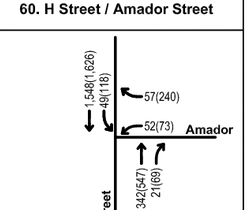

**58. H Street / San Joaquin Street**




**59. M Street / Divisadero Street / N. San Pablo Avenue**




**60. H Street / Amador Street**

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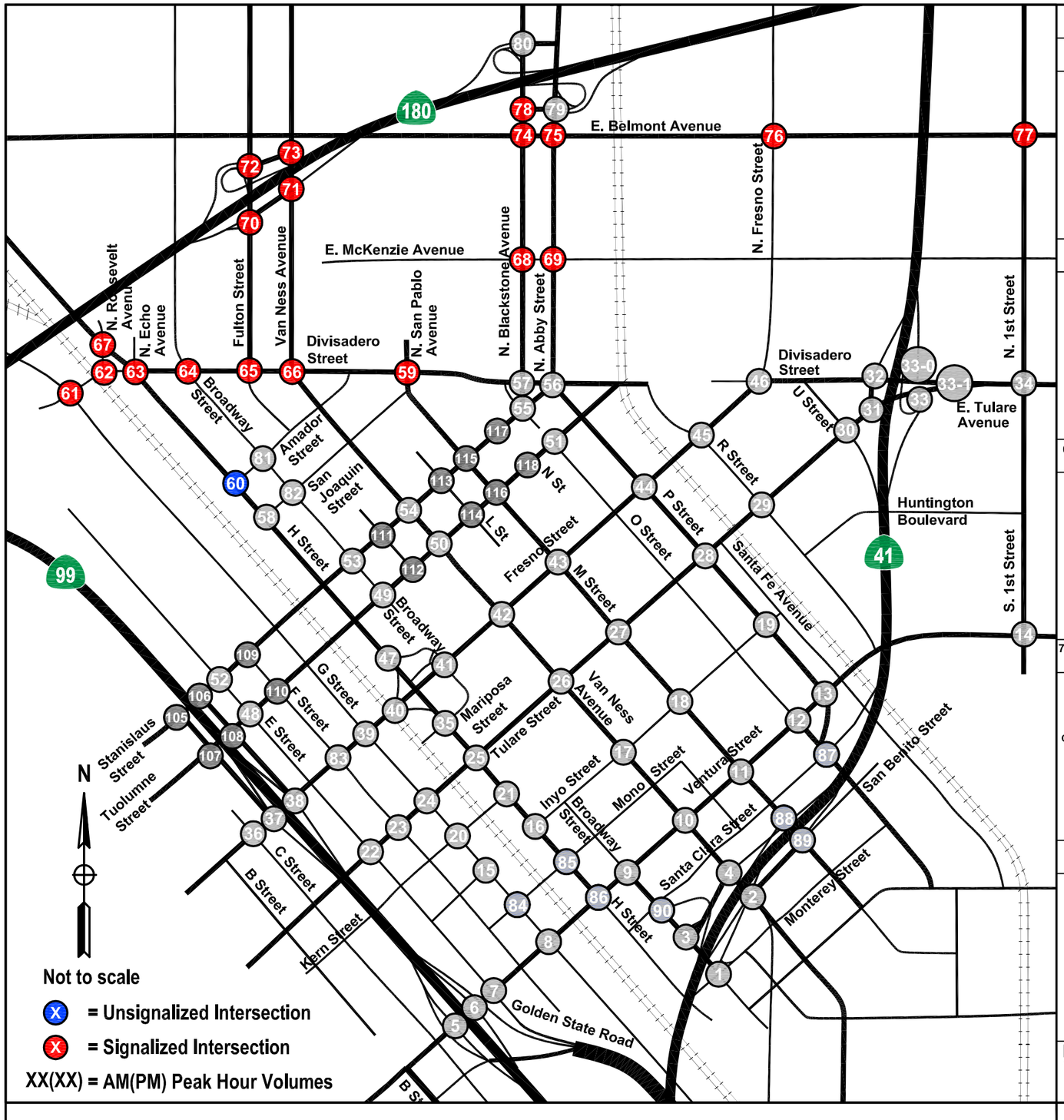
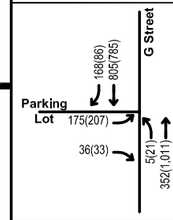
# California High-Speed Train Program EIR/EIS

**Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Overpass Alternative**

**Figure 5.4-2k**



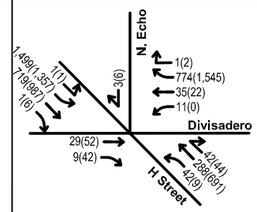

**61. G Street / Divisadero Street**



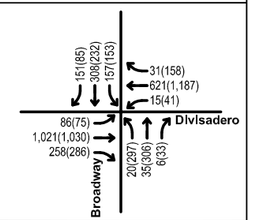

**62. N. Roosevelt Avenue / Divisadero Avenue**

INTERSECTION CLOSED

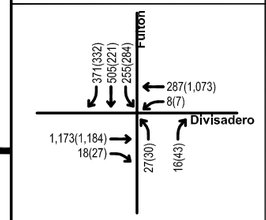
**63. H Street / Divisadero Street / N. Echo Avenue**



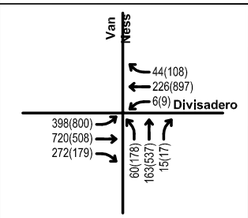

**64. Broadway Street / Divisadero Street**



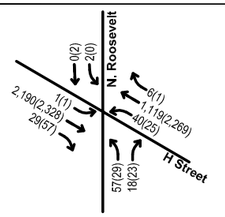

**65. Fulton Street / Divisadero Street**



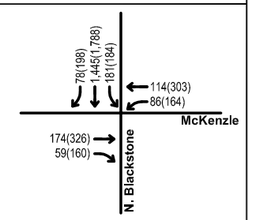

**66. Van Ness Avenue / Divisadero Street**



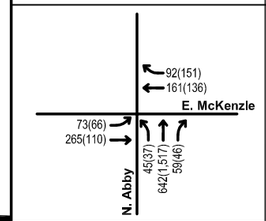

**67. H Street / N. Roosevelt Street**



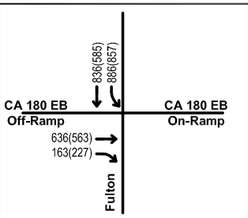

**68. N. Blackstone Avenue / E. McKenzie Avenue**



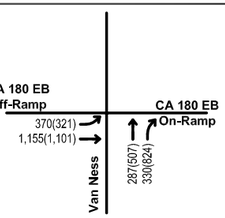

**69. N. Abby Street / E. McKenzie Avenue**



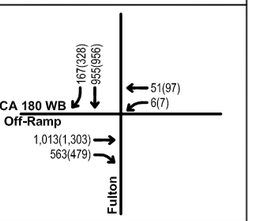

**70. Fulton Street / CA 180 EB Ramps**



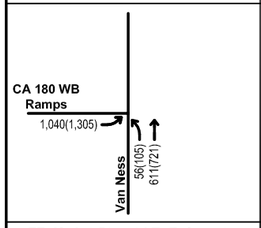

**71. Van Ness Avenue / CA 180 EB Ramps**



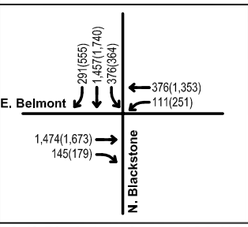

**72. Fulton Street / CA 180 WB Ramps**



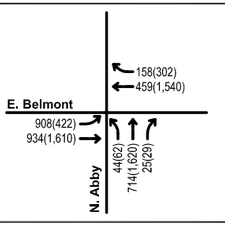

**73. Van Ness Avenue / CA 180 WB Ramps**



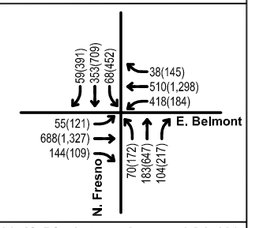

**74. N. Blackstone Avenue / E. Belmont Avenue**



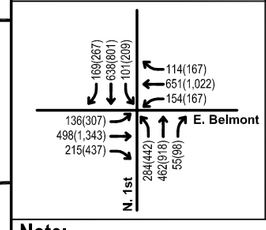

**75. N. Abby Street / E. Belmont Avenue**



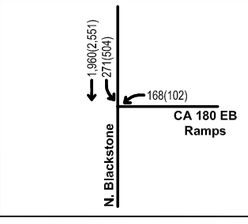

**76. N. Fresno Street / E. Belmont Avenue**



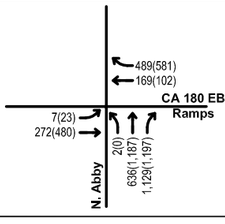

**77. N. 1st Street / E. Belmont Avenue**



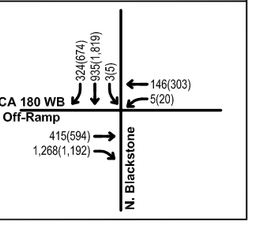

**78. N. Blackstone Avenue / CA 180 EB Ramps**




**79. N. Abby Street / CA 180 EB Ramps**




**80. N. Blackstone Avenue / CA 180 WB Ramps**



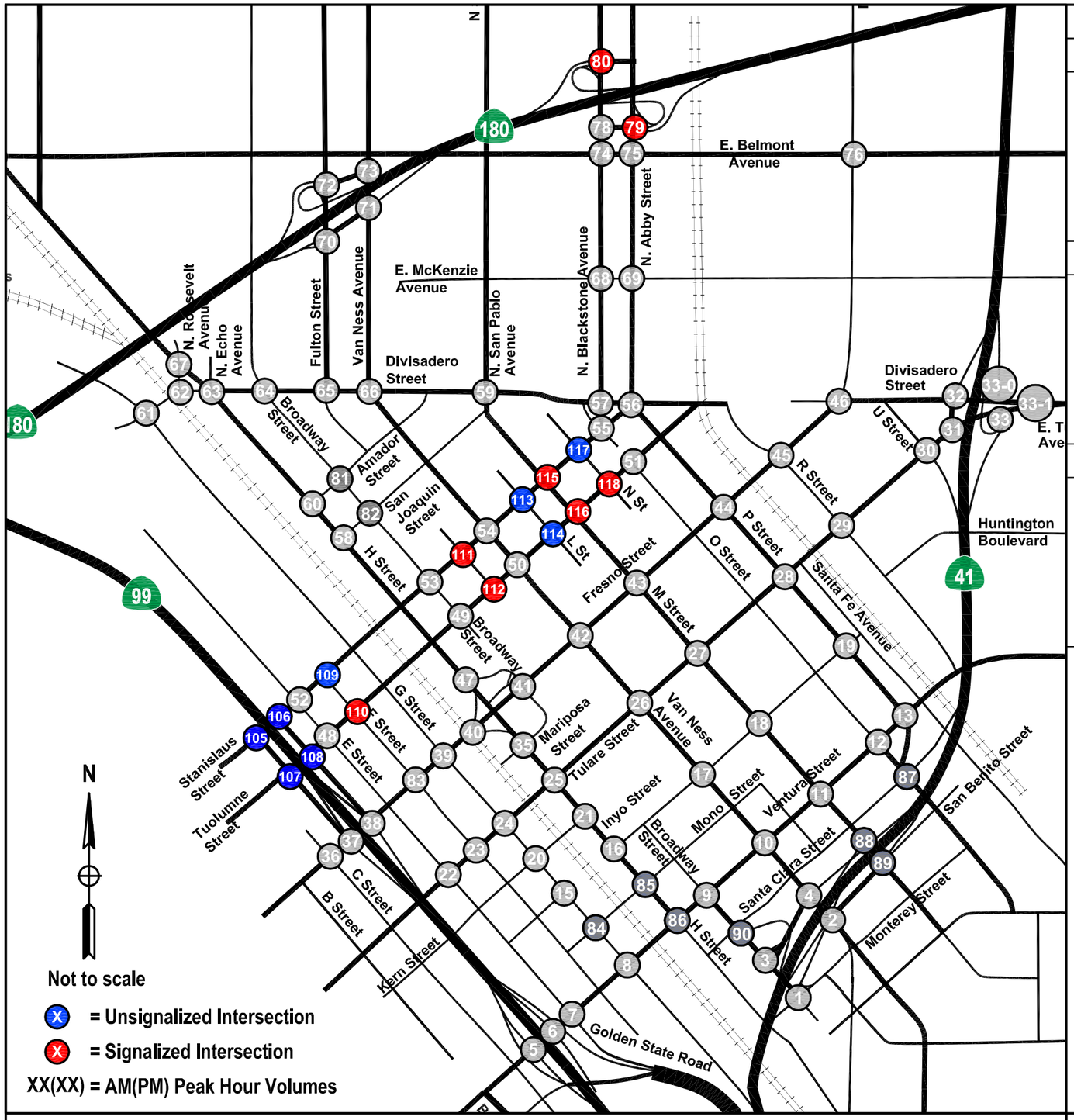

**Note:**
*XX(XX) Volume going to CA 180 WB On-Ramp

URS

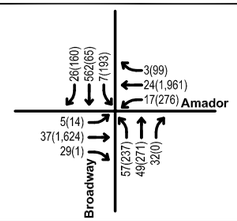
# California High-Speed Train Program EIR/EIS

**Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Overpass Alternative**

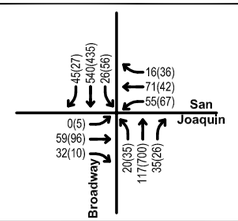
**Figure 5.4-2I**



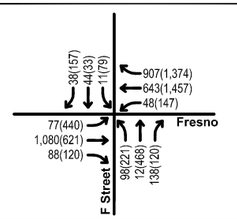

**81. Broadway Street / Amador Street**



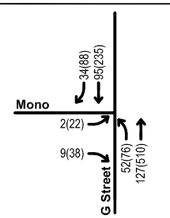

**82. Broadway Street / San Joaquin Street**



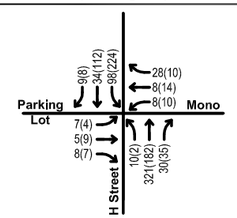

**83. F Street / Fresno Street**



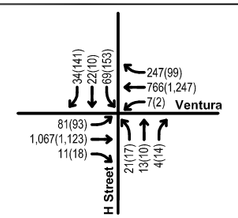

**84. G Street / Mono Street**



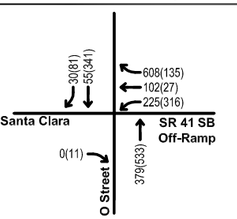

**85. H Street / Mono Street (Parking Lot)**



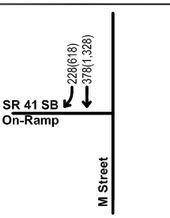

**86. H Street / Ventura Street**



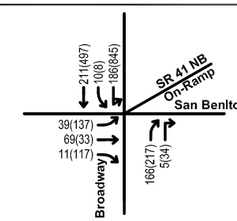

**87. O Street / Santa Clara Street - SR 41 SB Off-Ramp**



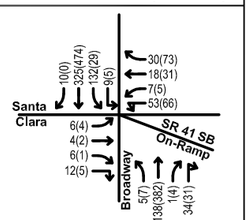

**88. M Street / SR 41 SB On-Ramp**




**89. M Street / San Benito Street - SR 41 NB On-Ramp**

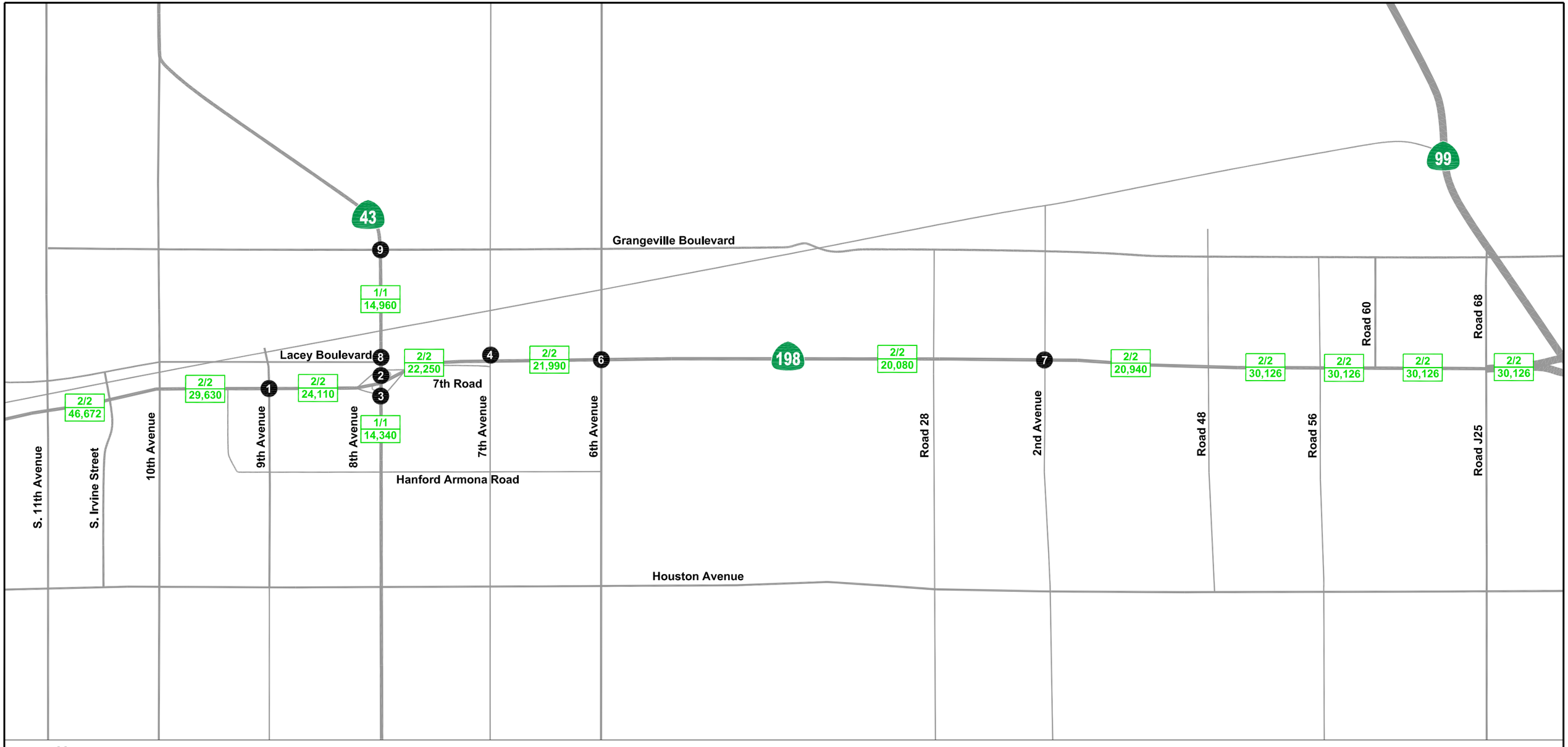



**90. Broadway Street / Santa Clara Street - SR 41 SB Loop On-Ramp**




| | |
|---|---|
| URS | Future plus Project - Peak Hour Turning Movement Volumes - Fresno Station Tulare Overpass Alternative |

Figure 5.4-2m




**California High-Speed Train Program EIR/EIS**

**Future plus Project - Average Daily Traffic and Number of Lanes - Kings/Tulare Regional East Station**

**Figure 5.4-3a**

N

Not to scale

1/1
5,880

1/1
5,760

1/1
7,940

2/2
14,890

2/2
21,180

1/1
11,520

1/1
11,350

1/1
4,820

1/1
6,620

1/1
5,600

1/1
2,500

1/1
9,550

2/2
15,280

W Lacey Blvd.

Hanford Armona Rd

Front St.

Hood Ave.

Hume Ave.

Glendale Ave.

Mall Dr.

13th Rd.

13th Rd. W

Kings County Dr.

Campus Dr.

Garner Ave

W 7th St.

W 6th St.

W 5th St.

W 4th St.

W 3rd St.

E Ivy St.

E 11th St.

E 10th St.

E 9th St.

E 4th St.

E 3rd St.

Hawthorn St.

Acacia St.

S Douty St.

S Irwin St.

S Harris St.

S Williams St.

12th Ave.

13th Ave.

14th Ave.

11th Ave.

10th Ave.

9th Ave.

Oak St.

Central Valley Hwy.

198

SR-198 WB ramps

SR-198 EB ramps

No. of lanes
NB/SB or
ADT

URS

# California High-Speed Train Program EIR/EIS

## Future Plus Project - Average Daily Traffic and Number of Lanes - Kings/Tulare Regional West Station

Figure 5.4-3b

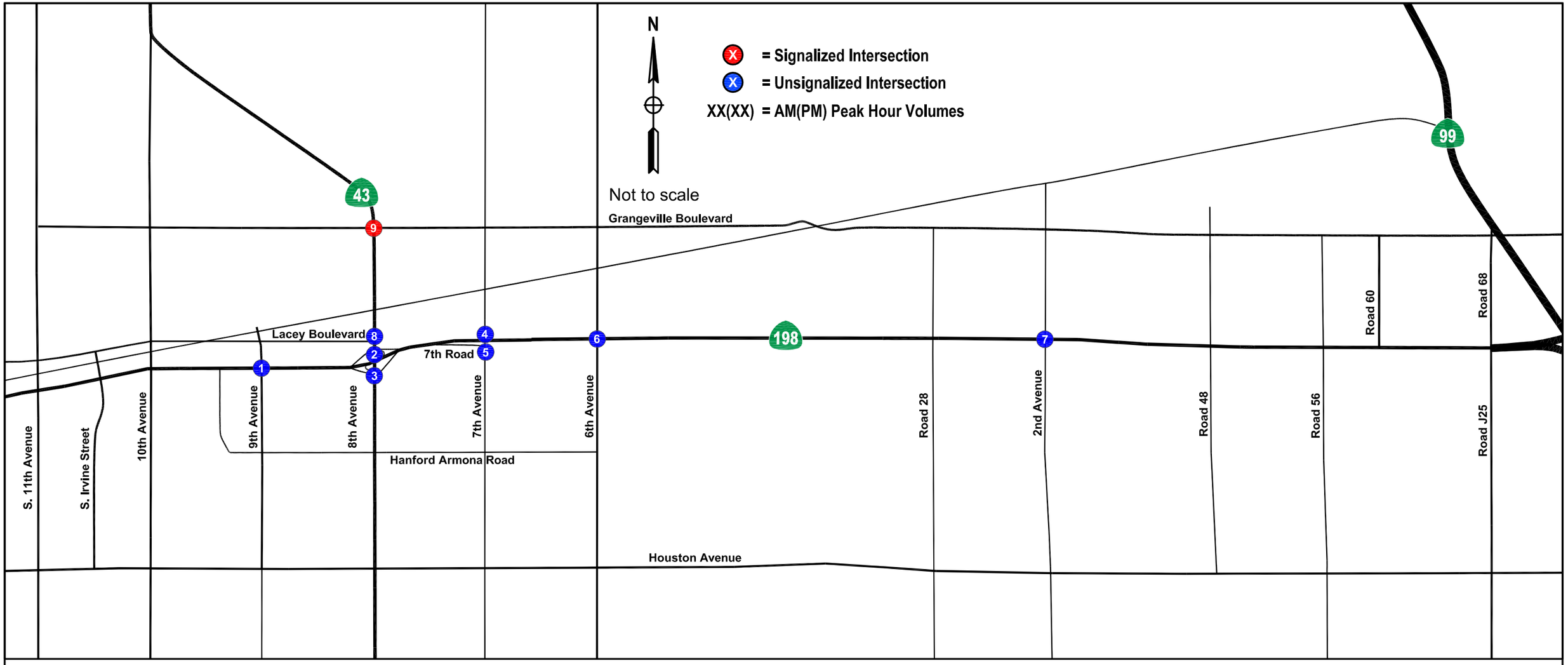
N

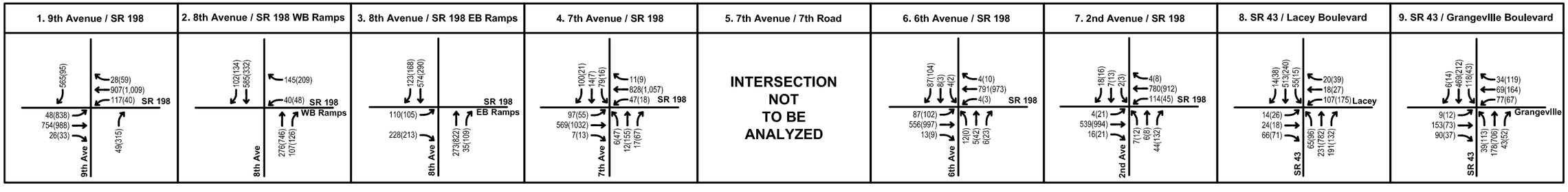
Not to scale

X = Signalized Intersection

X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

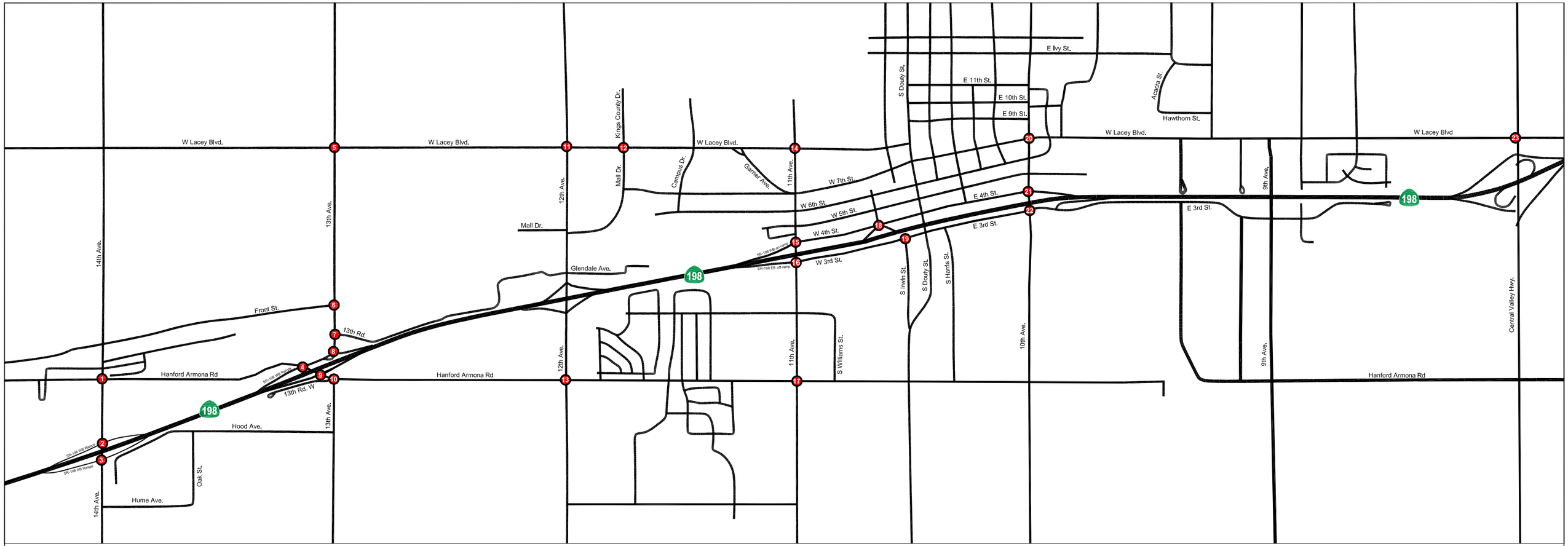


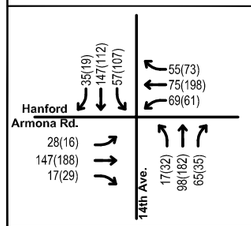

# California High-Speed Train Program EIR/EIS

## Future plus Project - Peak Hour Turning Movement Volumes- Kings/Tulare Regional East Station

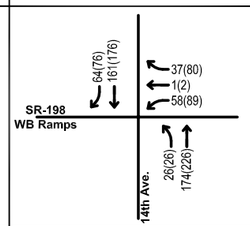
Figure 5.4-4a



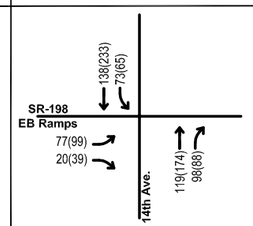

### 1. 14th Ave. / Hanford Armona Rd




### 2. 14th Ave. / SR-198 WB Ramps



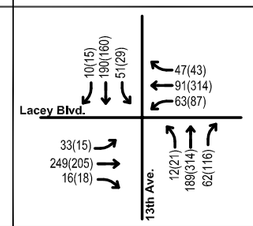

### 3. 14th Ave. / SR 198 EB Ramps



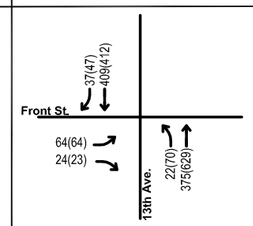

### 4. Hanford Armona Rd / SR-198 WB On-Ramp

Intersection removed due to Reconfiguration of 13th Ave.

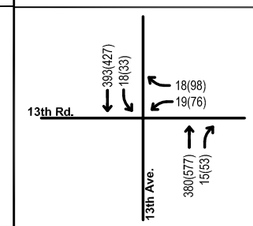
### 5. 13th Ave. / Lacey Blvd.



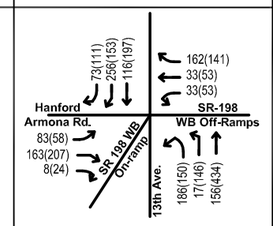

### 6. 13th Ave. / Front Street




### 7. 13th Ave. / 13th Rd.



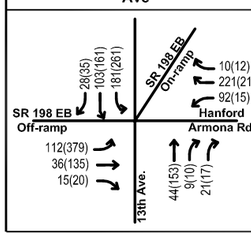

### 8. 13th Ave. / SR-198 WB Ramps



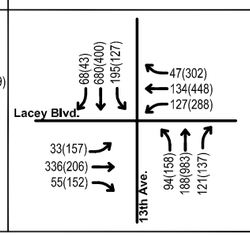

### 9. 13th Ave. / SR-198 EB Ramps

Intersection removed due to Reconfiguration of 13th Ave.

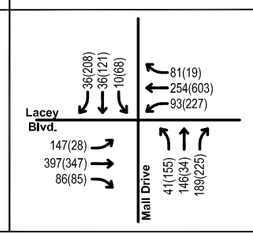
### 10. Handford Armona Rd. / 13th Ave



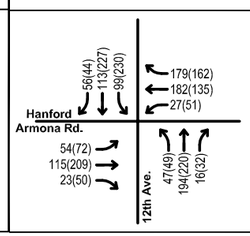

### 11. 12th Ave. / Lacey Blvd.



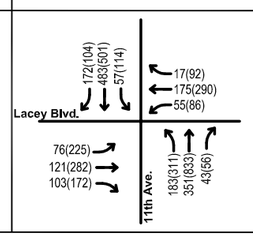

### 12. Mall Drive / Lacey Blvd.



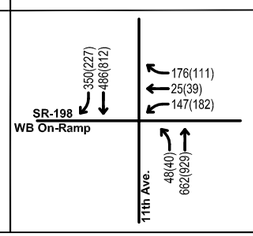

### 13. 12th Ave / Hanford Armona Rd.



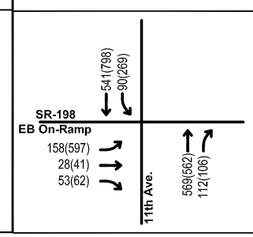

### 14. 11th Ave. / Lacey Blvd.



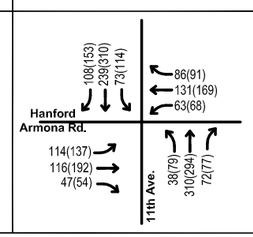

### 15.11th Ave. / SR-198 WB On-Ramp



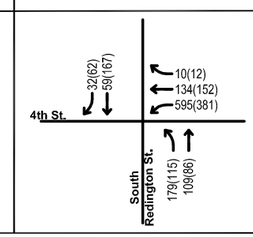

### 16. 11th Ave. / SR-198 EB Off-Ramp




### 17. 11th Ave. / Hanford Armona Rd.




### 18. South Redington St. / 4th St.




N

Not to scale

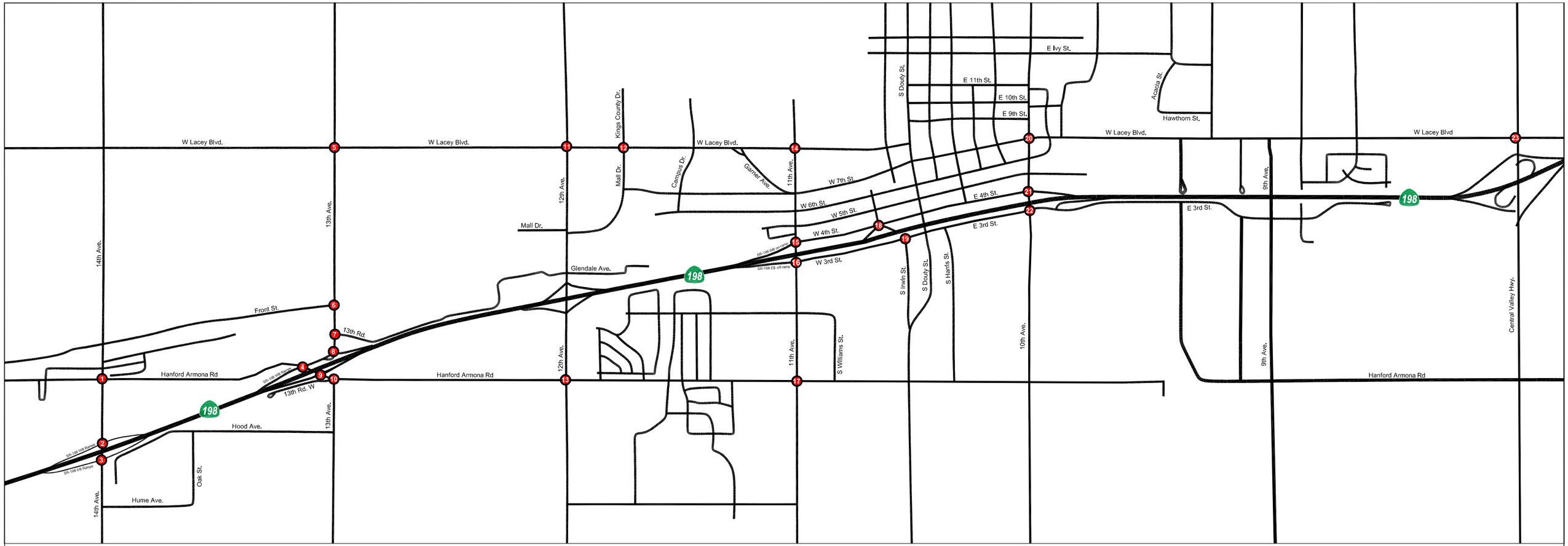
(x) = Study Intersections

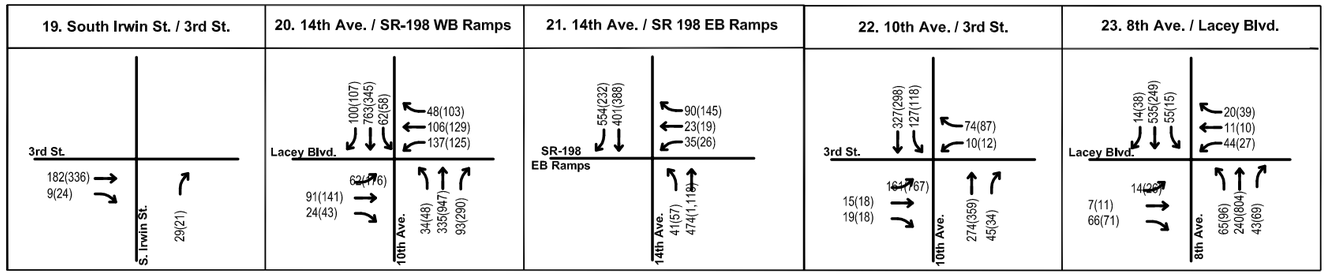
AM(PM) = No Build Plus Project Turning Movement Volumes

# California High-Speed Train Program EIR/EIS

## Future Plus Project - Peak Hour Turning Movement Volumes - Kings/Tulare Regional West Station

**Figure 5.4-4b**




N

Not to scale

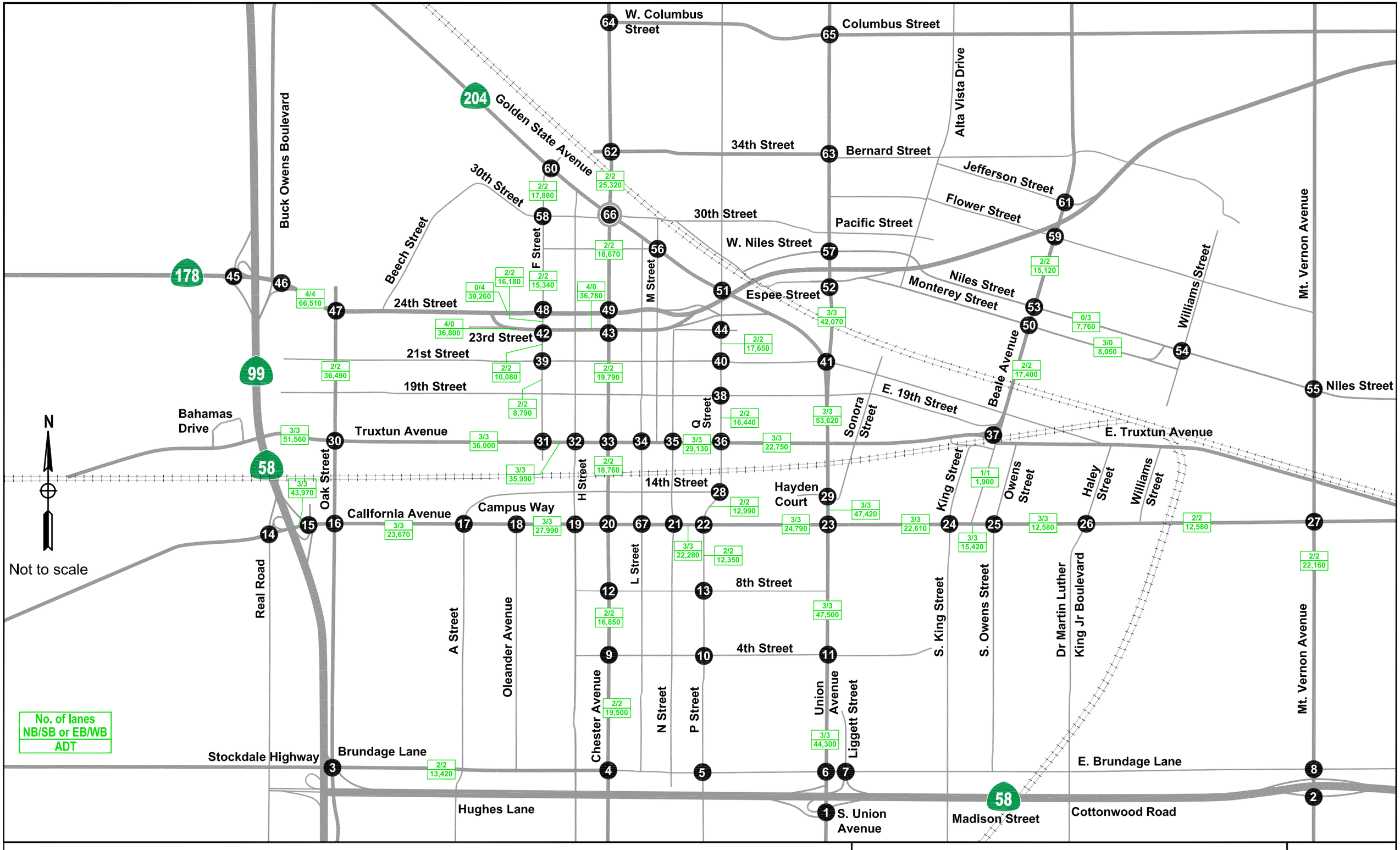
X = Study Intersections

AM(PM) = No Build Plus Project Turning Movement Volumes

**California High-Speed Train Program EIR/EIS**

**Future Plus Project - Peak Hour Turning Movement Volumes - Kings/Tulare Regional West Station**

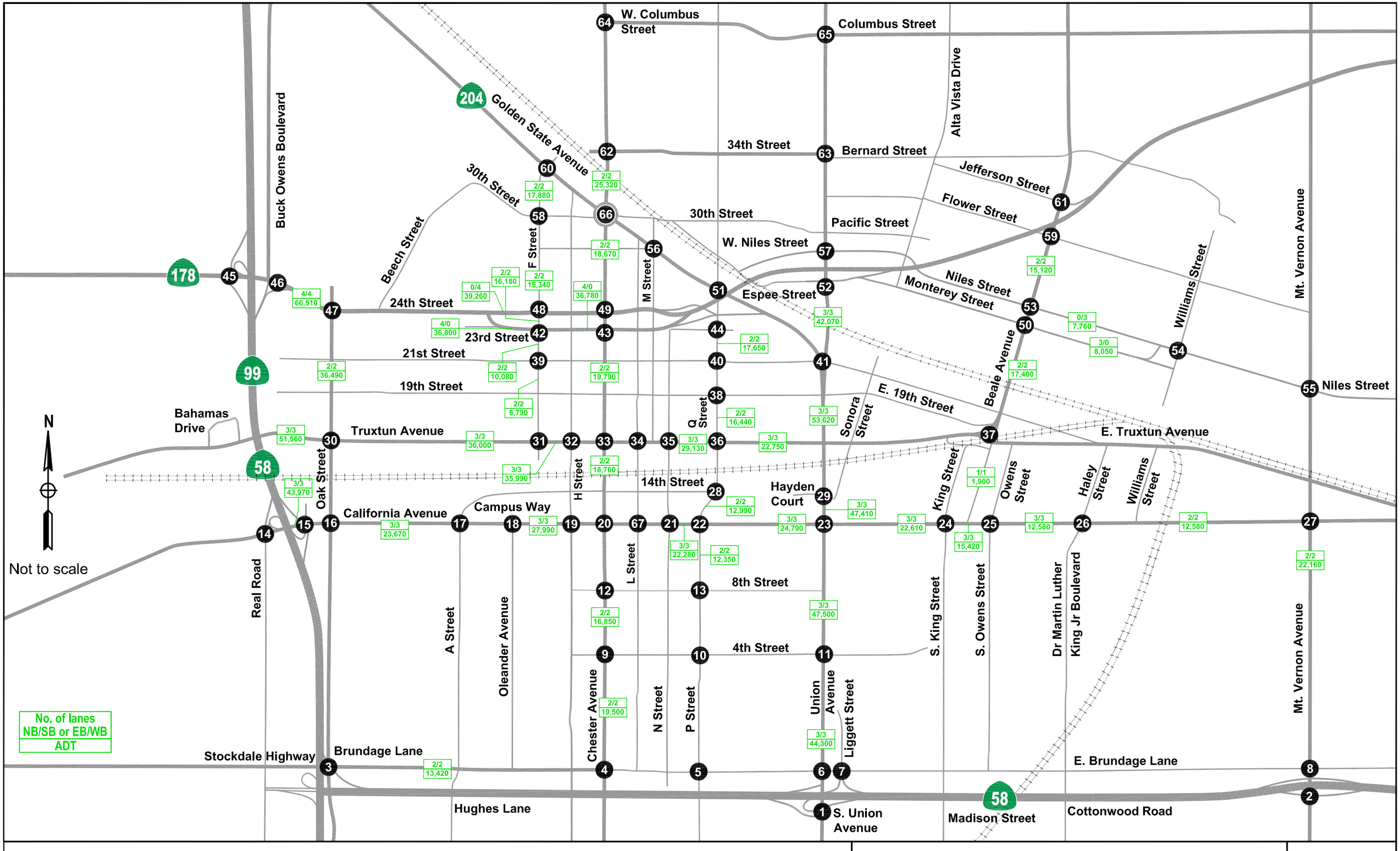
**Figure 5.4-4c**




**California High-Speed Train Program EIR/EIS**

**Future plus Project - Average Daily Traffic and Number of Lanes - Bakersfield Station South Alternative**

**Figure 5.4-5a**




**California High-Speed Train Program EIR/EIS**

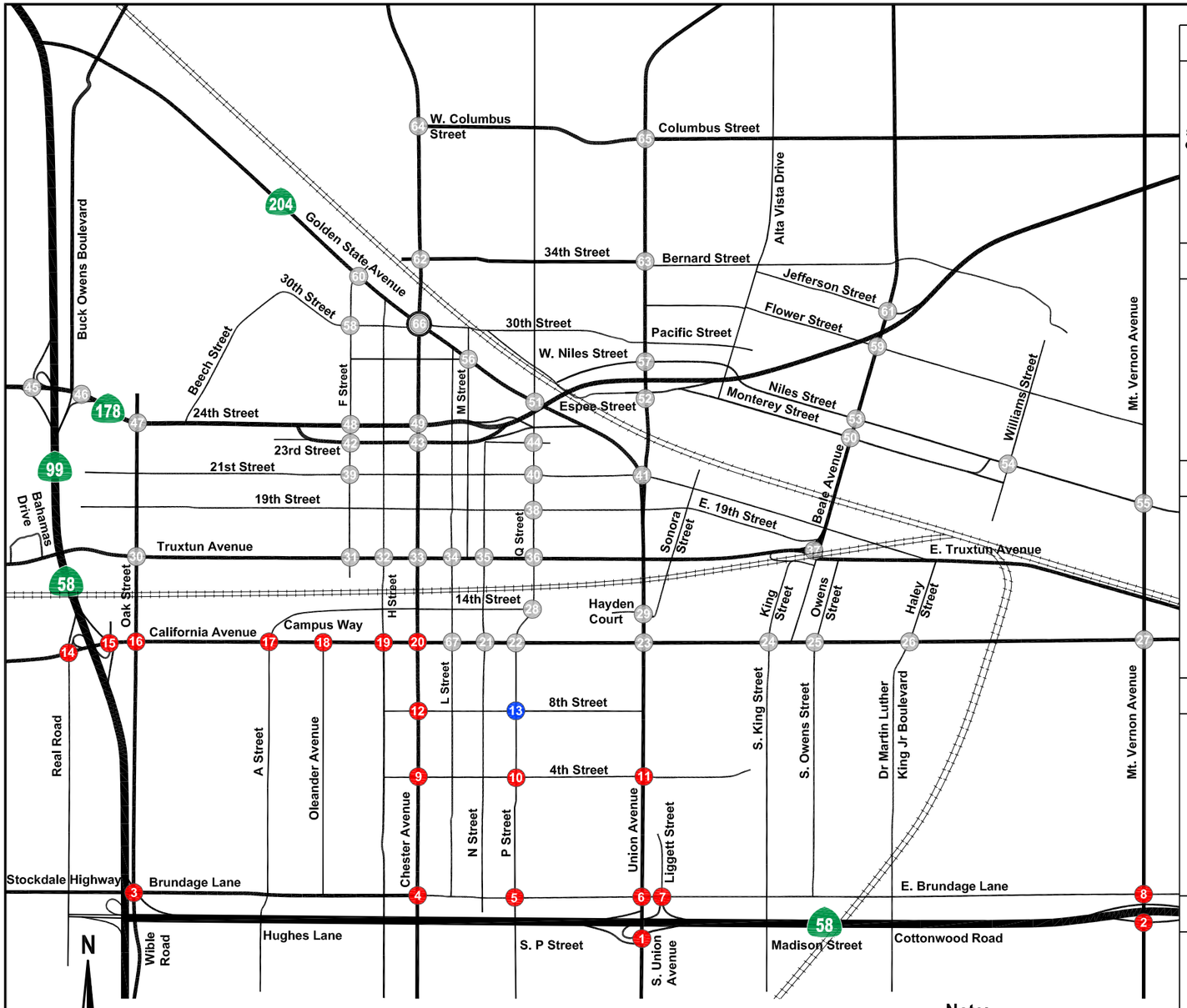
**Future plus Project - Average Daily Traffic and Number of Lanes - Bakersfield Station North Alternative**

**Figure 5.4-5b**

# California High-Speed Train Program EIR/EIS

Future plus Project - Average Daily Traffic & Number of Lanes - Bakersfield Station Hybrid Alternative

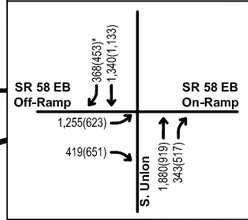
Figure 5.4-5c



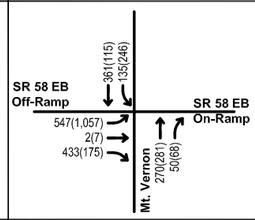

Note:
*XX(XX) Volume going to SR 58 EB On-Ramp
**XX(XX) Volume going to SR 99 SB On-Ramp
***XX(XX) Volume going to SR 99 NB On-Ramp

= Signalized Intersection
= Unsignalized Intersection
Not to scale XX(XX) = AM(PM) Peak Hour Volumes

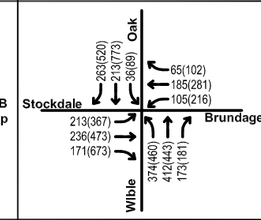
### 1. S. Union Avenue / SR 58 EB Ramps



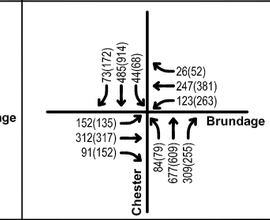

### 2. Mt. Vernon Avenue / SR 58 EB Ramps



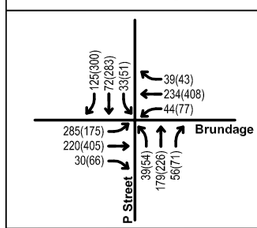

### 3. Wible Road / Oak Street / Brundage Lane/Stockdale HIghway



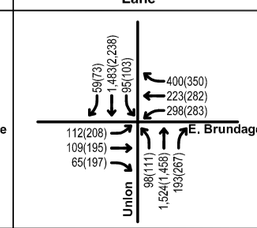

### 4. Chester Avenue / Brundage Lane



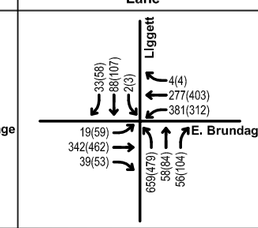

### 5. P Street / Brundage Lane



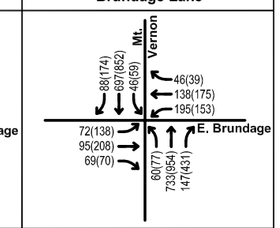

### 6. Union Avenue / E. Brundage Lane



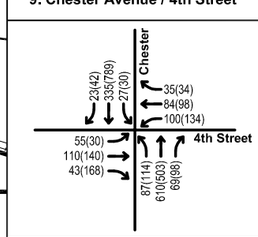

### 7. Liggett Street / E. Brundage Lane



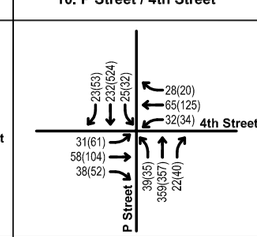

### 8. Mt. Vernon Avenue / E. Brundage Lane



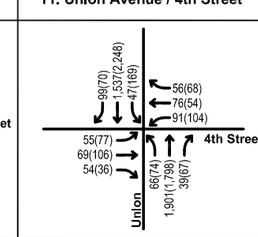

### 9. Chester Avenue / 4th Street



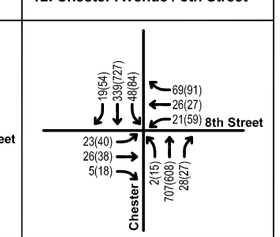

### 10. P Street / 4th Street



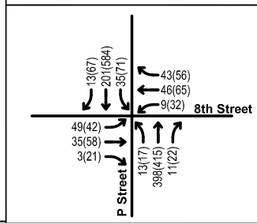

### 11. Union Avenue / 4th Street



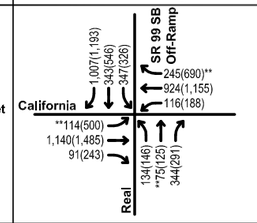

### 12. Chester Avenue / 8th Street



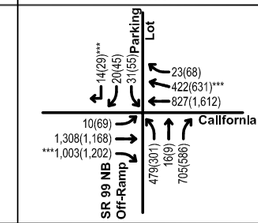

### 13. P Street / 8th Street



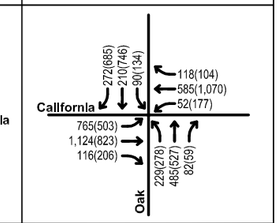

### 14. Real Road / Callfornia Avenue / SR 99 SB Ramps



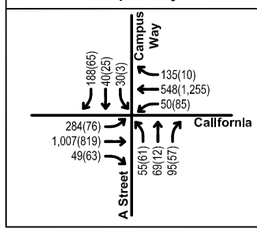

### 15. SR 99 NB Ramps / California Avenue



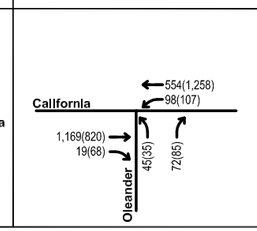

### 16. Oak Street / California Avenue



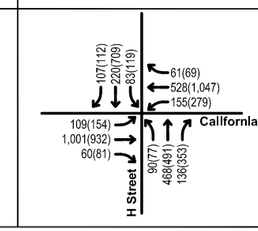

### 17. A Street / California Avenue / Campus Way



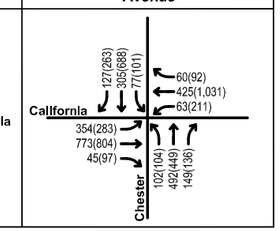

### 18. Oleander Avenue / California Avenue




### 19. H Street / California Avenue



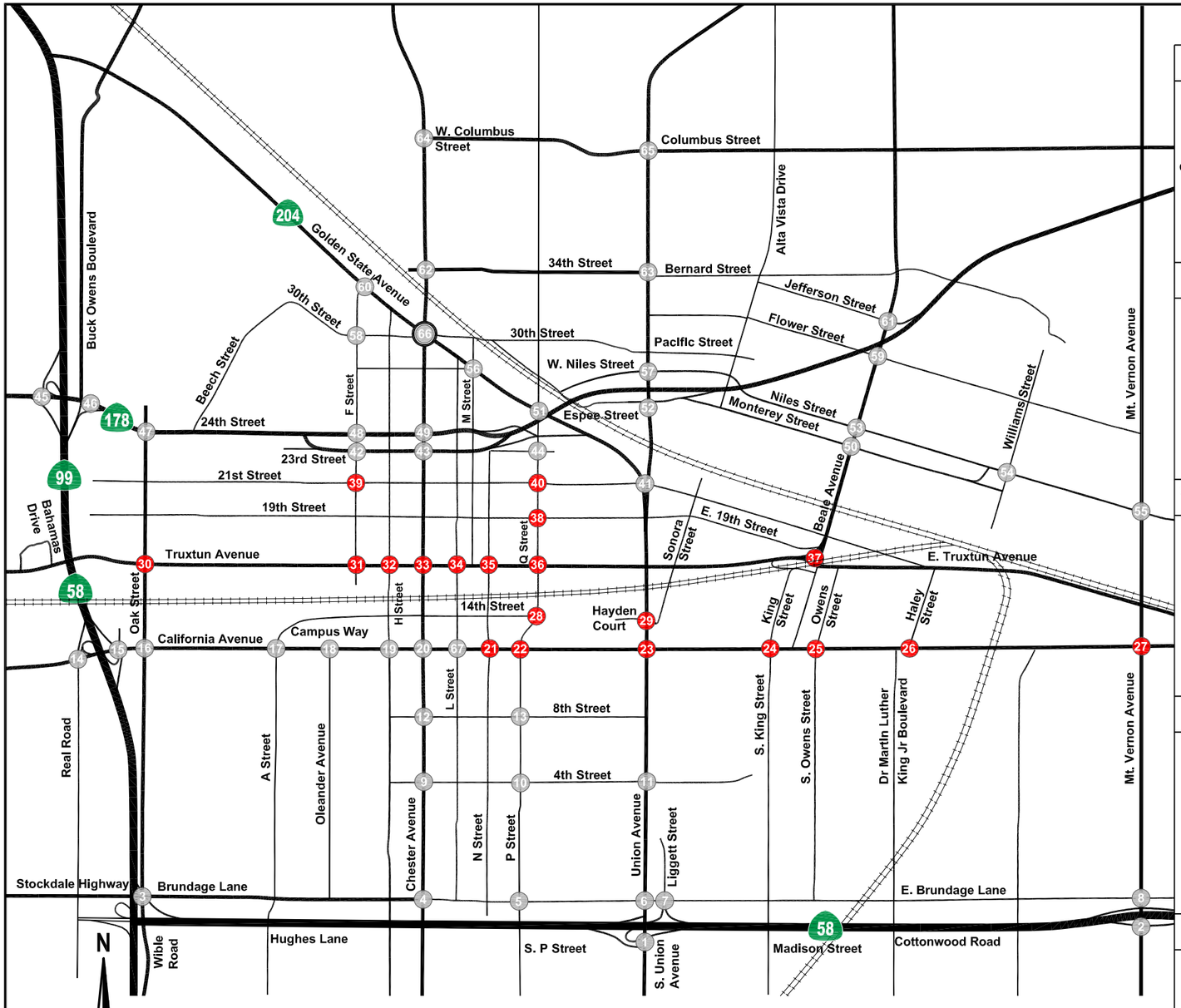

### 20. Chester Avenue / California Avenue



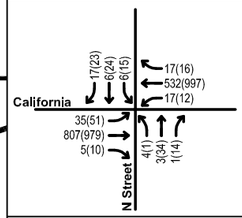

# California High-Speed Train Program EIR/EIS

Future plus Project - Peak Hour Turning Movement Volumes - Bakersfield Station South Alternative

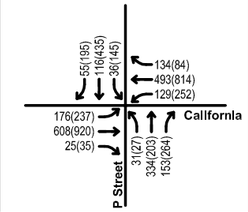
Figure 5.4-6a



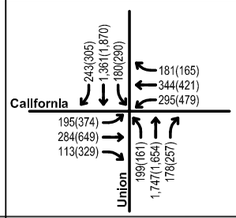

**21. N Street / California Avenue**



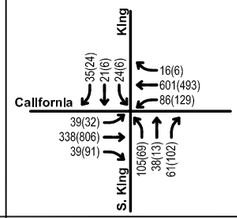

**22. P Street / California Avenue**



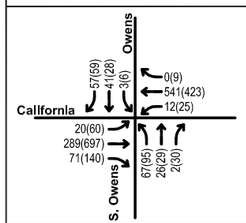

**23. Union Avenue / California Avenue**



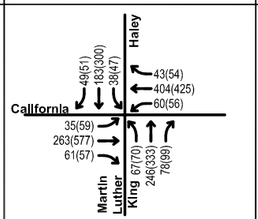

**24. King Street / California Avenue**



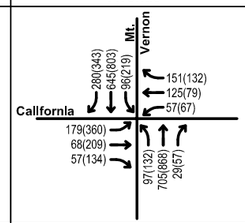

**25. Owens Street / California Avenue**



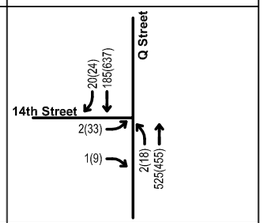

**26. Dr Martin Luther King Jr Blvd / Haley Street / California Avenue**



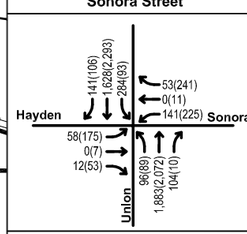

**27. Mt. Vernon Avenue / California Avenue**



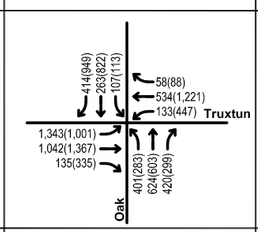

**28. Q Street / 14th Street**



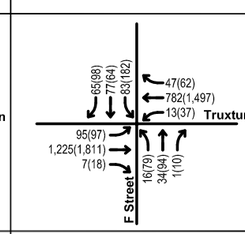

**29. Union Avenue / Hayden Court / Sonora Street**



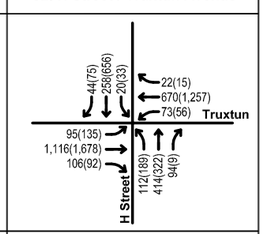

**30. Oak Street / Truxtun Avenue**



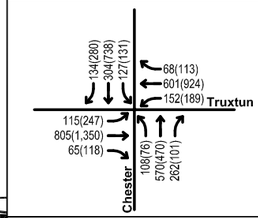

**31. F Street / Truxtun Avenue**



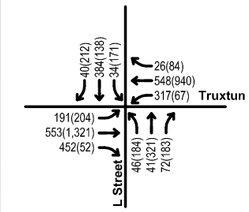

**32. H Street / Truxtun Avenue**



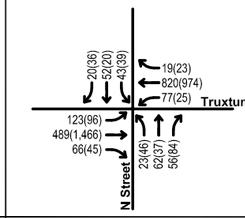

**33. Chester Avenue / Truxtun Avenue**



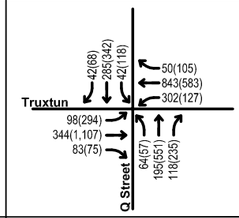

**34. L Street / Truxtun Avenue**



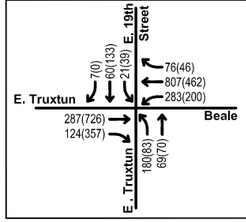

**35. N Street / Truxtun Avenue**



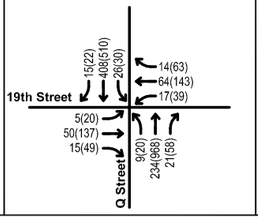

**36. Q Street / Truxtun Avenue**



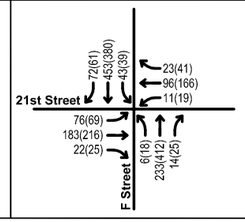

**37. E. Truxtun Avenue / Beale Avenue / E. 19th Street**



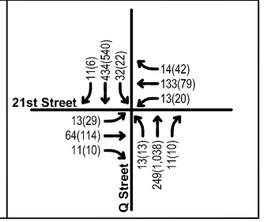

**38. Q Street / 19th Street**




**39. F Street / 21st Street**



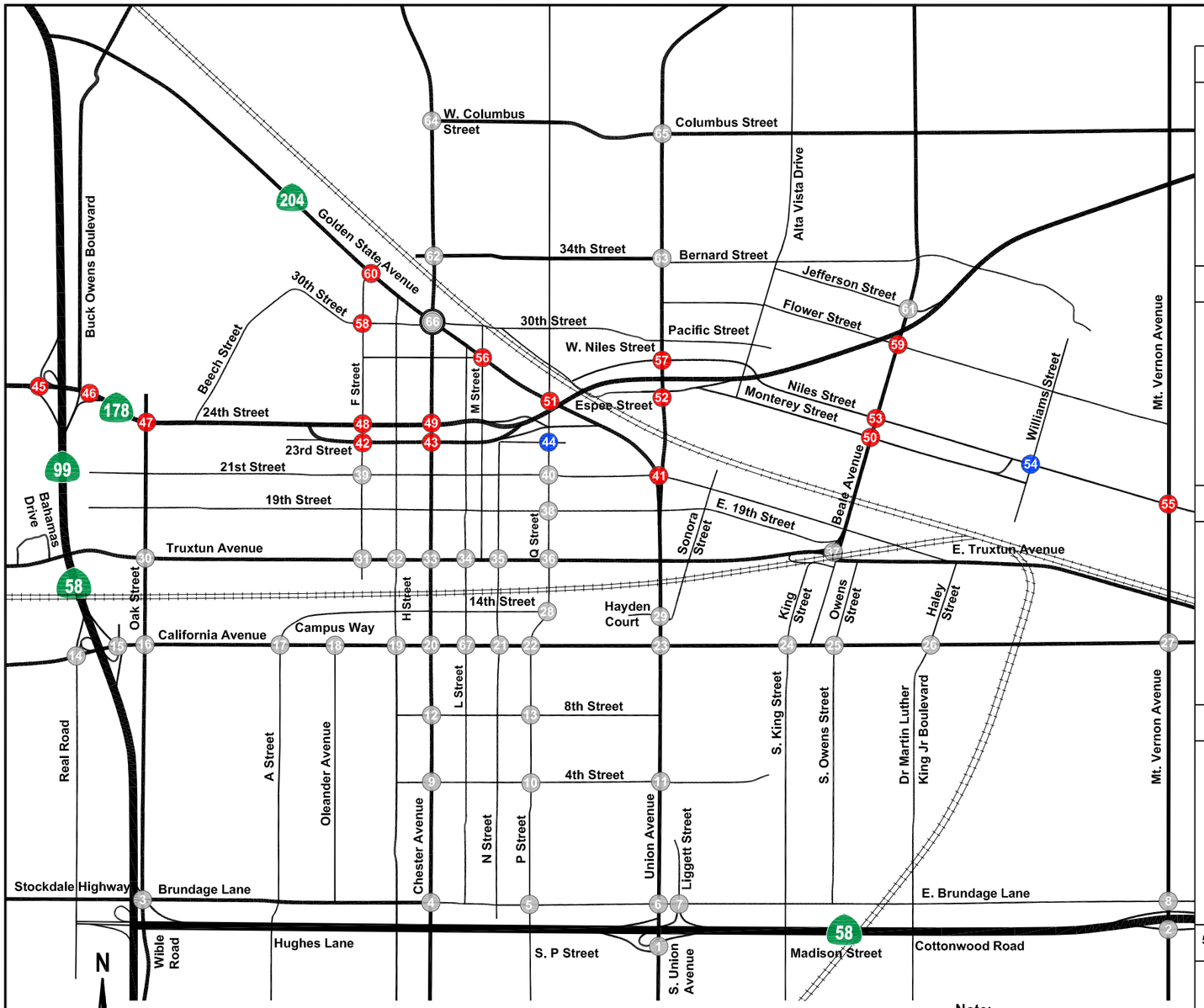

**40. Q Street / 21st Street**




# California High-Speed Train Program EIR/EIS

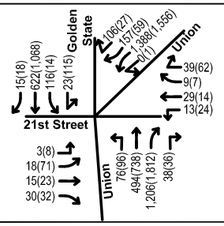
**Future plus Project - Peak Hour Turning Movement Volumes - Bakersfield Station South Alternative**

**Figure 5.4-6b**

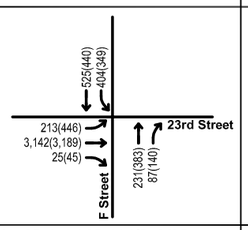



**Note:**
*XX(XX) Volume going to Beale Ave
**XX(XX) Volume going to Frontage Rd
***XX(XX) Volume going to SR 99 SB On-Ramp

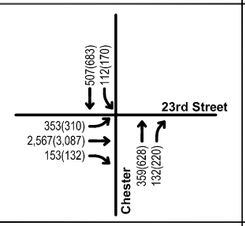
**41. Union Avenue / Golden State Avenue / 21st Street**



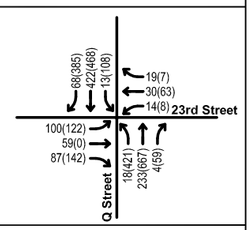

**42. F Street / 23rd Street**



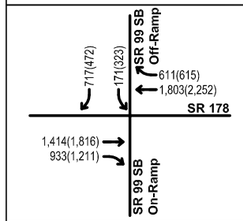

**43. Chester Avenue / 23rd Street**



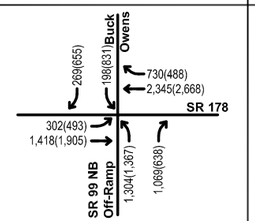

**44. Q Street / 23rd Street**



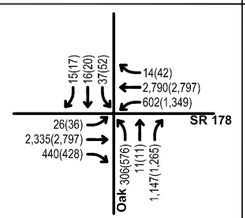

**45. SR 178 / SR 99 SB Ramps**



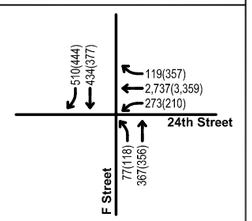

**46. SR 178 / SR 99 NB Off-Ramp / Buck Owens Blvd**



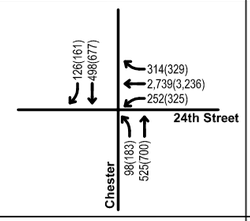

**47. Oak Street / SR 178**



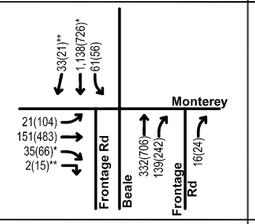

**48. F Street / 24th Street**



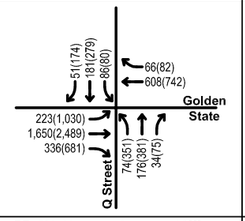

**49. Chester Avenue / 24th Street**



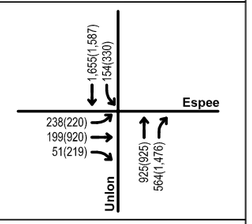

**50. Beale Avenue / Monterey Street**



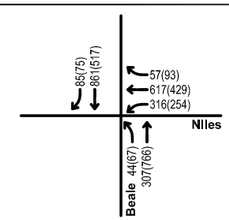

**51. Q Street / Golden State Avenue**



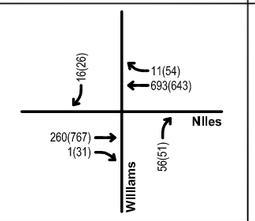

**52. Union Avenue / Espee Street**



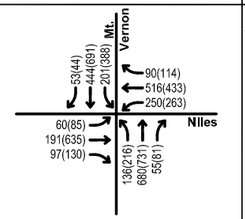

**53. Beale Avenue / Niles Street**



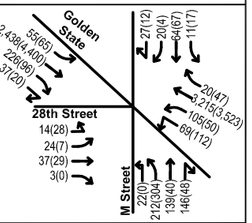

**54. Williams Street / Niles Street**



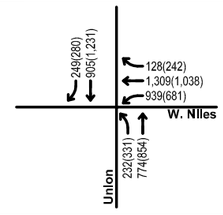

**55. Mt. Vernon Avenue / Niles Street**



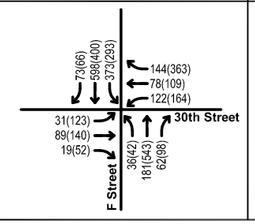

**56. M Street / 28th Street / Golden State Avenue**



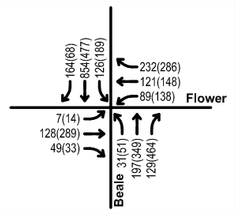

**57. Union Avenue / W. Niles Street**



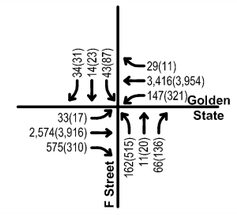

**58. F Street / 30th Street**




**59. Beale Avenue / Flower Street**



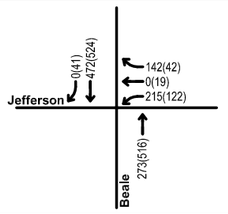
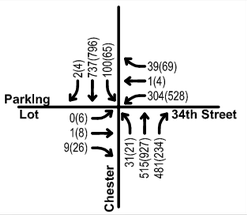
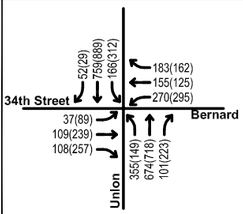
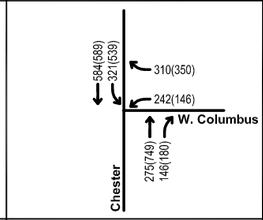

**60. F Street / Golden State Avenue**




# California High-Speed Train Program EIR/EIS

**Future plus Project - Peak Hour Turning Movement Volumes - Bakersfield Station South Alternative**

**Figure 5.4-6c**

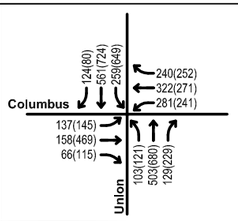
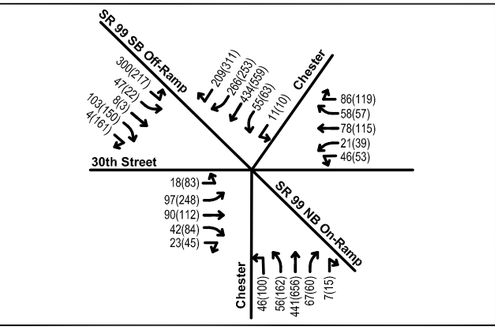
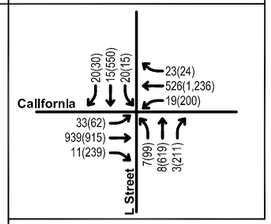
| 61. Beale Avenue / Jefferson Street | 62. Chester Avenue / 34th Street | 63. Union Avenue / 34th Street / Bernard Street | 64. Chester Avenue / W. Columbus Street |
|---|---|---|---|
|  |  |  |  |









| 65. Union Avenue / Columbus Street | 66. Chester Avenue / 30th Street / SR 99 Ramps | 67. L Street / California Avenue |
|---|---|---|
|  |  |  |







= Signalized Intersection

= Unsignalized Intersection

Not to scale XX(XX) = AM(PM) Peak Hour Volumes

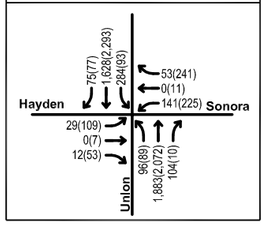
| | | |
|---|---|---|
| **California High-Speed Train Program EIR/EIS** | **Future plus Project - Peak Hour Turning Movement Volumes - Bakersfield Station South Alternative** | **Figure 5.4-6d** |

X = Signalized Intersection

X = Unsignalized Intersection

Not to scale XX(XX) = AM(PM) Peak Hour Volumes

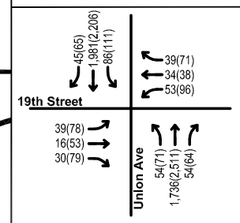
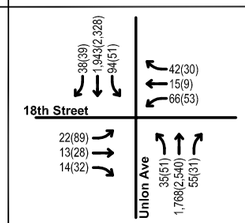
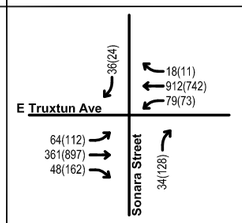
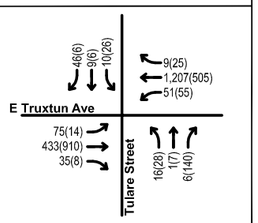
**29. Union Avenue / Hayden Court / Sonora Street**

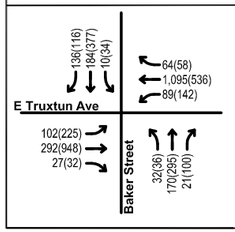
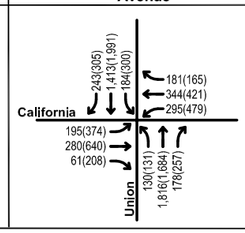
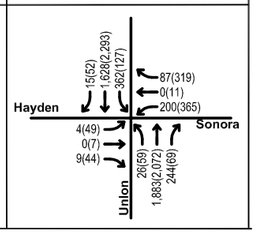



**Note:**

All intersections volumes are the same as South Alternative besides the one listed here.

| | | |
|---|---|---|
| **California High-Speed Train Program EIR/EIS** | **Future plus Project - Peak Hour Turning Movement Volumes - Bakersfield Station North Alternative** | **Figure 5.4-6e** |

| 68.Union Ave / 19th Street | 69. Union Avenue / 18th Street | 70. Sonara Street / E Truxtun Ave | 71. Tulare Street / E Truxtun Ave |
|---|---|---|---|
|  |  |  |  |

| 72.Baker Street / E Truxtun Ave | 23. Union Avenue / California Avenue | 29. Union Avenue / Hayden Court / Sonora Street |
|---|---|---|
|  |  |  |



X = Signalized Intersection

X = Unsignalized Intersection

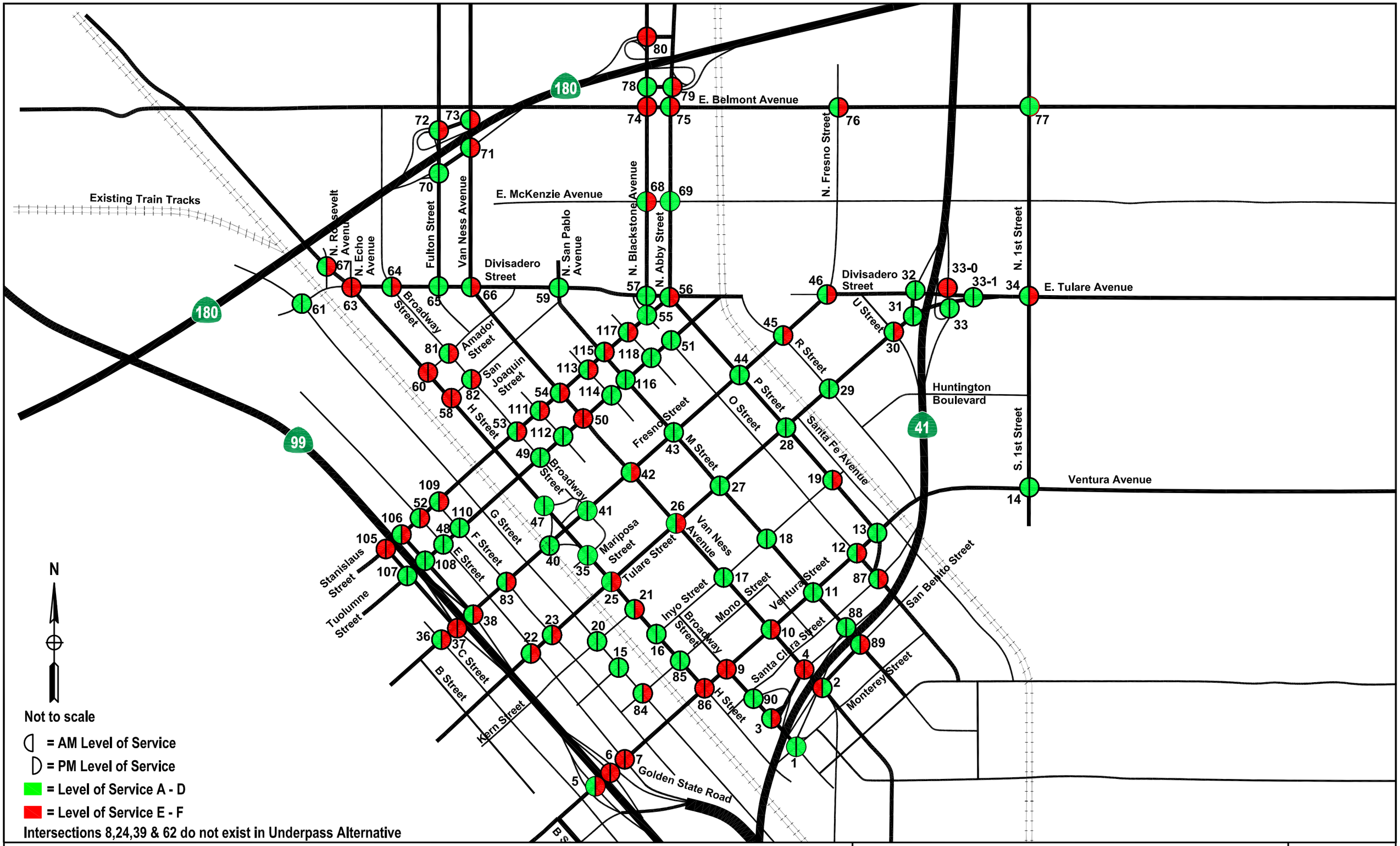
Not to scale XX(XX) = AM(PM) Peak Hour Volumes

URS

**California High-Speed Train Program EIR/EIS**

**Future plus Project - Peak Hour Turning Movement Volumes - Bakersfield Station Hybrid Alternative**

**Figure 5.4-6f**




**California High-Speed Train Program EIR/EIS**

**Fresno Station Tulare Underpass Alternative - Future Plus Project Intersection Level of Service**

Figure 5.4-7a

91 E. Hamilton Avenue

E. Braly Avenue

E. Woodward Avenue

92 E. California Avenue

Golden State Blvd

F Street

G Street

E. California Avenue

S. Cherry Avenue

93 E. Lorena Avenue

S. East Avenue

F Street

94

E. Florence Avenue

95

S. Railroad Avenue

G Street

E. Florence Avenue

S. Elm Avenue

S. Anna Street

S. Orange Avenue

E. Church Avenue

98 99

96 97

E. Church Avenue

41

100

Golden State Boulevard

S. Stinland Avenue

101

S. East Avenue

S. Railroad Avenue

S. Orange Avenue

S. Cedar Avenue

N

E. Jensen Avenue

102

E. Jensen Avenue

E. Jensen Avenue Bypass

Jensen Frontage Road

103

S. Orange Avenue

S. 4th Street

99

104

Not to scale

= AM Level of Service

= PM Level of Service

= Level of Service A - D

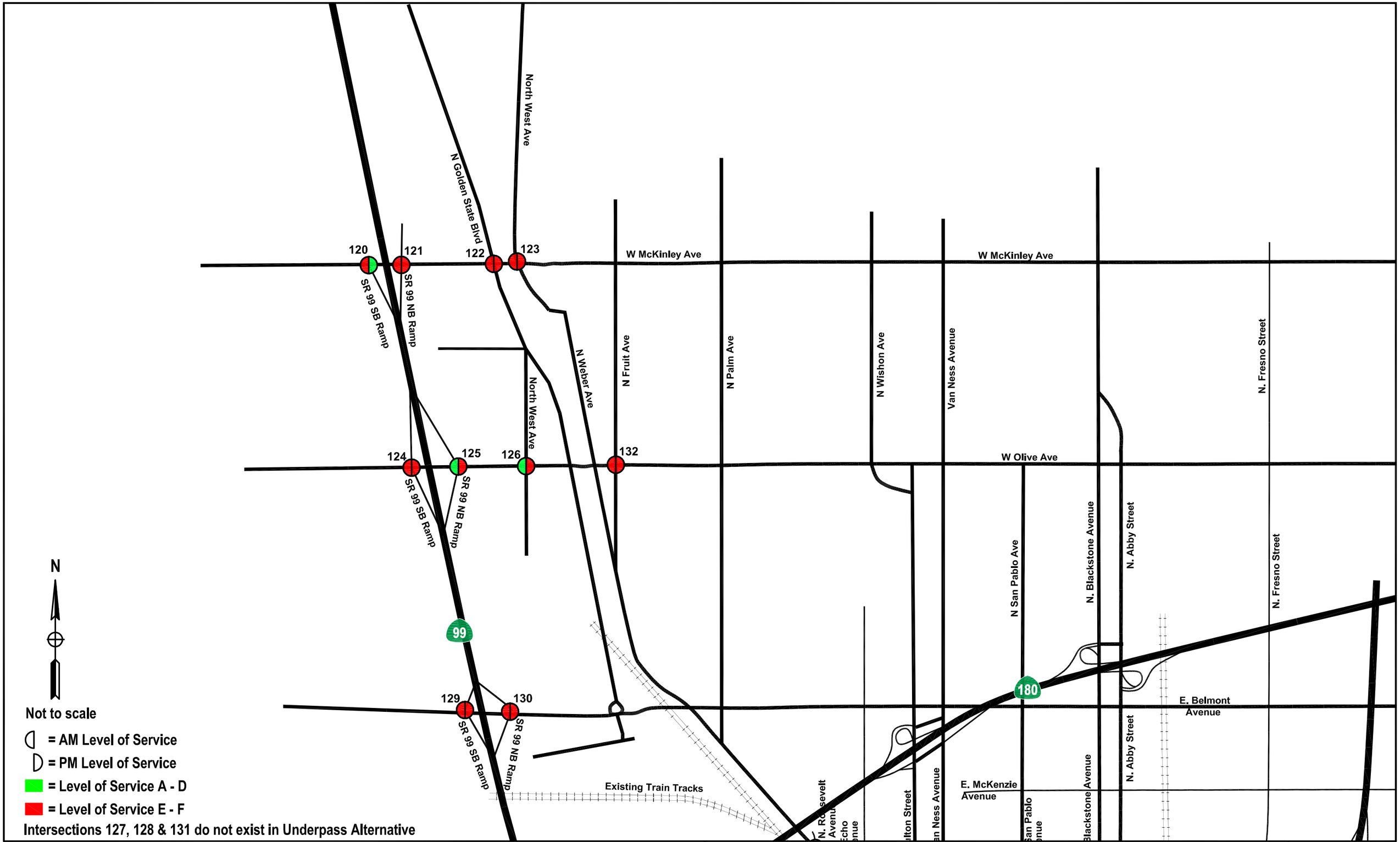
= Level of Service E - F

Note: LOS are not provided for certain intersections due to intersection closure because of HST alignment.

California High-Speed Train Program EIR/EIS

Fresno Station Tulare Underpass and Overpass Alternatives - Future Plus Project Intersection Level of Service

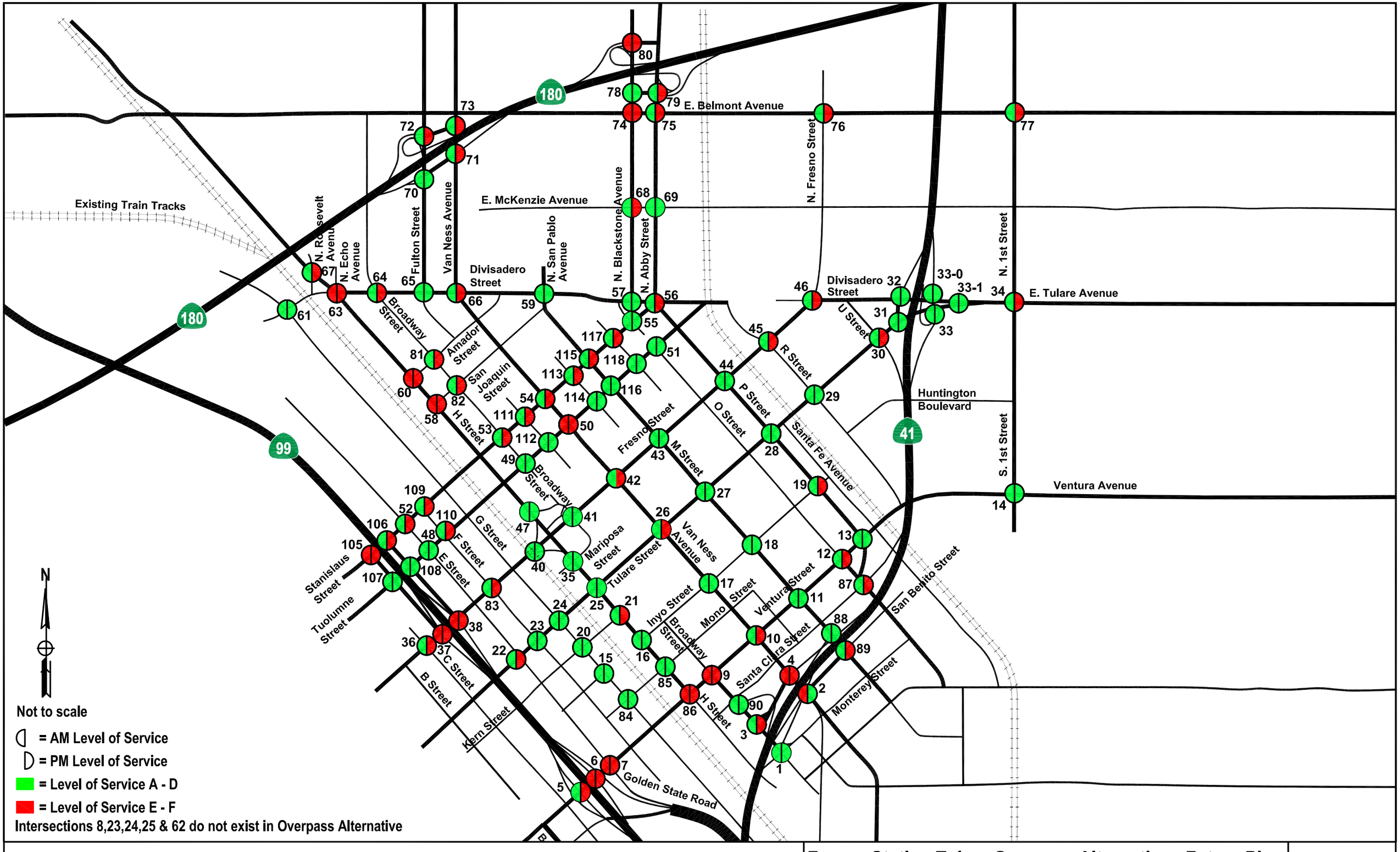
Figure 5.4-7b




**California High-Speed Train Program EIR/EIS**

**Fresno Station Tulare Underpass and Overpass Alternatives - Future Plus Project Intersection Level of Service**

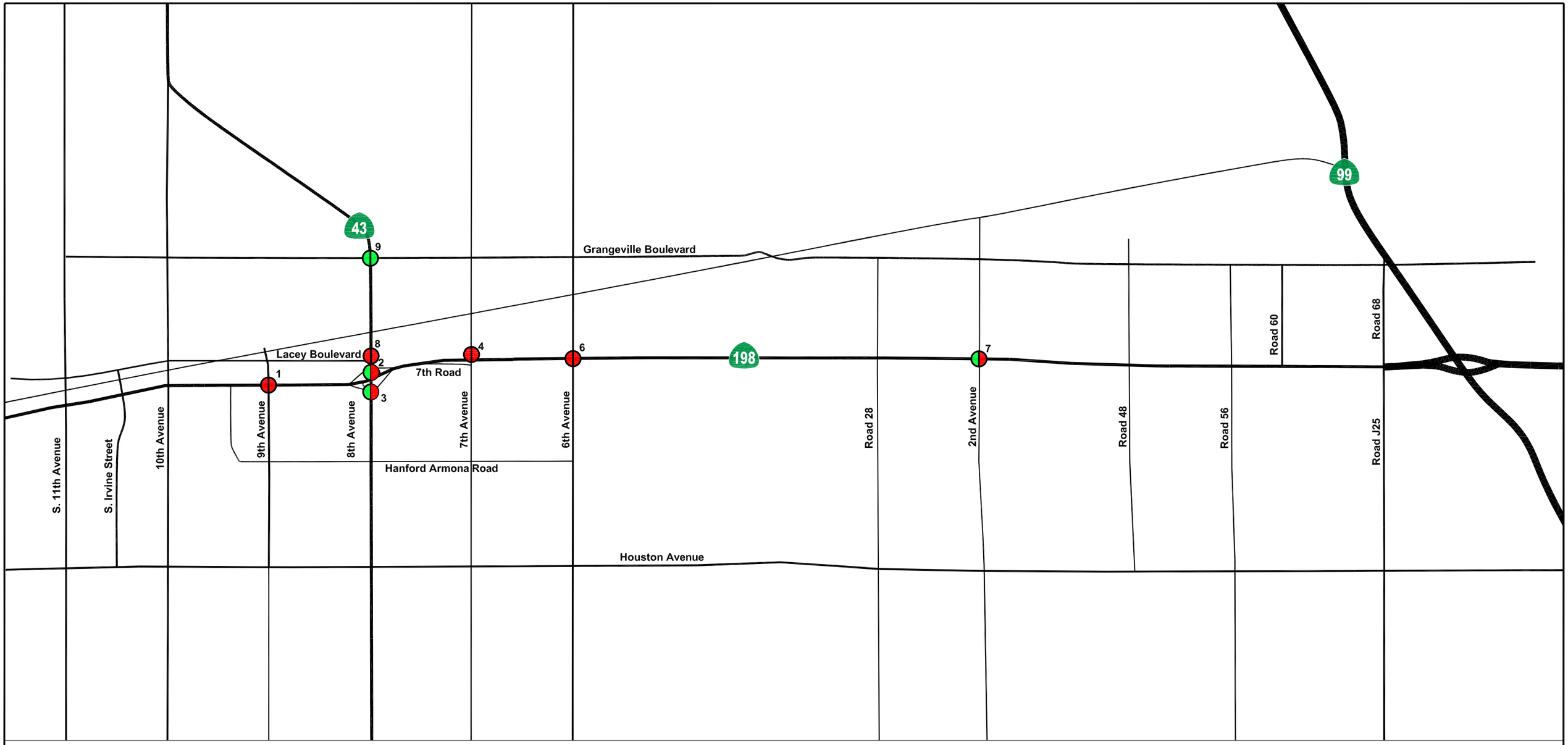
**Figure 5.4-7c**




**California High-Speed Train Program EIR/EIS**

**Fresno Station Tulare Overpass Alternative - Future Plus Project Intersection Level of Service**

Figure 5.4-7d




N

Not to scale

= AM Level of Service

= PM Level of Service

= Level of Service A - D

= Level of Service E - F

**California High-Speed Train Program EIR/EIS**

**Kings/Tulare Regional East Station - Future plus Project Intersection Level of Service**

**Figure 5.4-8a**

N

Not to scale

W Lacey Blvd.
W Lacey Blvd.
W Lacey Blvd.
W Lacey Blvd.
W Lacey Blvd
E Ivy St.
E 11th St.
E 10th St.
E 9th St.
Hawthorn St.
W 7th St.
W 6th St.
W 5th St.
W 4th St.
W 3rd St.
E 4th St.
E 3rd St.
E 3rd St.
Mall Dr.
Mall Dr.
Glendale Ave.
Front St.
13th Rd.
13th Rd. W
Hanford Armona Rd
Hanford Armona Rd
Hanford Armona Rd
Hood Ave.
Hume Ave.
Oak St.
Kings County Dr.
Campus Dr.
Garner Ave.
12th Ave.
11th Ave.
13th Ave.
14th Ave.
14th Ave.
12th Ave.
11th Ave.
10th Ave.
9th Ave.
9th Ave.
S Douty St.
S Douty St.
S Irwin St.
S Harris St.
S Williams St.
Acacia St.
Central Valley Hwy.
198
198
198
SR-198 WB Ramps
SR-198 EB Ramps
SR-198 WB on-ramp
SR-198 EB off-ramp

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23

= Study Intersections

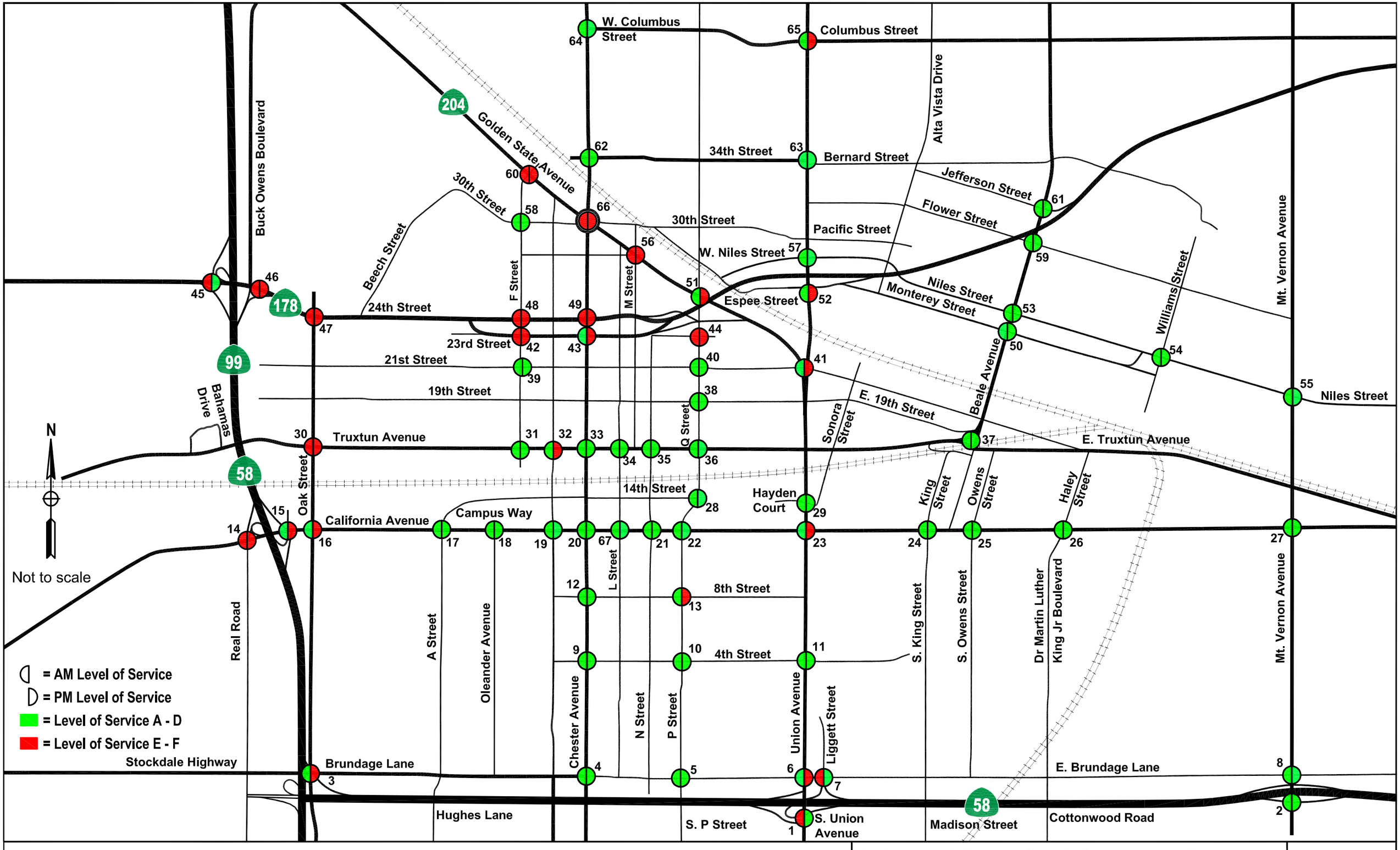
= AM Level of Service
= PM Level of Service
= Level of Service A - D
= Level of Service E - F

URS

# California High-Speed Train Program EIR/EIS

## Kings/Tulare Regional West Station - Future Plus Project Intersection Level of Service

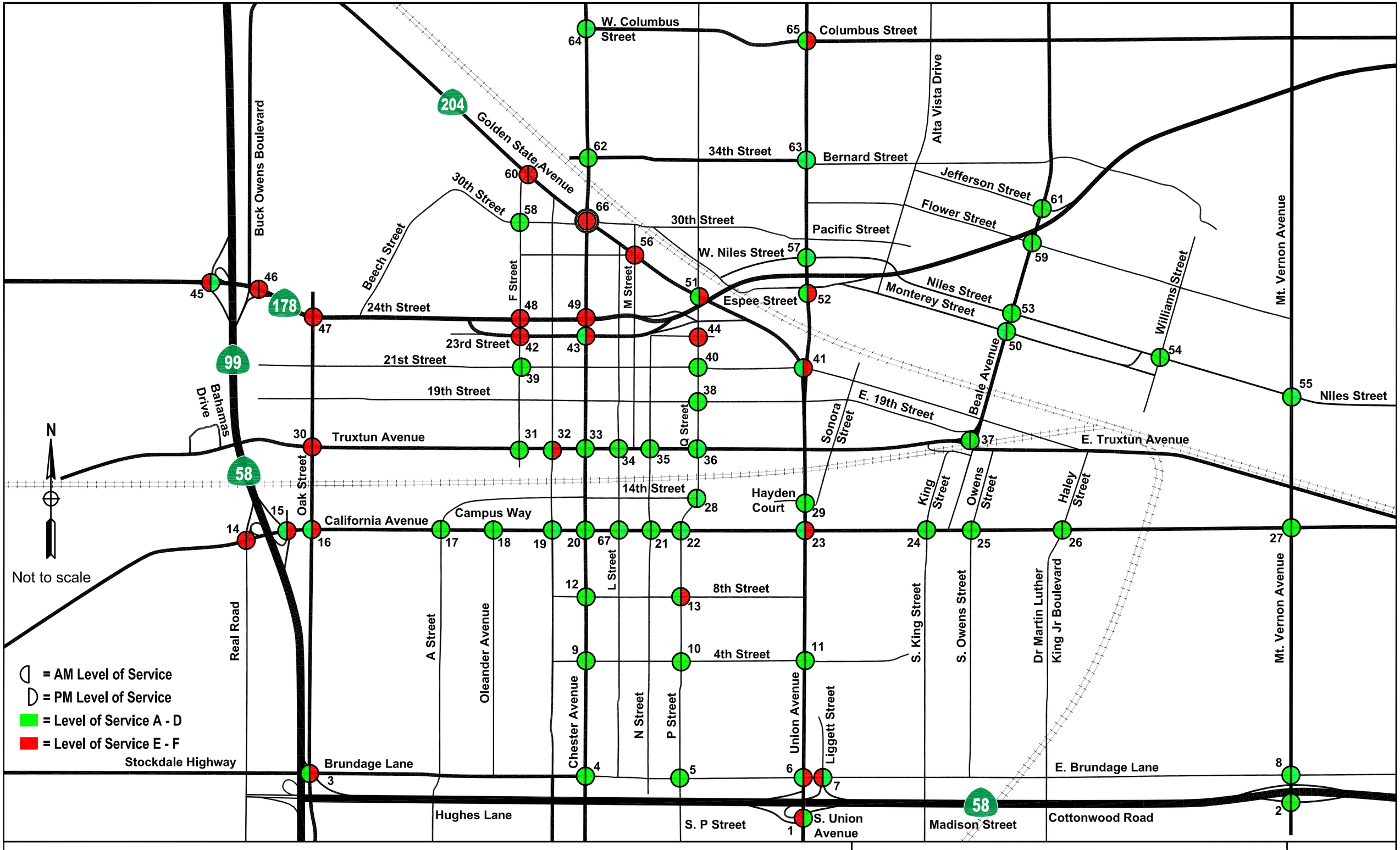
Figure 5.4-8b




# California High-Speed Train Program EIR/EIS

## Bakersfield Station South Alternative - Future plus Project Intersection Level of Service

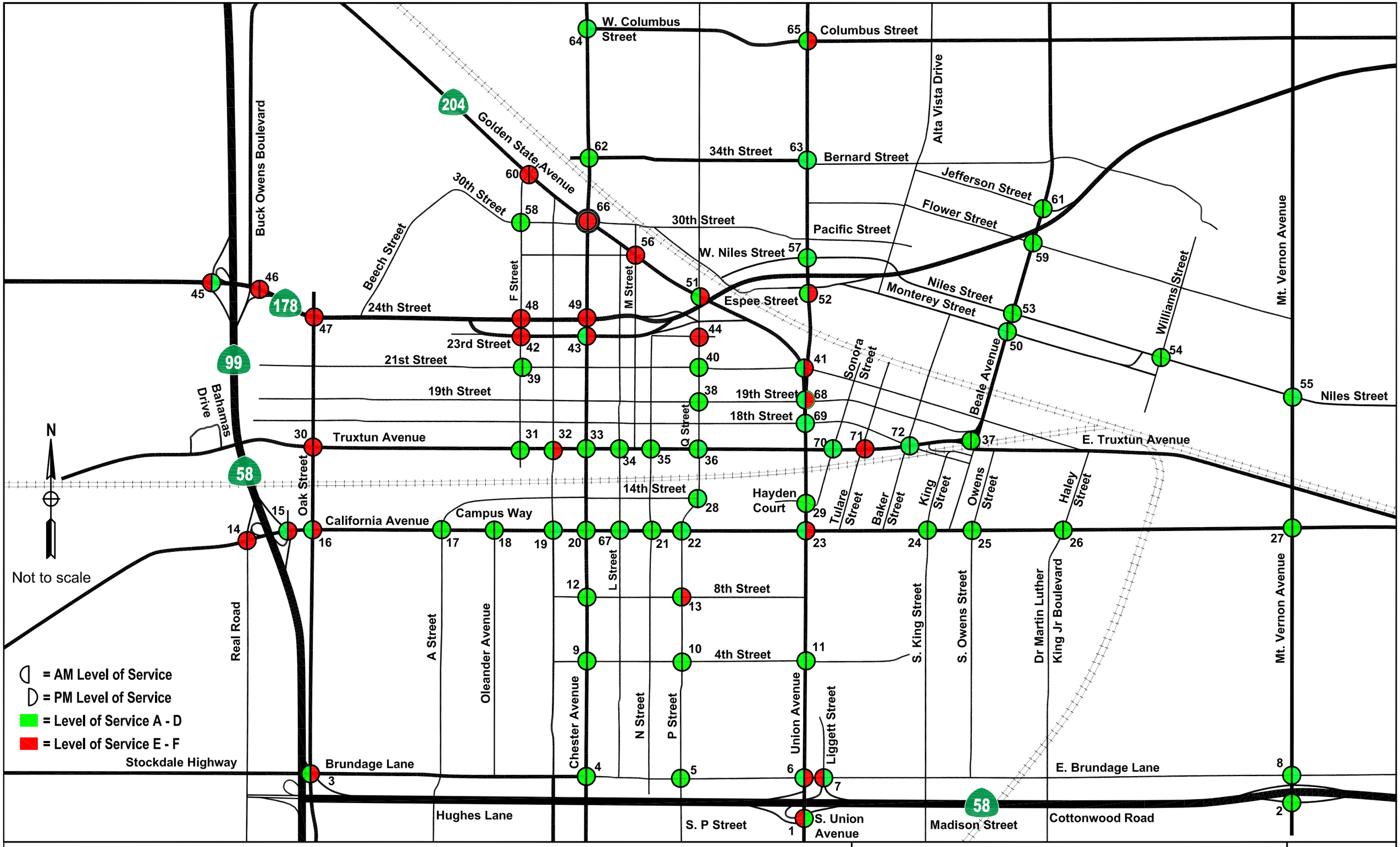
Figure 5.4-9a




**California High-Speed Train Program EIR/EIS**

**Bakersfield Station North Alternative - Future plus Project Intersection Level of Service**

Figure 5.4-9b



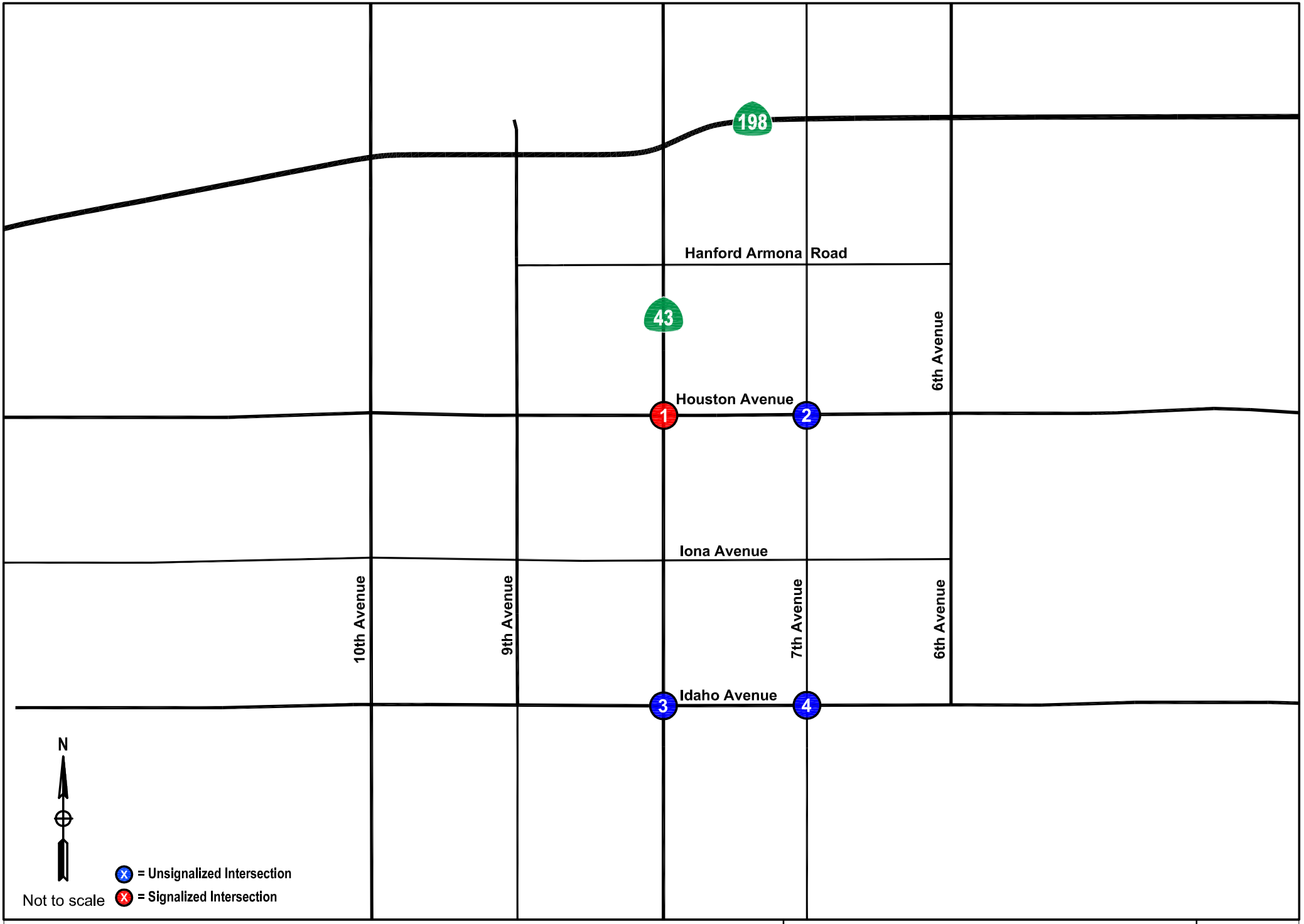

# California High-Speed Train Program EIR/EIS

## Bakersfield Station Hybrid Alternative - Future plus Project Intersection Level of Service

Figure 5.4-9c

E. Annadale Avenue
S. Cedar Avenue
Golden State Frontage Road
E. North Avenue
S. Golden State Boulevard
Existing Train Tracks
S. Maple Avenue
S. Golden State Frontage Road
S. Chestnut Avenue
S. Willow Avenue
99
S. Bagley Avenue
E. Central Avenue
1
2
3
4
E. Cartwright Avenue
5
E. Malaga Avenue
6
7
E. American Avenue
S. Peach Avenue
S. Villa Avenue
S. Golden State Boulevard
E. Jefferson Avenue
Existing Train Tracks
S. Clovis Avenue
E. Lincoln Avenue
S. Minnewawa Avenue
E. Clayton Avenue
9
10
11
S. Clovis Avenue
E. Adams Avenue
8
N
X = Study Intersections
Not to scale

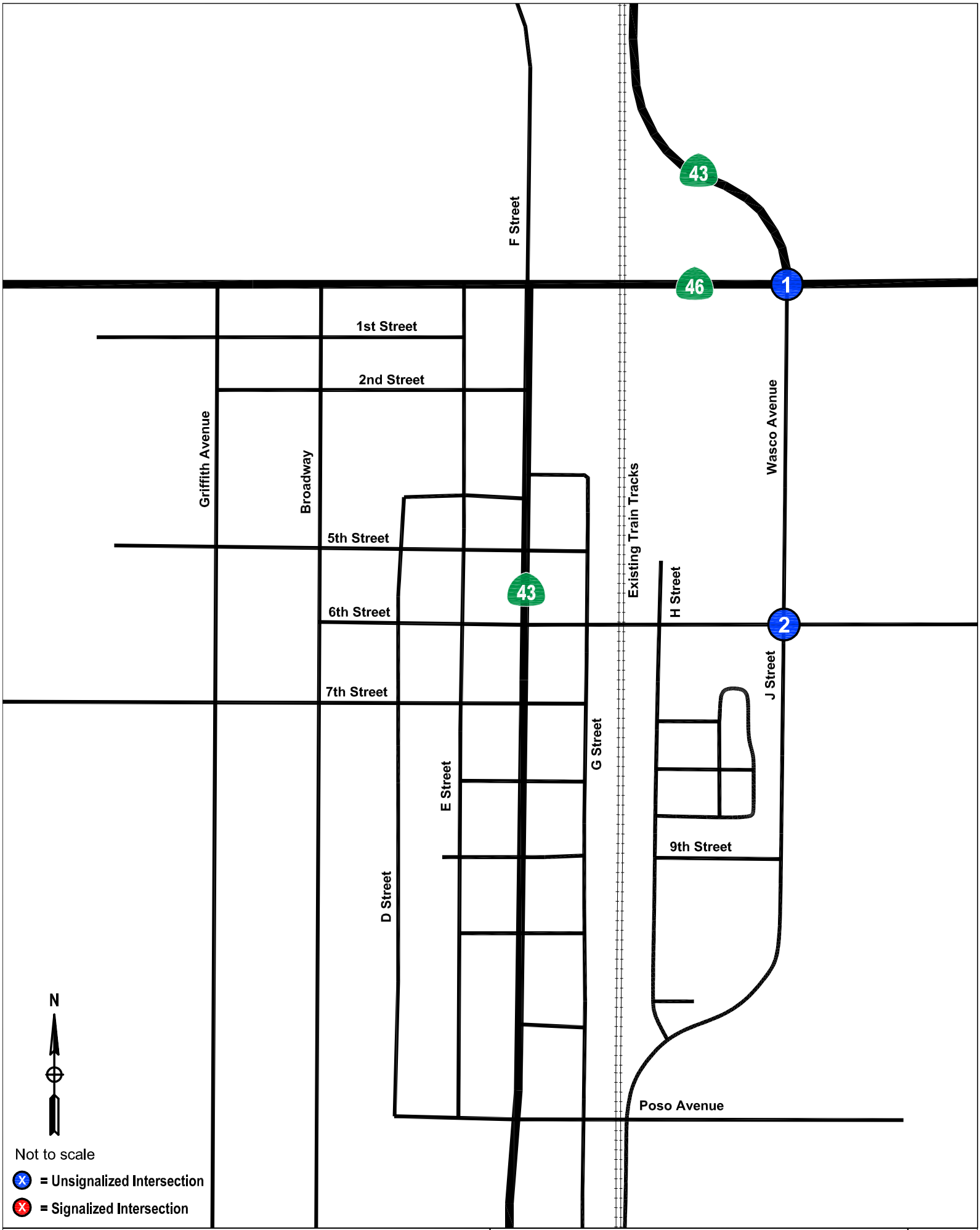
| California High-Speed Train Program EIR/EIS | Fresno Heavy Maintenance Facility - Study Intersections | Figure 5.4-10 |
|---|---|---|



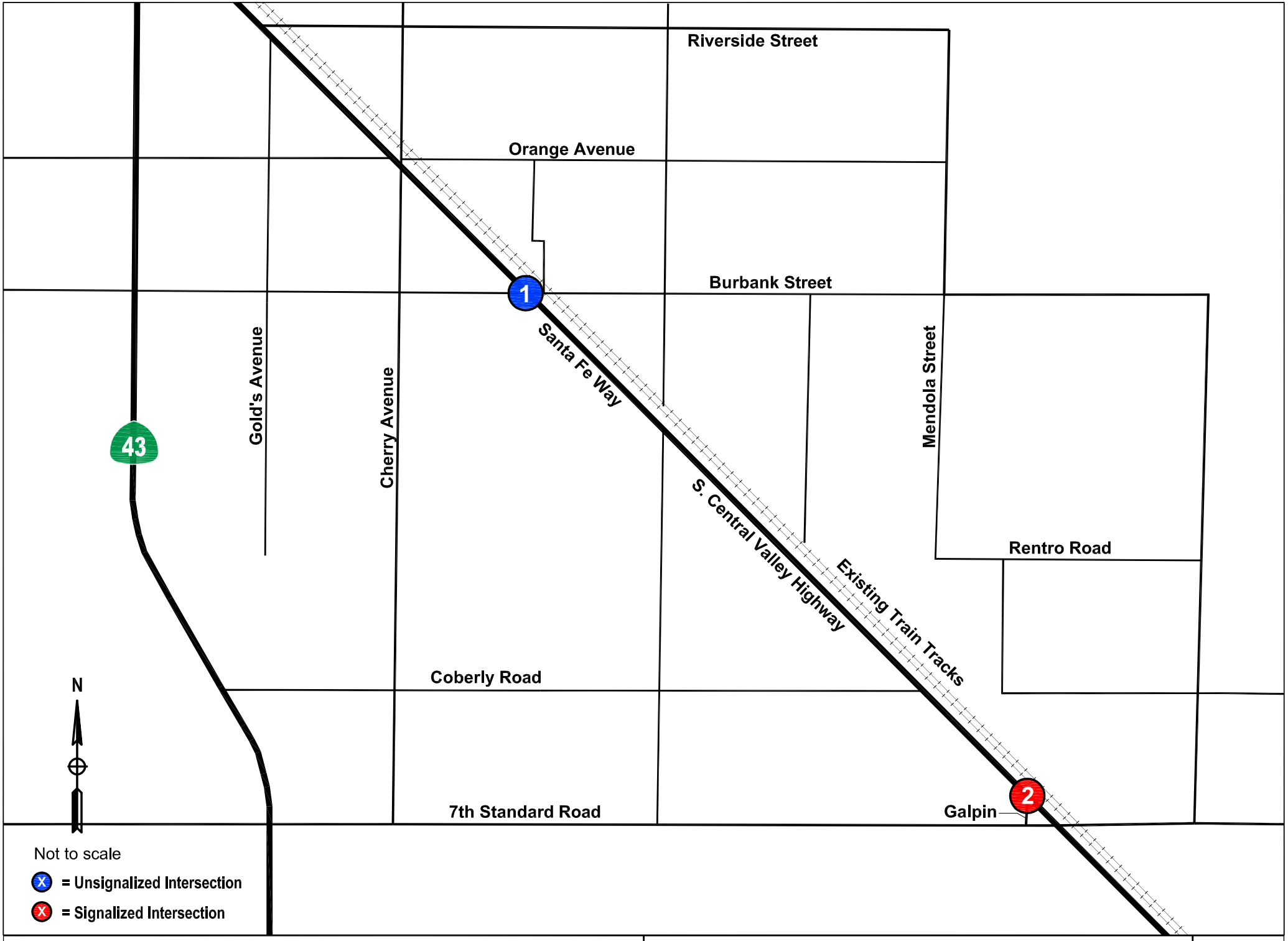

California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Study Intersections

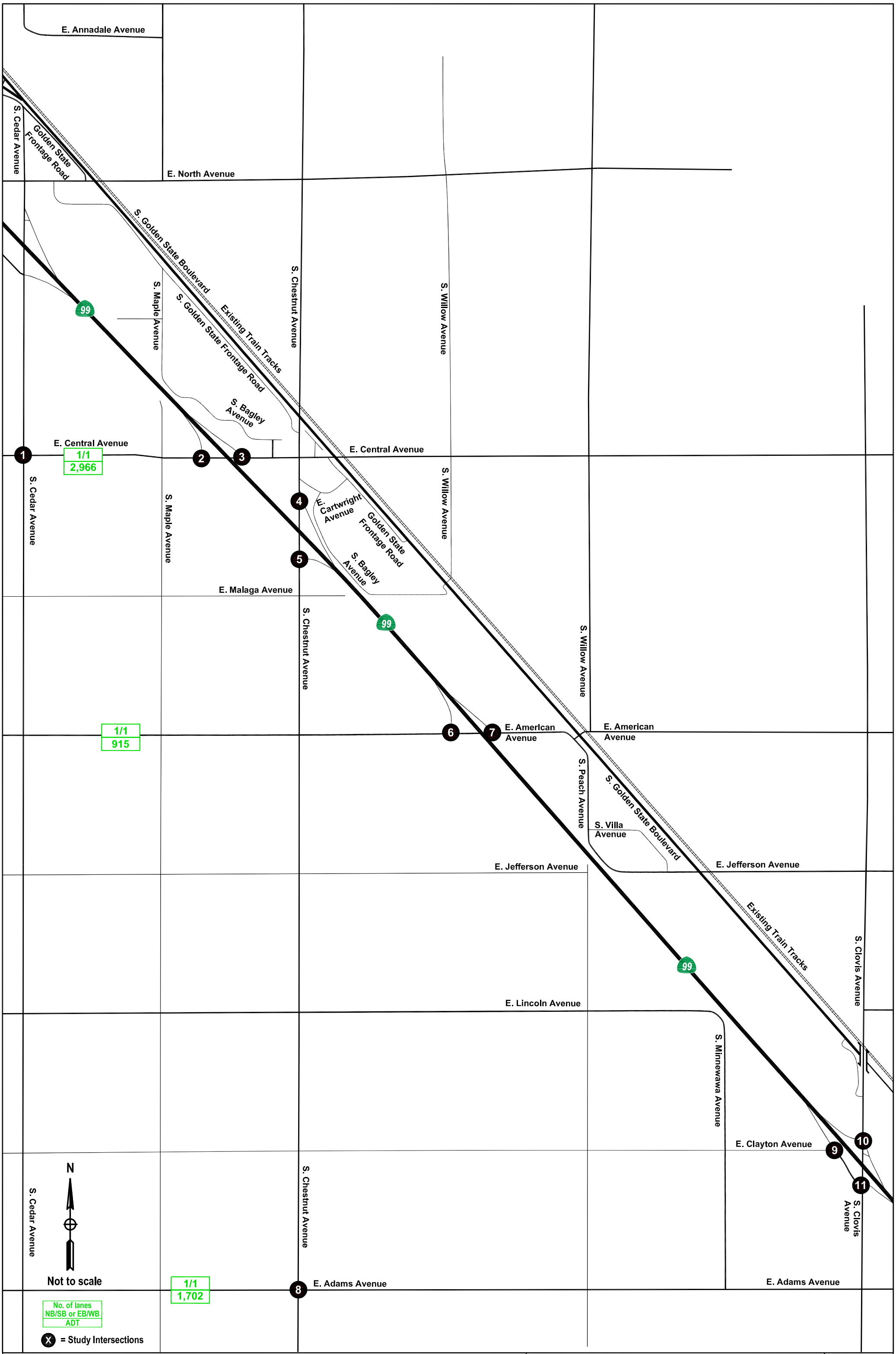
Figure 5.4-11




California High-Speed Train Program EIR/EIS | Wasco Heavy Maintenance Facility - Study Intersections | Figure 5.4-12



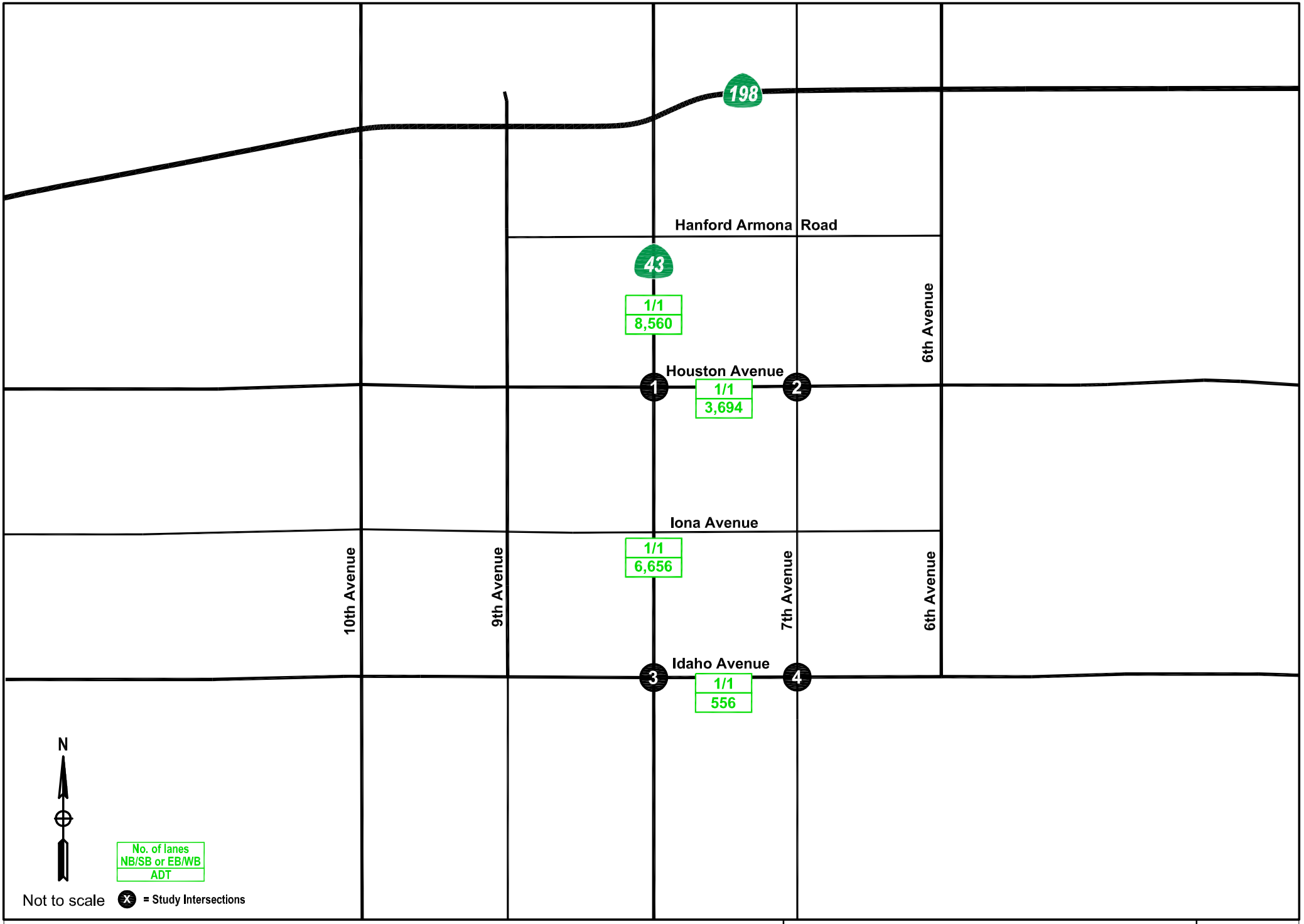

California High-Speed Train Program EIR/EIS | Shafter Heavy Maintenance Facility - Study Intersection | Figure 5.4-13




**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Average Daily Traffic and Number of Lanes**

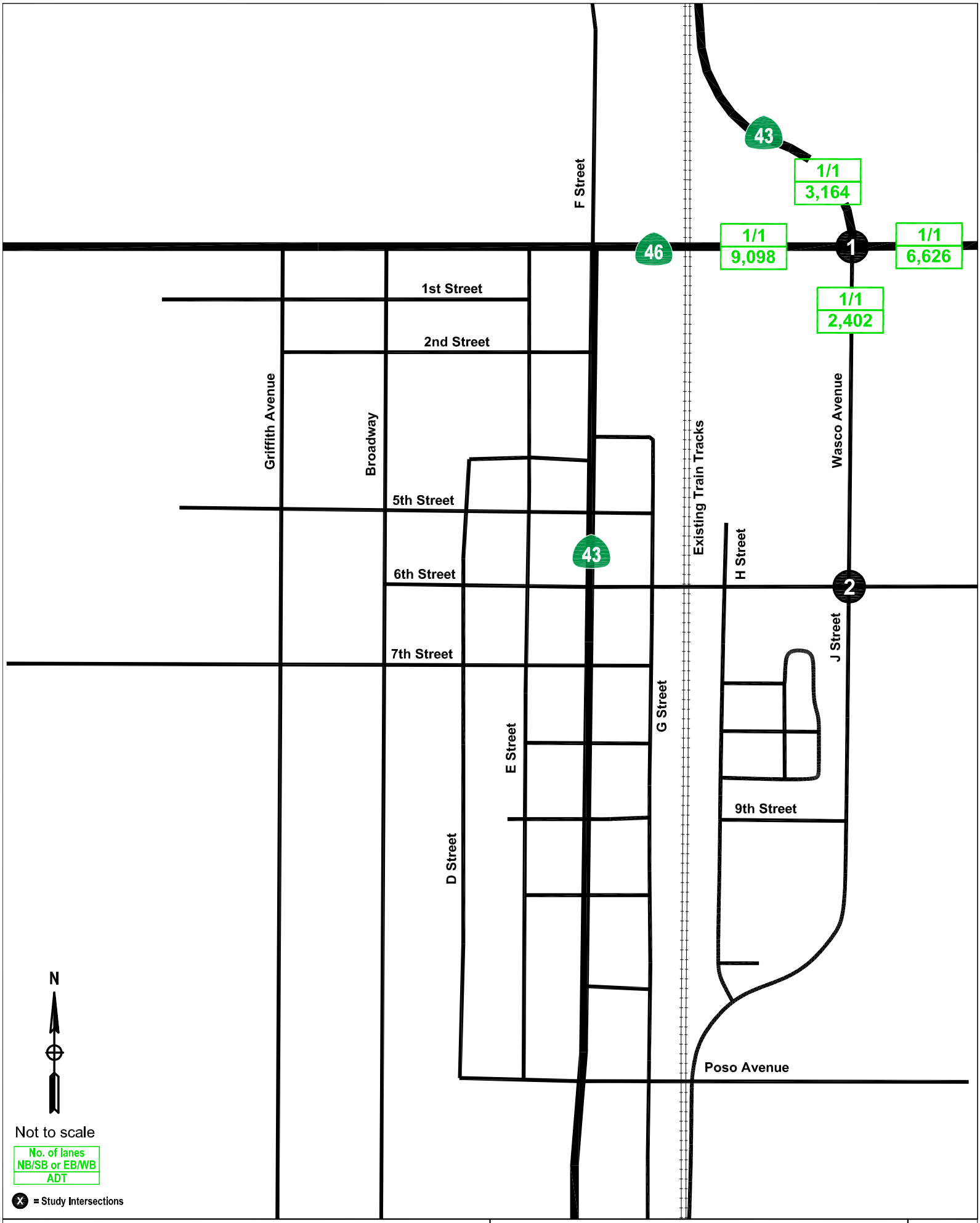
**Figure 5.4-14**




California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Average Daily Traffic and Number of Lanes

Figure 5.4-15




California High-Speed Train Program EIR/EIS

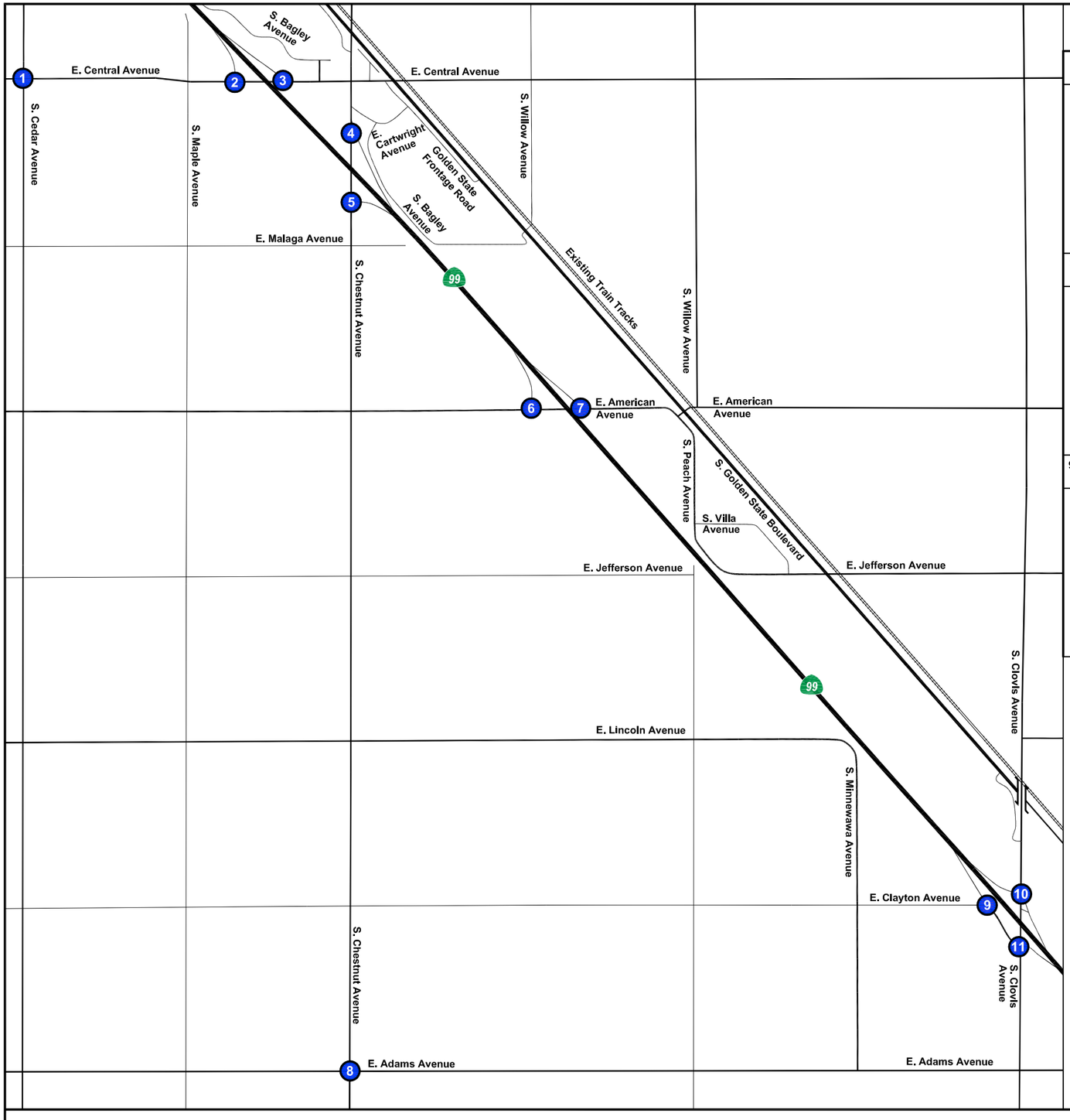
Wasco Heavy Maintenance Facility - Average Daily Traffic and Number of Lanes

Figure 5.4-16

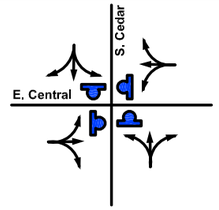
California High-Speed Train Program EIR/EIS

Shafter Heavy Maintenance Facility - Average Daily Traffic and Number of Lanes

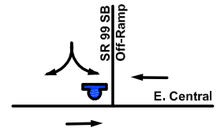
Figure 5.4-17



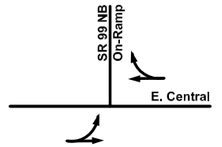

**1. S. Cedar Avenue / E. Central Avenue**



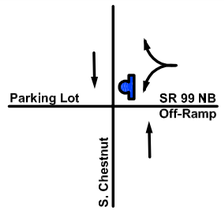

**2. SR 99 SB Off-Ramp / E. Central Avenue**



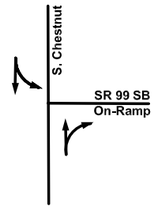

**3. SR 99 NB On-Ramp / E. Central Avenue**



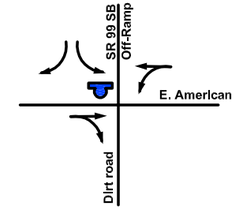

**4. S. Chestnut Avenue / SR 99 NB Off-Ramp**



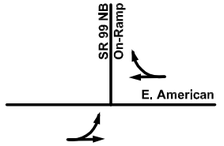

**5. S. Chestnut Avenue / SR 99 SB On-Ramp**



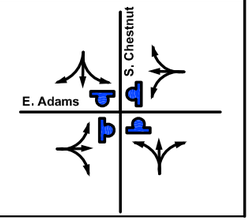

**6. SR 99 SB Off-Ramp / E. American Avenue**



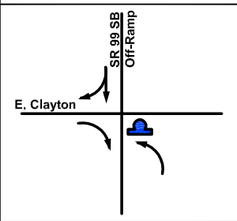

**7. SR 99 NB On-Ramp / E. American Avenue**



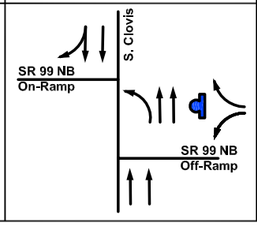

**8. S. Chestnut Avenue / E. Adams Avenue**



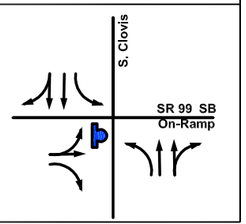

**9. SR 99 SB Off-Ramp / E. Clayton Avenue**




**10. S. Clovis Avenue / SR 99 NB Ramps**




**11. S. Clovis Avenue / SR 99 SB On-Ramp**




N

Not to scale

= Stop Sign

= 4-way Signal

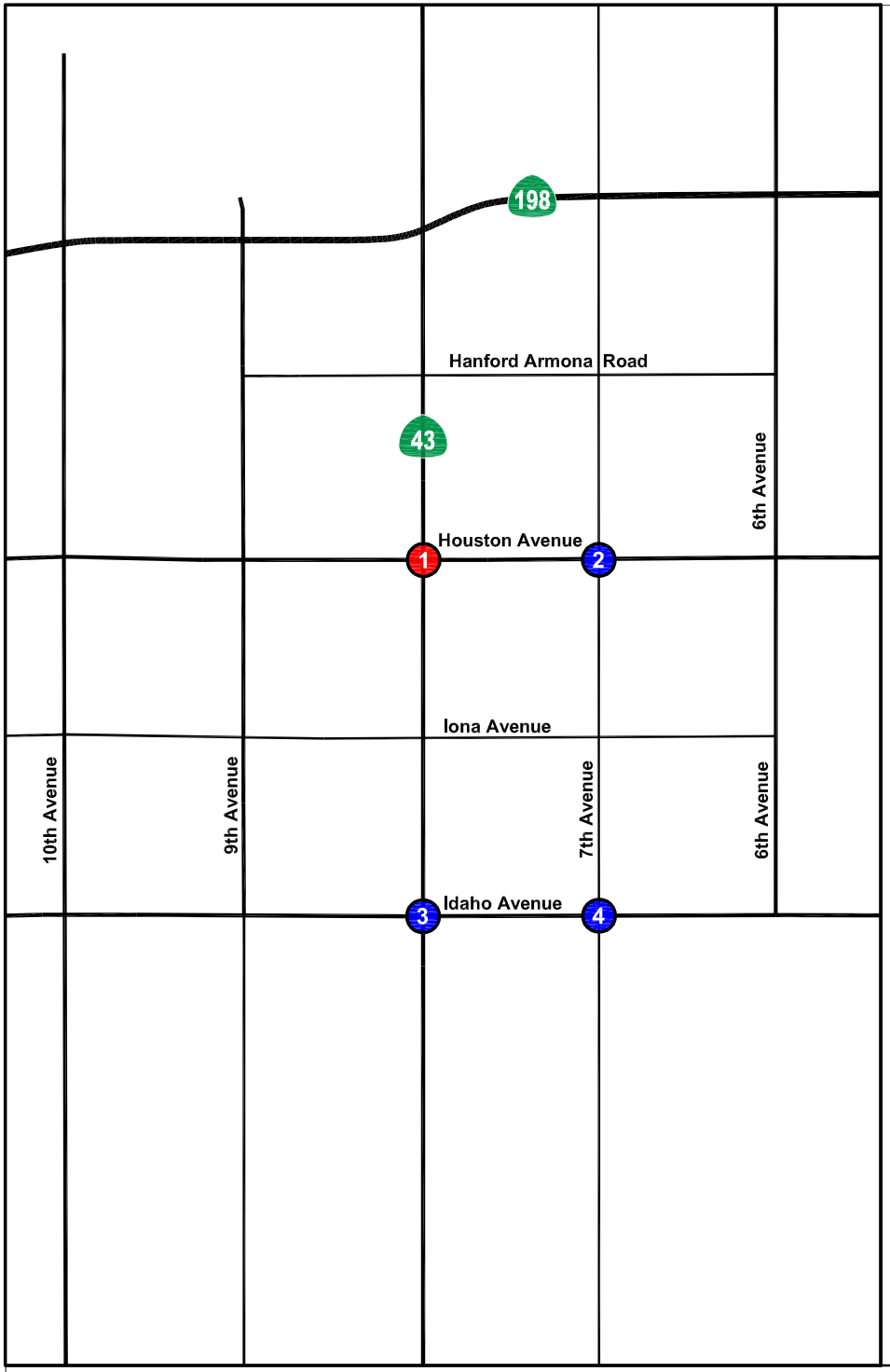
= Unsignalized Intersection

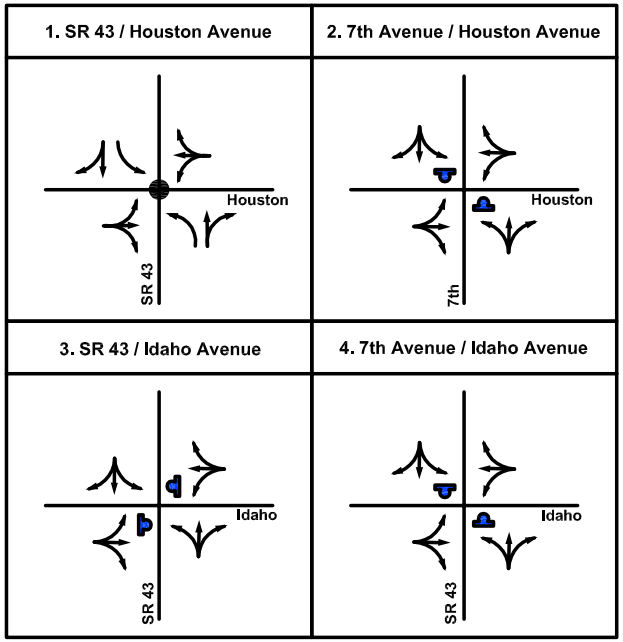
= Signalized Intersection

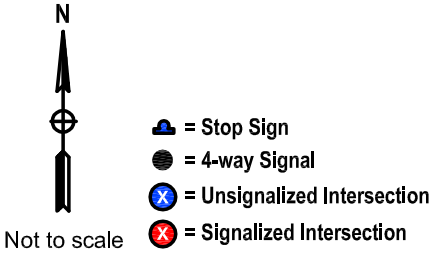
**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Existing Lane Geometries**

**Figure 5.4-18**



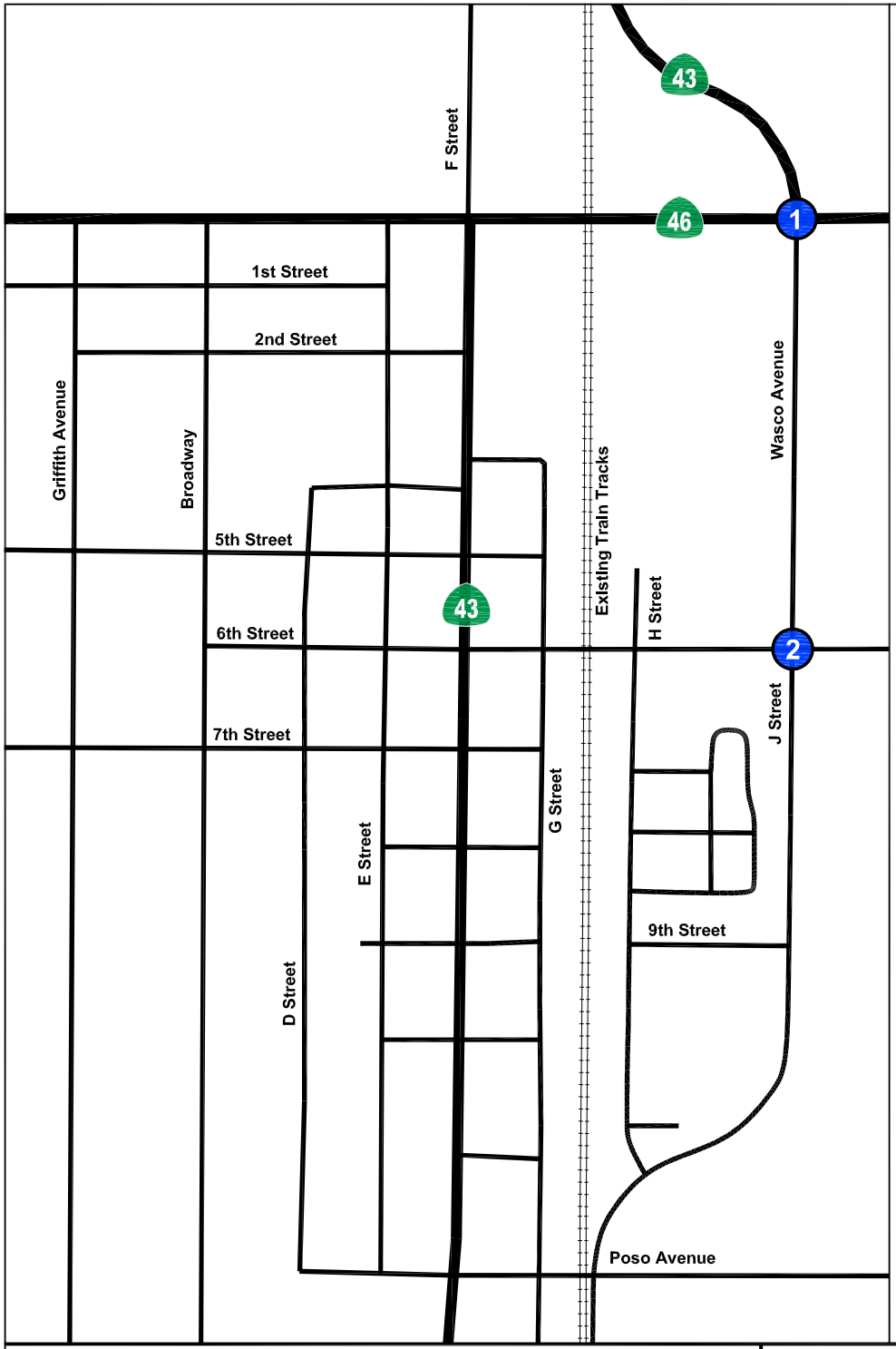



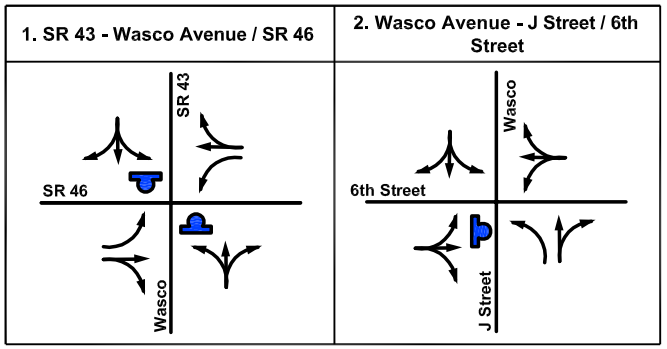




California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Existing Lane Geometries

Figure 5.4-19




N

Not to scale

= Stop Sign

= 4-way Signal

= Unsignalized Intersection

= Signalized Intersection

| | | |
|---|---|---|
| California High-Speed Train Program EIR/EIS | Wasco Heavy Maintenance Facility - Existing Lane Geometries | Figure 5.4-20 |

N

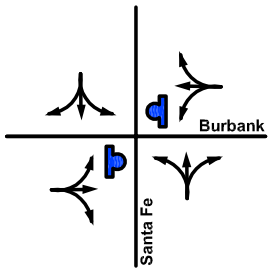
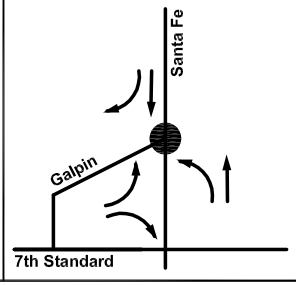
Not to scale

= Stop Sign

= 4-way Signal

= Unsignalized Intersection

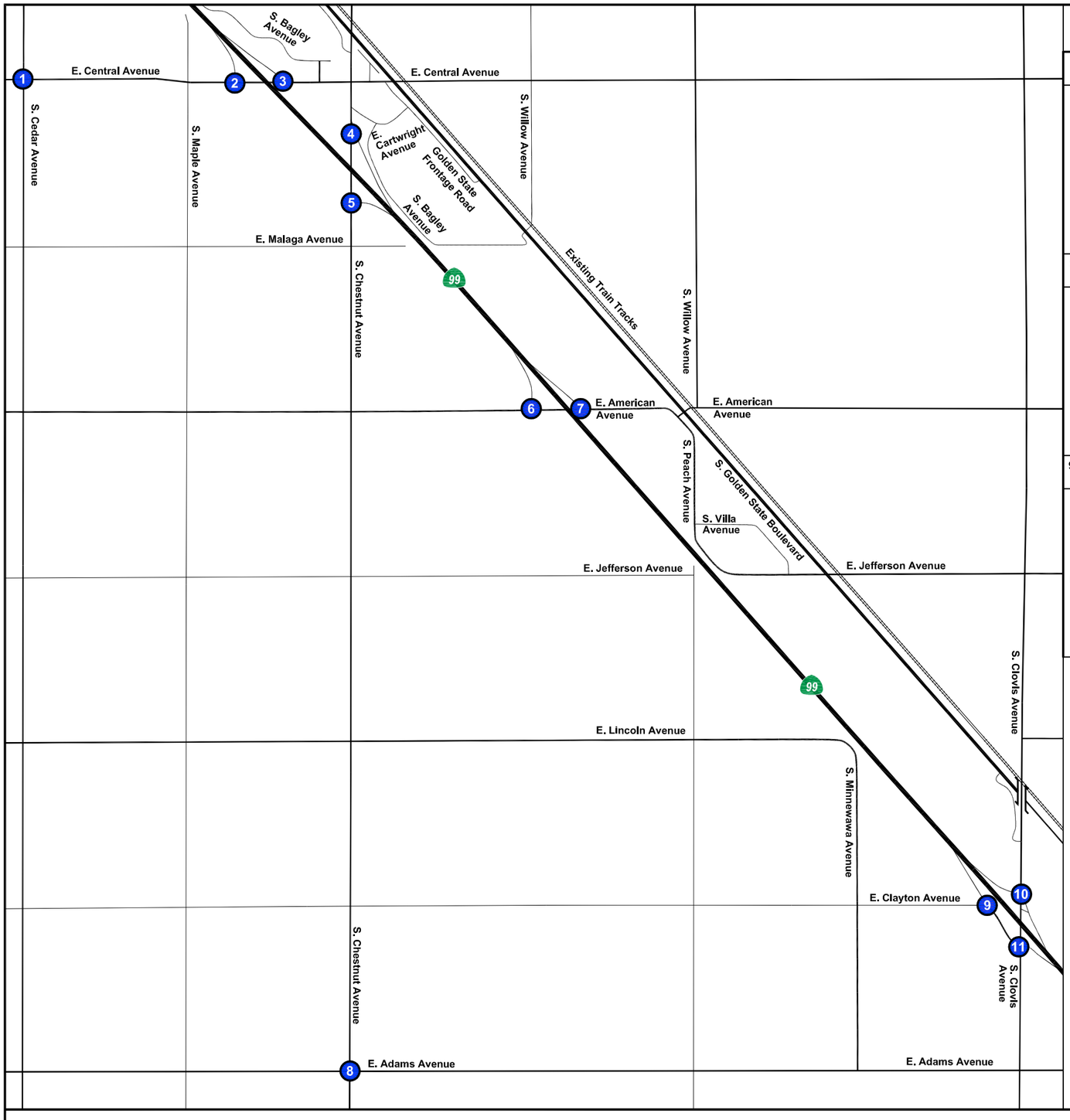
= Signalized Intersection

| 1. Santa Fe Way / Burbank Street | 2. Santa Fe Way / Galpin - 7th Standard Road |
|---|---|
|  |  |

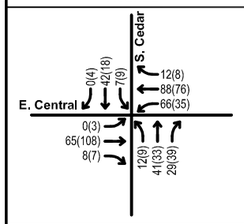




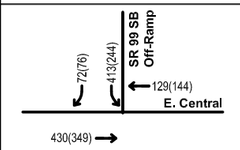
| California High-Speed Train Program EIR/EIS | Shafter Heavy Maintenance Facility - Existing Lane Geometries | Figure 5.4-21 |
|---|---|---|



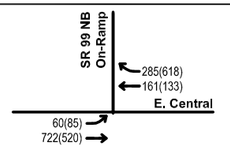

**1. S. Cedar Avenue / E. Central Avenue**



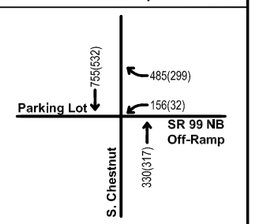

**2. SR 99 SB Off-Ramp / E. Central Avenue**



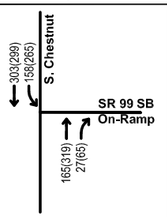

**3. SR 99 NB On-Ramp / E. Central Avenue**



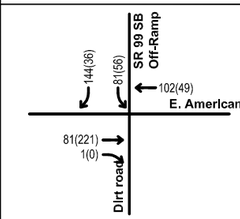

**4. S. Chestnut Avenue / SR 99 NB Off-Ramp**



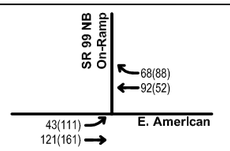

**5. S. Chestnut Avenue / SR 99 SB On-Ramp**



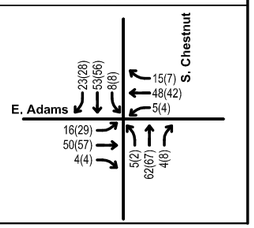

**6. SR 99 SB Off-Ramp / E. American Avenue**



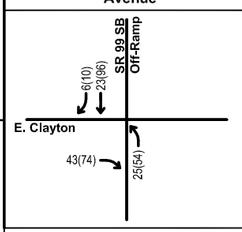

**7. SR 99 NB On-Ramp / E. American Avenue**



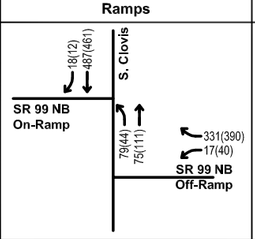

**8. S. Chestnut Avenue / E. Adams Avenue**



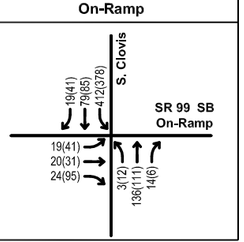

**9. SR 99 SB Off-Ramp / E. Clayton Avenue**




**10. S. Clovis Avenue / SR 99 NB Ramps**




**11. S. Clovis Avenue / SR 99 SB On-Ramp**




N

Not to scale

X = Signalized Intersection

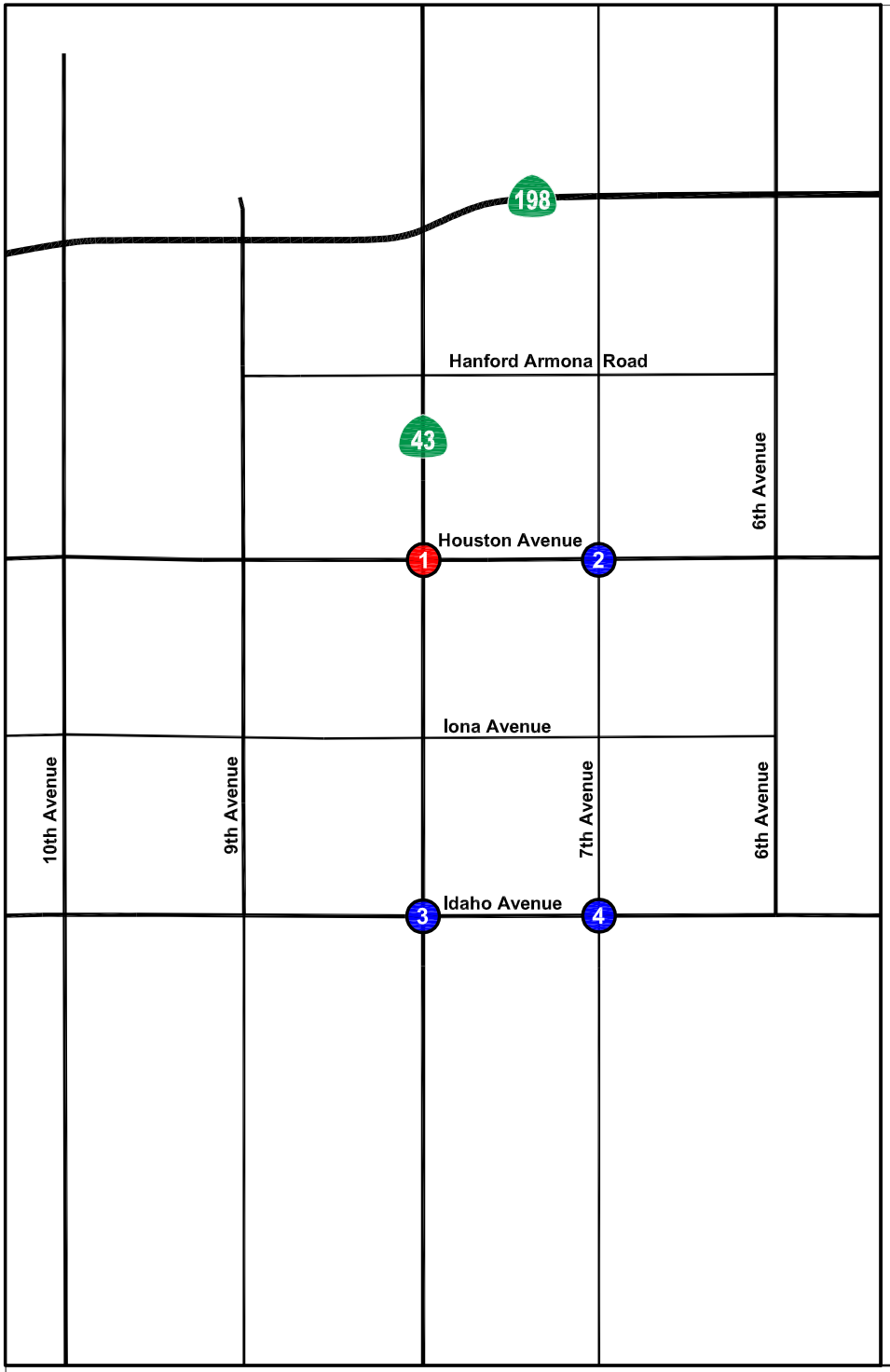
X = Unsignalized Intersection

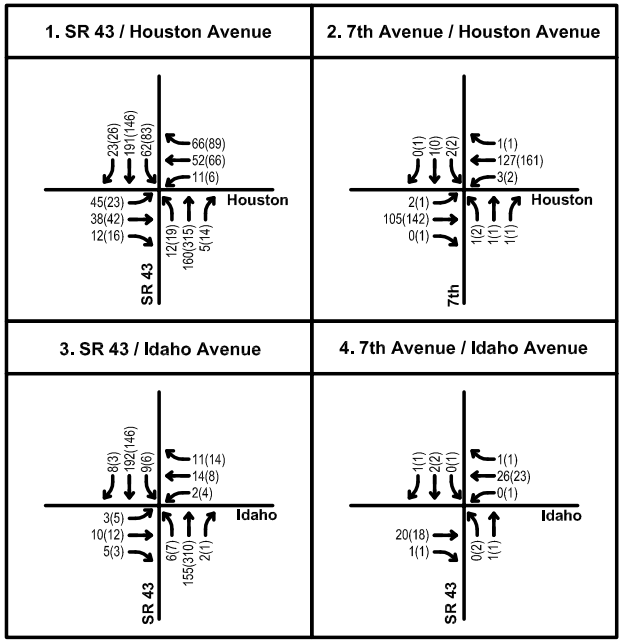
XX(XX) = AM(PM) Peak Hour Volumes

**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Existing Peak Hour Turning Movement Volumes**

**Figure 5.4-22**



Not to scale

X = Signalized Intersection

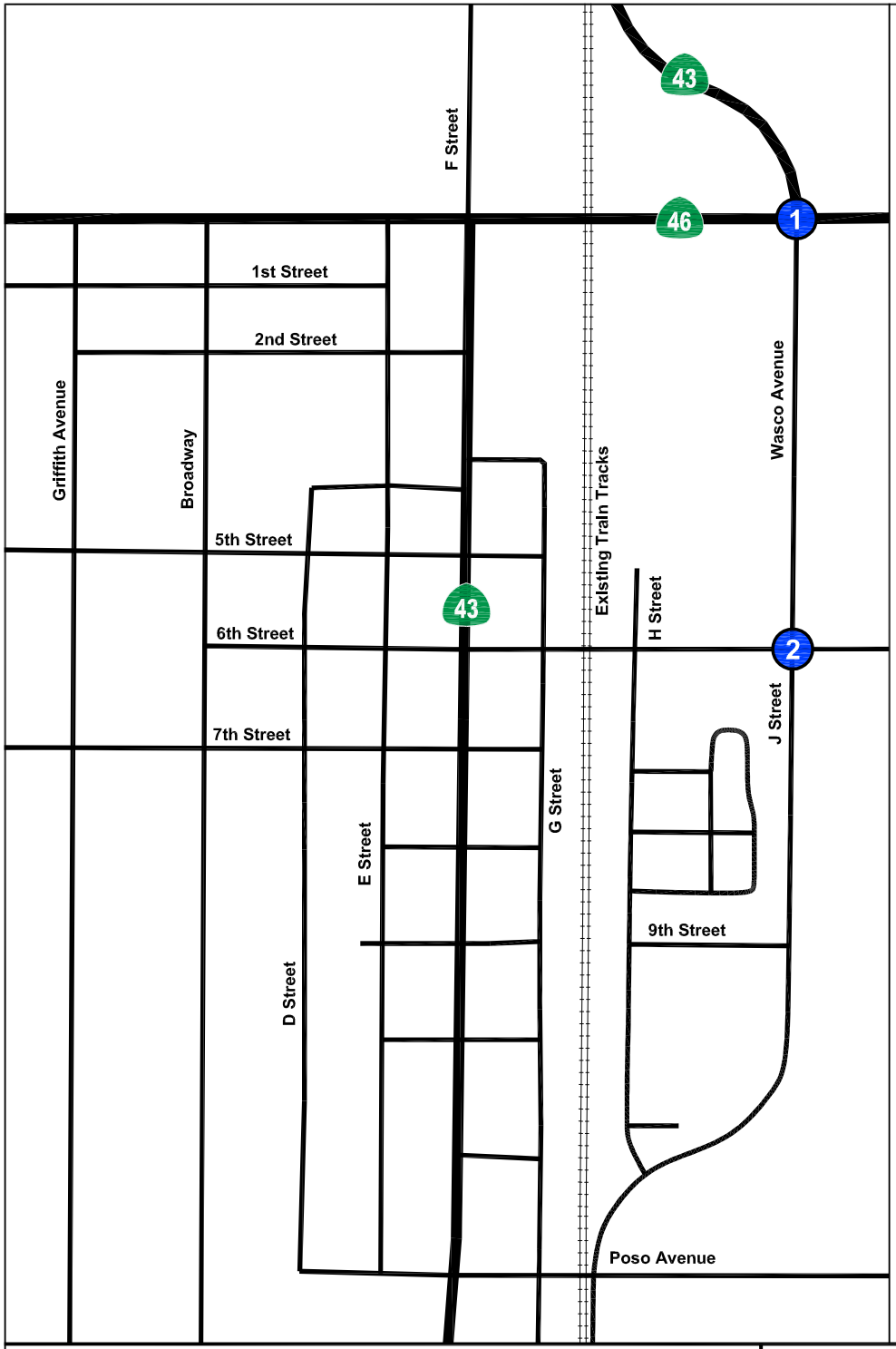
X = Unsignalized Intersection

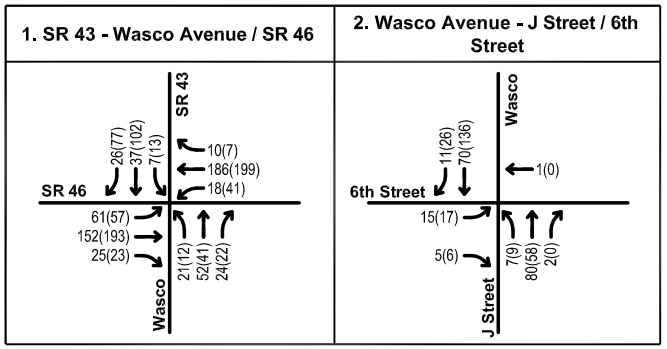
XX(XX) = AM(PM) Peak Hour Volumes

California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Existing Peak Hour Turning Movement Volumes

Figure 5.4-23



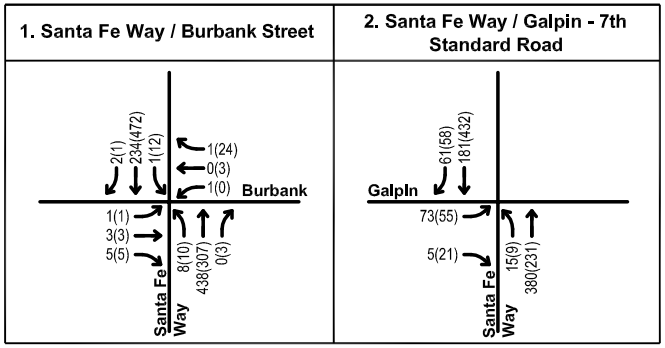
Not to scale

X = Signalized Intersection

X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

| | | |
|---|---|---|
| California High-Speed Train Program EIR/EIS | Wasco Heavy Maintenance Facility - Existing Peak Hour Turning Movement Volumes | Figure 5.4-24 |




N

Not to scale

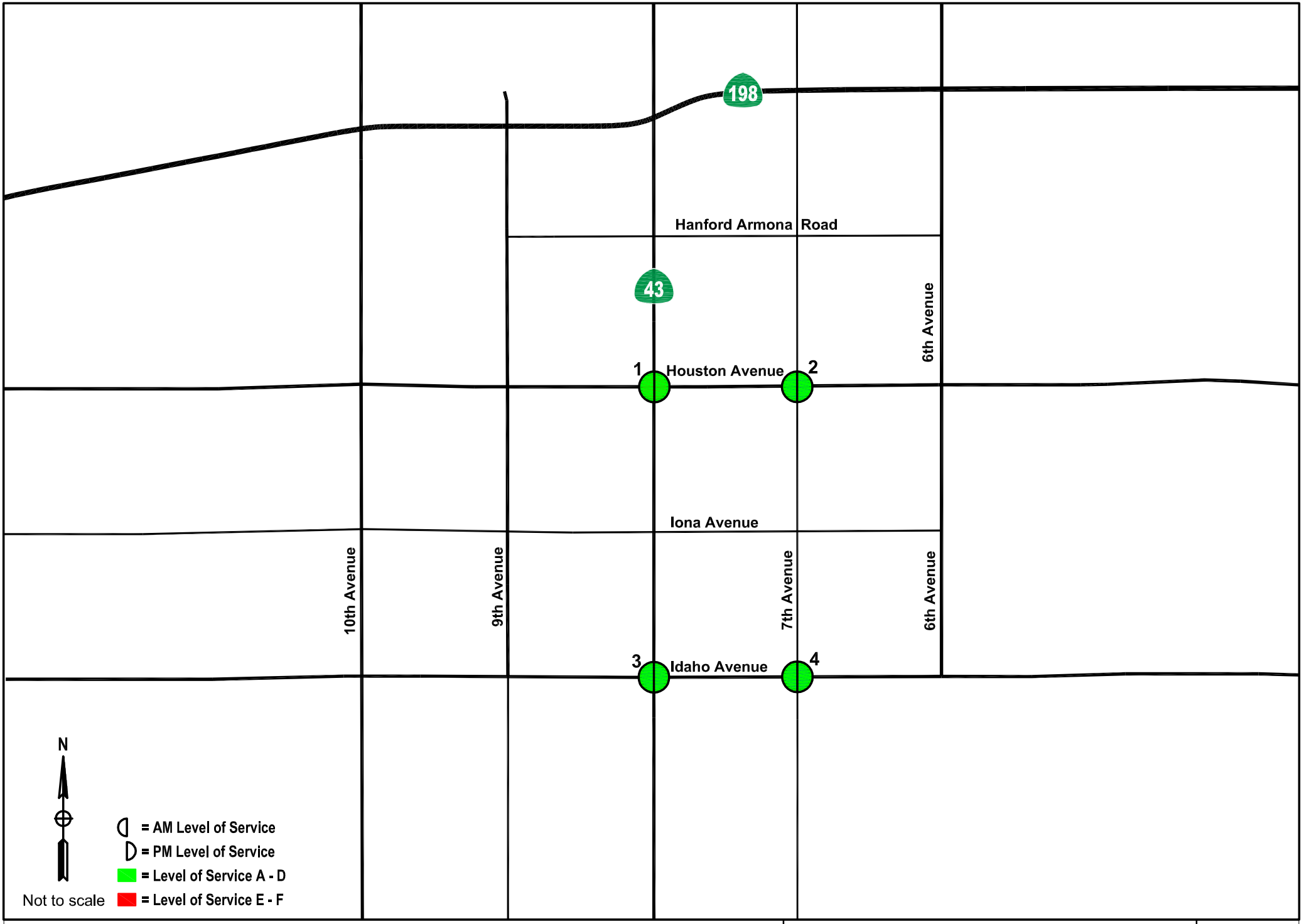
= Signalized Intersection

= Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

| | | |
|---|---|---|
| California High-Speed Train Program EIR/EIS | Shafter Heavy Maintenance Facility - Existing Peak Hour Turning Movement Volumes | Figure 5.4-25 |

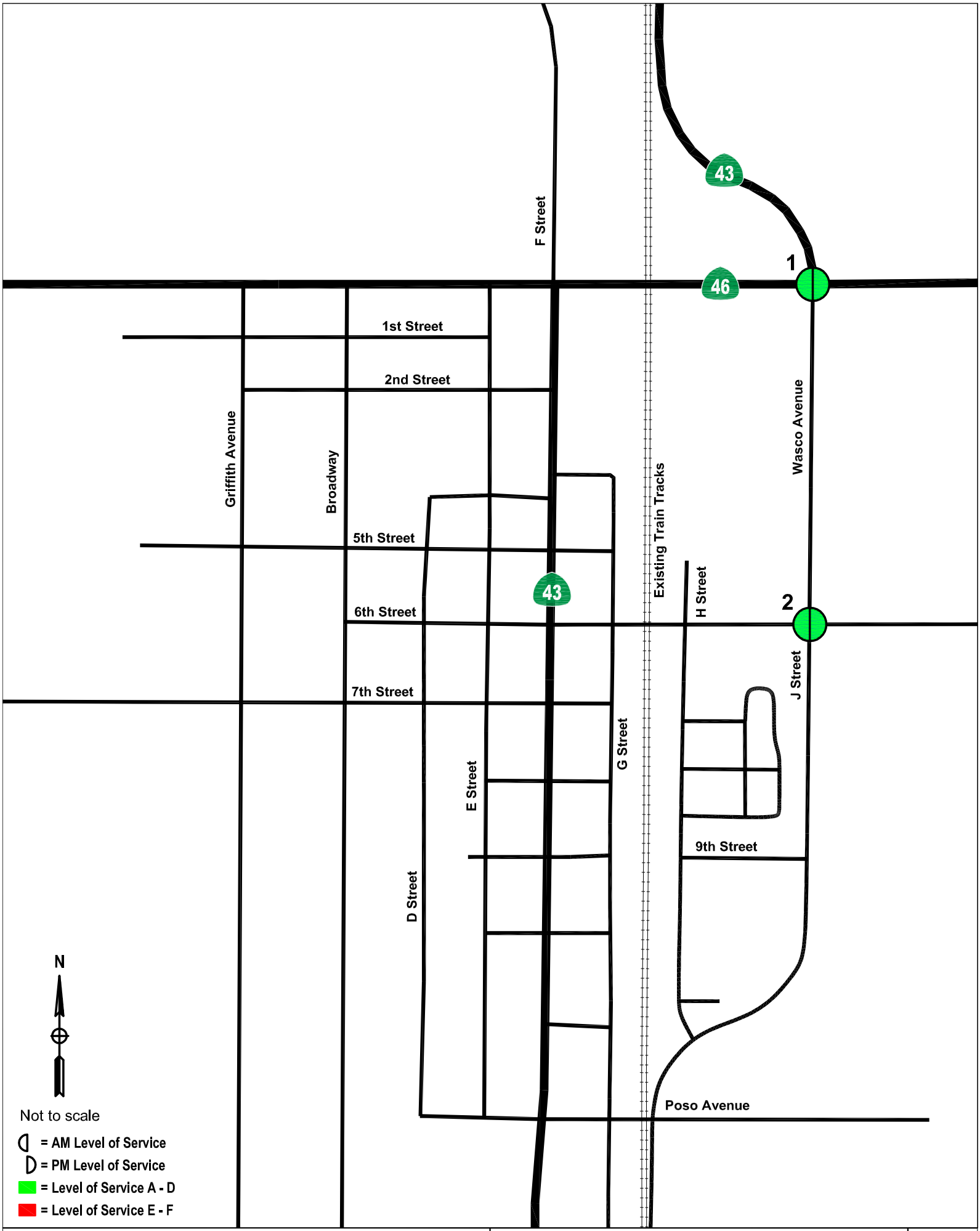
| | | |
|---|---|---|
| California High-Speed Train Program EIR/EIS | Fresno Heavy Maintenance Facility - Existing Intersection Level of Service | Figure 5.4-26 |




California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Existing Intersection Level of Service

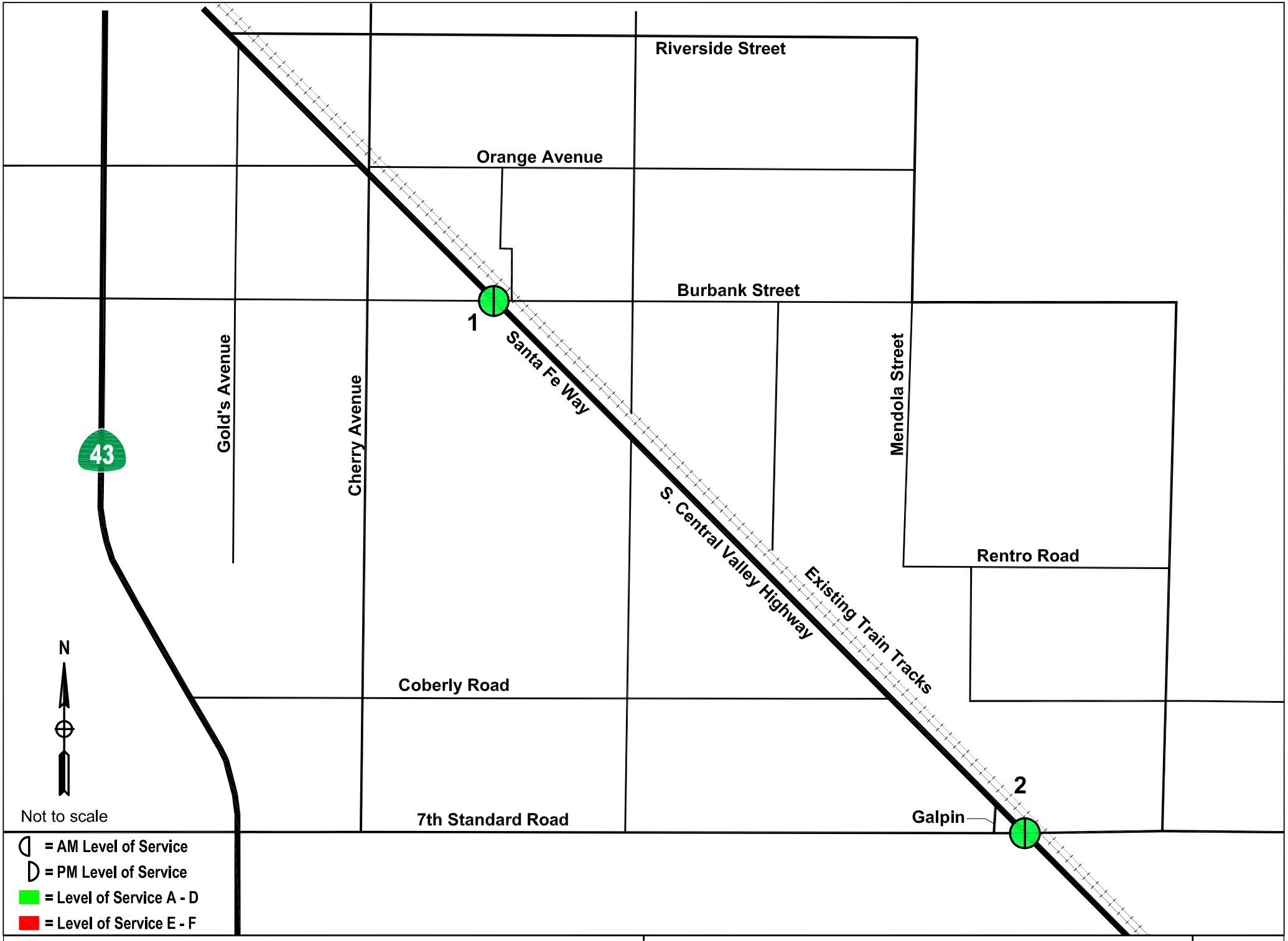
Figure 5.4-27




California High-Speed Train Program EIR/EIS

Wasco Heavy Maintenance Facility - Existing Intersection Level of Service

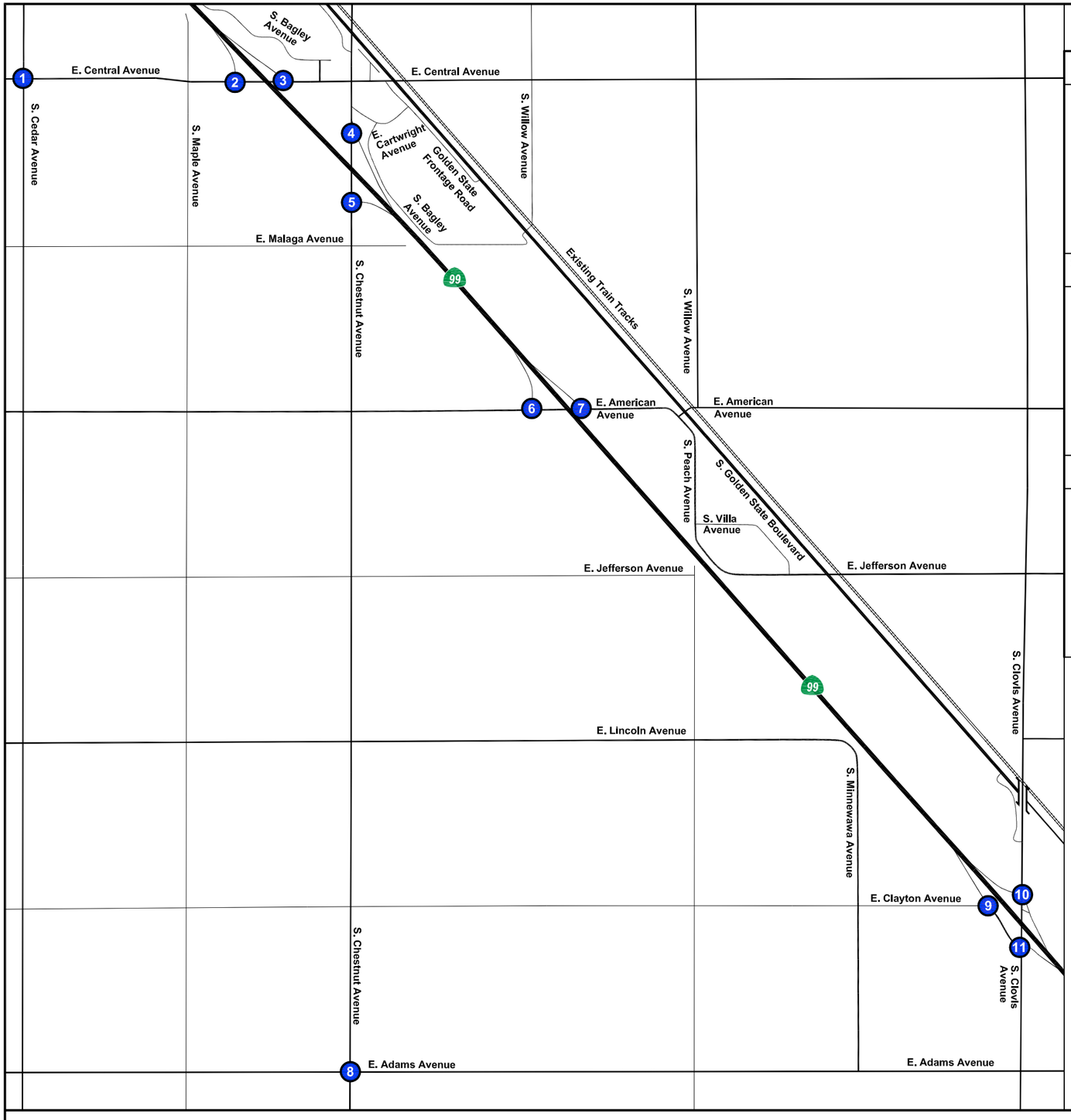
Figure 5.4-28



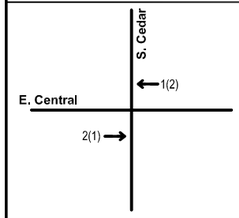

California High-Speed Train Program EIR/EIS

Shafter Heavy Maintenance Facility - Existing Intersection Level of Service

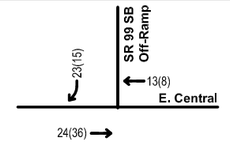
Figure 5.4-29



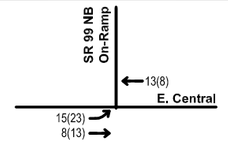

**1. S. Cedar Avenue / E. Central Avenue**



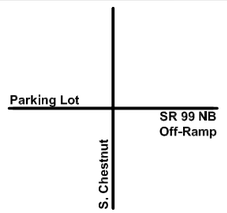

**2. SR 99 SB Off-Ramp / E. Central Avenue**



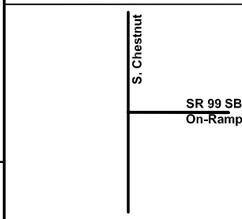

**3. SR 99 NB On-Ramp / E. Central Avenue**



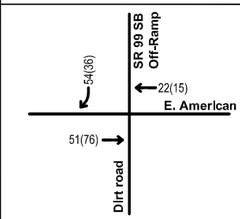

**4. S. Chestnut Avenue / SR 99 NB Off-Ramp**



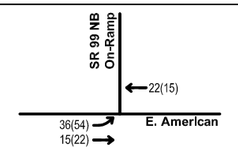

**5. S. Chestnut Avenue / SR 99 SB On-Ramp**



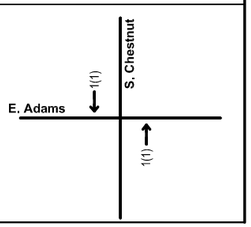

**6. SR 99 SB Off-Ramp / E. American Avenue**



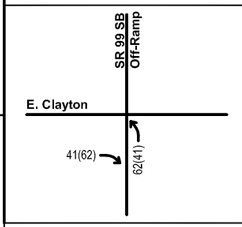

**7. SR 99 NB On-Ramp / E. American Avenue**



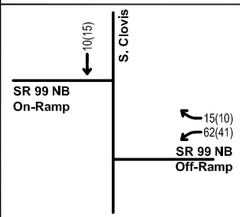

**8. S. Chestnut Avenue / E. Adams Avenue**



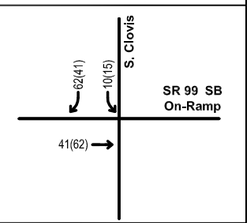

**9. SR 99 SB Off-Ramp / Clayton Avenue**




**10. S. Clovis Avenue / SR 99 NB Ramps**




**11. S. Clovis Avenue / SR 99 SB On-Ramp**




N

Not to scale

X = Signalized Intersection

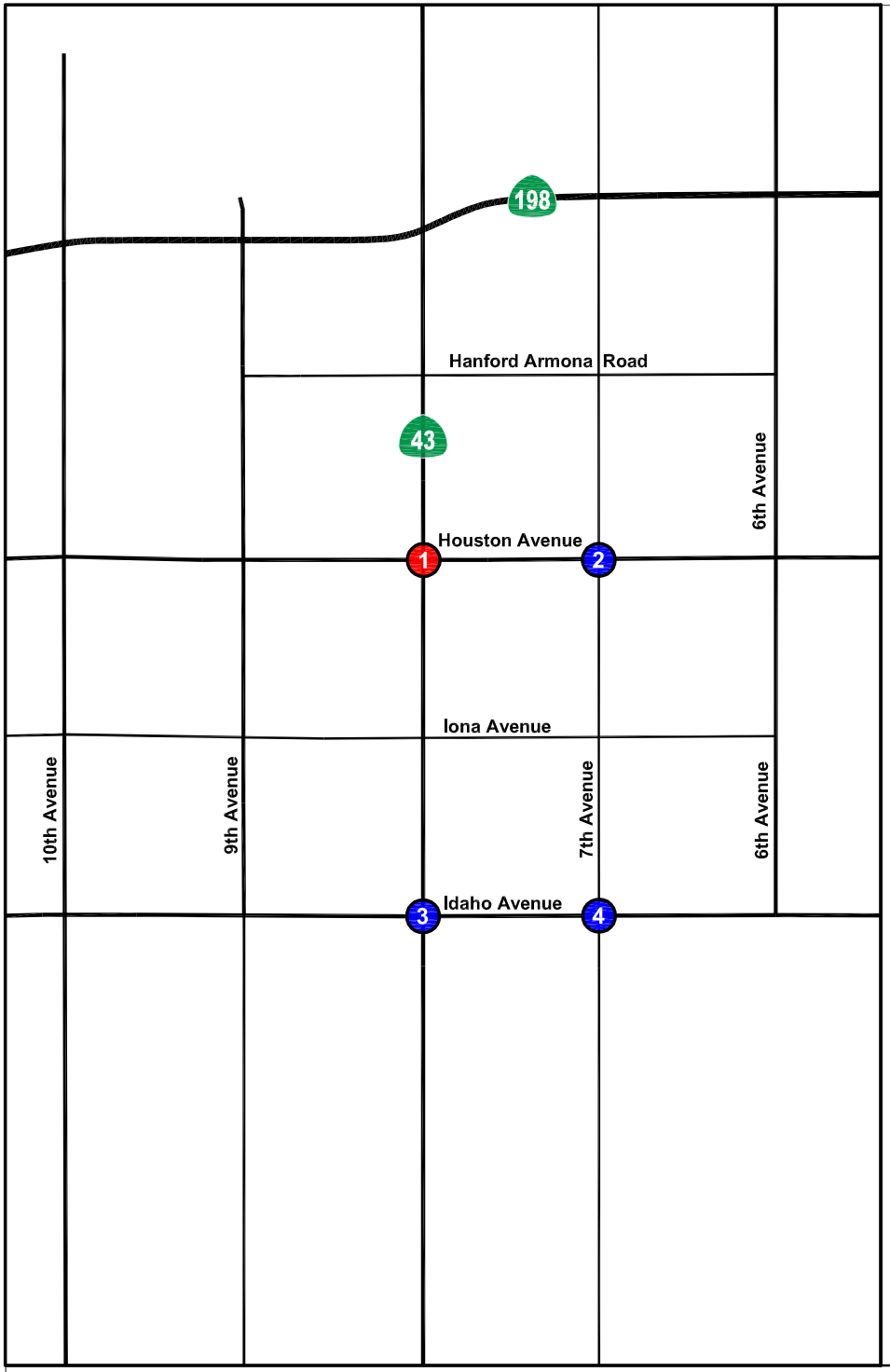
X = Unsignalized Intersection

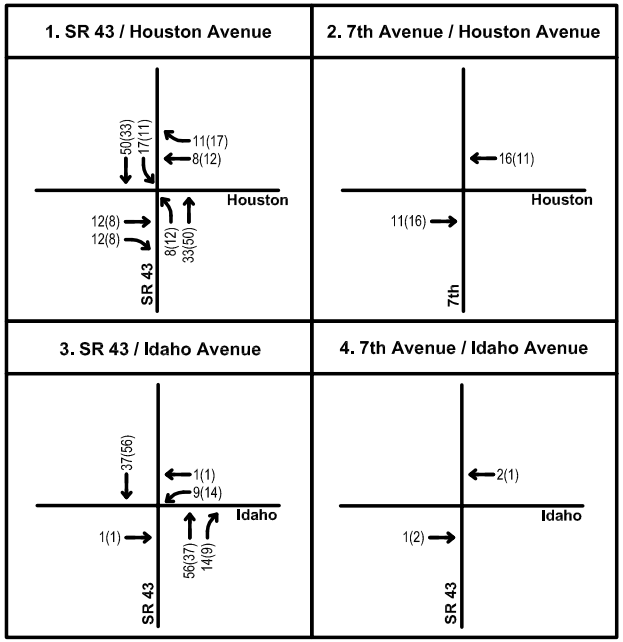
XX(XX) = AM(PM) Project Only Trips

# California High-Speed Train Program EIR/EIS

## Fresno Heavy Maintenance Facility - Project Only Trips

Figure 5.4-30



Not to scale

X = Signalized Intersection

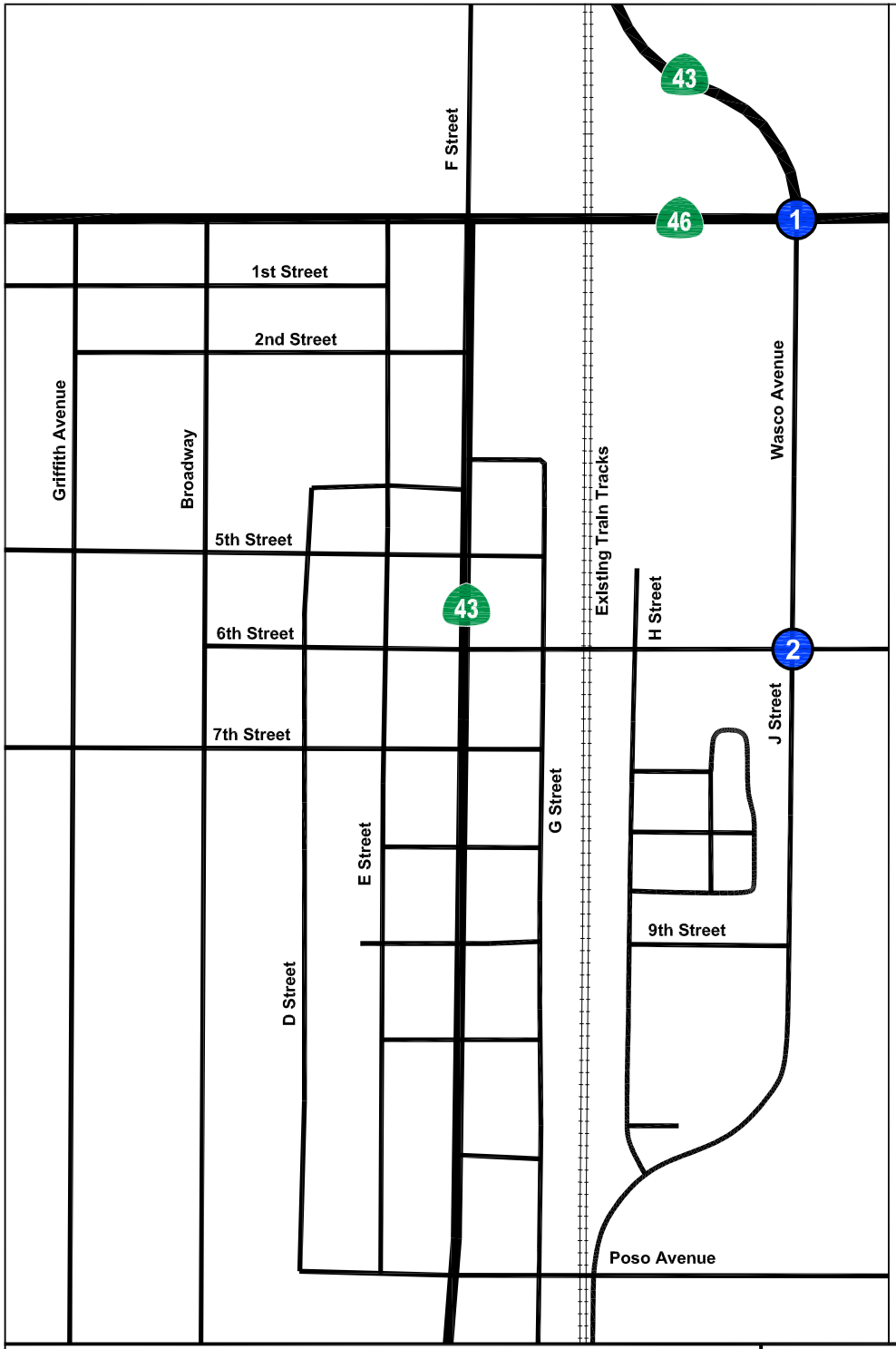
X = Unsignalized Intersection

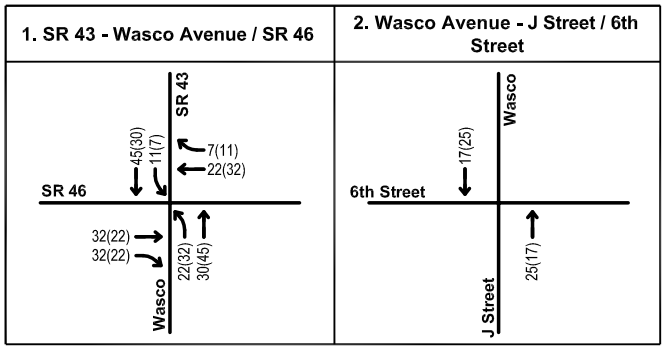
XX(XX) = AM(PM) Project Only Trips

**California High-Speed Train Program EIR/EIS**

**Hanford Heavy Maintenance Facility - Project Only Trips**

**Figure 5.4-31**



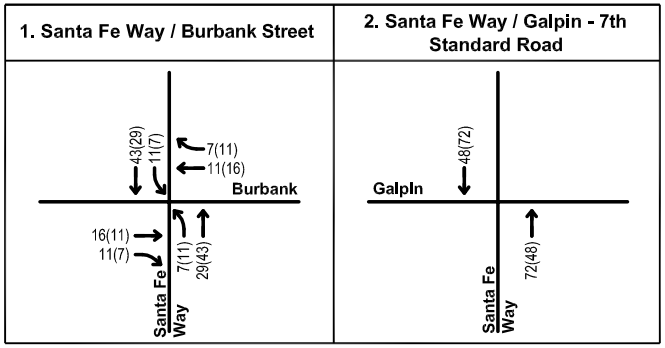
Not to scale

X = Signalized Intersection

X = Unsignalized Intersection

XX(XX) = AM(PM) Project Only Trips

| California High-Speed Train Program EIR/EIS | Wasco Heavy Maintenance Facility - Project Only Trips | Figure 5.4-32 |
|---|---|---|




N

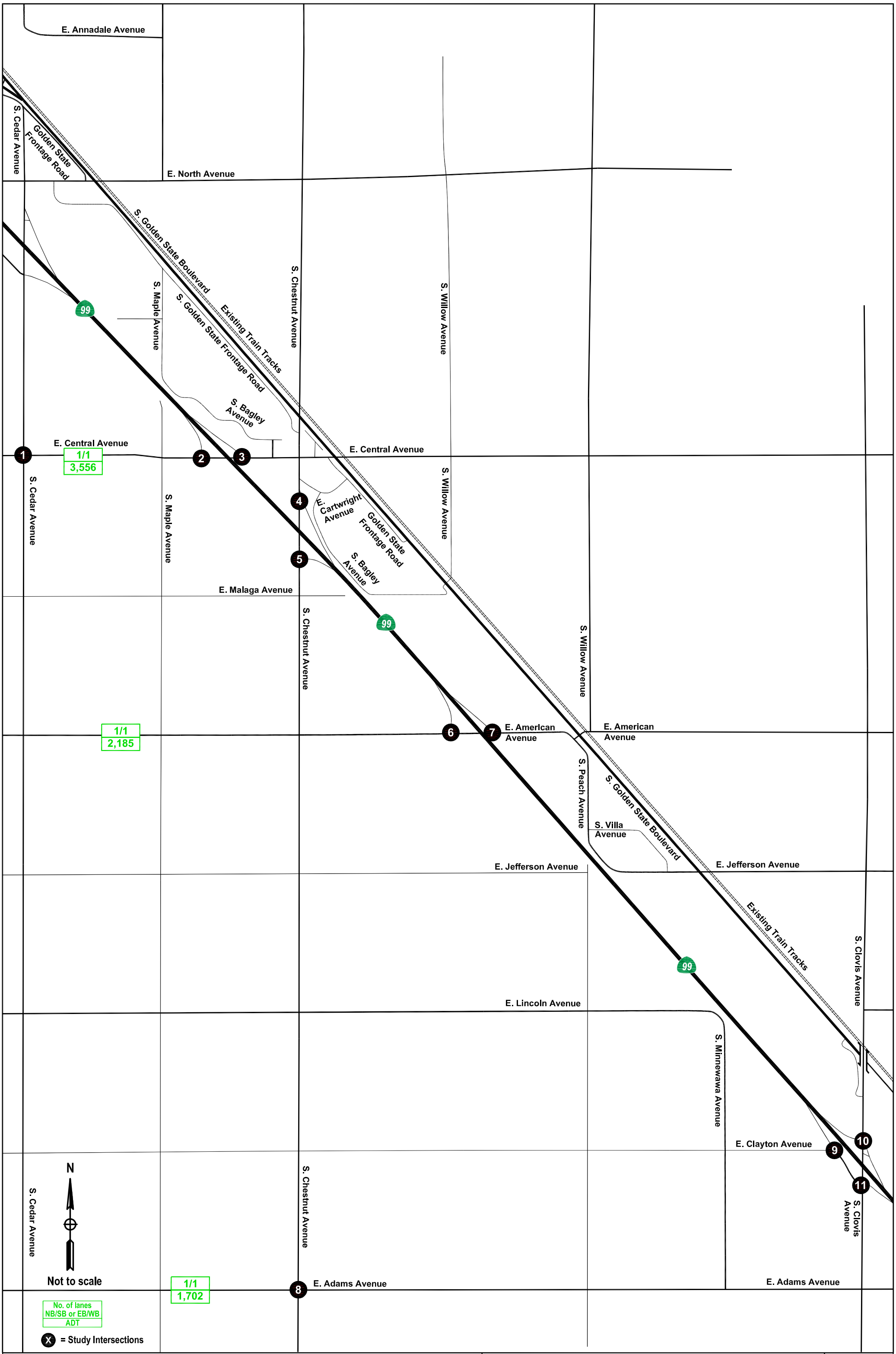
Not to scale

= Signalized Intersection

= Unsignalized Intersection

XX(XX) = AM(PM) Project Only Trips

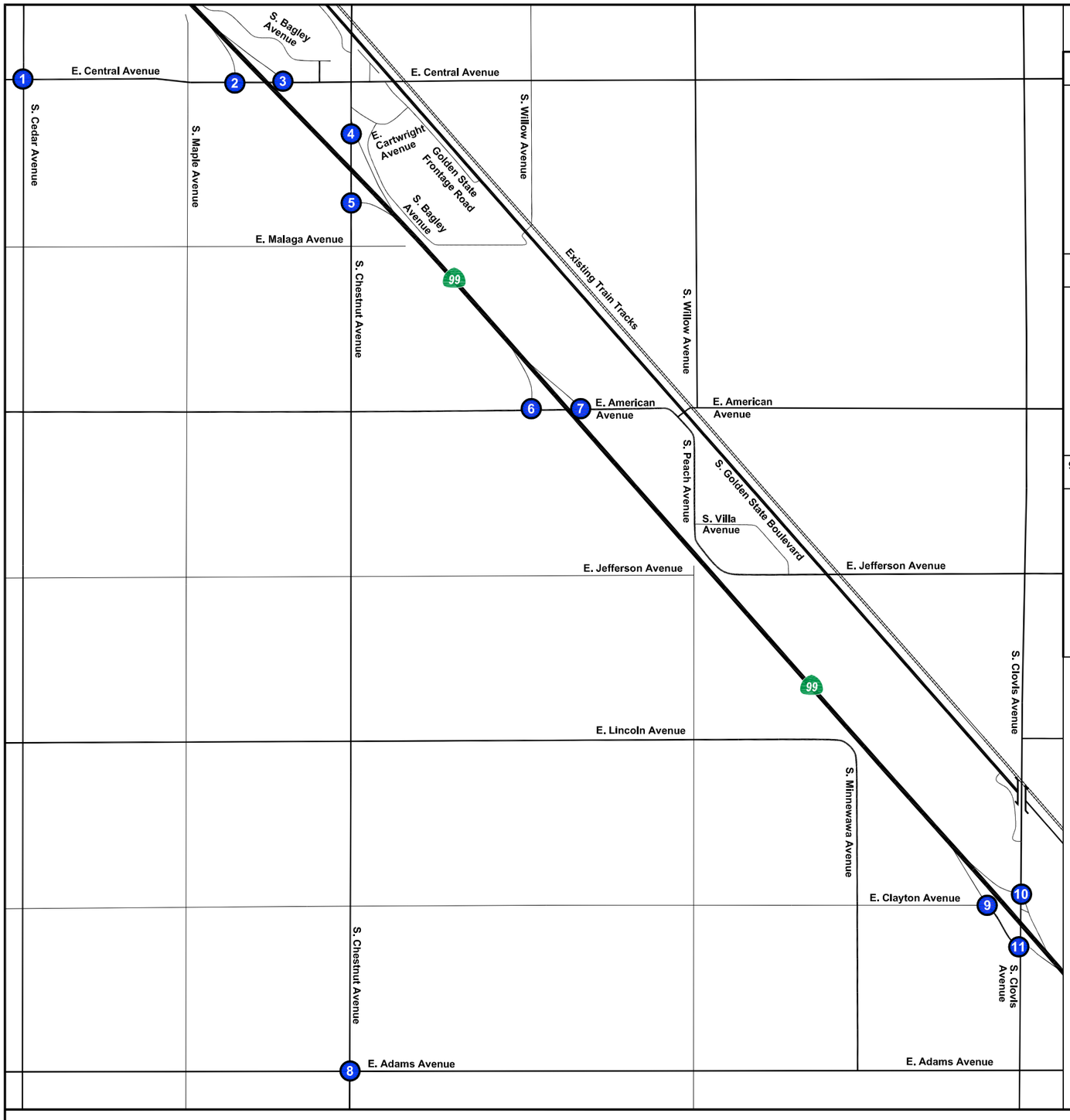
| California High-Speed Train Program EIR/EIS | Shafter Heavy Maintenance Facility - Project Only Trips | Figure 5.4-33 |
|---|---|---|



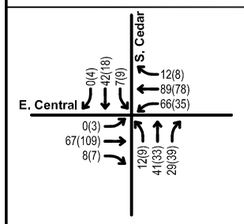

**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Existing plus Project Average Daily Traffic and Number of Lanes**

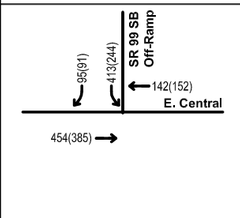
**Figure 5.4-34**



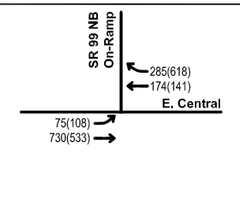

**1. S. Cedar Avenue / E. Central Avenue**



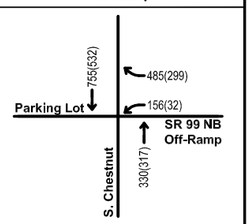

**2. SR 99 SB Off-Ramp / E. Central Avenue**



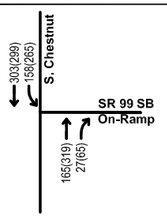

**3. SR 99 NB On-Ramp / E. Central Avenue**



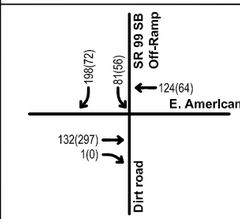

**4. S. Chestnut Avenue / SR 99 NB Off-Ramp**



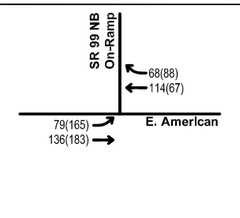

**5. S. Chestnut Avenue / SR 99 SB On-Ramp**



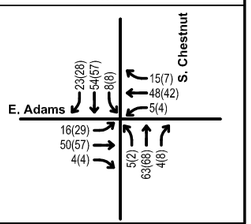

**6. SR 99 SB Off-Ramp / E. American Avenue**



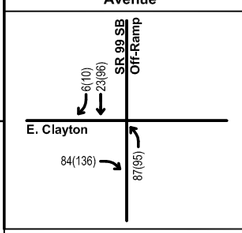

**7. SR 99 NB On-Ramp / E. American Avenue**



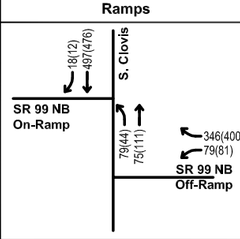

**8. S. Chestnut Avenue / E. Adams Avenue**



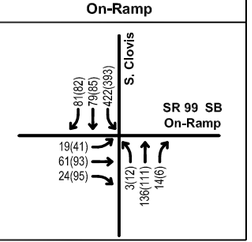

**9. SR 99 SB Off-Ramp / E. Clayton Avenue**




**10. S. Clovis Avenue / SR 99 NB Ramps**




**11. S. Clovis Avenue / SR 99 SB On-Ramp**




N

Not to scale

X = Signalized Intersection

X = Unsignalized Intersection

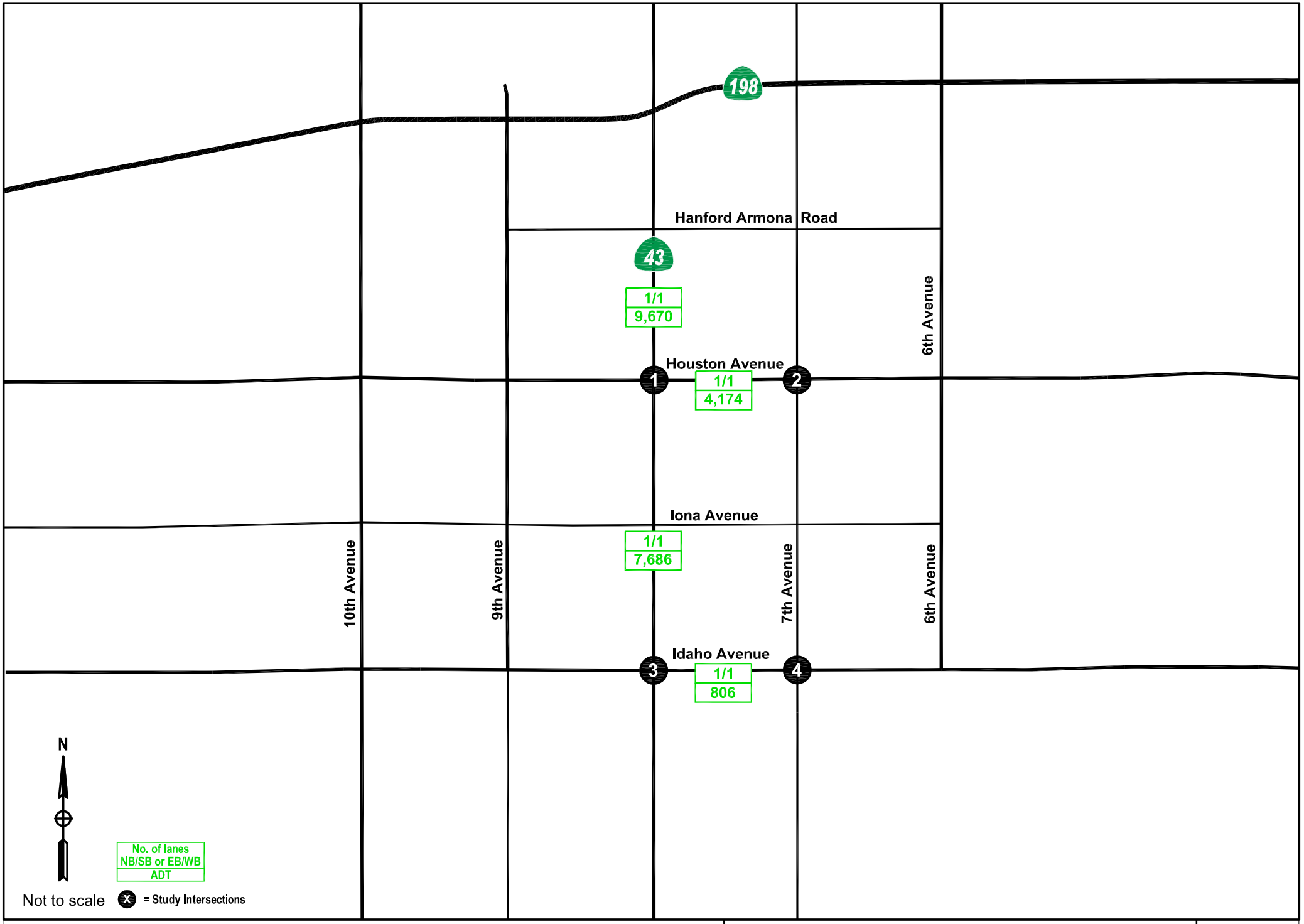
XX(XX) = AM(PM) Peak Hour Volumes

**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Existing plus Project Peak Hour Turning Movement Volumes**

**Figure 5.4-35**

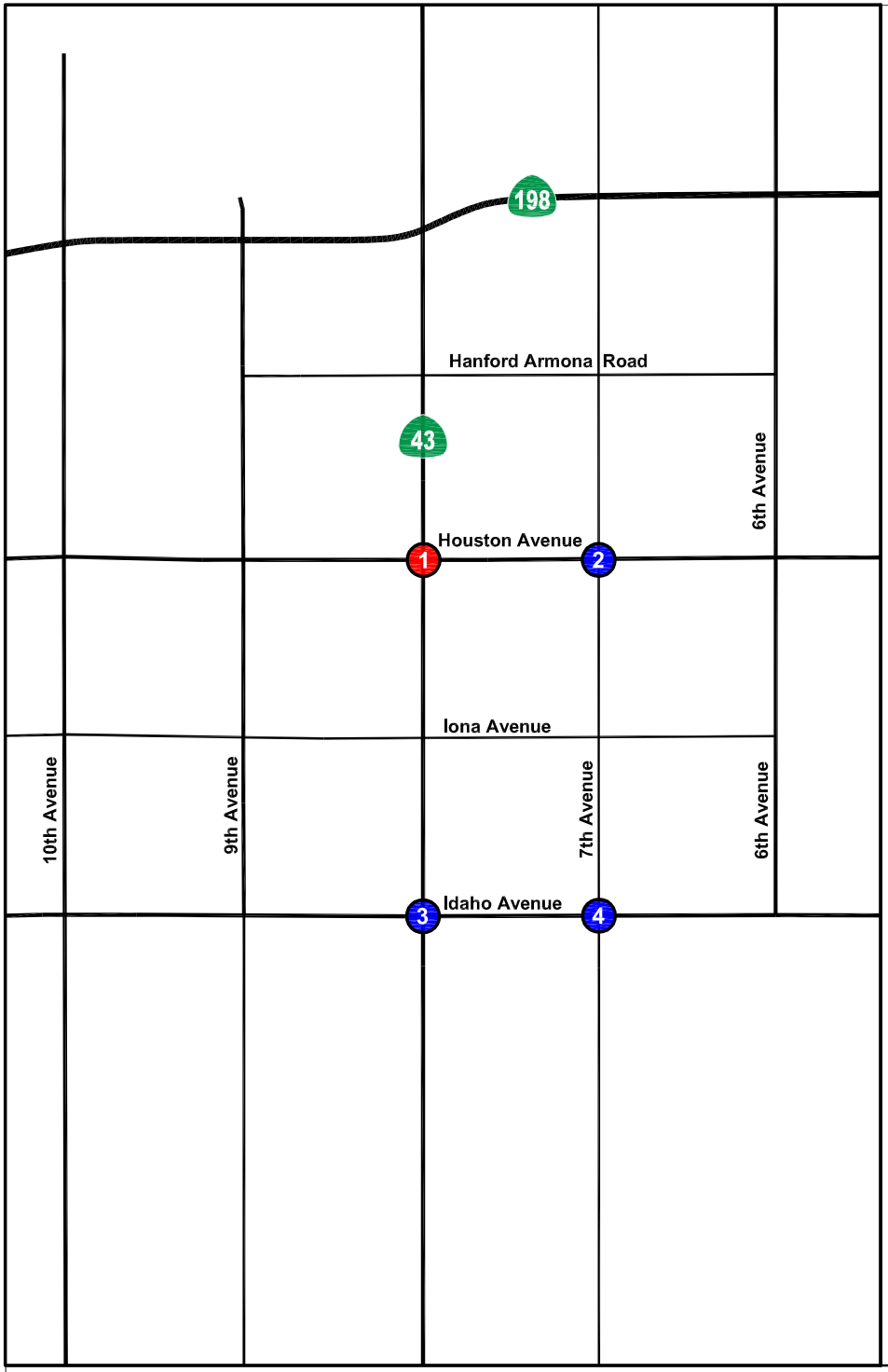
| | | |
|---|---|---|
| California High-Speed Train Program EIR/EIS | Fresno Heavy Maintenance Facility - Existing plus Project Intersection Level of Service | Figure 5.4-36 |

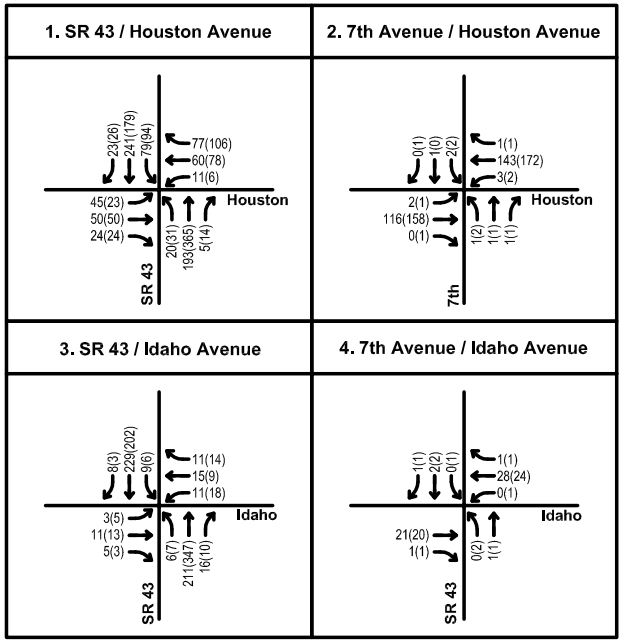



**California High-Speed Train Program EIR/EIS**

**Hanford Heavy Maintenance Facility - Existing plus Project Average Daily Traffic and Number of Lanes**

Figure 5.4-37



Not to scale

X = Signalized Intersection

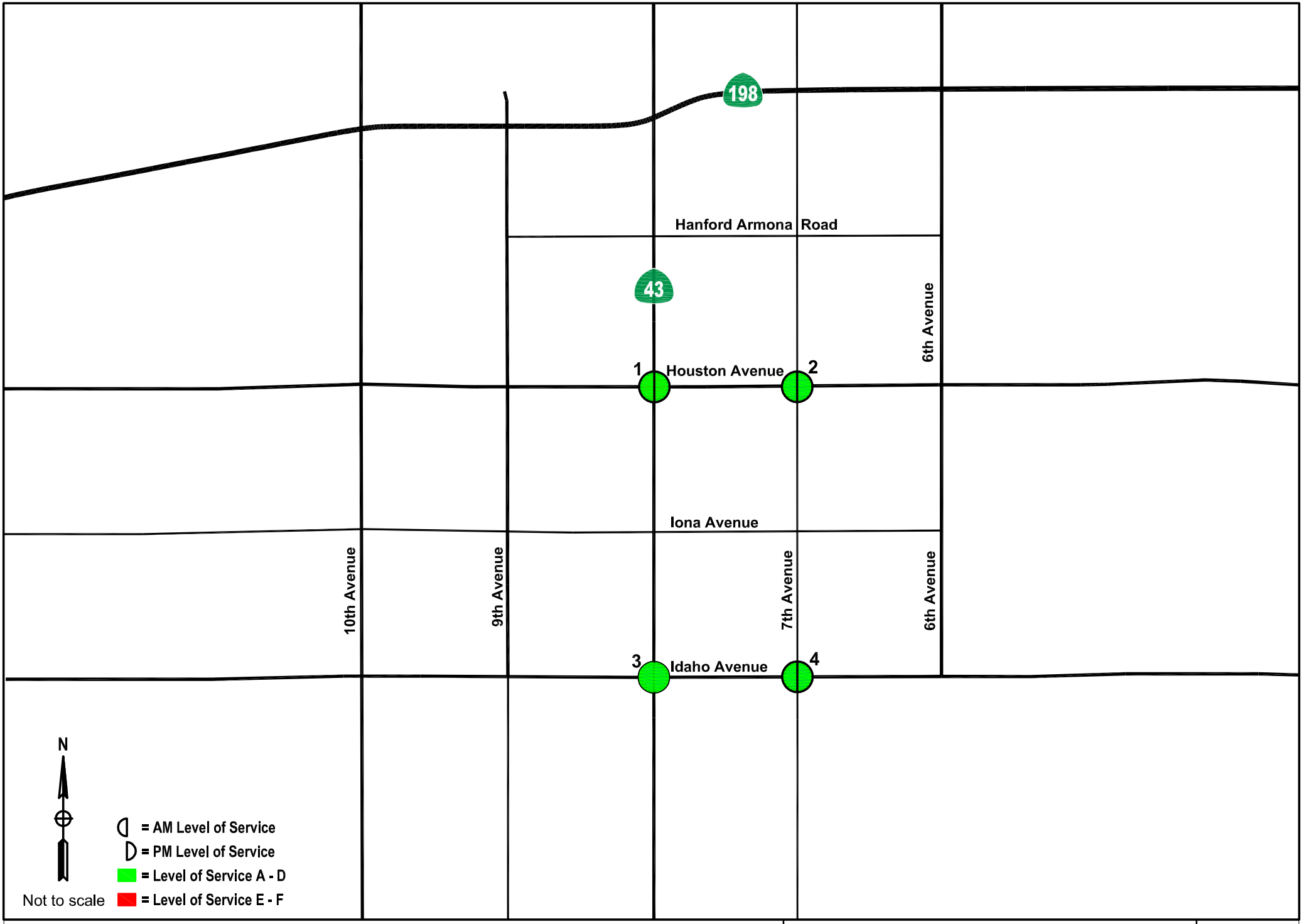
X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

California High-Speed Train Program EIR/EIS

**Hanford Heavy Maintenance Facility - Existing plus Project Peak Hour Turning Movement Volumes**

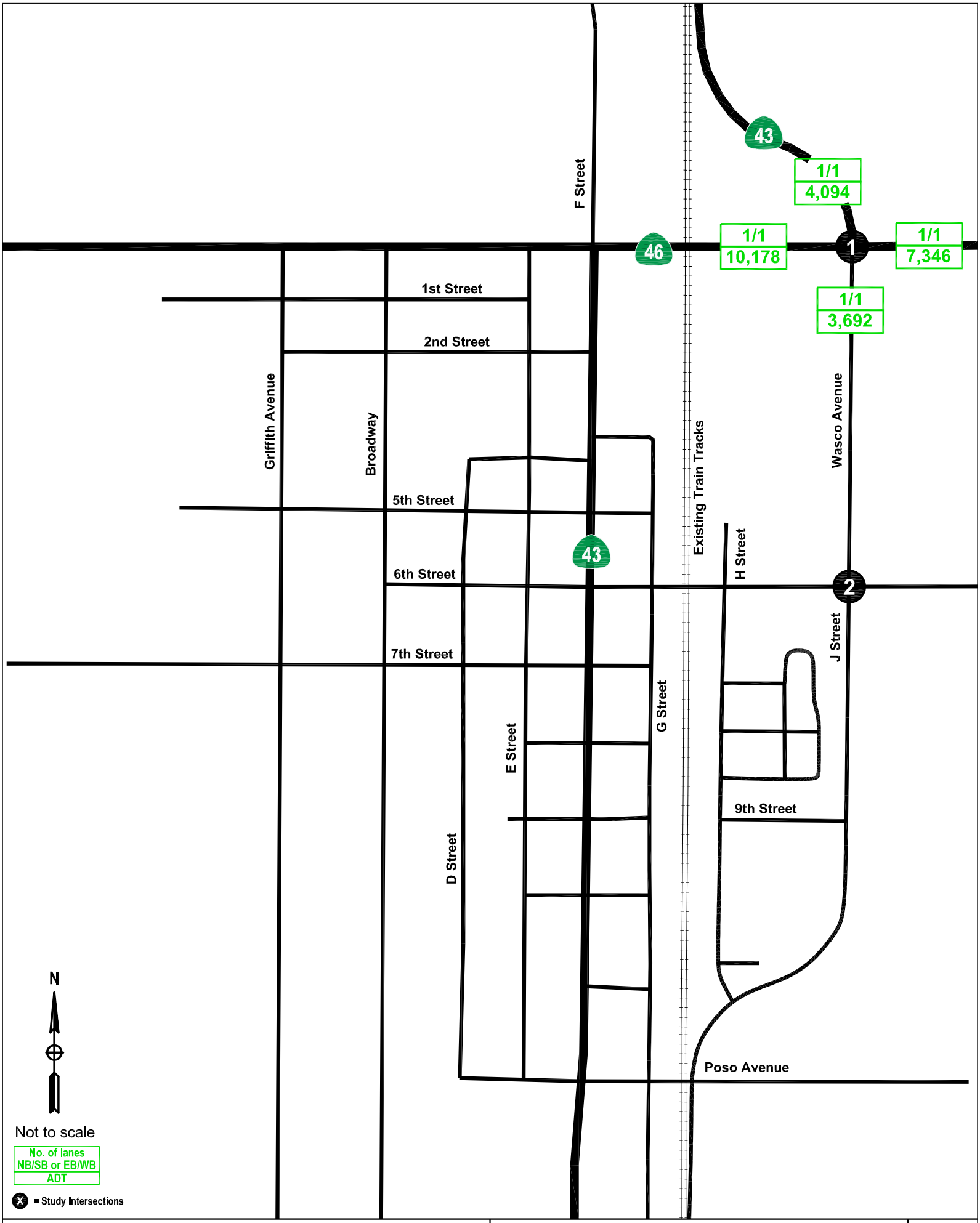
Figure 5.4-38




California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Existing plus Project Intersection Level of Service

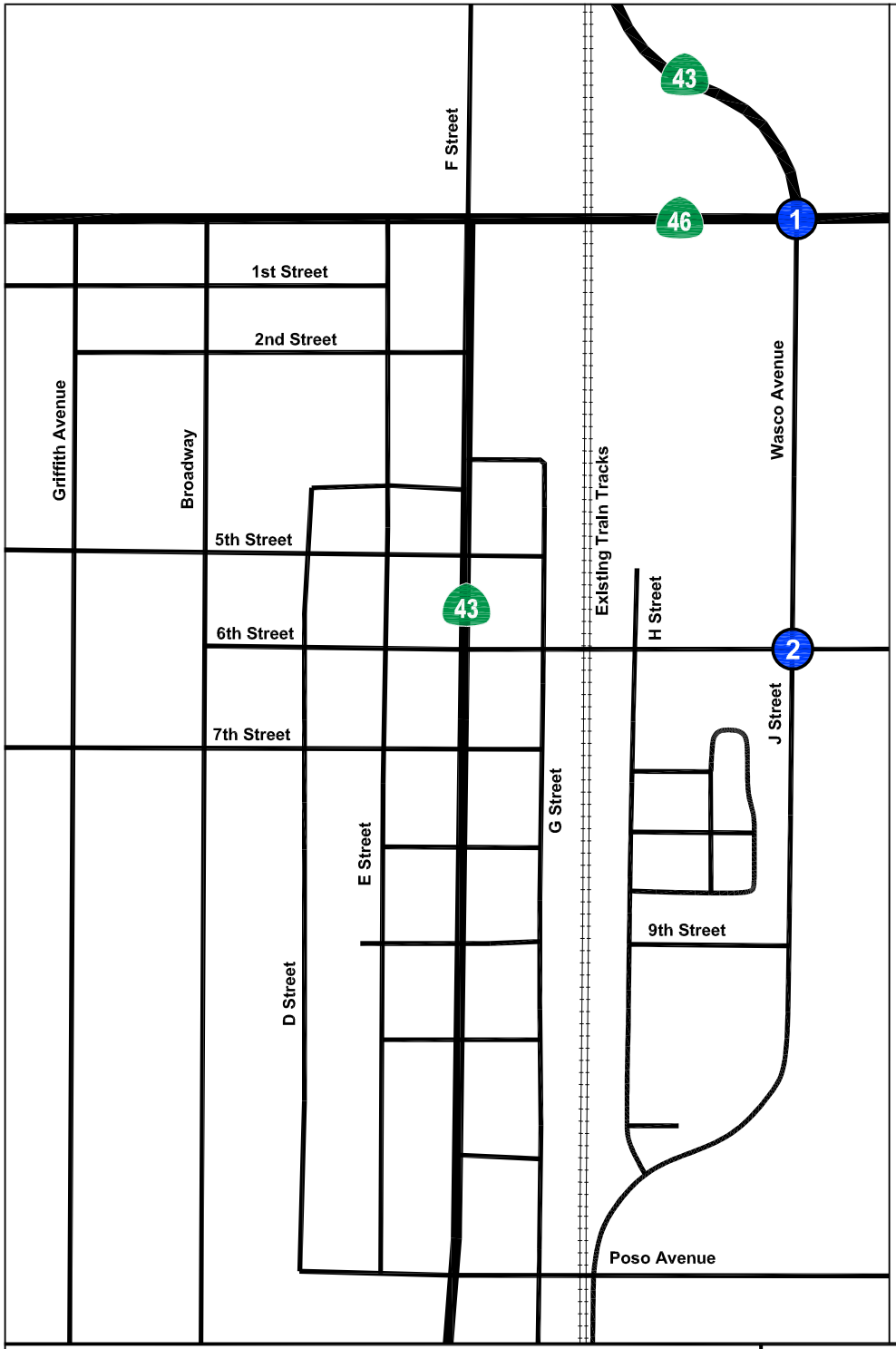
Figure 5.4-39

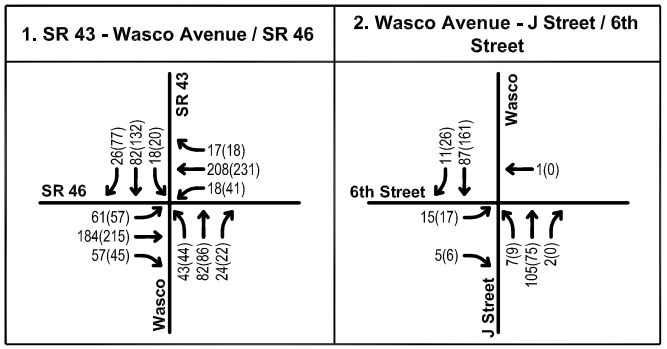



California High-Speed Train Program EIR/EIS

Wasco Heavy Maintenance Facility - Existing plus Project
Average Daily Traffic and Number of Lanes

Figure 5.4-40



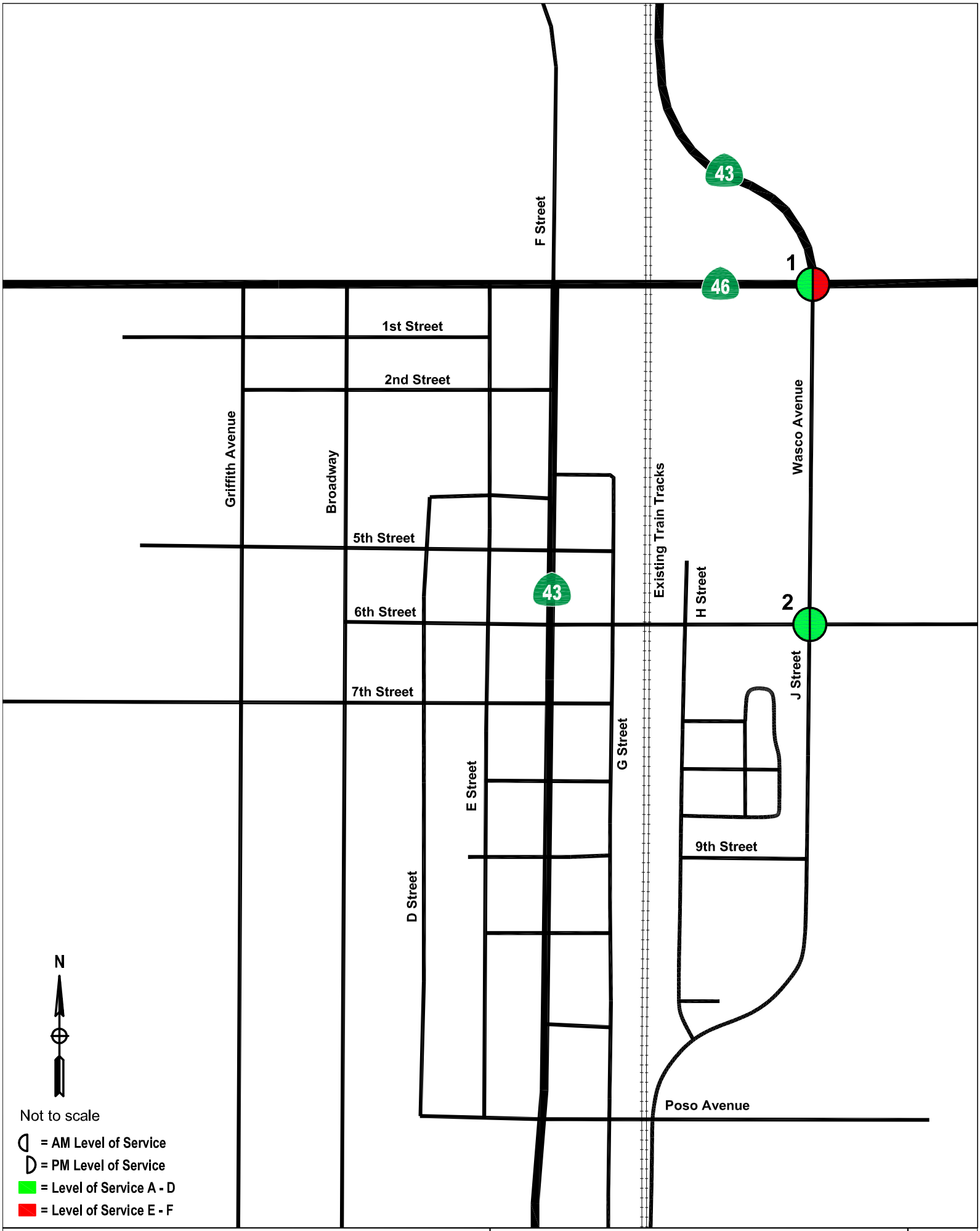
Not to scale

X = Signalized Intersection

X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

| California High-Speed Train Program EIR/EIS | Wasco Heavy Maintenance Facility - Existing plus Project Peak Hour Turning Movement Volumes | Figure 5.4-41 |
|---|---|---|




California High-Speed Train Program EIR/EIS

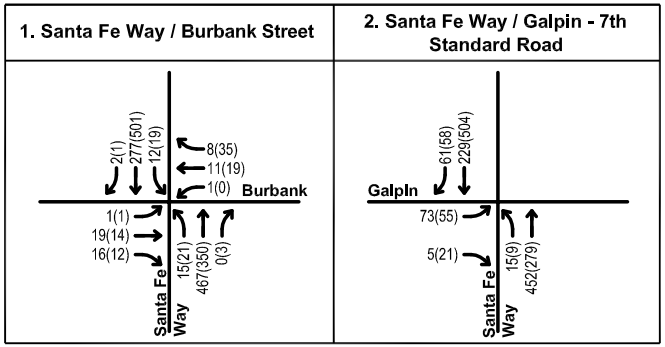
Wasco Heavy Maintenance Facility - Existing plus Project Intersection Level of Service

Figure 5.4-42

California High-Speed Train Program EIR/EIS

Shafter Heavy Maintenance Facility - Existing plus Project Average Daily Traffic and Number of Lanes

Figure 5.4-43




N

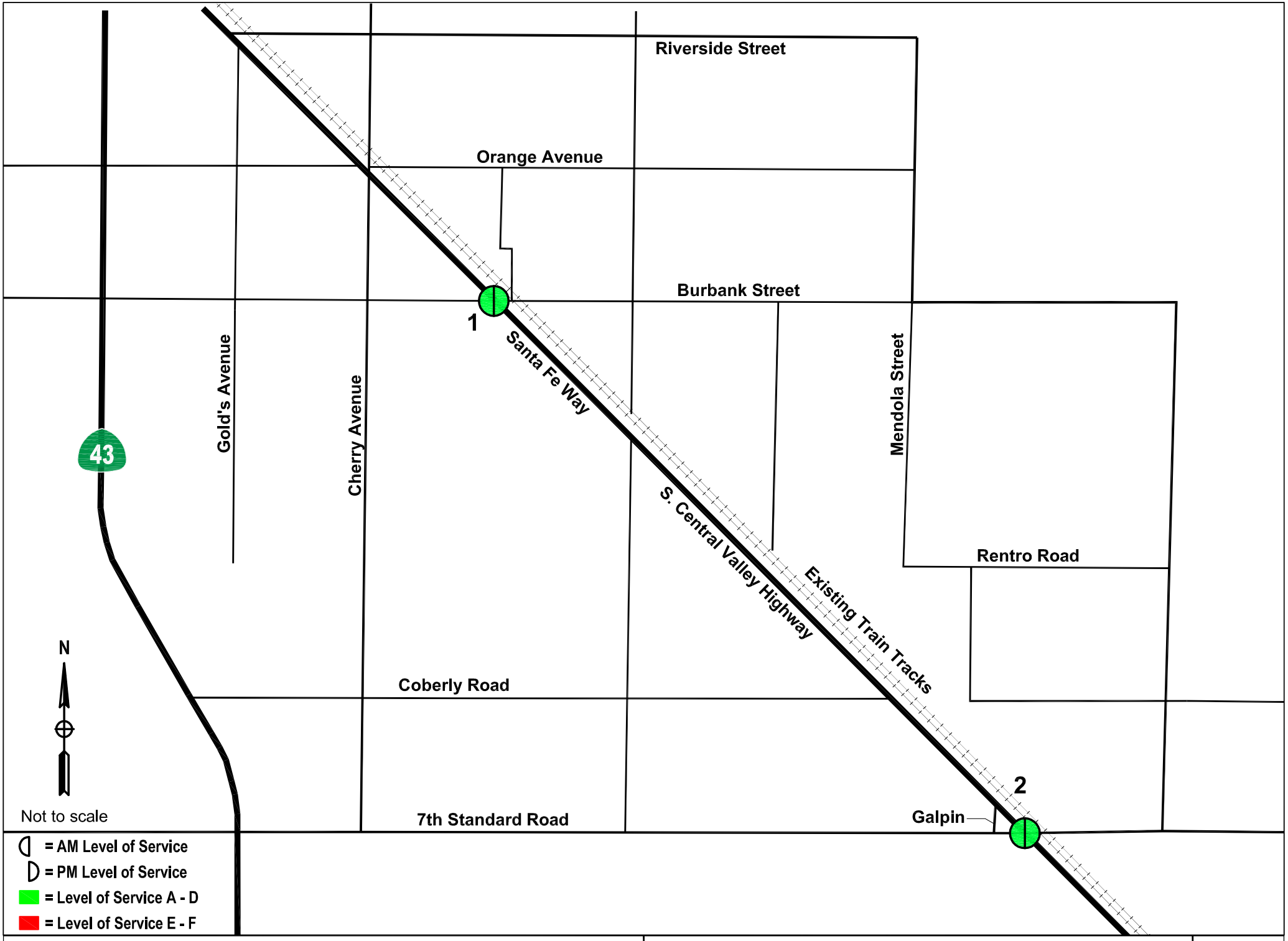
Not to scale

X = Signalized Intersection

X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

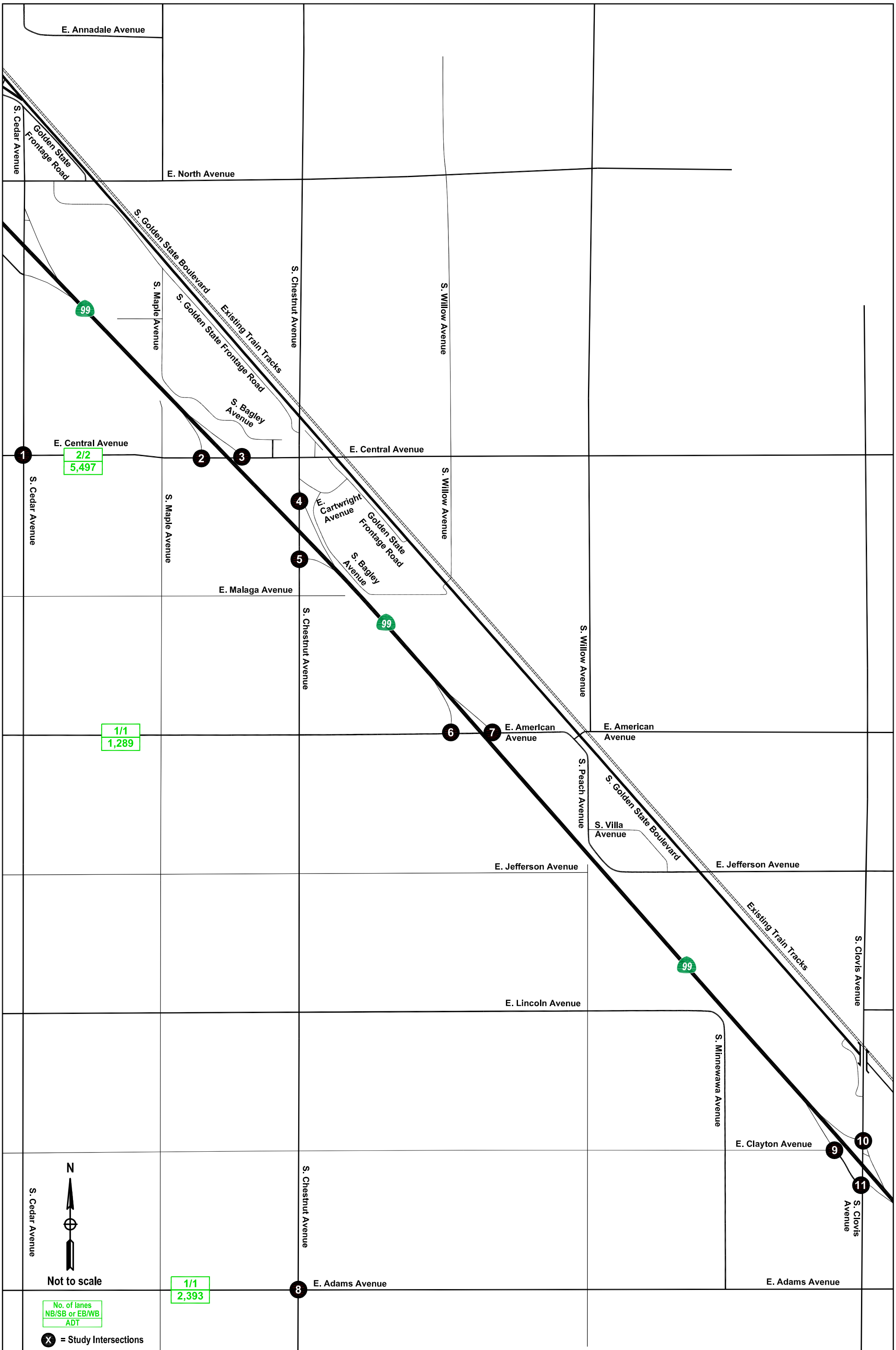
| California High-Speed Train Program EIR/EIS | Shafter Heavy Maintenance Facility - Existing plus Project Peak Hour Turning Movement Volumes | Figure 5.4-44 |
|---|---|---|




California High-Speed Train Program EIR/EIS

Shafter Heavy Maintenance Facility - Existing plus Project Intersection Level of Service

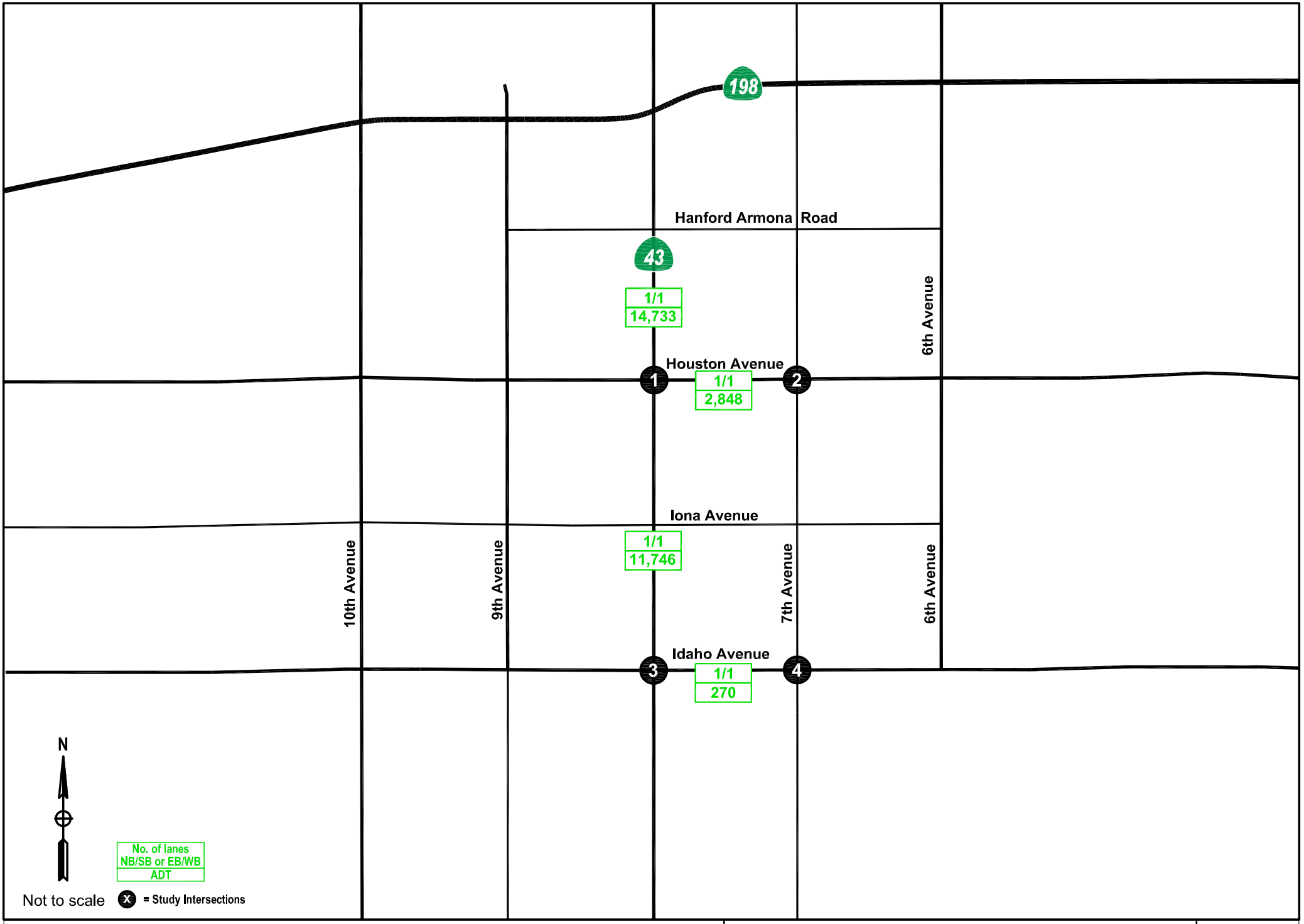
Figure 5.4-45




**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Year 2035 No Build**
**Average Daily Traffic and Number of Lanes**

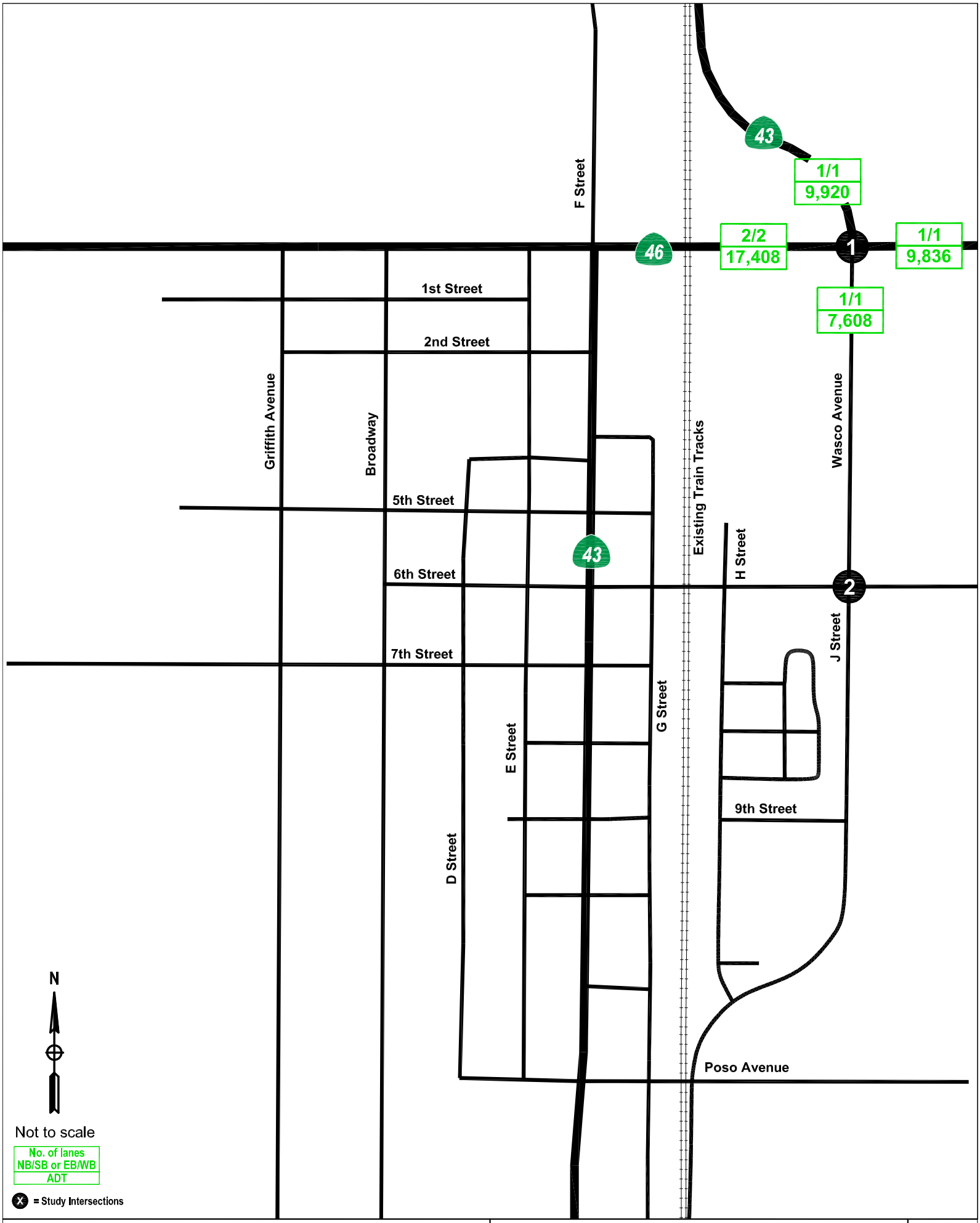
**Figure 5.4-46**




**California High-Speed Train Program EIR/EIS**

**Hanford Heavy Maintenance Facility - Year 2035 No Build Average Daily Traffic and Number of Lanes**

Figure 5.4-47




California High-Speed Train Program EIR/EIS

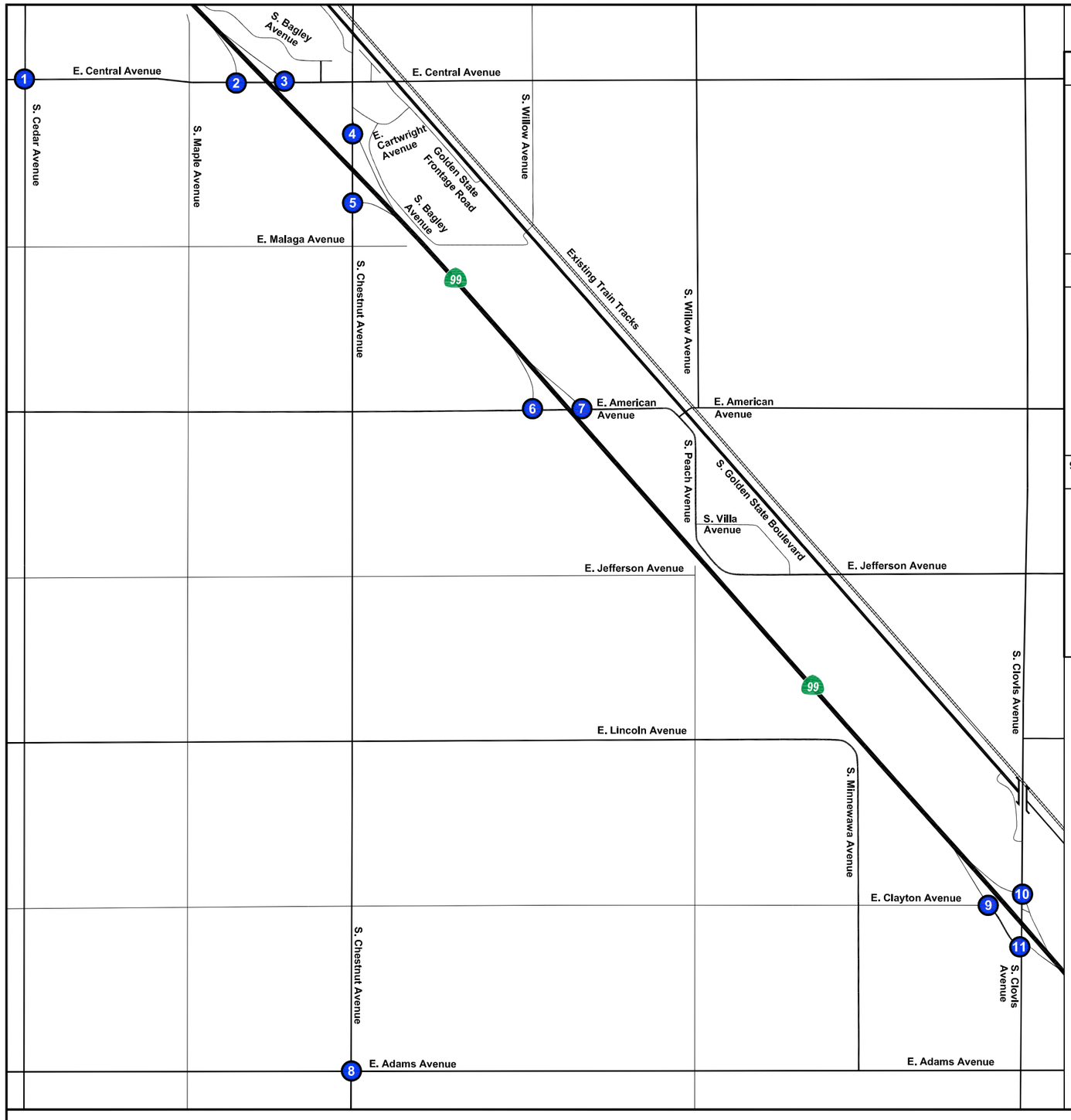
Wasco Heavy Maintenance Facility - Year 2035 No Build
Average Daily Traffic and Number of Lanes

Figure 5.4-48

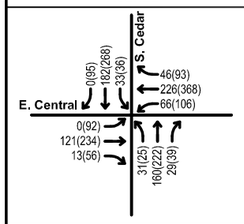
California High-Speed Train Program EIR/EIS

Shafter Heavy Maintenance Facility - Year 2035 No Build Average Daily Traffic and Number of Lanes

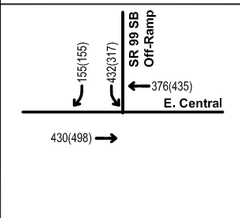
Figure 5.4-49



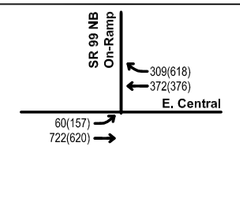

**1. S. Cedar Avenue / E. Central Avenue**



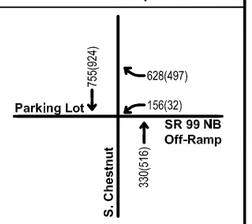

**2. SR 99 SB Off-Ramp / E. Central Avenue**



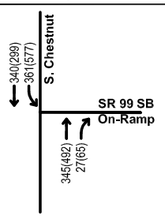

**3. SR 99 NB On-Ramp / E. Central Avenue**



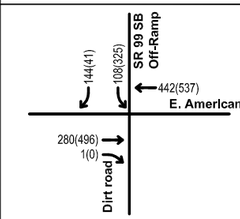

**4. S. Chestnut Avenue / SR 99 NB Off-Ramp**



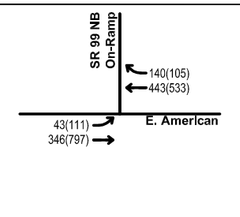

**5. S. Chestnut Avenue / SR 99 SB On-Ramp**



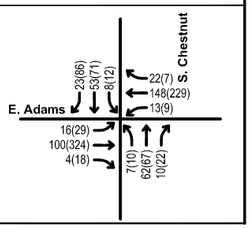

**6. SR 99 SB Off-Ramp / E. American Avenue**



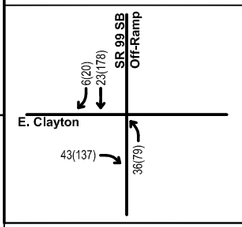

**7. SR 99 NB On-Ramp / E. American Avenue**



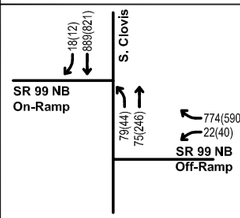

**8. S. Chestnut Avenue / E. Adams Avenue**



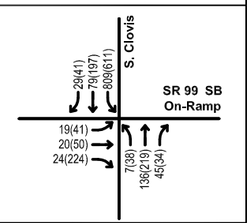

**9. SR 99 SB Off-Ramp / E. Clayton Avenue**




**10. S. Clovis Avenue / SR 99 NB Ramps**




**11. S. Clovis Avenue / SR 99 SB On-Ramp**




N

Not to scale

X = Signalized Intersection

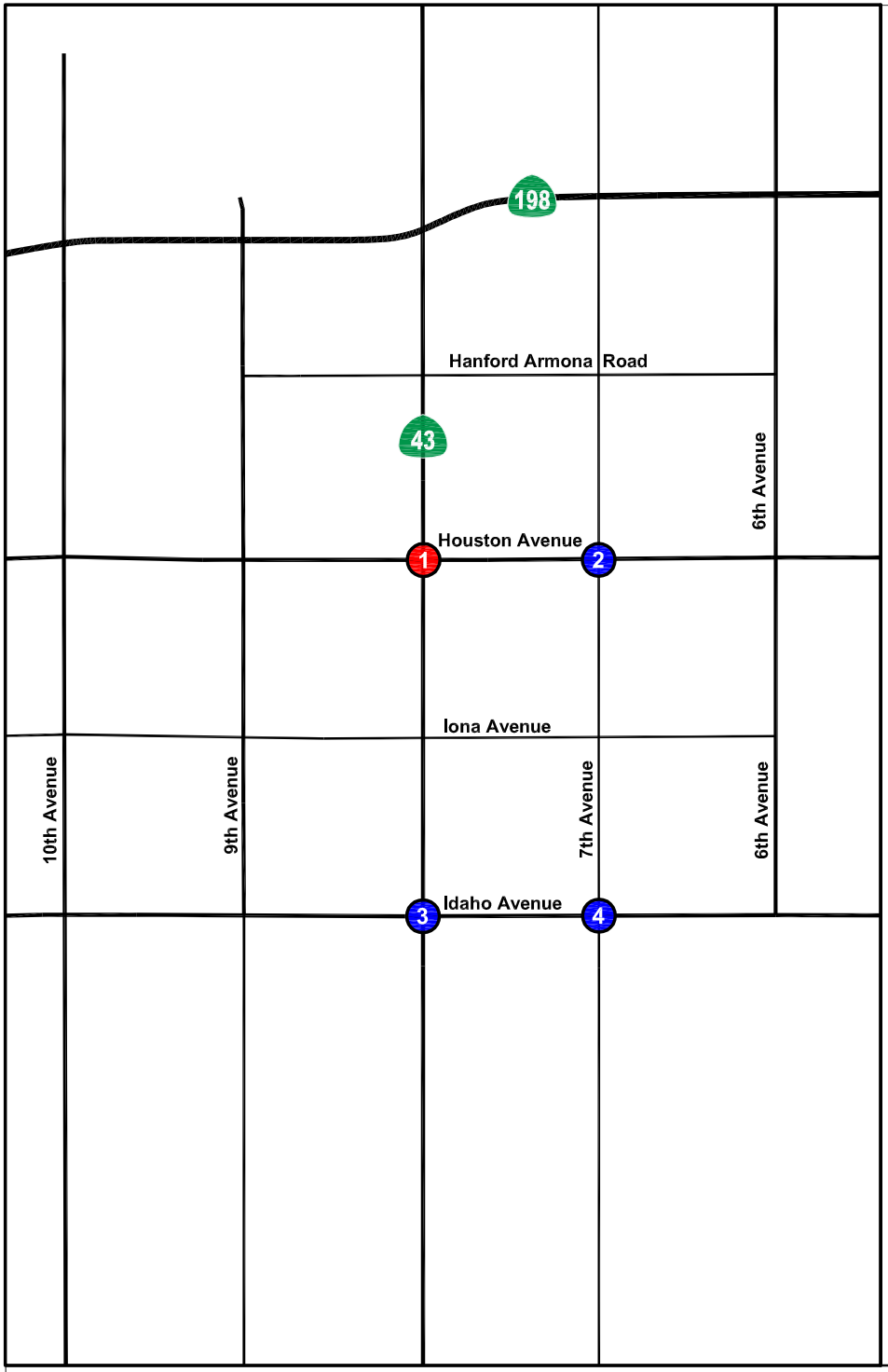
X = Unsignalized Intersection

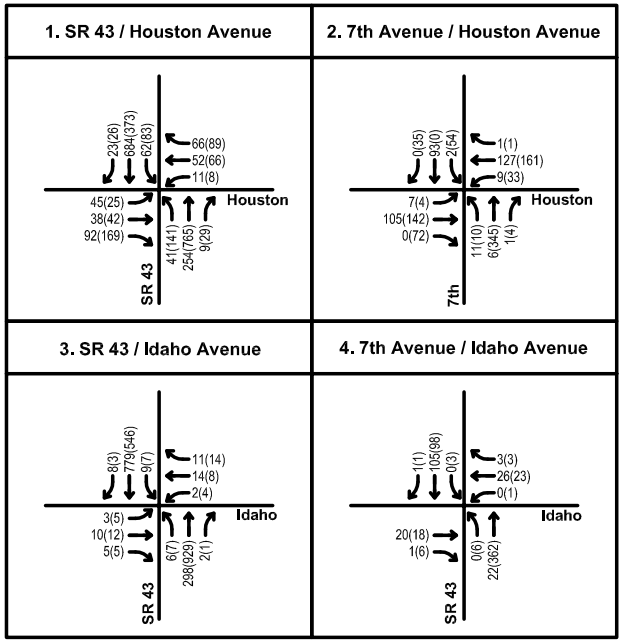
XX(XX) = AM(PM) Peak Hour Volumes

**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Year 2035**
**No Build Peak Hour Turning Movement Volumes**

**Figure 5.4-50**



Not to scale

X = Signalized Intersection

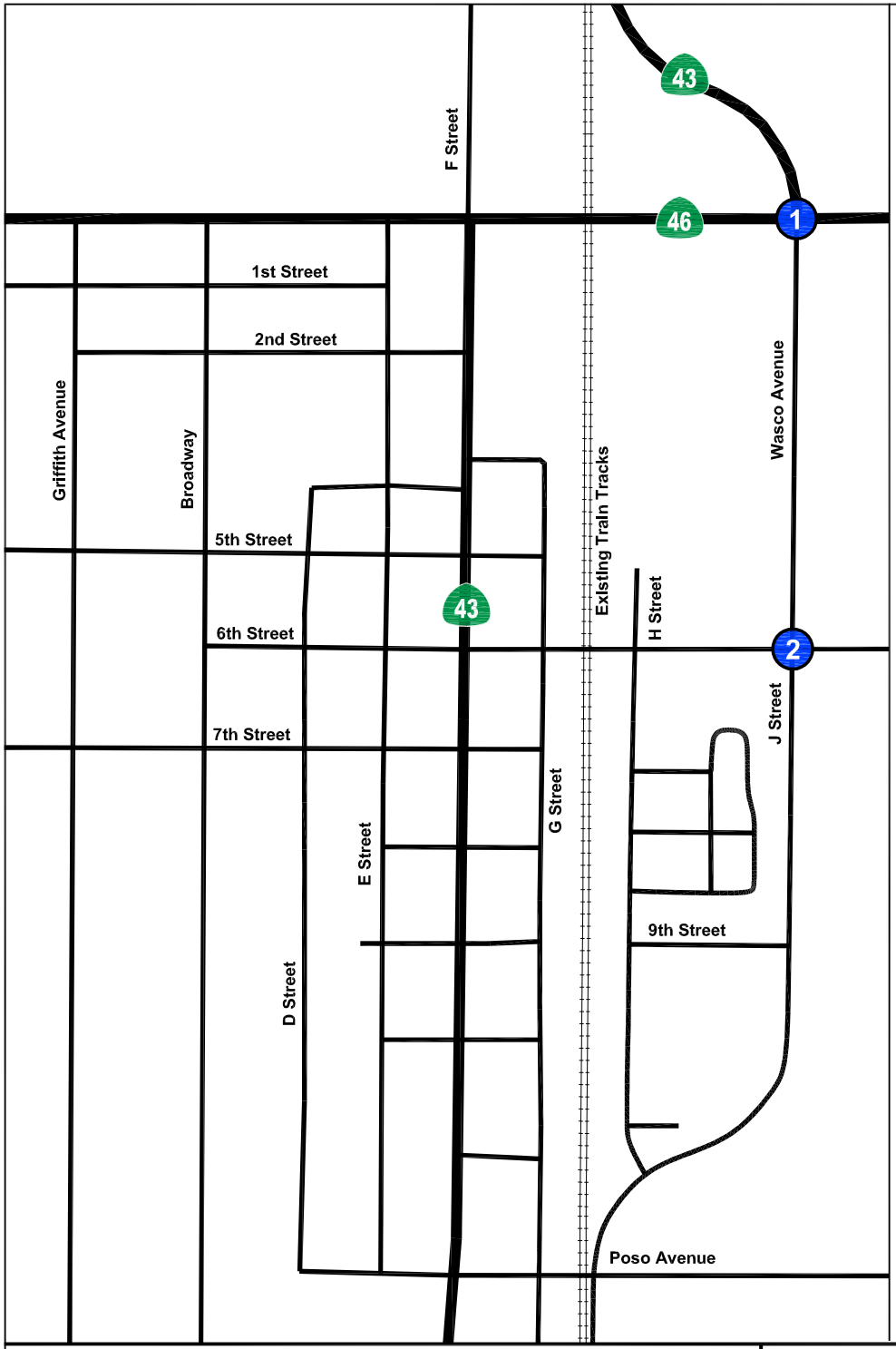
X = Unsignalized Intersection

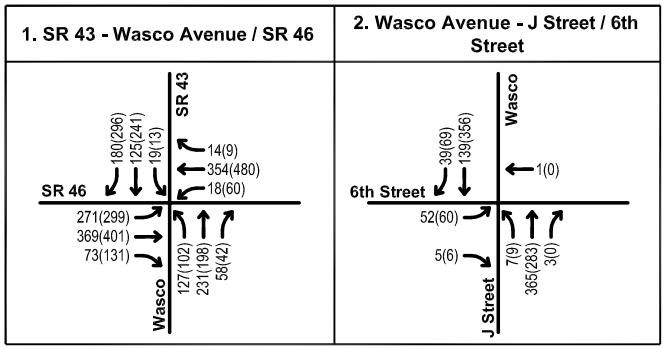
XX(XX) = AM(PM) Peak Hour Volumes

California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Year 2035 No Build Peak Hour Turning Movement Volumes

Figure 5.4-51



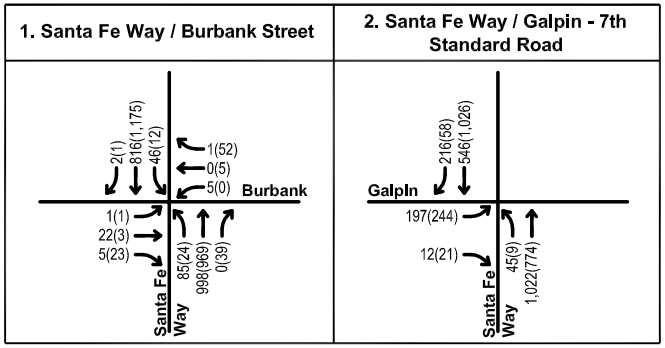
Not to scale

X = Signalized Intersection

X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

| California High-Speed Train Program EIR/EIS | Wasco Heavy Maintenance Facility - Year 2035 No Build Peak Hour Turning Movement Volumes | Figure 5.4-52 |
|---|---|---|




N

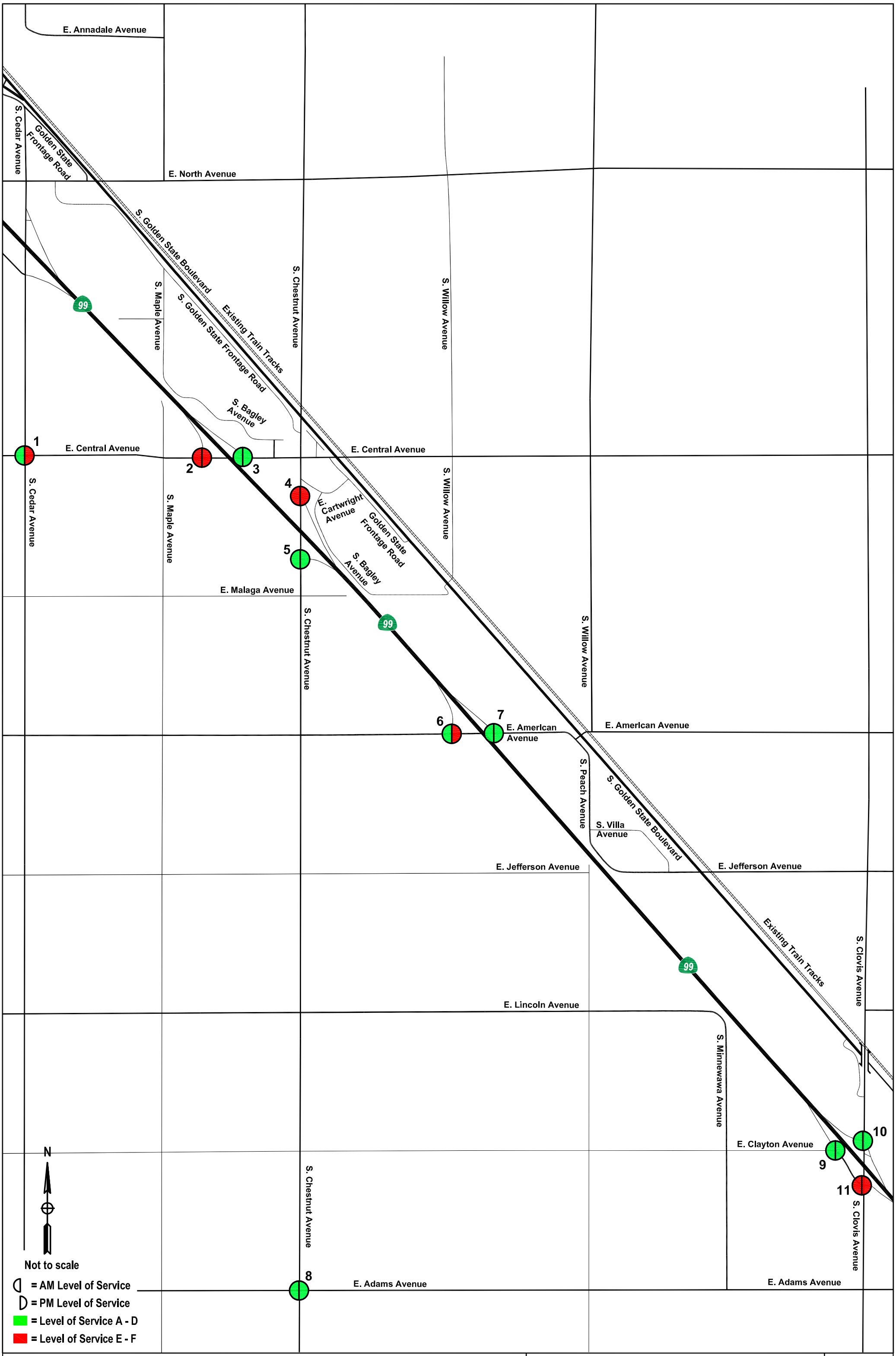
Not to scale

= Signalized Intersection

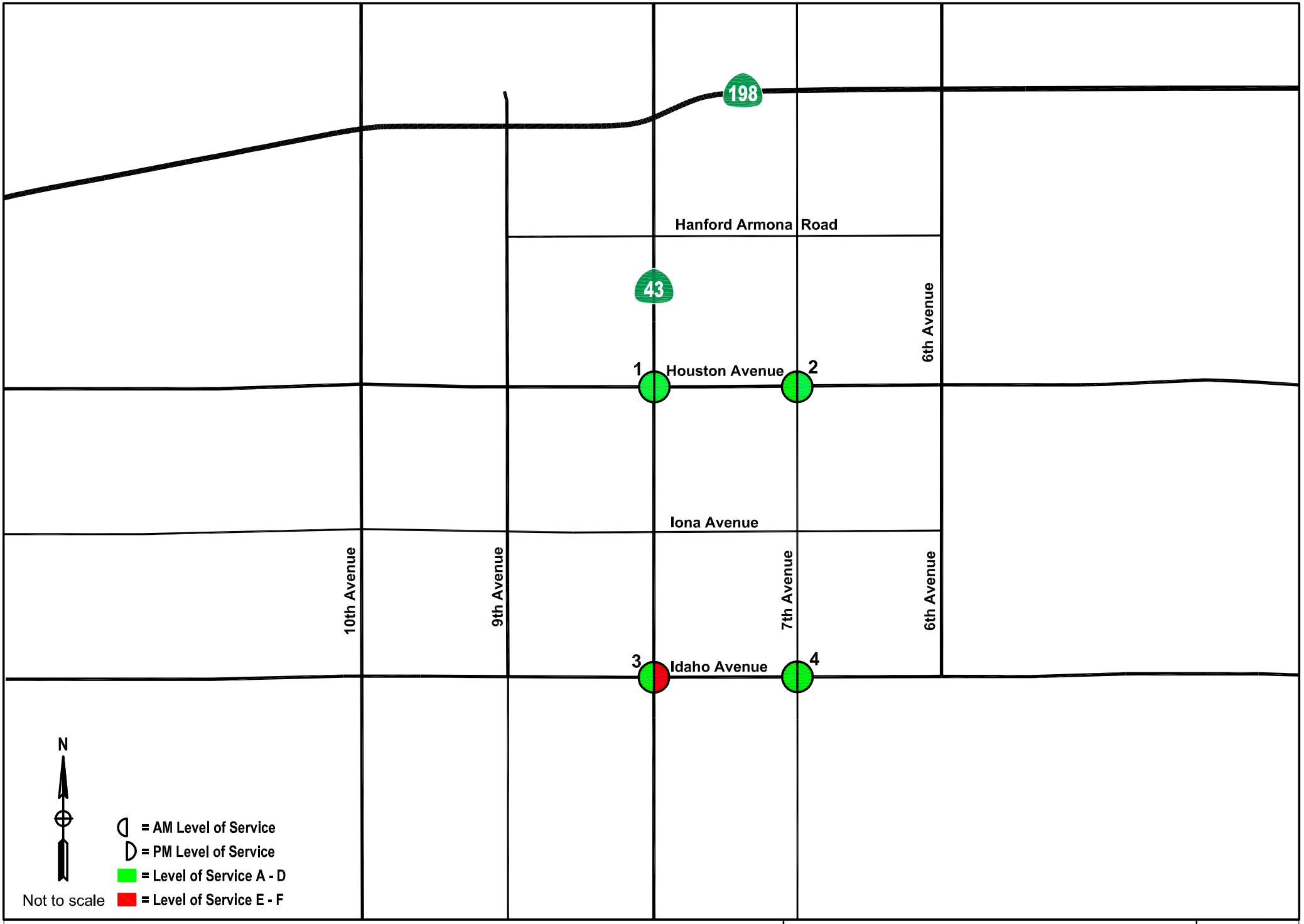
= Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

| California High-Speed Train Program EIR/EIS | Shafter Heavy Maintenance Facility - Year 2035 No Build Peak Hour Turning Movement Volumes | Figure 5.4-53 |
|---|---|---|



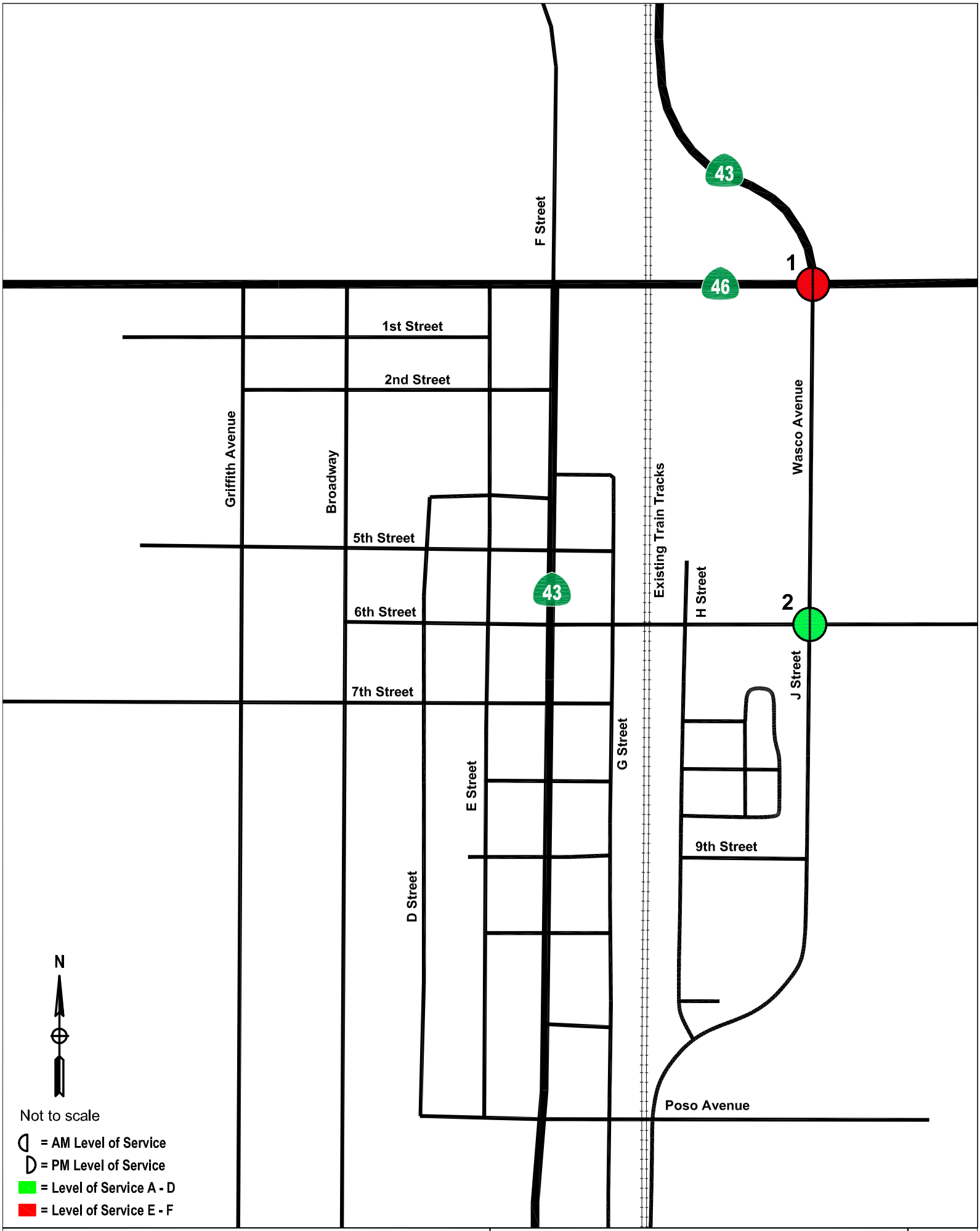

| | | |
|---|---|---|
| California High-Speed Train Program EIR/EIS | Fresno Heavy Maintenance Facility - Year 2035<br>No Build Intersection Level of Service | Figure<br>5.4-54 |




California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Year 2035 No Build Intersection Level of Service

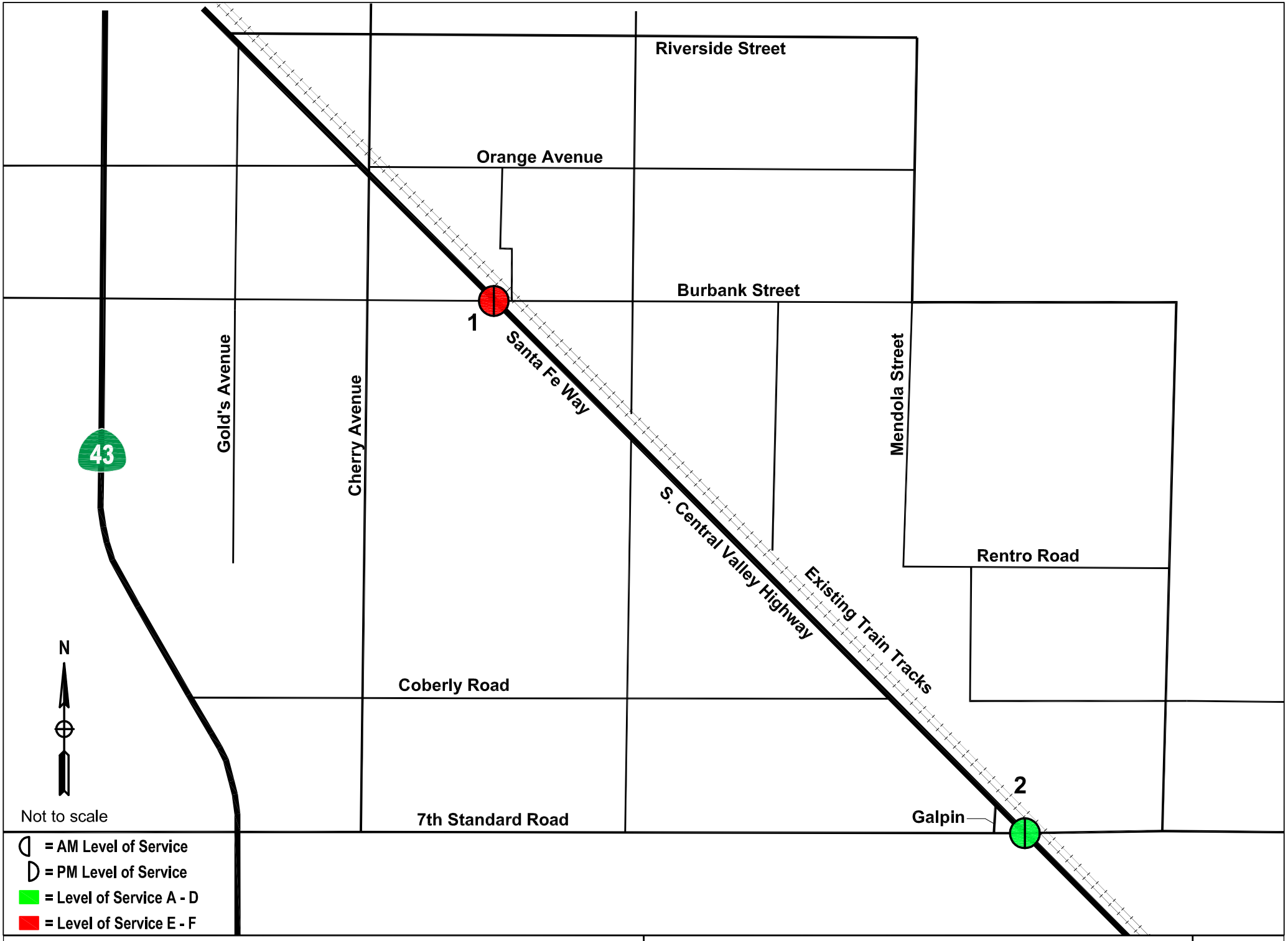
Figure 5.4-55




California High-Speed Train Program EIR/EIS

Wasco Heavy Maintenance Facility - Year 2035 No Build Intersection Level of Service

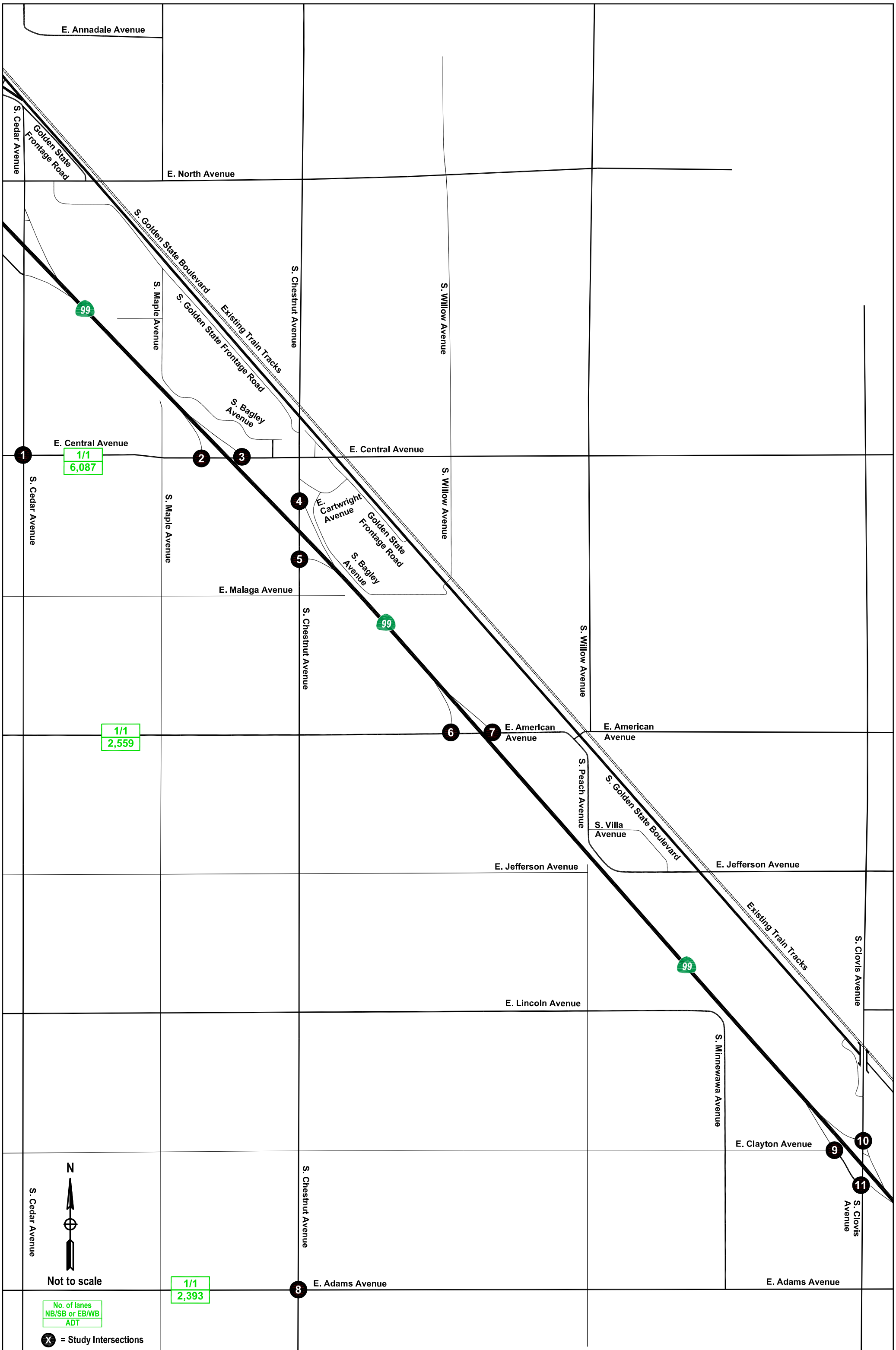
Figure 5.4-56




California High-Speed Train Program EIR/EIS

Shafter Heavy Maintenance Facility - Year 2035 No Build Intersection Level of Service

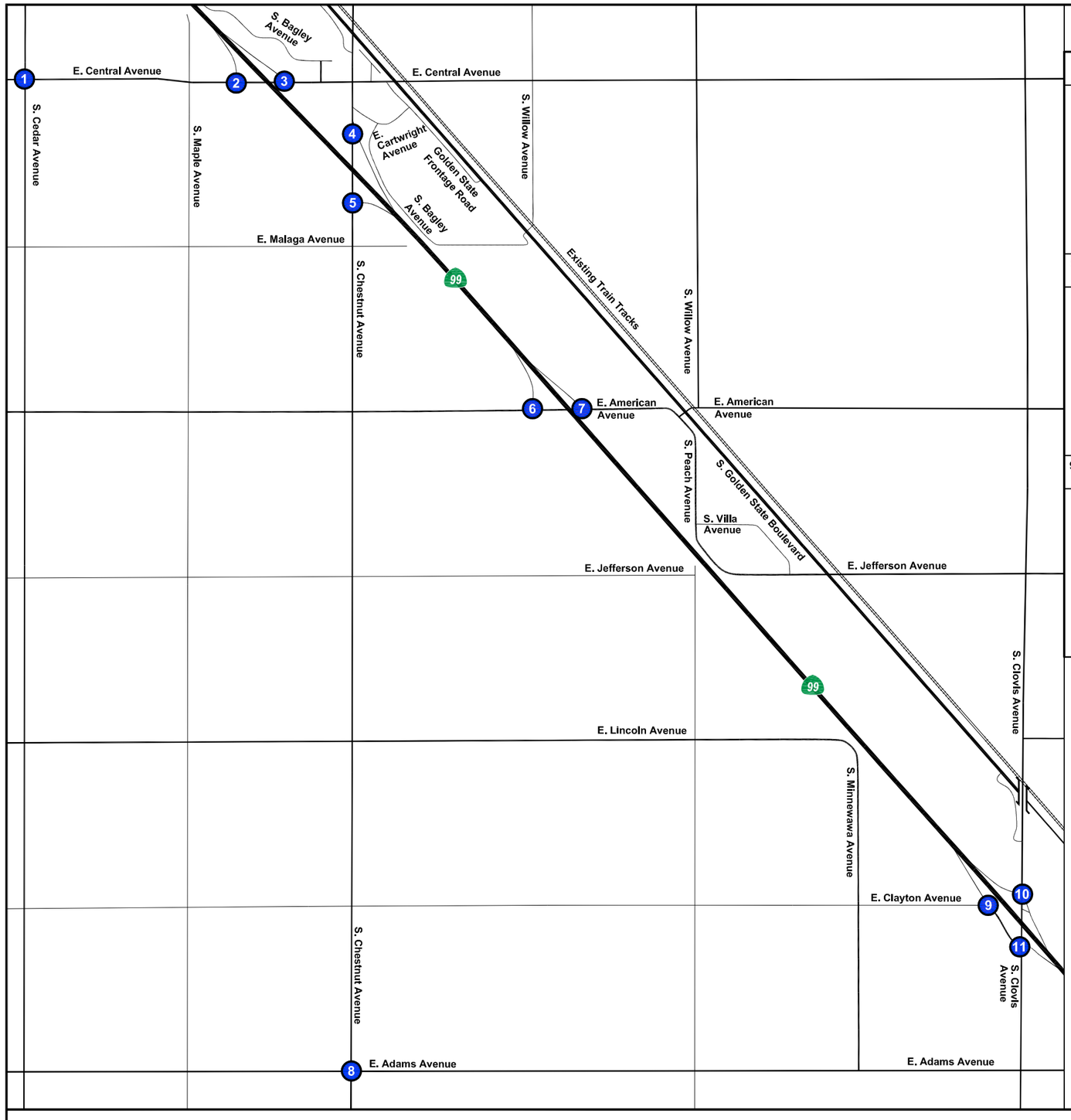
Figure 5.4-57



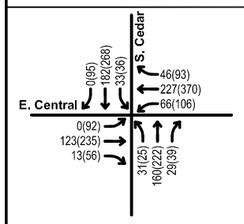

**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Future plus Project**
**Average Daily Traffic and Number of Lanes**

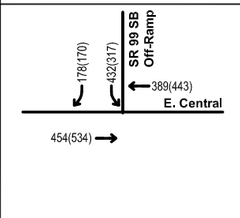
**Figure 5.4-58**



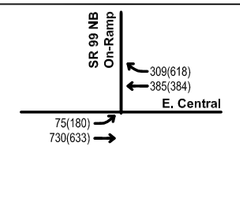

**1. S. Cedar Avenue / E. Central Avenue**



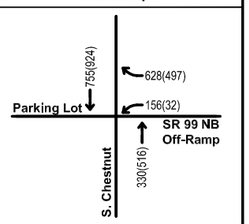

**2. SR 99 SB Off-Ramp / E. Central Avenue**




**3. SR 99 NB On-Ramp / E. Central Avenue**

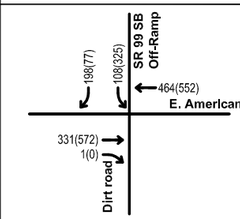



**4. S. Chestnut Avenue / SR 99 NB Off-Ramp**

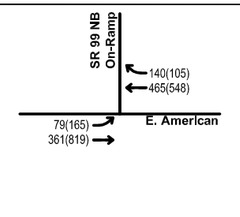



**5. S. Chestnut Avenue / SR 99 SB On-Ramp**

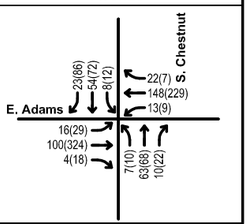
**6. SR 99 SB Off-Ramp / E. American Avenue**



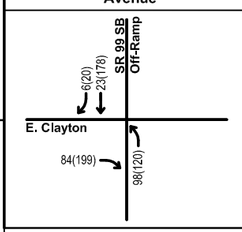

**7. SR 99 NB On-Ramp / E. American Avenue**



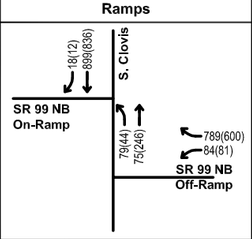

**8. S. Chestnut Avenue / E. Adams Avenue**



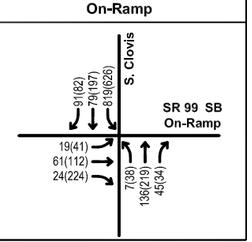

**9. SR 99 SB Off-Ramp / E. Clayton Avenue**




**10. S. Clovis Avenue / SR 99 NB Ramps**




**11. S. Clovis Avenue / SR 99 SB On-Ramp**




N

Not to scale

X = Signalized Intersection

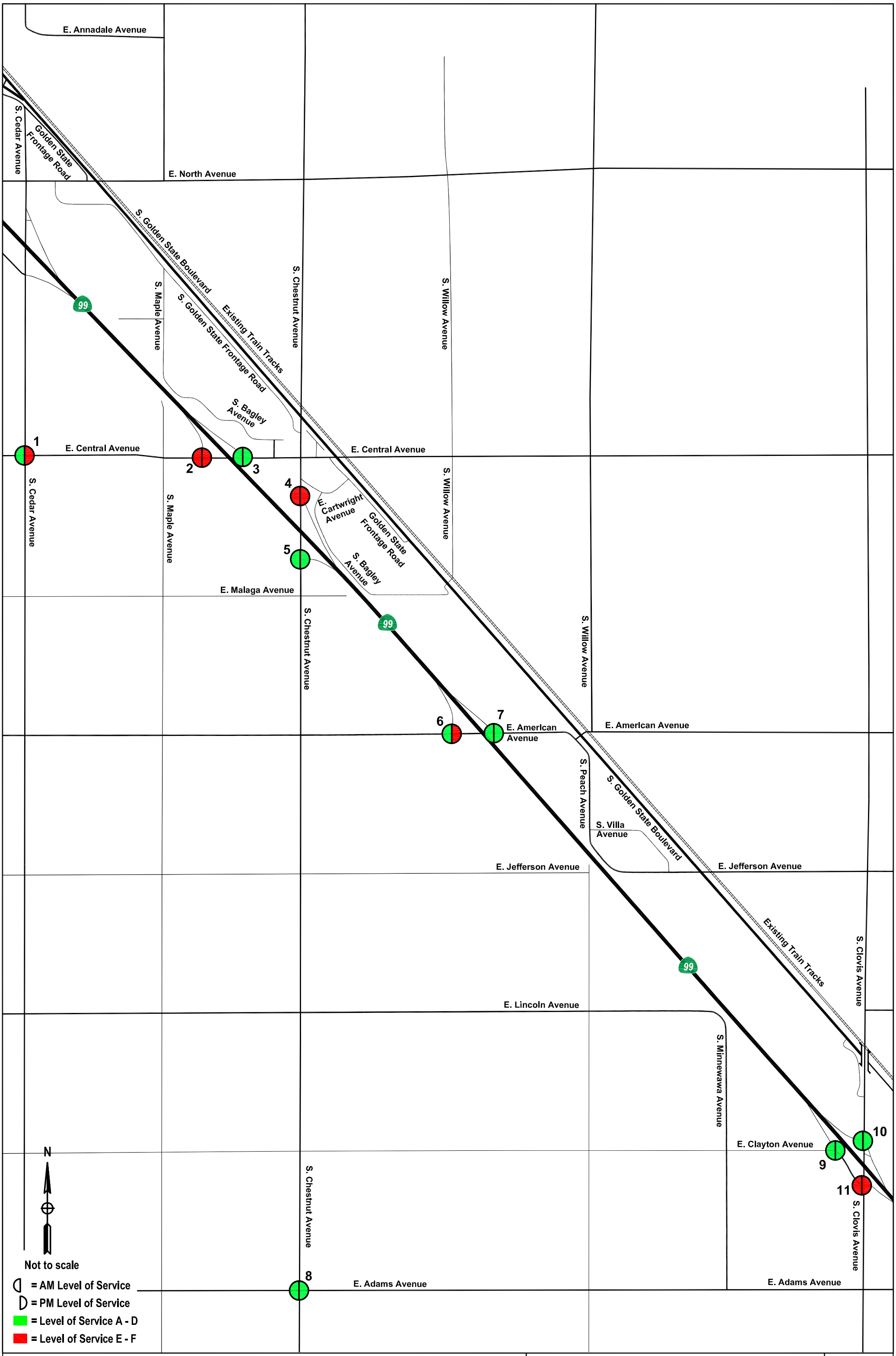
X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

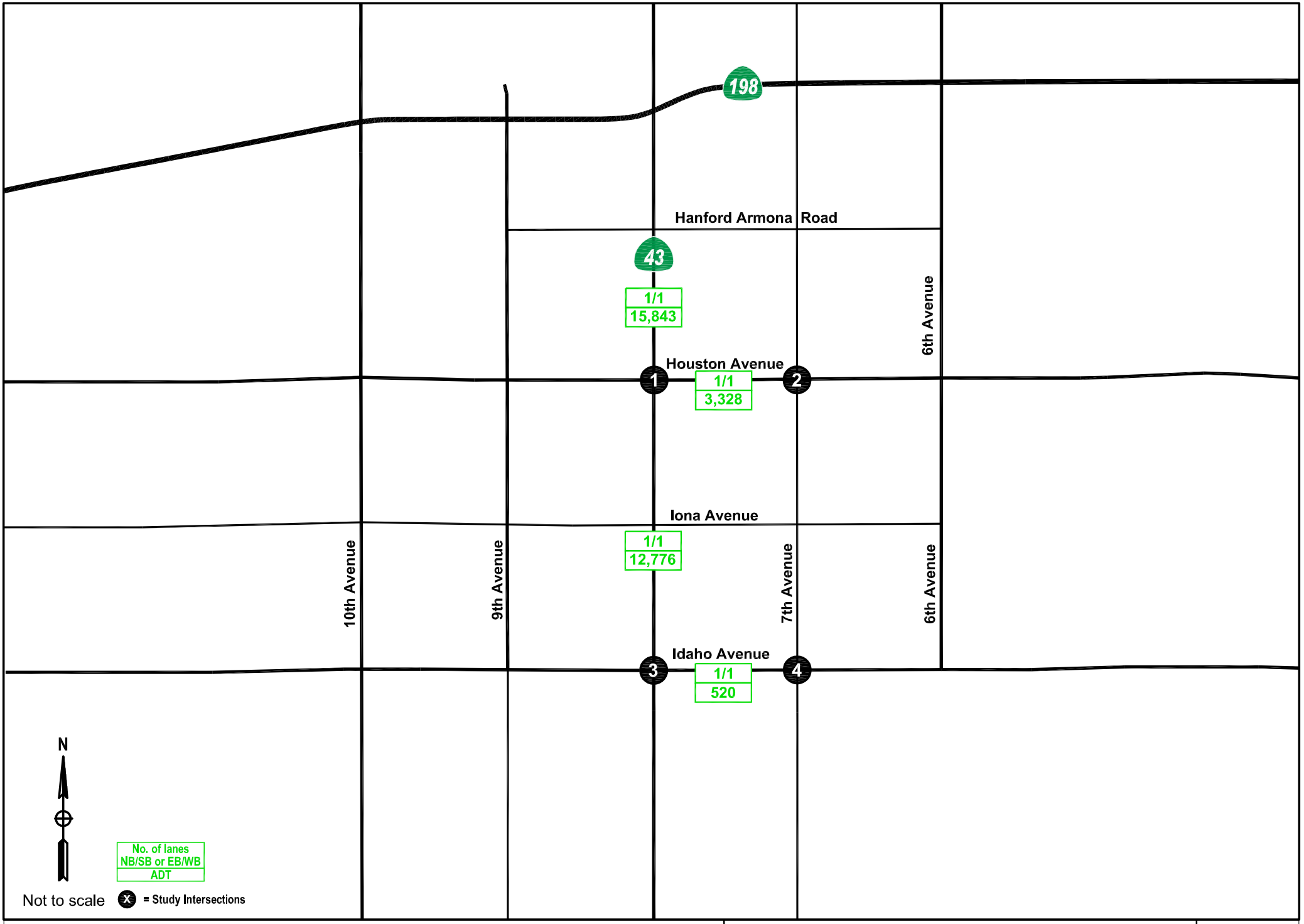
**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Future plus Project Peak Hour Turning Movement Volumes**

**Figure 5.4-59**



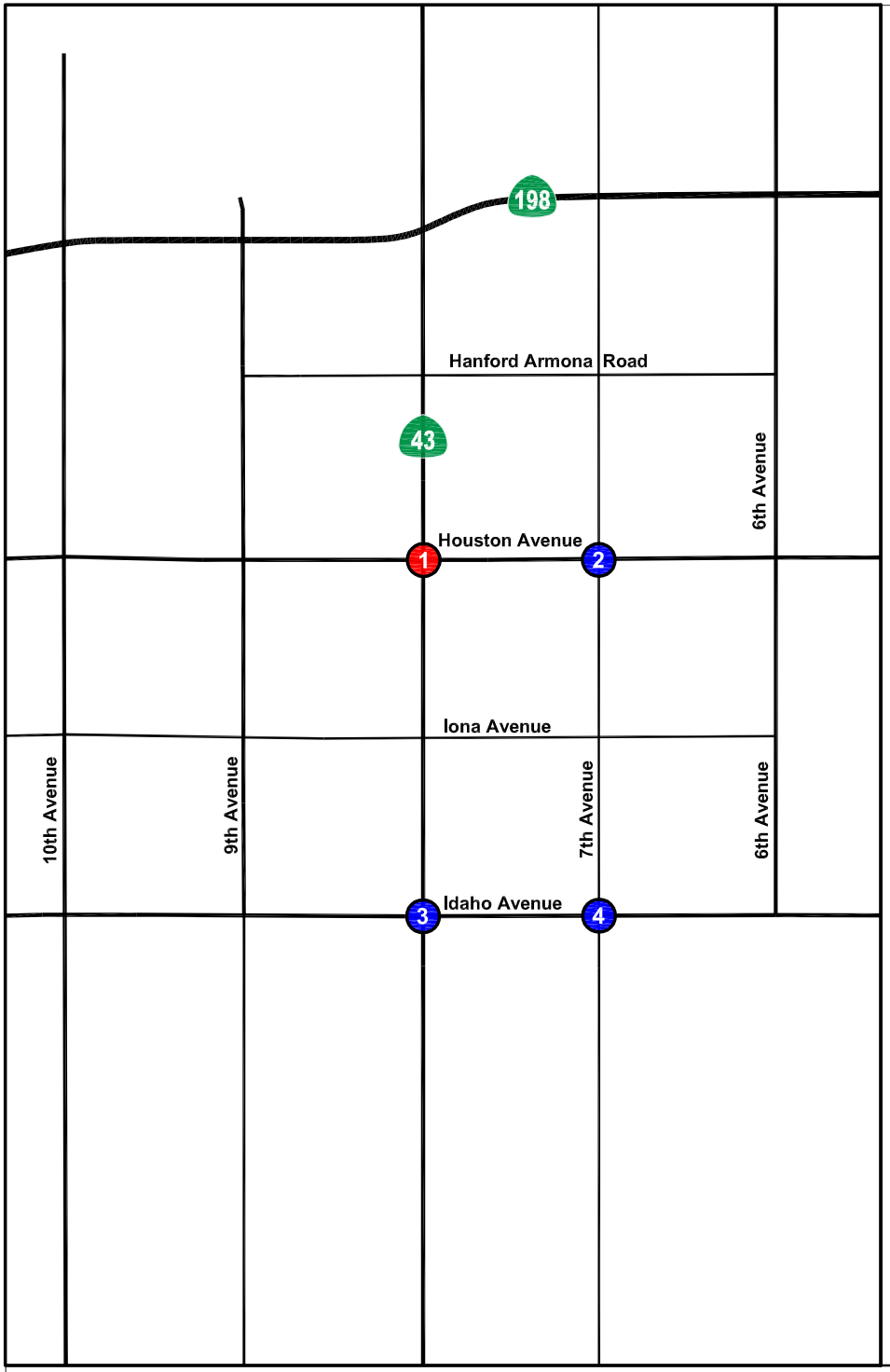

| | | |
|---|---|---|
| California High-Speed Train Program EIR/EIS | Fresno Heavy Maintenance Facility - Future plus Project Intersection Level of Service | Figure 5.4-60 |

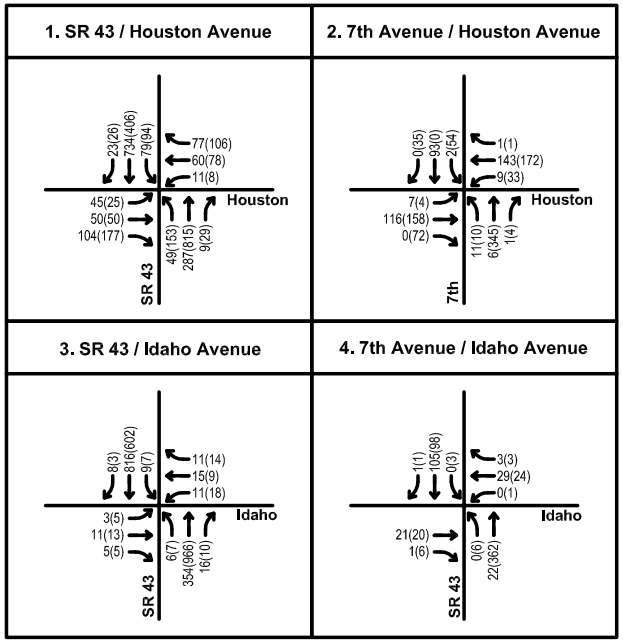



**California High-Speed Train Program EIR/EIS**

**Hanford Heavy Maintenance Facility - Future plus Project Average Daily Traffic and Number of Lanes**

Figure 5.4-61



Not to scale

X = Signalized Intersection

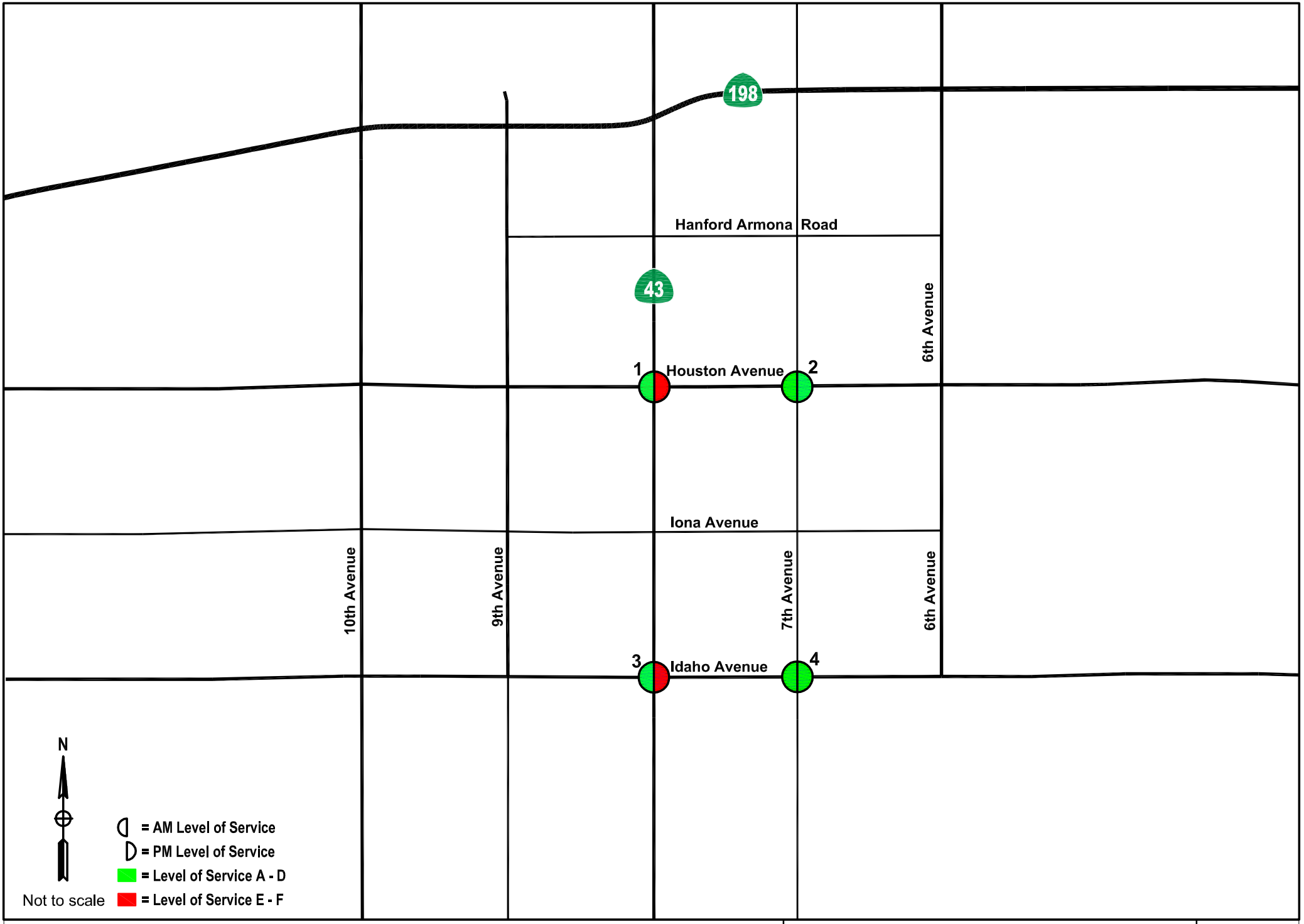
X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

California High-Speed Train Program EIR/EIS

**Hanford Heavy Maintenance Facility - Future plus Project Peak Hour Turning Movement Volumes**

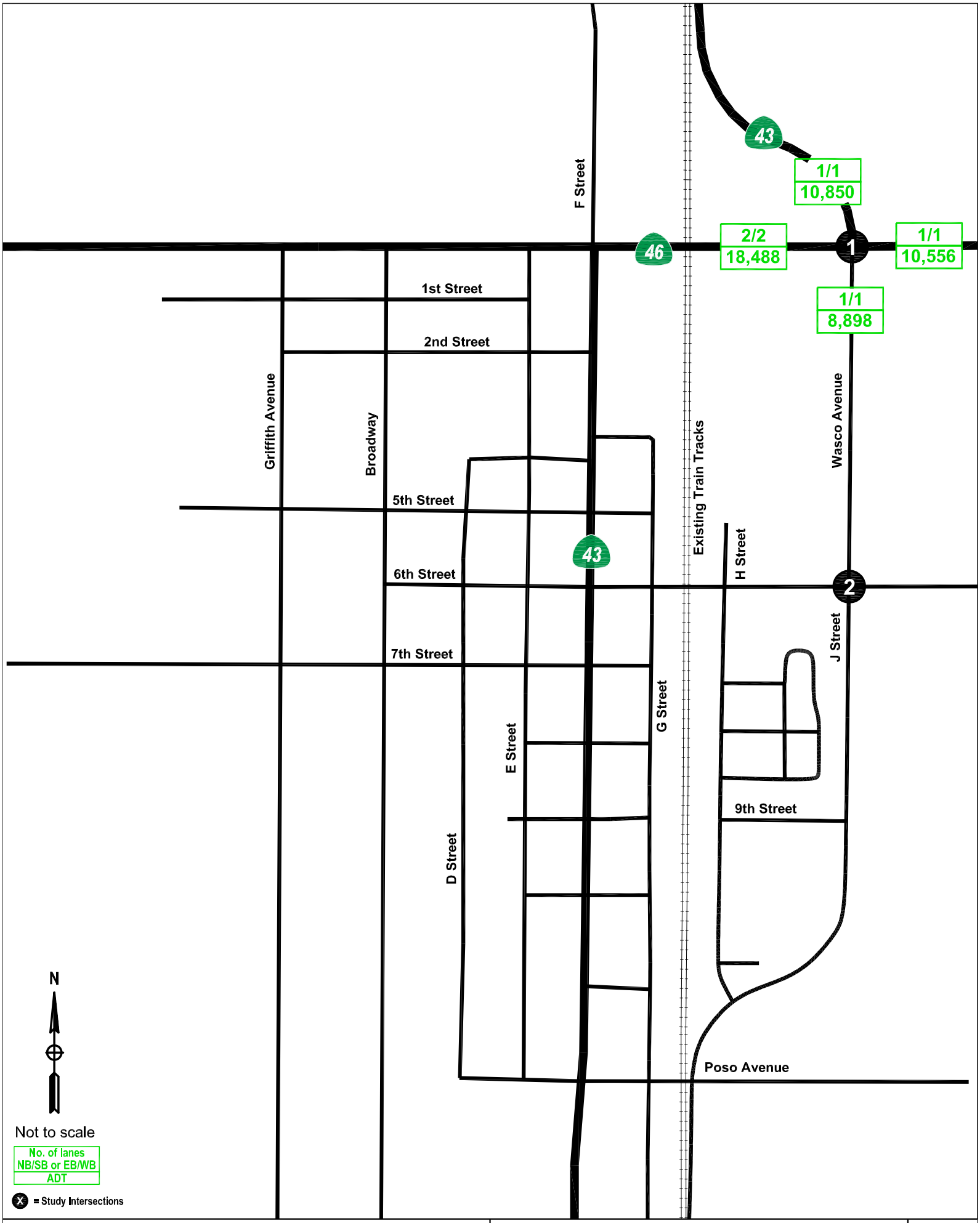
Figure 5.4-62




California High-Speed Train Program EIR/EIS

Hanford Heavy Maintenance Facility - Future plus Project Intersection Level of Service

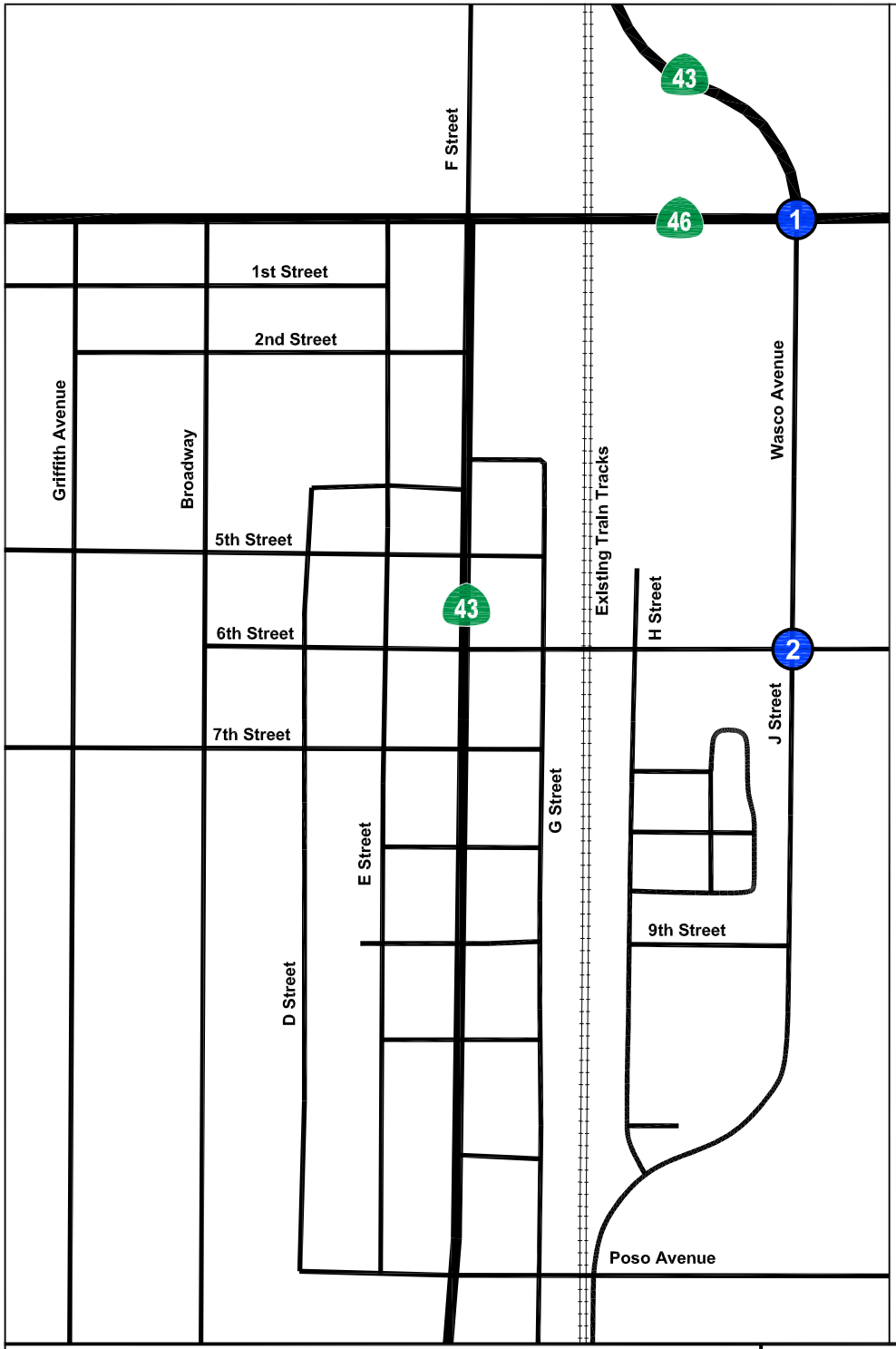
Figure 5.4-63

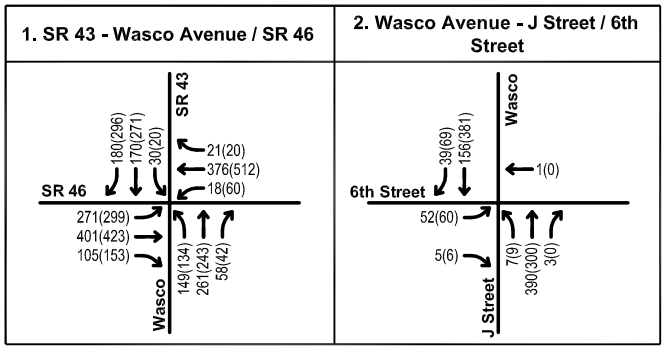



California High-Speed Train Program EIR/EIS

Wasco Heavy Maintenance Facility - Future Plus Project
Average Daily Traffic and Number of Lanes

Figure 5.4-64



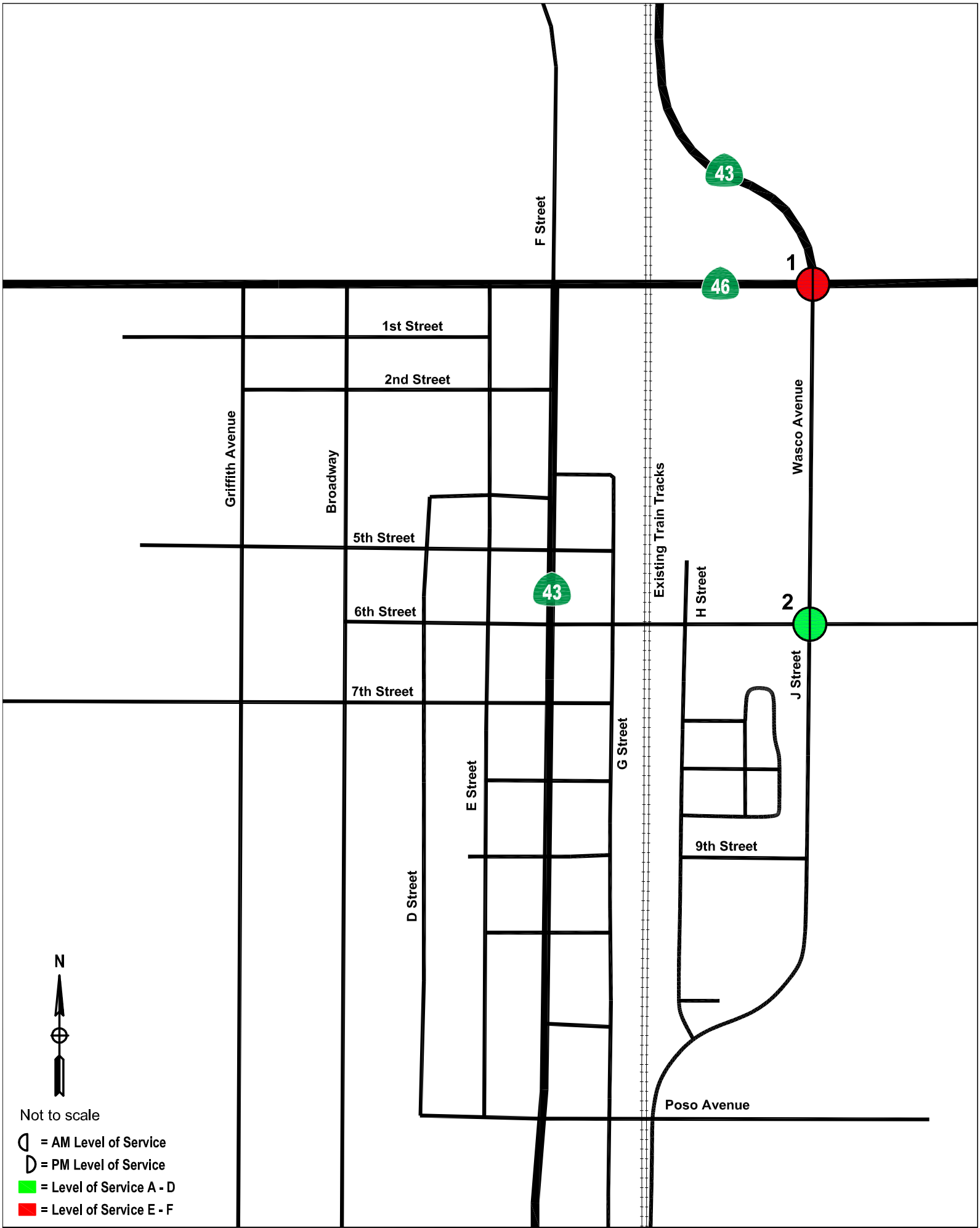
Not to scale

X = Signalized Intersection

X = Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

| | | |
|---|---|---|
| California High-Speed Train Program EIR/EIS | Wasco Heavy Maintenance Facility - Future plus Project Peak Hour Turning Movement Volumes | Figure 5.4-65 |

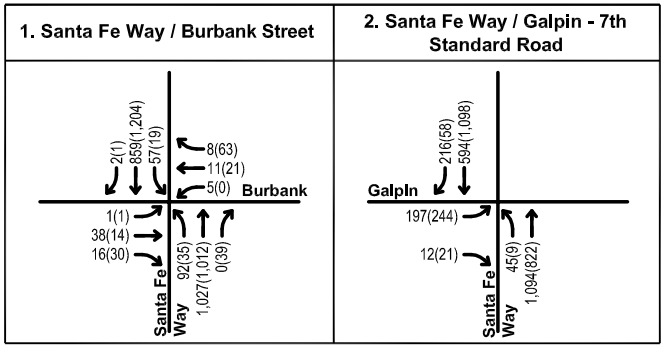



| California High-Speed Train Program EIR/EIS | Wasco Heavy Maintenance Facility - Future plus Project Intersection Level of Service | Figure 5.4-66 |
|---|---|---|

California High-Speed Train Program EIR/EIS

Shafter Heavy Maintenance Facility - Future plus Project Average Daily Traffic and Number of Lanes

Figure 5.4-67




N

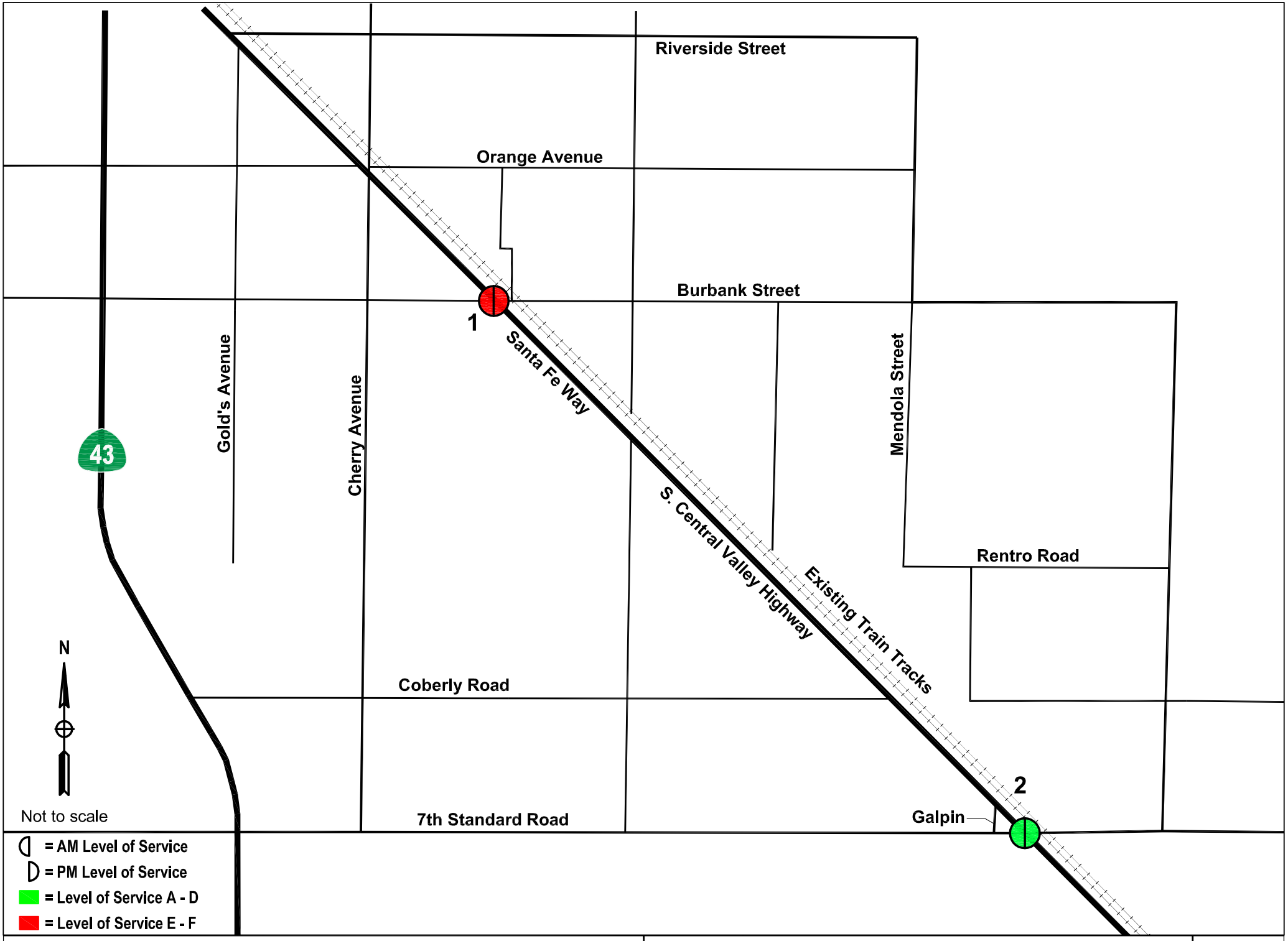
Not to scale

= Signalized Intersection

= Unsignalized Intersection

XX(XX) = AM(PM) Peak Hour Volumes

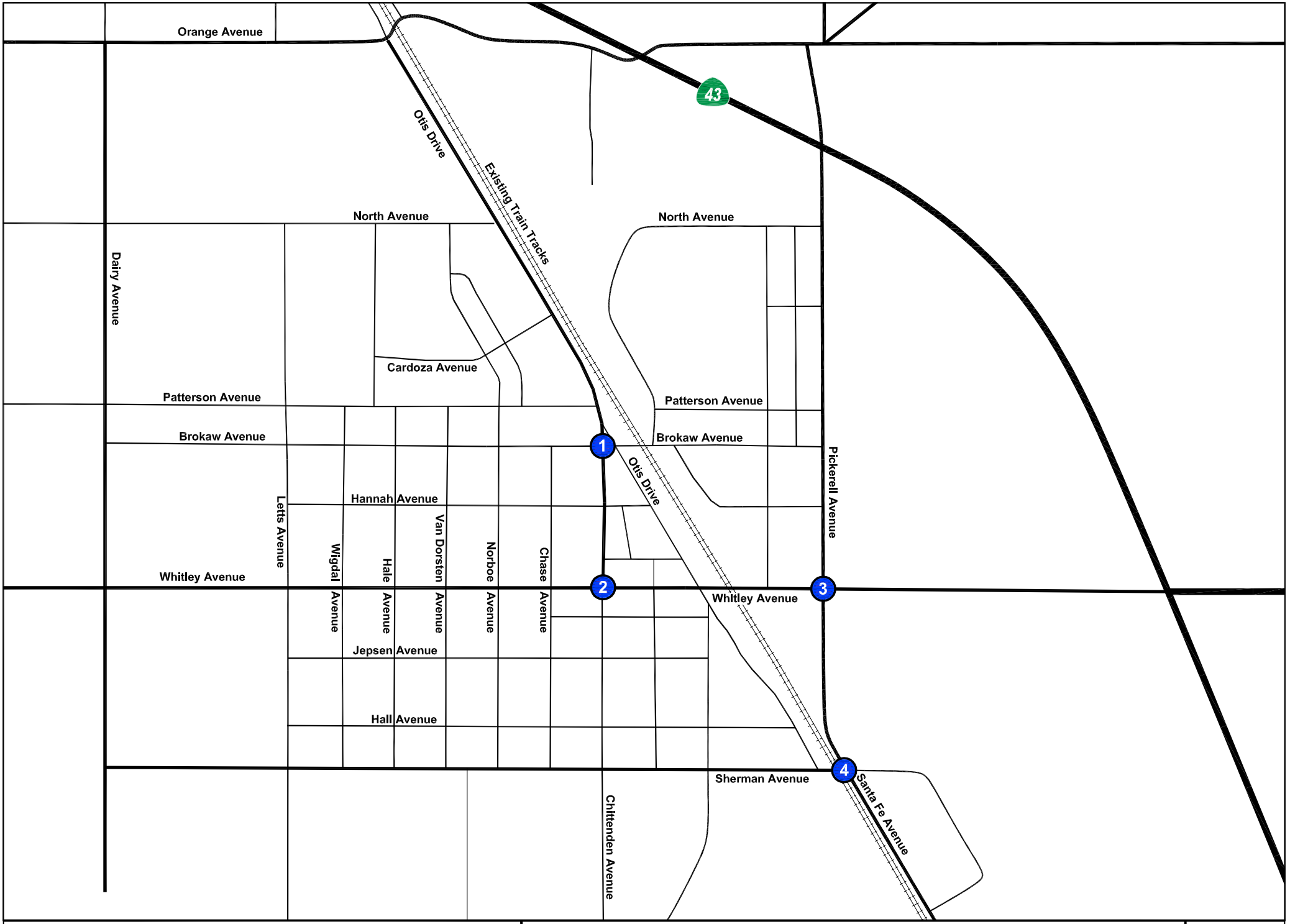
| California High-Speed Train Program EIR/EIS | Shafter Heavy Maintenance Facility - Future plus Project Peak Hour Turning Movement Volumes | Figure 5.4-68 |
|---|---|---|




California High-Speed Train Program EIR/EIS

Shafter Heavy Maintenance Facility - Future plus Project Intersection Level of Service

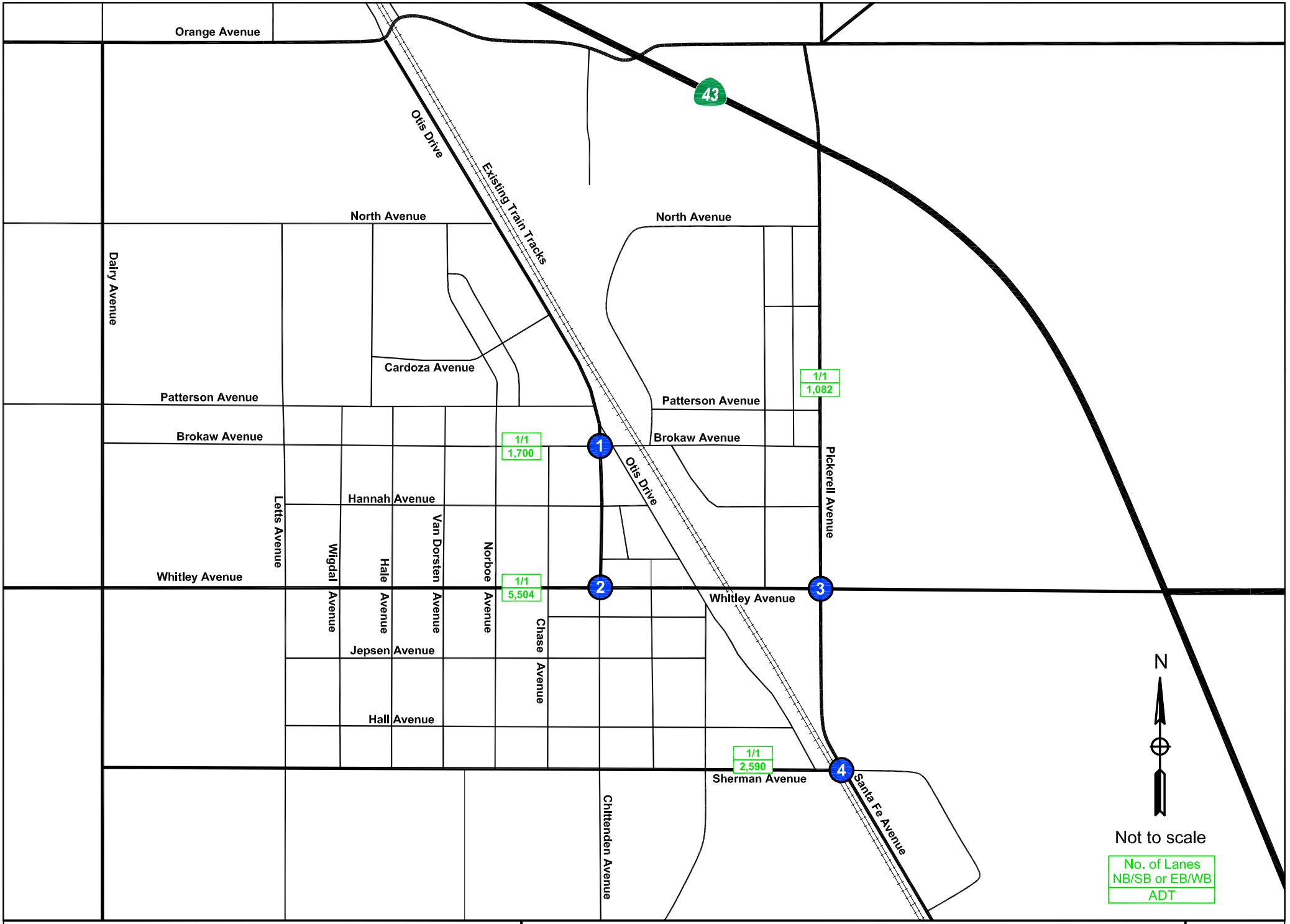
Figure 5.4-69




California High-Speed Train Program EIR/EIS

Corcoran - Study Intersections

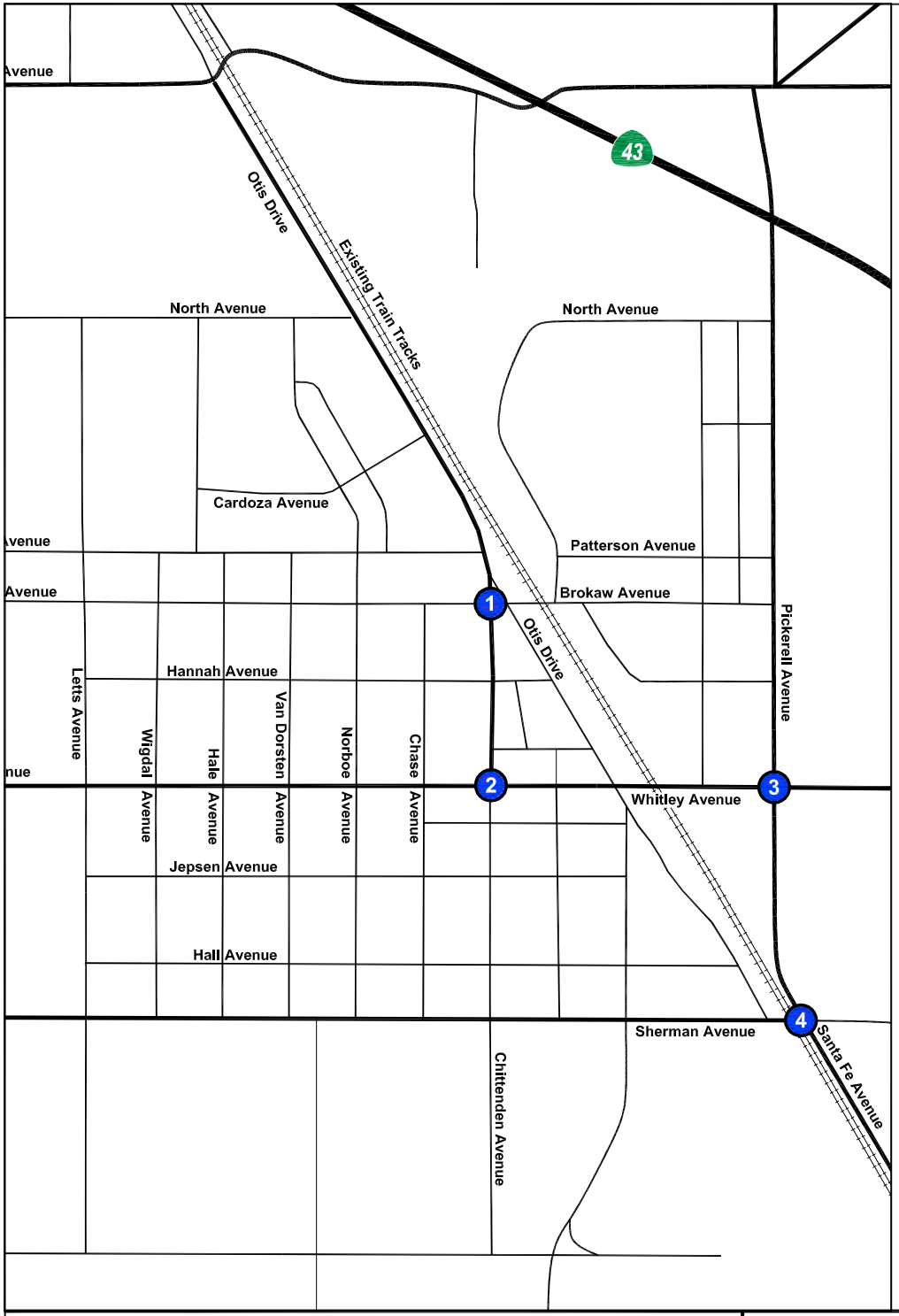
Figure 5.4-70

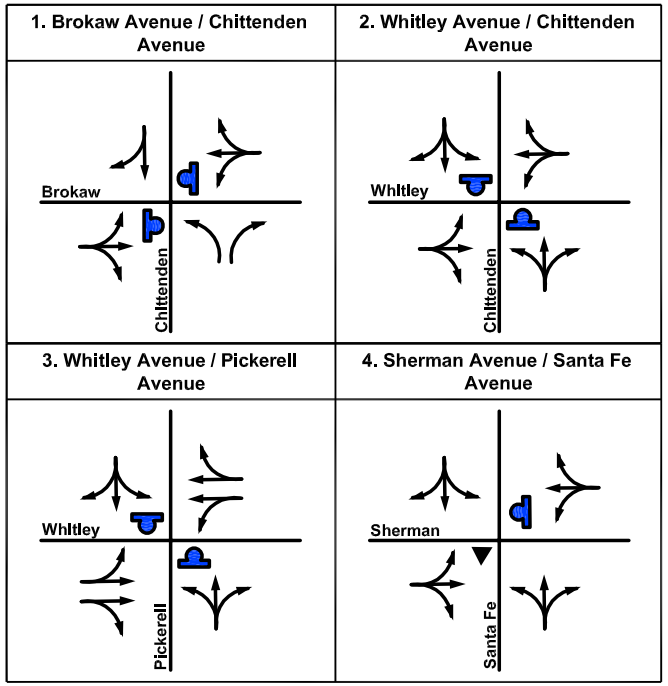


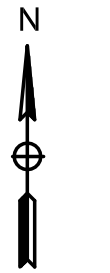

**California High-Speed Train Program EIR/EIS**

**Corcoran - Existing Average Daily Traffic and Number of Lanes**

**Figure 5.4-71**




= Stop Sign

▼ = Yield Sign

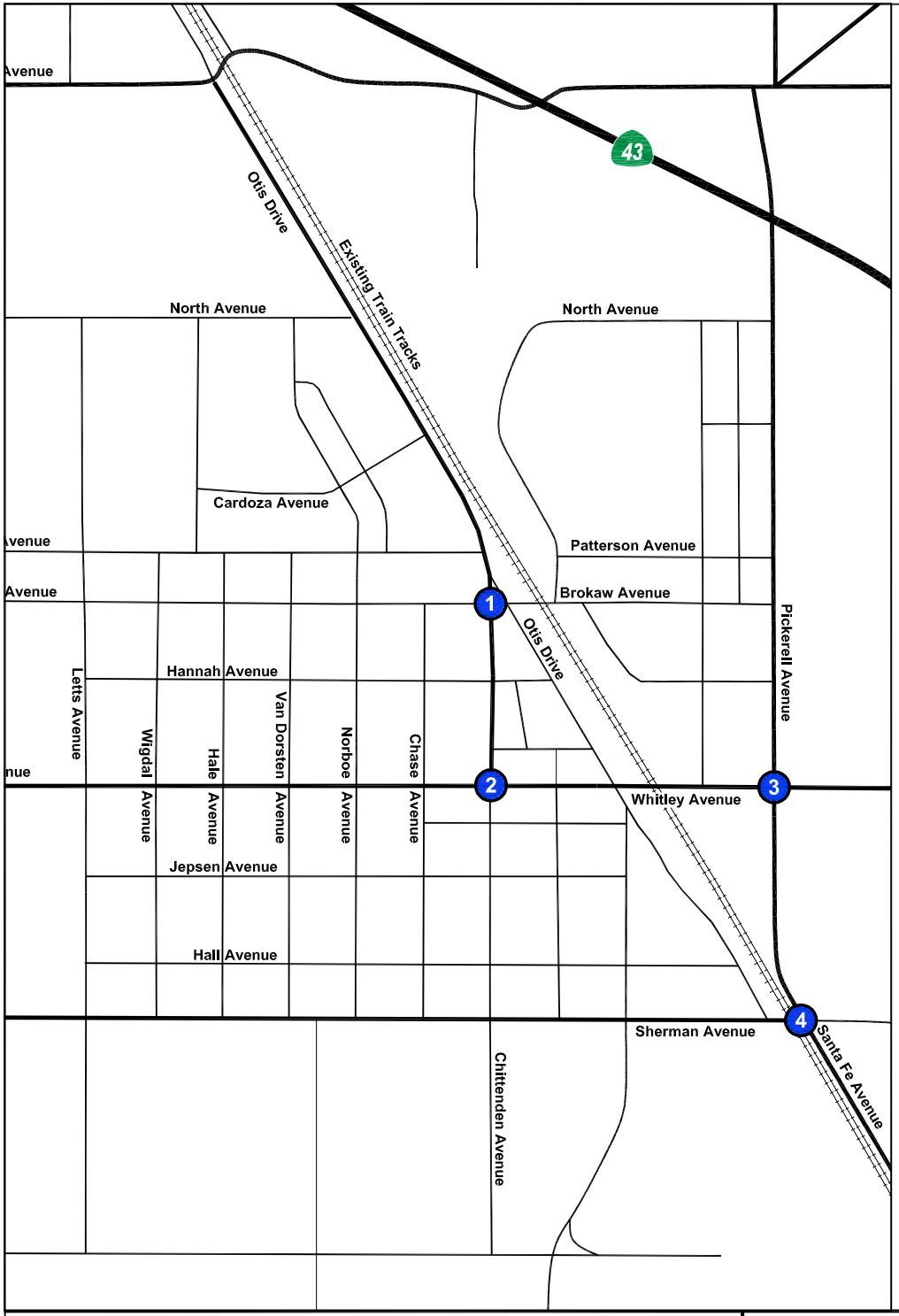
X = Unsignalized Intersection

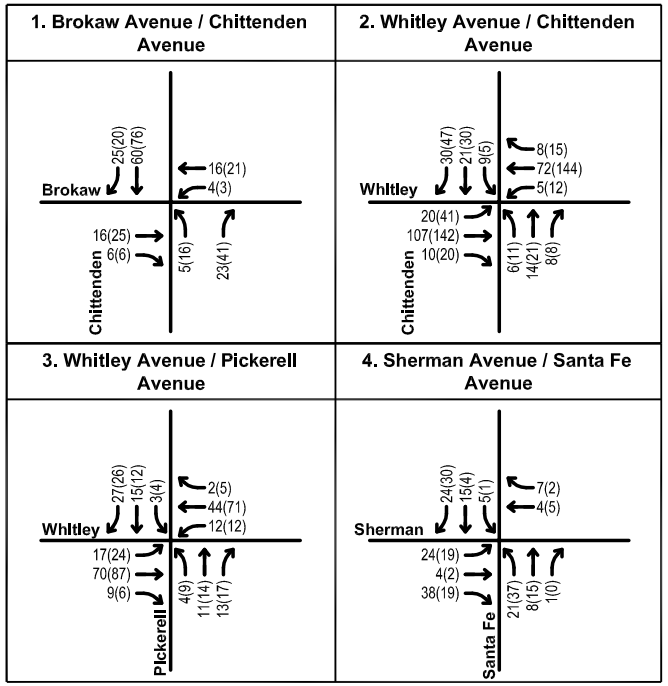
Not to scale

**California High-Speed Train Program EIR/EIS**

**Corcoran - Existing Lane Geometries**

**Figure 5.4-72**



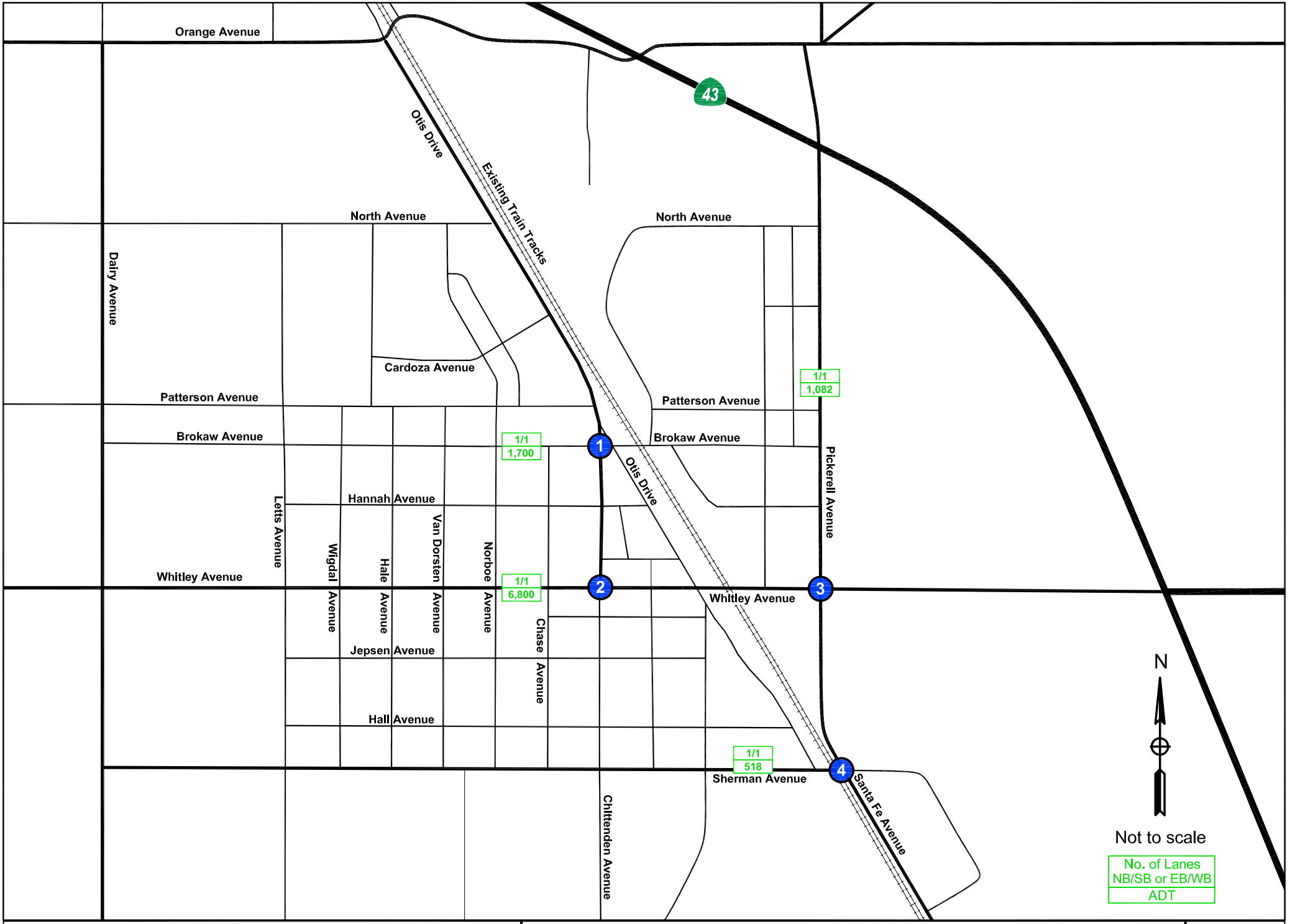
X = Unsignalized Intersection

Not to scale XX(XX) = AM(PM) Peak Hour Volumes

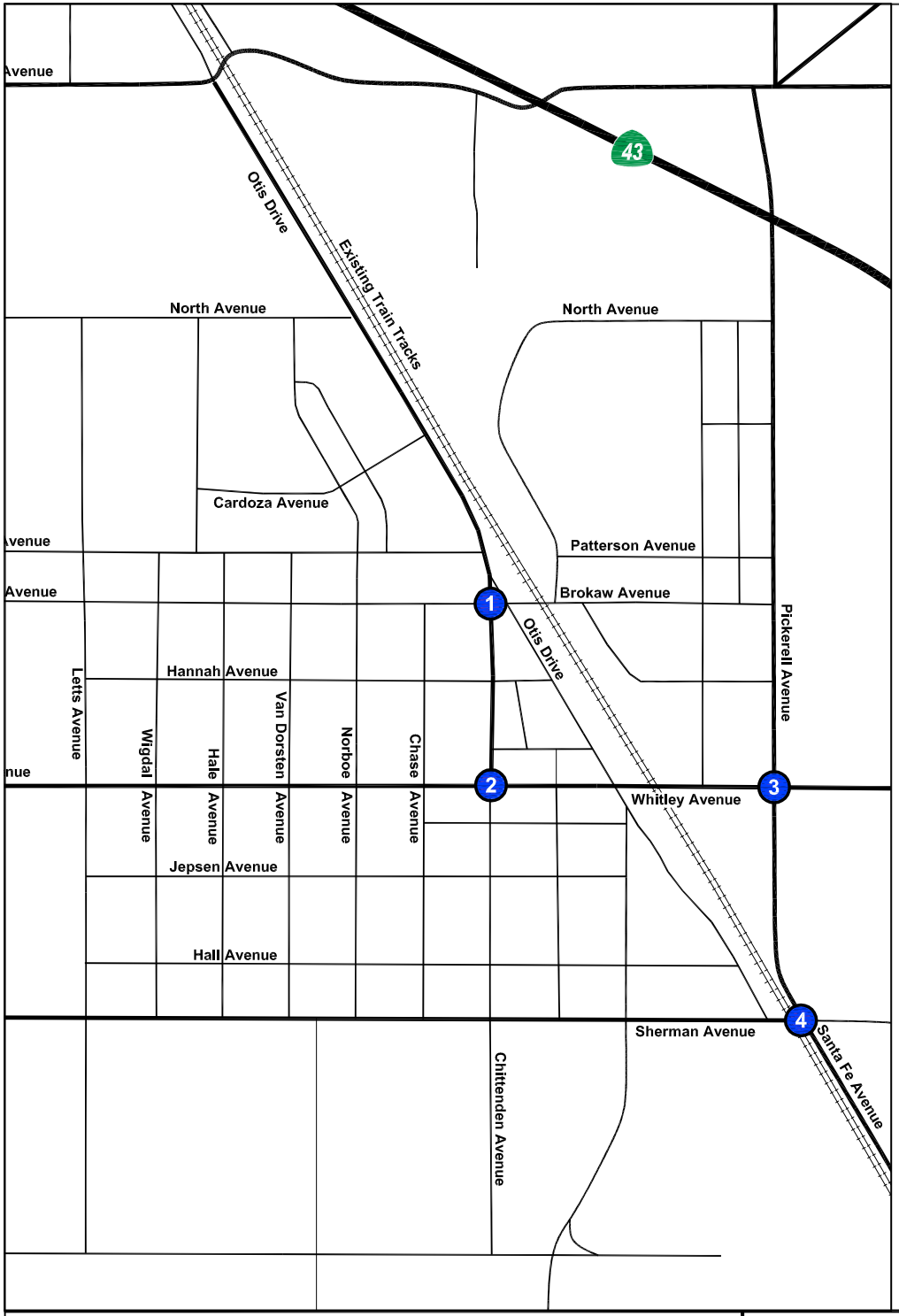
**California High-Speed Train Program EIR/EIS**

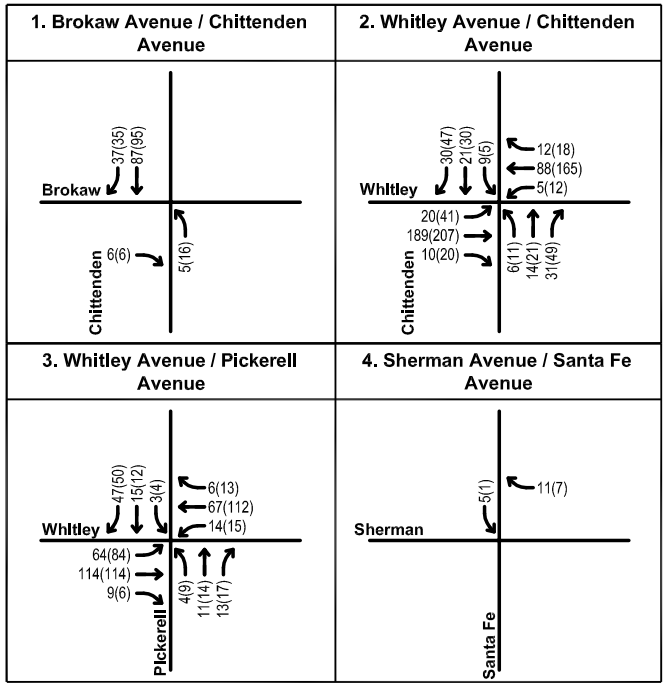
**Corcoran - Existing Peak Hour Turning Movement Volumes**

**Figure 5.4-73**




| California High-Speed Train Program EIR/EIS | Corcoran - Existing plus Project Average Daily Traffic and Number of Lanes | Figure 5.4-74 |
|---|---|---|



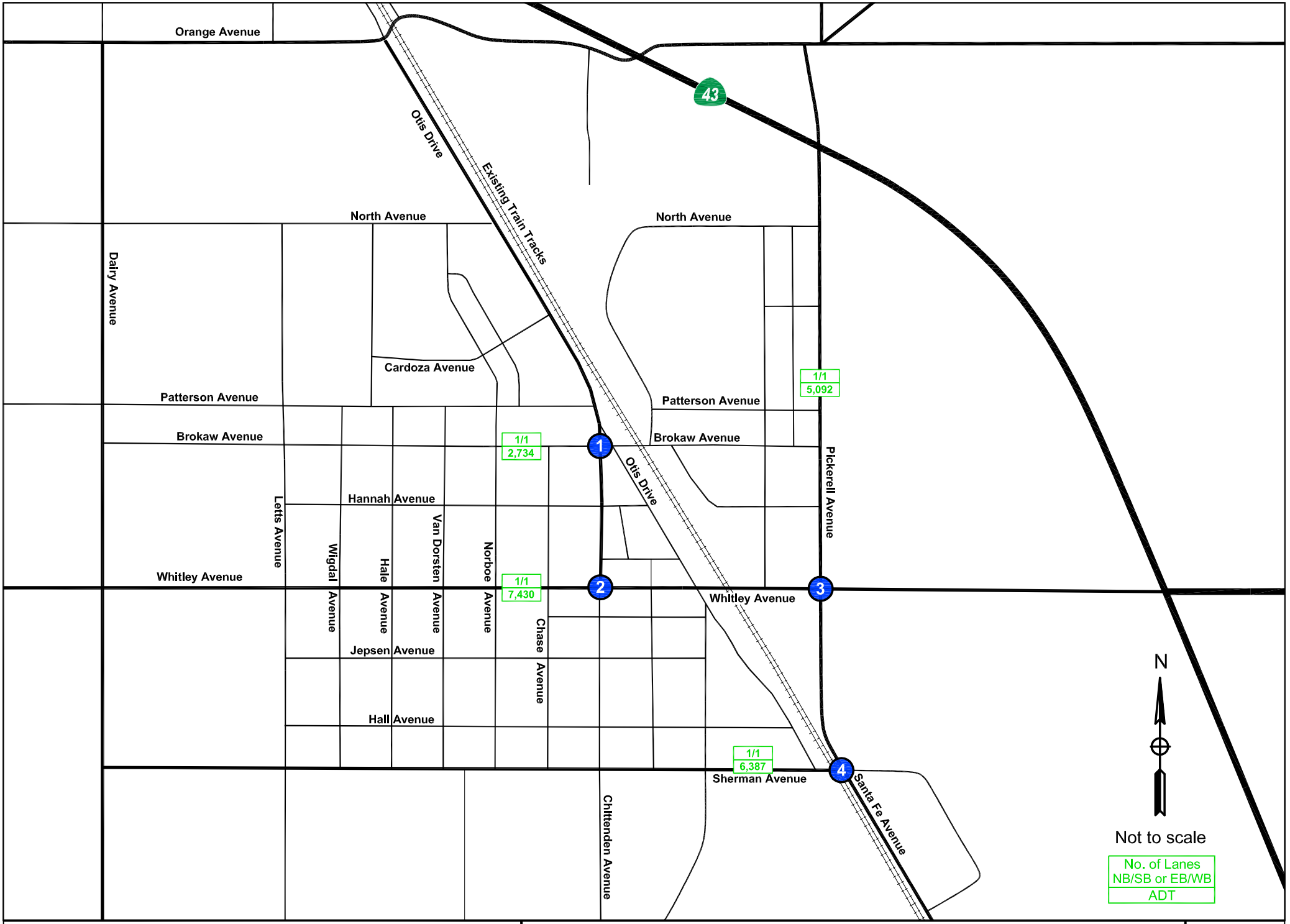

N

Not to scale

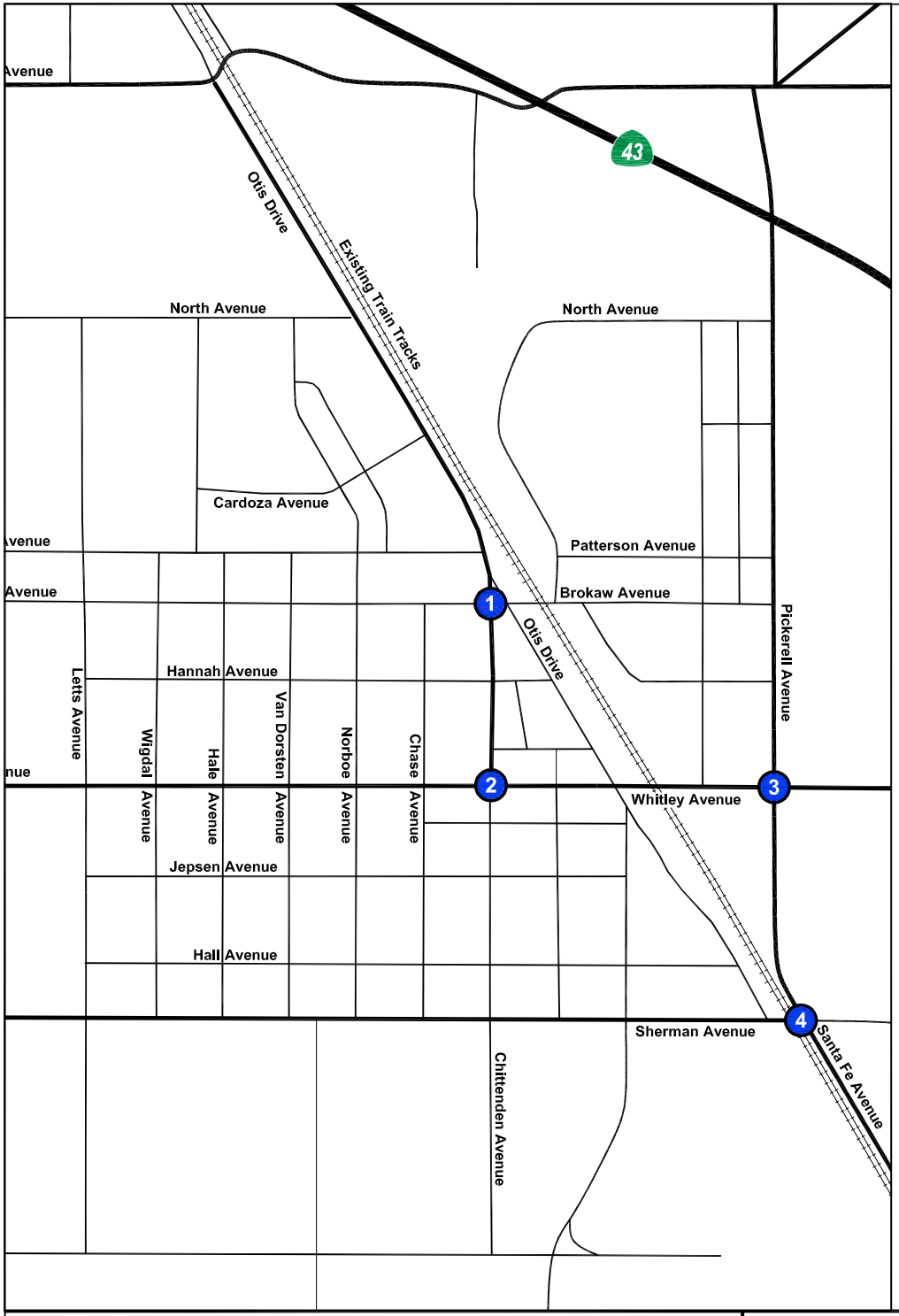
X = Unsignalized Intersection

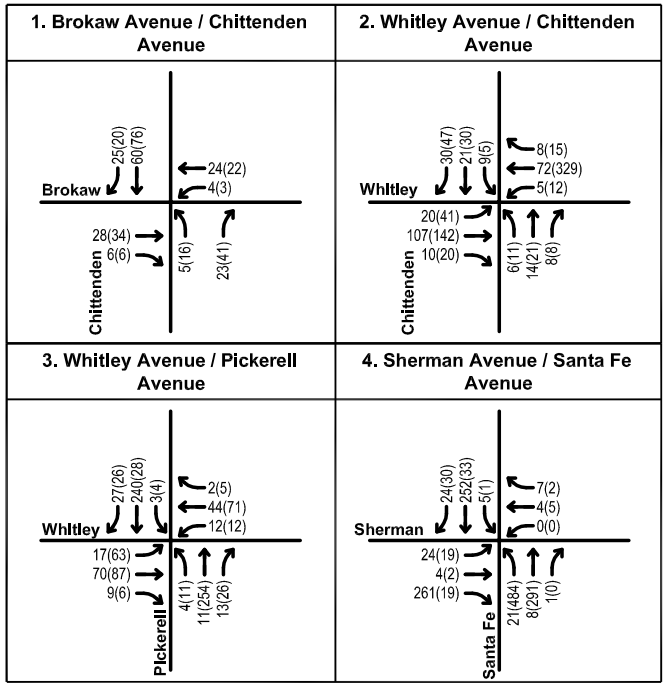
XX(XX) = AM(PM) Peak Hour Volumes

| California High-Speed Train Program EIR/EIS | Corcoran - Existing plus Project Peak Hour Turning Movement Volumes | Figure 5.4-75 |
|---|---|---|




| California High-Speed Train Program EIR/EIS | Corcoran - Year 2035 No Build Average Daily Traffic and Number of Lanes | Figure 5.4-76 |
|---|---|---|

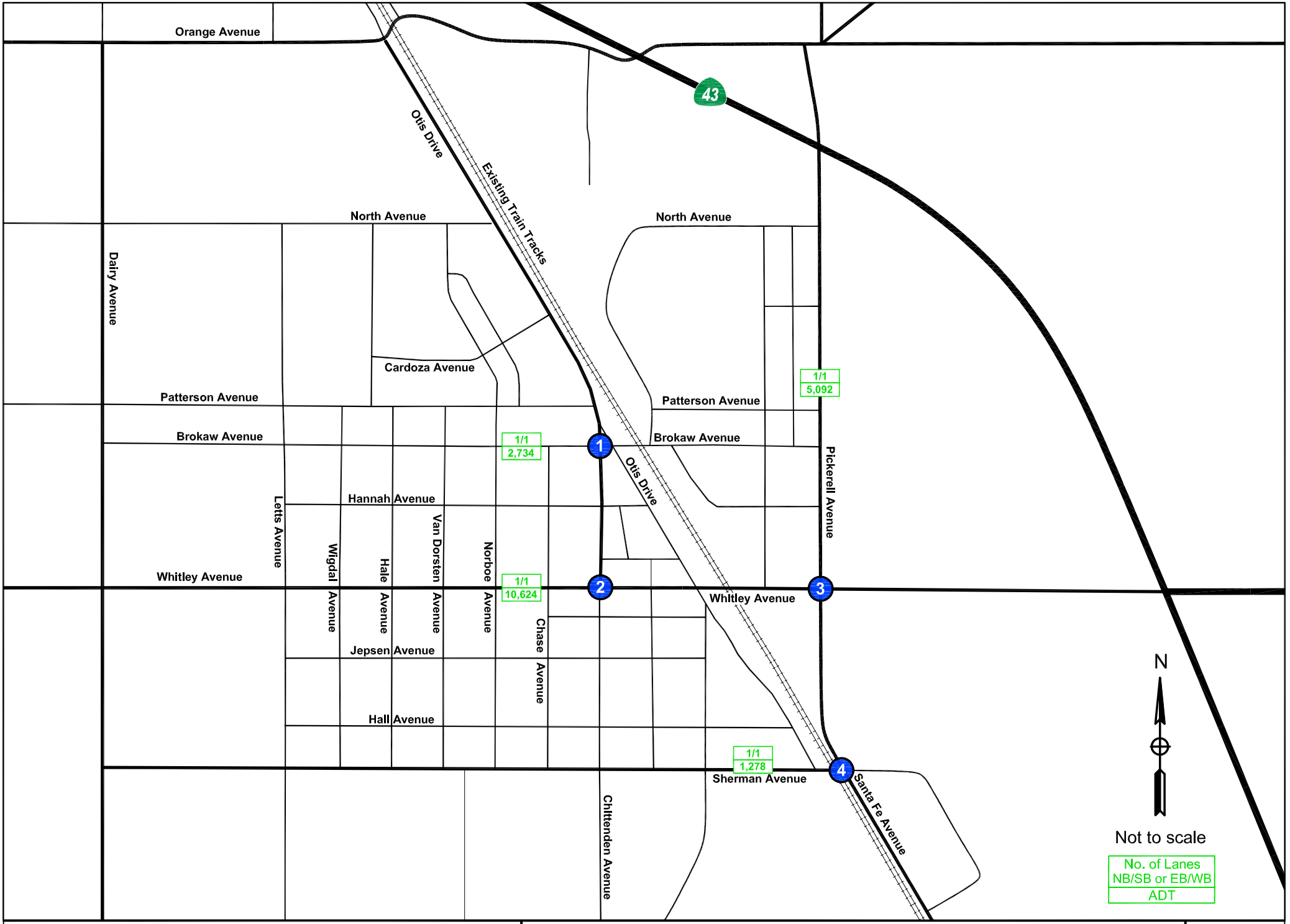


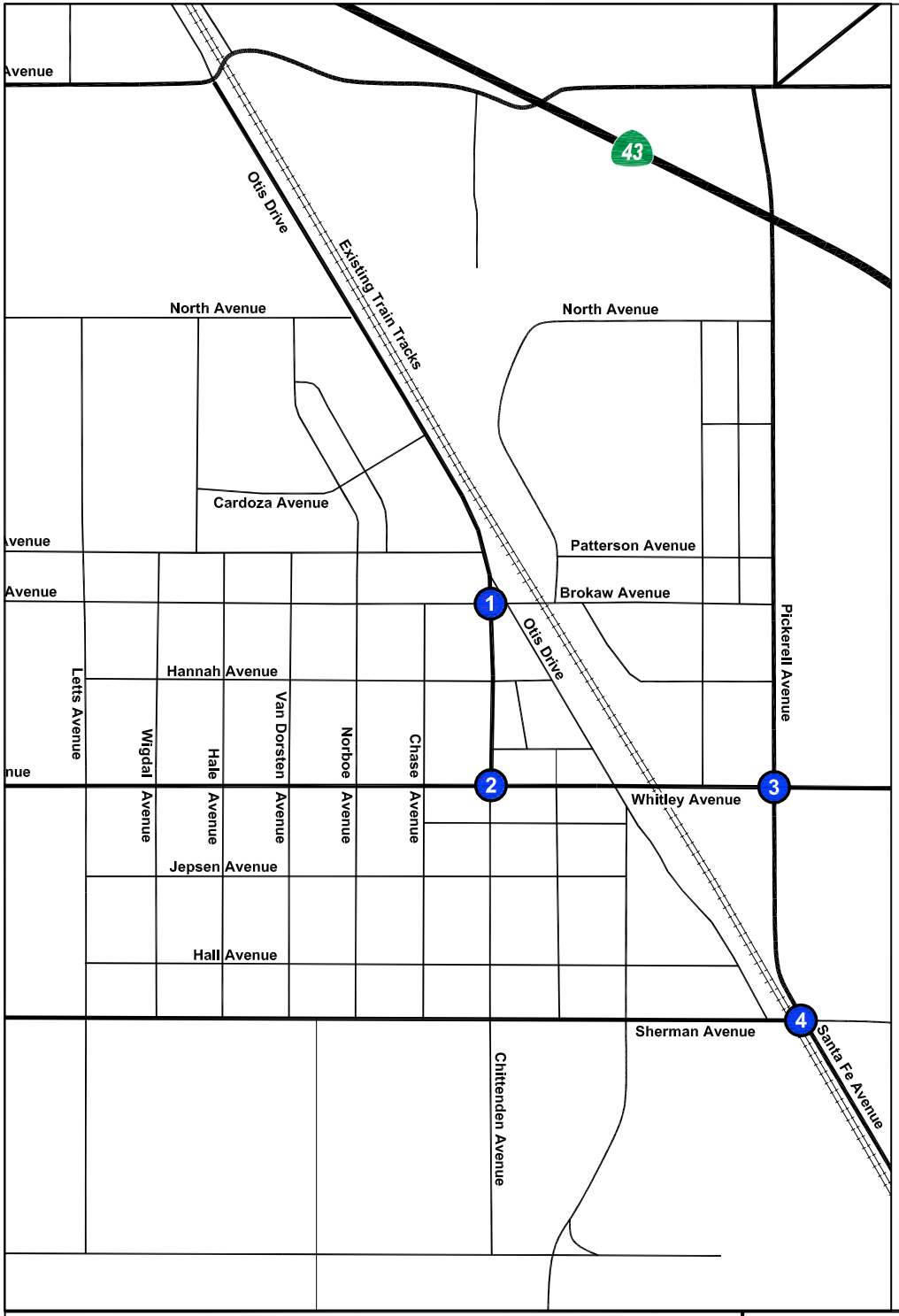
X = Unsignalized Intersection

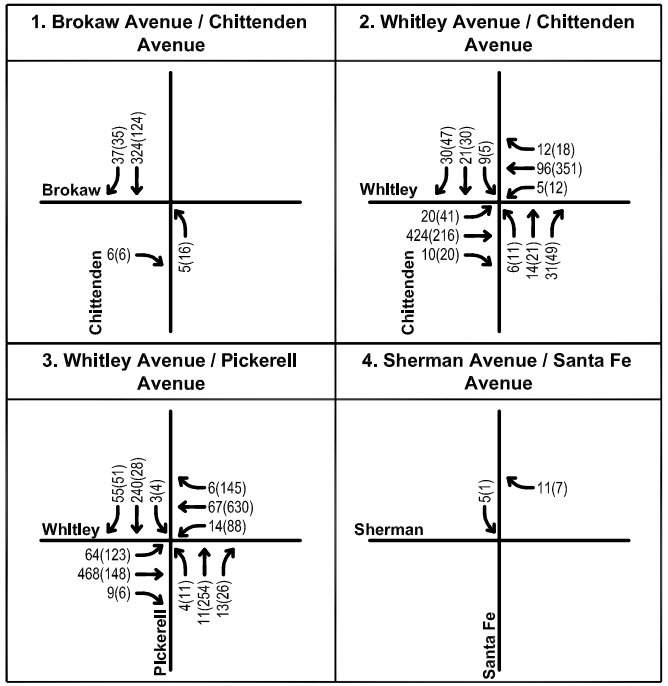
Not to scale XX(XX) = AM(PM) Peak Hour Volumes

| California High-Speed Train Program EIR/EIS | Corcoran - Year 2035 No Build Peak Hour Turning Movement Volumes | Figure 5.4-77 |
|---|---|---|




| California High-Speed Train Program EIR/EIS | Corcoran - Future plus Project Average Daily Traffic and Number of Lanes | Figure 5.4-78 |
|---|---|---|

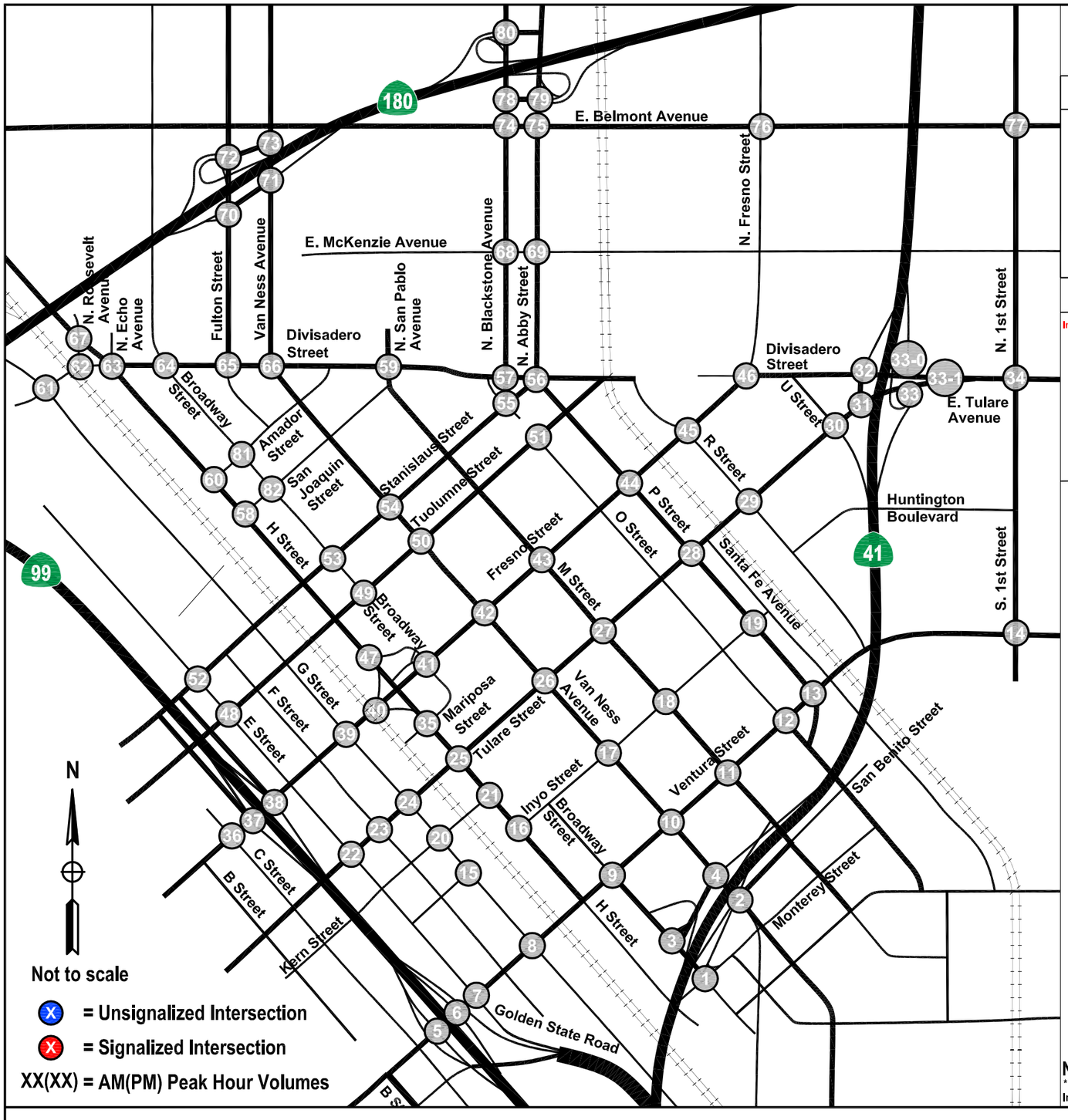


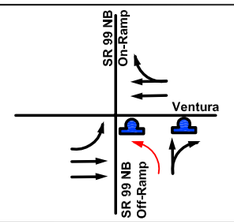
X = Unsignalized Intersection

Not to scale XX(XX) = AM(PM) Peak Hour Volumes

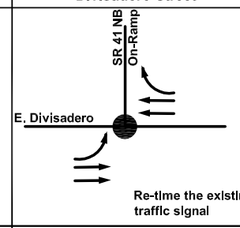
| California High-Speed Train Program EIR/EIS | Corcoran - Future plus Project Peak Hour Turning Movement Volumes | Figure 5.4-79 |
|---|---|---|



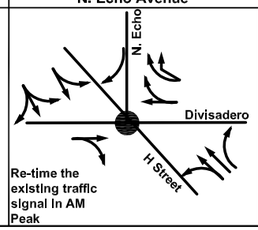

**6. SR 99 NB Ramps / Ventura Avenue**



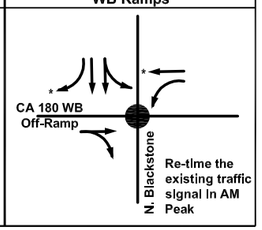

**33-0. SR 41 NB On-Ramp / E. Divisadero Street**



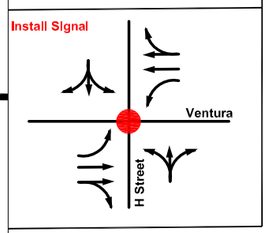

**63. H Street / Divisadero Street / N. Echo Avenue**




**80. N. Blackstone Avenue / CA 180 WB Ramps**

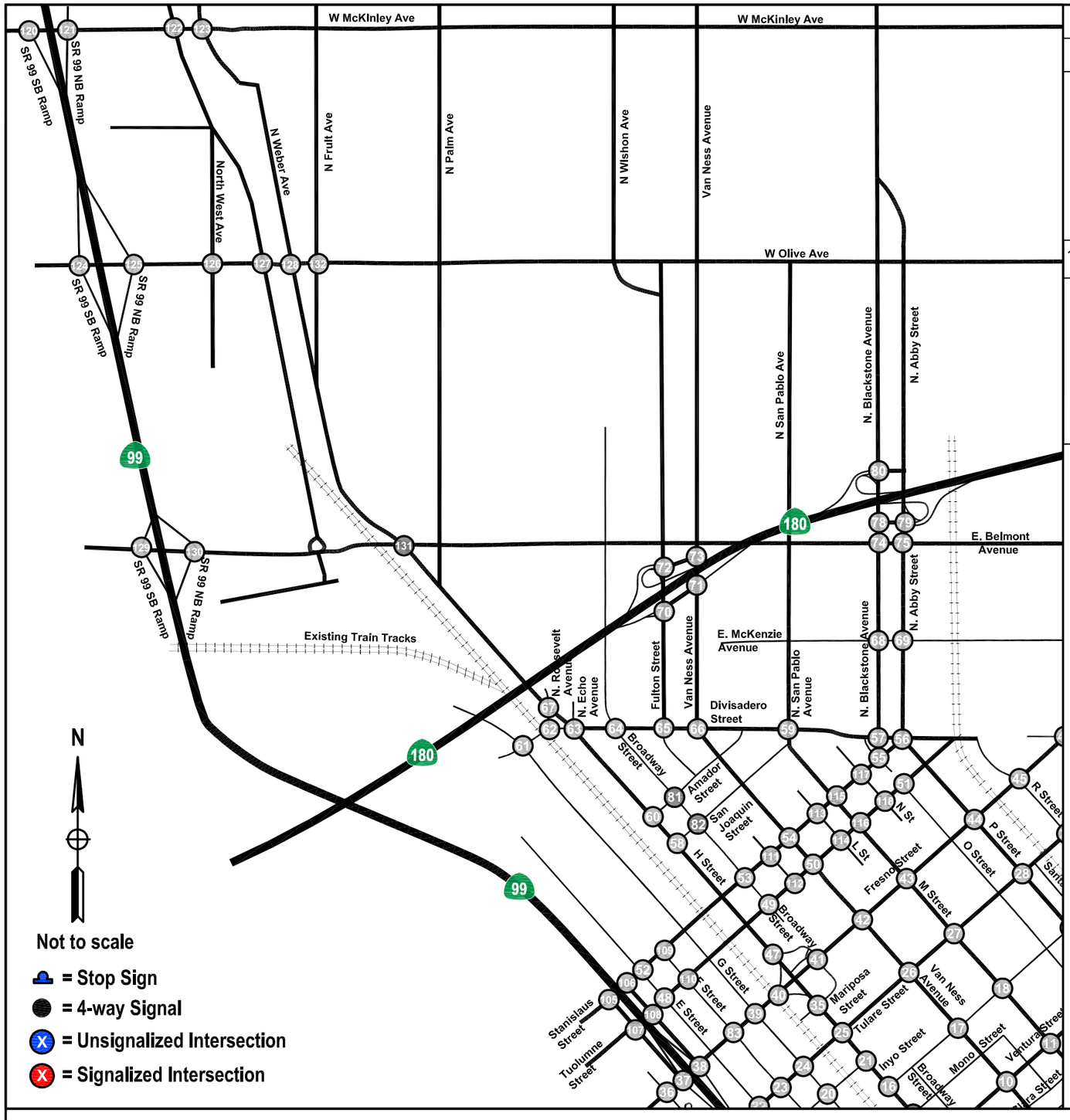



**86. H Street / Ventura Street**

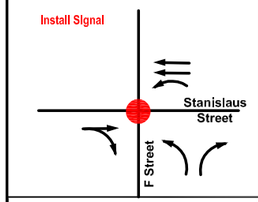



Note:
* = Going to CA 180 WB On-Ramp
Int # 86 needs mitigation in Underpass Alternative only

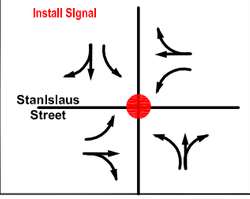
| California High-Speed Train Program EIR/EIS | Fresno Station - Existing plus Project Mitigation Measures | Figure 5.5-1a |
|---|---|---|



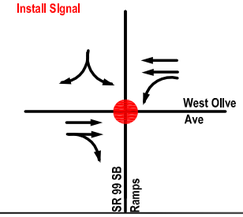

**109. Stanislaus Street / F St**



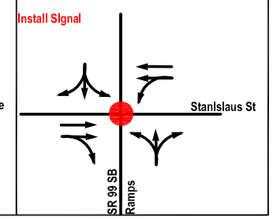

**117. Stanislaus Street / N Street**



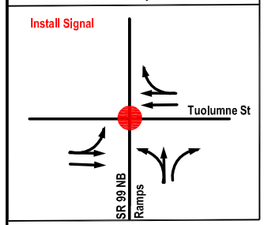

**124. West Olive Ave / SR 99 SB Ramps**




**129. West Belmont Ave / SR 99 SB Ramps**

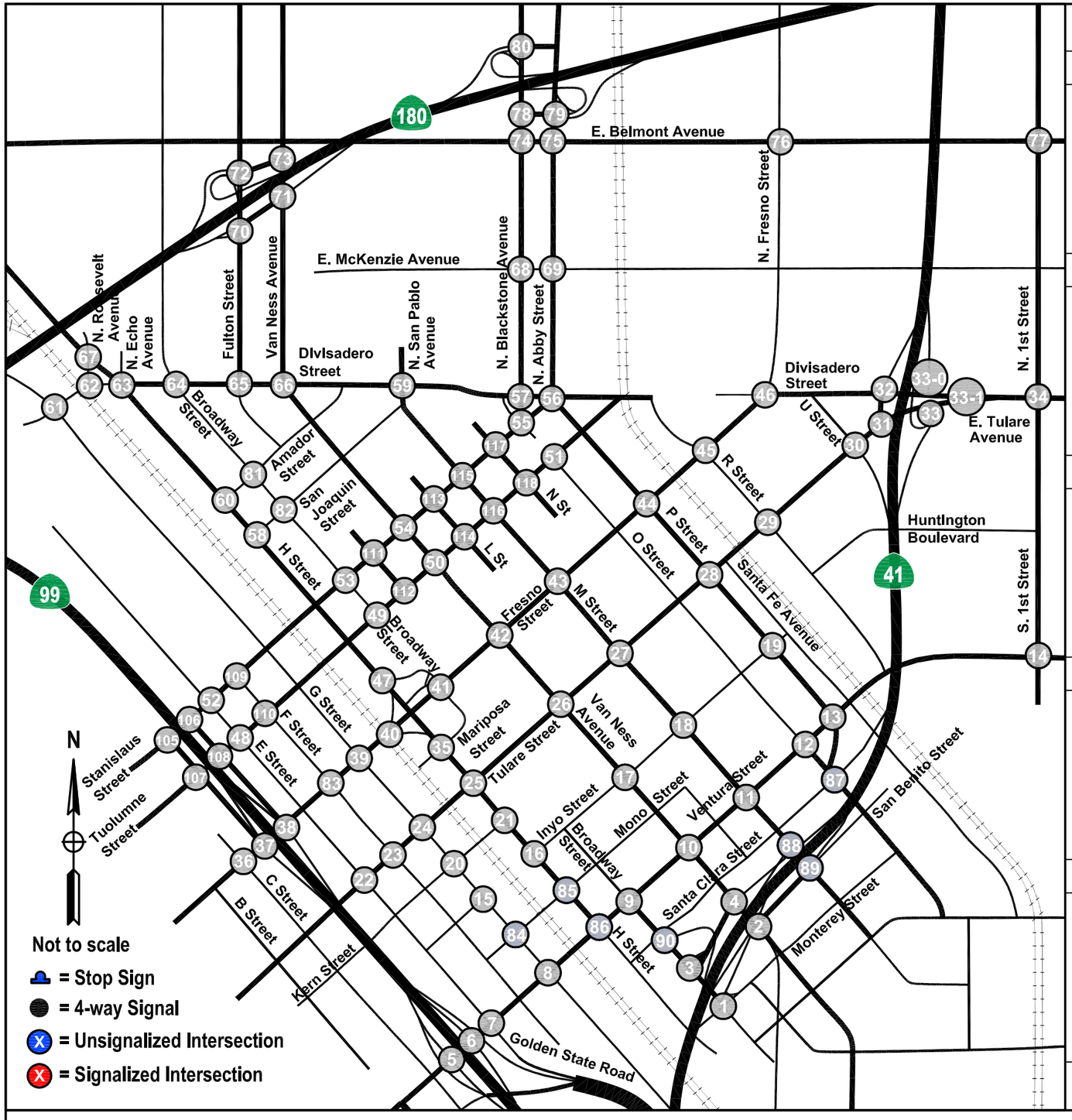



**130. West Belomont Ave / SR 99 NB Ramps**

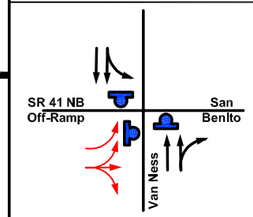



| | | |
|---|---|---|
| URS | **California High-Speed Train Program EIR/EIS** | **Fresno Station - Existing plus Project Mitigation Measures** |

**Figure 5.5-1b**

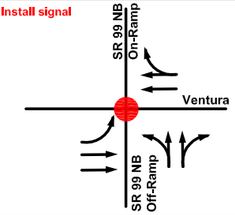



**2. Van Ness Avenue / SR 41 NB Off-Ramp / San Benito Street**



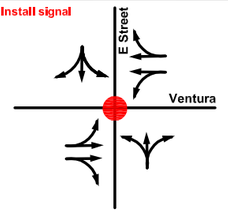

**6. SR 99 NB Ramps / Ventura Avenue**

Install signal



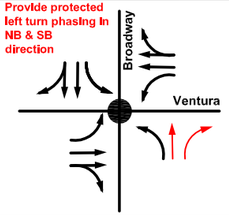

**7. E Street / Ventura Avenue**

Install signal



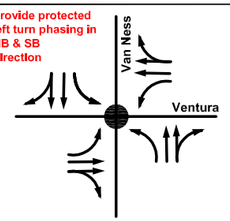

**9. Broadway Street / Ventura Avenue**

Provide protected left turn phasing in NB & SB direction

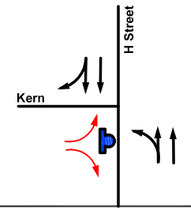



**10. Van Ness Avenue / Ventura Street**

Provide protected left turn phasing in NB & SB direction

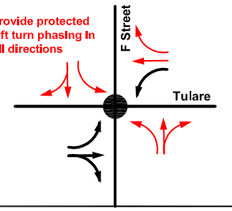



**21. H Street / Kern Street**



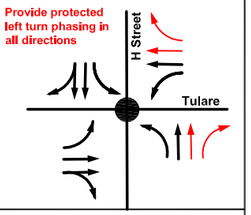

**23. F Street / Tulare Street**

Provide protected left turn phasing in all directions

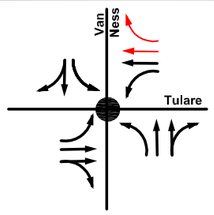



**25. H Street / Tulare Street**

Provide protected left turn phasing in all directions

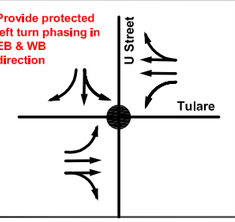



**26. Van Ness Avenue / Tulare Street**

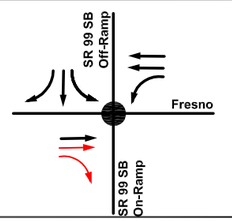



**30. U Street / Tulare Street**

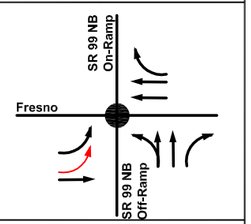
Provide protected left turn phasing in EB & WB direction



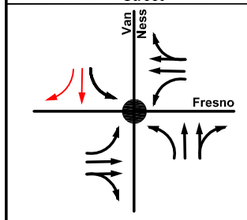

**37. SR 99 SB Ramps / Fresno Street**




**38. SR 99 NB Ramps / Fresno Street**

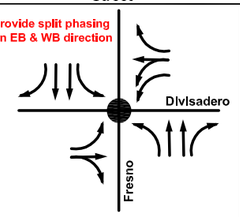



**42. Van Ness Avenue / Fresno Street**

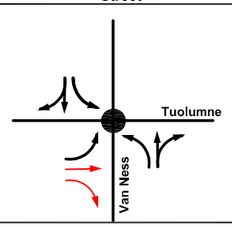



**46. Fresno Street / Divisadero Street**

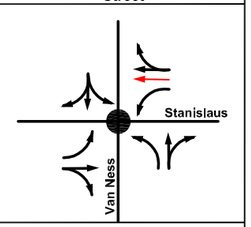
Provide split phasing in EB & WB direction



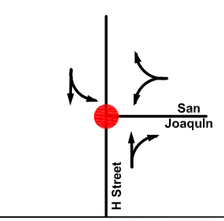

**50. Van Ness Avenue / Tuolumne Street**



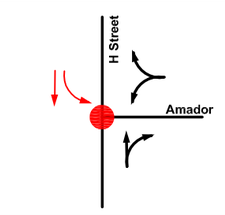

**54. Van Ness Avenue / Stanislaus Street**



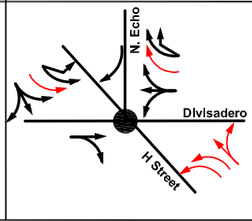

**58. H Street / San Joaquin Street**



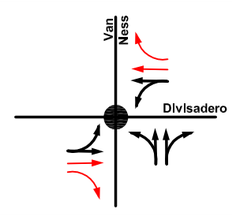

**60. H Street / Amador Street**




**63. H Street / Divisadero Street / N. Echo Avenue**



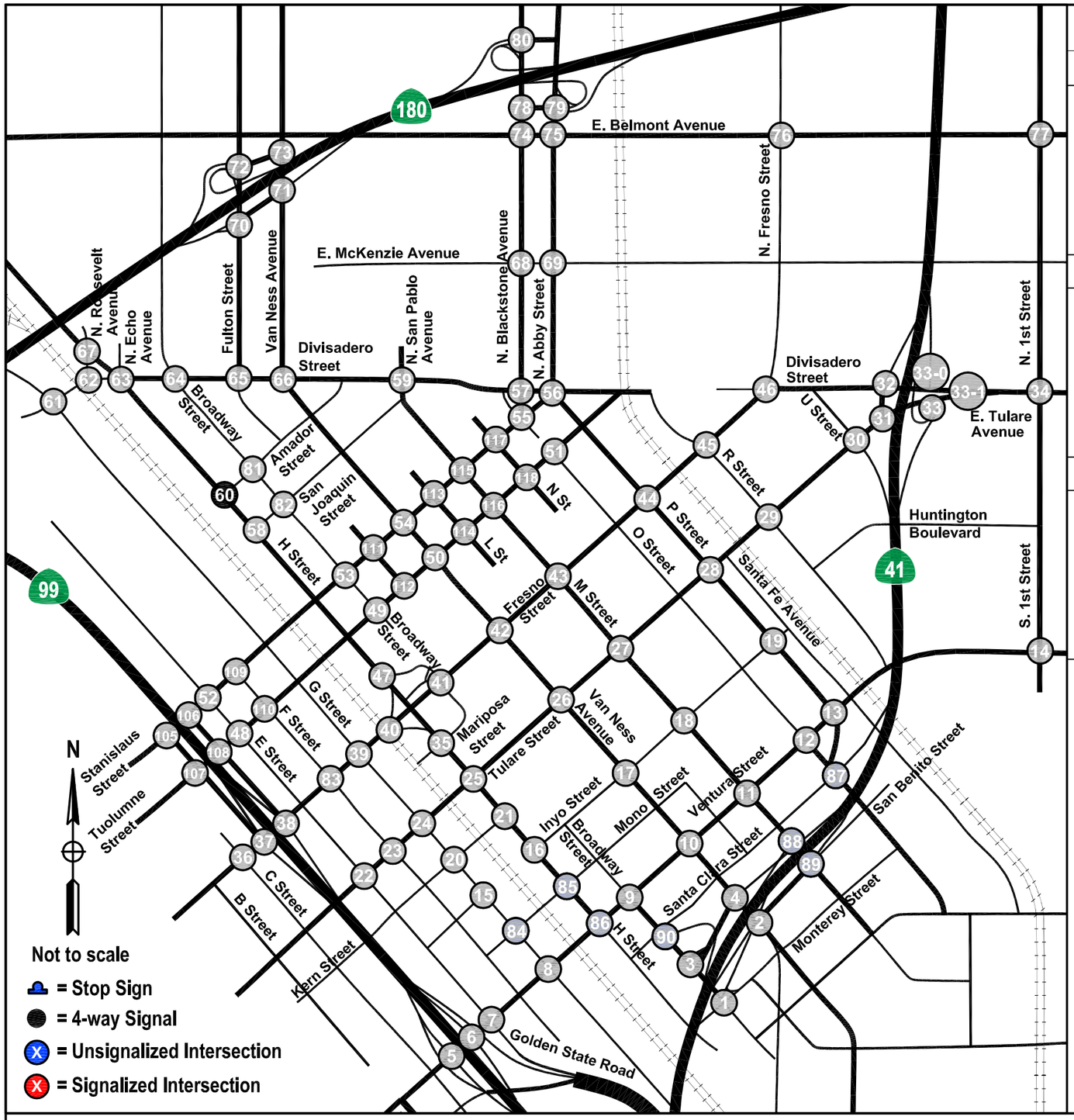

**66. Van Ness Avenue / Divisadero Street**



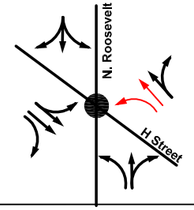

**California High-Speed Train Program EIR/EIS**

**Fresno Station Tulare Underpass Alternative - Future plus Project Mitigation Measures**

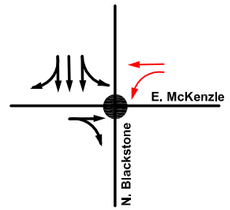
**Figure 5.5-1c**



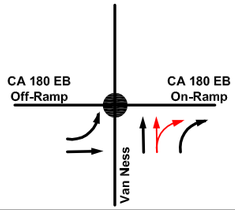

**67. H Street / N. Roosevelt Street**



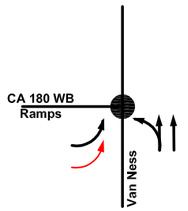

**68. N. Blackstone Avenue / E. McKenzie Avenue**



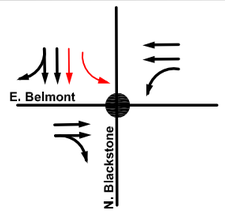

**71. Van Ness Avenue / CA 180 EB Ramps**



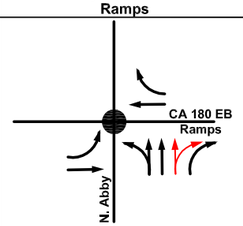

**73. Van Ness Avenue / CA 180 WB Ramp**



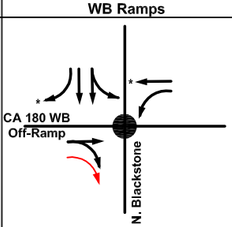

**74. N. Blackstone Avenue / E. Belmont Avenue**



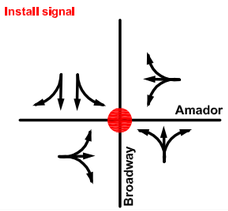

**79. N. Abby Street / CA 180 EB Ramps**



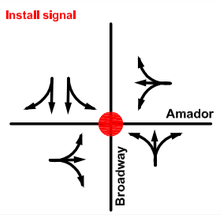

**80. N. Blackstone Avenue / CA 180 WB Ramps**



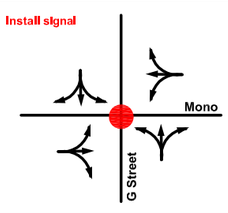

**81. Broadway Street / Amador Street**



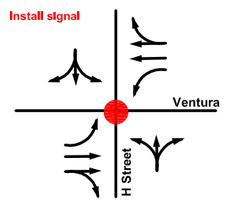

**83. F Street / Fresno Street**




**84. G Street / Mono Street**




**86. H Street / Ventura Street**

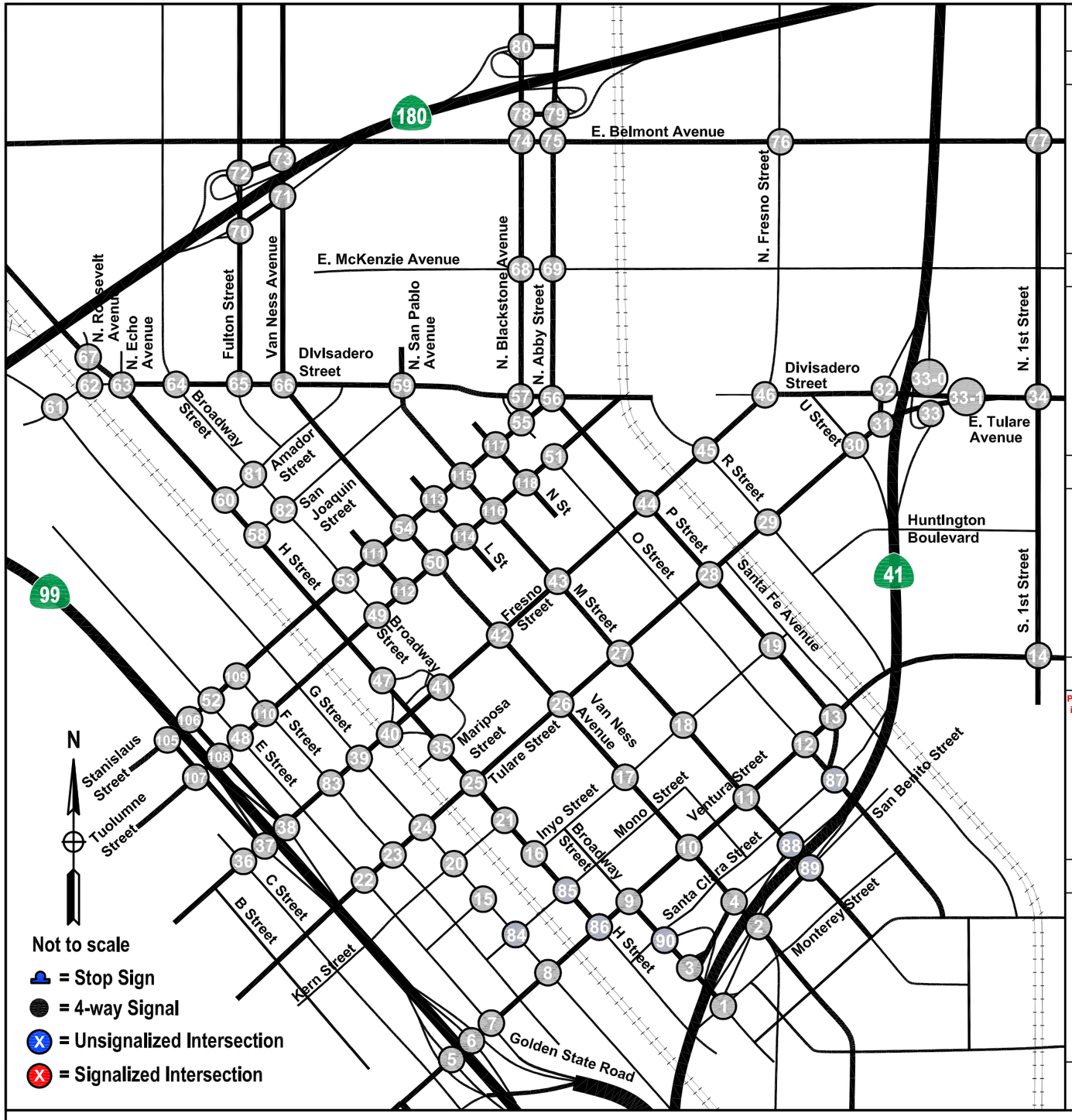



URS

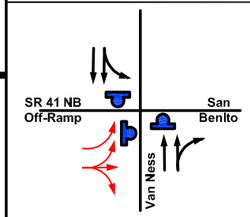
California High-Speed Train Program EIR/EIS

**Fresno Station Tulare Underpass Alternative - Future plus Project Mitigation Measures**

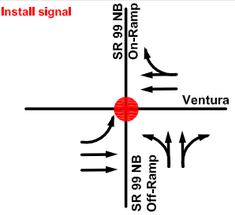
Figure 5.5-1d



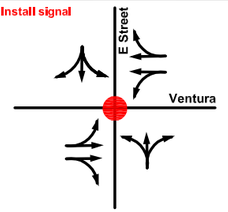

**2. Van Ness Avenue / SR 41 NB Off-Ramp / San Benito Street**



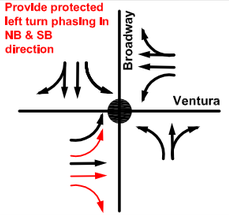

**6. SR 99 NB Ramps / Ventura Avenue**



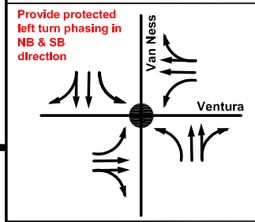

**7. E Street / Ventura Avenue**



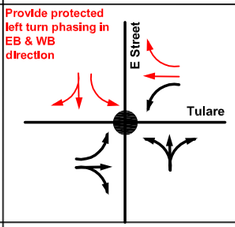

**9. Broadway Street / Ventura Avenue**



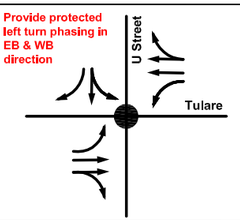

**10. Van Ness Avenue / Ventura Street**



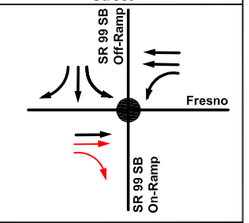

**22. E Street / Tulare Street**



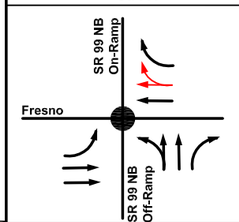

**30. U Street / Tulare Street**



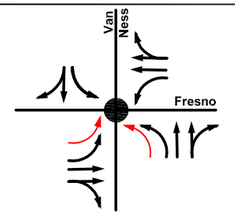

**37. SR 99 SB Ramps / Fresno Street**



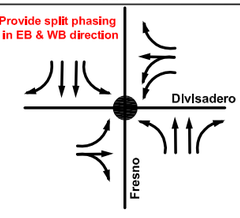

**38. SR 99 NB Ramps / Fresno Street**



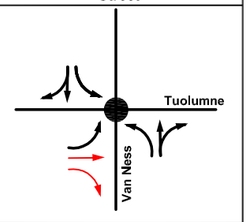

**42. Van Ness Avenue / Fresno Street**



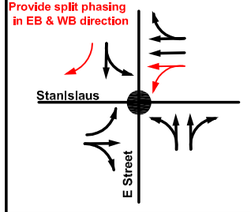

**46. Fresno Street / Divisadero Street**



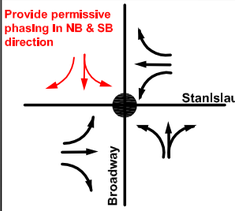

**50. Van Ness Avenue / Tuolumne Street**



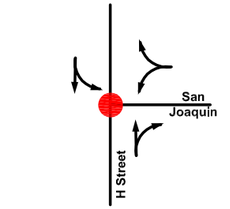

**52. E Street / Stanislaus Street**



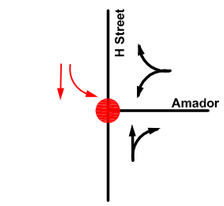

**53. Broadway Street / Stanislaus Street**



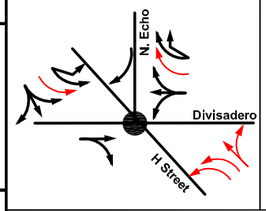

**58. H Street / San Joaquin Street**



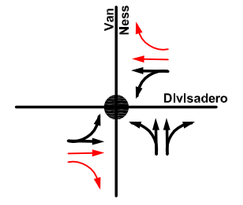

**60. H Street / Amador Street**



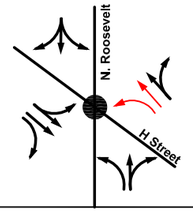

**63. H Street / Divisadero Street / N. Echo Avenue**



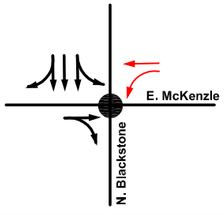

**66. Van Ness Avenue / Divisadero Street**




**67. H Street / N. Roosevelt Street**




**68. N. Blackstone Avenue / E. McKenzie Avenue**

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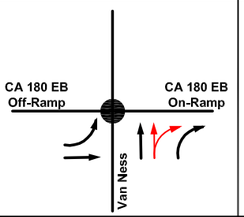
# California High-Speed Train Program EIR/EIS

**Fresno Station Tulare Overpass Alternative - Future plus Project Mitigation Measures**

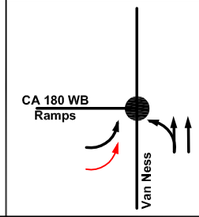
**Figure 5.5-1e**

E. Belmont Avenue
E. McKenzie Avenue
Divisadero Street
Divisadero Street
E. Tulare Avenue
Huntington Boulevard
N. Fresno Street
N. 1st Street
S. 1st Street
N. Roosevelt Avenue
N. Echo Avenue
Fulton Street
Van Ness Avenue
N. San Pablo Avenue
N. Blackstone Avenue
N. Abby Street
Broadway Street
Amador Street
San Joaquin Street
H Street
N St
L St
O Street
P Street
R Street
U Street
Fresno Street
M Street
Santa Fe Avenue
Broadway Street
G Street
F Street
E Street
Mariposa Street
Tulare Street
Van Ness Avenue
Inyo Street
Mono Street
Broadway Street
Ventura Street
Santa Clara Street
San Benito Street
Monterey Street
H Street
C Street
B Street
Kern Street
Golden State Road
Stanislaus Street
Tuolumne Street
180
99
41
60
N
Not to scale
= Stop Sign
= 4-way Signal
= Unsignalized Intersection
= Signalized Intersection

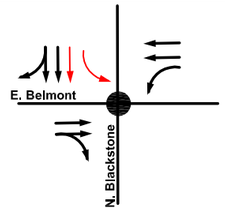
### 71. Van Ness Avenue / CA 180 EB Ramps



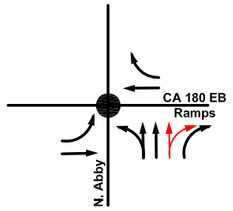

### 73. Van Ness Avenue / CA 180 WB Ramp



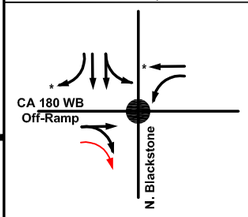

### 74. N. Blackstone Avenue / E. Belmont Avenue



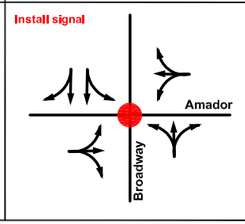

### 79. N. Abby Street / CA 180 EB Ramps



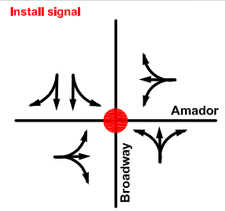

### 80. N. Blackstone Avenue / CA 180 WB Ramps



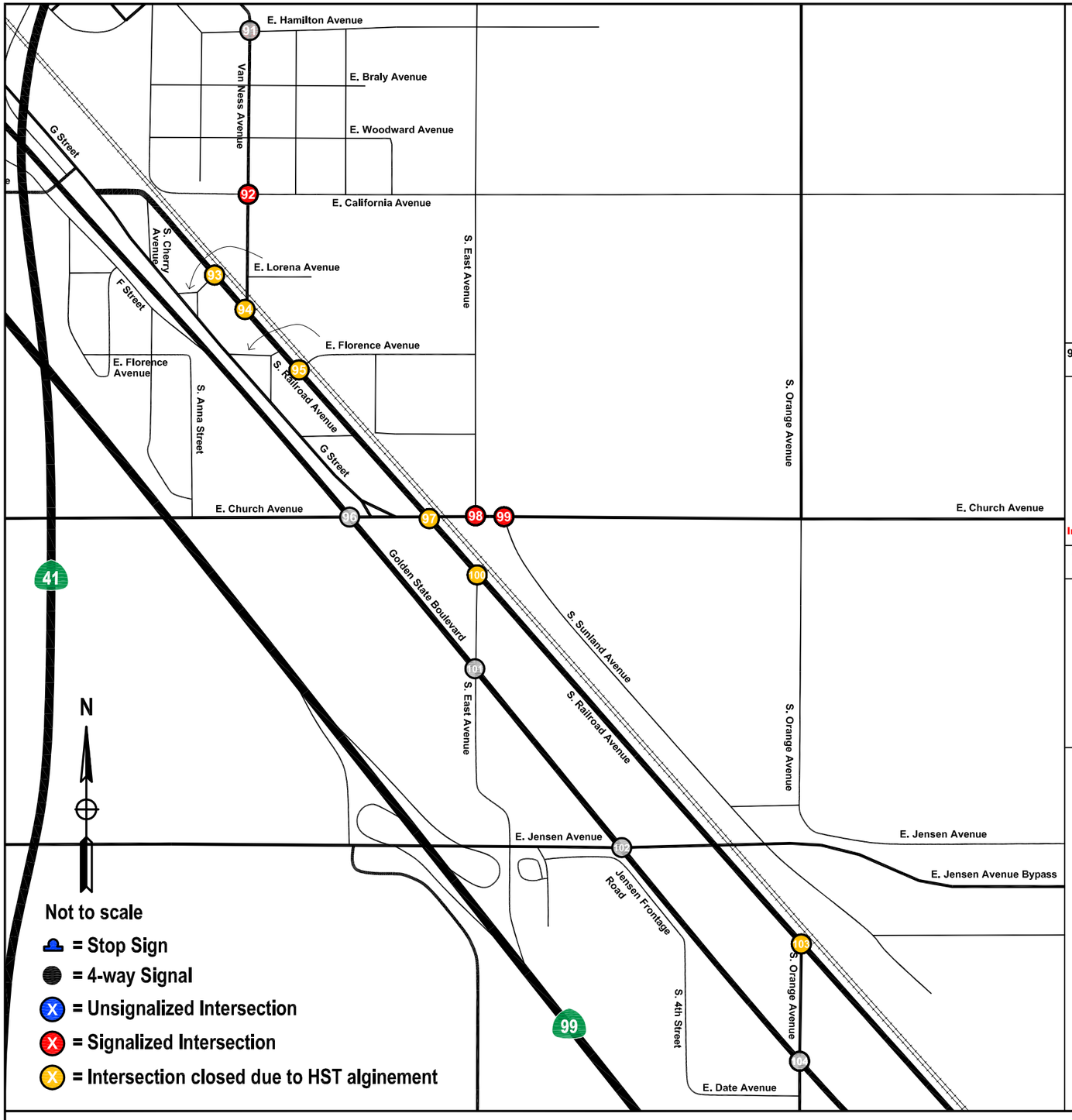

### 81. Broadway Street / Amador Street



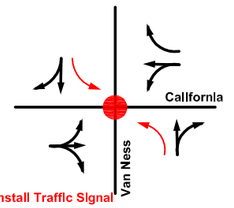

### 83. F Street / Fresno Street



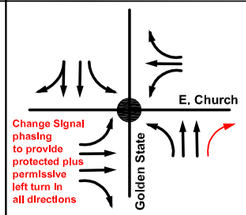

| | | |
|---|---|---|
| URS | California High-Speed Train Program EIR/EIS | Fresno Station Tulare Overpass Alternative - Future plus Project Mitigation Measures<br>Figure 5.5-1f |



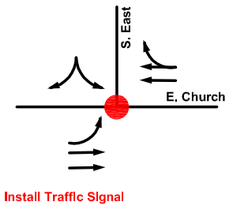

**92. S. Van Ness Avenue / California Avenue**



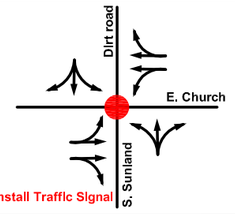

**96. Golden State Boulevard / E. Church Avenue**



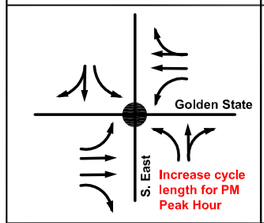

**98. S. East Avenue / E. Church Avenue**



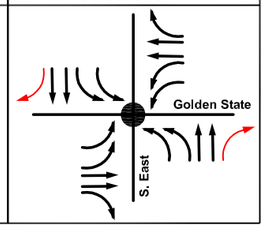

**99. S. Sunland Avenue / E. Church Avenue**




**101. S. East Avenue / Golden State Boulevard**



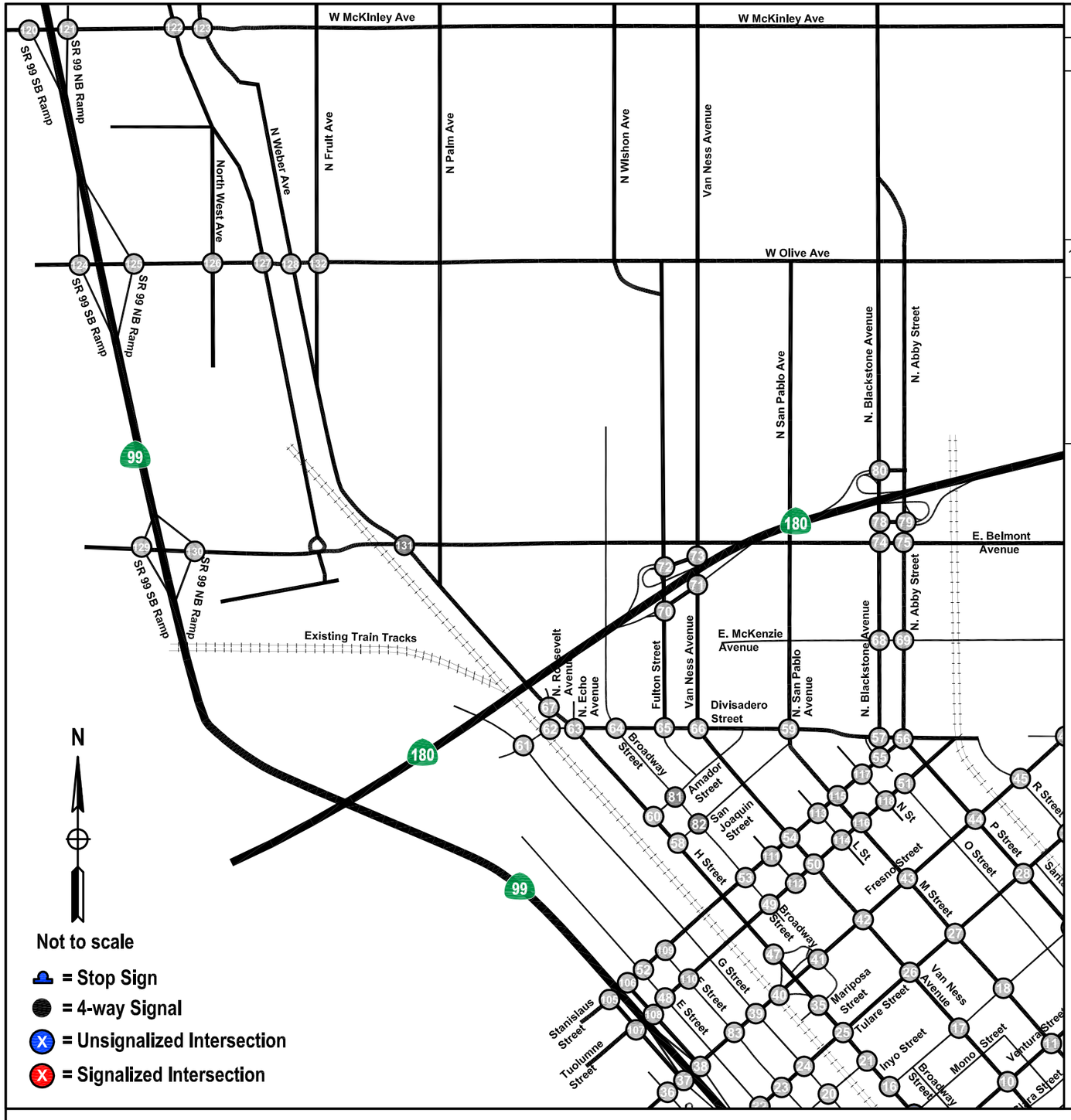

**102. Golden State Boulevard / E. Jensen Avenue**



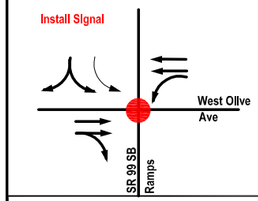

# California High-Speed Train Program EIR/EIS

**Fresno Station Tulare Underpass and Overpass Alternatives- Future plus Project Mitigation Measures**

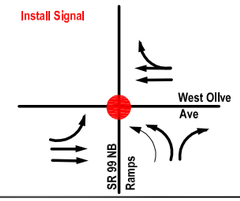
**Figure 5.5-1g**



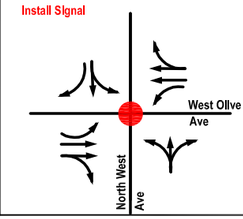

**124. West Olive Ave / SR 99 SB Ramps**



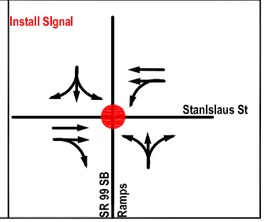

**125. West Olive Ave / SR 99 NB Ramps**



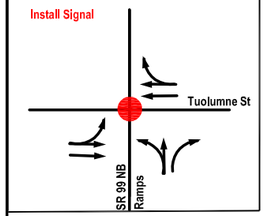

**126. West Olive Ave / North West Avenue**




**129. West Belmont Ave / SR 99 SB Ramps**




**130. West Belomont Ave / SR 99 NB Ramps**




URS

# California High-Speed Train Program EIR/EIS

**Fresno Station Tulare Underpass and Overpass Alternative - Future plus Project Mitigation Measures**

Figure 5.5-1h

N

Not to scale

= 4-way Signal

= Signalized Intersection

= Unsignalized Intersection

43

99

198

Grangeville Boulevard

Lacey Boulevard

7th Road

Houston Avenue

Hanford Armona Road

S. 11th Avenue

S. Irvine Street

10th Avenue

9th Avenue

8th Avenue

7th Avenue

6th Avenue

Road 28

2nd Avenue

Road 48

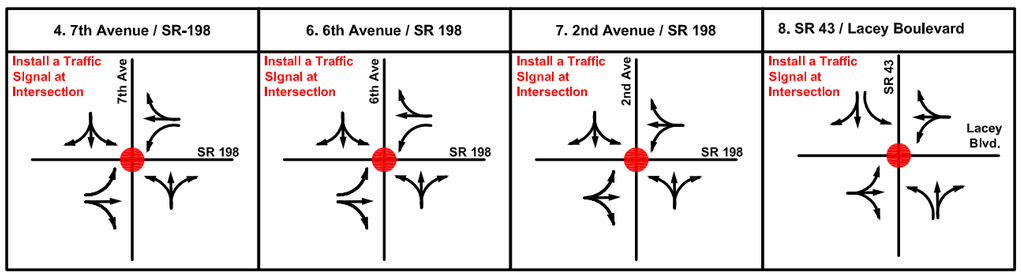
Road 56

Road 60

Road 68

Road J25

| 4. 7th Avenue / SR-198 | 6. 6th Avenue / SR 198 | 7. 2nd Avenue / SR 198 | 8. SR 43 / Lacey Boulevard |
|---|---|---|---|
| Install a Traffic Signal at Intersection | Install a Traffic Signal at Intersection | Install a Traffic Signal at Intersection | Install a Traffic Signal at Intersection |




**California High-Speed Train Program EIR/EIS**

**Kings/Tulare Regional East Station - Existing plus Project Mitigation Measures**

**Figure 5.5-2a**

N

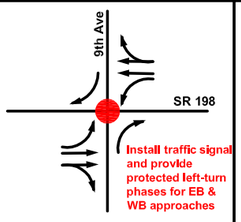
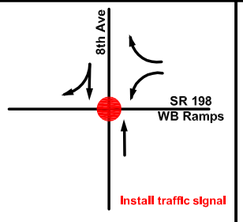
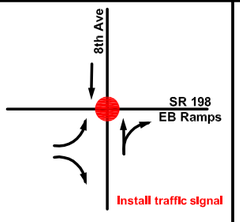
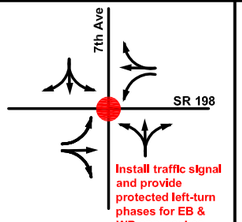
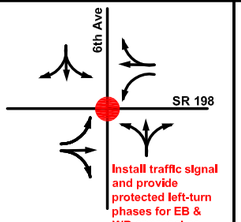
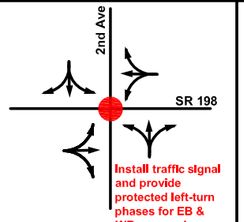
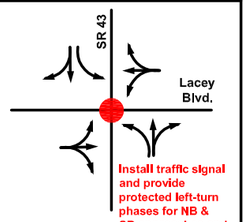
= Stop Sign
= 4-way Signal
= Signalized Intersection
= Unsignalized Intersection

Not to scale

Grangeville Boulevard
Lacey Boulevard
7th Road
Hanford Armona Road
Houston Avenue

43
198
99

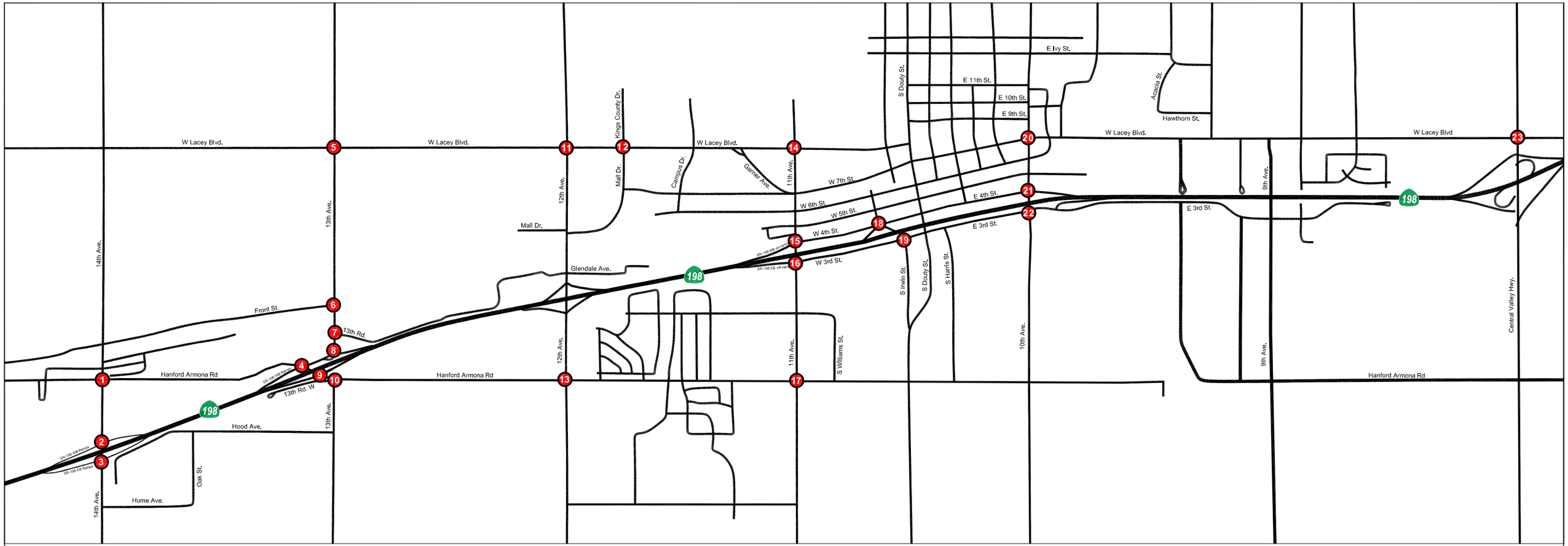
S. 11th Avenue
S. Irvine Street
10th Avenue
9th Avenue
8th Avenue
7th Avenue
6th Avenue
Road 28
2nd Avenue
Road 48
Road 56
Road 60
Road 68
Road J25

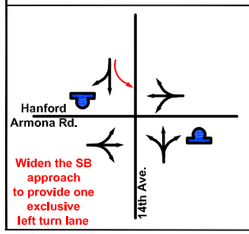
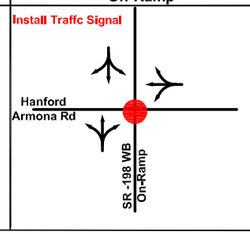
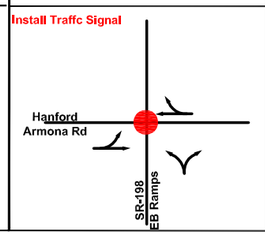
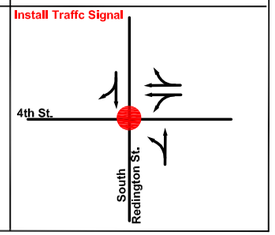
| 1. 9th Avenue / SR 198 | 2. 8th Avenue / SR 198 WB Ramps | 3. 8th Avenue / SR 198 EB Ramps | 4. 7th Avenue / SR-198 | 6. 6th Avenue / SR 198 | 7. 2nd Avenue / SR 198 | 8. SR 43 / Lacey Boulevard |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

# California High-Speed Train Program EIR/EIS

## Kings/Tulare Regional East Station - Future plus Project Mitigation Measures

Figure 5.5-2b




| 1. 14th Ave. / Hanford Armona Rd | 4. Hanford Armona Rd / SR-198 WB On-Ramp | 9. 13th Ave. / SR-198 EB Ramps | 18. South Redington St. / 4th St. |
|---|---|---|---|
|  |  |  |  |



(x) = Study Intersections

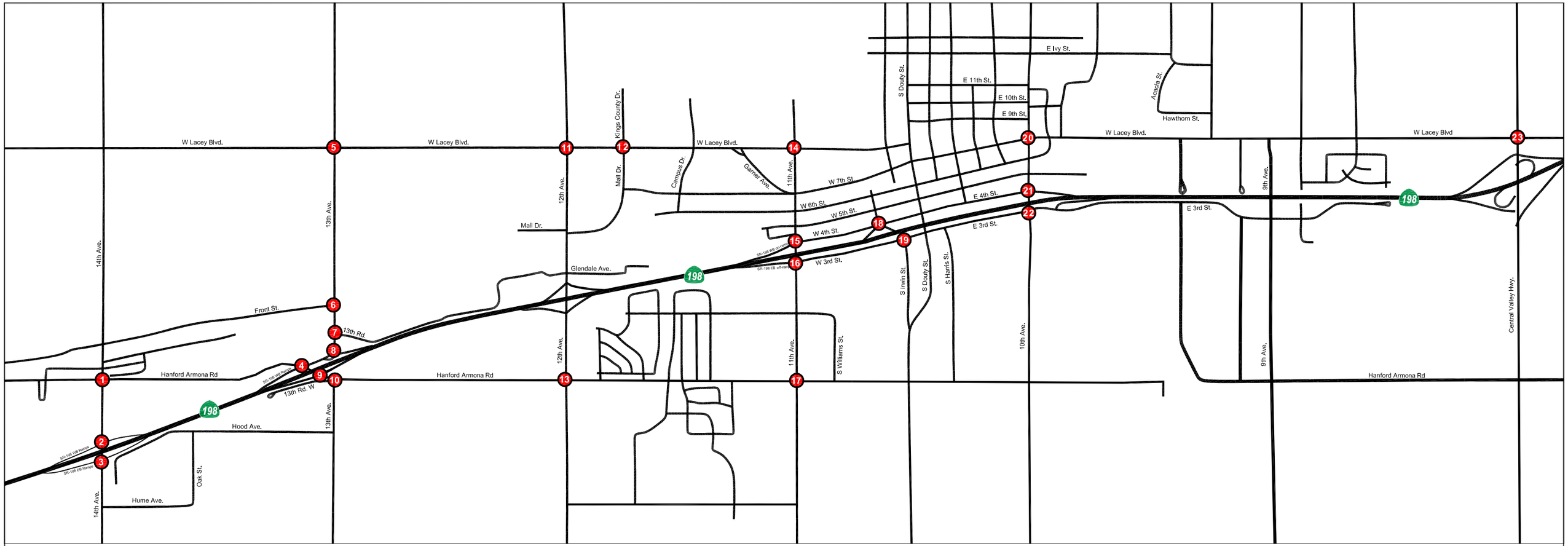
AM(PM) = Existing Turning Movement Volumes

URS

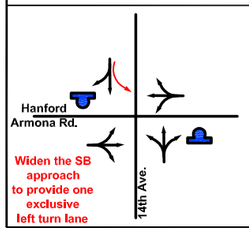
# California High-Speed Train Program EIR/EIS

## Kings/Tulare Regional West Station - Existing Plus Project Mitigation Measures

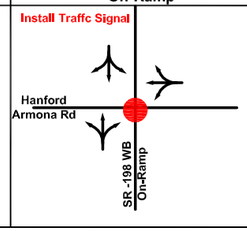
Figure 5.5-2c



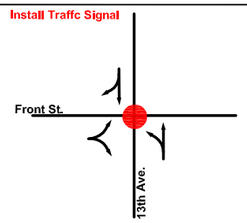

**1. 14th Ave. / Hanford Armona Rd**



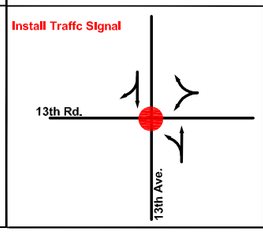

**4. Hanford Armona Rd / SR-198 WB On-Ramp**



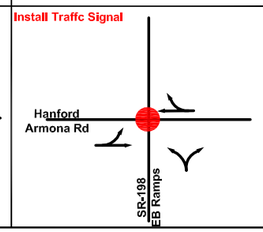

**6. 13th Ave. / Front Street**



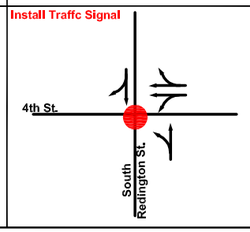

**7. 13th Ave. / 13th Rd.**



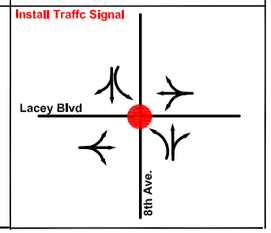

**9. 13th Ave. / SR-198 EB Ramps**




**18. South Redington St. / 4th St.**




**23. 8th Ave. / Lacey Blvd.**




(x) = Study Intersections

AM(PM) = Existing Turning Movement Volumes

N

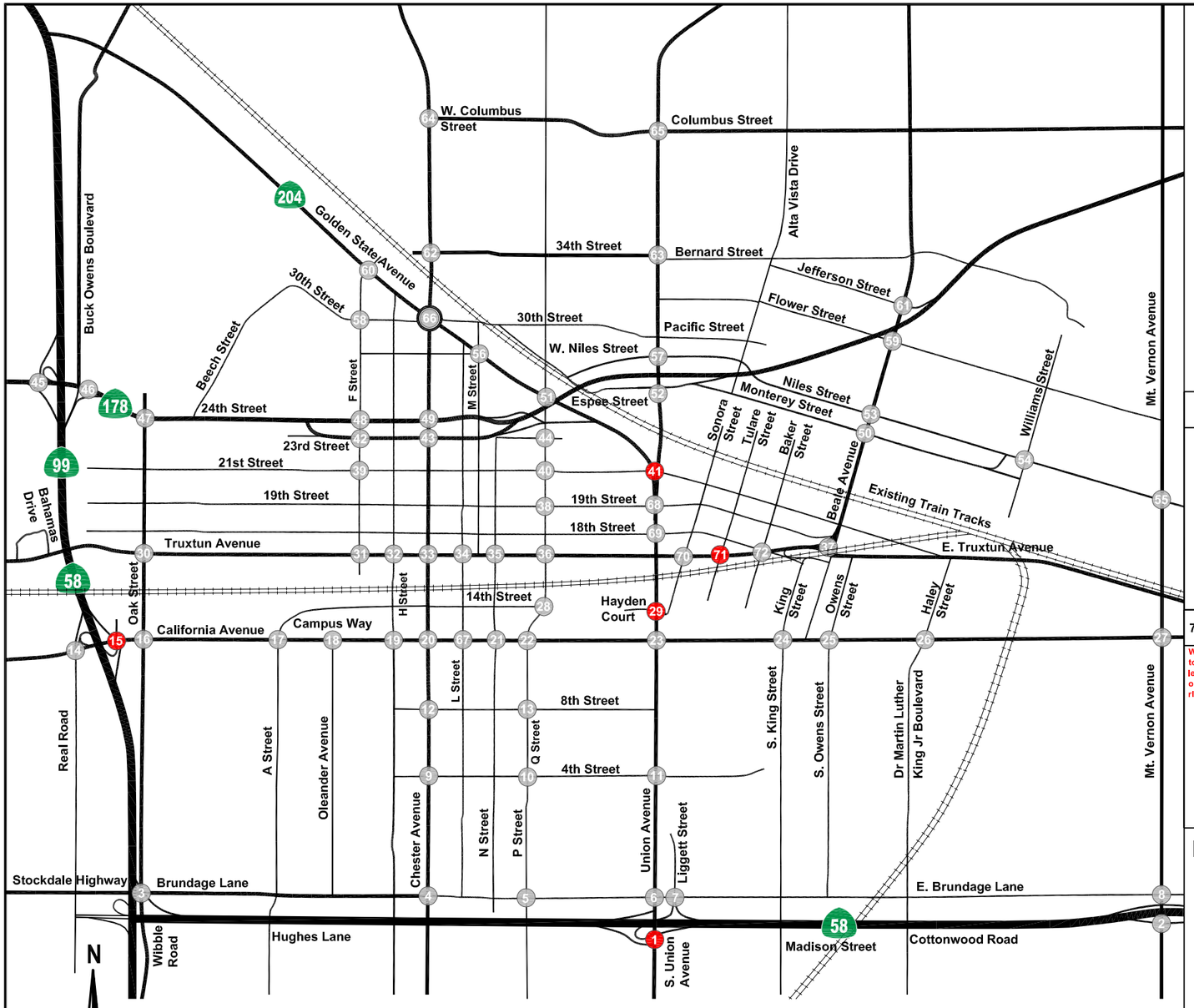
Not to scale

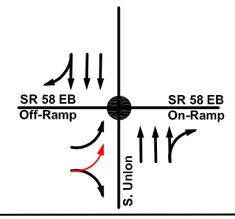
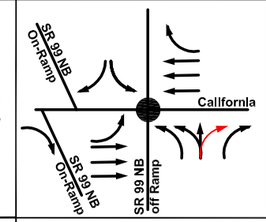
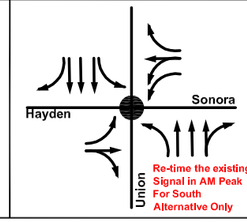
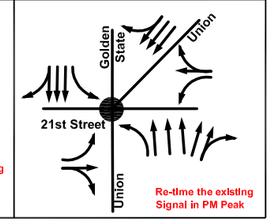
URS

# California High-Speed Train Program EIR/EIS

## Kings/Tulare Regional West Station - Future Plus Project Mitigation Measures

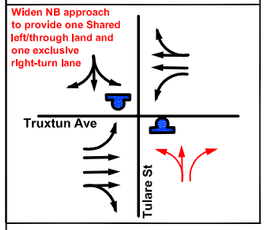
Figure 5.5-2d




| 1. S. Union Avenue / SR 58 EB Ramps | 15. SR 99 NB Ramps / Callfornla Avenue | 29. Unlon Avenue / Hayden Court / Sonora Street | 41. Unlon Avenue / Golden State Avenue / 21st Street |
|---|---|---|---|
|  |  |  |  |

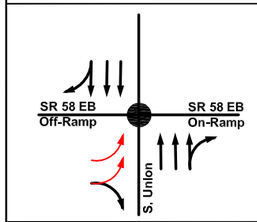
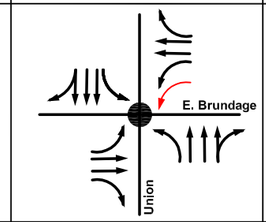
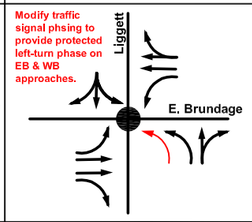
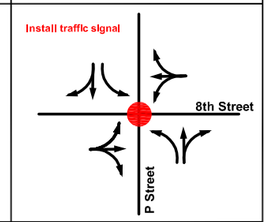
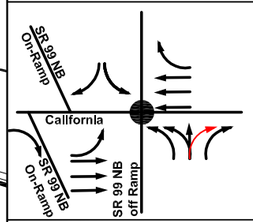
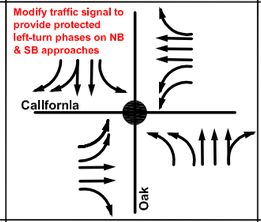
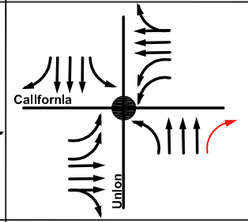
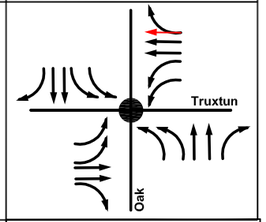
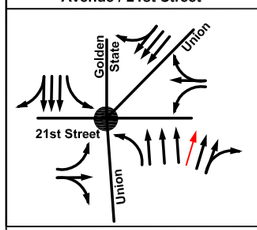
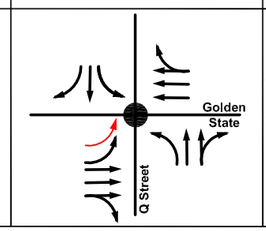
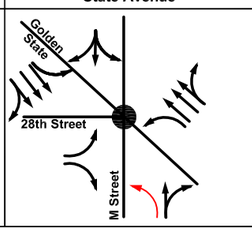
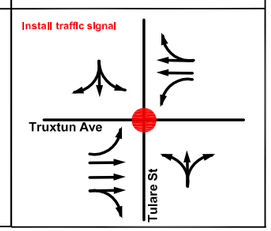


**71. Truxtun Avenue / Tulare Street**



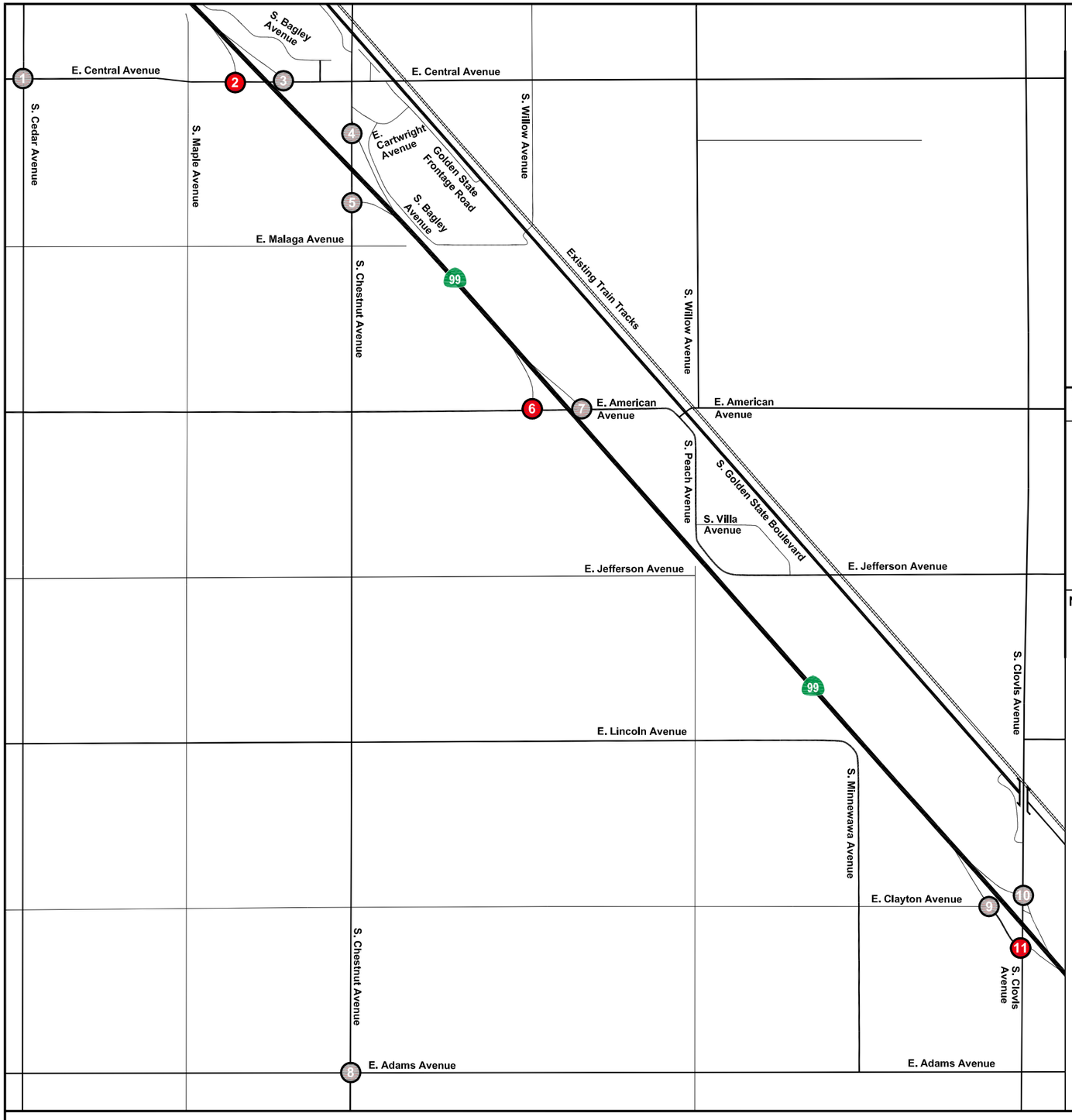

**Intersection 71 is mitigated only for Hybrid Alternative**

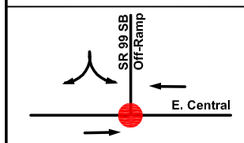
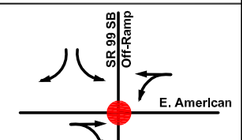
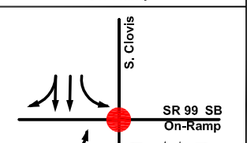
| California High-Speed Train Program EIR/EIS | Bakersfield Station North, South and Hybrid Alternatives - Existing plus Project Mitigation Measures | Figure 5.5-3a |
|---|---|---|

| 1. S. Union Avenue / SR 58 EB Ramps | 6. Union Avenue / E. Brundage Lane | 7. Liggett Street / E. Brundage Lane | 13. P Street / 8th Street |
|---|---|---|---|
|   |   | Modify traffic signal phsing to provide protected left-turn phase on EB & WB approaches.   | Install traffic signal   |
| **15. SR 99 NB Ramps / Callfornia Avenue** | **16. Oak Street / California Avenue** | **23. Union Avenue / Callfornia Avenue** | **30. Oak Street / Truxtun Avenue** |
|   | Modify traffic signal to provide protected left-turn phases on NB & SB approaches   |   |   |
| **41. Union Avenue / Golden State Avenue / 21st Street** | **51. Q Street / Golden State Avenue** | **56. M Street / 28th Street / Golden State Avenue** | **71. Truxtun Avenue / Tulare Street** |
|   |   |   | Install traffic signal   |

**Intersection 71 is mitigated only for Hybrid Alternative**

| | | |
|---|---|---|
| **California High-Speed Train Program EIR/EIS** | **Bakersfield Station North, South and Hybrid Alternatives - Future plus Project Mitigation Measures** | **Figure 5.5-3b** |




| 2. SR 99 SB Off-Ramp / E. Central Avenue | 6. SR 99 SB Off-Ramp / E. American Avenue | 11. S. Clovis Avenue / SR 99 SB On-Ramp |
|---|---|---|
|  |  |  |
| Install Traffic Signal | Install Traffic Signal | Install Traffic Signal |



**Note:** Mitigation measures for intersection 2 and 11 applies to Existing plus Project Conditions also.

N

Not to scale

= Stop Sign

= 4-way Signal

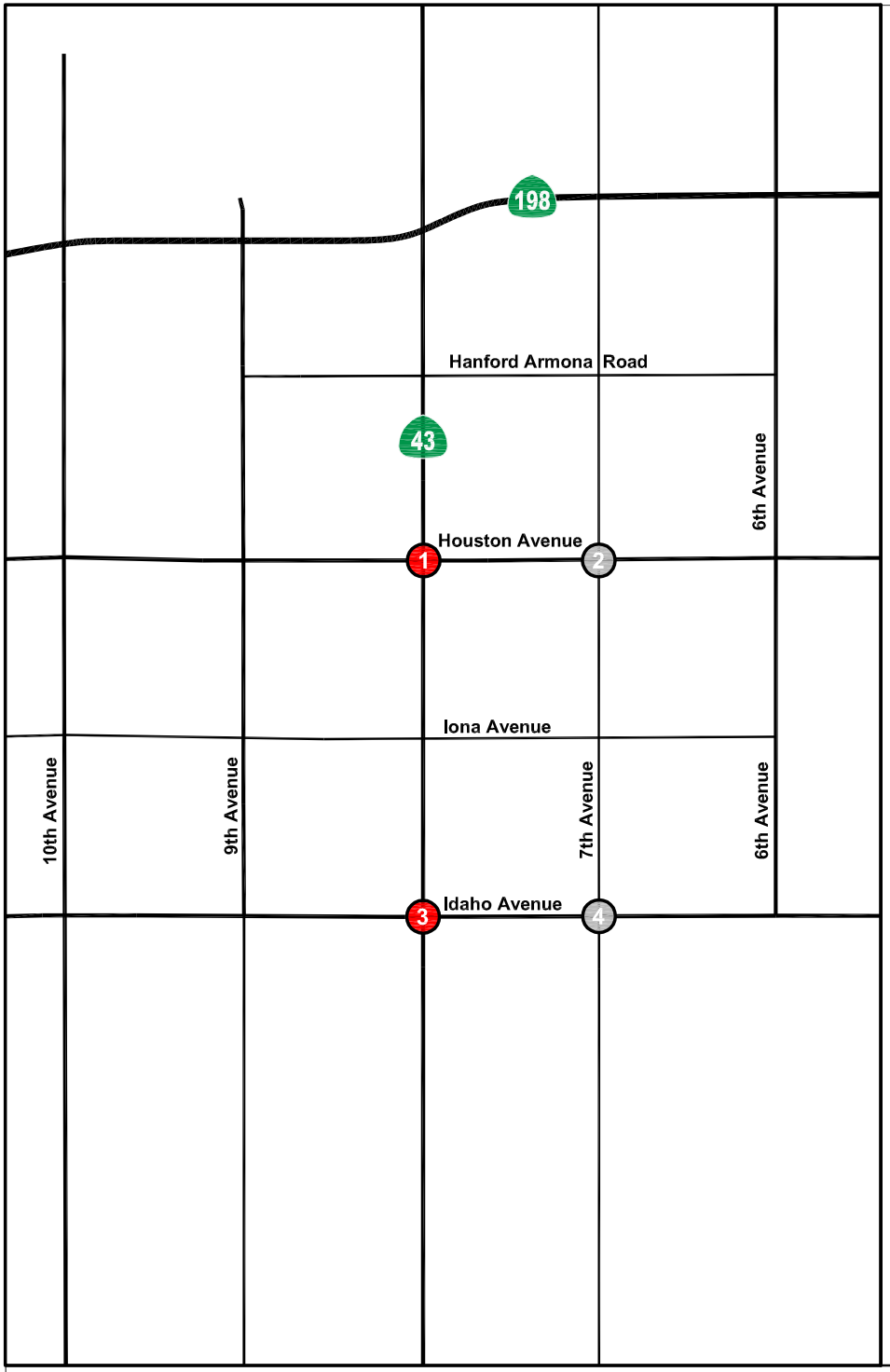
= Unsignalized Intersection

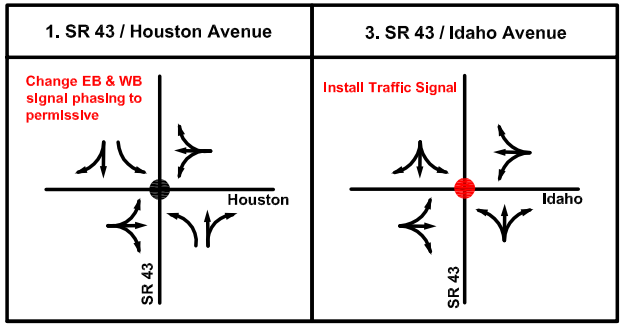
= Signalized Intersection

**California High-Speed Train Program EIR/EIS**

**Fresno Heavy Maintenance Facility - Future plus Project Mitigation Measures**

**Figure 5.5-4**




N

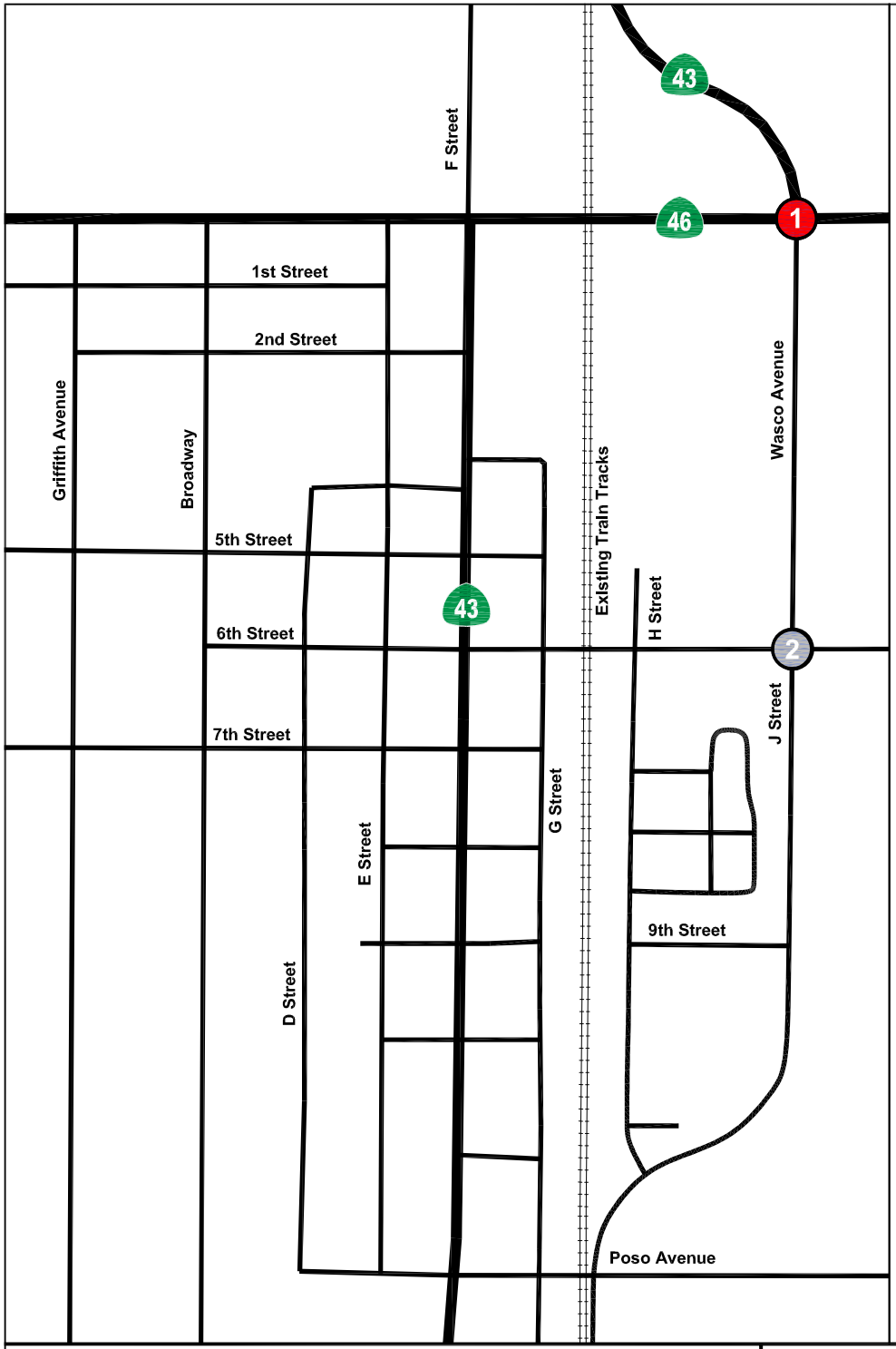
Not to scale

= Stop Sign
= 4-way Signal
= Unsignalized Intersection
= Signalized Intersection

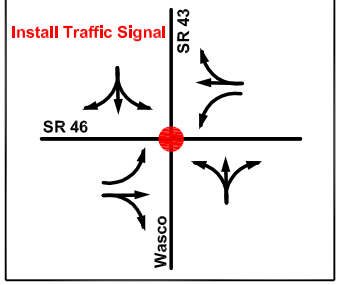
California High-Speed Train Program EIR/EIS

Mitigation Measures for Hanford Heavy Maintenance Facility

Figure 5.5-5




1. SR 43 - Wasco Avenue / SR 46




**Note:** Mitigation measure applies to both Existing plus Project Conditions and No Build plus Project Conditions

N

Not to scale

= Stop Sign

= 4-way Signal

= Unsignalized Intersection

= Signalized Intersection

| California High-Speed Train Program EIR/EIS | Mitigation Measures for Wasco Heavy Maintenance Facility | Figure 5.5-6 |
|---|---|---|

N

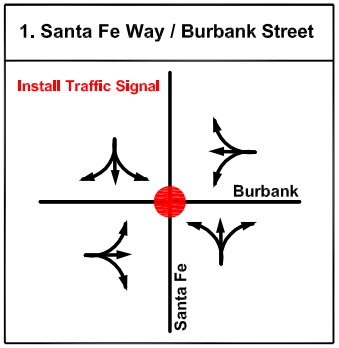
Not to scale

= Stop Sign

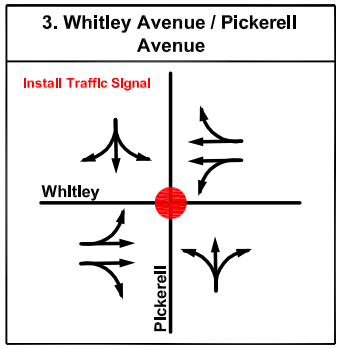
= 4-way Signal

= Unsignalized Intersection

= Signalized Intersection




| California High-Speed Train Program EIR/EIS | Mitigation Measures for Shafter Heavy Maintenance Facility | Figure 5.5-7 |
|---|---|---|




Mitigations is for Future Plus Project only.

N

Not to scale

= Stop Sign
= 4-way Signal
= Unsignalized Intersection
= Signalized Intersection

**California High-Speed Train Program EIR/EIS**

**Mitigation Measures for Corcoran**

**Figure 5.5-8**