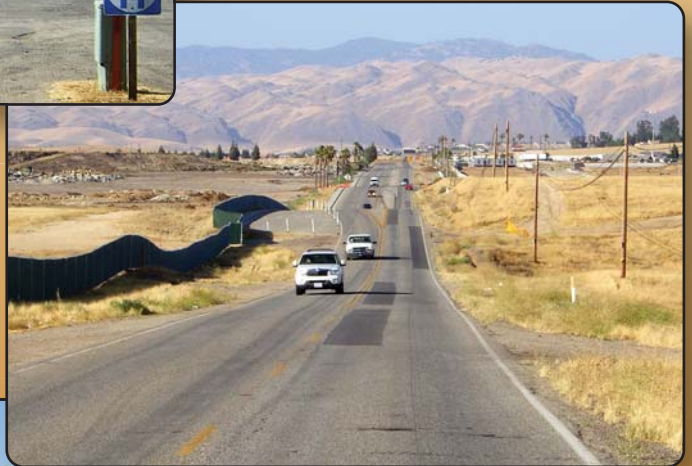


STATE ROUTE



Transportation Concept Report

South Planning Branch - District 6 - July 2009



**Caltrans District 6
South Planning Branch**

Randy Treece, Chief
(559) 488-4153
randy_treece@dot.ca.gov

For additional information on TCR SR 184, contact:

SR 184 Project Manager:
Pedro Ramirez, Associate Transportation Planner
(559) 445-6792
pedro_ramirez@dot.ca.gov

Front cover photos of Route 184 from top to bottom: several miles south of Bakersfield; several miles south of Lamont; in the City of Bakersfield; within the unincorporated area of Lamont.

STATE ROUTE



District 6


Transportation Concept Report

South Planning Branch

July 2009



Approval Recommended:



James Perrault
Acting Deputy District Director
Planning & Local Programs

8/25/09
Date



Malcolm X. Dougherty
District 6 Director

8/31/09
Date

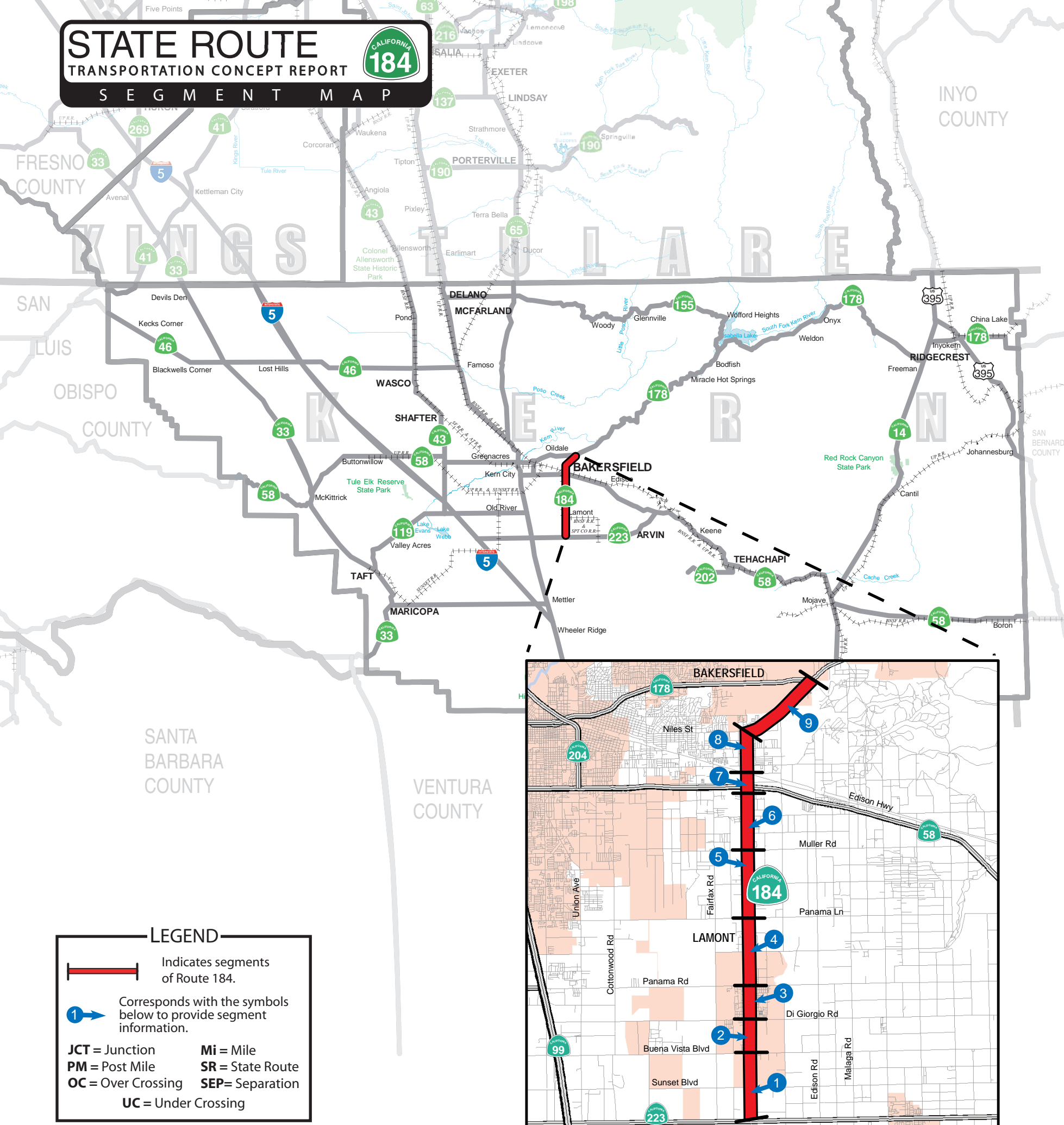


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Segment Map	i
Transportation Concept Report for State Route 184	
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III. Concept Rationale	4
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STATE ROUTE 184

TRANSPORTATION CONCEPT REPORT

SEGMENT MAP



Kern County

- 1 Segment 1:** SR 184 PM L0.0 / L2.0
SR 223 / Buena Vista Blvd
- 2 Segment 2:** SR 184 PM 0.0 / 1.0
Buena Vista Blvd / Digiorgio Rd
- 3 Segment 3:** SR 184 PM 1.0 / 2.0
Digiorgio Rd / 0.2 Mi N of Panama Rd
- 4 Segment 4:** SR 184 PM 2.0 / 4.0
0.2 Mi N of Panama Rd / Panama Ln
- 5 Segment 5:** SR 184 PM 4.0 / 6.1
Panama Ln / Muller Rd
- 6 Segment 6:** SR 184 PM 6.1 / 7.7
Muller Rd / 0.2 Mi S of RTE 58
- 7 Segment 7:** SR 184 PM 7.7 / 8.4
0.2 Mi S of RTE 58 / Edison HWY
- 8 Segment 8:** SR 184 PM 8.4 / 9.6
Edison HWY / Niles St
- 9 Segment 9:** SR 184 PM 9.6 / 12.1
Niles St / RTE 178

LEGEND

Indicates segments of Route 184.

Corresponds with the symbols below to provide segment information.

JCT = Junction **Mi** = Mile
PM = Post Mile **SR** = State Route
OC = Over Crossing **SEP** = Separation
UC = Under Crossing

Transportation Concept Report

State Route 184

July 2009

I. INTRODUCTION

This Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for a state highway corridor through the year 2030. The TCR provides the route, traffic data, and operating characteristics for the current - 2009, and future years - 2020 and 2030, for Caltrans District 6 State highway corridors.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept Level of Service (LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS. For the purpose of this document, capacity-enhancing improvements such as lane additions are the primary focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on State highway facilities, or whichever LOS is feasible to attain. The Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency or a need for improvement is triggered when the actual LOS falls below the Concept LOS.

This TCR also identifies existing mass transit and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. The UTC does not consider funding as a constraint. The project manager for this TCR should be consulted for the interim right-of-way (prior to ultimate construction) at a specific location along the corridor.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, this TCR is a "living document," subject to amendments as conditions change and projects are completed. The Caltrans District 6 Planning South Branch (Kern County) will update the TCR on a three-to-five year cycle or as needed.

This TCR for State Route 184 was prepared and completed by the Caltrans District 6 Planning South Branch unit in cooperation with local and regional agencies, in consultation with Tribal Governments and Communities, and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At Route 223 near the City of Arvin in Kern County

Ends: At Route 178 in the City of Bakersfield in Kern County

Length: 14-mile highway in Kern County.

This Transportation Concept Report covers 14 miles of SR 184 within District 6, from Route 223 to Route 178. Route 184 is located solely within Kern County. At the beginning of the TCR is a map showing the location of Route 184 within District 6 and the State of California. It also shows the 9 segments of SR 184 in Kern County (Segment Map, page "i").

Land Use: The highway travels across primarily agriculture, grazing land and commercial land use in the southern San Joaquin Valley. Located along the route is the community of Lamont and the City of Bakersfield. Commercial and residential land uses exist within Lamont and Bakersfield.

Terrain: Flat land is the general terrain throughout the route.

Facility: The route is mainly a 2-lane conventional highway with two 4-lane conventional highway segments. There are no passing lanes throughout this route.

Interchanges and other State highway connections:

- Route 184 intersects with Route 223 near the City of Arvin and with Route 178 within the Bakersfield City limits.
- There is an existing interchange with Route 58 in Bakersfield.

A. Modal Alternatives

Passenger Rail Services: Amtrak, via its San Joaquin Route, runs six passenger trains through the San Joaquin Valley on a daily basis with stops in nearby Bakersfield. The buses connect transit riders to the Amtrak train station in Bakersfield.

Transit Services: Both fixed-route and dial-a-ride buses serve the local travelers in Kern County. Common transit carriers include Golden Empire Transit (GET) and the Kern Regional Transit. The Kern Regional Transit operates fixed route and dial-a-ride service throughout rural Kern County.

Please see the section under References for more information, page A-1 at the end of the TCR.

Bicycle Routes: All segments are currently open to bicycle travel.

Please refer to the "Sources of Information – All Segments" section under References, page A-1 for more information on bicycle access along Route 184.

Pedestrian Access / Facilities: Pedestrian and possible American Disability Act (ADA) concerns are to be found primarily in Lamont and in the City of Bakersfield. In 2005 the Safe Routes to School program funded a multi-use sidewalk along a busy section (Segment 3) in Lamont. The Safe Routes to School's goal is to "reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students." If any future projects were to be constructed along any portion of this highway, pedestrian and ADA concerns such as crosswalks, sidewalks, curb cuts, ramps and railings, may need to be addressed.

Park and Ride Facilities: Existing Park and Ride facilities are located at the northwest and southeast corners of Route 58 and Route 184. Based on current trends of job creation in southern Kern County, especially at the Tejon Industrial Complex, a Park and Ride facility at the intersection of Route 184 and Route 223 may be a potential future location. Job growth data suggests a future increase of commuters to Los Angeles County.

Please refer to References, page A-1 for more information on Pedestrian and ADA access along Route 184.

B. Intelligent Transportation Systems (ITS)

A proposed changeable message sign has been proposed on SR 184. Deployment of appropriate ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings. The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. A Traffic Management Team (TMT) contact is located in the City of Bakersfield.

Specific information on ITS is located in the Appendix.

C. State Route 184 Highway Facts

- Route 184 was formally know as Route 143 in 1933 and was added to the State Highway System.
- The route became part of the California Freeway and Expressway System in 1959.
- Locally Route 184 is known as the Weedpatch Highway (between Route 223 and Route 58), Morning Drive (between Route 58 and Niles Street), and Kern Canyon Road (between Niles Street and Route 178).
- With increasing agriculture trucking activity, commuter and recreational traffic, Route 184 is planned on being widened to four lanes from Panama Rd to Route 58. Route 184 would serve as a gap-closure from Interstate 5 to Route 58 when Wheeler Ridge Road (County Road south of Route 184) is improved to four lanes in the future.

D. Environmental Considerations

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

FLORA – Bakersfield cactus.

FAUNA – San Joaquin kit fox.

The main environmental issues are associated with UTC concerns, right-of-way acquisition, environmental justice, and displacement of businesses/homes primarily in the community of Lamont and the City of Bakersfield. Other environmental concerns include historic properties and hazardous waste.

III. Concept Rationale

Route Concept LOS:

LOS D is assigned to both the rural and urban portions since a majority of the route is urban. Future development is projected to have significant impacts, especially within the City of Bakersfield and just south of its city limits. There is much diversity throughout the route in regards to the existing level of service. The LOS significantly increases between the community of Lamont and the City of Bakersfield.

Concept Facility:

The 2030 Concept Facility for Route 184 is constant throughout the route with the exception of two segments. About half of the segments have a Concept Facility of a 4-lane conventional highway. The following shows the Concept Facility for the existing route segments.

2-lane conventional highway with improvements (Segments 1 & 2): the existing 2-lane facility may be improved with the addition of improvements such as turn lanes, signalization, passing lanes, etc. (2C to 2C(I)).

4-lane conventional highway (Segments 3, 4, 5, 6, 7, 8 & 9): Two additional lanes are to be added to the segments. There are no projected additional lanes in urban Lamont (Segment 3) and in the segment one mile south of Bakersfield (Segment 7).

The Ultimate Transportation Corridor (UTC-beyond 2030):

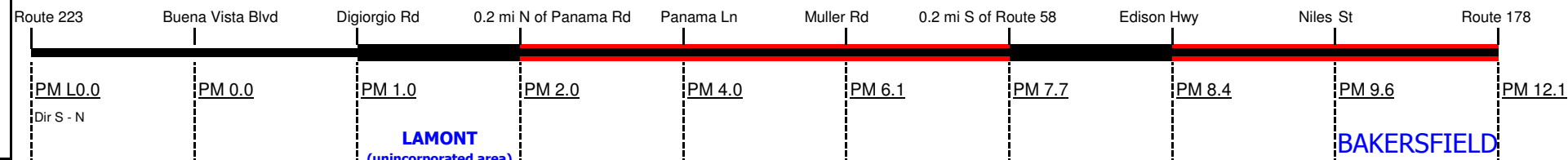
All of the Segments 1 - 9 have a UTC of a 6-lane conventional highway with a note on Segment 3. Segment 3 (Lamont) has a desired UTC of 6 lanes, but built-out development currently restricts widening of the existing 4-lane right-of-way.

IV. State Route 184 Transportation Concept Report Summary Chart

The 2-page Summary Chart following this section indicates that SR 184 is divided into 9 distinct segments that provide descriptive and technical information, both current and forecast, for the State highway. It also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and City/County boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, and General Plan information.

LEGEND

Existing Lanes **Conventional**
Planned or Programmed by 2030 **Expressway**
Add Through Lanes
 * Length of segments not to scale
 Dir = Direction



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

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

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

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030- RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

LOS: The current LOS (level of service), along with the expected calculated LOS in 2020 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

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

Directional Split (Peak Hour): ^ Desired UTC is 6C and preferred ROW is 128' but built-out development currently restricts widening of the existing 110' ROW through Lamont.

AAADT: signifies Annual Average Daily Traffic.

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

N/A - Not deficient, no project recommended/not applicable.

N/A* - Deficient, no project recommended.

(I)+ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

* Concept Facility meets Concept LOS.

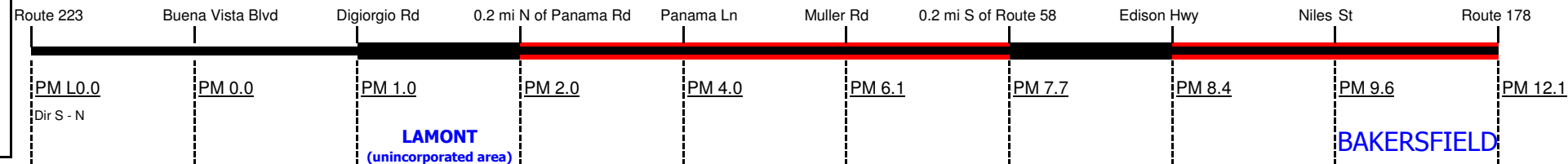
** Possible realignment onto Morning Dr from Niles St to Route 178.

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	KERN / 184								
Description Begin	ROUTE 223	BUENA VISTA BLVD	DIGIORGIO RD	0.2 MI N OF PANAMA RD	PANAMA LN	MULLER RD	0.2 MI S OF ROUTE 58	EDISON HWY	NILES ST
Description End	BUENA VISTA BLVD	DIGIORGIO RD	0.2 MI N OF PANAMA RD	PANAMA LN	MULLER RD	0.2 MI S OF ROUTE 58	EDISON HWY	NILES ST	ROUTE 178
Post Mile Limits Begin/End (PM)	L0.0 / L2.0	0.0 / 1.0	1.0 / 2.0	2.0 / 4.0	4.0 / 6.1	6.1 / 7.7	7.7 / 8.4	8.4 / 9.6	9.6 / 12.1
Length (MI)	2.0	1.0	1.0	2.0	2.1	1.6	0.7	1.2	2.5
Rural / Urban	Rural	Urban	Urban	Urban	Rural	Urban	Urban	Urban	Urban
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	60 / 85	60 / 110	110 / 110	60 / 110	60 / 110	60 / 110	60 / 110	73 / 100	80 / 100
Median Range (FT)	0 / 0	0 / 0	21 / 21	0 / 21	0 / 14	0 / 22	0 / 22	0 / 0	0 / 0
Shoulder Range (FT) - Treated	2 / 8	2 / 8	10 / 10	2 / 8	2 / 8	2 / 10	6 / 8	6 / 8	8 / 8
Lane Width (FT)	12	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	128	128	110^	128	128	128	128	128	128**
Facility: Existing	2C	2C	4C	2C	2C	2C	4C	2C	2C
2030 Concept	2C(I)+	2C(I)+	4C	4C	4C	4C	4C	4C	4C
UTC	6C	6C	4C^	6C	6C	6C	6C	6C	6C**
LOS: 2009	C	D	C	D	D	E	B	C	B
LOS: 2020	D	E	D	E	E	F	C	E	C
LOS: 2030	E	F	F	F	F	F	E	F	C
LOS: Concept 2030	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	2030	N/A	2020	2009	2009	N/A	2020	2030
Project in STIP/RTP (Y/N)	Yes	Yes	No	Yes	No	No	No	No	No
LOS W/ Concept Improvement	N/A*	N/A*	N/A	B*	B*	E*	N/A	C*	B*
Directional Split (Peak Hour)	70/30	70/30	52/48	56/46	52/48	60/40	65/35	54/46	53/47
AAADT: 2009	8,000	10,300	14,000	11,500	11,000	18,700	18,700	11,400	6,200
AAADT: 2020	15,000	19,300	23,100	19,000	19,000	34,700	31,800	19,400	10,500
AAADT: 2030	18,600	24,000	38,400	31,500	32,300	63,800	53,300	32,500	17,700
Peak Hour: 2009	750	950	1,400	1,150	1,100	1,850	1,850	1,150	580
Peak Hour: 2020	1,400	1,780	2,310	1,900	1,900	3,430	3,150	1,960	990
Peak Hour: 2030	1,750	2,210	3,840	3,150	3,230	6,310	5,270	3,280	1,650
% Trucks: AADT	17%	17%	5%	6%	10%	20%	18%	6%	8%
% Trucks: Peak Hour	7%	7%	4%	5%	6%	4%	5%	3%	8%



LEGEND

Existing Lanes **Conventional**
Planned or Programmed by 2030 **Expressway**
Add Through Lanes **Number of Lanes**
 2
 4
* Length of segments not to scale
Dir = Direction



Segment: Is self-explanatory except for several data sets:

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

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.

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

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

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

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	KERN / 184	KERN / 184	KERN / 184	KERN / 184	KERN / 184	KERN / 184	KERN / 184	KERN / 184	KERN / 184
Description Begin	ROUTE 223	BUENA VISTA BLVD	DIGIORGIO RD	0.2 MI N OF PANAMA RD	PANAMA LN	MULLER RD	0.2 MI S OF ROUTE 58	EDISON HWY	NILES ST
Description End	BUENA VISTA BLVD	DIGIORGIO RD	0.2 MI N OF PANAMA RD	PANAMA LN	MULLER RD	0.2 MI S OF ROUTE 58	EDISON HWY	NILES ST	ROUTE 178
Postmile Limits	L0.0 / L2.0	0.0 / 1.0	1.0 / 2.0	2.0 / 4.0	4.0 / 6.1	6.1 / 7.7	7.7 / 8.4	8.4 / 9.6	9.6 / 12.1
Length (MI)	2.0	1.0	1.0	2.0	2.1	1.6	0.7	1.2	2.5
Functional Classification	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No	No	No
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lifeline (Y/N)	No	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No	No	No	No
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	LOS C for the Metropolitan Bakersfield General Plan	LOS C for the Metropolitan Bakersfield General Plan	LOS C for the Metropolitan Bakersfield General Plan	LOS C for the Metropolitan Bakersfield General Plan	LOS C for the Metropolitan Bakersfield General Plan	LOS C for the Metropolitan Bakersfield General Plan	LOS C for the Metropolitan Bakersfield General Plan	LOS C for the Metropolitan Bakersfield General Plan	LOS C for the Metropolitan Bakersfield General Plan
General Plan/RTP Standard Highway Classification	Arterial	Arterial	Arterial	Arterial	Arterial	Arterial	Arterial	Arterial	Arterial
Passing Lanes (Y/N)	No	No	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



V. A Review of Route 184 Performance: Current and Future

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on State Route 184 is deficient when it operates below the designated Route Concept LOS of D. Please refer to the State Route 184 Transportation Concept Report Summary Chart in Section IV for current and future route operations.

As of the year 2009, Route 184 is operating at a range of LOS B to LOS E. The urban areas are operating at LOS B to LOS E, whereas the rural areas are operating at LOS C to LOS E.

By the year 2030, Route 184 is projected to operate at LOS C, D, E and F *without* improvements in District 6. Over eighty percent of the route is projected to operate at LOS E or F (Segments 1-8) and will not meet the Concept LOS of D. Segment 9 is projected to operate at LOS C.

With improvements, the Route Concept LOS of D is projected to be met on (Segments 4, 5, 8 & 9) and not on Segment 6 (LOS E). The rest of the route has no additional lane improvements planned, and does not meet the Concept LOS of D.

Planned projects on Route 184 consist of widening a 2-lane conventional highway to a 4-lane conventional highway (Segments 4, 5, 6, 8 & 9). The projects are included in the Regional Transportation Plan (RTP).

There is a potential realignment of Route 184 on Segment 9. Rather than the current route from Niles Street to Route 178 (Kern Canyon Road), it would coincide with Morning Drive for about 2 miles. The realignment is undetermined at this time. A new interchange at Route 178 and Morning Drive is programmed for future construction (FY 2011/2012).

VI. Planned and Programmed Capacity-Increasing Improvements to Route 184

The following table in this section shows both the planned and programmed *capacity-increasing* projects for Route 184 over the next 25 years. Most of Segments 4 through 6 (Panama Road to Route 58) are constrained in the 2007 Kern RTP- to be built by 2030. Segments 8 and 9 are in the unconstrained category of the RTP- to be built beyond 2030. The table shows the segment, project, listing document, description, and projected completion date.

Note: only those segments with planned and/or programmed projects are listed.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with Caltrans District 6		
Segment PM From/To	SR 184 Planned Projects	SR 184 Programmed Projects
4 – 6, 8 & 9 KERN PM 2.0-7.9 PM 8.4-12.1	<p>RTP: KER 184 PM 2.0/7.9 Panama Rd to Route 58: <i>Widen from 2-lane conventional highway to 4-lane conventional highway (Constrained)</i></p> <p>RTP: KER 184 PM 8.4/12.1 Edison Hwy to Route 178: <i>Widen from 2-lane conventional highway to 4-lane conventional highway (Unconstrained)</i></p>	

See the Appendix for References, Acronyms, and additional information on Intelligent Transportation Systems.

References

State Route 184

Local Jurisdictions – MPOs:

Kern Council of Governments (Kern COG)

1401 19th St, Suite 300
Bakersfield, CA 93301
(661) 861-2191

Air Quality District:

San Joaquin Valley Air Pollution Control District

1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:

Severe non-attainment for ozone and serious for PM 10. Contact the District for more information.

Transit Services and Pedestrian Data:

For inquiries on transit services and pedestrian data, contact the respective MPO for more information.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information - All Segments:

State Transportation Improvement Program (STIP), 2008
State Highway Operations and Protection Program (SHOPP), 2008

Interregional Improvement Track-Interregional Road System Plan (ITSP), 1998, 2000
Caltrans District 6 Bicycle Survey, 2003
Office of Planning - North (559) 444-2500

Sources of Information - By County:

Kern County:

Kern County General Plan, 2007
Kern County Regional Transportation Plan, 2007
Intelligent Transportation System Early Deployment Plan (Kern Region), 1997

List of System Planning Acronyms State Route 184

AAADT - Average Annual Daily Traffic
ADT - Average Daily Traffic
C - Conventional Highway Facility
CEQA - California Environmental Quality Act
CMAQ - Congestion Mitigation and Air Quality (Improvement Program)
CMIA - California Mobility Improvement Account
CMP - Congestion Management Plan
CMS - Changeable Message Sign
CSMP - Corridor System Management Plan
CT - Caltrans (California Department of Transportation)
CTC - California Transportation Commission
CVTMC - Central Valley Traffic Management Center
D - Density
DOT - Department of Transportation
DSMP - District System Management Plan
E - Expressway Highway Facility
EPA - Environmental Protection Agency
F - Freeway Highway Facility
FTIP - Federal Transportation Improvement Programming
FY - Fiscal year
HAR - Highway Advisory Radio
I - Interstate Highway
ICES - Intermodal Corridors of Economic Significance
IRRS - Interregional Route System
ISTEA - Intermodal Surface Transportation Efficiency Act
ITIP - Interregional Transportation
ITMS - Intermodal Transportation Management System
ITS - Intelligent Transportation Systems
ITSP - Interregional Transportation Strategic Plan
JCT - Junction
KERN - COG Kern County Association of Governments
Km - Kilometer
KP - Kilo Post
LOS - Level of Service
M - Meter or Meters
Mi - Mile or Miles
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
NEPA - National Environmental Policy Act
NHS - National Highway System
NTN - National Truck Network
OC - Overcrossing
OH - Overhead
P&R - Park and
PHV - Peak Hour Volume
PM - Post Mile
PSR - Project Study Report
PSSR - Project Scope Study Report
RCR - Route Concept Report (now known as Transportation Concept Report)
RTIP - Regional Transportation Improvement Plan
RTP - Regional Transportation Plan
RTPA - Regional Transportation Planning Agency

ROW - Right-of-Way
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act
SHOPP - State Highway Operations and Protection Program
SHRAHNET - Strategic Highway Corridor Network
SIP - State Implementation Plan
SJVAPCD - San Joaquin Valley Air Pollution Control District
SR - State Route
STAA - Surface Transportation Assistance Act
STIP - State Transportation Improvement Program
TASAS - Traffic Accident Surveillance and Analysis System
TCR - Transportation Concept Report (See RCR)
TCRP - Transportation Congestion Relief Program
TMC - Transportation Management Center
TMS - Traffic Monitoring Station
TSDP - Transportation System Development Program
UC - Undercrossing
UTC - Ultimate Transportation Corridor
V/C - Volume to Capacity Ratio
WS - Weather Station

Level of Service (LOS) Definitions

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

LOS A - describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

LOS B - is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C - represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D - demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E - reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F - represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

Rural, Urban, and Urbanized Definitions

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

Rural – Under 5,000 population

Urban – 5,000 to 49,999 population

Urbanized – Over 50,000 population

Intelligent Transportation Systems

State Route 184

January 2009

For more information, contact the Central Valley Transportation Management Center at (559) 488-4163

CLOSED CIRCUIT TELEVISION LOCATION					
Element Type	County	Route	Post Mile	Location	Status
CCTV	KER	184	9.57	NILES ST	Proposed

CHANGEABLE MESSAGE SIGN					
Element Type	County	Route	Post Mile	Location	Status
CMS	KER	184	7.63	S OF RTE 58	Proposed

511 Traveler Information System

On July 21, 2000, the Federal Communications Commission (FCC) designated 511 as the single travel information telephone number to be made available to states and local jurisdictions across the country. 511 provides information about travel conditions, allowing travelers to make better choices: choice of time, choice of route and choice of mode of transportation. It can also be expanded to provide transit information and rideshare options.

SAFETEA-LU mentions provisions for the 511 system to be implemented at the regional level as the urban metropolitan areas convert their existing traveler systems or establish enhanced 511 services.

Currently, the eight San Joaquin Valley MPOs are considering an offer by the Sacramento Area Council of Governments (SACOG) to expand the SacRegion Travel Information 511-cell phone coverage throughout Central California. Another possible alternative might be to establish a San Joaquin Valley based 511 system or the possible development of 511 access systems by individual counties.

Using any of the above mentioned alternatives would activate the 511 number in the San Joaquin Valley area and add new menu option to provide traveler information for any agency or service provider in the Valley that chose to participate.

Additionally, activation of 511 service in the San Joaquin Valley would continue to allow easy access to the existing California Highway Information Network (CHIN) 800-427-ROAD road information system wherein travelers can receive up to the minute road conditions on any of our state's highways.

For a regional agency seeking to implement 511 access promptly, it is helpful to find a state agency to support the regional agency's intentions. Key steps along the critical path for 511 implementation are to gain a commitment of resources from the local telecommunications carriers and to have them develop appropriate service offerings. Additionally, once implemented, substantial marketing endeavors will be required to create awareness and usage of the service.