

Appendix 2-A

Road Crossings

Table 2-A-1
Road Crossings for the BNSF Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
1	Stanislaus Street	Fresno	Stanislaus St passes over the UPRR tracks on an elevated structure.	HST would be at-grade and pass under the Stanislaus St structure. A portion of the bridge pier and structure would be reconstructed.
2	Tuolumne St	Fresno	Tuolumne St passes over the UPRR tracks on an elevated structure.	HST would be at-grade and pass under the Tuolumne St structure. A portion of the bridge pier and structure would be reconstructed.
3	Fresno St	Fresno	Fresno St passes under the UPRR tracks.	Fresno St would be extended under the HST structure. G S would pass over Fresno St via a new bridge structure.
4	Tulare Street	Fresno	Existing at-grade crossing.	Two options carried forward for Tulare St: overcrossing or an undercrossing.
5	Kern Street	Fresno	Existing at-grade crossing.	HST would be at-grade. Kern St proposed to be closed.
6	Mono Street	Fresno	Existing at-grade crossing.	HST would be at-grade. Mono St proposed to be closed.
7	Ventura Street	Fresno	Existing at-grade crossing.	HST would be at-grade. Ventura St proposed to pass over G St, HST, UPRR, and H St. A separate pedestrian bridge would be provided for crossing over the HST and BNSF due to street grade steeper than 5%.
8	Golden State Boulevard ramps	Fresno	Golden State Blvd off-ramps are closed.	HST would be at-grade. The Golden State Blvd structures would be demolished.
9	State Route 41	Fresno	SR 41 passes over the UPRR tracks on two separate elevated structures.	HST would travel under the SR 41 structures.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
10	East California Street	Fresno	E California is an east-west street. E California Ave turns into S Railroad Ave at the intersection with S Cherry Ave. E California Ave does not cross the UPRR tracks.	HST would be at-grade. E California proposed to be closed at HST right-of-way.
11	South Cherry Avenue	Fresno	North-south S Cherry Ave terminates at intersection with Railroad Ave and California Ave. S Cherry Ave does not cross UPRR tracks.	HST would be at-grade. S Cherry Ave proposed to be closed at HST right-of-way.
12	South Railroad Avenue	Fresno	North-south S Railroad Ave is a frontage road along the UPRR track between E California Ave and S Golden State Blvd.	Proposed to be closed between E California Ave and S Orange Ave.
13	East Lorena Avenue	Fresno	E Lorena Ave is a minor street terminated at S Railroad Ave west of the UPRR tracks.	Proposed to be closed at HST right-of-way.
14	South Van Ness Avenue	Fresno	Existing at-grade crossing. S Van Ness Ave terminated at S Railroad Ave west of UPRR tracks.	At-grade crossing over UPRR will be closed due to the closure of S Railroad Ave.
15	East Florence Avenue	Fresno	Both E Florence Ave (segment west of UPRR) and S Sarah Ave meet and terminate at a common intersection with S Railroad Ave.	E Florence Ave proposed to be closed at HST right-of-way. At-grade crossing over UPRR would be closed due to the closure of S Railroad Ave.
16	South Sarah Avenue	Fresno	Both E Florence Ave (segment west of UPRR) and S Sarah Ave meet and terminate at a common intersection with S Railroad Ave.	S Sarah Ave proposed to be closed at HST right-of-way.
17	East Belgravia Avenue	Fresno	This portion of E Belgravia Ave is west of UPRR and terminated at S Railroad Ave.	Proposed to be closed at HST right-of-way.

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18	East Church Avenue	Fresno	E Church Ave is an existing 4-lane arterial with single left turn pocket at the intersection with S Railroad Ave with existing at-grade crossings with UPRR and BNSF.	HST would be at-grade. E Church Ave would pass over HST, UPRR, and BNSF. South Sunland Ave would be realigned and re-connected to E Church Ave farther to the east. Existing at-grade crossing over BNSF would be maintained but reduced in width to provide access to S East Ave situated between UPRR and BNSF tracks. S Golden State Blvd and G St would be raised. A separate pedestrian bridge would be required.
19	South East Avenue	Fresno	This portion of South East Ave terminates at S Railroad Ave.	Proposed to be closed at HST right-of-way.
20	East Jenson Bypass	Fresno	E Jensen Bypass passes over the BNSF and UPRR tracks.	HST would pass under existing Jensen Ave bridge structure in a shallow trench to meet vertical clearance requirements.
21	South Orange Avenue	Fresno	S Orange Ave is a 2-lane street that runs in a north-south direction but does not cross railroad tracks (both UPRR & BNSF).	S Orange Ave proposed to be closed at HST right-of-way.
22	South Golden State Boulevard	Fresno	S Golden State Blvd is a 4-lane expressway that runs parallel to UPRR and SR 99.	HST would pass over South Golden State Blvd.
23	East Hardy Avenue	Fresno	E Hardy Ave is a short street providing access from S Cedar Ave.	HST would pass over E Hardy Ave.
24	East North Avenue	Fresno	E North Ave is a 2-lane street. There is an existing at-grade crossing 2000 ft east of HST alignments.	HST would pass over on an aerial structure.
25	South Cedar Avenue	Fresno	S Cedar Ave is a north-south 2-lane street that passes over SR 99 just north of HST alignments.	HST would pass over on an aerial structure.

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26	State Route 99	Fresno	SR 99 is a state-owned major north-south 6-lane freeway.	HST would pass over on an aerial structure.
27	State Route 99/South Cedar Avenue onramp	Fresno	S Cedar Ave on-ramp to Southbound SR 99.	HST would pass over on an aerial structure.
28	East Muscat Avenue	Fresno	E Muscat Ave is a small local street that provides access to several commercial buildings between the proposed HST alignments and existing BNSF RR tracks south of SR 99.	HST would pass over on an aerial structure.
29	East Central Avenue	Fresno	E Central Ave is a two-lane street; the existing at-grade crossing is 550 ft east of HST alignments. Central Canal is located at the south side of the street. A wastewater treatment facility is located at the north side of the street, east of BNSF RR tracks.	Et Central would be raised over the HST. A retaining wall would be needed for the industrial facility to the north and south of the road. S Cedar Ave would need to be raised to meet at E Central Ave.
30	East Malaga Avenue	Fresno	Existing at-grade crossing with BNSF RR is 50 ft east of HST alignment. A Kinder Morgan facility is located on the north side of East Malaga Ave and west of BNSF RR tracks. Multiple residential buildings are located on the south side of the current E Malaga Ave. E Malaga Ave is not connected to SR 41 or SR 99.	E Malaga Ave proposed to be closed at HST right-of-way with alternative crossings at E Central Ave and E American Ave. Both are about 0.5 mile away from this location.
31	East American Avenue	Fresno	E American Ave is an east-west street. Residential houses are mainly located on the north side of the existing street between S Cedar Ave and S Maple Ave. The existing at-grade crossing with BNSF RR is 50 ft east of HST alignment.	E American Ave would shift south of existing street alignment pass over the proposed HSTs and existing BNSF tracks and connect to intersections with S Cedar Ave and S Maple Ave.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
32	East Jefferson Avenue	Fresno	E Jefferson Ave is a 2-lane local street and terminated at BNSF right-of-way and does not cross BNSF tracks. Vehicle barriers were installed near BNSF tracks on both sides.	Proposed to be closed at HST right-of-way.
33	East Lincoln Avenue	Fresno	E Lincoln Ave is a 2-lane street. Existing at-grade crossing with BNSF RR is 50 ft east of HST alignment.	E Lincoln Ave would pass over the proposed HSTs and existing BNSF tracks along current street alignment.
34	East Morton Avenue	Rural Fresno County	E Morton Ave is a 2-lane local street and terminates at BNSF right-of-way and does not cross BNSF tracks. Vehicle barriers are installed near BNSF tracks on both sides.	Proposed to be closed at HST right-of-way.
35	East Clayton Avenue	Rural Fresno County	E Clayton Ave is a 2-lane street that connects to SR 99 in the east. The existing at-grade crossing with BNSF RR is 50 ft east of HST alignment.	E Clayton Ave would shift north of the existing street alignment and pass over the proposed HST and existing BNSF tracks and connect to the S Cedar Ave and S Maple Ave intersection.
36	East Adams Avenue	Rural Fresno County	E Adams Ave is a 2-lane street that connects to SR 41 in the west. The existing at-grade crossing with BNSF RR is 50 ft east of HST alignment.	E Adams Ave would pass over the proposed HST and the existing BNSF tracks along the current street alignment.
37	East Sumner Avenue	Rural Fresno County	E Sumner Ave is a 2-lane local street that terminates at BNSF right-of-way and does not cross BNSF tracks. Vehicle barriers are installed near BNSF tracks on both sides.	Proposed to be closed at HST right-of-way.
38	East South Avenue	Rural Fresno County	E South Ave is a 2-lane street that connects to SR 41 in the west. The existing at-grade crossing with BNSF RR is 50 ft east of HST alignment. There is an existing canal to north of the road.	E South Ave would pass over the proposed HST and existing BNSF tracks south of current street alignment to avoid moving the existing canal.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
39	East Manning Avenue	Bowles, Fresno County	Existing at-grade RR crossing with BNSF west of proposed HST alignment. E Manning Ave connects to SR 41 (2 miles) to the west. To the east it joins SR 99 (6 miles). A small residential development (Bowles) is located to the west of the rail track.	E Manning Ave would pass over the proposed HST and existing BNSF along the existing road alignment. Alterations to local access roads would be required to maintain existing level of access west of HST. S Chance Ave would pass under E Manning Ave to provide access to the houses to the north. The development to the south would use S Boyd Ave as access point to E Manning Ave. The BNSF RR crosses HST along this small section. It is proposed to be shifted in-parallel to the west of the HST.
40	East Springfield Avenue	Bowles, Fresno County	Minor local road, existing at-grade RR crossing with BNSF west of proposed HST alignment. E Springfield Ave connects to S Cedar Ave to the west and S Chestnut Ave to the east, both are local roads.	E Springfield Ave would pass over the proposed HST and existing BNSF along the existing road alignment. S Chance Ave intersection with E Springfield Ave would need to be altered, to accommodate the overpass approach road.
41	East Dinuba Avenue	Rural Fresno County	Runs on both sides of the tracks but not crossing.	Proposed to be closed at HST right-of-way.
42	East Huntsman Avenue	Rural Fresno County	E Huntsman does not cross, ends before meeting BNSF rail track on the east side.	No alternation required.
43	East Floral Avenue	Rural Fresno County	Existing at-grade RR crossing with BNSF east of proposed HST alignment. E Floral Ave connects to SR 41 (2.3 miles) to the west. To the east it joins SR 99 (6.3 miles). There are a number of residential buildings on both sides of RR track.	E Floral Ave would pass over the proposed HST and existing BNSF RR, to the south of existing road alignment. Access points from the new road alignment are provided to maintain existing level of access on both sides of the HST. Existing RR crossing proposed to be closed.
44	East Rose Avenue	Rural Fresno County	Running on both sides of the track but not crossing, connects to Topeka St (frontage road east of BNSF tracks).	Proposed to be closed at HST right-of-way.
45	East Overholser Avenue	Rural Fresno County	E Overholser does not cross RR tracks, ends at Topeka St before meeting BNSF rail track on the east side.	No alternation required.

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46	East Avenell Avenue	Rural Fresno County	E Avenell Ave does not cross RR tracks, ends at Topeka St before meeting BNSF rail track on the east side.	No alternation required.
47	East Nebraska Avenue	Rural Fresno County	Existing at-grade RR crossing with BNSF east of proposed HST alignment. E Nebraska Ave connects to SR 41 (2.5 miles) to the west. To the east it joins SR 43 (6.2 miles) and SR 99. Commercial/residential buildings are east with number of residential buildings west of BNSF track.	E Nebraska Ave would pass over the proposed HST and existing BNSF, to the south of existing road alignment. Access to the commercial buildings (east) and residential properties (west) would be altered to accommodate the crossing structure. Topeka St proposed to be closed.
48	South Chestnut Avenue	Rural Fresno County	Minor north-south arterial, existing at-grade RR crossing with BNSF east of proposed HST alignment. Connects E Nebraska Ave and E Mountain View. A number of derelict buildings north of crossing. Old landfill site west of track.	A combined overpass solution with E Mountain View Ave is proposed over the HST and existing BNSF. S Chestnut Ave would be elevated on ramps to join the bridge on E Mountain View Ave. This option was chosen as there is little space to construct two separate bridges.
49	East Mountain View Avenue	Rural Fresno County	Existing at-grade RR crossing with BNSF east of proposed HST alignment. E Mountain View connects to SR 41 (2.8 miles) to the west. To the east, it joins SR 43 (6 miles) and 99. No development nearby. Existing canal going north through crossing.	A combined overpass solution with S Chestnut Ave is proposed over the HST and existing BNSF. E Mountain View Ave will have the main over pass along existing road alignment with S Chestnut Ave north/south merging on both sides of HST at elevation. This option was chosen as there is little space to construct two separate bridges.
50	East Kamm Avenue	Rural Fresno County	Runs on both side of track but does not cross.	Proposed to be closed at HST right-of-way.
51	South Willow Avenue	Rural Fresno County	Runs on both side of track but does not cross.	Proposed to be closed at HST right-of-way.
52	East Conejo Avenue	Conejo, Fresno County	E Conejo Ave is an east-west road with an at-grade crossing with BNSF RR.	HST would be elevated on an aerial structure.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
53	South Topeka Avenue	Conejo, Fresno County	Topeka Ave runs east parallel to BNSF. It connects E Conejo Ave to S Peach Ave.	HST would be elevated on an aerial structure.
54	South Peach Avenue	Conejo, Fresno County	S Peach Ave is a north-south road with an at-grade crossing with BNSF RR.	HST would be elevated on an aerial structure.
55	East Clarkson Avenue	Rural Fresno County	E Clarkson Ave has a skew, at-grade crossing with BNSF RR; runs east-west.	E Clarkson proposed to be closed at the HST and connect E Clarkson Ave to S Minnewawa Ave west of HST.
56	South Minnewawa Avenue	Rural Fresno County	S Minnewawa Ave is a north-south road between E Clarkson Ave and E Elkhorn Ave. S Minnewawa does not cross the BNSF RR.	North S Minnewawa Ave proposed to be closed at the HST. S Minnewawa Ave west of HST would connect to E Clarkson Ave in the north.
57	South Clovis Avenue	Rural Fresno County	S Clovis Ave runs north-south with approximate 2000-ft shift to the west at E Elkhorn Ave.	Proposed to connect the north and south legs of the road by crossing roughly perpendicular over HST.
58	East Elkhorn Avenue	Rural Fresno County	E Elkhorn HST crossing is east of existing at-grade RR crossing, runs east-west. S Minnewawa Ave and S Clovis Ave join the road just to the west, near the RR crossing. E Elkhorn Ave connects to SR 41(4.7 miles) to the west, and to SR 43 (4.2 miles)/S Fowler Ave (major collector) to the east.	E Elkhorn Ave would pass over the proposed HST to the south of the existing road alignment. Roadway would be realigned to decrease skew on bridge and access to the properties to the east would be altered to accommodate the crossing structure. The horizontal curve of the alignment would start east of the housing units in order to avoid destroying them.
59	South Fowler Avenue	Rural Fresno County	S Fowler Ave (major collector) running north to south. S Fowler Ave shifts to the west at E Elkhorn Ave.	S Fowler Ave would pass perpendicular over the proposed HST. The design would directly link the north and south portions of S Fowler and would eliminate the tee intersections at E Elkhorn Ave.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
60	East Davis Avenue	Rural Fresno County	E Davis Ave runs on both sides of existing BNSF track which is 2 miles west of proposed HST. However, it does not have an existing crossing facility. E Davis Ave connects to SR 43 approx. 2.6 miles to the east. S Fowler Ave (major collector) is adjacent to HST crossing on the east.	E Davis would be re-routed north of the existing road to reduce the bridge skew over HST. An access road would be needed for the traction power station east of HST alignment.
61	Central Valley Highway (State Route 43)	Rural Fresno County	SR 43 crosses the HST approx. 120 ft south of Cole Slough.	HST would be at-grade, and SR 43 would pass under the HST.
62	Private Access between Cole Slough and Kings River	Rural Kings County	This is a north-south road just south of Cole Slough.	HST would be at-grade. An underpass is proposed to provide access to several farmlands that would be cut off by the HST alignment and are bounded by the Kings Rivers and Cole Slough.
63	9th Avenue	Rural Kings County	This is a north-south road just south of Cole Slough.	9th Ave proposed to be closed at HST right-of-way.
64	Cairo Avenue	Rural Kings County	Runs east-west, is called E Riverdale Rd to the west of the canal.	HST would be at-grade, and Cairo Ave would pass over the HST.
65	North Avenue	Rural Kings County	North Ave is a small, predominantly dirt road that crosses the HST 0.5 mile east of 9th Ave. It is between 9th and 7th avenues and connects to an industrial farming facility 0.5 mile to west.	Road proposed to be closed.
66	8th Avenue	Rural Kings County	Crosses HST alignment 600 feet south of its crossing with Dover.	A combined overpass solution with Dover Ave is proposed over the HST. 8th Ave would be elevated to join Dover Ave. This option was chosen as there is little space to construct two separate bridges.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
67	Dover Avenue	Rural Kings County	Dover Ave runs in an east-west direction and connects to the Central Valley Highway (SR 43) approx. 2 miles to the west. The road terminates approx. 1.2 miles to the east at industrial units. 8th Ave intersects just east of proposed crossing. There is a single residential building also situated on the north side.	Dover Ave would pass over the proposed HST on the existing road alignment.
68	Excelsior Avenue	Hanford	Excelsior Ave runs in an east-west direction and connects to the Central Valley Highway (SR 43) approx. 2.3 miles to the west. Junction with 7th Ave 0.7 mile east of crossing. Ditch crossing 1000 ft west of HST intersection. Residential houses are present both north and south of road.	Excelsior Ave would pass over the proposed HST north of the existing road alignment. Canal would be box converted.
69	Elder Avenue	Hanford	Elder Ave runs in an east-west direction, and connects to Central Valley Highway (SR 43) approx. 2.5 miles to west. Residential property present in area.	Elder Ave would pass over the proposed HST north of the existing road alignment. Access roads provided to residential properties on both sides of the road.
70	Flint Avenue	Hanford	Flint Ave runs in an east-west direction, and connects to SR 43 approx. 2.5 miles to the west. Industrial unit present to south. A ditch runs along the north side toward the end of the alignment.	Flint Ave would pass over the proposed HST to the north of the existing road alignment to avoid the industrial facility to the south. An access road would be provided for the industrial facility. The ditch would be box converted.
71	Fargo Avenue	Hanford	Fargo Ave runs in an east-west direction, and connects to Central Valley Highway (SR 43) approx. 2.5 miles to the west. Multiple residential units present on both sides of the road with most development being to the south. There is a canal parallel to the HST.	Fargo Ave would pass over the proposed HST north of existing road alignment to avoid taking houses to the south of the road. The bridge would also pass over 7½ Ave and HST. A new frontage road at the existing Fargo Ave would provide access to residential buildings and connection to 7½ Ave. Canal would be box converted.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
72	7½ Avenue	Hanford	7½ Ave would not intersect HST. This road is a small, short road that runs parallel to the HST alignment from 0.7 mile north of Fargo to Grangeville Rd 1 mile to the south. Its connection to Fargo, however, would be severed by the building of Fargo's bridge.	7½ Ave would be shifted east slightly to minimize the length of the Fargo Ave overhead over the HST.
73	Grangeville Boulevard	Hanford	Grangeville Blvd is an east-west street and connects to SR 43 in west.	HST would be elevated on an aerial structure.
74	East Lacey Boulevard	Hanford	E Lacey Blvd is an east-west street that provides access to a residential neighborhood northeast of the SR 43 & SR 198 interchange.	HST would be elevated on an aerial structure.
75	State Route 198	Hanford	SR 198 is a state-owned east-west freeway.	HST would be elevated on an aerial structure.
76	7th Road	Hanford	7th Road is a frontage road along SR 198 and provides access to a private house from 7th Ave.	HST would be elevated on an aerial structure.
77	Hanford Armona Avenue	Hanford	Hanford Armona Ave runs in an east-west direction, connecting to SR 43 approx. 0.5 mile to the west, and 6th Ave approx. 1.5 miles to the east. There are number of large industrial and residential buildings present within the area. There is a canal perpendicular to the road directly east of the HST.	Hanford Armona would be on a bridge over the HST along the existing road alignment. This reduces the impacts on houses and reduces the bridge length. The canal will be box converted.
78	Houston Avenue	Hanford	Houston Ave runs in an east-west direction, connecting to the Central Valley Highway approx. 0.5 mile to the west. Various residential buildings are present on both sides of the proposed track. There is an industrial facility on the east side.	Houston Ave would pass over the proposed HST along the existing road alignment. Access to industrial properties to the east will require minor adjustments. A small watercourse crossing the road on the west side of the proposed track would be box converted.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
79	Iona Avenue	Hanford	Iona Ave runs in an east-west direction and connects to the Central Valley Highway approx. 0.5 mile to the west. There is no development in the area. A small watercourse is present to the west of the proposed track.	Iona Ave would pass over the proposed HST along the existing road alignment. The canal would be box converted.
80	Idaho Avenue	Rural Kings County	Idaho Ave runs in an east-west direction. Connects to SR 43 approx. 0.5 mile to the west. Canal present running adjacent Idaho Ave along road east of HST.	Idaho Ave would pass over the proposed HST along the existing road alignment. The canal running adjacent to Idaho Ave would be diverted at the south end. There would be an access road for the traction power facility.
81	Jackson Avenue	Rural Kings County	Jackson Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. Canal runs parallel to Jackson Ave along road east of HST.	Jackson Ave would pass over the proposed HST along the existing road alignment. The canal running parallel to the road would be diverted at the south end.
82	Jersey Avenue	Rural Kings County	Jersey Ave runs in an east-west direction, connecting to the Central Valley Highway approx. 0.5 mile to the west. Multiple residential buildings are present north of the crossing with a canal running parallel to the road on the north.	Jersey Ave proposed to be closed at HST right-of-way east of SR 43.
83	State Route 43 near Jersey Avenue	Rural Kings County	SR 43 is north-south highway.	SR 43 would pass under HST.
84	Kent Avenue	Rural Kings County	Kent Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. A canal runs north-south through to the west of proposed HST. Various industrial/residential buildings are present on both sides of the crossing.	Kent Ave would pass over the proposed HST south of the existing road alignment to provide better access for commercial/residential buildings located on the north end of road. The watercourse would run underneath the crossing in a box culvert.

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85	Kansas Avenue	Rural Kings County	Kansas Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. There are a number of buildings present, mainly to the west of site. Crossing is approx. 13 miles directly west of Tulare.	Kansas Ave would pass over the proposed HST along the existing road alignment. Road access to buildings will be altered. Ditch would be box converted.
86	Lansing Avenue	Rural Kings County	Lansing Ave runs in an east-west direction, and connects to SR 43 approx. 0.75 mile to the east. Lansing Ave crosses the BNSF Railway at grade approx. 0.9 miles to the west. Dairy operations are present on both sides of the HST in this area.	Proposed to be closed. Alternative local road access available (grade separation would be provided at Kansas Avenue to the north).
87	Nevada Avenue	Rural Kings County	Nevada Ave, just north of Corcoran, runs east from SR 43. The crossing is located 1300 ft from the BNSF crossing to the west. The SR 43 crossing is 1000 ft west of the HST/Nevada crossing. A large watercourse is also running parallel to Nevada Ave to the south.	Nevada Ave would shift north and pass over HST, BNSF, and SR 43 and the Nevada Ave overcrossing would connect with existing Nevada Ave east of SR 43. The existing intersection between SR 43 and Nevada Ave would be maintained. The existing BNSF RR at-grade crossing would be removed.
88	Otis Avenue	Corcoran	Otis Ave starts at the intersection with Niles Ave and runs parallel to the BNSF RR and ends at Sherman Ave.	Otis Ave is proposed to be shifted to the west of the existing alignment as to avoid the HST alignment. Several existing intersections would need to be reconstructed.
89	Orange Avenue	Corcoran	Existing at-grade crossing with BNSF RR.	A new bypass roadway starting at the intersection between Charles St and Dairy Ave would be constructed south of Orange Ave and would cross over the HST and BNSF RR and reconnect Orange Ave and SR 43 east of the BNSF RR.
90	Brokaw Avenue/Patterson Avenue	Corcoran	Existing at-grade crossing with BNSF RR.	Brokaw Ave is proposed to be closed. A new grade separation would be created at Patterson Ave north of Brokaw Ave.

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No.	Road	City/Community	Existing Conditions Description	Proposed Modification
91	Whitley Avenue	Corcoran	Existing at-grade crossing with BNSF RR.	Whitley Ave would be realigned south and cross over the HST and BNSF near existing Sherman Ave.
92	Sherman Avenue	Corcoran	Existing at-grade crossing with BNSF RR.	Proposed to be closed at the HST right-of-way. A new private overpass is proposed for connecting private property on both sides of the track.
93	Plymouth Avenue	Corcoran	Plymouth Ave is a local access road.	Plymouth Ave would remain unchanged.
94	4th Avenue	Corcoran/Rural Tulare County	4th Ave is north-south local street connecting to SR 43 in the north.	It is proposed to realign SR 43 between 4th Ave and Ave 144 to the east and construct a new diamond interchange to serve both 4th Ave and Ave 144 about 3300 ft north of Ave 144.
95	Avenue 144	Rural Tulare County	Ave 144 is an east-west street connecting to SR 43. Ave 144 becomes Quebec Ave west of 4th Ave and provides main access to Corcoran State Prison.	Avenue 144 would remain unchanged.
96	Avenue 136	Rural Tulare County	Existing at-grade RR crossing and intersection with SR 43. Ave 136 extends a 0.5 mile west and terminates at Road 24. Ave 136 extends 1.5 miles east and terminates at the canal.	Proposed to close the connection to the west of SR 43 and retain the connection to the east.
97	Avenue 128	Rural Tulare County	Existing at-grade RR crossing and intersection with SR 43. Ave 128 extends 2 miles west where it intersects with 4th Ave and changes to Redding Ave. Redding Ave continues another 9 miles to a canal. To the east, Ave 128 is an unpaved local access road that follows the canal.	East-west Ave 128 is proposed to flare to the south on the west side and cross over the HST, RR, and SR 43 and then curve to the south on the east end and loop around into SR 43.

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98	Avenue 120/Hess Avenue	Rural Tulare County	Existing at-grade RR crossing and intersection with SR 43. Hesse Ave extends 10.5 miles east to SR 99. Ave 120 extends 2.5 miles east to Road 16 where it changes to Racine Ave. Racine Ave ends 2 miles farther west at 6th Ave.	East-west Ave 120 is proposed to flare away from the existing road on the west to the north in order to cross over the HST, RR, canal, Rd 36, and SR 43 and then curve south to intersect Ave 120 to the east of SR 43.
99	Avenue 112	Rural Tulare County	Existing at-grade RR crossing and intersection with SR 43. Ave 112 provides access to an agricultural business that has rail access on the west side of the BNSF RR. Ave 112 extends 3 miles west where it intersects Rd 16 and changes to Salem Ave. Ave 112 extends 1 mile to the east until reaching the canal, thereafter following the canal north until it intersects Hesse Ave.	East-west Ave 112 is proposed to flare away north from the existing road on the west to cross over the HST, RR, canal, and SR 43, then curve south to intersect Ave 112 to the east of SR 43.
100	Angiola Drive	Rural Tulare County	No existing RR crossing. Angiola Dr operates as a frontage road for the existing train station, which may be removed or relocated.	Proposed to be closed.
101	Avenue 88	Rural Tulare County	Existing at-grade RR crossing and intersection with SR 43. It is an unpaved local access road for 3.5 miles east until it intersects with Rd 84 and becomes a paved road that extends 4.5 miles east to Rd 120. To the west, Ave 88 is an unpaved local access road that extends due west 1 mile where it then follows the canal southwest.	East-west Ave 88 is proposed to flare away south from the existing road on the west to cross over the HST, RR, and SR 43, then curve north to intersect Ave 88 to the east of SR 43.
102	County Road J22	Rural Tulare County	Existing at-grade RR crossing. 4 miles to the west, County Rd J22 connects to the town of Alpaugh. 7.3 miles to the east County Rd J22 connects to the town of Earlimart and SR 99.	East-west County Rd J22 is proposed to flare to the north on the west side and cross over the HST, RR, and SR 43, then curve south on the east side and intersect the existing County Rd J22.

Table 2-A-1
Road Crossings for the BNSF Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
103	Fayes Avenue/Avenue 44	Rural Tulare County	Fayes Ave/Ave 44 is a local access road from Young Rd and Higby Dr.	Fayes Ave/Avenue 44 would remain unchanged.
104	Palmer Avenue	Rural Tulare County	Existing at-grade RR crossing. Palmer Ave connects the town of Allensworth to SR 43. To the north, Palmer connects to Fayes Ave/Ave 44 becomes an unpaved local access road outside the town limits. To the south, Palmer connects to Rd 84 which connects to Ave 24.	Proposed to be closed. (Please see Fayes Ave above.)
105	Avenue 24	Rural Tulare County	Existing at-grade RR crossing. Ave 24 is unpaved to the east of SR 43. To the west, it connects to Rd 84 and Rd 80.	East-west Ave 24 is proposed to flare to the south on the west side and cross over the HST, RR, and SR 43, then curve to the south on the east end and loop around into SR 43.
106	Garces Highway	Rural Kern County	Existing at-grade RR crossing. Garces Hwy connects to SR 99 5 miles east in Delano, and extends 13 miles west terminating at Corcoran Rd.	East-west Garces Hwy is proposed to flare away to the north on the west side and cross over the HST, RR, and SR 43, then curve south and intersect Garces Hwy on the east side.
107	Schuster Road	Rural Kern County	Existing at-grade RR crossing and intersection with SR 43. Schuster Rd Intersects Magnolia Ave 1.8 miles to the west, thereafter becoming an unpaved local access road.	East-west Schuster Rd is proposed to cross over the HST, RR, and SR 43, and curve north on the west side to intersect Schuster Rd. It is proposed to tee into Wasco-Pond Rd on the west side.
108	Pond Road	Rural Kern County	Existing at-grade RR crossing and intersection with SR 43. Pond connects to SR 99 and SR 65 to the east of SR 43. Pond Rd intersects Bell Rd 9 miles to the west, thereafter becoming an unpaved local access road.	Proposed to be closed.
109	Peterson Road	Rural Kern County	Existing at-grade RR crossing, and intersection with SR 43. Peterson Rd Intersects Wildwood Rd 6 miles to the west, thereafter becoming an unpaved local access road. Peterson Rd connects to a SR 99 frontage road 5.5 miles east of SR 43.	East-west Peterson Rd is proposed to flare to the north on the west side and cross over the HST, RR, and SR 43 and then curve south on the East side and intersect Peterson Rd.

Table 2-A-1
Road Crossings for the BNSF Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
110	Blankenship Avenue	Rural Kern County	Existing rural road.	Proposed to be closed.
111	Taussig Avenue	Rural Kern County	Existing rural road.	Taussig Ave would remain unchanged.
112	McCombs Avenue	Wasco	Existing at-grade RR crossing and intersection with SR 43.	Proposed overcrossing.
113	Wasco Avenue	Wasco	Existing rural road.	Proposed to be closed.
114	Kimberlina Road	Wasco	Existing rural road.	Proposed undercrossing.
115	Merced Avenue	Shafter	Existing at-grade RR crossing and intersection with SR 43.	Proposed overcrossing.
116	Poplar Avenue	Shafter	Existing at-grade RR crossing and intersection with SR 43.	Proposed overcrossing.
117	Madera Avenue	Shafter	Existing intersection with Poplar Ave.	Proposed to be closed.
118	Mettler Avenue	Shafter	Existing intersection with Fresno Ave.	Proposed to be closed.
119	Fresno Avenue	Shafter	Existing at-grade RR crossing and intersection with SR 43.	Proposed overcrossing.
120	Burbank Street	Rural Kern County	Existing at-grade RR crossing and intersection with SR 43.	Proposed overcrossing.
121	Kratzmeyer Road	Bakersfield	Existing at-grade RR crossing and intersection with SR 43.	Proposed overcrossing.
122	Reina Road	Bakersfield	Existing at-grade RR crossing and intersection with SR 43.	Proposed overcrossing.
123	State Route 58	Bakersfield	Existing overcrossing of RR.	Proposed overcrossing.
124	F Street	Bakersfield	Existing local road.	Proposed to be closed. Alternative local road access available.

Table 2-A-2
Road Crossings for the Corcoran Elevated Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
1	Santa Fe Ave off-ramp	Corcoran	Santa Fe Ave intersects SR 43 on the west side at-grade. Santa Fe Ramp currently operates as a southbound off-ramp 1000 feet north of the Santa Fe Ave/SR 43 intersection. The ramps eventually merge with Santa Fe Ave. Santa Fe Ave travels 0.2 mile south where it intersects Orange Ave.	It is proposed to relocate the ramp slightly to the south and realign the ramp so that it will avoid the proposed location of the proposed HST aerial structure. Santa Fe Ave would be closed, traffic would access SR 43 via 5½ Ave off of Orange Ave.
2	Orange Ave	Corcoran	Existing at-grade crossing with BNSF RR.	HST would pass over on an aerial structure.
3	Brokaw Ave	Corcoran	Existing at-grade crossing with BNSF RR.	HST would pass over on an aerial structure.
4	Whitley Ave	Corcoran	Existing at-grade crossing with BNSF RR.	HST would pass over on an aerial structure.
5	Sherman Ave	Corcoran	Existing at-grade crossing with BNSF RR.	HST would pass over on an aerial structure.
6	Santa Fe Ave	Corcoran	Santa Fe Ave begins at the intersection with Pickerill Ave and runs parallel to the BNSF RR for 2 miles south until it reaches the intersection with SR 43.	Santa Fe Ave is proposed to be shifted to the east of the existing alignment as to avoid the proposed HST aerial structure. The intersection of Pickerill and Santa Fe would be reconstructed.
7	Oregon Ave	Corcoran	Oregon Ave is a local access road off of Santa Fe Ave and providing access to a private airport.	Intersection with Santa Fe Ave would be reconstructed and shifted east.
8	4th Ave	Corcoran/Rural Tulare County	Existing at-grade crossing with BNSF RR.	HST would pass over on an aerial structure.

Table 2-A-3
Road Crossings for the Corcoran Bypass Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
1	Idaho Avenue	Rural Kings County	Idaho Ave runs in an east-west direction. Connects to Central Valley Highway approx. half a mile to the west. Canal present running adjacent Idaho Ave along road east of HST.	Idaho Avenue would pass over the proposed HST along the existing road alignment. The canal running adjacent to Idaho Ave would be diverted at the south end. There would be an access road for the traction power facility.
2	Jackson Avenue	Rural Kings County	Jackson Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. Canal runs parallel to Jackson Ave.	Jackson Avenue would pass over the proposed HST along the existing road alignment. The canal running parallel to the road would be diverted at the south end.
3	Jersey Avenue	Rural Kings County	Jersey Avenue runs in an east-west direction, connecting to Central Valley Highway approx. 0.5 mile to the west. Multiple residential buildings present north of crossing with canal running parallel to the road on the north.	Jersey Ave proposed to be closed at HST right-of-way east of SR 43. Alternative local road access available.
4	State Route 43 near Jersey Avenue	Rural Kings County	SR 43 is north-south highway.	SR 43 would pass under the HST.
5	Kent Avenue	Rural Kings County	Kent Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. Canal runs north-south through to the west of HST. Various industrial/residential building present on both side of crossing.	Kent Avenue would pass over the proposed HST south of existing road alignment in order to provide better access to the commercial/residential buildings located on the north end of the road.
6	Kansas Avenue	Rural Kings County	Kansas Ave runs in an east-west direction, and connects to SR 43 approx. 0.5 mile to the west. Number of buildings present, mainly to the west of site. Crossing is approx. 13 miles directly west of Tulare.	Kansas Avenue would pass over the proposed HST along the existing road alignment. Road access to buildings would be altered. Ditch would be box converted.

Table 2-A-3
Road Crossings for the Corcoran Bypass Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
7	Lansing Avenue	Rural Kings County	Lansing Ave runs in an east-west direction, and connects to SR 43 approx. 0.75 mile to the east. Lansing Ave crosses the BNSF Railway at grade approx. 0.9 miles to the west. Dairy operations are present on both sides of the HST in this area.	Proposed to be closed. Alternative local road access available (grade separation would be provided at Kansas Avenue to the north).
8	Nevada Avenue	Rural Kings County	Nevada Ave, just north of Corcoran, runs east from SR 43. The crossing is located 1300 ft from the BNSF crossing to the west. The SR 43 crossing is 1000 ft west of HST/Nevada crossing. A large watercourse is also running parallel to Nevada Ave to the south.	Nevada Avenue will shift north and pass over the HST, BNSF, and SR 43 and the Nevada Ave overcrossing would connect with existing Nevada Ave east of SR 43. The existing intersection between SR 43 and Nevada Ave would be maintained. The existing BNSF at-grade crossing would be removed.
9	State Route 43 South of Nevada Avenue	Corcoran	SR 43 is north-south highway.	SR 43 would need to be realigned and would travel over the HST.
10	Newark Avenue	Corcoran	Newark Ave is minor residential street connecting to 5th Ave east of SR 43.	Newark Ave proposed to be closed at HST right-of-way. Niles Ave would be extended east of 5½ Ave to the north and connect to Newark Ave.
11	5½ Avenue	Corcoran	5½ Ave is a north-south street connecting Nevada Ave and SR 43.	5½ Ave would be realigned and connect 5th Ave, Waukena Ave, and Orange Ave.
12	Niles Avenue	Corcoran	Niles Ave is an east-west local street east of SR 43.	Proposed to be closed at HST right-of-way. Alternative local road access available.
13	5 th Avenue	Corcoran	5th Ave is north-south street connecting to SR 43 and Nevada Ave.	Proposed to be closed at HST right-of-way. Alternative local road access available.
14	Waukena Avenue	Corcoran	Waukena Ave changes to Orange Avenue and connects to the west to SR 43. To the east, Waukena Ave connects to State Route 137.	Waukena Ave would shift to the north slightly and pass over HST.
15	Orange Avenue	Corcoran	Orange Ave is an east-west street connecting to SR 43 and SR 137.	Proposed to be closed at HST right-of-way. Alternative local road access available.

Table 2-A-3
Road Crossings for the Corcoran Bypass Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
16	Whitley Avenue/State Route 137	Corcoran	Whitley Ave/SR 137 and SR 43 (8th Ave) intersect at the north end of the airport.	Whitley Ave would pass under the HST.
17	Oregon Avenue	Corcoran	Oregon Ave is an unpaved local access road connecting to SR 43.	Proposed to be closed at HST right-of-way. Alternative local road access available.
18	Avenue 144	Rural Tulare County	Ave 144 is an east-west street connecting to SR 43.	HST would pass over on an aerial structure.
19	Avenue 136	Rural Tulare County	Existing at-grade RR crossing and intersection with SR 43. Ave 136 extends 0.5 mile west and terminates at Road 24. Ave 136 extends 1.5 miles east and terminates at the canal.	Proposed to close the connection to the west of SR 43 and retain the connection to the east.

Table 2-A-4
Road Crossings for the Allensworth Bypass Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
1	County Road J22	Rural Tulare County	Existing at-grade RR crossing. 4 miles to the west, County Rd J22 connects to the town of Alpaugh. 7.3 miles to the east Co Rd J22 connects to the town of Earlimart and SR 99.	East-west County Rd J22 is proposed to cross over the HST along the same alignment of the existing County Rd J22.
2	Garces Highway	Rural Kern County	Existing at-grade RR crossing. Garces Hwy connects to SR 43 one mile east, and extends 13 miles west terminating at Corcoran Rd.	East-west Garces Hwy is proposed to cross over the HST along the same alignment as the existing Garces Hwy. A local access road to the east of the HST alignment would be improved for access to parcels.
3	Scofield Avenue	Rural Kern County	Scofield Ave runs north/south direction and connects to Road 80 in the north and connects to Garces Hwy in the south.	Scofield Ave is proposed to be realigned and run parallel to the HST right-of-way and connect to Garces Hwy in the south.
4	Woollomes Avenue	Rural Kern County	No existing RR crossing. Woollomes terminates 0.5 mile to the east before connecting to SR 43. To the west, Woollomes Ave extends 1 mile to Magnolia Ave, thereafter becoming an unpaved access road.	Proposed to be closed. Alternative local road access available.
5	Magnolia Avenue	Rural Kern County	No existing RR crossing. Magnolia Ave runs north/south direction connecting to Garces Hwy in the north and Pond Ave in the south.	Magnolia Ave is proposed to be realigned to run parallel to the HST and connect with Pond Road at a new location.
6	Pond Road	Pond, Kern County	Existing at-grade RR crossing and intersection with SR 43. Pond connects to SR 99 and SR 65 to the east of SR 43. Pond Rd intersects Bell Rd 9 miles to the west, thereafter becoming an unpaved local access road.	East-west Pond Rd is proposed to cross over the HST north of the existing Pond Rd to reduce the skew of the bridge.

Table 2-A-4
Road Crossings for the Allensworth Bypass Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
7	Peterson Road	Rural Kern County	Existing at-grade RR crossing and intersection with SR 43. Peterson Rd Intersects Wildwood Rd 6 miles to the west, thereafter becoming an unpaved local access road. Peterson Rd connects to a SR 99 frontage road 5.5 miles east of SR 43.	East-west Peterson Road is proposed to flare to the north on the west side and cross over the HST, RR, and SR 43, then curve south on the east side and intersect Peterson Road.
8	Elmo Highway	Rural Kern County	No existing RR crossing and does not connect to SR 43. Elmo Hwy is a 2-lane unpaved access road.	Proposed to be closed. Alternative local road access available.

Table 2-A-5
Road Crossings for the Wasco-Shafter Bypass Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
1	McCombs Avenue	Wasco	Existing rural road.	Proposed to be closed. Alternative local road access available.
2	Gromer Avenue	Wasco	Existing crossing with SR 43, no RR crossing. Gromer is an east-west road that runs for 1 mile between SR 43 and Root Ave.	Proposed to be closed. Alternative local road access available.
3	Poso Creek/State Route 46	Wasco	Existing rural highway.	Proposed overcrossing.
4	6 th Street	Wasco	Existing rural road.	Proposed to be closed. Alternative local road access available.
5	Root Avenue	Wasco	No RR crossing. Root Ave runs 6 miles north-south between Whisler and Kimberlina where it changes thereafter to Scaroni Ave.	Proposed to be closed. Alternative local road access available.
6	Poso Avenue	Wasco	Poso Ave runs east-west for 2 miles between Wasco and Poplar Ave.	Proposed to be closed. Alternative local road access available.
7	Filburn Avenue	Wasco	No RR crossing. Filburn runs 2 miles east-west between Wasco and Poplar.	Proposed to be closed. Alternative local road access available.
8	Jackson Avenue	Rural Kern County	No RR crossing. Jackson Ave terminates 0.5 mile to the west at the RR. Jackson Ave extends 1.5 miles to the east connecting to Poplar Ave.	Proposed to be closed. Alternative local road access available.
9	Poplar Avenue	Rural Kern County	Existing rural road.	Proposed realignment.
10	Kimberlina Road	Rural Kern County	Existing rural road.	Proposed undercrossing.
11	Dresser Avenue	Rural Kern County	No RR crossing. Dresser runs east-west for 2.5 miles between the BNSF RR and Poplar Ave. It is mainly a farm access road along this section.	Proposed to be closed. Alternative local road access available.
12	Shafter Avenue	Rural Kern County	Existing rural road.	Proposed overcrossing.

Table 2-A-5
Road Crossings for the Wasco-Shafter Bypass Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
13	Jack Avenue	Rural Kern County	Jack Ave is county-maintained for 0.5 mile, from where it intersects Shafter to where it intersects Mannel Ave.	Proposed to be closed. Alternative local road access available.
14	Mannel Avenue	Rural Kern County	No at-grade RR, or highway crossings. Mannel Ave runs north-south from Jack Ave to Lerdo Hwy spanning 2.5 miles.	Proposed to be closed. Alternative local road access available.
15	Merced Avenue	Rural Kern County	Existing at-grade RR crossing 2 miles to the west of the HST. Merced Ave continues 0.5 mile to the east where it ends, and intersects with Beech Ave.	Proposed to be closed as it is within close vicinity to both the proposed Shafter and Beech overcrossings. Merced does not cross the canal, and it access a limited amount of properties which can obtain access from neighboring routes.
16	Madera Avenue	Shafter	No at-grade RR, or highway crossings. Madera Ave runs east-west from Beech Ave to Poplar Ave spanning 2 miles.	Proposed to be closed. Alternative local road access available.
17	Beech Ave	Shafter	Existing rural road.	Proposed overcrossing.
18	Fresno Avenue	Shafter	Existing at-grade RR crossing. To the west, Fresno Ave extends 5.5 miles to Leonard, thereafter becoming an unpaved, local access road. To the east, Fresno Ave extends 2.5 miles to Cherry, thereafter becoming an unpaved, local access road.	Proposed to be closed. Alternative local road access available.
19	East Tulare Avenue	Shafter	E Tulare Rd is an east-west road within the city of Shafter.	Proposed to be closed. Alternative local road access available.
20	East Lerdo Highway	Shafter	Existing rural road.	Proposed overcrossing.
21	Cherry Avenue	Shafter	Existing rural road.	Proposed overcrossing.

Table 2-A-5
Road Crossings for the Wasco-Shafter Bypass Alternative

No.	Road	City/Community	Existing Conditions Description	Proposed Modification
22	East Los Angeles Street	Shafter	Shares an intersection with S. Beech, SR 43, and the Santa Fe Way. E Los Angeles terminates 2.6 miles east of SR 43 at the canal.	Proposed to be closed. Alternative local road access available.
23	Riverside Street	Shafter	Existing at-grade RR crossing. Riverside St. extends west 2.5 miles to Driver Rd, and to the east Riverside St extends 6.5 miles to Magnolia Ave thereafter becoming an unpaved, local access road.	Proposed to be closed. Alternative local road access available.
24	Orange Street	Rural Kern County	Orange runs east-west for 2 miles between Driver and Cherry.	Proposed to be closed. Alternative local road access available.
25	Burbank Street	Rural Kern County	Burbank runs east-west for 3.5 miles from Santa Fe Way to where it terminates in the east.	Proposed to be closed. Alternative local road access available.
26	Mendota Street	Rural Kern County	Mendota runs north-south for 2.5 miles between Lerdo and Santa Fe Way. No intersection with Santa Fe.	Proposed to be closed. Alternative local road access available.
27	Kratzmeyer Road	Rural Kern County	Existing at-grade railroad crossing and intersection with SR 43.	Proposed overcrossing.

Table 2-A-6
Road Crossings for the Bakersfield South Alternative

No.	Road	City / Community	Existing Conditions Description	Proposed Modification
1	State Route 58	Bakersfield	Existing overcrossing of RR.	Proposed overcrossing.
2	Alley*	Bakersfield	Existing local road.	Proposed to be closed. Alternative local road access available.
3	Hayden Court	Bakersfield	Hayden Court is a short cul-de-sac west of Union Ave between Truxtun Ave and California Ave.	Proposed to be closed.
4	Butte Street	Bakersfield	Existing local road.	Proposed to be closed. Alternative local road access available.
5	Alley*	Bakersfield	Existing local road.	Proposed to be closed. Alternative local road access available.
6	East California Avenue	Bakersfield	Existing arterial.	Proposed lane modification.

*Note: Locations on map are approximate.

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