

APPENDIX I-B

COUNTY-MAINTAINED REGIONAL ROUTES

Avenal Cutoff
Excelsior Avenue
Flint/Fremont Avenue
Grangeville Boulevard
Grangeville Bypass
Houston Avenue
Jackson Avenue
Kansas Avenue
Lacey Boulevard
Laurel Avenue
Nevada Avenue
Pueblo Avenue
Utica Avenue
Whitley Avenue
6th Avenue
10th Avenue
10 1/2 Avenue
12th Avenue
12 3/4 Avenue
14th Avenue
18th Avenue
22nd Avenue

(See Figure 4-2 for Rural Functional Classifications)

AVENAL CUTOFF

From: State Route 269
To: State Route 198
Survey Date: 4/97

SEGMENT: Segment Length:	SR 269 to Nevada Ave. 6.5 mi.	Nevada Ave. to SR 198 11.4 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	4'	4'
Pavement Distress	None	None
Type		
Extent: % of Roadway		
Severity		
Striping/Reflector Condition		
Center	Good	Good
Sides	Fair	Good
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 1999	2,091	3,336
Year 2035	8,915	8,706
% Trucks in ADT	7%	15-20%
Present Service Level	B	B
Present Peak Hour Volume	289	506
Peak Hour Capacity	1,796	1,718
Hour Volume/Hour Capacity	.16	.08

Source: Kings County Public Works, KCAG; City of Avenal
 * See discussion under "Inventory of Countywide Regional Routes."

AVENAL CUTOFF

SYSTEM CONTINUITY (Highway Sphere of Influence): Avenal Cutoff runs for 17.9 miles between the SR 269/I-5 Interchange and SR 198. As the name indicates, it provides direct access between north Kings County, I-5, and the City of Avenal.

DISCUSSION:

At present this road adequately services its traffic demand. With travel to the Avenal Prison, Avenal has grown to become more a destination for area residents. The volume of traffic on the Avenal Cutoff has escalated significantly from about 3,000 ADT in 1981 to over 4,000 ADT in 1997. To adequately serve this demand, this road has been improved to full 12-foot lane widths with adequate shoulders and fog striping.

CANDIDATE IMPROVEMENTS		
Description	Year of Completion	Cost (\$1,000)
Install Right Turn and Acceleration Lanes: From Nevada Ave. to I-5	2015	\$1,035
Overlay: From SR 198 to 25th Avenue	2029	\$588

EXCELSIOR AVENUE

From: 22nd Avenue
To: 12 ¾ Avenue
Survey Date: 4/97

SEGMENT: Segment Length:	22nd Ave. to SR 41 2.4 mi.	SR 41 to 19th Ave. .5 mi.	19th Ave. to 14th Ave. 5 mi.	14th Ave. to 12 ¾ Ave. 1.3 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	2/12'	2/12'	2/12'
Paved Shoulder Width	0-2'	0-2'	0-3'	2'
Pavement Distress				
Type	Cracking	Cracking	Cracking	Cracking
Extent: % of Roadway	25-50%	25-50%	10-50%	< 35%
Severity	Moderate	Moderate	Slight/Severe	Slight
Striping/Reflector Condition				
Center	Good	Fair	Good	Good
Sides	Good	Good	Good	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2006	1,489	2,199	3,317	(09) 3,070
Year 2035	695	2,850	3,500	5,002
% Trucks in ADT	9%	11%	10%	9%
Present Service Level	A	A	B	B
Present Peak Hour Volume	102	136	208	371
Peak Hour Capacity	1,688	1,672	1,764	1,779
Hour Volume/Hour Capacity	.06	.07	.11	.21

Source: Kings County Public Works; KCAG

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

EXCELSIOR AVENUE - Cont'd.

From: 12 ¾ Avenue
To: 6th Avenue
Survey Date: 4/97

SEGMENT: Segment Length:	12 ¾ Ave. to 12th Ave. .7 mi.	12th Ave. to SR 43 2 mi.	SR 43 to 6th Ave. 4 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/11-12'	2/11-12'
Paved Shoulder Width	6'	1'	0'
Pavement Distress		None	None
Type	Cracking		
Extent: % of Roadway	< 35%		
Severity	Severe		
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Fair/Poor	Good	Fair/Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2006	4,521	(09) 2,750	798
Year 2035	5,002	6,875	2,519
% Trucks in ADT	6%	12%	17%
Present Service Level	B	A	A
Present Peak Hour Volume	366	235	70
Peak Hour Capacity	1,971	1,526	1,461
Hour Volume/Hour Capacity	.19	.15	.05

Source: Kings County Public Works; KCAG

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

EXCELSIOR AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Excelsior Avenue serves farm and cross-country traffic for 15.9 miles between 6th Avenue and 22nd Avenue. It is often used as a route between 12th Avenue and SR 43 to connect to SR 99 for travel to the Fresno area.

DISCUSSION:

This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Year of Completion	Cost (\$1,000)
Overlay:		
From 0.25 mile west of 12th Avenue to SR 43	2019	\$451
From 14 ½ Avenue to Kings River	2019	\$432
From SR 41 to 22nd Avenue	2027	\$645
Reconstruction:		
From SR43 to 6th Avenue	2027	\$1,268

FLINT/FREMONT AVENUE

From: 6th Avenue
To: 16th Avenue
Survey Date: 4/97

SEGMENT: Segment Length:	6th Ave. to SR 43 4 mi.	SR 43 to 12th Ave. 2 mi.	12th Ave. to 14th Ave. 2 mi.	14th Ave. to 16th Ave. 2 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	2/12'	2/11'	2/10-11'
Paved Shoulder Width	0'	0'	0'	0'
Pavement Distress				None
Type	Cracking	Cracking	Cracking	
Extent: % of Roadway	<25%	<10%	<25%	
Severity	Moderate	Slight	Moderate	
Striping/Reflector Condition				
Center	Fair	Good	Good	Good
Sides	None	Good	None	None
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2006	475	1,275	625	596
Year 2035	503	6,064	778	2,463
% Trucks in ADT	5%	9%	7%	13%
Present Service Level	A	A	A	A
Present Peak Hour Volume	46	82	63	50
Peak Hour Capacity	1,752	1,688	1,672	1,628
Hour Volume/Hour Capacity	.03	.05	.04	.03

Source: Kings County Public Works; KCAG

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

FLINT/FREMONT AVENUE - Cont'd.

From: 16th Avenue
To: 22nd Avenue
Survey Date: 4/97

SEGMENT: Segment Length:	16th Ave. to 18th Ave. 2 mi.	18th Ave. to SR 41 1.6 mi.	SR 41 to 22nd Ave. 2.2 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	0'	0'	0'
Pavement Distress	None	None	
Type			Cracking
Extent: % of Roadway			< 25%
Severity			Moderate
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	None	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2007	562	717	646
Year 2035	2,739	2,284	2,767
% Trucks in ADT	7%	10%	9%
Present Service Level	A	A	A
Present Peak Hour Volume	57	32	54
Peak Hour Capacity	1,719	1,672	1,688
Hour Volume/Hour Capacity	.03	.02	.03

Source: Kings County Public Works; KCAG

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

FLINT/FREMONT AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Flint Avenue is another cross-county route which becomes Fremont Avenue west of 18th Ave. crossing the Kings River and linking north Kings County to State Route 41. Its primary function is to facilitate farm-related cross-county travel. The section between 18th Ave. and 22nd Ave. is a designated floodplain.

DISCUSSION:

This road adequately meets its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay: From SR 43 to 12th Avenue	2014	\$425

GRANGEVILLE BOULEVARD

From: Grangeville Bypass
To: 12th Avenue
Survey Date: 4/97

SEGMENT: Segment Length:	Grangeville Bypass to 22nd Ave. 3 mi.	22nd Ave. to SR 41 2.5 mi.	SR 41 to 18th Ave. 1.5 mi.	18th Ave. to 12th Ave. 6 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	2/12'	2/12'	2/12'
Paved Shoulder Width	3-4'	3-4'	0-4'	2-6'
Pavement Distress				None
Type	Cracking	Cracking	Cracking	
Extent: % of Roadway	<10%	<10%	<25%	
Severity	Slight	Slight	Moderate	
Striping/Reflector Condition				
Center	Good	Good	Fair/Good	Good
Sides	Good	Good	Fair	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2001	(09) 4,426	3,594	3,438	(03) 6,416
Year 2035	8,090	9,017	4,860	16,616
% Trucks in ADT	5%	5%	7%	5%
Present Service Level	B	B	B	B
Present Peak Hour Volume	700	735	422	386
Peak Hour Capacity	1,847	1,847	1,813	1,933
Hour Volume/Hour Capacity	.38	.39	.23	.20

Source: Kings County Public Works; KCAG

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

GRANGEVILLE BYPASS

From: Grangeville Blvd.
To: Fresno County Line
Survey Date: 4/97

SEGMENT: Segment Length:	Grangeville Blvd. to Fresno County Line 4.8 mi.
<u>ROAD CONDITIONS</u>	
Lanes/Lane Width	2/11'
Paved Shoulder Width	0'
Pavement Distress	
Type	Cracking
Extent: % of Roadway	<10%
Severity	Slight
Striping/Reflector Condition	
Center	Good
Sides	Good
Other	Sight Restrictions
<u>TRAFFIC FACTORS*</u>	
Average Daily Travel	
Year 2007	4,251
Year 2020	5,210
% Trucks in ADT	30%
Present Service Level	A
Present Peak Hour Volume	121
Peak Hour Capacity	1,310
Hour Volume/Hour Capacity	.09

Source: Kings County Public Works; KCAG

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

GRANGEVILLE BOULEVARD/GRANGEVILLE BYPASS

SYSTEM CONTINUITY (Highway Sphere of Influence): Grangeville Boulevard is a direct and heavily used commuter corridor for 13.26 miles between 12th Avenue and the LNAS operations gate. It also facilitates a significant amount of farm-related cross-county travel. The Grangeville Bypass circumscribes the north boundary of LNAS in a 4.8 mile segment and carries a high percentage of truck traffic.

DISCUSSION:

Both roads adequately serve their demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Year of Completion	Cost (\$1,000)
Overlay:		
From 12 ½ Avenue to 15th Avenue	2017	\$536
From SR 41 to 22nd Avenue	2020	\$569
From 5th Avenue to 6th Avenue	2024	\$493
From 1st Avenue to 2 ½ Avenue	2024	\$319
From Highline Canal to 5th Avenue	2025	\$319
Reconstruction:		
From SR 43 to 6th Avenue	2024	\$435
From 2 ½ Avenue to Highline Canal	2024	\$493

HOUSTON AVENUE

From: 17th Avenue
To: 10th Avenue
Survey Date: 5/97

SEGMENT: Segment Length:	17th Ave. to 14th Ave. 3 mi.	14th Ave. to 12th Ave. 2 mi.	12th Ave. to 10th Ave. 2 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/11-12'	2/12'	2/12'
Paved Shoulder Width	1-2'	1-2'	1-2'
Pavement Distress	None	None	Fatigue
Type			Cracking
Extent: % of Roadway			25%
Severity			Slight
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2007	1,529	2,247	2,521
Year 2035	5,783	6,900	7,050
% Trucks in ADT	6%	6%	9%
Present Service Level	A	A	A
Present Peak Hour Volume	146	158	230
Peak Hour Capacity	1,729	1,761	1,744
Hour Volume/Hour Capacity	.08	.09	.13

Source: Kings County Public Works; KCAG

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

HOUSTON AVENUE - Cont'd

From: 10th Avenue
To: Tulare County Line
Survey Date: 4/97

SEGMENT: Segment Length:	10th Ave. to SR 43 2 mi.	SR 43 to 6th Ave. 2 mi.	6th Ave. to 2nd Ave. 4 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	0'	1-3'	6'
Pavement Distress			None
Type	Cracking	Cracking	
Extent: % of Roadway	< 10%	< 10%	
Severity	Slight	Slight	
Striping/Reflector Condition			
Center	Fair	Fair	Good
Sides	Fair	Fair	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 1997	2,963	3,109	4,237
Year 2035	4,677	2,369	5,699
% Trucks in ADT	<10%	5%	11%
Present Service Level	A	B	A
Present Peak Hour Volume	295	319	274
Peak Hour Capacity	1,767	1,767	1,833
Hour Volume/Hour Capacity	.17	.18	.15

Source: Kings County Public Works; KCAG

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

HOUSTON AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Houston Avenue links the southern portion of Hanford with Armona and Lemoore. It is also an important inter-county corridor. Starting at 17th Avenue near Lemoore, it crosses SR 198 and extends for 16 miles to the Tulare County Line. There it becomes Avenue 280. Many use it as an alternative to SR 198 for getting to SR 99 or the Visalia area.

DISCUSSION:

This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Reconstruction: From 10th Avenue to 10 ½ Avenue	2017	\$275
Overlay: From SR 43 to 10th Avenue	2020	\$303
From 13th Avenue to 14th Avenue	2023	\$183

JACKSON AVENUE

From: SR 198
To: 14th Avenue
Survey Date: 4/97

SEGMENT: Segment Length:	SR 198 to SR 41 3.25 mi.	SR 41 to 18th Ave. 1.5 mi.	18th Ave. to 16th Ave. 2 mi.	16th Ave. to 14th Ave. 2 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/11'	2/11'	2/12'	2/12'
Paved Shoulder Width	2'	2'	0'	0'
Pavement Distress		None		
Type	Cracking		Cracking	Cracking
Extent: % of Roadway	50%		15%	<10%
Severity	Severe		Moderate	Slight
Striping/Reflector Condition				
Center	Fair	Good	Fair	Fair
Sides	Fair	Good	None	None
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2007	862	1,093	1,113	(03) 1,628
Year 2035	1,799	4,135	4,287	4,734
% Trucks in ADT	12%	3%	10%	3%
Present Service Level	A	A	A	A
Present Peak Hour Volume	87	87	84	56
Peak Hour Capacity	1,484	1,404	1,508	1,472
Hour Volume/Hour Capacity	.06	.06	.06	.04

Source: Kings County Public Works; KCAG

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

JACKSON AVENUE - Cont'd.

From: 14th Avenue
To: SR 43
Survey Date: 4/97

SEGMENT: Segment Length:	14th Ave. to 12th Ave. 2 mi.	12th Ave. to 10th Ave. 2 mi.	10th Ave. to SR 43 2 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	0'	0'	0'
Pavement Distress			
Type	Cracking	Cracking	Rutting
Extent: % of Roadway	<10%	<10%	<15%
Severity	Slight	Slight	Moderate
Striping/Reflector Condition			
Center	Fair	Fair	Fair
Sides	None	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2007	797	1,142	760
Year 2035	4,390	4,249	2,224
% Trucks in ADT	10%	10%	25%
Present Service Level	A	A	A
Present Peak Hour Volume	58	135	58
Peak Hour Capacity	1,672	1,600	1,472
Hour Volume/Hour Capacity	.03	.08	.04

Source: Kings County Public Works; KCAG

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

JACKSON AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Jackson Avenue is another cross-county route and is heavily used by trucks and agricultural equipment.

DISCUSSION:

This road adequately meets its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Year of Completion	Cost (\$1,000)
Reconstruction:		
From SR 43 to 11th Avenue	2018	\$1,062
From 11th Avenue to 14th Avenue	2018	\$948
Widen to 28 feet and Overlay:		
From 14th Avenue to 17th Avenue	2018	\$853

KANSAS AVENUE

From: SR 41
To: 10 ½ Avenue
Survey Date: 4/97

SEGMENT: Segment Length:	SR 41 to 18th Ave. 2 mi.	18th Ave. to 15th Ave. 3 mi.	15th Ave. to 10 ½ Ave. 4.5 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	3'	3'	3'
Pavement Distress	None	None	None
Type			
Extent: % of Roadway			
Severity			
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2007	1,852	2,060	3,714
Year 2020	1,847	3,924	8,930
% Trucks in ADT	20%	20%	14%
Present Service Level	A	A	A
Present Peak Hour Volume	105	155	175
Peak Hour Capacity	1,533	1,533	1,940
Hour Volume/Hour Capacity	.07	.10	.10

Source: Kings County Public Works; KCAG

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

KANSAS AVENUE - Cont'd.

From: 10 ½ Avenue
To: Tulare County
Survey Date: 4/97

SEGMENT: Segment Length:	10 ½ Ave. to SR 43 3.5 mi.	SR 43 to Tulare County Line 3.5 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	1-3'	1-3'
Pavement Distress	None	None
Type		
Extent: % of Roadway		
Severity		
Striping/Reflector Condition		
Center	Good	Good
Sides	Good	Good
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 2007	2,503	3,553
Year 2035	4,654	4,887
% Trucks in ADT	13%	12%
Present Service Level	A	A
Present Peak Hour Volume	207	164
Peak Hour Capacity	1,628	1,642
Hour Volume/Hour Capacity	.08	.10

Source: Kings County Public Works; KCAG

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

KANSAS AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Kansas Avenue is a true regional highway. In its 16 miles, Kansas Avenue joins SR 41 with SR 43, and carries a significant amount of truck and commuter traffic to and from Tulare County. There it becomes Avenue 282, a major Tulare County corridor.

DISCUSSION:

This road adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay:		
From 4th Avenue to SR 43	2014	\$994
From 14th Avenue to 16th Avenue	2014	\$569

LACEY BOULEVARD

From: 13th Avenue
To: SR 41
Survey Date: 4/97

SEGMENT: Segment Length:	13th Ave. to 18th Ave. 5.5 mi.	18th Ave. to SR 41 1.75 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	1-3'	0'
Pavement Distress	None	
Type		Cracking
Extent: % of Roadway		< 15%
Severity		Slight
Striping/Reflector Condition		
Center	Good	Good
Sides	Good	Good
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 2007	4,439	1,765
Year 2035	7,473	4,418
% Trucks in ADT	3%	1%
Present Service Level	A	A
Present Peak Hour Volume	698	150
Peak Hour Capacity	1,828	1,842
Hour Volume/Hour Capacity	.38	.08

Source: Kings County Public Works; KCAG

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

LACEY BOULEVARD

SYSTEM CONTINUITY (Highway Sphere of Influence): Lacey Boulevard is a cross county corridor connecting SR 41, Lemoore and Hanford. It is used as a “rear” access to the Hanford Mall as well as a commuter route going to and from Lemoore. The east section of Lacey Boulevard extending from Hanford to Tulare County lies on the existing SR 198 alignment.

DISCUSSION:

This road adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Year of Completion	Cost (\$1,000)
At 13th Avenue (Signals and Bridge Work)	2014	\$500
From 18th Avenue to SR 41	2020	\$345

LAUREL AVE.

From: 18th Avenue
To: Avenal Cutoff Road
Survey Date: 4/97

SEGMENT: Segment Length:	18th Ave. to SR 41 3.5 mi.	SR 41 to Avenal Cutoff Rd. 3.5 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	0'	0'
Pavement Distress		None
Type	Cracking	
Extent: % of Roadway	<10%	
Severity	Slight	
Striping/Reflector Condition		
Center	Good	Good
Sides	Good	None
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 2007	735	(08) 621
Year 2035	739	1,290
% Trucks in ADT	4%	7%
Present Service Level	A	A
Present Peak Hour Volume	85	49
Peak Hour Capacity	1,530	1,953
Hour Volume/Hour Capacity	.05	.03

Source: Kings County Public Works; KCAG

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

LAUREL AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Laurel Avenue is the main arterial joining the community of Stratford with SR 41 and the Avenal Cutoff. It also carries a high percentage of truck traffic between SR 41 and the Avenal Cutoff.

DISCUSSION:

This road adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay:		
SR 41 to 18th Avenue	2021	\$588
Avenal Cut-Off Road to SR 41	2027	\$1,177

NEVADA AVENUE

From: Fresno County Line
To: Tulare County Line
Survey Date: 4/97

SEGMENT: Segment Length:	Fresno County to Avenal Cutoff 7.5 mi.	Avenal Cutoff to SR 41 7.2 mi.	22nd Ave. to Tulare County 17.5 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/11-12'	2/11-12'	2/11-12'
Paved Shoulder Width	0'	0'	0'
Pavement Distress		None	
Type	Cracking		Cracking
Extent: % of Roadway	> 50%		<10%
Severity	Moderate		Slight
Striping/Reflector Condition			
Center	Good	Fair	Fair
Sides	None	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2007	(08) 2,225	375	(90) 232
Year 2035	668	522	3,045
% Trucks in ADT	38%	14%	7%
Present Service Level	A	A	A
Present Peak Hour Volume	140	34	23
Peak Hour Capacity	1,405	1,564	1,953
Hour Volume/Hour Capacity	.09	.02	.01

Source: Kings County Public Works; KCAG

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

NEVADA AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Nevada Avenue functions as a 7.5 mile inter-county arterial connecting the City of Coalinga with Avenal Cutoff Road and SR 41. In Fresno County the road is called Jayne Avenue. In Kings County, Nevada Avenue is not continuous between SR 41 and SR 43.

DISCUSSION:

A significant amount of truck traffic during harvest season uses Nevada Avenue. This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay: From Avenal Cut-Off Road to SR 41	2029	\$1,360

PUEBLO AVENUE

From: 10th Avenue
To: 19th Avenue
Survey Date: 5/97

SEGMENT: Segment Length:	10th Ave. to 13th Ave. 3 mi.	13th Ave. to 19th Ave. 6 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/11'	2/11'
Paved Shoulder Width	0'	0
Pavement Distress		N/A
Type	Cracking/Rutting	
Extent: % of Roadway	75%	
Severity	Severe	
Striping/Reflector Condition		
Center	Poor	
Sides	None	
Other	Sight Restrictions	Under Water
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 1992	255	N/A
Year 2035	662	112
% Trucks in ADT	12%	N/A
Present Service Level	B	N/A
Present Peak Hour Volume	72	N/A
Peak Hour Capacity	1,570	1,570
Hour Volume/Hour Capacity	.05	N/A

Source: Kings County Public Works; KCAAG

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

PUEBLO AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Pueblo Avenue provides a connection between 10th Avenue near Corcoran to 19th Avenue. Pueblo Ave. is in the 100 year floodplain and during seasons with heavy rains a large portion of the roadway may be under water.

DISCUSSION:

This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
No Projects Identified		

UTICA AVENUE

From: 25th Avenue
To: 6th Avenue
Survey Date: 5/97

SEGMENT: Segment Length:	25th Ave. to 14th Ave. 11 mi.	14th Ave. to 12th Ave. 2 mi.	12th Ave. to 10th Ave. 2 mi.	10th Ave. to 6th Ave. 4 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	2/12'	2/12'	2/12'
Paved Shoulder Width	0'	0'	1'	1'
Pavement Distress				
Type	Cracking	Rutting	Rutting	Rutting
Extent: % of Roadway	< 25%	<25%	<25%	<25%
Severity	Moderate	Moderate	Moderate	Moderate
Striping/Reflector Condition				
Center	Fair	Fair	Fair	Fair
Sides	Good	Good	Good	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 1990	N/A	(84) 308	504	(00) 500
Year 2035	204	57	300	564
% Trucks in ADT	15-20%	15-20%	17%	17%
Present Service Level	A	A	A	A
Present Peak Hour Volume	N/A	(84) 83	62	67
Peak Hour Capacity	1,571	1,571	1,571	1,571
Hour Volume/Hour Capacity	N/A	.05	.04	.04

Source: Kings County Public Works; KCAG

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

UTICA AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Utica Avenue is the only major county road providing direct access across the Tulare Lake Basin. Its 19 miles extend from I-5 to 6th Avenue.

DISCUSSION:

This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Reconstruction: From 20th Avenue to 25th Avenue	2022	\$1,197
Overlay: From 11th Avenue to 16th Avenue	2030	\$902
From 16th Avenue to 20th Avenue	2031	\$807
From 6th Avenue to 11th Avenue	2032	\$1,125

WHITLEY AVENUE

From: 6 ½ Avenue
To: 10th Avenue
Survey Date: 5/97

SEGMENT: Segment Length:	6 ½ Ave. to 8th Ave. 1.5 mi.	8th Ave. to 10th Ave. 2.0 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	3-10' Parking	0'
Pavement Distress		
Type	Cracking	None
Extent: % of Roadway	15-20%	15-20%
Severity	Moderate	Moderate
Striping/Reflector Condition		
Center	Fair	Fair
Sides	Fair	Fair
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 2009	3,928	(76) 1,621
Year 2035	4,423	4,159
% Trucks in ADT	15-20%	15-20%
Present Service Level	B	B
Present Peak Hour Volume	N/A	N/A
Peak Hour Capacity	1786	1571
Hour Volume/Hour Capacity	N/A	N/A

Source: Kings County Public Works; KCAG

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

WHITLEY AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Whitley Avenue ties the 10th-10 ½ Avenue corridor with the Corcoran urban area in a 3.5 mile segment.

DISCUSSION:

At present, this road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
See Appendix A for SR 43 project		

6TH AVENUE (North)

From: SR 198
To: Tulare County Line
Survey Date: 5/97

SEGMENT: Segment Length:	SR 198 to Fargo Ave. 2 mi.	Fargo Ave. to Chico Ave. 7 mi.	Chico Ave. to Benicia Ave. 1.5 mi.	Benicia Ave. to Tulare County .8 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	2/12'	2/11'	2/10-11'
Paved Shoulder Width	0'	0'	0'	0'
Pavement Distress				
Type	Cracking	Cracking	Cracking	Cracking
Extent: % of Roadway	< 10%	< 10%	< 10%	< 10%
Severity	Slight	Slight	Slight	Slight
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	Good	Good	Good	Good
Other			Flooding	Alignment
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 1997	(01) 2,061	1,813	(84) 1,164	(84) 1,504
Year 2035	1,467	4,465	4,470	4,641
% Trucks in ADT	21%	8%	15-20%	15-20%
Present Service Level	B	B	B	C
Present Peak Hour Volume	123	184	108	146
Peak Hour Capacity	1,520	1,520	1,458	1,458
Hour Volume/Hour Capacity	.08	.12	.07	.10

Source: Kings County Public Works; KCAG

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

6TH AVENUE (South)

From: Kern County Line
To: Plymouth Avenue
Survey Date: 5/97

SEGMENT: Segment Length:	Kern County to Virginia Ave. 7 mi.	Virginia Ave. to Utica Ave. 3 mi.	Utica Ave. to Redding Ave. 6 mi.	Redding Ave. to Plymouth Ave. 2.5 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	2/12'	2/11'	2/11'
Paved Shoulder Width	1'	1'	2'	2'
Pavement Distress	None	None		
Type			Rutting	Cracking
Extent: % of Roadway			> 15%	< 25%
Severity			Moderate	Moderate
Striping/Reflector Condition				
Center	Good	Good	Fair	Fair
Sides	Good	Good	Fair	Fair
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 1992	299	335	(79) 4,613	(01) 3,490
Year 2035	1,365	3,582	3,447	3,394
% Trucks in ADT	25%	21%	15-20%	5-15%
Present Service Level	A	A	A	A
Present Peak Hour Volume	38	44	N/A	287
Peak Hour Capacity	1,471	1,520	1,571	1,672
Hour Volume/Hour Capacity	.03	.03	N/A	.17

Source: Kings County Public Works; KCAG

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

6TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 6th Avenue serves north-south movements in the northwestern portion of Kings County between SR 198 and the Tulare County Line, a distance of 11.3 miles. With the help of 5 ½ and Benicia Avenues, it bridges the Kings River and provides direct access to Kingsburg and SR 99 in Fresno County. South of Corcoran, 6th Avenue is a 18.5-mile farm-to-market route to SR 46 in Kern County.

DISCUSSION:

6th Avenue geometrics in the far northeastern portion of the county reflect conventional road construction techniques. South of Corcoran, this road serves predominantly farm and truck traffic. Special attention is needed to maintain this road to serve those users.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Reconstruction: From Utica Avenue to Racine Avenue	2020	\$1,438
Overlay: From Kern County Line to ½ Mile north	2022	\$286
From Fargo Avenue to Excelsior Avenue	2023	\$634
From Utica Avenue to Virginia Avenue	2030	\$569
From Virginia Avenue to Xavier Avenue	2030	\$645
From Kern County Line to Xavier Avenue	2031	\$739

10TH AVENUE

From: Kansas Avenue
To: Houston Avenue
Survey Date: 5/97

SEGMENT: Segment Length:	Kansas Ave. to Idaho Ave. 4 mi.	Idaho Ave. to Houston Ave. 2 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	1-3'	4-8'
Pavement Distress		None
Type	Cracking	
Extent: % of Roadway	<25%	
Severity	Moderate	
Striping/Reflector Condition		
Center	Good	Good
Sides	Good	Good
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 1997	1,748	(96) 2,469
Year 2020	1,288	1,879
% Trucks in ADT	6%	<10%
Present Service Level	B	B
Present Peak Hour Volume	183	295
Peak Hour Capacity	1,735	1,778
Hour Volume/Hour Capacity	.11	.17

Source: Kings County Public Works; KCAG

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

10 ½ AVENUE

From: Whitley Avenue
To: Kansas Avenue
Survey Date: 5/97

SEGMENT: Segment Length:	Utica Ave. to Whitley Ave. 11 mi.	Whitley Ave. to Nevada Ave. 2.7 mi.	Nevada Ave. to Kansas Ave. 5 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/11'	2/11'
Paved Shoulder Width	1'	0'	0'
Pavement Distress			
Type	Cracking	Cracking	Cracking
Extent: % of Roadway	10-25%	< 10%	< 10%
Severity	Moderate	Slight	Slight
Striping/Reflector Condition			
Center	Good	Fair	Good
Sides	Good	Poor	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2001	202	3,499	(09) 1,350
Year 2035	1,305	5,770	6,443
% Trucks in ADT	12%	5-15%	4%
Present Service Level	A	A	A
Present Peak Hour Volume	73	183	212
Peak Hour Capacity	1,642	1,672	1,868
Hour Volume/Hour Capacity	.04	.11	.11

Source: Kings County Public Works; KCAG

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

10TH /10 ½ AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 10th Avenue is an important thoroughfare for industrial, rural residential, and farm-related traffic. When linked with 10 ½ Avenue south of Kansas Avenue, it provides a 14.2-mile cross-county route to Whitley Avenue, the western entrance to Corcoran.

DISCUSSION:

This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Widen to 28 feet: From Kansas Avenue to Nevada Avenue (10 ½ Ave.)	2014	\$1,308
Overlay:		
From Idaho Avenue to Kansas Avenue	2016	\$1,262
From Nevada Avenue to Pueblo Avenue	2025	\$850
From Redding Avenue to Seattle Avenue	2026	\$645
From Pueblo Avenue to Redding Avenue	2026	\$850
Seal Coat:		
From Seattle Avenue to Utica Avenue	2026	\$654

12TH AVENUE

From: Grangeville Blvd.
To: Excelsior Avenue
Survey Date: 4/97

SEGMENT: Segment Length:	Grangeville Blvd. to Fargo Ave. 1 mi.	Fargo Ave. to Excelsior Ave. 3 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	4'	3'
Pavement Distress		
Type	Cracking	Cracking
Extent: % of Roadway	<25%	<10%
Severity	Moderate	Slight
Striping/Reflector Condition		
Center	Good	Good
Sides	Good	Good
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 2004	(09) 4,282	3,690
Year 2035	18,794	5,485
% Trucks in ADT	4%	3%
Present Service Level	B	B
Present Peak Hour Volume	370	380
Peak Hour Capacity	1,949	1,851
Hour Volume/Hour Capacity	.19	.21

Source: Kings County Public Works; KCAG

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

12 3/4 AVENUE

From: Excelsior Avenue
To: Fresno County Line
Survey Date: 4/97

SEGMENT: Segment Length:	Excelsior Ave. to Fresno County Line 1.8 mi.
<u>ROAD CONDITIONS</u>	
Lanes/Lane Width	2/11'
Paved Shoulder Width	0-1'
Pavement Distress	
Type	Cracking
Extent: % of Roadway	<10%
Severity	Moderate
Striping/Reflector Condition	
Center	Good
Sides	Fair
Other	
<u>TRAFFIC FACTORS*</u>	
Average Daily Travel	
Year 2004	1,038
Year 2020	8,033
% Trucks in ADT	7%
Present Service Level	B
Present Peak Hour Volume	312
Peak Hour Capacity	1,601
Hour Volume/Hour Capacity	.19

Source: Kings County Public Works; KCAG

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

12TH / 12 3/4 AVENUES

SYSTEM CONTINUITY (Highway Sphere of Influence): 12th Avenue - 12 3/4 Avenue is a busy 5.8 mile inter-county corridor between Grangeville Boulevard and the community of Laton in Fresno County. This roadway carries a substantial amount of farm-related travel, and is a well-known commuter route to SR 99 and the Fresno Area.

DISCUSSION:

At present, this road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay: Hume Avenue to Idaho Avenue	2019	\$523

14TH AVENUE

From: Excelsior Avenue
To: Hanford-Armona Road
Survey Date: 5/97

SEGMENT:	Excelsior Ave. to Flint Ave.	Flint Ave. to Grangeville Blvd.	Grangeville Blvd. to Lacey Blvd.	Lacey Blvd. to Hanford/Armona Rd.
Segment Length:	2 mi.	2 mi.	1 mi.	1 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	2/12'	2/12'	2/11'
Paved Shoulder Width	2'	2'	2-6'	6'
Pavement Distress	None	None		
Type			Cracking	Cracking
Extent: % of Roadway			< 10%	< 10%
Severity				
Striping/Reflector Condition				
Center	Good	Good	Fair	Good
Sides	Good	Good	Good	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2004	(08) 1,427	(08) 1,550	3,827	4,959
Year 2035	923	497	1,925	2,662
% Trucks in ADT	21%	12%	8%	4%
Present Service Level	A	A	A	A
Present Peak Hour Volume	175	132	326	470
Peak Hour Capacity	1,783	1,735	1,894	1,953
Hour Volume/Hour Capacity	.10	.08	.17	.24

Source: Kings County Public Works; KCAG

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

14TH AVENUE - Cont'd.

From: Hanford-Armona Road
To: Kansas Avenue
Survey Date: 5/97

SEGMENT: Segment Length:	Hanford Armona Rd. to Houston Ave. 1 mi.	Houston Ave. to Jackson Ave. 3 mi.	Jackson Ave. to Kansas Ave. 3 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/11'	2/11'
Paved Shoulder Width	0-8'	1'	1'
Pavement Distress	None		
Type		Cracking	Rutting
Extent: % of Roadway		< 10%	> 50%
Severity		Slight	Severe
Striping/Reflector Condition			
Center	Good	Fair	Fair
Sides	Good	Good	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2008	2,654	(03) 2,450	(00) 642
Year 2035	3,600	684	693
% Trucks in ADT	6%	7%	13%
Present Service Level	A	A	A
Present Peak Hour Volume	186	113	67
Peak Hour Capacity	1,912	1,601	1,516
Hour Volume/Hour Capacity	.25	.03	.03

Source: Kings County Public Works; KCAG

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

14TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 14th Avenue is a north/south thoroughfare linking the communities of Grangeville and Armona to State Route 198.

DISCUSSION:

This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay:		
From School Street to Excelsior Avenue	2015	\$948
From Houston Avenue to Jersey Avenue	2021	\$850
From Jersey Avenue to Kansas Avenue	2026	\$445

18TH AVENUE

From: Flint Avenue
To: Lacey Boulevard
Survey Date: 4/97

SEGMENT: Segment Length:	Flint Ave. to Grangeville Blvd. 2 mi.	Grangeville Blvd. to Lacey Blvd. 1 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	1-3'	1-3'
Pavement Distress		None
Type	Cracking	
Extent: % of Roadway	<10%	
Severity	Slight	
Striping/Reflector Condition		
Center	Good	Good
Sides	Good	Good
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 2001	660	2,649
Year 2035	262	3,785
% Trucks in ADT	2%	3%
Present Service Level	A	B
Present Peak Hour Volume	54	272
Peak Hour Capacity	1,905	1,887
Hour Volume/Hour Capacity	.03	.14

Source: Kings County Public Works; KCAG

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

18TH AVENUE - Cont'd.

From: SR 198
 To: Laurel Avenue
 Survey Date: 5/97

SEGMENT: Segment Length:	SR 198 to Iona Ave. .5 mi.	Iona Ave. to Jackson Ave. 2 mi.	Jackson Ave. to Laurel Ave. 2 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	6'	3'	3'
Pavement Distress	None	None	None
Type			
Extent: % of Roadway			
Severity			
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2002	9,801	5,480	(03) 6,504
Year 2035	16,375	13,229	7,732
% Trucks in ADT	4%	6%	8%
Present Service Level	C	D	D
Present Peak Hour Volume	506	315	57
Peak Hour Capacity	1,971	1,833	1,799
Hour Volume/Hour Capacity	.26	.17	.03

Source: Kings County Public Works; KCAG

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

18TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 18th Avenue is an inter-county corridor between Flint and Nevada Avenues. It acts as the primary north/south arterial for Lemoore and channels traffic into the city from SR 198 and Lacey Boulevard.

DISCUSSION:

This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay:		
From SR 198 to Iona Avenue	2017	\$183
From Laurel Avenue to Kansas Avenue	2025	\$341
Install left turn lane:		
From Iona Avenue to Jersey Avenue	2023	\$1,491

22ND AVENUE

From: Grangeville Blvd.
To: Fresno County Line
Survey Date: 4/97

SEGMENT: Segment Length:	Grangeville Blvd. to Excelsior Ave. 4 mi.
<u>ROAD CONDITIONS</u>	
Lanes/Lane Width	2/12'
Paved Shoulder Width	0'
Pavement Distress	None
Type	
Extent: % of Roadway	
Severity	
Striping/Reflector Condition	
Center	Good
Sides	Good
Other	
<u>TRAFFIC FACTORS*</u>	
Average Daily Travel	
Year 2009	1,390
Year 2020	668
% Trucks in ADT	4%
Present Service Level	A
Present Peak Hour Volume	109
Peak Hour Capacity	1,768
Hour Volume/Hour Capacity	.06

Source: Kings County Public Works; KCAG

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

22ND AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 22nd Avenue crosses the Kings River and so links the "Island District" of Kings County with the Riverdale community in Fresno County. It runs 4 miles between Grangeville Boulevard and Excelsior Avenue.

DISCUSSION:

This road adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
No Projects Identified		