

APPENDIX I-C

REGIONAL ROUTES IN AVENAL

SR 33 (See Appendix I-A)
SR 269 (Skyline Boulevard)
Seventh Avenue
San Joaquin Street
Third Street
Kings Street
Hydril Road*
36th Avenue*

* Not Classified

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

STATE ROUTE 269

From: SR 33
To: Fresno County Line
Survey Date: 5/97

SEGMENT: Segment Length:	SR 33 to Kings St. .25 mi.	Kings St. to Central Ave. .42 mi.	Central Ave. to South Hydril .38 mi.	Hydril Rd. to Fresno County 4.55 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12' two-way left turn lane	2/12' two-way left turn lane	2/12' two-way left turn lane	4/12'
Paved Shoulder Width	2-5'	2-5'	2-5'	3-4'
Pavement Distress	None	None	None	None
Type				
Extent: % of Roadway				
Severity				
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	Good	Good	Good	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2008	2,500	2,500	2,500	5,200
Year 2035	6,946	7,649	12,808	7,522
% Trucks in ADT	10%	10%	10%	10%
Present Service Level	A	A	A	A
Present Peak Hour Volume	250	250	250	510
Peak Hour Capacity	1,960	1,960	1,960	3,970
Hour Volume/Hour Capacity	.13	.13	.13	.13

Source: Caltrans: <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/truck2008final.pdf>; KCAG;*
 See discussion under "Inventory of Countywide Regional Routes."

STATE ROUTE 269

SYSTEM CONTINUITY (Highway Sphere of Influence): State Route 269 crosses the Kettleman Hills and links SR 33 in the City of Avenal with I-5, SR 198, and SR 145 in Fresno County. In Avenal it is an arterial named Skyline Boulevard and provides access to the commercial district.

DISCUSSION:

SR 269 is Avenal's main thoroughfare. Within the City's urban area, the road was improved to provide two travel lanes, two parking lanes and a 15-foot two-way left turn lane. Traffic safety was also enhanced when intersections were reconfigured to form right angles or the intersections were eliminated by changing the intersections at minor streets into cul-de-sacs.

Where the road crosses the Kettleman Hills, poor drainage in the hilly areas leads to unsafe driving conditions during rainy periods.

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

SEVENTH AVENUE

From: SR 33
To: Skyline Boulevard (SR 269)
Survey Date: 9/96

SEGMENT: Segment Length:	SR 33 to SR 269 .7 mi.
<u>ROAD CONDITIONS</u>	
Lanes/Lane Width	2/9-10'
Paved Shoulder Width	6'
Pavement Distress	
Type	Fatigue Cracking
Extent: % of Roadway	25-50%
Severity	Moderate
Striping/Reflector Condition	
Center	Fair
Sides	Fair
Other	
<u>TRAFFIC FACTORS*</u>	
Average Daily Travel	
Year 2003	1,190
Year 2035	2,687
% Trucks in ADT	10%
Present Service Level	B
Present Peak Hour Volume	330
Peak Hour Capacity	1,444
Hour Volume/Hour Capacity	.22

Source: City of Avenal, KCAG

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

SEVENTH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): As a regional route, Seventh Avenue channels traffic between SR 269 and SR 33. Seventh Avenue provides the shortest route from SR 269 to the prison facility. This road is also part of a future bike path loop around the city. Proposed collector streets (Corcoran and 36th Avenues) between SR 33 and SR 269 are expected to reduce the volume of through traffic on Seventh Street.

DISCUSSION:

With growth associated with the prison south of Avenal, heavy traffic is expected along Seventh Avenue. Classified as an urban collector, this road now serves residential uses, and new subdivisions are expected to abut the full length of the road in the near future. To enhance the appearance of the neighborhoods, Seventh Street will include a landscaped median in the future.

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

SAN JOAQUIN STREET

From: SR 33
To: Skyline Boulevard (SR 269)
Survey Date: 9/96

SEGMENT: Segment Length:	SR 33 to Seventh Ave. 1.0 mi.	Seventh Ave. to Union Ave. .4 mi.	Union Ave. to SR 269 .10 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	0'	0'	0'
Pavement Distress	Fatigue	Fatigue	Fatigue
Type	Cracking	Cracking	Cracking
Extent: % of Roadway	< 25%	< 25%	< 25%
Severity	Moderate	Moderate	Moderate
Striping/Reflector Condition			
Center	Poor	Good	Poor
Sides	Fair	Good	Fair
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2003	660	660	660
Year 2035	3,659	6,715	6,715
% Trucks in ADT	10%	N/A	10%
Present Service Level	A	A	A
Present Peak Hour Volume	85	143	347
Peak Hour Capacity	1,672	1,840	1,672
Hour Volume/Hour Capacity	.05	.07	.21

Source: City of Avenal, KCAG

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

SAN JOAQUIN STREET

SYSTEM CONTINUITY (Highway Sphere of Influence): San Joaquin Street delivers local and regional traffic through Avenal and connects SR 33 with SR 269. Additional traffic will be generated by proposed residential and commercial development west of Third Street. San Joaquin Street is part of a planned bike path loop around the city. San Joaquin Street is expected to become the busiest city street based on future land use projections. Proposed collector streets are expected to reduce the volume of through traffic on San Joaquin Street.

DISCUSSION:

A landscaped median is to be installed in the future to enhance the appearance of the neighborhoods. This road adequately serves its demand. Continue regular maintenance program.

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

THIRD AVENUE

From: SR 33
To: Alpine Street
Survey Date: 9/96

SEGMENT: Segment Length:	SR 33 to Merced St. .4 mi.	Merced St. to San Joaquin St. .1 mi.	San Joaquin St. to Alpine St. .4 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/9-10'	2/9-10'	2/9-10'
Paved Shoulder Width	0'	0'	0'
Pavement Distress	Fatigue	Fatigue	Fatigue
Type	Pitting and Raveling	Cracking	Cracking
Extent: % of Roadway	50%	< 10%	< 10%
Severity	Severe	Moderate	Moderate
Striping/Reflector Condition			
Center	Fair	Fair	Good
Sides	Fair	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2003	1,650	1,650	1,650
Year 2035	1,202	4,264	5,609
% Trucks in ADT	10%	N/A	N/A
Present Service Level	A	A	A
Present Peak Hour Volume	130	100	190
Peak Hour Capacity	1,425	1,567	1,567
Hour Volume/Hour Capacity	.09	.06	.12

Source: City of Avenal, KCAG

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

THIRD AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Third Avenue is a collector street providing access to the local system. It will provide a connection to the areas of new growth north of the Avenal District Hospital and Avenal High School and planned new roads.

DISCUSSION:

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

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay: San Joaquin Street to SR 33	2015	\$495

KINGS STREET

From: SR 33
To: Skyline Boulevard (SR 269)
Survey Date: 9/96

SEGMENT: Segment Length:	SR 33 to Second Ave. .2 mi.	Second Ave. to SR 269 .2 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/11-12'	2/11-12'
Paved Shoulder Width	0' Diagonal Parking	0' Diagonal Parking
Pavement Distress		
Type	Fatigue	Fatigue
Extent: % of Roadway	< 25%	< 25%
Severity	Moderate	Moderate
Striping/Reflector Condition		
Center	Good	Good
Sides	None	None
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 2003	1,850	1,850
Year 2035	1,116	1,766
% Trucks in ADT	N/A	N/A
Present Service Level	A	A
Present Peak Hour Volume	30	300
Peak Hour Capacity	1,840	1,840
Hour Volume/Hour Capacity	.02	.16

Source: City of Avenal, KCAG

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

KINGS STREET

SYSTEM CONTINUITY (Highway Sphere of Influence): Kings Street is an east-west collector serving the central business district between SR 33 and Skyline Blvd. and Avenal Elementary School.

DISCUSSION:

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

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

HYDRIL ROAD

From: SR 269
To: 36th Avenue
Survey Date: 9/96

SEGMENT: Segment Length:	SR 269 to 36th Ave. .7 mi.
<u>ROAD CONDITIONS</u>	
Lanes/Lane Width	1/14'
Paved Shoulder Width	0'
Pavement Distress	Surface and Base
Type	Failures
Extent: % of Roadway	100%
Severity	Severe
Striping/Reflector Condition	
Center	None
Sides	None
Other	
<u>TRAFFIC FACTORS*</u>	
Average Daily Travel	
Year 2003	N/A
Year 2035	1,993
% Trucks in ADT	N/A
Present Service Level	N/A
Present Peak Hour Volume	N/A
Peak Hour Capacity	N/A
Hour Volume/Hour Capacity	N/A

Source: City of Avenal, KCAG

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

HYDRIL ROAD

SYSTEM CONTINUITY (Highway Sphere of Influence): Hydril Road connects 36th Avenue with SR 269 at the north end of town. The proposed extension of Hydril Road will provide direct access to the current and proposed land uses in the northern portion of the community and relieve traffic from San Joaquin Street. The road will provide a direct commuter route to the prison beyond the southern edge of the city. Hydril Road is also to be part of a planned bike path loop around the city.

DISCUSSION:

City staff indicate that the road will be improved to include two 12' traffic lanes, 8' shoulders, and engineered drainage facilities. This road is expected to be brought up to collector standards to accommodate the traffic and will include a landscaped median to enhance the appearance of the neighborhoods.

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

36TH AVENUE

From: Hydril Road
To: SR 33
Survey Date: 5/97

SEGMENT: Segment Length:	Hydril Rd. to SR 33 2.3 mi.
<u>ROAD CONDITIONS</u>	
Lanes/Lane Width	1/9'
Paved Shoulder Width	0'
Pavement Distress	
Type	Dirt Road/Paved
Extent: % of Roadway	
Severity	
Striping/Reflector Condition	
Center	None
Sides	None
Other	
<u>TRAFFIC FACTORS*</u>	
Average Daily Travel	
Year 2008	N/A
Year 2035	468
% Trucks in ADT	N/A
Present Service Level	N/A
Present Peak Hour Volume	N/A
Peak Hour Capacity	N/A
Hour Volume/Hour Capacity	N/A

Source: City of Avenal, KCAG

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

36TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 36th Avenue is expected to become a regionally significant route in the Avenal area connecting new growth areas in the southeastern quadrant of the city (Along with Hydril Road). Though only half a mile of this road is paved, 36th Avenue will be brought up to collector status to reduce traffic volumes on Seventh Avenue. This road will also be part of a planned bike path loop around the city.

DISCUSSION:

City staff indicates the need for two 12 foot traffic lanes, 8 foot paved shoulders, and engineered drainage facilities. When constructed, 36th Avenue will include a landscaped median to enhance the appearance of the neighborhoods.

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