

APPENDIX I-D

REGIONAL ROUTES IN CORCORAN

Dairy Avenue (6th Avenue)
King Avenue
Otis Avenue
Whitley Avenue

(See Figure 4-4 for Urban Functional Classifications)

DAIRY AVENUE

From: Plymouth Avenue
To: Orange Avenue
Survey Date: 9/97

SEGMENT: Segment Length:	Plymouth Ave. to Oregon Ave. 1 mi.	Oregon Ave. to Whitley Ave. .75 mi.	Whitley Ave. to Orange Ave. .75 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/11'	2/11-12' left turns to Bainum Ave.	2/12'
Paved Shoulder Width	1-2'	0-10'	9'
Pavement Distress	None		
Type		Cracking	Cracking
Extent: % of Roadway		<10%	<10%
Severity		Slight	Slight
Striping/Reflector Condition			
Center	Good	Good	Fair
Sides	Good	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2003	(85) 2,900	6,411	6,148
Year 2035	4,998	6,402	4,979
% Trucks in ADT	15-20%	15-20%	10-15%
Present Service Level	C	B	B
Present Peak Hour Volume	290	460	390
Peak Hour Capacity	1710	1760	1670
Hour Volume/Hour Capacity	.16	.26	.23

Source: KCAG

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

DAIRY AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): As a regional route, Dairy Avenue carries agricultural traffic to and from processing facilities in Corcoran. It also functions as an important thoroughfare for residential and service commercial traffic.

DISCUSSION:

At present, this road adequately serves its demands in the north Corcoran urban area. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
No projects identified		

KING AVENUE

From: 6 ½ Avenue
To: SR 43
Survey Date: 9/97

SEGMENT: Segment Length:	Whitley Ave. to Bainum Ave. .6 mi.	Bainum Ave. to Pueblo Ave. .8 mi.	Pueblo Ave. to Paris Ave. 1.0 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	6-10'	6-10'	4-6'
Pavement Distress		None	None
Type	Cracking		
Extent: % of Roadway	<10%		
Severity	Slight		
Striping/Reflector Condition			
Center	Fair	Good	Good
Sides	None	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 1995	3,000	3,000	3,000
Year 2020	8,494	7,416	10,090
% Trucks in ADT	N/A	N/A	N/A
Present Service Level	B	B	B
Present Peak Hour Volume	474	474	474
Peak Hour Capacity	2,090	2,090	2,090
Hour Volume/Hour Capacity	.22	.22	.22

Source: City of Corcoran; KCAG

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

KING AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): King Avenue provides access to the Corcoran State Prison from SR 43 and Whitley Avenue.

DISCUSSION:

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

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
No projects identified		

OTIS AVENUE

From: Whitley Avenue
To: SR 43
Survey Date: 9/97

SEGMENT: Segment Length:	Whitley Ave. to Brokaw Ave. .3 mi.	Brokaw Ave. to North Ave. .3 mi.	North Ave. to SR 43 .5 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/11' two-way left turn lane	2/11'
Paved Shoulder Width	3'	6'	6'
Pavement Distress			None
Type	Cracking	Cracking	
Extent: % of Roadway	< 10%	< 25%	
Severity	Slight	Moderate	
Striping/Reflector Condition			
Center	Fair	Fair	Good
Sides	Fair	Fair	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 1984	6,000	7,300	(85) 6,100
Year 2035	6,445	7,998	10,837
% Trucks in ADT	15-20%	15-20%	15-20%
Present Service Level	B	C	B
Present Peak Hour Volume	730	730	610
Peak Hour Capacity	1654	1778	1672
Hour Volume/Hour Capacity	.44	.41	.36

Source: City of Corcoran; KCAG

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

OTIS AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Otis Avenue is Corcoran's primary entrance from SR 43. A truck route, it provides direct access to intensive industrial uses located south of Whitley Avenue, as well as the central retail area.

DISCUSSION:

Because of Corcoran's heavy truck traffic and its effect on the road, the portion of Otis between North Avenue and SR 43 requires reconstruction. AC overlays between Brokaw and North Avenues are also needed to improve drainage and prevent further deterioration.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
No projects identified		

WHITLEY AVENUE

From: 6 ½ Avenue
To: SR 43
Survey Date: 9/97

SEGMENT: Segment Length:	6 ½ Ave. to Dairy Ave. .5 mi.	Dairy Ave. to Chittenden Ave. .7 mi.	Chittenden Ave. to Pickerell Ave. .25 mi.	Pickerell Ave. to SR 43 .45 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	4/11-12'	4/12'	4/11'	2/12'
Paved Shoulder Width	3' Parking	9' Parking	9' Parking	1-2'
Pavement Distress		None	None	
Type	Cracking			Cracking
Extent: % of Roadway	< 25%			< 10%
Severity	Moderate			Slight
Striping/Reflector Condition				
Center	Fair	Good	Fair	Good
Sides	None	Good	None	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 1997	5,004	(95) 7,400	N/A	1,996
Year 2035	7,220	6,171	4,332	1,842
% Trucks in ADT	N/A	N/A	N/A	N/A
Present Service Level	B	C	C	C
Present Peak Hour Volume	530	890	1,060	550
Peak Hour Capacity	1,950	2,600	2,600	1,565
Hour Volume/Hour Capacity	.27	.34	.41	.35

Source: City of Corcoran; KCAG

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

WHITLEY AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Whitley Avenue is Corcoran's main thoroughfare. It serves as a truck route and carries residential, retail, and school traffic.

DISCUSSION:

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

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