

APPENDIX I-E

REGIONAL ROUTES IN HANFORD

Seventh Street/E. Lacey Boulevard
Sixth Street
10th Avenue
11th Avenue
12th Avenue
Douty Street
Fargo Avenue
Grangeville Boulevard
Hanford-Armona Road
Lacey Boulevard

(See Figure 4-5 for Urban Functional Classifications)

SEVENTH STREET/E. LACEY BOULEVARD

From: 11th Avenue
To: SR 43
Survey Date: 5/04

SEGMENT: Segment Length:	11th Ave. to Phillips St. .25 mi.	Phillips St. to Harris St. .35 mi.	Harris St. to 10th Ave. .4 mi.	10th Ave. to SR 43 2 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	4/12'	2/12'	4/11-12'	2/12' two-way left turn lane
Paved Shoulder Width	3-9'/Parking	16' Diag. Parking	9'/Parking	0-6'
Pavement Distress		None	None	None
Type	Cracking			
Extent: % of Roadway	50%			
Severity	Moderate			
<u>Striping/Reflector Condition</u>				
Center	Fair	Good	Good	Good
Sides	Fair	Good	Good	None
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2002	9,200	9,200	9,975	5,437
Year 2035	7,331	4,557	6,021	13,908
% Trucks in ADT	8%	N/A	N/A	N/A
Present Service Level	B	C	A	A
Present Peak Hour Volume	957	1,828	844	465
Peak Hour Capacity	1,000	2,570	1,200	1,720
Hour Volume/Hour Capacity	.96	.71	.70	.27

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

SEVENTH STREET/E. LACEY BLVD.

SYSTEM CONTINUITY (Highway Sphere of Influence): As a local route, Seventh Street serves as a direct connector between 10th and 11th Avenues. Due to angle parking, capacity is limited between Harris and Phillips Streets. As a regional route, E. Lacey Boulevard moves traffic between 10th Avenue and SR 43.

DISCUSSION:

Generally, this street adequately serves its demand. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Widen from 2 to 4 Lanes with Turn Pockets and Signals 10th Ave. to 9th Ave. 9th Ave. to Sierra Dr.	2019 2020	\$3,000 \$2,500

SIXTH STREET

From: 11th Avenue
To: 10th Avenue
Survey Date: 5/04

SEGMENT: Segment Length:	11th Ave. to Douty St. .6 mi.	Douty St. to 10th Ave. .4 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	3-9'/Parking	3-9'/Parking
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 2002	3,501	5,556
Year 2020	1,088	2,256
% Trucks in ADT	N/A	N/A
Present Service Level	A	A
Present Peak Hour Volume	354	387
Peak Hour Capacity	1,240	1,240
Hour Volume/Hour Capacity	.29	.31

Source: City of Hanford; KCAG

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

SIXTH STREET

SYSTEM CONTINUITY (Highway Sphere of Influence): As a local route, Sixth Street serves as a direct connector between 10th and 11th Avenues.

DISCUSSION:

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

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Construct Park-n-Ride Facility	2016	\$425

10TH AVENUE

From: Houston Avenue
To: Grangeville Blvd.
Survey Date: 4/04

SEGMENT: Segment Length:	Houston Ave. to Hanford-Armona Rd. 1 mi.	Hanford-Armona Rd. to SR 198 .75 mi.	SR 198 to Grangeville Blvd. 1.25 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	4/12'
Paved Shoulder Width	10'	1-3'	1-4'
Pavement Distress	None		
Type		Cracking	None
Extent: % of Roadway		25-50%	
Severity		Moderate	
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Fair	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2000	7,100	9,086	16,012
Year 2035	4,717	8,730	25,788
% Trucks in ADT	15-20%	15-20%	15-20%
Present Service Level	A	C	D
Present Peak Hour Volume	710	784	1,574
Peak Hour Capacity	1,194	1,110	1,400
Hour Volume/Hour Capacity	.59	.70	1.12

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

10TH AVENUE - Cont'd.

From: Grangeville Blvd.
To: SR 43
Survey Date: 4/04

SEGMENT: Segment Length:	Grangeville Blvd. to Terrace Ave. 1 mi.	Terrace Ave. to Greenwood Ave. .75 mi.	Greenwood Ave. to Fargo Ave. 1.25 mi.	Fargo Ave. to SR 43 .75 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	4/12' two-way left turn lane	4/12' two-way left turn lane	4/12' two-way left turn lane	2/12' two-way left turn lane
Paved Shoulder Width	2'	2-8'/Parking	2-8'/Parking	2-8'/Parking
Pavement Distress				
Type	Cracking	Cracking	Cracking	Cracking
Extent: % of Roadway	50%	50%	50%	<10%
Severity	Severe	Severe	Severe	Slight
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	Good	Good	Good	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2000	17,305	11,904	(97) 7,880	7,400
Year 2020	23,942	24,238	20,971	12,721
% Trucks in ADT	10-15%	10-15%	10-15%	10%
Present Service Level	A	C	B	B
Present Peak Hour Volume	1,255	753	644	543
Peak Hour Capacity	1,850	1,990	11,500	11,400
Hour Volume/Hour Capacity	.67	.37	.06	.05

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

10TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): North of Grangeville Boulevard, 10th Avenue feeds regional traffic to and from SR 43. South of the city, it mostly serves industrial and residential users, and provides an important connection to SR 198. The portion between Lacey and Grangeville Boulevards serves as a connecting link between the central business district and northerly and westerly residential areas.

DISCUSSION:

Between SR 198 and Orange Ave., 10th Avenue was widened in 2004 to 4 lanes with signals at the SR 198 interchange. Continue regular maintenance program on all sections of this portion.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Rehabilitation/Overlay		
From SR 198 to Grangeville Blvd	2027	\$1,000
From Grangeville to SR 43	2029	\$1,000
Widen from 2 lanes to 4 lanes:		
From Hanford-Armona Road to Houston Avenue - with Signals and Pedestrian Facilities	2030	\$3,500

11TH AVENUE

From: Houston Avenue
To: Lacey Boulevard
Survey Date: 5/04

SEGMENT: Segment Length:	Houston Ave. to Hanford-Armona Rd. 1 mi.	Hanford-Armona Rd. to Davis St. .3 mi.	Davis St. to Lacey Blvd. .7 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	4/12' two-way left turn lane	4/12' median, left turn lanes
Paved Shoulder Width	6-25'/Parking	8-10'	9'/Parking
Pavement Distress		None	
Type	Cracking		Cracking
Extent: % of Roadway	< 15%		< 10%
Severity	Slight		Slight
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2002	7,600	(00) 14,455	15,717
Year 2020	11,440	13,923	19,422
% Trucks in ADT	N/A	N/A	N/A
Present Service Level	C	B	B
Present Peak Hour Volume	504	1,185	1,174
Peak Hour Capacity	1,400	2,940	2,940
Hour Volume/Hour Capacity	.36	.40	.39

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

11TH AVENUE - Cont'd

From: Lacey Boulevard
 To: Pepper Dr.
 Survey Date: 5/04

SEGMENT: Segment Length:	Lacey Blvd. to Grangeville Blvd. 1 mi.	Grangeville Blvd. to Magnolia Ave. .75 mi.	Magnolia Ave. to Pepper Dr. .65 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	4/12'	2/12'	2/12'
Paved Shoulder Width	3-9'/Parking	10'/Parking	10'
Pavement Distress			None
Type	Cracking	Cracking	
Extent: % of Roadway	< 35%	<50%	
Severity	Slight	Slight	
Striping/Reflector Condition			
Center	Fair	Good	Good
Sides	None	None	Good/None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2000	18,200	11,600	3,971
Year 2035	16,540	16,965	9,728
% Trucks in ADT	N/A	N/A	N/A
Present Service Level	C	C	A
Present Peak Hour Volume	1,400	1,142	510
Peak Hour Capacity	2,750	1,700	1,700
Hour Volume/Hour Capacity	.51	.67	.30

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

11TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 11th Avenue is Hanford's principal arterial. It carries automobile traffic to three important retail centers, and provides access to manufacturing areas south of Houston Avenue.

DISCUSSION:

Between SR 198 and Lacey Blvd., 11th Avenue operates at LOS C and is the busiest street in the city. The limited number of overcrossings / undercrossings of SR 198 add to the volume of traffic using this segment. This road adequately serves its demand otherwise. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Rehabilitate/Overlay		
Ivy St. to Grangeville Blvd.	2017	\$800
Grangeville Blvd. to Fargo Ave.	2033	\$1,000
Lacey Blvd. to Grangeville Blvd.	2035	\$1,000
Hanford-Armona Rd. to Lacey Blvd.	2035	\$1,000
Houston to Hanford-Armona Rd.	2037	\$1,000
Intersection Improvements:		
11th and Grangeville Blvd.	2017	\$600
Widen to 4 lanes		
Idaho Ave. to Houston Ave. - with Turn Pockets, Signals, and Pedestrian Facilities	2038	\$4,500

12TH AVENUE

From: Hanford-Armona Road
To: Grangeville Boulevard
Survey Date: 2/04

SEGMENT: Segment Length:	Hanford-Armona Rd. to SR 198 .4 mi.	SR 198 to Lacey Blvd. .6 mi.	Lacey Blvd. to Grangeville Blvd. 1 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	4/12'	2/13'
Paved Shoulder Width	3'	4-8'	2-6'
Pavement Distress	None	None	
Type			Cracking
Extent: % of Roadway			25%
Severity			Moderate
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2000	8,900	13,606	11,817
Year 2035	14,139	26,598	34,054
% Trucks in ADT	5-10%	15-20%	15-20%
Present Service Level	B	B	B
Present Peak Hour Volume	565	1,331	1,119
Peak Hour Capacity	2,050	3,090	2,050
Hour Volume/Hour Capacity	.35	.43	.72

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

12TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): In the Hanford Area 12th Avenue is the southern terminus of the well-known commuter route (12th/12 3/4 Avenues) to SR 99 in Fresno County.

DISCUSSION:

From SR 198, 12th Avenue provides access to the western edge of Hanford and to the Hanford Mall and other retail shopping centers. This road segment adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Widen from 4 to 6 lanes: From Hnf-Armona Rd. to Mall Dr. (interchange related)	2014	\$25,000
Mall Dr. to Lacey Blvd.	2016	\$800
Widen from 2 to 4 Lanes with Median: Houston Ave. to Hanford-Armona Rd.	2018	\$2,000
Fargo Ave. to Flint Ave. – with Signals and Ped. Facilities	2026	\$3,000
Install Traffic Signal: At Hume Ave.	2018	\$500
Rehabilitate/Overlay Hanford-Armona Rd. to Lacey Blvd.	2039	\$1,000
Lacey Blvd. to Grangeville Blvd.	2039	\$1,000

DOUTY STREET

From: Flint Avenue
To: Hanford-Armona Road
Survey Date: 5/04

SEGMENT: Segment Length:	Flint Ave. to Fargo Ave. 1 mi.	Fargo Ave. to Grangeville Blvd. .75 mi.	Grangeville Blvd. to 6th St. 1.25 mi.	6th St. to Irwin St. .75 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/12'	2/12'	2-4/12'	2/12'
Paved Shoulder Width	0-10' Parking	0-10' Parking	10' Parking	Parking
Pavement Distress			None	
Type	Cracking	Cracking		Cracking
Extent: % of Roadway	25%	25%		< 15%
Severity	Moderate	Moderate		Slight
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	None	None	None	None
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2000	(99) 3,470	(99) 5,390	7,961	3,017
Year 2035	6,684	10,364	7,127	10,674
% Trucks in ADT	N/A	N/A	N/A	N/A
Present Service Level	A	A	B	B
Present Peak Hour Volume	267	376	632	302
Peak Hour Capacity	1,240	1,240	1,200	1,240
Hour Volume/Hour Capacity	.22	.30	.53	.24

Source: City of Hanford; KCAG

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

DOUTY STREET

SYSTEM CONTINUITY (Highway Sphere of Influence): Douty Street provides access to retail, governmental, and educational uses between Hanford-Armona Road and Flint Avenue and serves as a major connector to the Hanford central business district.

DISCUSSION:

With respect to traffic service, Douty Street adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Install Traffic Signal: At 6th St.	2017	\$400

FARGO AVENUE

From: 11th Avenue
To: SR 43
Survey Date: 5/04

SEGMENT: Segment Length:	11th Ave. to Douty St. .5 mi.	Douty St. to 10th Ave. .5 mi.	10th Ave. to SR 43 1 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	10' Parking	10' Parking	0-10' Parking
Pavement Distress			
Type	Cracking	None	None
Extent: % of Roadway	10%		
Severity	Slight		
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	None	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2000	7,873	7,463	4,861
Year 2035	8,642	7,563	13,070
% Trucks in ADT	N/A	N/A	N/A
Present Service Level	D	D	A
Present Peak Hour Volume	267	677	302
Peak Hour Capacity	2,090	2,090	2,090
Hour Volume/Hour Capacity	.13	.32	.14

Source: City of Hanford; KCAG

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

FARGO AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): Fargo Avenue provides access to residential uses between 10th and 12th Avenues in the growing area of northern Hanford.

DISCUSSION:

With respect to traffic service, Fargo Avenue adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Widen from 2 Lanes to 4 Lanes with Turn Lanes: From BNSF to 12th Ave.	2022	\$2,000
12th Ave. to 13th Ave. - with Traffic Signals and Ped. Facilities	2024	\$3,000
Rehabilitation/Overlay: From 11th Ave. to Meadow View Ln.	2033	\$1,000

GRANGEVILLE BOULEVARD

From: 12th Avenue
To: Douty Street
Survey Date: 4/04

SEGMENT: Segment Length:	12th Ave. to Rodgers Rd. .75 mi.	Rodgers Rd. to 11th Ave. .25 mi.	11th Ave. to Douty St. .5 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
Paved Shoulder Width	1-12'/Parking	6-9'/Parking	1-12'/Parking
Pavement Distress	None		
Type		Cracking	Cracking
Extent: % of Roadway		<10%	< 10%
Severity		Slight	Slight
<u>Striping/Reflector Condition</u>			
Center	Fair	Good	Good
Sides	None	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2000	9,858	11,270	14,595
Year 2035	20,783	21,064	20,197
% Trucks in ADT	5%	6%	6%
Present Service Level	C	C	C
Present Peak Hour Volume	907	1,088	1,292
Peak Hour Capacity	1,923	2,075	1,950
Hour Volume/Hour Capacity	.47	.52	.66

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

GRANGEVILLE BOULEVARD - Cont'd

From: Douty Street
To: SR 43
Survey Date: 4/04

SEGMENT: Segment Length:	Douty St. to 10th Ave. .5 mi.	10th Ave. to 9 1/4 Ave. .75 mi.	9 1/4 Ave. to SR 43 1.25 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	10'	0-2'	0-12'
Pavement Distress			None
Type	Cracking	Cracking	
Extent: % of Roadway	<10%	25%	
Severity		Severe	
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Good	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 2000	15,306	4,463	5,103
Year 2035	19,784	20,105	9,481
% Trucks in ADT	N/A	N/A	2%
Present Service Level	C	C	B
Present Peak Hour Volume	1,272	647	335
Peak Hour Capacity	2,200	2,200	2,156
Hour Volume/Hour Capacity	.58	.43	.43

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

GRANGEVILLE BOULEVARD

SYSTEM CONTINUITY (Highway Sphere of Influence): Grangeville Boulevard carries the bulk of North Hanford's east-west travel. It serves as an important traffic connector between northerly residential areas and service commercial areas between 10th and 11th Avenues.

DISCUSSION:

Grangeville Boulevard currently operates at LOS C between 11th Avenue and 10th Avenue, where Hanford High School significantly adds to the traffic.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Rehabilitate/Overlay:		
Douty St. to 10th Ave.	2021	\$600
11th Ave. to 12th Ave.	2025	\$1,000
10th Ave. to 9 ¼ Ave.	2031	\$1,000
Widen from 2 to 4 Lanes with Traffic Signals and Ped. Facilities:		
12th Ave. to 13th Ave. - with Turn Pockets	2023	\$3,000
9 ¼ Ave. to SR 43 - with Median	2032	\$4,000

HANFORD-ARMONA ROAD

From: 12th Avenue
To: 9th Avenue
Survey Date: 5/04

SEGMENT: Segment Length:	12th Ave. to 11th Ave. 1 mi.	11th Ave. to 10th Ave. 1 mi.	10th Ave. to 9th Ave. 1 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
Paved Shoulder Width	8' Parking	8' Parking	2'
Pavement Distress			
Type			Cracking
Extent: % of Roadway	None	None	< 10%
Severity			Slight
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	None	None	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 1999	8,335	9,608	2,542
Year 2035	12,536	8,138	1,768
% Trucks in ADT			
Present Service Level	B	C	A
Present Peak Hour Volume	623	820	255
Peak Hour Capacity	1,470	1,470	1,470
Hour Volume/Hour Capacity	.42	.55	.17

Source: City of Hanford; KCAG

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

HANFORD-ARMONA ROAD

SYSTEM CONTINUITY (Highway Sphere of Influence): Hanford-Armona Road provides access to retail and residential uses between 10th and 12th Avenues. With the extension of the Hanford Municipal Airport's runway, Hanford Armona Road will be closed between 9th Ave. and 10th Ave. Through traffic from the east will be rerouted north from 9 ½ Ave. to E. Third St.

DISCUSSION:

With respect to traffic service, Hanford-Armona Road adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Install Traffic Signals: At Irwin St.	2017	\$425
At 12th Ave.	2025	\$500
Widen from 2 to 4 Lanes with turn Pockets: From 12th Ave. to 13th Ave.	2025	\$1,500

LACEY BOULEVARD

From: 12th Avenue
To: Irwin Street
Survey Date: 5/04

SEGMENT: Segment Length:	12th Ave. to Mall Drive .25 mi.	Mall Drive to Campus Dr. .25 mi.	Campus Dr. to 11th Ave. .50 mi.	11th Ave. to Irwin St. .40 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	4/12'	4/12'	4/12'	4/12'
Paved Shoulder Width	0'	9'/Parking	9'/Parking	2'
Pavement Distress				
Type	None	None	None	None
Extent: % of Roadway				
Severity				
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	None	None	None	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2000	24,954	24,954	24,954	11,625
Year 2035	28,035	23,644	28,564	17,245
% Trucks in ADT				
Present Service Level	D	D	D	A
Present Peak Hour Volume	861	1,676	1,306	1,119
Peak Hour Capacity	2,520	2,520	2,520	2,520
Hour Volume/Hour Capacity	.34	.66	.52	.44

Source: City of Hanford; KCAG

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

LACEY BOULEVARD

SYSTEM CONTINUITY (Highway Sphere of Influence): Lacey Boulevard provides access to retail, governmental, and educational uses between 11th and 12th Avenues, and serves as a major connector to the Hanford central business district.

DISCUSSION:

With respect to traffic service, Lacey Boulevard adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Rehabilitation / Overlay: From 10th Ave. to SR 43	2015	\$800
Widen from 2 to 4 Lanes with Signals and Medians 12 ½ Ave. to 13th Ave.	2021	\$2,550