

# Appendix A

## EXHIBIT "A"

### Road 80

### Right of Way Acquisition

Property: A.P.N. 047-060-018

### Description:

A parcel of land lying in the east one-half of the northwest one-quarter of Section 8, Township 17 South, Range 24 East, Mount Diablo Base and Meridian, in the County of Tulare, State of California, and being a portion of that tract of land which was conveyed to Robert W. Vanderham by that certain Individual Grant Deed recorded April 11, 1988 in Volume 4680, Page 665, as Document No. 18759 Official Records, County of Tulare, State of California and being more particularly described by metes and bounds as follows:

Beginning at a point which bears N89°07'19"W 40.00' and S01°40'54"W 25.00' from the north one-quarter corner of said Section 8 and being the intersection of the westerly line of that certain 40.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Book 653, Page 375, Official Records, with the southerly line of that certain 25.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Volume 3 of Rights of Way at Page 98, Records of Tulare County, California;

Thence S01°40'54"W 2338.50' along the westerly line of said 40.00' strip to a point on the arc of a 6445.00' radius non-tangent curve to the left;

Thence along the arc of said non-tangent curve to the left (from a tangent which bears N00°53'25"W) a distance of 50.11' through a central angle of 00°26'44" and being subtended by a chord bearing and distance of N01°06'46"W 50.09';

Thence N01°20'08"W 540.86' to the beginning of a 6555.00' radius tangent curve to the right;

Thence along the arc of said tangent curve to the right a distance of 345.19' through a central angle of 03°01'02" and being subtended by a chord bearing and distance of N00°10'23"E 345.16' to a point which is 80.00' distant westerly from, when measured at right angles to, the east line of the northwest one-quarter of said Section 8;

Thence N01°40'54"E 1357.34' parallel with said east line;

Thence N41°46'22"W 41.32' to a point which is 40.00' distant southerly from, when measured at right angles to, the north line of the northwest one-quarter of said Section 8;

Thence N89°07'19"W 72.09' parallel with said north line;

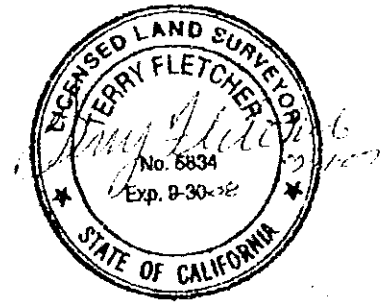
Thence N00°52'41"E 15.00' to a point on the southerly line of that certain 25.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Volume 3 of Rights of Way at Page 98, Records of Tulare County, California;

Thence S89°07'19"E 140.72' along said southerly line to the point of beginning.

Containing 79,886 square feet or 1.8339 acres, more or less.

The Basis of Bearings for this description is the California State Plane Coordinate System, NAD83, Zone IV. All distances are Grid distances. To convert to ground distances multiply by 1.0000633

End of Description



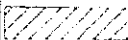
# EXHIBIT "B"

NORTH 1/4 CORNER SECTION 8  
T17S, R24E, M.D.B. & M.

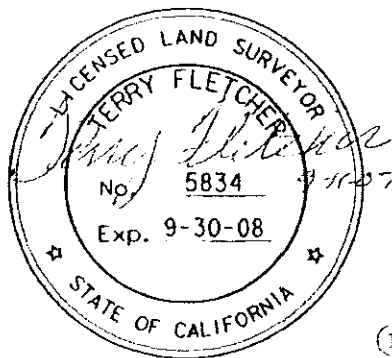
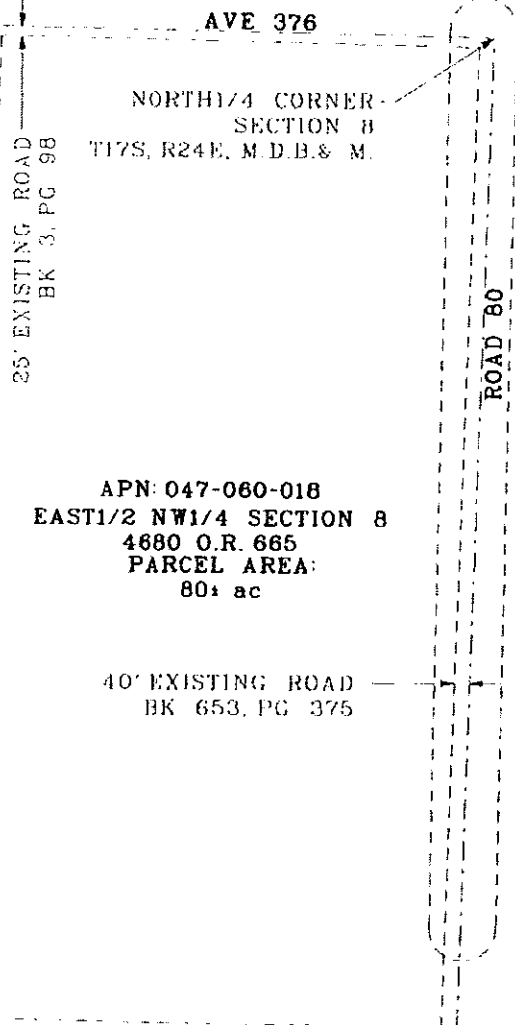
	R	Δ	T	L
(1)	5555.00'	3° 01' 02"	172.64'	345.19'
(2)	6445.00'	0° 26' 44"	25.05'	50.11'

P.O.B.  
S89° 07' 19" E  
140.72'  
N00° 52' 41" E  
15.00'  
N89° 07' 19" W  
72.09'  
N41° 46' 22" W  
41.32'  
N89° 07' 19" W  
40.00'  
S01° 40' 54" W  
25.00'

## LEGEND:

 RIGHT OF WAY ACQUISITION  
79,888 sf (1.8339ac)

SEE DETAIL A  
ON THIS SHEET



N01° 40' 54" E  
1357.34'

S01° 40' 54" W  
2338.50'

N01° 20' 08" W  
540.86'

SCALE 1" = 500'

BASIS OF BEARINGS: CALIFORNIA STATE PLANE COORDINATE  
SYSTEM, NAD83, ZONE IV. ALL DISTANCES ARE GRID DISTANCES. TO  
VERT TO GROUND DISTANCES MULTIPLY BY 1.0000633.

## DETAIL A

SCALE 1" = 300'

## PLAT MAP

ROBERT VANDERHAM  
37887 AVE 368  
DINUBA, CA 93618  
APN: 047-060-018

COUNTY OF TULARE  
STATE OF CALIFORNIA

**DE DOKKEN**  
ENGINEERING  
2365 IRON POINT ROAD, SUITE 200 (916) 858-0642  
TOLSON, CA 95630

## RIGHT OF WAY

PROJECT

ROAD 80 / PLAZA DRIVE  
ROAD WIDENING

## EXHIBIT "C"

**Road 80**

**TCE**

**Property:** A.P.N. 047-060-018

**Description:**

A parcel of land lying in the east one-half of the northwest one-quarter of Section 8, Township 17 South, Range 24 East, Mount Diablo Base and Meridian, in the County of Tulare, State of California, and being a portion of that tract of land which was conveyed to Robert W. Vanderham by that certain Individual Grant Deed recorded April 11, 1988 in Volume 4680, Page 665, as Document No. 18759 Official Records, County of Tulare, State of California and being more particularly described by metes and bounds as follows:

Beginning at a point which bears N89°07'19"W 180.73' and S01°40'54"W 25.00' from the north one-quarter corner of said Section 8 and being on the southerly line of that certain 25.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Volume 3 of Rights of Way at Page 98, Records of Tulare County, California;

Thence S00°52'41"W 15.00';

Thence S89°07'19"E 72.09';

Thence S41°46'22"E 41.32'

Thence S01°40'54"W 1357.34' to the beginning of a 6555.00' radius tangent curve to the left;

Thence along the arc of said tangent curve to the left a distance of 345.19' through a central angle of 03°01'02" and being subtended by a chord bearing and distance of S00°10'23"W 345.16';

Thence S01°20'08"E 540.86' to the beginning of a 6445.00' radius tangent curve to the right;

Thence along the arc of said tangent curve to the right a distance of 50.09' through a central angle of 00°26'43" and being subtended by a chord bearing and distance of S01°06'46"E 50.09';

Thence S01°40'54"W 289.46' to a point on the south line of the northwest one-quarter of said Section 8;

Thence N89°07'07"W 20.00' along said south line;

Thence N01°40'54"E 20.22';

Thence S88°29'38"E 10.00';

Thence N01°40'54"E 269.27' to a point on the arc of a 6435.00' radius non-tangent curve to the left;

Thence along the arc of said non-tangent curve to the left (from a tangent which bears N00°53'32"W) a distance of 49.79' through a central angle of 00°26'36" and being subtended by a chord bearing and distance of N01°06'50"W 49.79';

Thence N01°20'08"W 540.86' to the beginning of a 6565.00' radius tangent curve to the right;

Thence along the arc of said tangent curve to the right a distance of 345.72' through a central angle of 03°01'02" and being subtended by a chord bearing and distance of N00°10'23"E 345.69';

Thence N01°40'54"E 1353.35';

Thence N41°46'22"W 32.95';

Thence N89°07'19"W 77.70';

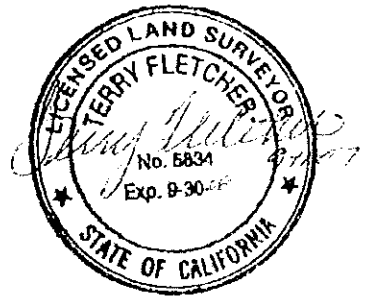
Thence N00°52'41"E 25.00' to a point on the southerly line of that certain 25.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Volume 3 of Rights of Way at Page 98, Records of Tulare County, California;

Thence S89°07'19"E 10.00' along said southerly line to the point of beginning.

Containing 27,332 square feet or 0.6275 acres, more or less.

The Basis of Bearings for this description is the California State Plane Coordinate System, NAD83, Zone IV. All distances are Grid distances. To convert to ground distances multiply by 1.0000633

End of Description



# EXHIBIT "D"

NORTH 1/4 CORNER SECTION 8

T17S, R24E, M.D.B. & M.

N89° 07' 19" W

S01° 40' 54" W 180.73'

25.00' P.O.B.

N00° 52' 41" E

25.00'

S89° 07' 19" E

10.00'

S89° 07' 19" E

72.09'

N89° 07' 19" W

77.70'

N41° 46' 22" W

32.95'

N01° 40' 54" E

1353.35'

S00° 52' 41" W

15.00'

S41° 46' 22" E

41.32'

	R	A	T	L
①	6555.00'	3° 01' 02"	172.64'	345.19'
②	6445.00'	0° 26' 43"	25.05'	50.09'
③	6435.00'	0° 26' 36"	24.90'	49.79'
④	6565.00'	3° 01' 02"	172.90'	345.72'

## LEGEND:

TEMPORARY CONSTRUCTION EASEMENT  
27,332 sf (0.6275ac)

SEE DETAIL A  
ON THIS SHEET

AVE 376

NORTH 1/4 CORNER  
SECTION 8

T17S, R24E, M.D.B. & M.

25' EXISTING ROAD  
BK 3, PG 98

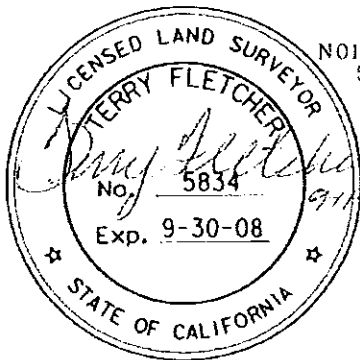
ROAD 80

APN: 047-060-018  
EAST 1/2 NW 1/4 SECTION 8  
4680 O.R. 665  
PARCEL AREA:  
80± ac

40' EXISTING ROAD  
BK 653, PG 375

## DETAIL A

SCALE 1"=300'



N01° 20' 08" W  
540.86'

S01° 20' 08" E  
540.86'

N01° 40' 54" E  
269.27'

S01° 40' 54" W  
289.46'

S88° 29' 38" E  
10.00'

N89° 07' 07" W  
20.00'

N01° 40' 54" E  
20.22'

SCALE 1"=500'

BASIS OF BEARINGS: CALIFORNIA STATE PLANE COORDINATE  
SYSTEM, NAD83, ZONE IV. ALL DISTANCES ARE GRID DISTANCES. TO  
VERT TO GROUND DISTANCES MULTIPLY BY 1.0000633.

## PLAT MAP

ROBERT VANDERHAM  
37887 AVE 368  
DINUBA, CA 93618  
APN: 047-060-018

COUNTY OF TULARE  
STATE OF CALIFORNIA

**DOKKEN**  
ENGINEERING  
2365 IRON POINT ROAD, SUITE 200 (916) 858-0642  
FOLSOM, CA 95630

## RIGHT OF WAY

PROJECT

ROAD 80 / PLAZA DRIVE  
ROAD WIDENING

## EXHIBIT "A"

### Road 80

### Right of Way Acquisition

Property: A.P.N. 047-060-019

### Description:

A parcel of land lying in the southwest one-quarter of Section 8, Township 17 South, Range 24 East, Mount Diablo Base and Meridian, in the County of Tulare, State of California, and being more particularly described by metes and bounds as follows:

Beginning at a point which bears N89°08'04"W 40.00' and N01°40'45"E 35.00' from the south one-quarter corner of said Section 8 and being the intersection of the westerly line of that certain 40.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Book 652, Page 171, Official Records, with the northerly line of that certain 35.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Book 3767, Page 310, Official Records of said County;

Thence N89°08'04"W 120.98' along the northerly line of said 35.00' strip;

Thence departing from said northerly line N00°51'56"E 5.00' to a point which is 40.00' distant northerly from, when measured at right angles to, the south line of the southwest one-quarter of said Section 8;

Thence S89°08'04"E 99.97' parallel with the south line of the southwest one-quarter of said Section 8;

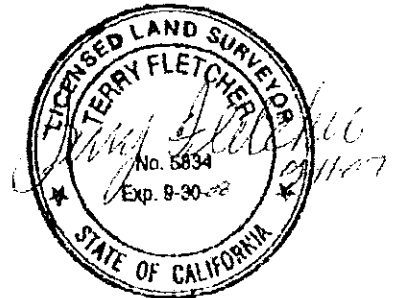
Thence N36°46'45"E 36.66' to a point on the westerly line of that certain 40.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Book 652, Page 171, Official Records of said County;

Thence S01°40'45"W 34.70' along said westerly line to the point of beginning.

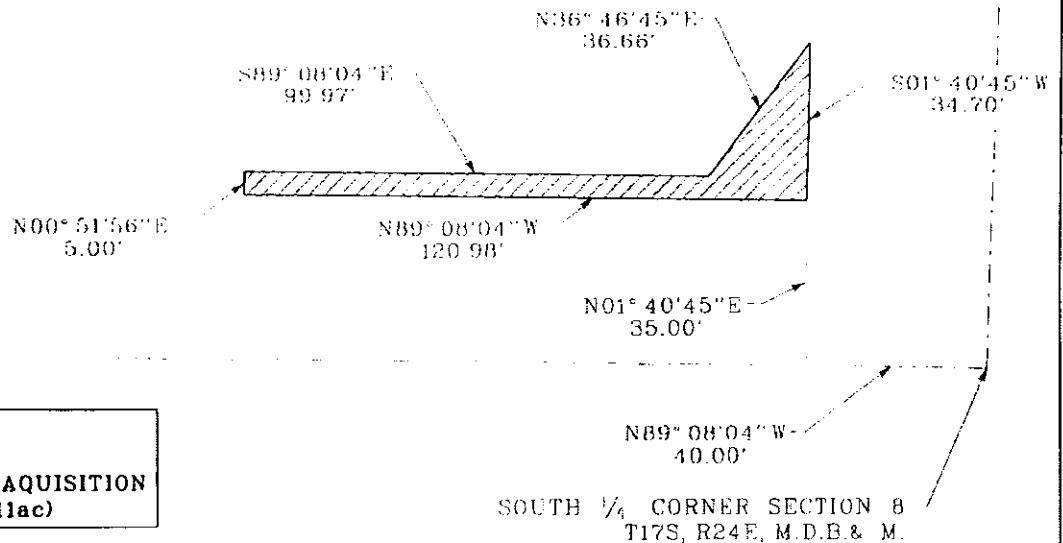
Containing 918 square feet or 0.0211 acres, more or less.

The Basis of Bearings for this description is the California State Plane Coordinate System, NAD83, Zone IV. All distances are Grid distances. To convert to ground distances multiply by 1.0000633

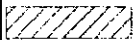
End of Description



# EXHIBIT "B"



## LEGEND:



RIGHT OF WAY ACQUISITION  
918 sf (0.0211ac)

## DETAIL A

SCALE 1"=40'

40' EXISTING ROAD  
BK 652, PC 168-171

APN: 047-060-019  
EAST 1/2 SW 1/4 SECTION 8  
PARCEL AREA:  
158.1 ac

ROAD 80

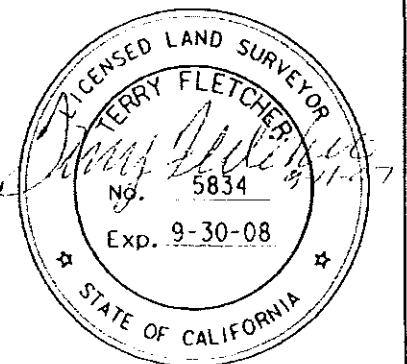
35' EXISTING ROAD  
BK 3767, PC 310

SEE DETAIL A  
ON THIS SHEET

SOUTH 1/4 CORNER SECTION 8  
T17S, R24E, M.D.B. & M.

AVE 368/ELKHORN AVE

SCALE 1"=500'



BASIS OF BEARINGS: CALIFORNIA STATE PLANE COORDINATE  
SYSTEM, NAD83, ZONE IV. ALL DISTANCES ARE GRID DISTANCES. TO  
VERT TO GROUND DISTANCES MULTIPLY BY 1.0000633.

## PLAT MAP

ROBERT VANDERHAM  
37887 ROAD 84  
DINUBA, CA 93618  
APN: 047-060-019

COUNTY OF TULARE  
STATE OF CALIFORNIA

**DOKKEN**

2365 IRON POINT ROAD, SUITE 200, (916) 658-0642  
FO: SON, CA 95630

## RIGHT OF WAY

PROJECT

ROAD 80 / PLAZA DRIVE  
ROAD WIDENING

**EXHIBIT "C"**

**Road 80  
TCE**

**Property:** A.P.N. 047-060-019

**Description:**

A parcel of land lying in the southwest one-quarter of Section 8, Township 17 South, Range 24 East, Mount Diablo Base and Meridian, in the County of Tulare, State of California, and being more particularly described by metes and bounds as follows:

Beginning at a point which bears N89°08'04"W 160.99' and N01°40'45"E 35.00' from the south one-quarter corner of said Section 8 and being on the northerly line of that certain 35.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Book 3767, Page 310, Official Records of said County;

Thence N89°08'04"W 10.00' along the northerly line of said 35.00' strip;

Thence departing from said northerly line N00°51'56"E 15.00';

Thence S89°08'04"E 104.87';

Thence N36°46'45"E 28.40';

Thence N01°40'45"E 2507.97';

Thence N88°19'15"W 10.00';

Thence N01°40'45"E 71.49' to a point on the north line of southwest one-quarter of said Section 8;

Thence S89°07'07"E 20.00' along said north line to a point on the westerly line of that certain 40.00' strip of land granted to the County of Tulare for road purposes by deed recorded in Book 652, Page 171, Official Records of said County;

Thence S01°40'45"W 2582.90' along said westerly line;

Thence S36°46'45"W 36.66';

Thence N89°08'04"W 99.97';

Thence S00°51'56"W 5.00' to the point of beginning.

Containing 27,978 square feet or 0.6423 acres, more or less.

The Basis of Bearings for this description is the California State Plane Coordinate System, NAD83, Zone IV. All distances are Grid distances. To convert to ground distances multiply by 1.0000633

End of Description



# EXHIBIT "D"

## LEGEND:

TEMPORARY CONSTRUCTION EASEMENT  
27,978 sf (0.6423ac)

SEE DETAIL A -  
ON THIS SHEET

S89° 07'07"E  
20.00'  
N01° 40'45"E  
71.49'  
N88° 19'15"W  
10.00'

40' EXISTING ROAD  
BK 652, PG 168-171

APN: 047-060-019  
EAST 1/2 SW 1/4 SECTION 8  
PARCEL AREA:  
158± ac

35' EXISTING ROAD  
BK 3767, PG 310

SOUTH 1/4 CORNER SECTION 8  
T17S, R24E, M.D.B. & M.

SCALE 1"=500'

AVE 368/ELKHORN AVE

ROAD 80

ROAD C

S01° 40'45"W  
2592.90'

N01° 40'45"E  
2507.97'

N36° 46'45"E  
28.40'

S89° 08'04"E  
104.87'

N89° 08'04"W  
99.97'

N89° 08'04"W  
10.00'

N00° 51'56"E  
15.00'

N01° 40'45"E  
35.00'

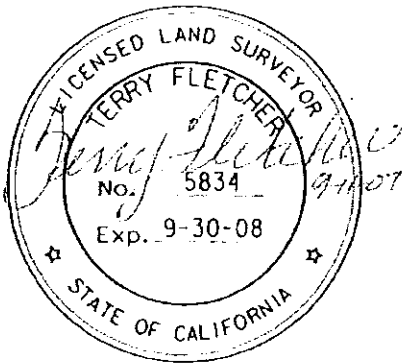
N89° 08'04"W  
160.99'

SOUTH 1/4 CORNER SECTION 8  
T17S, R24E, M.D.B. & M.

S36° 46'45"W  
36.66'

S00° 51'56"W  
5.00'

**DETAIL A**  
SCALE 1"=300'



BASIS OF BEARINGS: CALIFORNIA STATE PLANE COORDINATE  
SYSTEM, NAD83, ZONE IV. ALL DISTANCES ARE GRID DISTANCES. TO  
VERT TO GROUND DISTANCES MULTIPLY BY 1.0000633.

## PLAT MAP

ROBERT VANDERHAM  
37887 ROAD 84  
DINUBA, CA 93618  
APN: 047-060-019

COUNTY OF TULARE  
STATE OF CALIFORNIA

**DOKKEN**  
2365 IRON POINT ROAD, SUITE 200, IRVINE, CA 92614  
FOX 504, CA 95630

TEMPORARY CONSTRUCTION  
EASEMENT

PROJECT

ROAD 80 / PLAZA DRIVE  
ROAD WIDENING

# Appendix B



# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD.  
VISALIA, CA 93277  
PHONE (559) 624-7000  
FAX (559) 730-2653

Bill L. Fussell	Engineering
William Hayler	Development Svcs
Jeanne Brou	Transportation
Jake Raper	Planning
Hal Cybert	Support Services
Roger Hunt	Admin Svcs

JAKE RAPER JR., AICP, DIRECTOR

October 1, 2009

Robert W. Vanderham  
37887 Road 84  
Dinuba, CA 93618

Subject: Notice of Hearing regarding Adoption of a Resolution of Necessity to Acquire Property by Eminent Domain Pursuant to California Code of Civil Procedure Section 1245.235

Dear Mr. Vanderham:

Please take notice that the Board of Supervisors of the County of Tulare, at a regular meeting to be held on Wednesday, October 21, 2009 at 9:00 A.M., in the chambers of the Board of Supervisors in the Administration Building, 2800 West Burrell Avenue, Visalia, California, will hold a hearing to consider the adoption of a Resolution of Necessity pursuant Sections 1245.220 and 1245.230 of the California Code of Civil Procedure.

The Resolution of Necessity, if adopted, will authorize the County of Tulare to acquire 2 parcels by eminent domain for the Road 80 Widening Project. The parcels being considered for acquisition is described in Appendix A to the proposed Resolution of Necessity.

You have a right to appear and be heard by the Board of Supervisors at the above-scheduled hearing on each of the following matters and issues before it decides whether to adopt the proposed Resolution of Necessity:

- a. Whether the public interest and necessity require the proposed project;
- b. Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c. Whether the property sought to be acquired is necessary for the project;
- d. Whether the offer required by Government Code section 7267.2(a), together with the accompanying statement and summary of the basis for the amount established as just compensation, was made to you and whether the offer and statement and summary were in the form and contained the factual information required by Government Code section 7267.2(a).

If you desire to be heard, you must file a written request with the Clerk of the Board of Supervisors within fifteen (15) days after this Notice was mailed. You must file your request to be heard at:

Clerk of the Board of Supervisors  
Tulare County Administration Building  
2800 West Burrel Avenue  
Visalia, CA 93291

Should you elect to mail your request to the Clerk of the Board of Supervisors, it must actually be received by the Clerk within fifteen (15) days after this Notice was mailed. The date this Notice was mailed appears at the end of the Notice.

**Please note that, pursuant to California Code of Civil Procedure section 1245.235(b)(3), failure to file a written request to be heard within fifteen (15) days after the Notice was mailed will result in waiver of the right to appear and be heard.**

The amount of compensation to be paid for the property will not be considered by the Board of Supervisors at the hearing. If you do not appear at the hearing, your failure to appear will not prevent you from claiming greater compensation in accordance with the laws of the State of California.

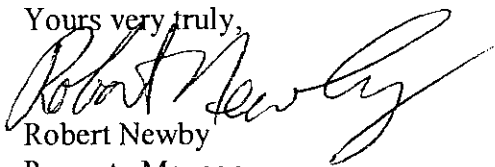
If you do not appear at the hearing, your failure to appear will waive your right to later challenge the right of the Board of Supervisors to acquire the property by eminent domain.

Neither this Notice nor the adoption of the Resolution of Necessity, if it is adopted, are intended to foreclose further negotiations between you the County on the amount of compensation to be paid for your property.

If the Board of Supervisors adopts the Resolution of Necessity, within six months the Board of Supervisors will commence eminent domain proceedings in the Tulare County Superior Court for the acquisition of the property. In that proceeding, the Court will determine the amount of compensation to be paid for the acquisition.

Dated and mailed on October 1, 2009.

Yours very truly,

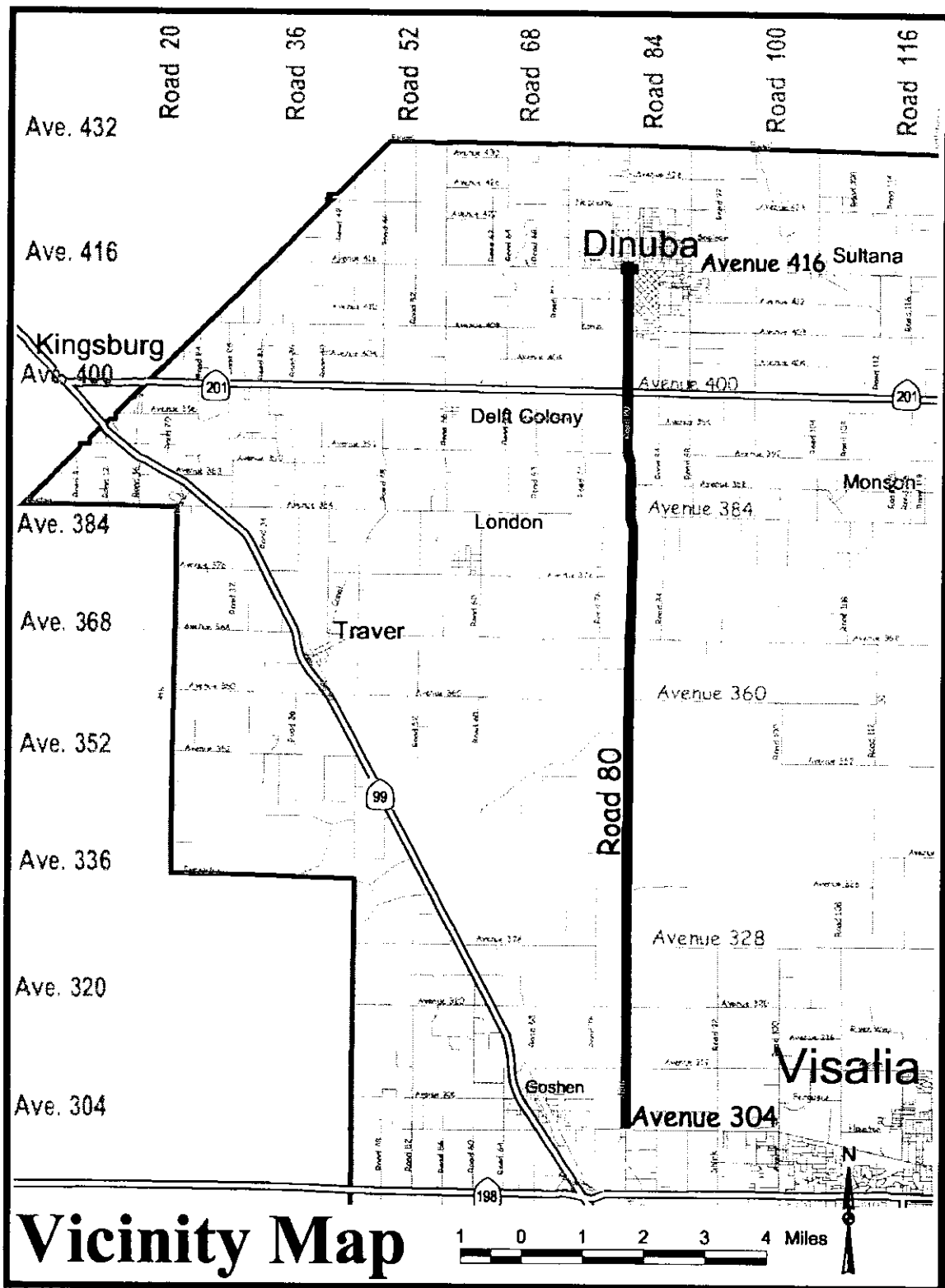
  
Robert Newby  
Property Manager

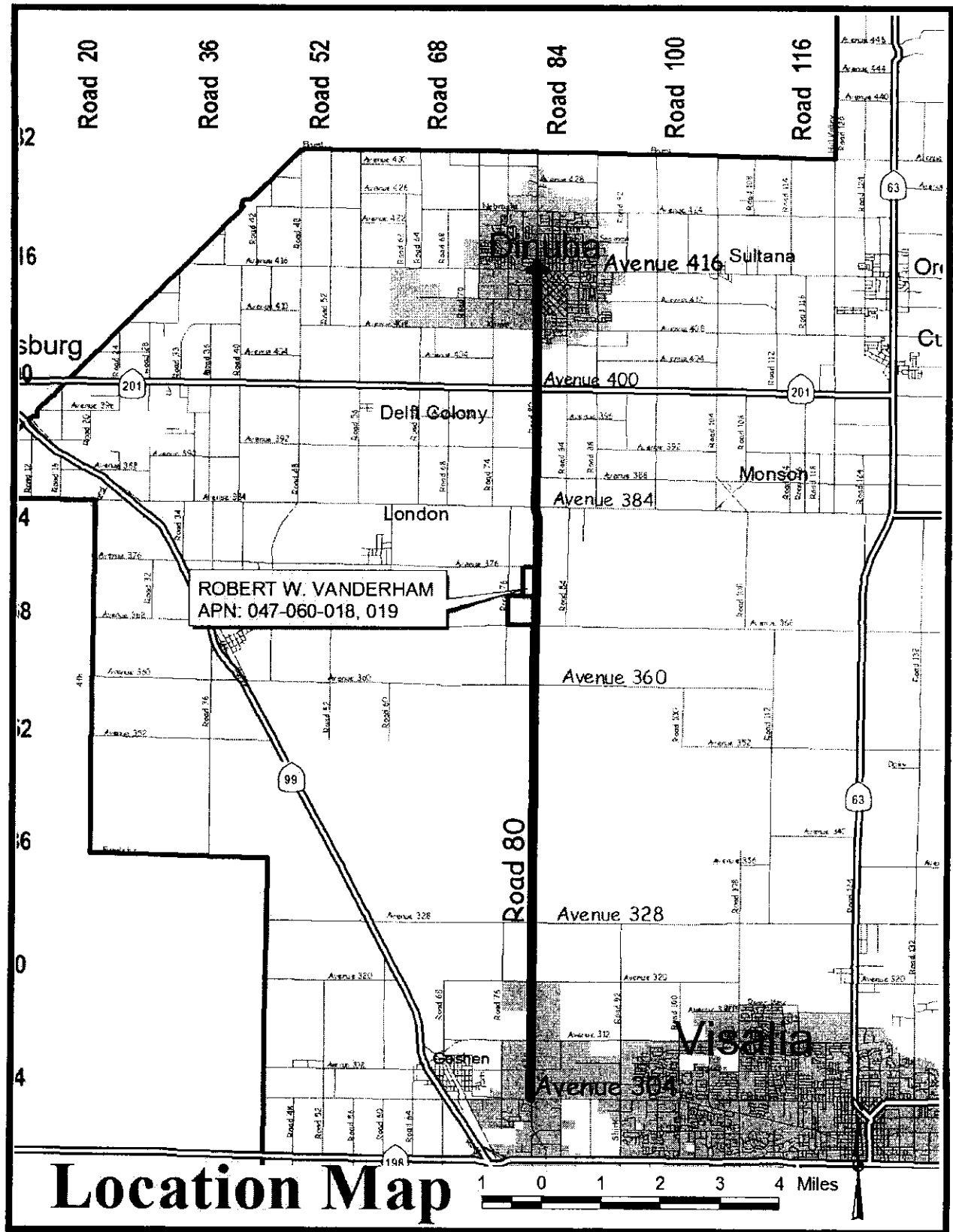
Enclosures: Appendix A-Plats and Legal Descriptions  
Appendix B-Government Code section 7267.2(a)

## **GOVERNMENT CODE**

### **SECTION 7267.2(a)**

7267.2. (a) (1) Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure and initiating negotiations for the acquisition of real property, the public entity shall establish an amount that it believes to be just compensation therefor, and shall make an offer to the owner or owners of record to acquire the property for the full amount so established, unless the owner cannot be located with reasonable diligence. The offer may be conditioned upon the legislative body's ratification of the offer by execution of a contract of acquisition or adoption of a resolution of necessity or both. The amount shall not be less than the public entity's approved appraisal of the fair market value of the property. A decrease or increase in the fair market value of real property to be acquired prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for the improvement, other than that due to physical deterioration within the reasonable control of the owner or occupant, shall be disregarded in determining the compensation for the property.





# **Chapter 1**      **Proposed Project**

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## **1.1      Introduction**

The County of Tulare, in cooperation with the California Department of Transportation, and the Federal Highway Administration, proposes to improve a 16-mile segment of Road 80 from Avenue 416 in the City of Dinuba to Airport Drive in the City of Visalia. Proposed work includes widening the roadway, improving the interchange at Road 80 and State Route 198, widening an overcrossing, and upgrading drainage. The widening proposal would also provide sufficient right-of-way within the project corridor for a Class III bicycle lane. Figures 1.1 and 1.2 show the project location.

The project is included in the 2004 Federal Statewide Transportation Improvement Program. It is also included in the 2004 Regional Transportation Plan, approved by the Tulare County Association of Governments on August 16, 2004, and in the Federal Transportation Improvement Program, approved by the Federal Highway Administration on October 4, 2004, but is identified as two separate projects. One project located in the County of Tulare between Avenue 416 and Goshen Avenue. The other is located in the City of Visalia on Plaza Drive from Goshen Avenue to Airport Drive.

Road 80 is a major two arterial roadway that serves as an interregional connection between Visalia and Dinuba. It is used by approximately 10,000 vehicles per day. Road 80 provides access to the growing industrial and commercial areas in and between Visalia and Dinuba. It also provides access to the Visalia Airport.

The southern terminus of the project is State Route 198, a four-lane freeway, which connects the southern end of the project to Visalia to the east and Hanford to the west. It also connects to State Route 99 and all points in southern California. The northern terminus of the project is Avenue 416. Avenue 416 connects to the Community of Orosi to the east as a four lane divided roadway, to the City of Reedley to the west, and State Route 99 and northern California.

A project to widen Avenue 416 to four lanes west of Road 80 to State Route 99 has been programmed in the 2004/2005 State Transportation Improvement Program. Road 80 north of Avenue 416 primarily serves local traffic generators and is being constructed as a four-lane facility by local development. The intersection of Avenue 416 and Road 80 is the appropriate northern logical termini for this project.

## 1.2 Purpose and Need

### 1.2.1 Purpose

The purpose of the proposed project is to do the following:

- Provide congestion relief in order to improve traffic flow and improve level of service on the regional transportation system
- Improve safety within the Road 80 project limits
- Alleviate existing drainage and flooding issues within the project limits
- Improve access to Dinuba for local and regional travelers

### 1.2.2 Need

#### ***Congestion and Level of Service***

During the late 1980s and early 1990s, Tulare County identified Road 80 as one of the most heavily traveled corridors in its jurisdiction. To keep up with traffic demands through the 2028-planning horizon, Tulare County realized that a major upgrade to this major travel corridor would be needed.

Land adjacent to the Road 80 corridor is zoned as Business Research Park, Light Industrial, and Agricultural. Although much of this land is currently undeveloped, the area is growing rapidly. Because of increased development through the 2028-planning horizon, traffic on the Plaza Drive portion of Road 80 is expected to increase to more than 30,000 vehicles per day, more than double its current volume. Without roadway improvements, projected 2028 traffic volumes along Road 80 would cause the level of service at all intersections to deteriorate. Widening Road 80 and improving intersections with traffic signals where warranted would maintain acceptable levels of service. See Table 1.1.

**Table 1.1 Level of Service (PM Peak) at Intersections along Road 80**

Intersection	Existing Level of Service		Intermediate Future (2008) Level of Service		Long-Term Future (2028) Level of Service	
	With Project	Without Project	With Project	Without Project	With Project	Without Project
Road 80 and Avenue 416 (currently signalized)	NDA	F	C	F	D	F
Road 80 and P Street (currently signalized)	NDA	B	B	B	C	C
Road 80 and Avenue 408 (currently signalized)	NDA	D	C	D	D	F
Road 80 and Avenue 400 (4-way stop)	NDA	F	B	F	D	F

Intersection	Existing Level of Service		Intermediate Future (2008) Level of Service		Long-Term Future (2028) Level of Service	
	With Project	Without Project	With Project	Without Project	With Project	Without Project
Road 80 and Avenue 384 (currently signalized)	NDA	C	C	C	C	F
Road 80 and Avenue 368 (2-way stop)	NDA	C-C	C	C-C	C	F-F
Road 80 and Avenue 328 (2-way stop)	NDA	C-C	B	C-C	C	F-F
Road 80 and Avenue 320 (2-way stop)	NDA	C-B	B	C-B	C	F-C
Road 80 and Avenue 312 (2-way stop)	NDA	F-F	B	F-F	D	F-F
Road 80 and Avenue 304 (currently signalized)	B	D	D	D	D	F
Road 80 and Neely Street (2-way stop)	A	F	C	F	D	F
Road 80 and Crowley Avenue (2-way stop)	A	D-B	NDA	E-B	NDA	F-B
Road 80 and State Route 198 Westbound (currently signalized)	A	F	B	F	D	F
Road 80 and State Route 198 Eastbound (currently signalized)	A	C	B	D	B	F

Source: CCS Planning and Engineering 2000b and County of Tulare  
Note: NDA = no data available

### Safety

Two intersections within the proposed project limits had collision rates higher than the statewide average for similar intersections (see Table 1.2). These intersections, Road 80/Avenue 304 and Road 80/Avenue 328, had collision rates 1.2 and 8.5 times higher than the statewide average. The intersection at Avenue 304 is currently signalized and the warrants for a signal at Avenue 328 are not met.

Providing two travel lanes in each direction will enhance the safety of vehicles using this route. This allows vehicles operating at different speeds in the same direction to pass or overtake each other without entering lanes of opposing traffic. The divided median provides additional distance and a physical barrier between lanes of opposing traffic. It also allows separates through traffic from traffic making left or right turns. The divided median width of 22 feet allows smaller vehicles crossing Road 80 or making left turns onto Road 80 at median openings to make this turn in two phases, rather than having to cross all lanes of traffic at once. A clear recovery zone of 20 feet from the edge of the outside travel lane to horizontal obstructions will be preserved.

**Table 1.2 Collision Rates of Intersections and Freeway Ramps within the Proposed Project Area**

<b>Collision Rates (expressed in accidents per million vehicles)</b>		
<b>Intersections</b>	<b>Actual Collision Rate</b>	<b>Statewide Average</b>
Road 80/Avenue 400	0.0	0.11
Road 80/Avenue 328	0.94	0.11
Road 80/Avenue 304	0.71	0.58
Road 80/ State Route 198 Eastbound	0.63	0.80
Road 80/State Route 198 Westbound	0.07	1.5

Source: California Department of Transportation District 6 Traffic Division and Tulare County 2005

### ***Drainage and Flooding***

The intersection of Road 80 at Avenue 360 floods at peak times during the storm season. The flooding has impeded traffic and sometimes closed the road to through travel. Agricultural development has also contributed to altering the original lower elevations of the surrounding lands, allowing storm water runoff that would normally drain toward Cottonwood Creek to be redirected to the roadway, rendering the existing cross drainage inadequate. Replacement of a larger culvert under Avenue 360, east of Road 80, would allow more water to flow southward to the existing ditch system. Raising the proposed road elevation in order to supply sufficient cross drainage piping would alleviate the flooding across Road 80.

Recent changes to regulations governing storm water runoff and clean water preclude Alta Irrigation District from continuing to accept the City of Dinuba's untreated roadway runoff. A separate locally funded project (see Figure 1.2) sponsored by the City of Dinuba to construct a detention (or retention) basin west of Road 80 between Avenue 408 and Sierra Way would allow storm water runoff to accumulate during peak storm runoff events. The stored water could be pumped to an Alta Irrigation District facility after it settled for a period of time or could be used for groundwater recharge.

### ***Access for Dinuba***

Dinuba is the only city in Tulare County without direct access to a state highway. In addition to the overall population growth increase expected for the next 25 years, the City of Dinuba has encouraged the establishment of packing sheds, food processing plants, and big box retail stores. As a result, truck traffic into and out of the City of Dinuba is heavy. Nearly all of these truck intensive land uses are located south of Avenue 416, so

they use Avenue 416 (El Monte Way), Avenue 412 (Sierra Way), and Avenue 408 (Kamm Avenue) as traffic collectors to Road 80.

Road 80 is a County designated through route from Avenue 416 to State Route 198, and an officially designated truck route in the City of Dinuba. Road 80 also serves as the only regional north/south link between Visalia and Dinuba, State Route 198, and State Route 99 to southern California. Most of these trucks use Road 80 as the southern regional access route. Widening Road 80 would improve access for local residents and regional traffic. Currently, heavy truck traffic impairs the free-flow traffic speed along uncontrolled segments of Road 80.

### 1.3 Alternatives

The proposed project lies within the cities of Visalia and Dinuba and the unincorporated area of Tulare County. Within the project limits, Road 80 is primarily a two-lane rural highway that provides local access to adjacent properties. The project begins at Avenue 416 in the City of Dinuba and ends at Airport Drive in the City of Visalia, south of the Road 80/State Route 198 interchange. Proposed work includes widening the roadway, improving the interchange at State Route 198, widening an overcrossing, and upgrading drainage.

Since the proposed project falls within three government jurisdictions, project features such as median and lane widths will vary from one jurisdiction to the next. Table 1.3 outlines right-of-way requirements within the three government jurisdictions.

**Table 1.3 Right-of-Way Requirements for the Proposed Project**

Location	Right-of-Way Requirements
In Dinuba	Approximately 96-100 feet
In unincorporated Tulare County	Approximately 130 feet
In Visalia:	
North of Neeley Street and south of Avenue 304	Approximately 110 feet
Neeley Street to State Route 198	Approximately 140-248 feet
State Route 198 overcrossing to Airport Avenue	Approximately 110 feet

#### 1.3.1 Preferred Alternative

The Preferred Alternative includes the following:

- Widening the roadway to four lanes from Avenue 416 in Dinuba to Neeley Street in Visalia (see Figure 1-3)
- Right-of-way of sufficient width to provide for a Class III bicycle lane within the project corridor
- Relocating above-ground utilities
- Widening the roadway to six lanes from Neeley Street to State Route 198 in Visalia
- Adding two-way continuous left-turn lanes and/or raised medians within the City of Dinuba
- Adding 14-foot-wide depressed medians with 4-foot paved shoulders in the unincorporated areas of Tulare County
- Adding 18-foot-wide medians, 8-foot paved shoulders and 8-foot wide sidewalks within the City of Visalia
- Upgrading City of Dinuba Road 80 and local street intersections (L Street, M Street, Uruapan Street, O Street, Tulare Street and Kern Street) to standard 90 degree intersections with traffic signals occurring at intersections where warranted
- Closing Q Street and P Street access to Road 80 in Dinuba
- Widening the existing bridges at St. Johns River, Elbow Creek and Cottonwood Creek and extending existing culverts
- Installing a larger culvert 1.5 miles east of Road 80 on Avenue 360
- Constructing roadside ditches along Road 80 south of Avenue 360
- Raising the road profile north of Avenue 360 while preserving existing hydraulic conditions by installing new culverts with inlet control set at the current road profile elevation
- Installing a new storm drain system on Road 80, including a lift pump, to drain Road 80 and connect existing storm drains to a new detention/retention basin proposed by the City of Dinuba as a separate project
- Constructing retaining walls to provide room to widen on- and off-ramps at State Route 198
- Installing cast-in-place pre-stressed concrete box-girder structures on one side of the existing interchange at State Route 198
- Widening the overcrossing of Plaza Drive over State Route 198 from two lanes to four lanes (see Figure 1-4)
- Upgrading the railroad crossing on Road 80 south of Avenue 416 and north of Avenue 304

- Upgrading existing traffic signals and replacing an existing four-way stop on Avenue 400 and Road 80 with a new traffic signal, and installing new traffic signals at Avenue 312, Neeley, and Crowley.

Road 80 improvements would include a combination of symmetrical and asymmetrical widening in order to avoid palm trees, a market, the Visalia Landfill, and irrigation structures and facilities.

The Preferred Alternative was chosen for the following reasons: it would meet the purpose and need of the project by providing congestion relief, improving traffic flow, and improving the level of service on the regional transportation system. The alternative would also alleviate existing drainage and flooding issues within the project limits. Lastly, the Preferred Alternative would improve access to Dinuba for local and regional travelers.

The estimated project cost is \$72 million. Table 1.4 shows the alignment directions for locations within the project limits. It is expected that the construction of this project would occur in phases. Locations and limits of construction phases would be determined by funding availability.

**Table 1.4 Location and Alignment Descriptions within the Project Limits**

<b>Alignment in the Project Limits – Dinuba, Unincorporated Tulare County, and Visalia</b>	
<b>Location</b>	<b>Alignment direction</b>
Avenue 416 to Avenue 402	Centered
Avenue 402 to Avenue 388	East
Avenue 388 to Avenue 374	West
Avenue 374 to Avenue 335	East
Avenue 335 to Avenue 328	West
Avenue 328 to Avenue 314	East
Avenue 314 to Avenue 302	Centered
Avenue 302 to Airport Drive	East

Note: Avenues 402, 388, 374, 328, 314, and 302 are hypothetical extensions only and used to create boundaries for the project limits; they do not physically intersect Road 80, and no corresponding intersections would be constructed under the proposed project.

### 1.3.2 No-Build Alternative

The No-Build Alternative would make no modifications to the existing roadway, resulting in a potential increase in the rate of collisions over time. Without improvements, the existing roadway would not be able to accommodate future traffic volumes. The Avenue 360 culvert replacement and other drainage improvements designed to alleviate

storm water flooding would not be constructed, thus the potential for flooding across Road 80 would continue.

### **1.3.3 Alternatives Considered and Withdrawn**

Two project study reports were prepared for the proposed project. The project study report prepared for Tulare County (Transportation Planning Group 1998) covered the northern portion of the project alignment (Avenue 416 to Avenue 304). The project study report prepared for Visalia covered the southern portion of the project alignment (Avenue 304 to Airport Drive).

In the Tulare County project study report, two alternatives (Alternatives A and B) were developed. There was no operational difference between Alternative A and B. The key features associated with Alternative A included avoidance of an existing residential structure at the northeast corner of the intersection and removal of palm trees on the west side of the road, south of Avenue 400. Alternative B was designed to avoid the removal of the palm trees and the piping of the Alta Irrigation Canal.

The project study report for Visalia, proposed two alternatives (Alternatives 1 and 2). Both alternatives proposed widening Plaza Drive as follows: from two lanes to four lanes between State Route 198 and Airport Drive, from two lanes to six lanes between State Route 198 and Neeley Street, and from two lanes to four lanes between Neeley Street and Goshen Avenue. However, there were two structure options considered for the widening of the Plaza Drive/State Route 198 interchange overcrossing, a four-lane and a six-lane overcrossing. Alternative 1 proposed four lanes; and Alternative 2, six lanes.

The above-mentioned alternatives were considered. Alternative B (to avoid the palm trees and the piping of the Alta Irrigation Canal) and Alternative 1 (proposing to widen the Plaza Drive/State Route 198 interchange overcrossing to four lanes) were incorporated into the “Build Alternative” for this proposed project. This created a build alternative that resulted in minimizing impacts on existing residences, agricultural properties, the palm trees, the Alta Irrigation Canal, and the Dinuba Ditch.

Alternative A and Alternative 2 were withdrawn from consideration due to potential impacts to existing residences, agricultural properties, palm trees, the Alta Irrigation Canal, and the Dinuba Ditch.

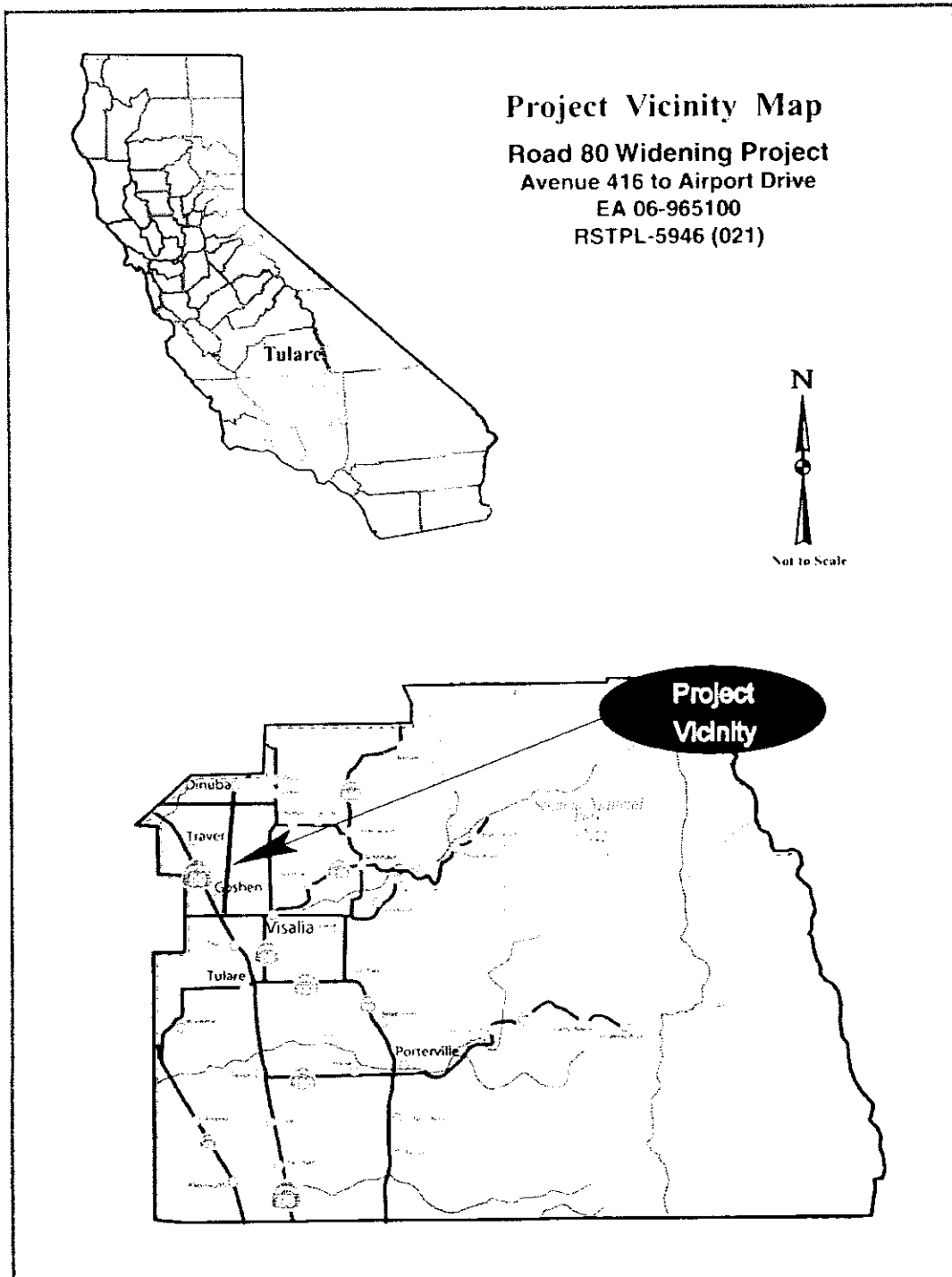
A transportation system management alternative, which included restriping Road 80 or improving signage, was also considered. Such an alternative was not considered viable

because it would not relieve traffic congestion or safety along the Road 80 corridor, or improve access to the City of Dinuba.

## **1.4 Permits and Approvals Needed**

Approval and/or permits from the following agencies and jurisdictions would be required (respective permits, if any, are also indicated) for the proposed project:

- U.S. Army Corps of Engineers—Section 404 of the Clean Water Act
- U.S. Fish and Wildlife Service—Endangered Species Act compliance
- California Department of Fish and Game—Streambed Alteration Agreement
- Central Valley Regional Water Quality Control Board—National Pollutant Discharge Elimination System permit
- State Historic Preservation Officer—Section 106 consultation for cultural resources; City of Visalia
- City of Dinuba
- Alta Irrigation District—license
- State of California Public Utilities Commission—permit



**Figure 1-1 Project Vicinity Map**

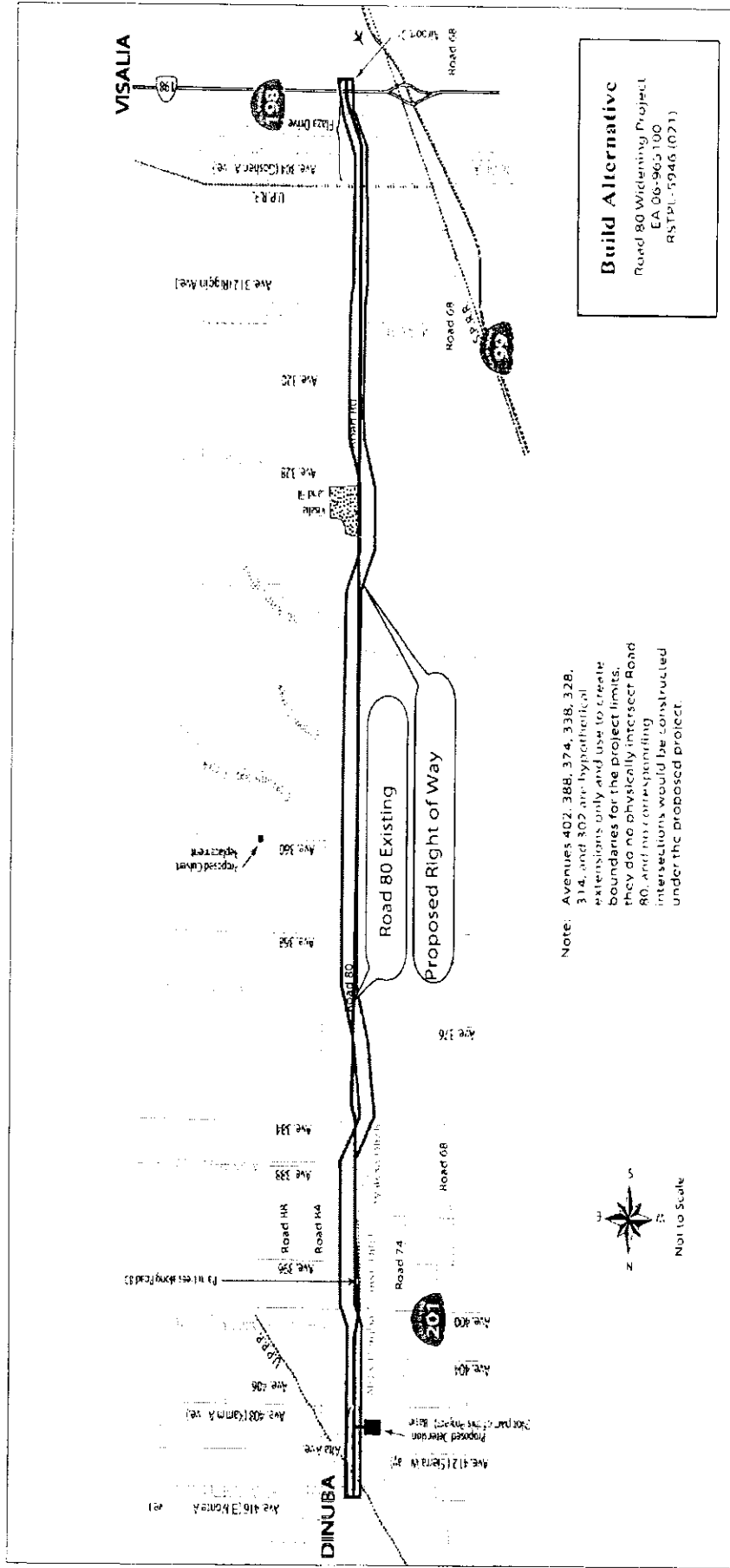


Figure 1-2 Location of Road 80 Widening Project

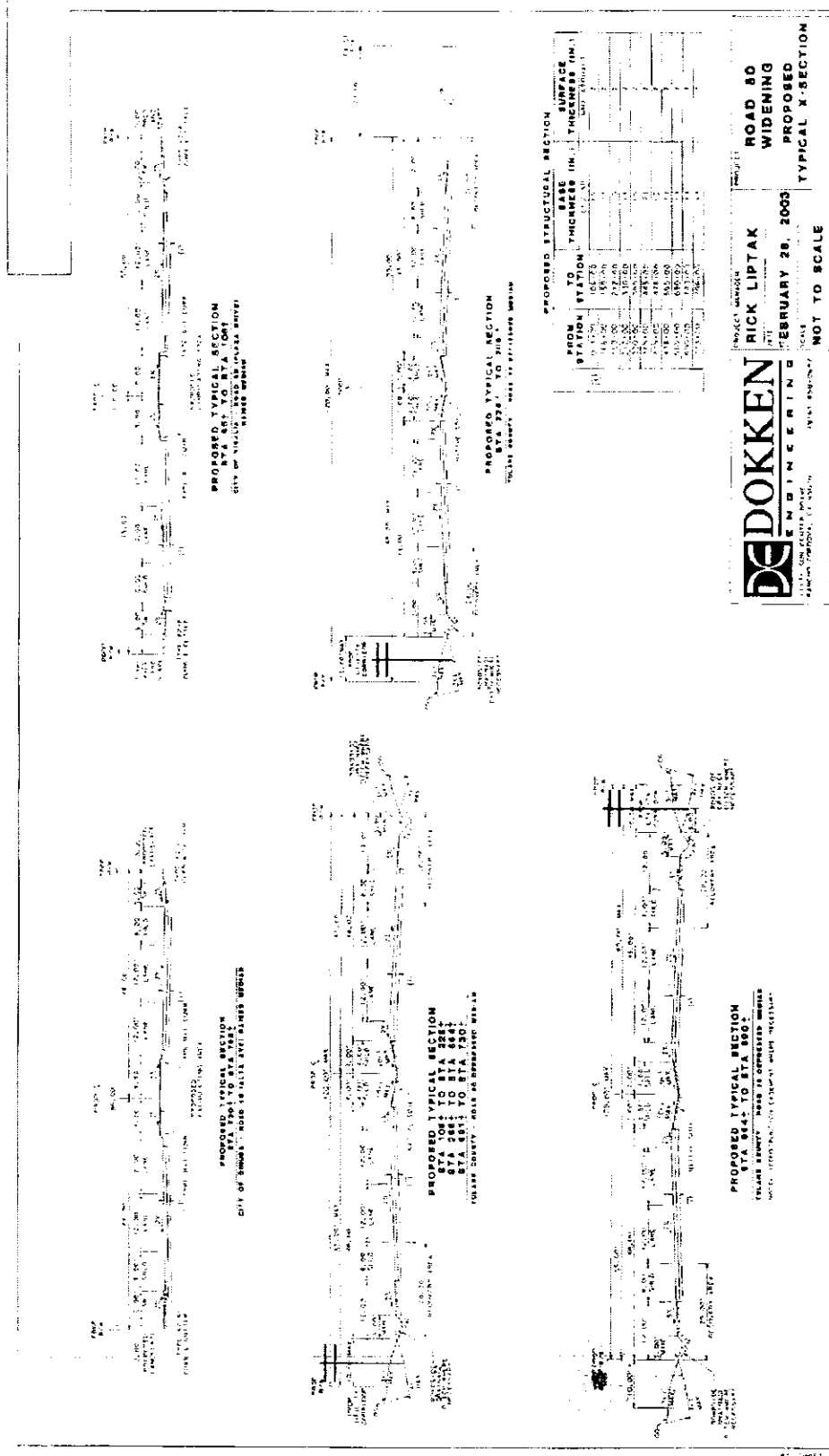


Figure 1-3 Typical Cross Sections

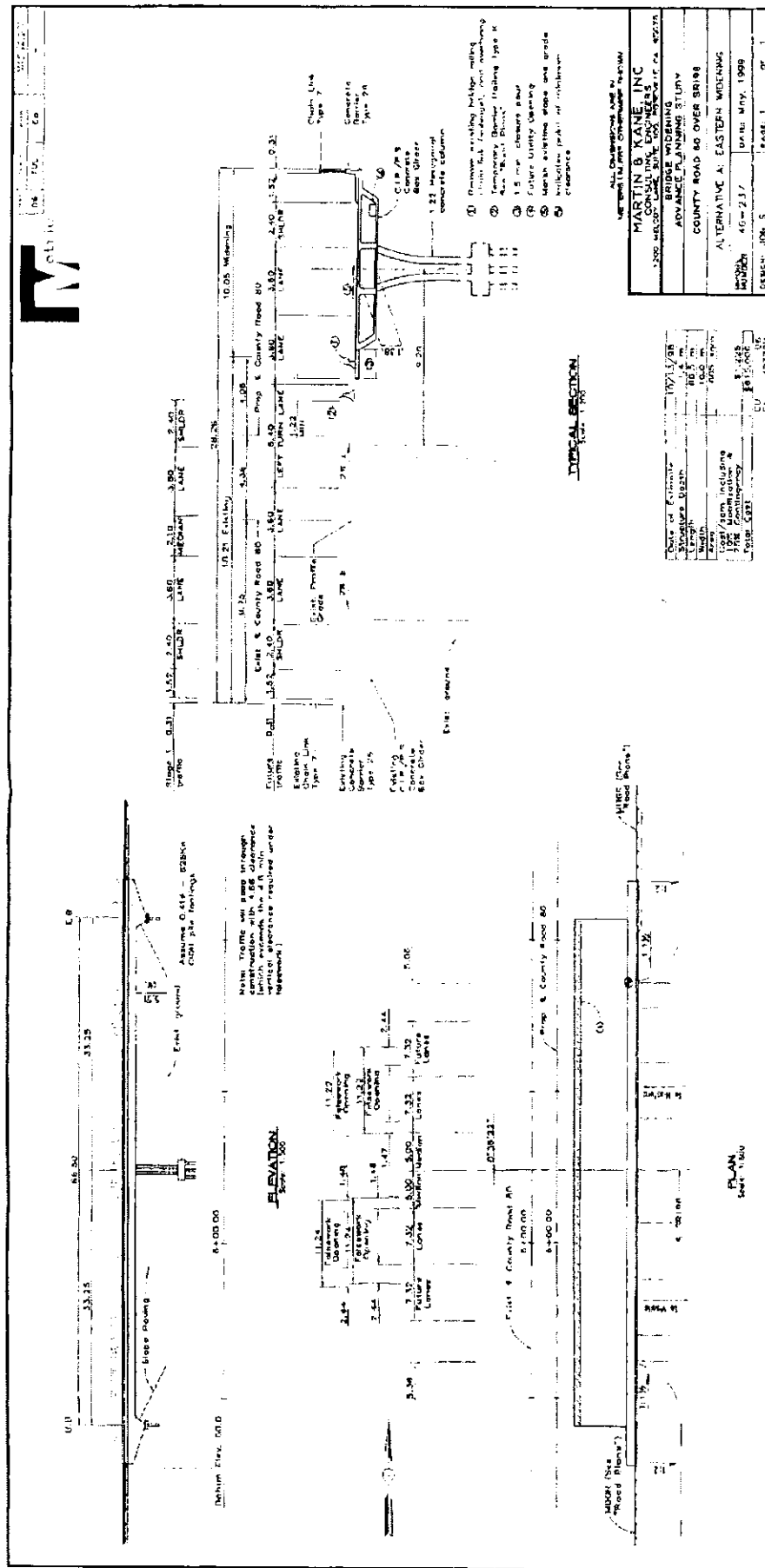


Figure 1-4 Plaza Drive Overcrossing Typical Cross Sections