

## REPORT TO CITY COUNCIL

**DATE: FEBRUARY 8, 2023**

**TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**

**FROM: NATHAN HAMBURGER, CITY MANAGER**

**BY: JESSICA FORTE, PUBLIC WORKS DIRECTOR / CITY ENGINEER**

**SUBJECT: UPDATE ON THE PROJECT STUDY REPORT/PROJECT DEVELOPMENT FOR THE KANAN CORRIDOR SAFETY, OPERATIONS, AND CAPACITY ENHANCEMENT PROJECT**

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This item provides an update on the Project Study Report/Project Development Support (PSR/PDS) document for the Kanan Corridor Safety, Operations, and Capacity Enhancement Project (Project) and the PSR/PDS alternatives submitted to Caltrans.

Carrying upwards of 40,000 vehicles per day in some areas, the Kanan Corridor is one of the most highly traveled roadways in all of Conejo Valley. The Kanan Corridor presents daily safety and operational challenges for motorists from, not only the City of Agoura Hills (City), but both Los Angeles County and Ventura County, and has a direct impact to the conveyance of traffic to and from the U.S. 101 Freeway. The corridor also serves as one of the few direct connection points to recreational amenities in the Santa Monica Mountains and coastal beaches along Pacific Coast Highway (PCH). The task to find ways to reduce congestion along the Kanan Corridor is a challenging and complicated one.

Over the years, surveys, studies, and improvement projects have been administered and completed along this corridor by the City, all seeking to improve traffic flow. Past improvements have included interchange construction, signal synchronization, installation of battery back-up devices, and upgrades to signal software and timing infrastructure. Additionally, frequent monitoring of the Kanan Corridor operations is ongoing, with attention placed on maintaining circulation efficiencies and safety measures for pedestrians, bicycle, and vehicular transport modes.

On September 27, 2017, the City Council awarded a professional services agreement to Michael Baker International (MBI) to complete a PSR/PDS for the Project, with the limits on Kanan Road, between Thousand Oaks Boulevard and Agoura Road. In February 2018, following community feedback, the project's southerly limits were extended down to Cornell Way. In February 2020, MBI's term of their agreement was extended to allow for the inclusion of the final Kanan/Agoura Intersection alignment, which was approved in August 2020. In May 2021, the project's traffic study limits were extended to the northerly limits of Kanan Road to Fountainwood Street, allowing for the study and coordination of signals, and fire circulation for the corridor. And most recently in November 2021, City

Council provided approval for staff to proceed with Caltrans to begin the Project Initiation Document (PID) Phase for final approval of the PSR/PDS. The PID is the first analysis phase of a multi-phased project.

The primary design objectives of the project are to improve the safe conveyance and operations of regional and local access for multiple modes of transportation along the Kanan Corridor, and to improve the consistency of bicycle and pedestrian facilities.

The majority of the Project lies outside of Caltrans' right-of-way. However, the US-101/Kanan Interchange requires Caltrans approval of a PID referred to as a PSR/PDS for the Project, which will define the purpose and need of the Project. The PSR/PDS will also develop multiple build alternatives. The final approval of the PSR/PDS is the first phase for any future design and construction for the Interchange, which is integral to the Kanan Corridor.

At the November 10, 2021 City Council meeting, staff presented and received comments on three preliminary concept alternatives for submittal to Caltrans. Over the last year and a half, MBI and staff worked to develop three detailed Geometric Approval Drawings (GADs), which incorporated feedback from the November 2021 meeting. From the feedback received, the three build alternatives were modified to incorporate continuous bike lanes from Agoura Road to Thousand Oaks Boulevard, minimal narrowing of medians to keep existing street trees in place, and the hook ramps were removed from one of the build alternatives. In October 2022, the first submittal of GADs, which included three build alternatives and one no-build, were submitted to Caltrans for review.

Attached to the report are drawings of the three build alternatives. Each of the alternatives show proposed additional right-of-way needed in orange color and the widening of the Kanan bridge in blue color. For the bridge, the alternatives propose narrowed lanes of 11-foot width, to minimize impacts, with widening of the roadway width (curb to curb) ranging from 24- to 35-feet, to allow for continuous bike lanes and additional turn/thru lanes. For Kanan Road, the alternatives also propose narrowed lanes with widening of the roadway width (curb to curb) ranging from 6- to 8-feet south of the bridge and 16- to 23-feet north of the bridge, to allow for continuous bike lanes, additional turn/thru lanes, and minimal impacts to existing medians.

At present, the Project is in the second submittal process with Caltrans, which includes updated GADs, the Traffic Engineering Performance Assessment (TEPA) of the GADs, with additional analysis of the intersections north of Thousand Oaks Boulevard, and PID technical studies. The comments received from Caltrans have been minimal, requiring no substantial modifications to the geometrics of the GADs from the first submittal. The Project Initiation Phase is estimated to take approximately 10 months from first submittal until approval of the PSR-PDS.

Exhibit A below presents a summary of the proposed improvements along the Kanan Corridor for each GAD submitted to Caltrans.

Exhibit A: Project Alternatives - Proposed Improvements along Kanan Corridor

Project Alternatives	Proposed Improvements
GAD Alternative 1 – “No Build”	<ul style="list-style-type: none"> <li>• No reconstruction or improvements, other than those planned through the proposed Kanan Road / Agoura Road Ultimate Intersection Improvements Project</li> <li>• Existing configuration of the Corridor remains (identifies the deficiencies)</li> <li>• Routine Maintenance</li> </ul>
GAD Alternative 2 – “Multi-Modal Corridor Improvements”	<ul style="list-style-type: none"> <li>• Widen Kanan Road               <ul style="list-style-type: none"> <li>○ Adds 1 lane each direction NB/SB Kanan Road from Agoura Road to Thousand Oaks Blvd</li> <li>○ Adds new NB/SB continuous Class II Bike Lane</li> <li>○ Relocates Existing SCE Poles along western sidewalk</li> </ul> </li> <li>• Widen Bridge both sides and maintains existing interchange configuration               <ul style="list-style-type: none"> <li>○ Adds 1 lane to NB/SB Loop On-Ramps</li> <li>○ Adds 1 additional Right-Turn Lane onto SB Loop On-Ramp</li> <li>○ Adds 1 additional Left-Turn Lane on SB Off-Ramp</li> <li>○ Extends Right-Turn Pocket Length onto NB Loop On-Ramp</li> </ul> </li> <li>• Intersection Modifications               <ul style="list-style-type: none"> <li>○ Converts Double Left-Turn Pockets on SB Kanan at Agoura Road to Single Left-Turn Lane without median</li> <li>○ Adds Right-Turn Lane to NB Kanan at East Canwood Street</li> <li>○ Adds 1 Right-Turn Lane to EB Thousand Oaks Blvd</li> <li>○ Adds 1 additional Left-Turn and 1 Right-Turn lanes to WB Thousand Oaks Blvd</li> </ul> </li> </ul>
GAD Alternative 3 – “Multi-Modal Corridor Improvements + One-Way Roadside w/ Relocated Slip Ramp”	<ul style="list-style-type: none"> <li>• Widen Kanan Road               <ul style="list-style-type: none"> <li>○ Add 1 lane to NB Kanan from NB ramp intersection to Thousand Oaks Blvd</li> <li>○ Add 1 lane to SB Kanan from Thousand Oaks Blvd to Hillrise Drive</li> <li>○ Adds new NB/SB continuous Class II Bike Lane</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Relocates Existing SCE Poles along western sidewalk</li> <li>● Widen Bridge both sides and reconfigures interchange <ul style="list-style-type: none"> <li>○ Relocates entrance for SB 101 on-ramp to Roadside Drive and converts Roadside Drive to one-way WB up to Cornell Road</li> <li>○ #3 NB Lane converts to a Right-Turn Only lane and will serve as main entrance to NB route to SB 101 direct on-ramp</li> <li>○ Removes existing SB Slip On-Ramp</li> <li>○ Adds 1 lane to NB/SB Loop On-Ramps</li> <li>○ Adds 1 additional Right-Turn Lane onto SB Loop On-Ramp</li> <li>○ Adds 1 additional Left-Turn Lane on SB Off-Ramp</li> <li>○ Extends Right-Turn Pocket Length onto NB Loop On-Ramp</li> <li>○ Reconfigure Park &amp; Ride Lot on Roadside</li> </ul> </li> <li>● Intersection Modifications <ul style="list-style-type: none"> <li>○ Converts Double Left-Turn Pockets to SB Kanan at Agoura Road to Single Left-Turn Lane with median</li> <li>○ Modifies traffic signal timing by removing the Roadside Drive WB signal phase</li> <li>○ Adds 1 Right-Turn Lane to NB Kanan at East Canwood Street</li> <li>○ Adds 1 Right-Turn Lane to EB Thousand Oaks Blvd</li> <li>○ Adds 1 additional Left-Turn Lane to WB Thousand Oaks Blvd</li> </ul> </li> </ul>
<p>GAD Alternative 4 – “Multi-Modal Corridor Improvements + Roadside/Canwood Left Turn Restrictions”</p>	<ul style="list-style-type: none"> <li>● Widen Kanan Road <ul style="list-style-type: none"> <li>○ Add 1 lane to NB Kanan from Agoura Road to Canwood Street (East)</li> <li>○ Adds new NB/SB continuous Class II Bike Lanes from Agoura Road to Hillrise Drive</li> <li>○ Adds Class IV Bike Lane NB from East Canwood Street to Thousand Oaks Blvd and SB from Thousand Oaks Blvd to Hillrise Drive</li> <li>○ Relocates Existing SCE Poles along western sidewalk</li> </ul> </li> <li>● Widen Bridge both sides and reconfigures interchange <ul style="list-style-type: none"> <li>○ Eliminates Left-Turn from Roadside to SB Kanan</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Eliminates Left-Turn from West Canwood to NB Kanan</li> <li>○ Adds 1 lane to NB On-Ramp from West Canwood</li> <li>○ Adds 1 lane to NB/SB Loop On-Ramps</li> <li>○ Adds 1 additional Right-Turn Lane onto SB On-Ramp</li> <li>○ Adds 1 additional Left-Turn Lane on SB Off-Ramp</li> <li>○ Extends Right-Turn Pocket Length onto NB Loop On-Ramp</li> <li>● Intersection Modifications <ul style="list-style-type: none"> <li>○ Converts Double Left-Turn Pockets to SB Kanan at Agoura Road to Single Left-Turn Lane with median</li> <li>○ Modifies signal timing by removing the Roadside Drive WB signal phase</li> <li>○ Modifies signal timing by removing the Canwood Street EB signal phase</li> <li>○ Adds 1 Right-Turn Lane to NB Kanan at East Canwood Street</li> <li>○ Adds 1 Right-Turn Lane to EB Thousand Oaks Blvd</li> <li>○ Adds 1 additional Left-Turn Lane to WB Thousand Oaks Blvd</li> </ul> </li> </ul>
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The three Build Alternatives also propose a number of common improvements throughout the Corridor. Presented below in Exhibit B is a summary of the proposed design elements the three alternatives have in common.

Exhibit B: Common Design Elements in all 3 Build Alternatives

Kanan Corridor Location	Common Design Elements
SB 101 off-ramp	<ul style="list-style-type: none"> <li>● Widened to add 1 additional Left-Turn lane to improve intersection operations</li> </ul>
SB 101 loop on-ramp	<ul style="list-style-type: none"> <li>● Widened to include an additional lane up until the ramp meter line to increase storage capacity</li> </ul>
SB 101 direct on-ramp	<ul style="list-style-type: none"> <li>● Widened to include an additional lane up to the ramp meter line to increase storage capacity</li> </ul>
NB 101 loop on-ramp	<ul style="list-style-type: none"> <li>● Widened to include an additional lane up to the ramp meter line to increase storage capacity</li> </ul>

Kanan Road / Agoura Road Intersection	<ul style="list-style-type: none"> <li>Join the proposed future Kanan Road / Agoura Road intersection improvements</li> </ul>
East Side of Kanan Road at East Canwood Street	<ul style="list-style-type: none"> <li>Existing retaining wall will be reconstructed into the existing 2:1 hillside to provide for continuous ADA accessibility and road congestion relief improvements</li> </ul>
Kanan Road / Thousand Oaks Boulevard	<ul style="list-style-type: none"> <li>Add a second left-turn lane to the WB Thousand Oaks Blvd intersection approach</li> <li>Add right turn only lane in the EB Thousand Oaks Blvd intersection approach</li> <li>Class II Bike Lanes on Thousand Oaks Boulevard</li> </ul>
Kanan Corridor	<ul style="list-style-type: none"> <li>Continuous Bike Lanes in each direction</li> </ul>
East side of Kanan Road, Agoura Road to Roadside Drive	<ul style="list-style-type: none"> <li>Existing sidewalk and ADA ramps will be rebuilt where impacted to provide continuous ADA accessible pedestrian path</li> </ul>
Kanan Road, Thousand Oaks Blvd to Canwood Street	<ul style="list-style-type: none"> <li>Existing sidewalk and ADA ramps will be rebuilt where impacted to provide a continuous ADA accessible pedestrian path</li> <li>Existing medians will be narrowed from 12 feet wide to 8-10 feet wide</li> <li>Underground existing Kanan Road Overhead lines along western sidewalk</li> </ul>

The PSR/PDS concept alternatives will continue to be refined during the PID Phase and the next project phase of Project Approval/Environmental Document (PA/ED) as more technical analysis is performed on each alternative.

Staff is reporting to City Council the status of the project and welcomes any feedback provided on the Design Build Alternatives. The Purpose of the PID Phase is programming, which means to identify the cost and schedule of viable Build Alternatives that meet the purpose and need of the project. Robust comparison of Alternatives will be performed in the next project phase of PA/ED, as well as presentation of these Build Alternatives to the public and stakeholders for input.

Funding for the Project is entirely through Los Angeles County Measures R and M, sales tax measures.

## **RECOMMENDATION**

Staff respectfully invites the City Council to provide feedback. No specific action is required by the City Council at this point.

Attachment: Design Build Alternatives for the Kanan Corridor







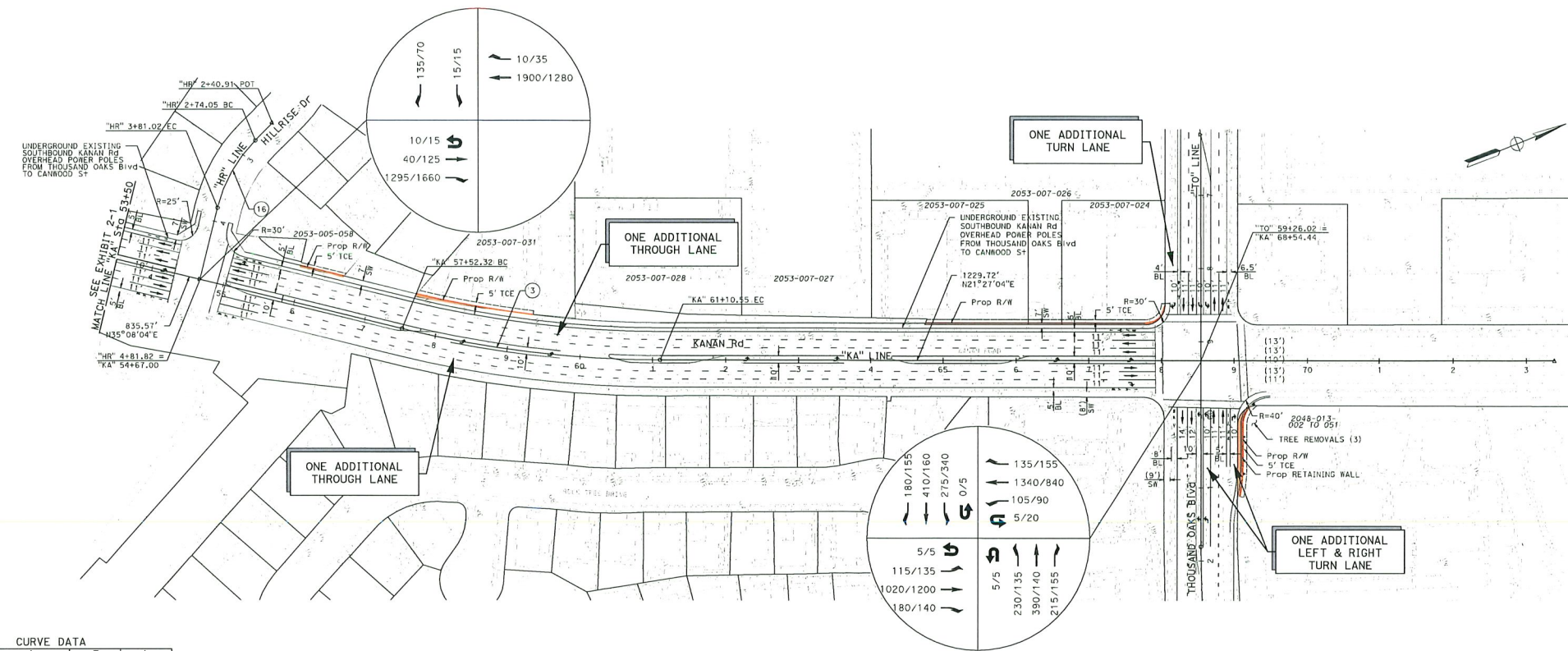
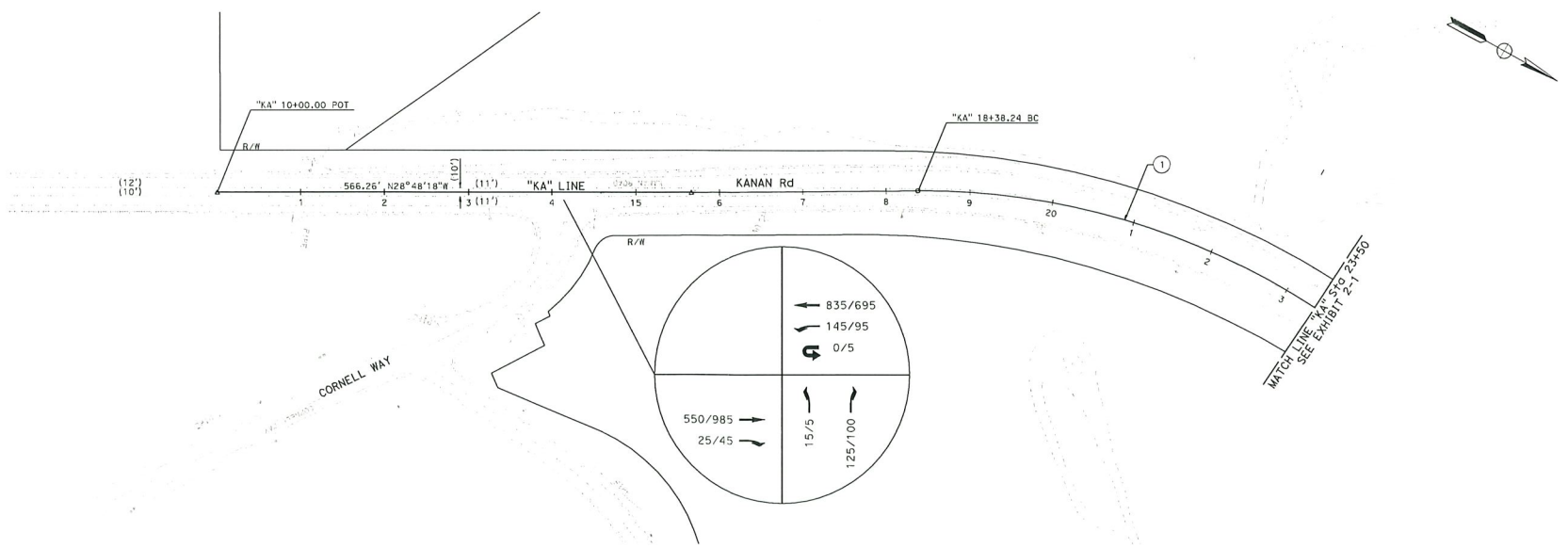
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REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

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RIGHT OF WAY REQUIREMENTS

PARCEL No.	R/W (SF)	TCE (SF)
2048-013-002	874.54	644.06
2053-005-058	148.20	221.16
2053-007-024	340.67	705.46
2053-007-025	360.40	628.95
2053-007-026	116.77	208.58
2053-007-031	314.88	803.48

CURVE DATA

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(3)	200.00'	30°58'46"	54.80'	106.38'

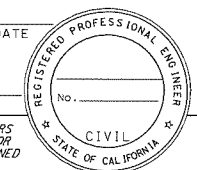
**GEOMETRIC APPROVAL DRAWING**  
**KANAN ROAD CORRIDOR IMPROVEMENT PROJECT**  
**ALTERNATIVE 2**

SCALE: 1"=50'

EXHIBIT 2-2

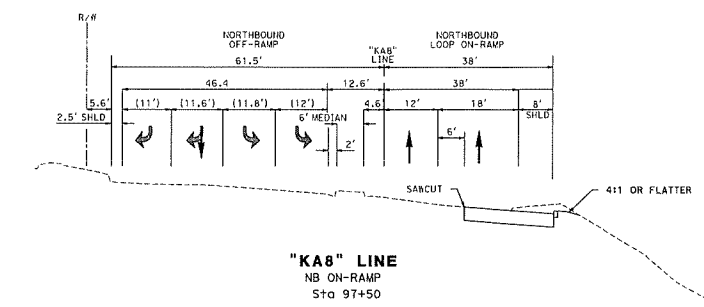
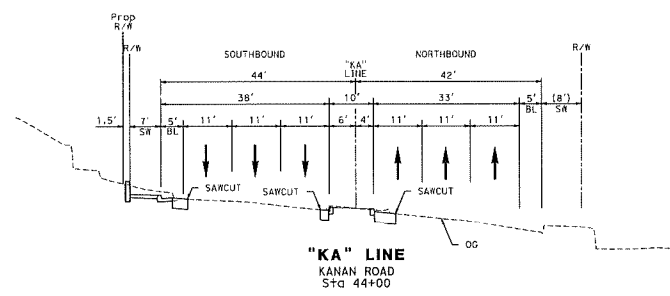
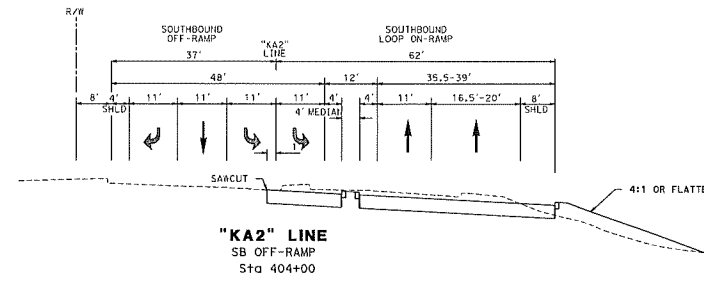
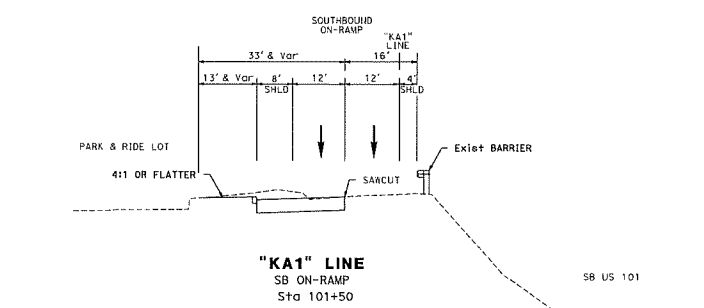
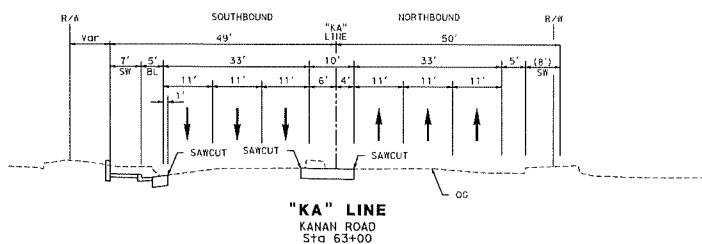
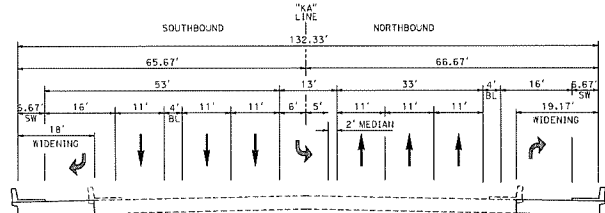
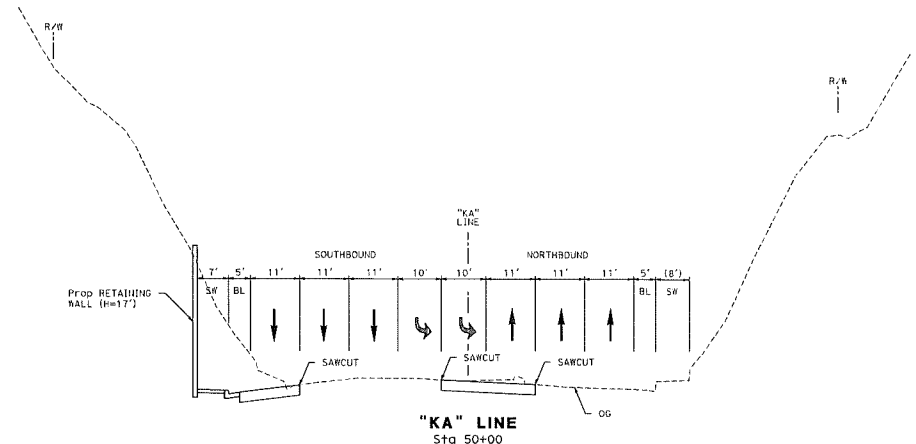
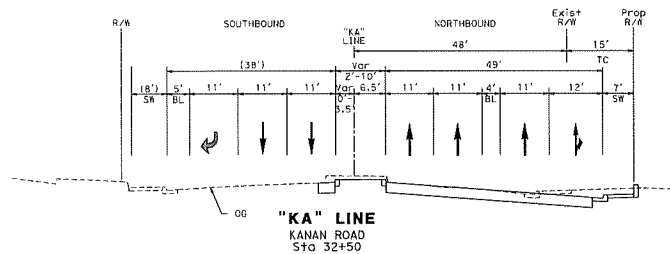
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**GEOMETRIC APPROVAL DRAWING  
 KANAN ROAD CORRIDOR IMPROVEMENT PROJECT  
 ALTERNATIVE 2**

SCALE: 1"=50' EXHIBIT 2-3





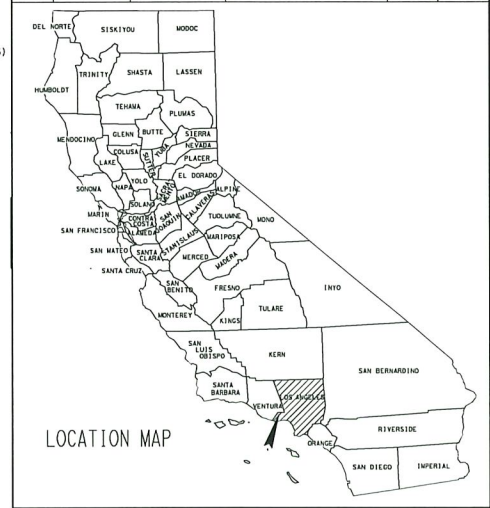
**CALIFORNIA DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY**  
 IN LOS ANGELES COUNTY  
 IN THE CITY OF AGOURA HILLS  
 ON ROUTE 101  
**KANAN ROAD OVERCROSSING**  
 FROM CORNELL WAY TO THOUSAND OAKS BOULEVARD

**ABBREVIATIONS**  
 BL BIKE LANE  
 Prop PROPOSED

**LEGEND**

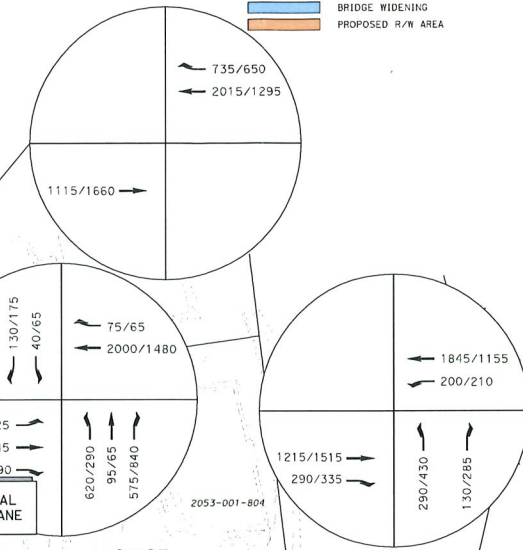
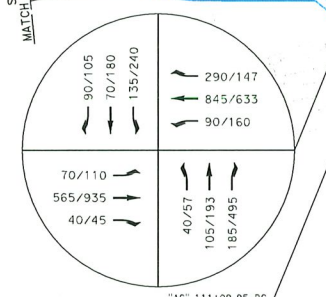
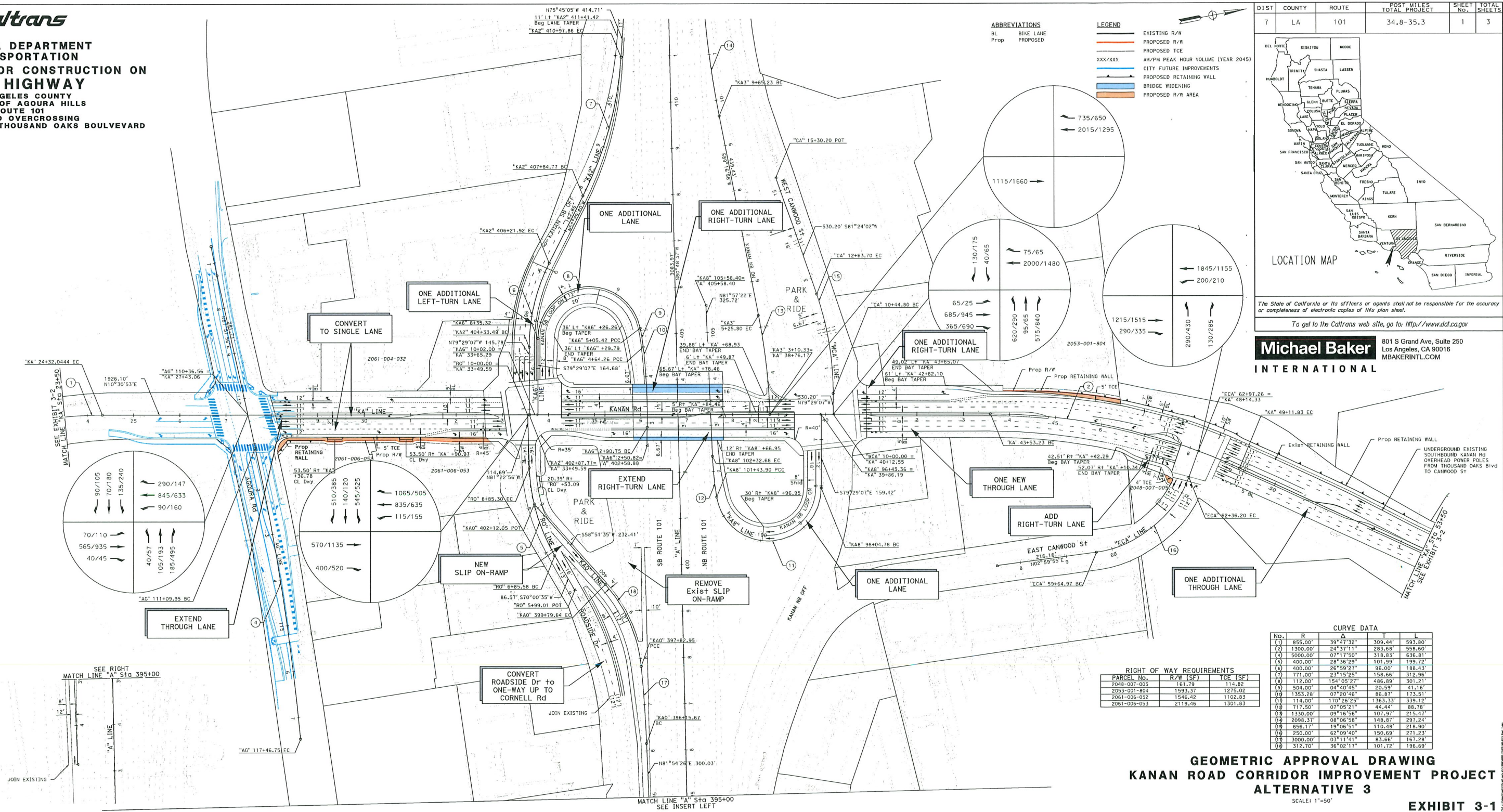
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TCE
- AM/PM PEAK HOUR VOLUME (YEAR 2045)
- CITY FUTURE IMPROVEMENTS
- PROPOSED RETAINING WALL
- BRIDGE WIDENING
- PROPOSED R/W AREA

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
7	LA	101	34.8-35.3	1	3



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 801 S Grand Ave, Suite 250  
 Los Angeles, CA 90016  
 MBAKERINTL.COM



**CURVE DATA**

No.	R	Δ	T	L
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(5)	400.00'	26°59'21"	96.00'	188.43'
(6)	771.00'	23°15'25"	158.66'	312.96'
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(8)	504.00'	04°40'45"	20.59'	41.16'
(9)	1353.28'	07°20'46"	86.87'	173.51'
(10)	114.00'	170°28'25"	1363.33'	339.12'
(11)	717.50'	07°05'21"	44.44'	88.78'
(12)	1330.00'	09°16'56"	107.97'	215.47'
(13)	2098.37'	08°06'58"	148.87'	297.24'
(14)	656.17'	19°06'51"	110.48'	218.90'
(15)	250.00'	82°09'40"	150.69'	271.23'
(16)	3000.00'	03°11'41"	83.66'	167.28'
(17)	312.70'	36°02'17"	101.72'	196.69'

**RIGHT OF WAY REQUIREMENTS**

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**GEOMETRIC APPROVAL DRAWING**  
**KANAN ROAD CORRIDOR IMPROVEMENT PROJECT**  
**ALTERNATIVE 3**

SCALE: 1"=50'  
**EXHIBIT 3-1**



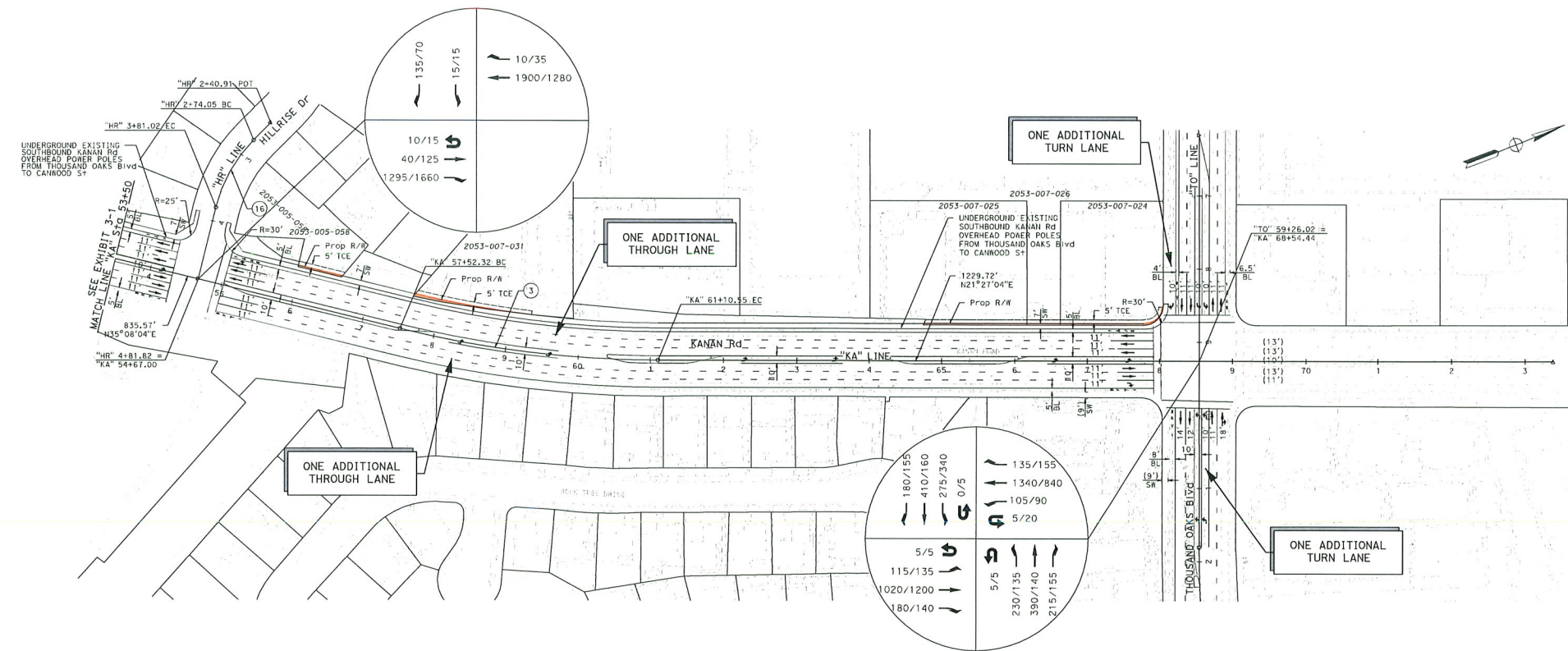
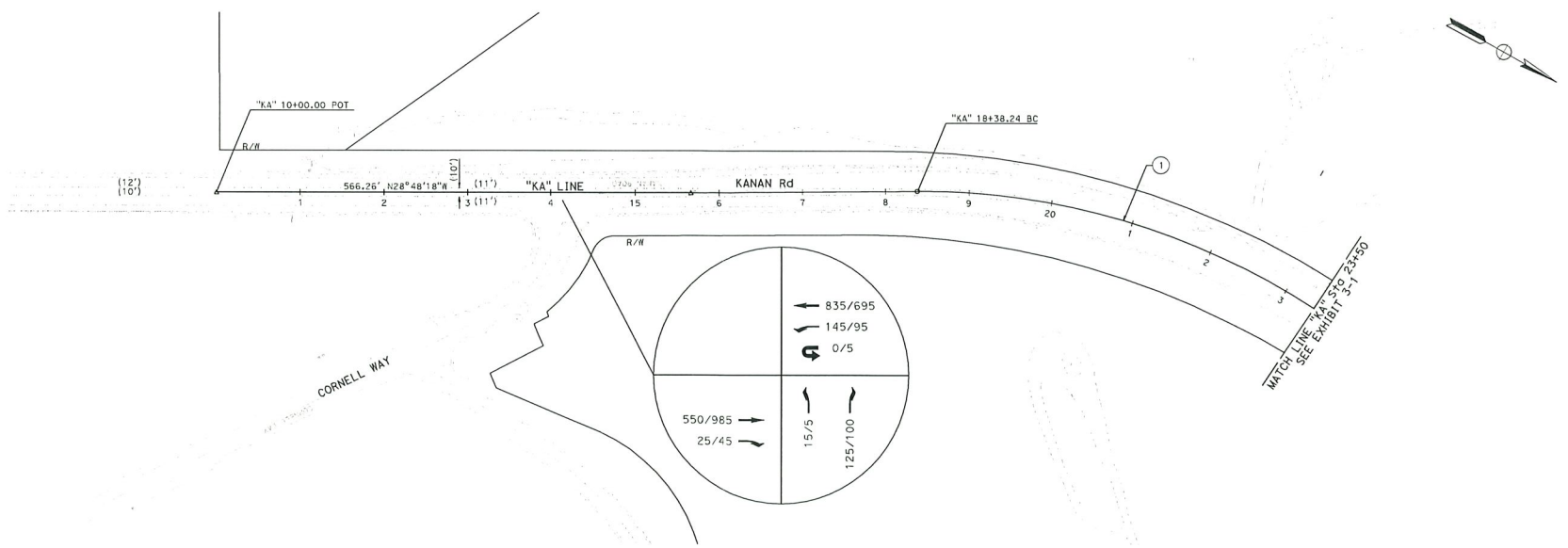
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**GEOMETRIC APPROVAL DRAWING**  
**KANAN ROAD CORRIDOR IMPROVEMENT PROJECT**  
**ALTERNATIVE 3**

SCALE: 1"=50'  
EXHIBIT 3-2



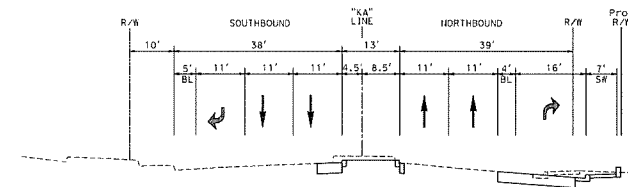
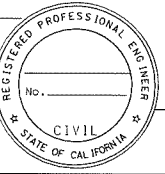
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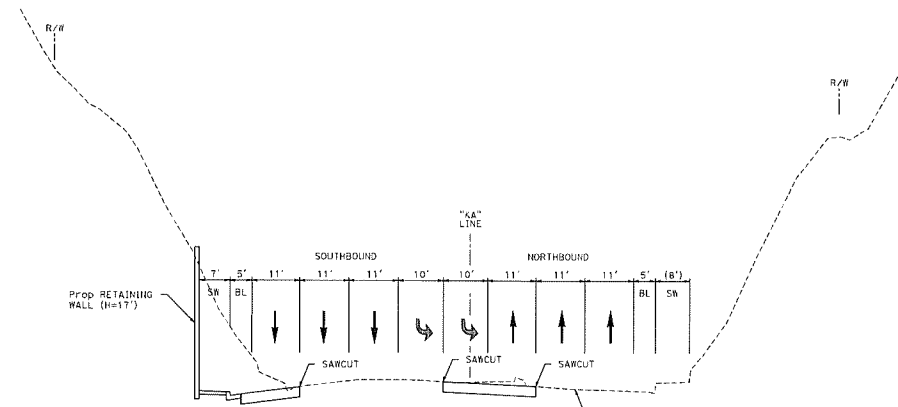
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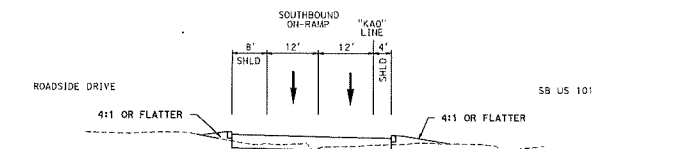
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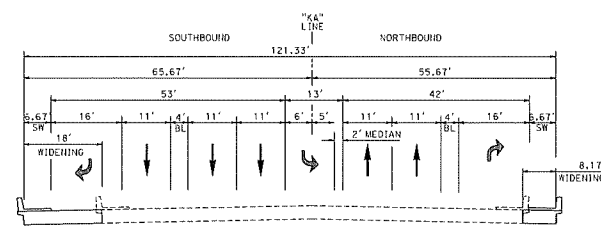
"KA" LINE  
KANAN ROAD  
Sta 32+50



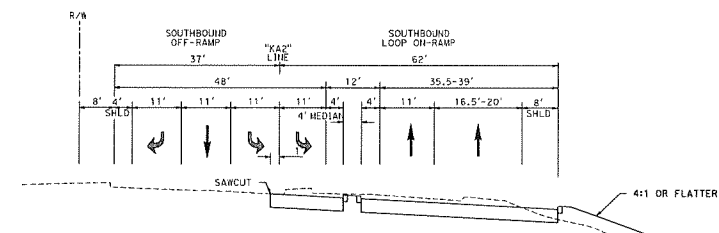
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Sta 50+00



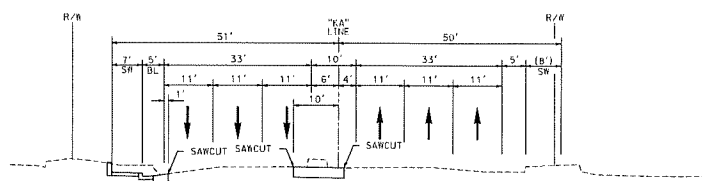
"KA0" LINE  
SB ON-RAMP  
Sta 399+50



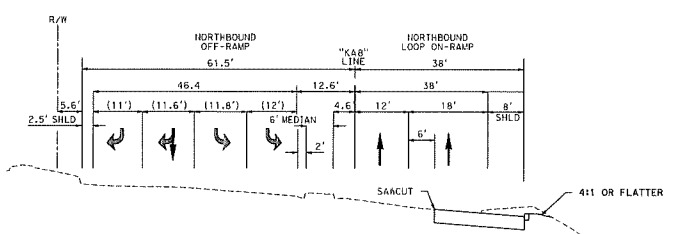
"KA" LINE  
KANAN ROAD BRIDGE  
Sta 37+00



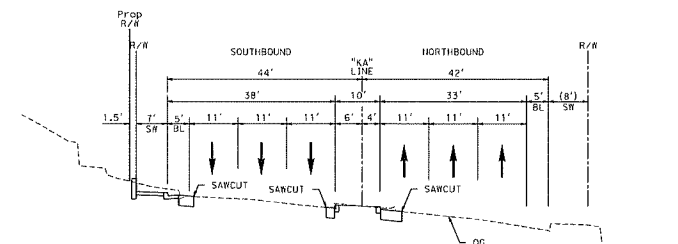
"KA2" LINE  
SB OFF-RAMP  
Sta 404+00



"KA" LINE  
KANAN ROAD  
Sta 63+00



"KA8" LINE  
NB ON-RAMP  
Sta 97+50



"KA" LINE  
KANAN ROAD  
Sta 44+00

GEOMETRIC APPROVAL DRAWING  
KANAN ROAD CORRIDOR IMPROVEMENT PROJECT  
ALTERNATIVE 3

SCALE: 1"=50'

EXHIBIT 3-3

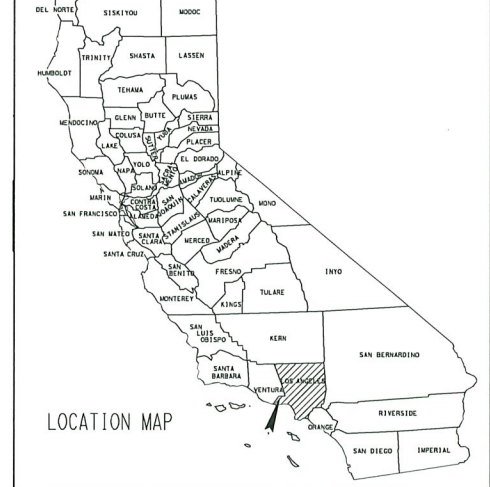


**CALIFORNIA DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY**  
 IN LOS ANGELES COUNTY  
 IN THE CITY OF AGOURA HILLS  
 ON ROUTE 101  
**KANAN ROAD OVERCROSSING FROM CORNELL WAY TO THOUSAND OAKS BOULEVARD**

**ABBREVIATIONS**  
 BL BIKE LANE  
 Prop PROPOSED

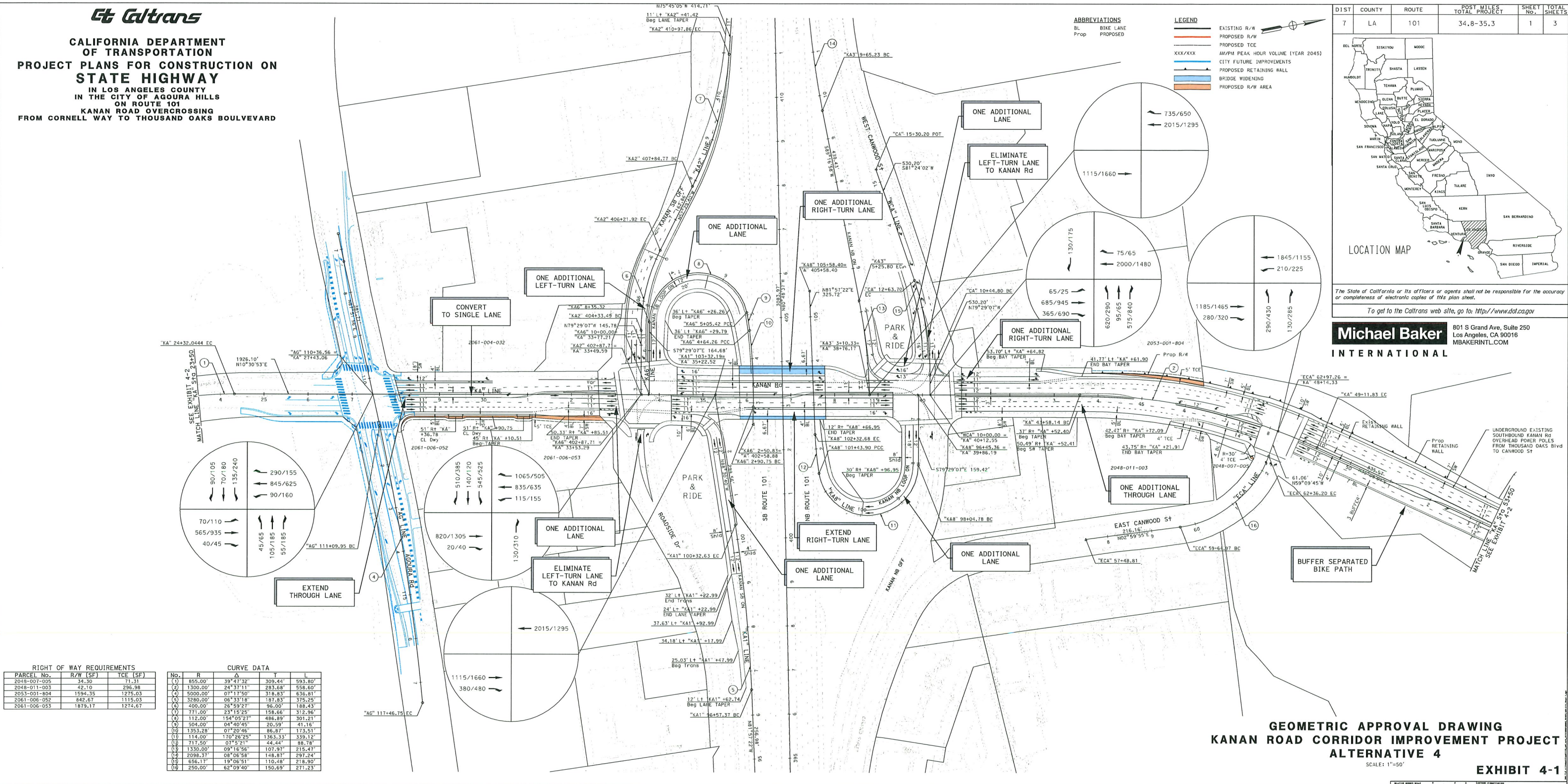
**LEGEND**  
 — EXISTING R/W  
 — PROPOSED R/W  
 — PROPOSED TCE  
 XXX/XXX AM/PM PEAK HOUR VOLUME (YEAR 2045)  
 — CITY FUTURE IMPROVEMENTS  
 — PROPOSED RETAINING WALL  
 — BRIDGE WIDENING  
 — PROPOSED R/W AREA

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
7	LA	101	34.8-35.3	1	3



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 To get to the Caltrans web site, go to: <http://www.dot.ca.gov>

**Michael Baker INTERNATIONAL**  
 801 S Grand Ave, Suite 250  
 Los Angeles, CA 90016  
 MBIKANTL.COM



**RIGHT OF WAY REQUIREMENTS**

PARCEL No.	R/W (SF)	TCE (SF)
2048-007-025	34.30	11.31
2048-011-003	42.10	296.98
2053-001-804	1594.35	1275.03
2061-006-052	842.67	1115.03
2061-006-053	1879.17	1274.67

**CURVE DATA**

No.	R	A	T	L
(1)	855.00'	39°47'32"	309.44'	593.80'
(2)	1300.00'	24°37'11"	283.68'	558.60'
(3)	5000.00'	07°17'50"	318.83'	636.81'
(4)	3280.00'	06°33'18"	187.83'	375.25'
(5)	400.00'	28°59'27"	96.00'	183.43'
(6)	771.00'	23°15'25"	158.66'	312.96'
(7)	112.00'	154°05'21"	486.89'	301.21'
(8)	504.00'	04°40'45"	20.59'	41.16'
(9)	1353.28'	07°20'46"	88.97'	173.51'
(10)	114.00'	170°26'25"	1363.33'	339.12'
(11)	717.50'	07°5'21"	44.44'	88.78'
(12)	1330.00'	09°16'56"	107.97'	215.47'
(13)	2098.37'	08°08'58"	148.87'	297.24'
(14)	656.17'	19°06'51"	110.48'	218.90'
(15)	250.00'	62°09'40"	150.69'	271.23'

**GEOMETRIC APPROVAL DRAWING**  
**KANAN ROAD CORRIDOR IMPROVEMENT PROJECT**  
**ALTERNATIVE 4**

SCALE: 1"=50'  
**EXHIBIT 4-1**





