

Notice of Exemption

TO: Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

County Clerk, County of Kings
Kings County Government Center
Hanford, California 93230

FROM: City of Lemoore Community Development Dept.
711 W. Cinnamon Drive
Lemoore, CA 93245

PROJECT TITLE: D Street Rehabilitation and Improvement Project

PROJECT APPLICANT: City of Lemoore, Dept of Public Works

PROJECT LOCATION – City: Lemoore **County:** Kings

PROJECT LOCATION – Specific: The southwest corner of Bush Street and 19th Avenue (APN 023-420-018).

PROJECT DESCRIPTION: See Attachment A.

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of Lemoore

NAME, ADDRESS, & PHONE NUMBER OF PERSON OR AGENCY CARRYING OUT PROJECT:
City of Lemoore Community Development Dept., 711 W. Cinnamon Drive, Lemoore, CA 93245


EXEMPT STATUS: *(check one)*

- Ministerial (Section 21080(b)(1); 15268);
- Declared Emergency (Section 21080(b)(4); 15269(a));
- Emergency Project (Section 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: Section 15301(c) and 15306
- Statutory Exemptions. State code number:

REASONS WHY PROJECT IS EXEMPT: According to the attached findings worksheet and studies, all the findings applicable to a Class 32 exemption can be made.

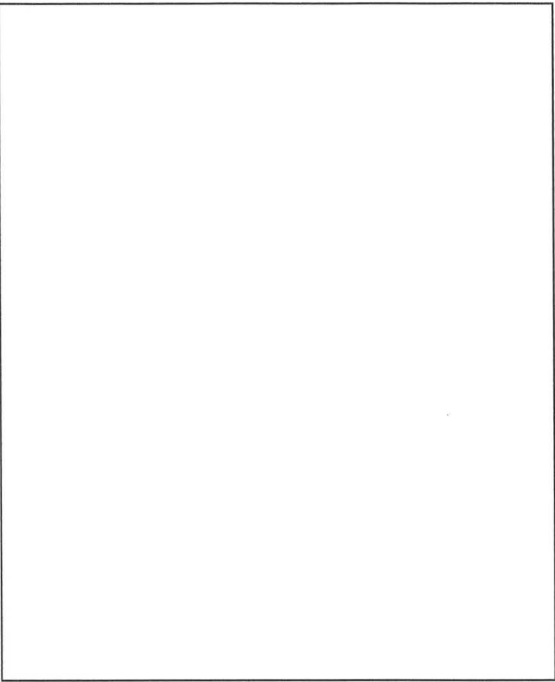
LEAD AGENCY CONTACT PERSON:

Marissa Trejo, City Manager
(559) 924-6744 Ext. 740

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Signature Date

24 Sept 2024

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, 21152.1, Public Resources Code.



Attachment A: City of Lemoore, D Street Rehabilitation and Improvement Project

Project Location:

The City of Lemoore (City) proposes the D Street Rehabilitation and Improvement Project (project) along D Street between N. Lemoore Avenue (18th Avenue) and the Lemoore Canal. The project is located in the Lemoore city limits, within the U.S. Geological Survey (USGS) Lemoore Quad Map.

Description of Nature, Purpose, and Beneficiaries of Project:

The project includes improvements to public rights-of-way (ROW). D Street is classified as an arterial road and includes a section of existing and proposed truck routes by the City's 2030 General Plan. Pursuant to General Plan Implementing Action C-I-4, this section of D Street is intended to re-route truck traffic from East Bush Street so that it avoids residential neighborhoods and to improve road safety near Lemoore High School. The total pavement area of the project covers approximately 26,000 square-yards.

This project will include the following components:

- Perform initial field investigation and evaluation;
- Conduct topographic survey of the project area and base map preparation for design;
- Evaluating pavement condition throughout the project area noting the location, type, and severity of pavement wear and deterioration;
- Geotechnical investigation to determine existing pavement section and subgrade, and R-value testing;
- Determining appropriate rehabilitation work or maintenance-related treatment to improve overall pavement condition and longevity;
- Identifying deteriorated or failed pavement areas for dig-out and AC repair or full deep patch reconstruction;
- Construction of new pavement areas as required to intended width;
- Design of concrete improvements including curb and gutter and new or replacement curb ramps at selected locations;
- Construction of new curb and gutter, where missing or as required; completion of sidewalk adjacent to proposed curb and gutter will be completed by others under separate project, unless otherwise required by the City;
- Restriping pavement following maintenance/rehab and completion of new Bicycle Lane striping;
- Design of new streetlights and metering in coordination with PG&E;
- Coordination with the City relating to other planned improvements nearby or connected with this D Street project, such as the AHSC project; and
- Bid Phase Services.

Construction activities are related to the rehabilitation and improvement to existing right-of-way (ROW). Activities will include the following:

- **Rehabilitation and Treatment:** Pavement rehabilitation methods are proposed based on the observed pavement conditions, which vary throughout the project. Selected rehabilitations include pavement grind and overlay, Caltrans dig-out rehabilitation methodology, reconstruction of failed pavement areas, and crack treatment.
 - **Grind and Overlay Rehabilitation:** Pavement grind and overlay is proposed between 18th Avenue to Smith Avenue at the west side of the project, and from the hotel area to the Canal, and at the east/south side of the project, based on observed pavement

condition. The grind and overlay thickness specified will depend on findings from the geotechnical evaluation of the existing pavement section, and what the City Standard requires for Arterial classified streets.

- **Crack Seal and Slurry Seal Treatment:** A combination of crack seal and slurry seal treatment is proposed for the D Street segment from Smith Avenue east to the hotel area, which appears to exhibit less severe cracking and, in general, appears to be in better condition than the pavement in the proposed grind and overlay area.
 - Longitudinal, block and transverse cracking in pavement can be effectively treated with crack sealants. Deep cracks, if present, need to be sealed first to avoid excessive application of crack sealant. Caltrans provides technical guidance for crack treatment that will be referenced with the project specifications.
 - Slurry seal is a preventative pavement treatment used to extend the lifespan of streets in good condition. It's a mixture of water, liquid asphalt, and fine aggregate that's spread over the pavement. Slurry seal is typically used on residential roads, arterial roads, and collector roads with minimal to moderate damage and narrow cracks.
 - Slurry seal can fill minor cracks, preventing them from becoming larger and causing more extensive damage. Slurry seal protects the underlying pavement structure, prevents water from getting into the base rock and soil, and provides a new driving surface. Cracks wider than ¼ inch shall be filled with suitable crack filling material prior to application of slurry seal.
- **Pavement Reconstruction:** There are several discrete areas throughout the project exhibiting significant pavement deterioration that will be repaired by dig-out or full-depth reconstruction. The locations of these areas will be along D Street and will be determined after further survey and investigation. These areas will be indicated on the plans.
- **Proposed Street Section:** The ROW width for most of D Street is 84-feet, with existing curb to curb spacing of about 60-feet. The improvement areas where new curb and gutter is planned is designed for a 64-ft curb to curb spacing; the 64-foot spacing is based on planned D Street development. The proposed lane arrangement and spacing provided in the design will reflect the typical 84-ft ROW width and 64-ft curb-to-curb width.
- **Concrete Improvements:** Planned concrete improvements include selected curb ramps and approximately 2,250 linear feet of new curb and gutter from Smith Avenue east, where the improvements will tie into the existing sidewalk, curb and gutter.
- **Curb and Gutter:** This project will include approximately 1,250-feet of planned curb and gutter along D Street occurring east of the apartment development. All concrete improvements will be designed to City Standards.
 - Design of new curb and gutter design will follow existing grades as feasible, to convey drainage to existing drain inlets or maintain existing drainage discharge locations where available.
- **Curb Ramps:** The project includes a redesign of the curb ramp at the northeast corner of D Street and Lemoore Avenue, which does not currently meet City requirements. The new curb ramp is also designed to meet ADA requirements and has a larger radius for improved vehicle turn movements but does not require relocation of the existing traffic signal pole as part of the improved corner.
 - The project also includes design for new or replacement curb ramps, as required, at the D Street-Bush Street intersection. City standards indicate the preferred 30-ft curb ramp radius for major intersections *where feasible*, with the minimum design

radius of 20-ft. Each of the four curb ramps has been designed to a radius greater than 20-ft and within the constraints of existing utilities.

- **Other Improvements**

- Installation of six new streetlights, three on each side of D Street, and associated metering will be included in the project design.

The purpose of the project is to provide safer roadway conditions and enhanced pedestrian amenities for the residents and greater Lemoore community. The project will benefit the City's residents and visitors by improving deficient roadways and intersection corners for increased accessibility, repairing deteriorated public ROW for safer roadways and improving pedestrian infrastructure with ADA compliant curb ramps and curb and gutters throughout the project area.

Reason Why Project is Exempt

Section 15301(c) Existing Facilities: Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use. Subsection (c) further states "Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).

The project proposes the repair, maintenance, and minor alteration to certain sections of D Street between Lemoore Avenue (18th Avenue) and the Lemoore Canal. The rehabilitation and improvements will occur within existing developed ROW and will not create additional automobile lanes or generate an increase in vehicular traffic.

Section 15306 Information Collection:

Class 6 consists of basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

Initial project work includes survey, field investigation, and site testing to determine the level of work necessary to rehabilitate and improve D Street. These activities fall under data collection and resource evaluation and would not result in serious or major disturbances to an environmental resource.