

APPENDIX I-F

REGIONAL ROUTES IN LEMOORE
(See Figure 4-6 for Urban Functional Classifications)

Bush Street
Cinnamon Drive
E. "D" Street
Hanford-Armona Road
18th /Lemoore Avenue
19th Avenue

BUSH STREET

From: SR 41
To: E. "D" Street
Survey Date: 9/03

SEGMENT:	SR 41 to 19th Ave. .5 mi.	19th Ave. to Olive St. .4 mi.	Olive St. to 18th Ave. .6 mi.	18th Ave. to E. "D" St. .75 mi.
Segment Length:				
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	2/11' left turn lanes	4/12'	4/10'	2/11-12'
Paved Shoulder Width	0-10'	9'/Parking	8'/Parking	0-9'/Parking
Pavement Distress	None	None	None	None
Type				
Extent: % of Roadway				
Severity				
Striping/Reflector Condition				
Center	Good	Good	Good	Good
Sides	Good	Good	Good	None
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 2000	(98) 2,800	(91) 6,498	(91) 7,473	(94) 1,720
Year 2035	17,592	8,097	11,085	7,083
% Trucks in ADT	2%	< 10%	< 10%	2%
Present Service Level	C	C	C	C
Present Peak Hour Volume	295	206	315	238
Peak Hour Capacity	1,450	2,672	2,672	1,450
Hour Volume/Hour Capacity	.20	.08	.12	.16

Source: City of Lemoore; KCAG

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

BUSH STREET

SYSTEM CONTINUITY (Highway Sphere of Influence): Bush Street joins SR 41 with Houston Avenue (West "D" Street) and so carries commercial as well as residential traffic.

DISCUSSION:

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

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay:		
From 19 ½ Avenue to 19th Avenue	2019	\$100
From Lemoore Avenue to D Street	2028	\$165

CINNAMON DRIVE

From: SR 41
To: Fox Street
Survey Date: 9/03

SEGMENT: Segment Length:	SR 41 to Liberty Dr. .5 mi.	Liberty Dr. to Hill St. 1 mi.	Hill St. to Fox St. .1 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	1-3'	1-2'	1-2'
Pavement Distress			
Type	Base Failures	Base Failures	Base Failures
Extent: % of Roadway	< 50%	< 50%	<25%
Severity	Extreme	Moderate	Moderate
Striping/Reflector Condition			
Center	Fair	Good	Good
Sides	Fair	Fair	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 1994	(97) 2,461	(92) 3,527	2,160
Year 2035	7,117	6,686	5,894
% Trucks in ADT	4%	6%	4%
Present Service Level	B	B	B
Present Peak Hour Volume	288	238	351
Peak Hour Capacity	2,100	2,060	2,100
Hour Volume/Hour Capacity	.12	.12	.17

Source: City of Lemoore; KCAG

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

CINNAMON DRIVE - Cont'd.

From: Fox Street
To: Hanford-Armona Road
Survey Date: 9/03

SEGMENT: Segment Length:	Fox St. to Lemoore Ave. .45 mi.	Lemoore Ave. to Carla Dr. .5 mi.	Carla Dr. to Hanford-Armona Rd. .4 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/12'	2/12'	2/12'
Paved Shoulder Width	1-2'	1-2'	Parking
Pavement Distress			
Type	Base Failures	None	Base Failures
Extent: % of Roadway	< 50%		75%
Severity	Moderate		Extreme
Striping/Reflector Condition			
Center	Fair	Fair	Fair
Sides	None	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 1994	2,375	(98) 1,432	(92) 1,787
Year 2035	4,385	3,898	2,880
% Trucks in ADT	4%	6%	1%
Present Service Level	A	A	A
Present Peak Hour Volume	222	160	178
Peak Hour Capacity	1,816	1,920	2,060
Hour Volume/Hour Capacity	.12	.08	.09

Source: City of Lemoore; KCAG

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

CINNAMON DRIVE

SYSTEM CONTINUITY (Highway Sphere of Influence): Cinnamon Drive links 18th Avenue with State Route 41, and primarily serves residential and industrial traffic. This road was formerly named "Hume Avenue" between Lemoore Avenue and SR 41.

DISCUSSION:

This is the main east-west truck route serving Lemoore's industrial district. Efforts are needed to repair damaged areas of Cinnamon Drive in order to extend the life of this important thoroughfare. City staff anticipates increases in truck use over this road, especially by oversize trucks.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
AC Overlay: Basil Street to Daphne Lane	2021	\$120

EAST "D" STREET

From: 18th Avenue
To: 17th Avenue
Survey Date: 9/03

SEGMENT: Segment Length:	Lemoore Ave. to Smith Ave. .3 mi.	Smith Ave. to 17th Ave. .8 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	4/11' left turn lanes	2/12'
Paved Shoulder Width	9'/Parking	4'
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 1996	5,790	(95) 5,231
Year 2010	7,789	10,427
% Trucks in ADT	< 10%	< 10%
Present Service Level	B	C
Present Peak Hour Volume	549	567
Peak Hour Capacity	1,900	1,843
Hour Volume/Hour Capacity	.29	.30

Source: City of Lemoore; KCAG

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

EAST "D" STREET

SYSTEM CONTINUITY (Highway Sphere of Influence): East "D" Street channels automobile traffic between Lemoore's downtown retail area and Houston Avenue and SR 198. This road serves as the main westbound freeway exit from SR 198 to downtown Lemoore and is a designated truck route to E. Bush Street.

DISCUSSION:

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

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
AC Overlay: From Bush Street to Olive Street	2029	\$200

HANFORD-ARMONA ROAD

From: SR 41
To: 17th Avenue
Survey Date: 9/03

SEGMENT: Segment Length:	SR 41 to 19th Ave. .5 mi.	19th Ave. to 18th Ave. 1 mi.	18th Ave. to 17th Ave. 1 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	4/12'	4/12'	4/12'
Paved Shoulder Width	0-2'	0-2'	6'
Pavement Distress	Fatigue	Fatigue	Fatigue
Type	Cracking	Cracking	Cracking
Extent: % of Roadway	< 10%	< 25%	< 10%
Severity	Slight	Slight	Slight
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	Fair	Good	Good
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 1995	7,982	7,982	(91) 4,437
Year 2020	16,497	11,855	10,229
% Trucks in ADT	2%	2%	10%
Present Service Level	B	B	B
Present Peak Hour Volume	442	442	424
Peak Hour Capacity	1,860	1,860	1,672
Hour Volume/Hour Capacity	.24	.24	.25

Source: City of Lemoore; KCAG

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

HANFORD-ARMONA ROAD

SYSTEM CONTINUITY (Highway Sphere of Influence): Hanford-Armona Road is generally a county-maintained collector linking Hanford, Armona and Lemoore. In the Lemoore urban area, this road serves residential and commercial traffic.

DISCUSSION:

At present, this road adequately serves its demands. As Lemoore continues to grow, this road has become a major east-west arterial recently widened to four lanes to accommodate traffic for new commercial and residential development. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay:		
From Lemoore Avenue to Liberty Drive	2030	\$200
From Liberty Drive to 19th Avenue	2031	\$175
From 19th Avenue to SR 41	2032	\$200

18TH / LEMOORE AVENUE

From: SR 198
To: Glendale
Survey Date: 5/04

SEGMENT: Segment Length:	SR 198 to Bush St. .5 mi.	Bush St. to UPRR Xing .4 mi.	UPRR Xing to Club Dr. .5 mi.	Club Dr. to Glendale Ave. .6 mi.
<u>ROAD CONDITIONS</u>				
Lanes/Lane Width	4/12'	4/10'	4/12' left turn lanes	4/12'
Paved Shoulder Width	8'	8'/Parking	0-8'	8'/Parking
Pavement Distress	None		None	None
Type		Cracking		
Extent: % of Roadway		< 10%		
Severity		Slight		
Striping/Reflector Condition				
Center	Good	Fair	Good	Good
Sides	Good	Good	Good	Good
Other				
<u>TRAFFIC FACTORS*</u>				
Average Daily Travel				
Year 1991	6,632	(95) 8,465	12,400	(92) 11,383
Year 2035	23,820	15,642	15,939	7,495
% Trucks in ADT	10%	3%	10%	5%
Present Service Level	B	B	B	B
Present Peak Hour Volume	326	408	124	316
Peak Hour Capacity	2,470	2,470	2,940	2,470
Hour Volume/Hour Capacity	.13	.17	.04	.13

Source: City of Lemoore; KCAG

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

18TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 18th Avenue is Lemoore's principal arterial. It channels traffic into the city from SR 198 and Lacey Boulevard, and carries both automobile and truck traffic between Lemoore's high-use destinations.

DISCUSSION:

With respect to traffic service, 18th Ave. adequately serves its demands. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay:		
From SR 198 to Bush Street	2034	\$200
From UPRR to Cinnamon Drive	2035	\$175

19TH AVENUE

From: SR 198
To: D Street
Survey Date: 9/03

SEGMENT: Segment Length:	SR 198 to Cedar Ln. .4 mi.	Cedar Ln. to Bush Ave. .3 mi.	Bush Ave. to "D" St. .2 mi.
<u>ROAD CONDITIONS</u>			
Lanes/Lane Width	2/11-12'	2/12'	2/9-10'
Paved Shoulder Width	0-12'/Parking	8'/Parking	0'
Pavement Distress	Fatigue	Fatigue	None
Type	Cracking	Cracking	
Extent: % of Roadway	< 25%	< 10%	
Severity	Moderate	Slight	
Striping/Reflector Condition			
Center	Good	Good	Good
Sides	None	None	None
Other			
<u>TRAFFIC FACTORS*</u>			
Average Daily Travel			
Year 1992	2,829	(98) 4,827	3,282
Year 2035	9,099	6,843	7,579
% Trucks in ADT	< 10%	4%	< 10%
Present Service Level	A	A	A
Present Peak Hour Volume	177	347	162
Peak Hour Capacity	1,786	1,980	1,425
Hour Volume/Hour Capacity	.10	.18	.11

Source: City of Lemoore; KCAG

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

19TH AVENUE - Cont'd.

From: D Street
To: Hanford-Armona Road
Survey Date: 9/03

SEGMENT: Segment Length:	D St. to Cinnamon Dr. .3 mi.	Cinnamon Dr. to Hanford-Armona Rd. .5 mi.
<u>ROAD CONDITIONS</u>		
Lanes/Lane Width	2/12'	2/12'
Paved Shoulder Width	0'	0'
Pavement Distress	None	None
Type		
Extent: % of Roadway		
Severity		
Striping/Reflector Condition		
Center	Good	Good
Sides	None	None
Other		
<u>TRAFFIC FACTORS*</u>		
Average Daily Travel		
Year 1992	2,570	1,573
Year 2035	7,678	4,255
% Trucks in ADT	< 10%	< 10%
Present Service Level	A	A
Present Peak Hour Volume	123	139
Peak Hour Capacity	1,670	1,670
Hour Volume/Hour Capacity	.07	.08

Source: City of Lemoore; KCAG

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

19TH AVENUE

SYSTEM CONTINUITY (Highway Sphere of Influence): 19th Avenue is emerging as a major arterial in Lemoore. It serves a rapidly developing residential area south of Bush Street. New development along 19th Avenue including a highway commercial area, a regional shopping center, a large industrial area, and the Lemoore Campus of the West Hills Junior College has increased the amount of traffic on this facility. With plans for an interchange at SR 198, 19th Avenue may become Lemoore's major access point for the southwestern part of the city.

DISCUSSION:

With respect to traffic service, 19th Ave. adequately serves its demands. Traffic worms were installed at the SR 198 and 19th Ave. intersection to reduce the number of accidents. Construction of an interchange at SR 198 is included in the STIP. Environmental and design work for the interchange has been completed. An alternative design requires a design exemption to meet the spacing between the SR 41 and SR 198 interchange. The preferred alternative includes the closure of the Vine St. intersection. Construction is scheduled to begin in 2011. Continue regular maintenance program.

CANDIDATE IMPROVEMENTS		
Description	Timing	Cost (\$1,000)
Overlay: From Bush Street to Cedar Lane	2018	\$100