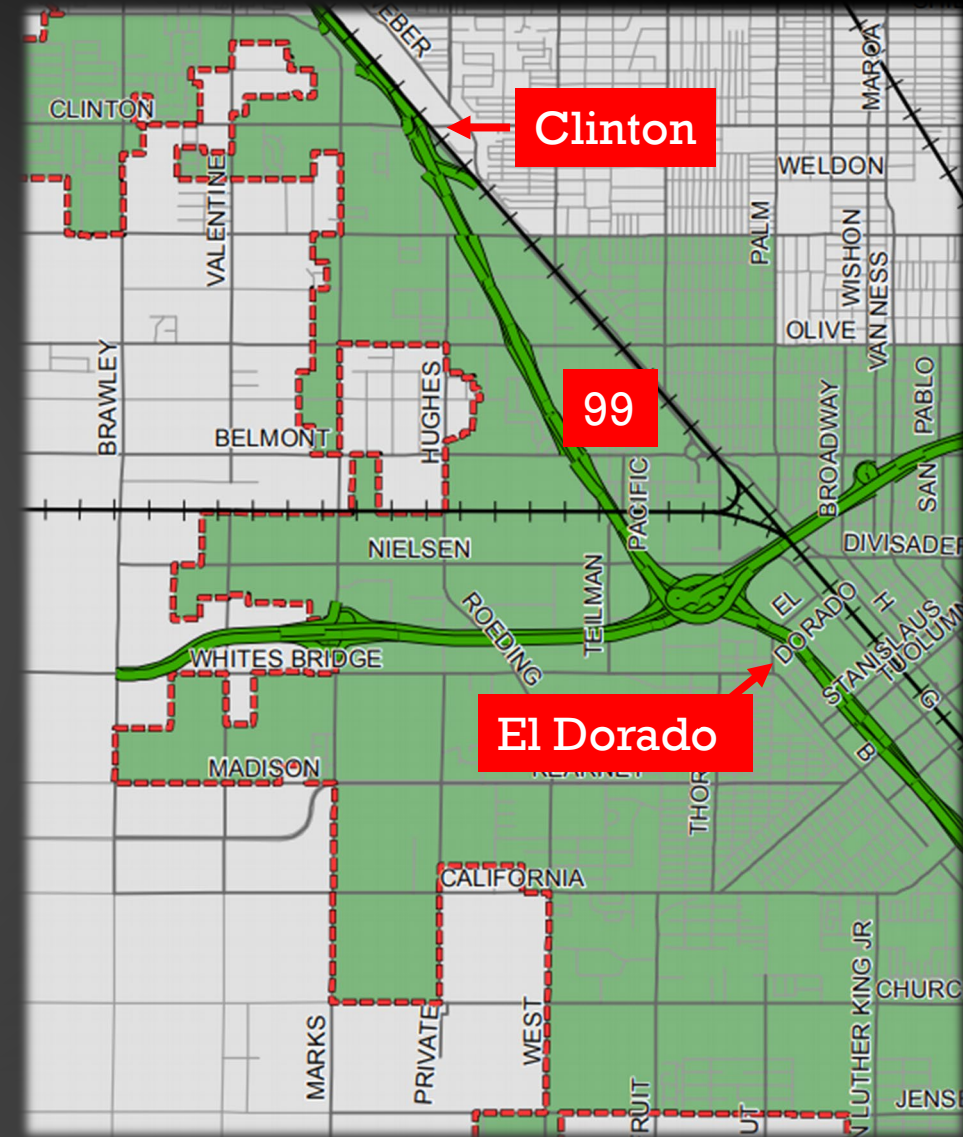


FRESNO 99 EL DORADO TO CLINTON PAVEMENT REHABILITATION PROJECT

1. PURPOSE OF THE PROJECT
2. PROJECT DESCRIPTION
3. PROJECT ALTERNATIVES
4. WHY CLOSE BELMONT & MCKINLEY RAMPS?
5. PROJECT IMPACTS
6. PROJECT BENEFITS
7. PROJECT SCHEDULE AND COSTS

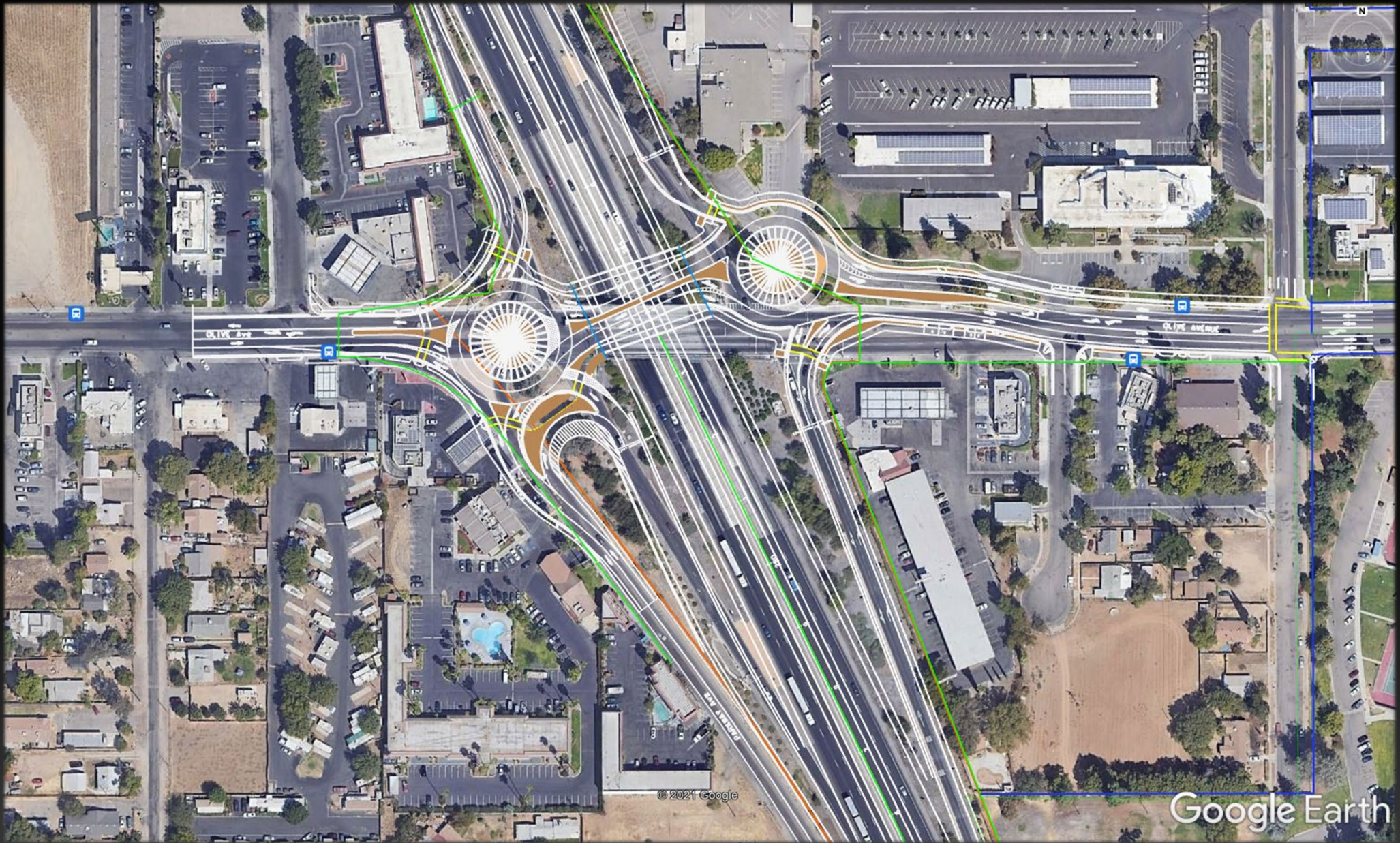


PURPOSE OF THE PROJECT

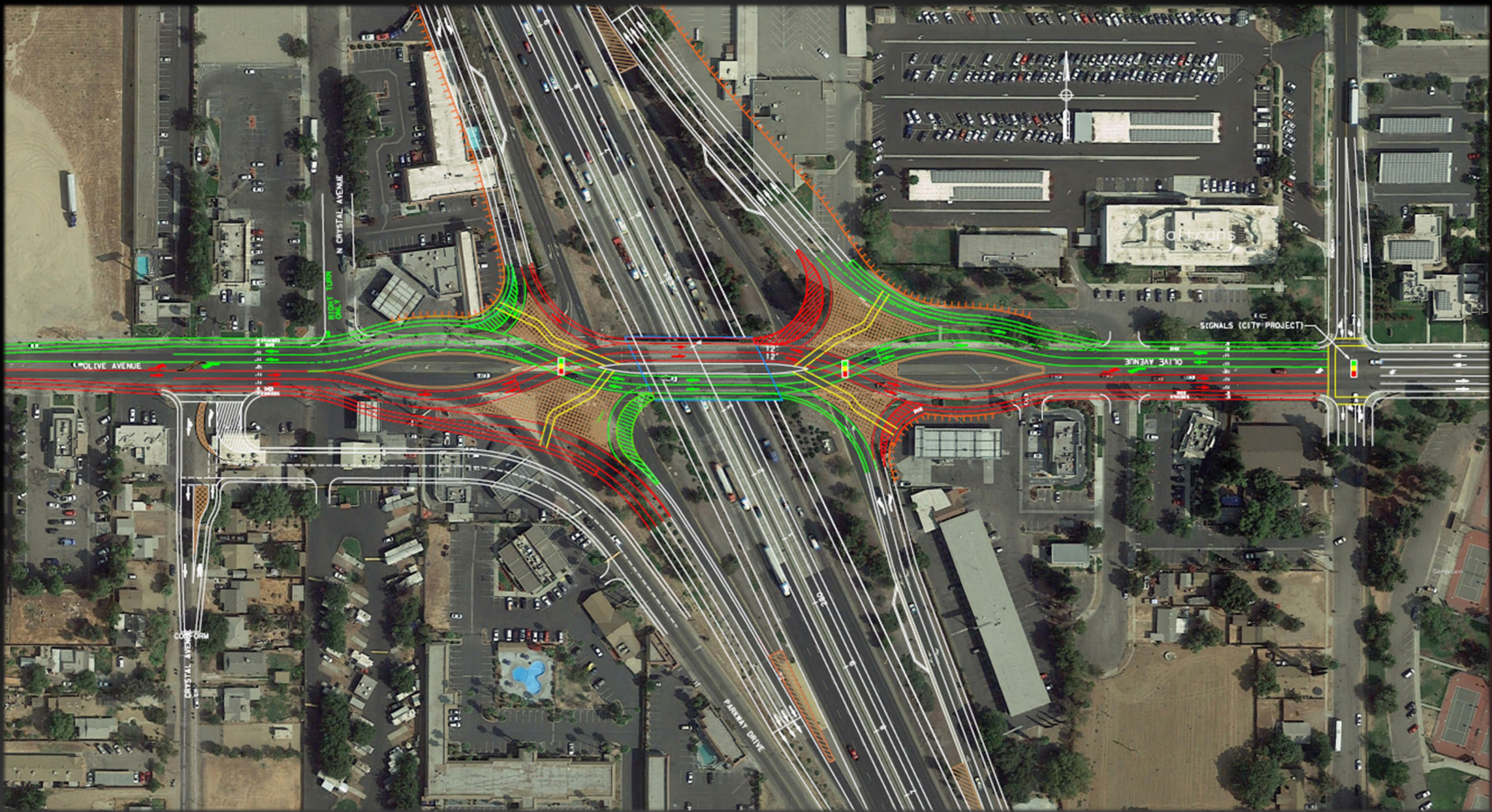
- Restore State Route (SR) 99 to state of good repair with long-lasting pavement
- Minimize Maintenance/Construction staff exposure to traffic
- Minimize future repair expenditures
- Bring roadway features up to Caltrans standards
- Consistency with future SR 99 corridor plans
- Construct project with minimal impact to traveling public

PROJECT DESCRIPTION

- Replace 3.2 Miles Of SR 99 Pavement with long-lasting reinforced concrete pavement
- Configure SR 99 for future 8 Lanes + Auxiliary Lane(s)
- Replace 4 Overcrossing Bridges (El Dorado, RR, Belmont, Olive)
- Widen 3 Undercrossing Bridges (Nielsen, McKinley, Motel Drive)
- Remove Overcrossing Bridge (Teilman/Pacific)
- Remove Belmont And McKinley Ramps
- Olive Avenue Interchange Enhancement – 2 Alternatives



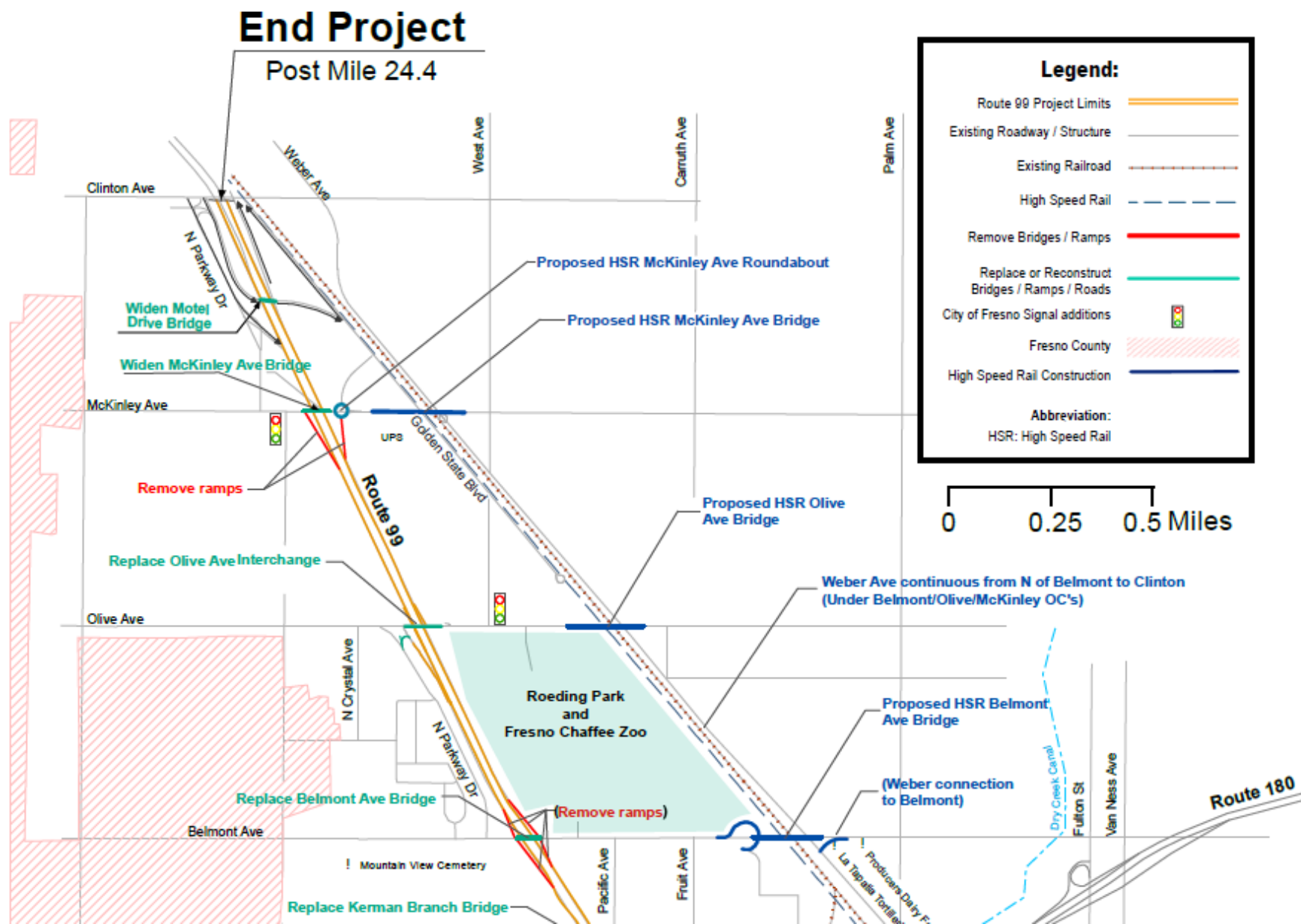
OLIVE ROUNDABOUT ALTERNATIVE



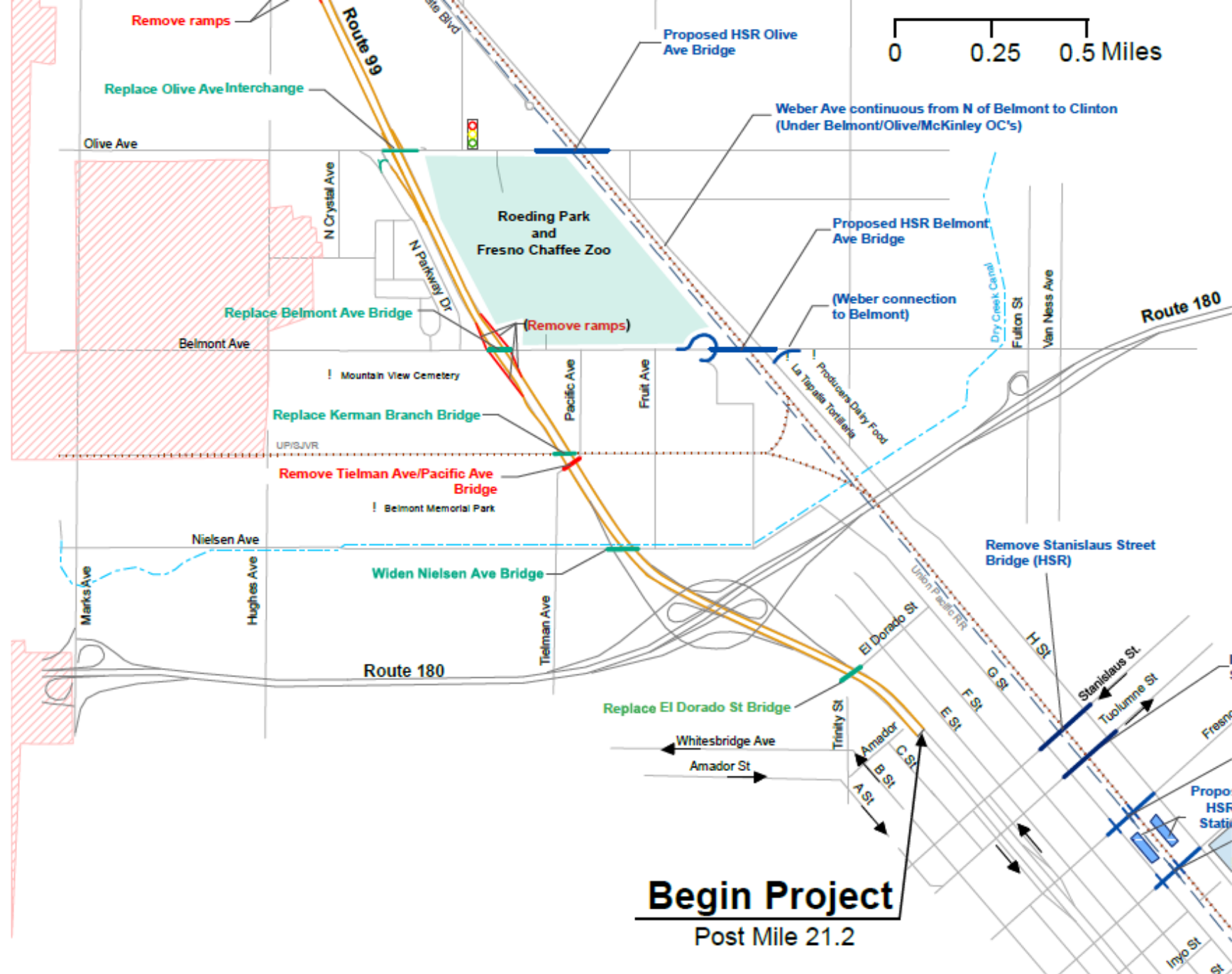
OLIVE DDI ALTERNATIVE

SR 99 El Dorado St. to Clinton Avenue Rehabilitation Project

THE PROJECT



THE PROJECT



WHY CLOSE BELMONT/MCKINLEY RAMPS?

Belmont ramps are too close to the SR 180 & Olive Interchanges, and the McKinley ramps are too close to the Olive & Clinton Interchanges (1 mile std.)

➤ Short distance causes:

- ❑ Less time and space to enter and exit SR 99
- ❑ Traffic to slow down and back up on SR 99 and SR 180
- ❑ More accidents which can create delays
- ❑ Heavy traffic congestion during commute hours

WHY CLOSE BELMONT/MCKINLEY RAMPS?

(Continued)

- No practical alternative to keep the ramps open:
 - ❑ “Braided” ramps still fail and excessive costs
- Closures create acceptable traffic flows:
 - ❑ Allows for auxiliary lanes to be added between SR 99/ SR 180 & Olive and between Olive & Clinton in both directions

PROJECT IMPACTS

- Ramp closures – Impacts to businesses
 - Scott Friesen – scott.friesen@dot.ca.gov, 559-960-2238
- Ramp closures – Increased travel times
 - Less SR 99 congestion; Weber (HSR); Parkway Dr. (truck route)
- Ramp closures – Increased local traffic
 - Local road improvements
- Bridge closures during construction – 8-10 months
 - Temporary pedestrian bridges

PROJECT BENEFITS

- Worker safety - Minimal post-project repairs on SR 99
- Standard SR 99 features – Interchange spacing, shoulder widths, truck clearances on bridges, traffic mgmt. devices, barriers, etc...
- New and improved pedestrian features
- More attractive SR 99 – Wall and bridge beautification, Landscape
- Safer interchanges for vehicles and pedestrians
- Less SR 99 congestion = less Green House Gas emissions

PROJECT SCHEDULE AND COSTS

- Environmental Document: mid-2022
- Complete Design: 2024
- Construction Begins: late-2024
- Olive bridge closed to traffic: 2025
- Permanent Belmont ramp closures: 2026 or 2027
- Complete Construction: 2029
- Total Project Costs: \$425 million to \$475 million

ENVIRONMENTAL PROCESS

Draft Environmental Document Process:

- Prepare the draft environmental document with results of the technical studies and proposed avoidance, minimization and/or mitigation measures (We are here)
- Circulate the draft environmental document for public and agency review and comment
- Conduct a public hearing and receive public feedback

Final Environmental Document Process:

- Provide a response to all comments received during the draft environmental document review process
- Identify the preferred alternative at Olive Avenue
- Finalize the final environmental document
- Present findings and complete the environmental process according to CEQA and NEPA
- Begin design of the preferred alternative

ENVIRONMENTAL PROCESS

Environmental Studies:

Caltrans is preparing an Environmental Impact Report to comply with the California Environmental Quality Act and an Environmental Assessment to comply with the National Environmental Policy Act.

The following studies were completed to determine the potential impacts from this project:

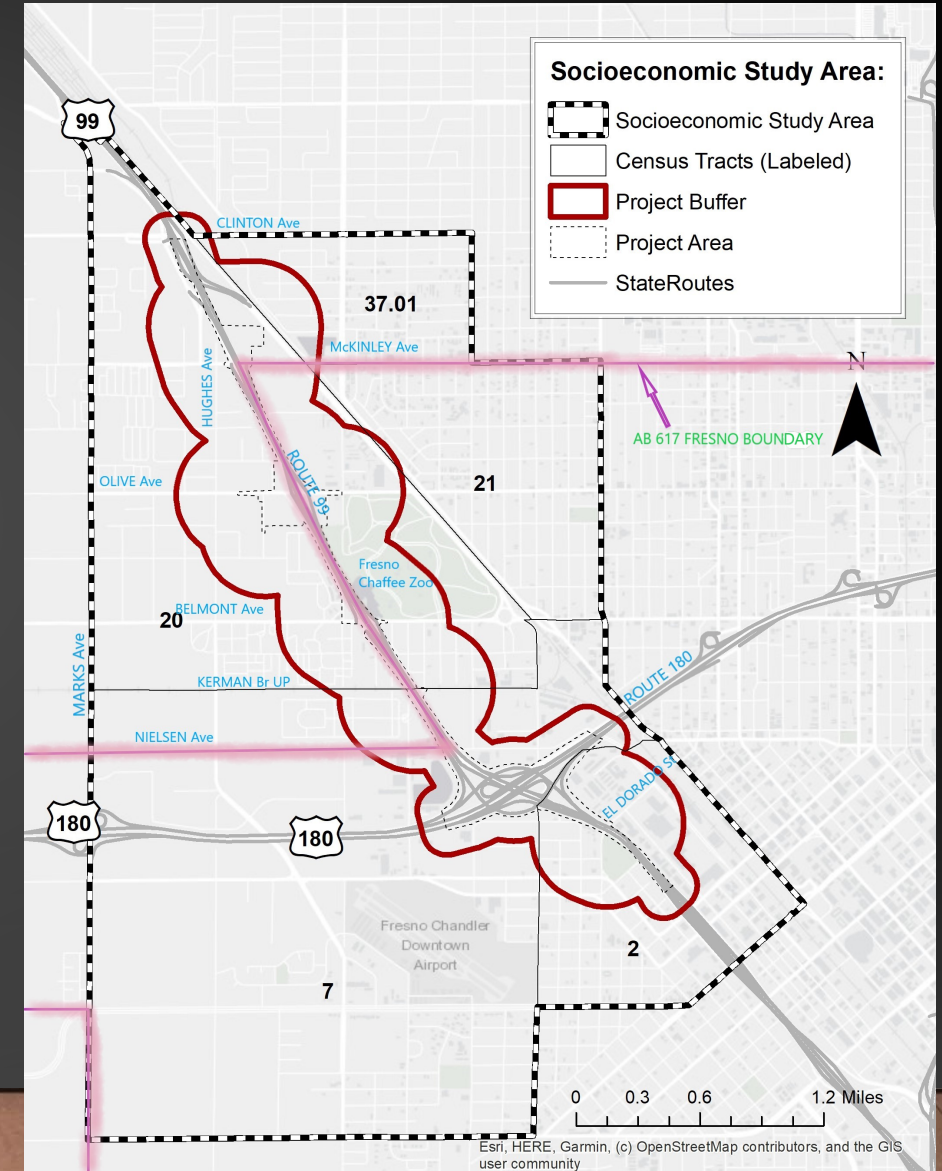
- Air Quality Report
- Climate Change Analysis
- Noise Study Report/Noise Abatement Decision Report
- Water Quality Report
- Biological Resources - Natural Environment Study
(Minimal Impact)
- Community Impact Assessment
- Cultural Resources - Historic Property Survey Reports
- Hazardous Waste Studies
- Visual Impact Assessment
- Paleontological Evaluation Report
- Location Hydraulic Study
- Traffic Operations Analysis Report
- Draft Relocation Impact Report

ENVIRONMENTAL PROCESS

Community Study Area:

The study area for socioeconomic analysis of population and housing is defined as Census Tracts 2, 7, 20, 21, and 37.01, all of which border the project.

A buffer range of 0.25 mile was used around the El Dorado Street Overcrossing, the Teilman Avenue Overcrossing, as well as the Belmont Avenue, Olive Avenue, and McKinley Avenue Interchanges.



ENVIRONMENTAL PROCESS

Public Scoping Meeting

Date: Thursday, September 18, 2019

Location: Verdi Club

Purpose: Informational displays were presented to the public. A comment box was available for written comments, and a court reporter was present to document oral comments. The comment deadline for this public scoping meeting was October 10, 2019. The public notice was advertised in The Fresno Bee newspaper on September 26, 2019, and the Spanish newspaper Vida En El Valle on October 2, 2019. The public notice was also posted on the Caltrans District 6 Facebook and Twitter page on October 8 and October 10, 2019.

ENVIRONMENTAL PROCESS

Additional Community Public Outreach

Community Survey:

An online community survey that was provided to Jane Addams Elementary School, Columbia Elementary School, and Pershing Continuation High School on February 23, 2021.

Purpose of Survey:

The purpose of this survey was to gain a better understanding of the existing community profile within the project area. An online community survey that contained a link and QR code was provided on a Caltrans flyer. This flyer was distributed to a media representative for each school.

Each media representative was contacted individually by the project generalist, by phone and/or via email. Peach Jar, an online electronic flyer database, was utilized as a form of media to promote this flyer to the public. The deadline to receive comments was March 10, 2021. No comments were received on this community survey.