

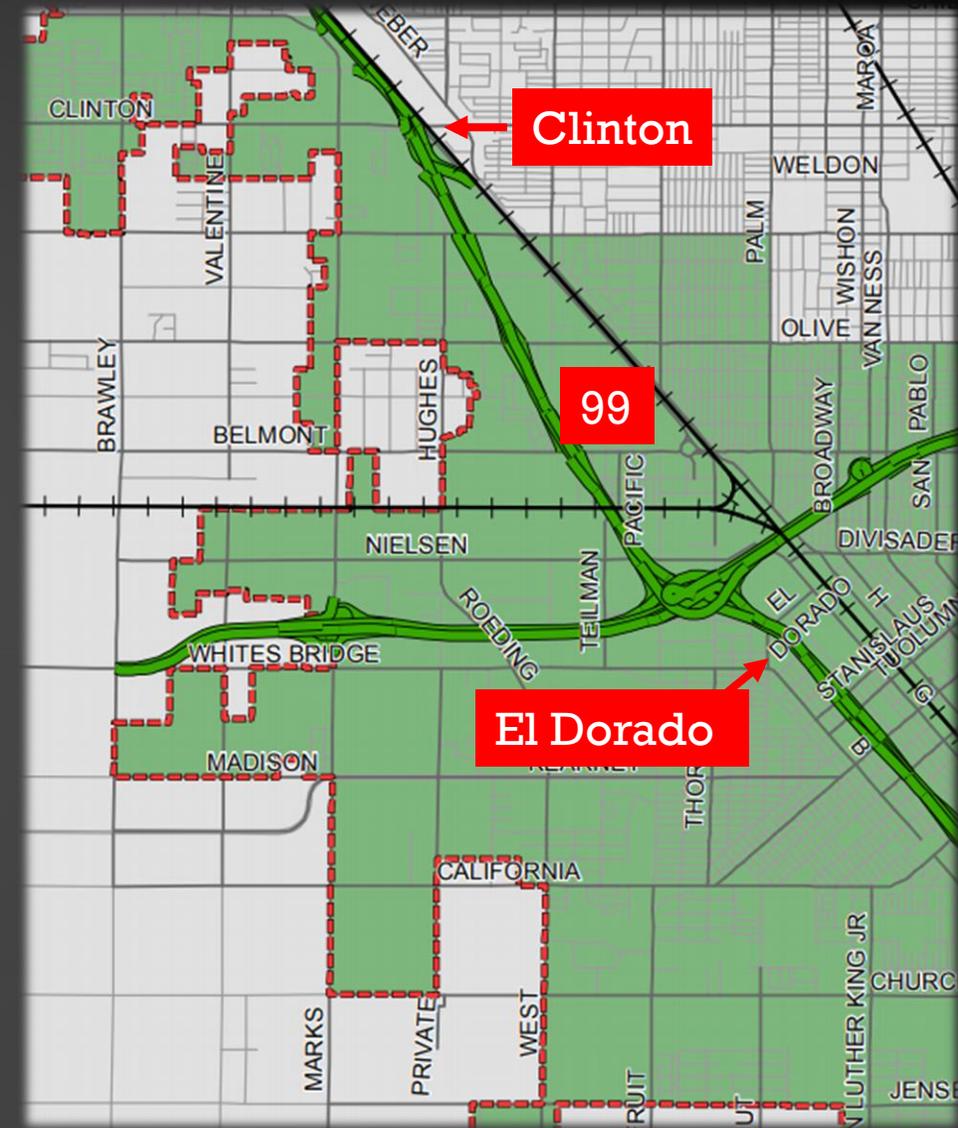


**FRESNO CITY COUNCIL
APRIL 20, 2023
STATE ROUTE 99
(EL DORADO TO CLINTON AVE)**

FRESNO 99

EL DORADO TO CLINTON PAVEMENT REHABILITATION PROJECT

1. PURPOSE OF THE PROJECT
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3. OLIVE INTERCHANGE ENHANCEMENT
4. WHY CLOSE BELMONT & MCKINLEY RAMPS?
5. TRUCK ROUTES
6. PROJECT SEQUENCING
7. ROEDING PARK SOUND WALL
8. PROJECT BENEFITS



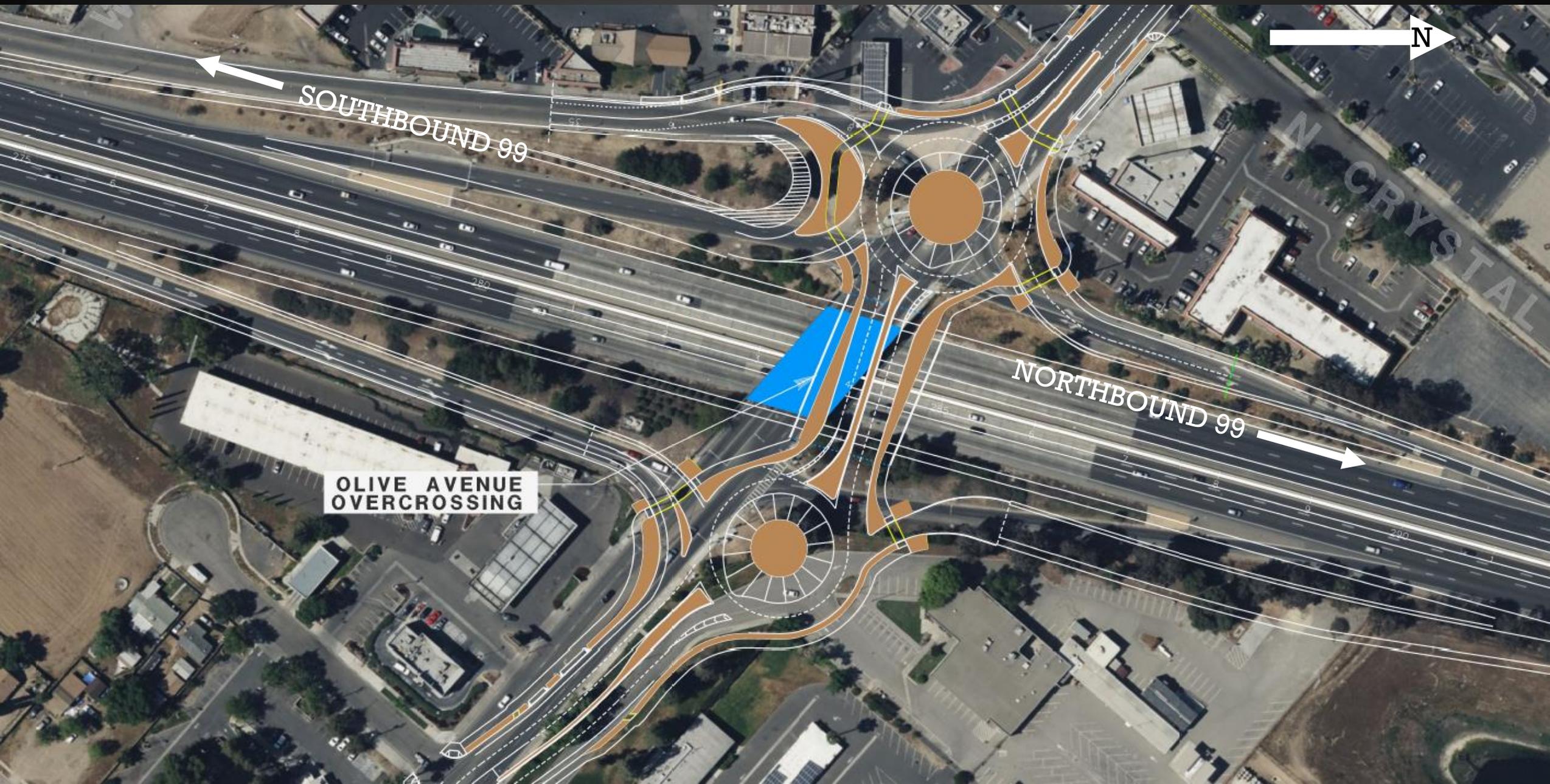
PURPOSE OF THE PROJECT

- 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 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)
- Remove Overcrossing Bridge (Teilman/Pacific)
- Remove Belmont And McKinley Ramps
- Olive Avenue Interchange Enhancement
- Total Cost ~\$400 million
- Construction ~4 ½ years (late-2024 to early-2029)

OLIVE ROUNDABOUT ENHANCEMENT



SOUTHBOUND 99



NORTHBOUND 99

OLIVE AVENUE
OVERCROSSING

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

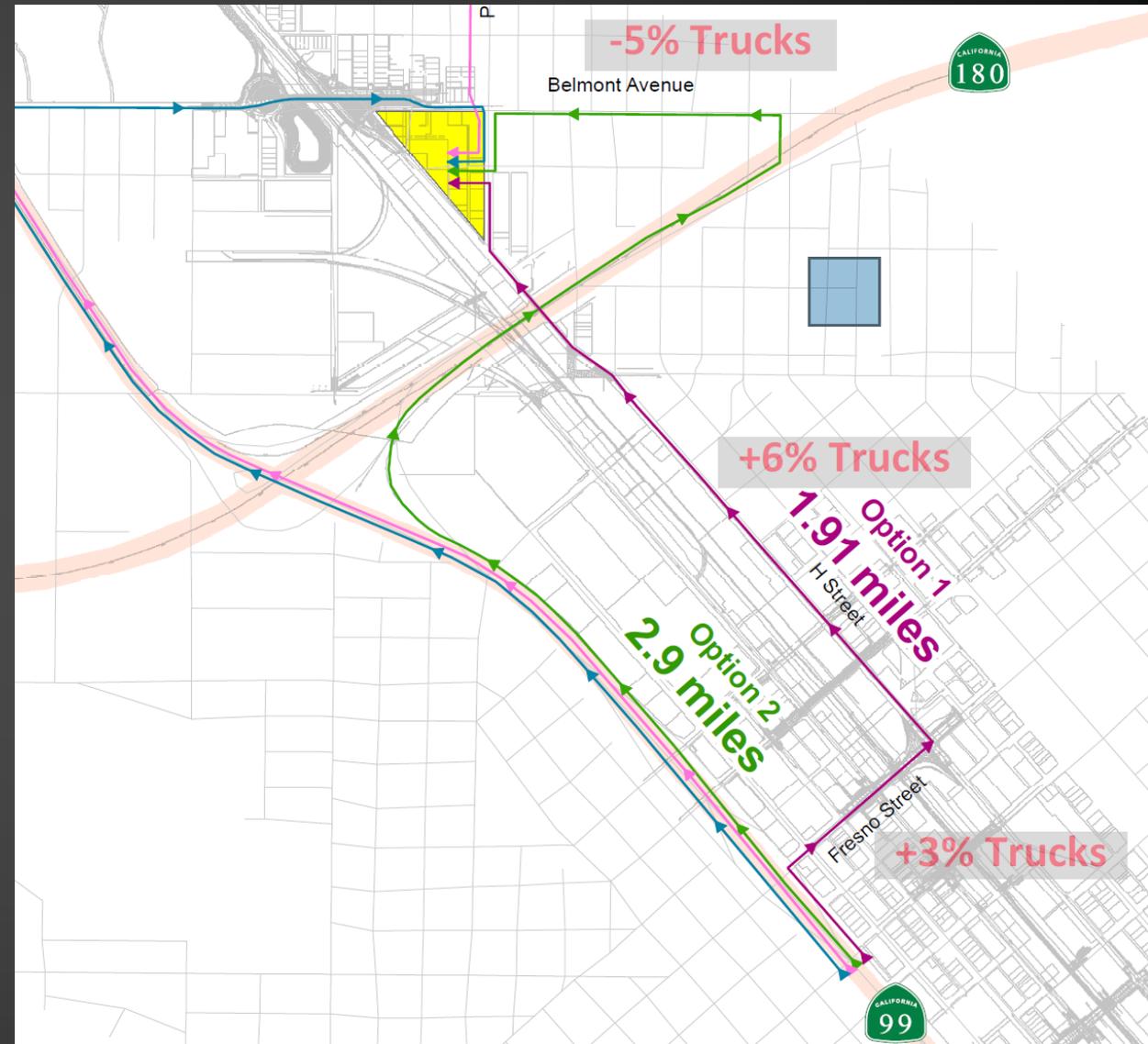
WHY CLOSE BELMONT/MCKINLEY RAMPS?

(Continued)

- No practical alternative to keep the ramps open:
 - ❑ “Braided” ramps ineffective 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

TRUCK ROUTE IMPACTS – 99 SOUTH

- Caltrans Traffic Study 2023
- Focused on Belmont area
- H St. via Fresno St. #1 Option
- High Speed Rail heavy impacts with 3 new overcrossings and Divisadero closure
- Minor truck increases due to Belmont closures on H St.
- 0.85 miles of H St. would need to be converted to truck route

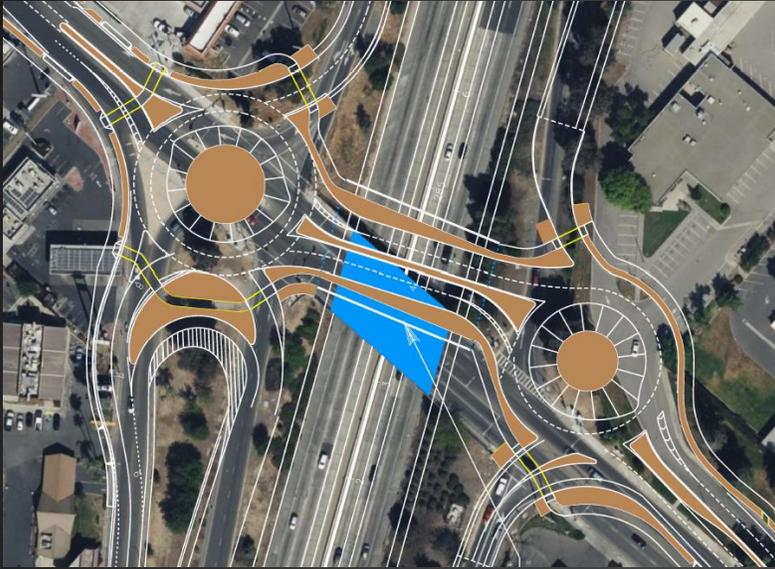


TRUCK ROUTE IMPACTS – 99 NORTH

- Caltrans Traffic Study 2023
- Focused on Belmont area
- Weber via Clinton #1 Option
- High Speed Rail heavy impacts with 3 new overcrossings and clear path from Belmont to Clinton
- Weber already a truck route
- May be most attractive path to and from 99 even before Belmont closure



STAGE 1 – OLIVE & EL DORADO BRIDGES



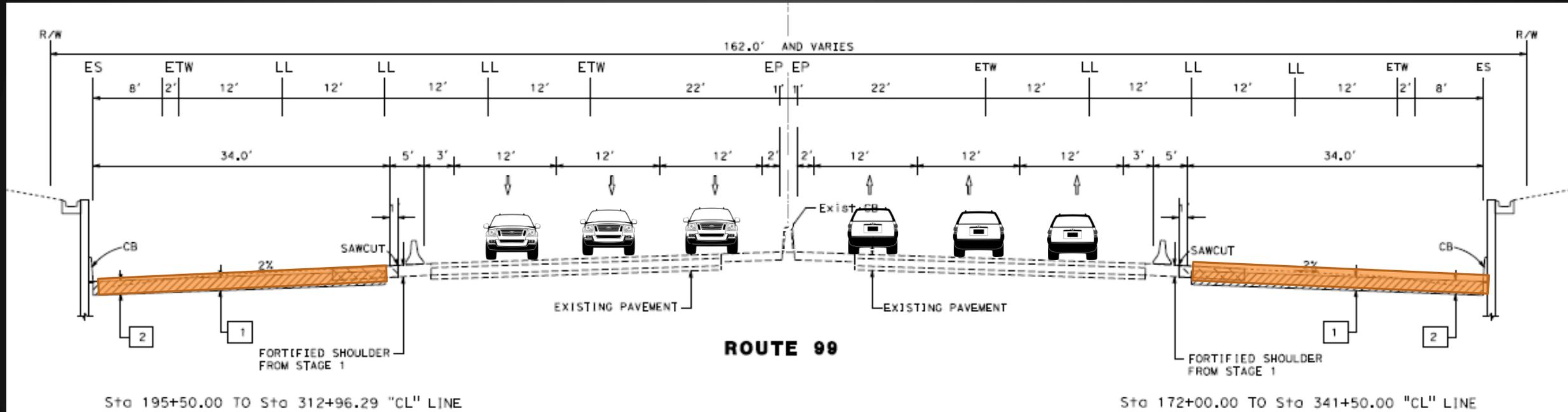
- Fall 2024 throughout 2025
- Olive Roundabouts, Local Streets (Parkway Drive, Hughes)
- Signalization @ Belmont/Parkway and Olive/Hughes intersections
- Olive and El Dorado Temporary POC's – closed for traffic ~8 months
- Widen Nielsen Bridge, Retaining walls

STAGE 2 – BELMONT AND RAILROAD BRIDGES



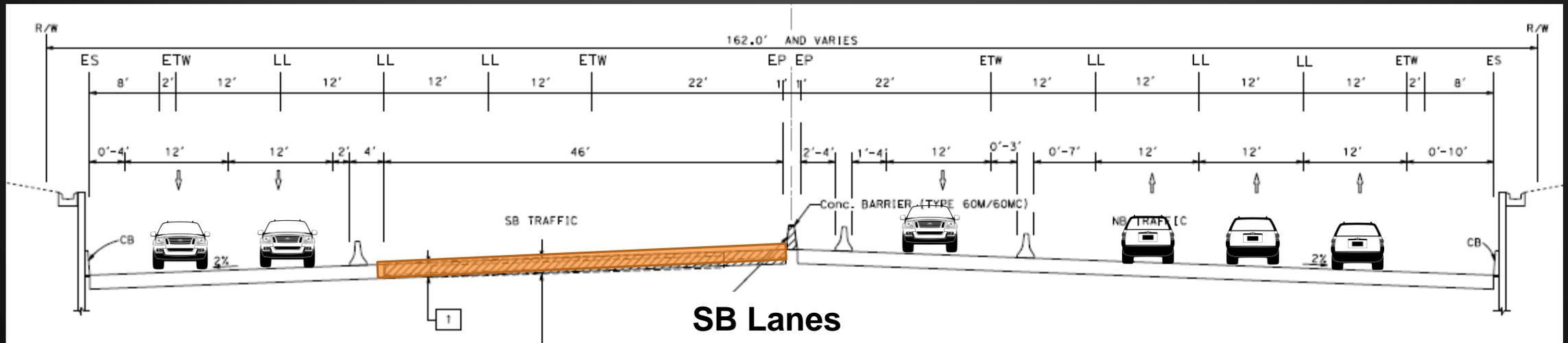
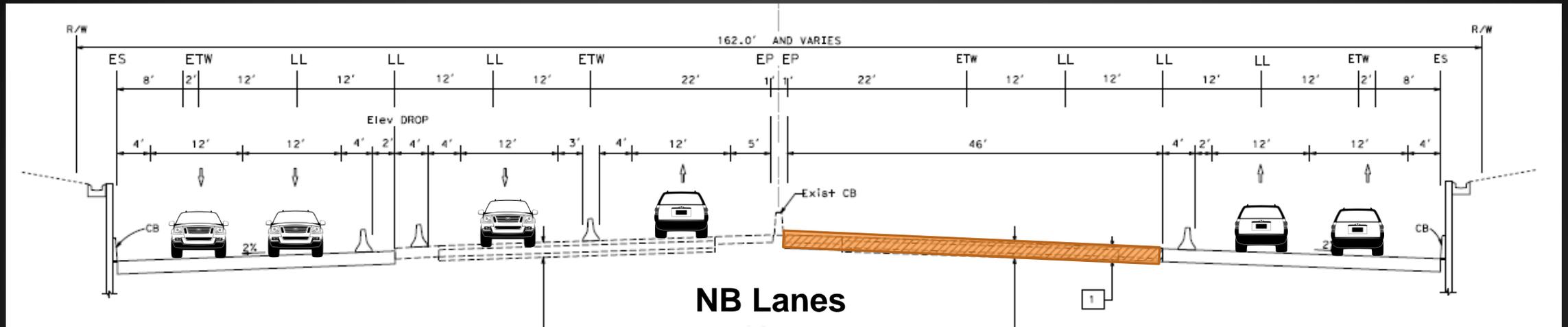
- Most of 2026
- Close Belmont and McKinley ramps permanently ~February 2026
- Belmont Temporary POC - Belmont closed for traffic ~8 months
- Widen McKinley Bridge
- Remove Teilman/Pacific bridge – cul-de-sacs on both sides

STAGE 3 – 99 OUTSIDE LANES



- Early-2027 to Late-2027
- Maintain 3 lanes of traffic in each direction
- Outside pavement will allow for future 8 lanes + auxiliary lanes

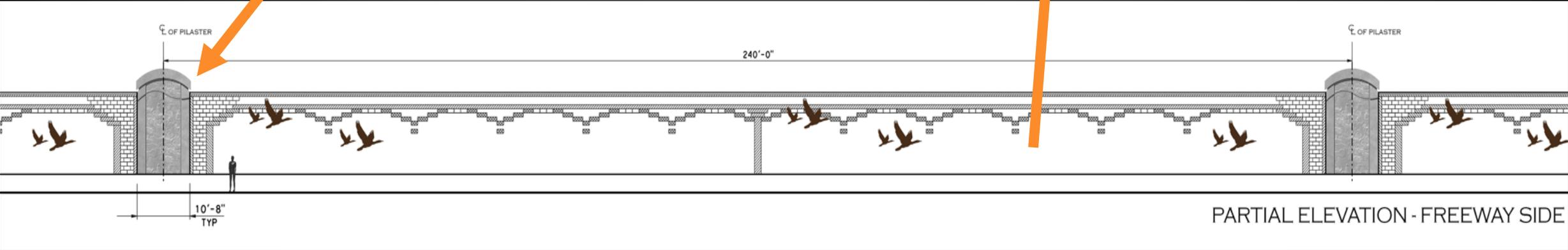
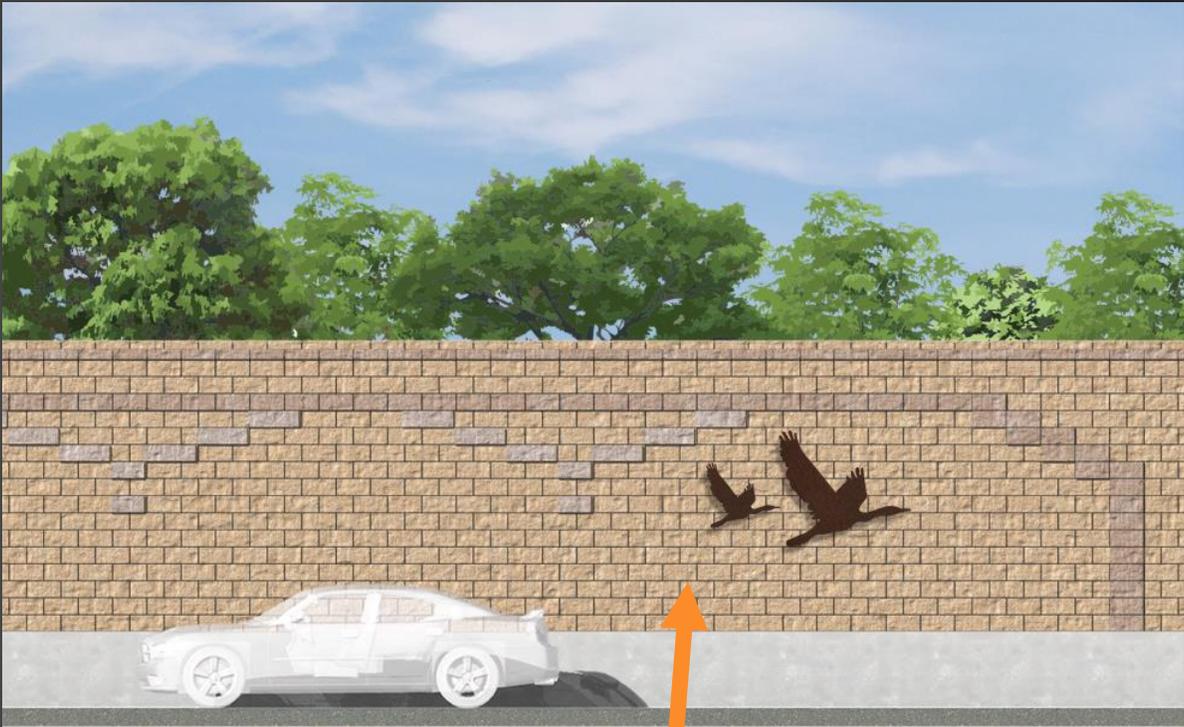
STAGE 4 – 99 INSIDE LANES



➤ Late-2027 throughout 2028

ROEDING PARK SOUND WALL

➤ Decorative wall
w/pilasters



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