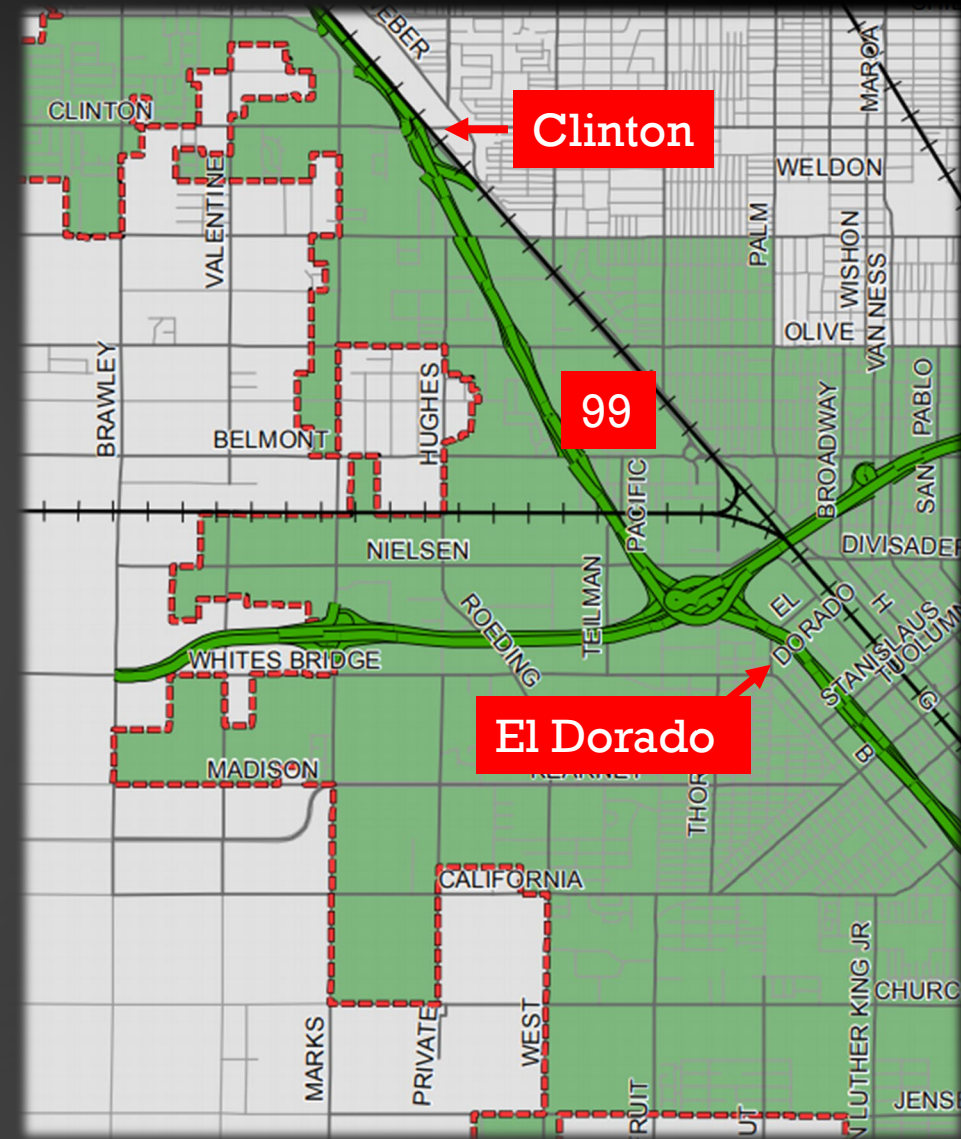


FRESNO 99 EL DORADO TO CLINTON PAVEMENT REHABILITATION CALTRANS PROJECT

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

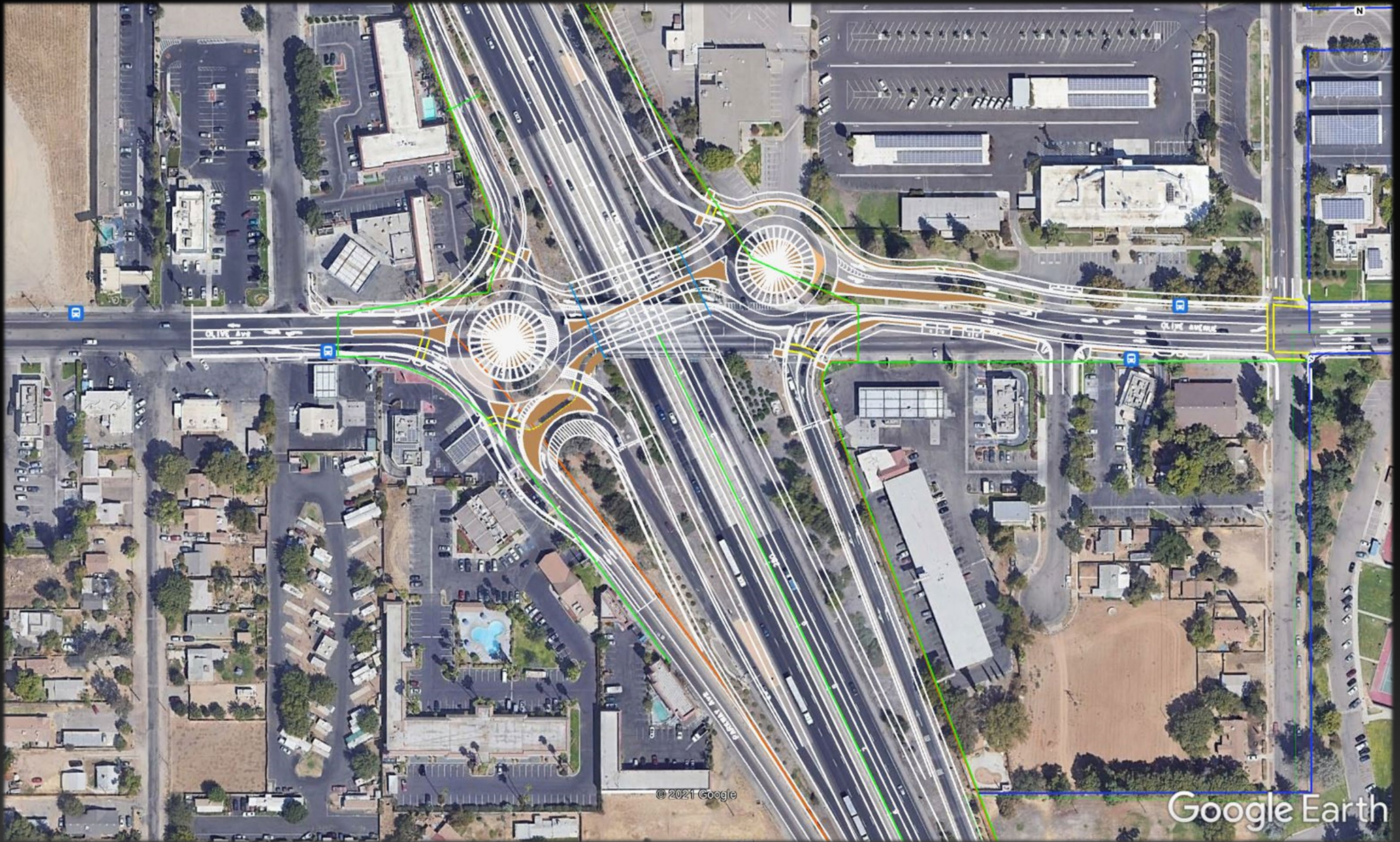


PURPOSE OF THE PROJECT

- Restore State Route (SR) 99 to state of good repair with long-lasting pavement to minimize Maintenance/Construction staff exposure to traffic
- Bring roadway features up to Caltrans standards
- Consistency with future SR 99 corridor plans

PROJECT DESCRIPTION

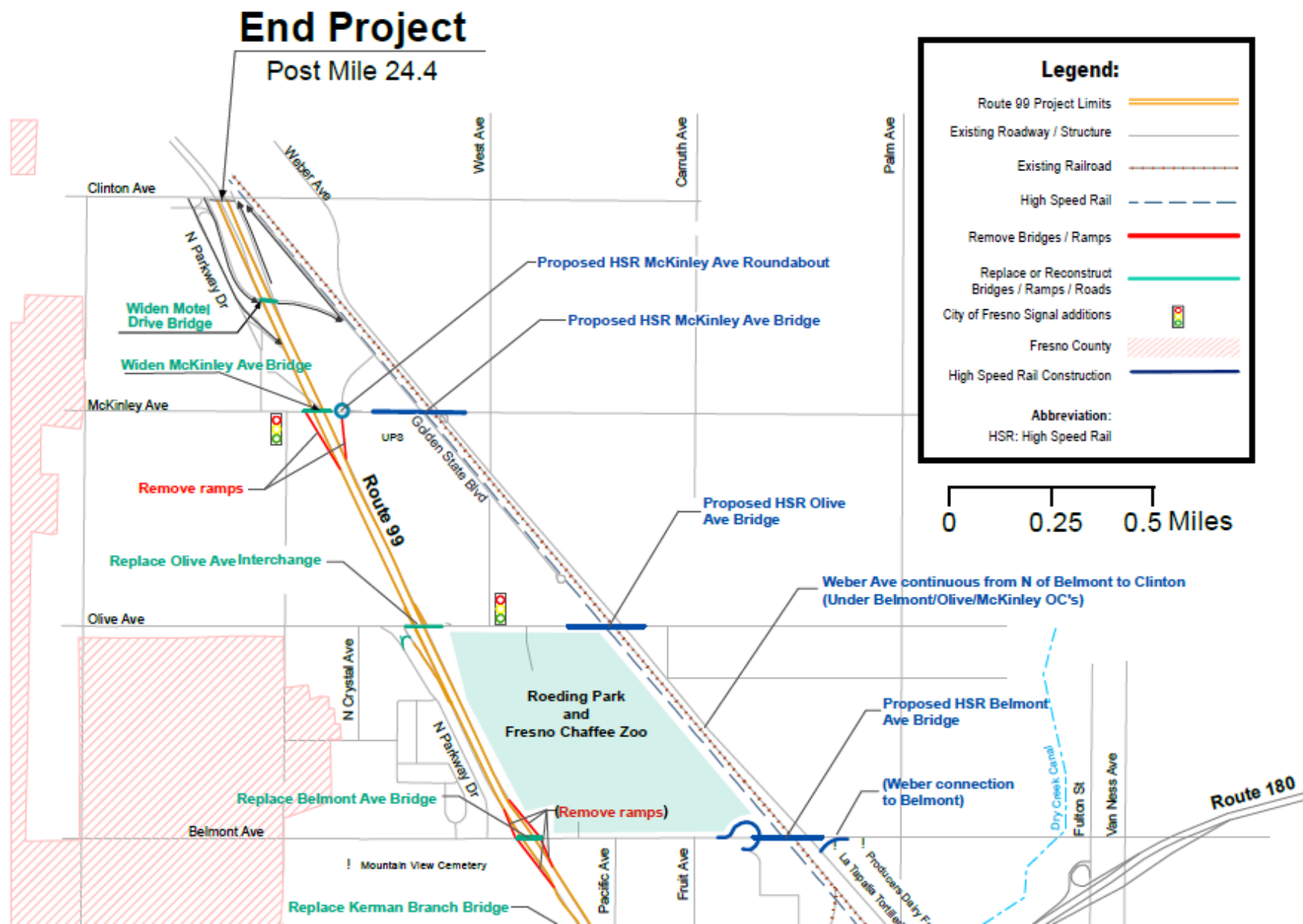
- Replace 3.2 Miles Of SR 99 Pavement with long-lasting reinforced concrete pavement
- Configure SR 99 for future 8 Lanes + Auxiliary Lane(s)
- Replace 4 Overcrossing Bridges (El Dorado, RR, Belmont, Olive)
- Widen 3 Undercrossing Bridges (Nielsen, McKinley)
- Remove Overcrossing Bridge (Teilman/Pacific)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



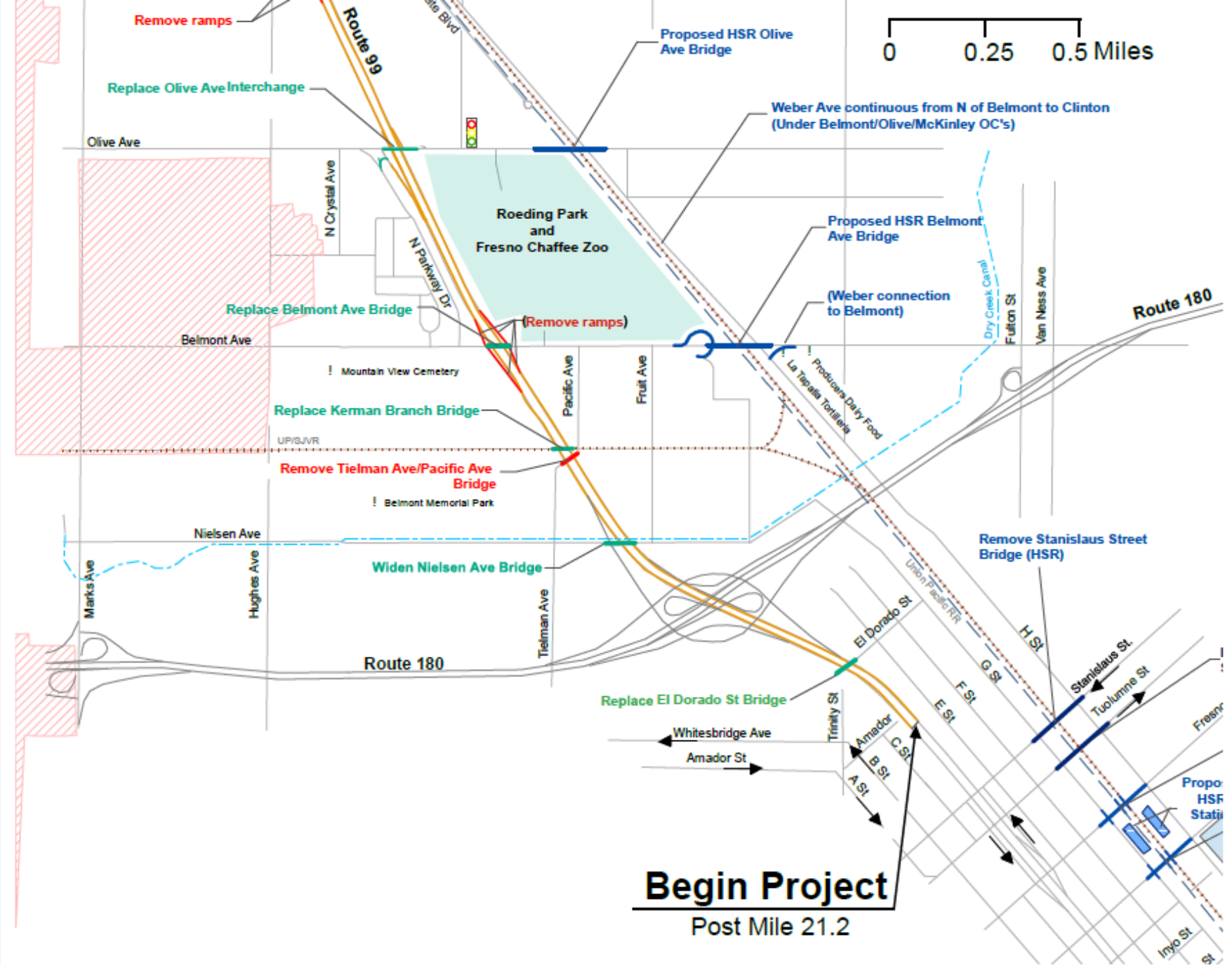
OLIVE ROUNDABOUTS

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

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

➤ Allows for auxiliary lanes to be added between SR 99/ SR 180 & Olive and between Olive & Clinton in both directions

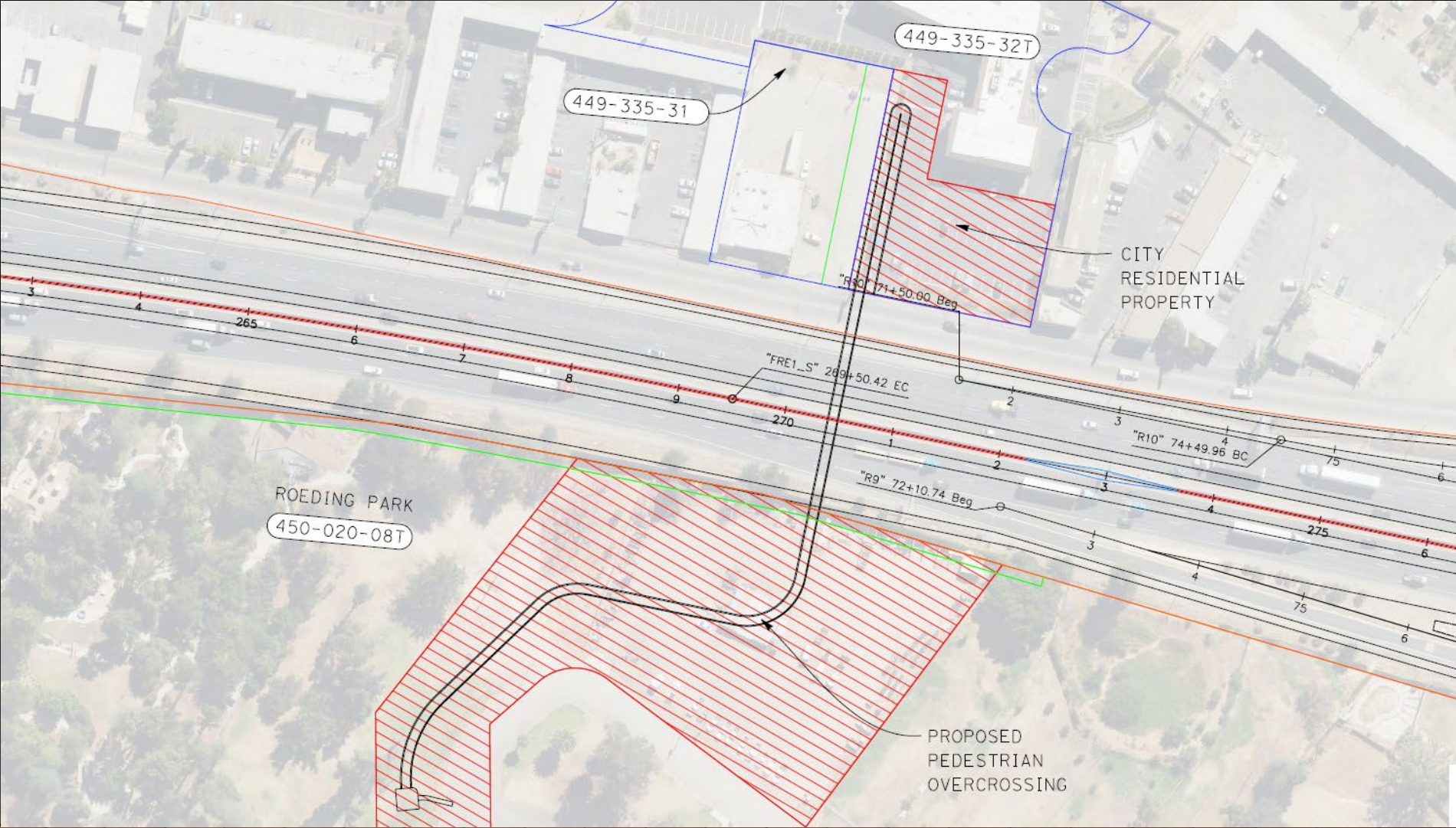
TRAFFIC IMPACTS

- Temporary Ramp closures
 - Olive
 - 180
 - Clinton
- Permanent Ramp closures
 - Less SR 99 congestion
 - Weber (east); Hughes & Marks (west)
- Bridge closures during construction – 7-9 months
 - No consecutive closures

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
- Safer interchanges for vehicles and pedestrians
- Less SR 99 congestion = less Green House Gas emissions

PROJECT FEATURES



ROEDING/PARKWAY PED CROSSING

PROJECT FEATURES



ROEDING/PARKWAY PED CROSSING

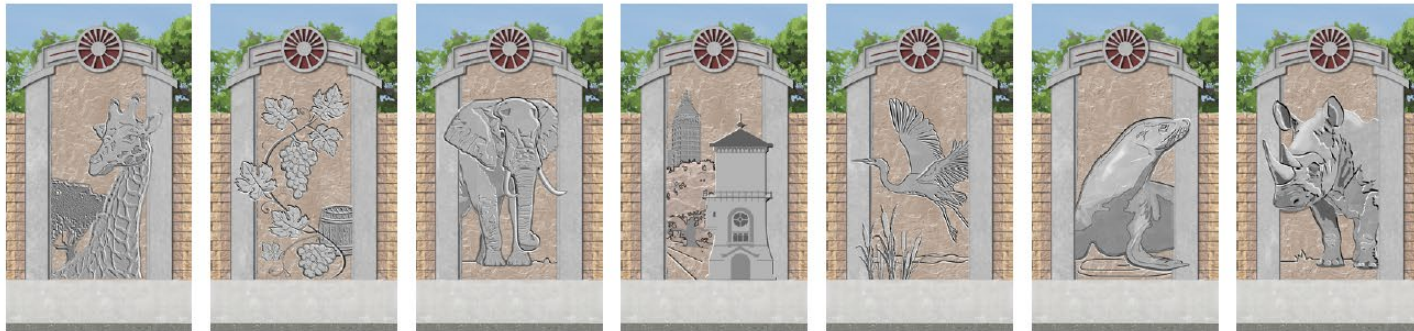
PROJECT FEATURES



ROEDING/PARKWAY PED CROSSING

PROJECT FEATURES

PILASTER GRAPHIC SELECTION - REVISED



PILASTER A
"GIRAFFE"

PILASTER B
"GRAPES"

PILASTER C
"ELEPHANT"

PILASTER D
"CITYSCAPE"

PILASTER E
"EGRET"

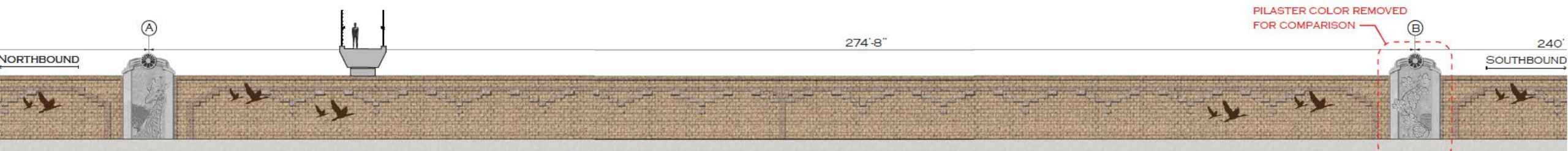
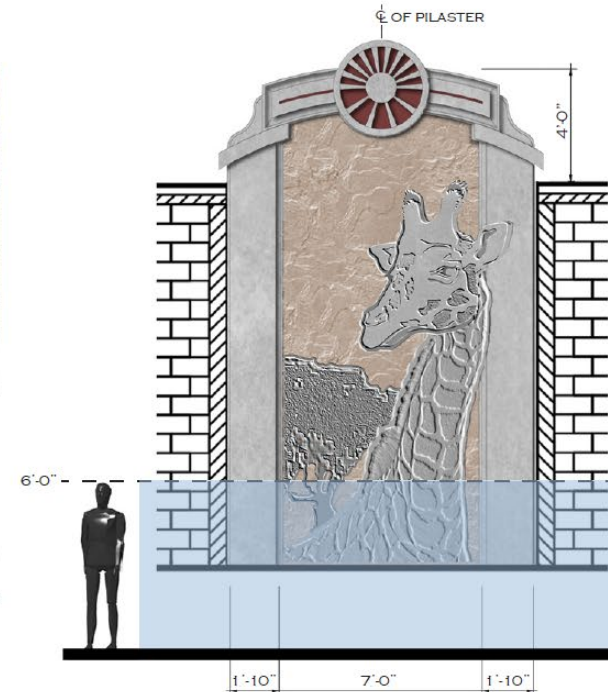
PILASTER F
"SEA LION"

PILASTER G
"RHINO"



DEVELOPED ELEVATION - NON-FREEWAY SIDE

PILASTER GRAPHIC ARRANGEMENT



ROEDING PARK SOUND WALL

PROJECT FEATURES



Sound Wall

New Pavilion

Chain fence on barrier

Concrete Barrier

99 Retaining Wall

PARKWAY DRIVE SOUND WALL

SCHEDULE

- February '23: Environmental Document complete
- October '24: Start Construction – El Dorado Bridge (7 mths); Ped Bridge
- July '25: Olive Interchange – Close ramps 9 months
Parkway Drive, Olive/Hughes signalization; Parkway sound wall
- April '26: Close Belmont and McKinley ramps permanently; Close Teilman
Belmont/Parkway Drive signalization; Roeding sound wall
- 2028-29: 99 Concrete Pavement work
- End of '29: Construction complete