

Title	County of Fresno	06/17/2024
	by Diana Nuttman in 2025 ATP Medium Infrastructure Application	id. 46794881
	dnuttman@fresnocountyca.gov	

Original Submission	06/17/2024
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Score	<i>n/a</i>
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Part A: General Application Questions

Part A1: Applicant Information

Implementing Agency Name	County of Fresno
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Implementing Agency's LOCODE	5942, Fresno County
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Implementing Agency's Address	2220 Tulare Street. 6th Floor Fresno, CA CA 93721 US 36.73567 -119.78728
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Implementing Agency's Primary Contact Person	Mohammad Alimi
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Primary Contact Person's Title	Design Engineer
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Primary Contact Person's Phone Number	+15596004505
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Primary Contact Person's Email Address	malimi@fresnocountyca.gov
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Implementing Agency's Secondary Contact Person	Erin Haagenson
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Secondary Contact Person's Title	Program Manager
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Secondary Contact +15596009908
Person's Phone
Number

Secondary Contact ehaagenson@fresnocountyca.gov
Person's Email
Address

Does the Yes
implementing agency
currently have a
Master Agreement
with Caltrans?

Implementing 06-5942R
Agency's Federal
Caltrans Master
Agreement Number

Implementing 00324S
Agency's State
Caltrans Master
Agreement Number

Does this project No
have a Project
Partnering Agency?

Part A2: General Project Information

Project Name: Caruthers Sidewalk Project

Summary of Project Scope:

Existing Condition:

Caruthers is a rural, unincorporated community located 10 miles south of the City of Fresno. There is one elementary school and one high school in Caruthers. Most of the community lacks sidewalks and proper drainage making it difficult for pedestrians to navigate a safe path of travel during inclement weather. Caruthers only has one post office and no home delivery service, so residents must travel to the post office to pick up their mail. With no sidewalks, this makes the journey difficult for seniors and those with disabilities, especially in rainy weather when the dirt shoulders become muddy and/or flooded.

Project Scope:

The project would construct sidewalks with curb & gutter and replace non-ADA-compliant curb ramps and driveway approaches. A storm drain system would be installed as part of the project to address drainage from the new gutters that will be installed. Roadway reconstruction or widening will be necessary to be able to correct the drainage pattern to the new storm drainage system. Miscellaneous appurtenant work, including but not limited to, installation of appropriate road safety signage and striping, removal of necessary trees, relocation of existing utilities, and survey monument replacement will also be included with the proposed improvements.

Expected Benefits:

The project would provide basic amenities, such as pedestrian facilities that are ADA compliant, to improve community health and encourage active transportation to different destination points. The community will enjoy improved access and safety in their travels to frequented locations without the barriers that currently exist. Filling these sidewalk gaps will encourage residents to use alternative modes of transportation. With safe walking and cycling infrastructure, residents have a viable option besides driving a car for short trips such as errands, visiting neighbors, or getting to work if their job is nearby.

Summary of Outcomes/Outputs: Construct 15,350 linear feet concrete sidewalk, 69 curb ramps and returns, 22,860 square feet concrete driveway approaches, 15,340 linear feet concrete curb and gutter, 9 crossing-surface improvements, and 1 mid-block crosswalk.

Federal Transportation Improvement Program (FTIP) Project Description: Caruthers Sidewalk Project – Pedestrian improvements throughout the community of Caruthers

Project Location: Various locations in Caruthers, CA (see location map).

Attach a project location map

[ATTACHMENT_C_-_CARUTHERS_LOCATION_MAP.pdf](#)

List all cities that the project will affect. All cities must be located within the State of California.

[Cities.xlsx](#)

Infrastructure Project 36.54002
Coordinates -
Latitude

Infrastructure Project -119.839829
Coordinates --
Longitude

Is this project located No
within 500 feet of a
freeway or roadway
with a traffic volume
over 125,000 annual
average daily traffic
(AADT)?

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2010 Census Tracts.xlsx](#)

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2020 Census Tracts.xlsx](#)

Caltrans District: 6

Congressional 13
Districts (Select all
that apply):

State Senate 14
Districts (Select all
that apply):

State Assembly 27
Districts (Select all
that apply):

County Fresno

Metropolitan Planning COFCG
Organization (MPO)

Regional None
Transportation
Planning Agency
(RTPA)

Urbanized Zone Area Project is located outside of one of the large MPOs in UZA with pop >5,000
(UZA) Population: & <=50,000

Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?

Part A3: Project Type

Select the plans your agency currently has (select all that apply):

Bicycle Plan
Active Transportation Plan
Other

List other plans that include bicycle and/or pedestrian improvements:

Regional Transportation Plan

Is the proposed project in a current plan?

Yes

Select project sub-types (select all that apply):

Pedestrian Transportation
Safe Routes to School
Safe Routes for Seniors

Pedestrian Transportation - % of Project

100.0

Please complete the table below for all schools that the project benefits:

[SRTS List.xlsx](#)

Attach school documentation here. See below for requirements.

[ENROLLMENT_AREA-CARUTHERS.pdf](#)

Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:

Pedestrian Improvements
Crossing & Intersection Improvements

Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.

Pedestrian Improvements

What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?

100.0

Please complete the table below:

[Pedestrian Improvements.xlsx](#)

Crossing and Intersection Improvements

Please complete the table below:

[Crossing Improvements.xlsx](#)

Right-of-Way (R/W) Impacts

Is 100% of the project within the Implementing Agency’s R/W and/or is within their control at the time of application?

No

Select all that apply:

Project will likely require R/W in fee ownership, permanent easements, and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency’s governmental control.

Project will require private property R/W acquisitions or utility relocations:
 Note: The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

Total number of private R/W parcels expected to be impacted: 26.0

Total number of utility companies expected to be impacted: 5.0

Total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations: 18.0

Has the project schedule been developed to account for this time? Yes

Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.

Project Approval & Environmental Document (PA&ED) Project Delivery Phase:

Will ATP funds be used in the PA&ED phase of the project? Yes

Proposed CTC PA&ED allocation date: 7/1/2025

Notice to Proceed with Federally Reimbursable ATP Work: 7/1/2025

Expected or past start date for PA&ED activities: 7/1/2025

Number of months to complete CEQA and NEPA studies and approval: 20.0

Expected or past completion date for the PA&ED phase: 3/1/2027

Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

Plans, Specifications, and Estimates(PS&E) Project Delivery Phase:

Will ATP funds be used in the PS&E phase of the project? Yes

Proposed CTC PS&E allocation date: 3/1/2027

Notice to Proceed with Federally Reimbursable ATP Work: 3/1/2027

Expected or Past Start Date for PS&E Activities: 3/1/2027

Number of months to complete PS&E: 18.0

Expected or past completion date for the PS&E phase: 9/1/2028

Right-of-Way (R/W) Project Delivery Phase:

Will ATP funds be used in the R/W phase of the project? Yes

Proposed CTC R/W allocation date: 8/1/2027

Notice to Proceed with Federally Reimbursable ATP Work: 8/1/2027

Expected or past start date for R/W activities: 8/1/2027

Number of months to complete the R/W engineering, acquisition, and utilities: 18.0

Expected or past completion date for the R/W phase: 2/1/2029

Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:

Construction (CON) Project Delivery Phase:

Will ATP funds be used in the CON phase of the project? Yes

Proposed CTC CON Allocation Date: 6/30/2029

Notice to Proceed with Federally Reimbursable ATP Work: 6/30/2029

Expected start date for construction activities: 6/30/2029

Number of months needed to complete construction activities: 12.0

Expected completion date for the CON phase: 6/30/2030

Part A6: Project Funding

Total Project Cost 9995.0

Total ATP Request 9995.0

Please complete the table below in thousands:

[Funding Table.xlsx](#)

ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

Do you believe your project warrants receiving state-only funding? No

ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

[Exhibit_25i_PPR.pdf](#)

Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program? No

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? No

Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?

No

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

[RTP_DOCUMENTATION.pdf](#)

Is the implementing agency Caltrans?

No

Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community?

Yes

A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

[Caruthers_Destinations.pdf](#)

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:

Healthy Places Index (HPI) 3.0

Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website.

Healthy Places Index 3.0

[HPI.xlsx](#)

Lowest HPI Percentile from table above: 11.8

HPI percentile for the census tract(s) that the project benefits (cell B38 in table above): 11.8

Attach a copy of the HPI page for each census tract listed above.

[HPI_MAP-_CARUTHERS.pdf](#)

C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

The project will create new sidewalks in public areas where none currently exist, and repair broken sidewalks to make active transportation a more viable option to residents. The community is small, roughly 2 square miles, and easily walkable, but continuity in a journey can be disrupted when a sidewalk does not resume across the street, or where there are no curb ramps for those traveling on wheels. The sidewalks will be built along roads that lead to major destinations, such as the schools, local businesses, and the public library. These destinations will be more easily accessible for those who do not own cars. There is a rural transit route stop on Tahoe Avenue, one of the main thoroughfares in Caruthers, and where sidewalks are proposed, making it easier for riders to reach the bus stop. This will benefit those who do not own vehicles and need to reach the city of Fresno for vital services, such as employment and health care. Additionally, more active transportation will reduce the overall vehicle miles traveled, and reduce greenhouse gas emissions.

C2. Explain how disadvantaged community residents will have physical access to the project.

All of the sidewalks and curb ramps will be constructed in public spaces entirely in the community of Caruthers, so all residents will have access to them. The sidewalks are directly in front of many homes, businesses, schools, and churches, adjacent to roads residents already take to their destinations. The pedestrian pathways will connect people to their destinations more conveniently, safely, and in a more environmentally sound way. Sidewalks and ADA curb ramps will be constructed or repaired so that they can be accessed by pedestrians, cyclists, and wheelchair users. Encouraging active transportation can also lead to better health outcomes for low income individuals. There is one small public park in Caruthers, but otherwise there are not a lot of recreational opportunities for residents.

C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.

Caruthers has been identified in the Fresno County Regional Active Transportation Plan, updated in 2024 after multiple community-involved meetings, as a place where many sidewalks need to be built. The Regional Plan was adopted after a thorough planning process that involved input from local jurisdiction staff, representatives of local schools, representatives of community groups, and the general public. Outreach was done both in-person and online, encouraging residents to pinpoint areas on a crowdsourced map where they would like to see improvements. That data culminated in a comprehensive plan that the County can use as a guide for future infrastructure projects.

The school district has also reached out to the County to discuss options for preventing flooding issues when it rains, as it is a hinderance to children walking to school. A community meeting was held on May 23, 2024, at the local Caruthers Elementary School, and a survey that could be taken virtually was distributed through the school network and through mailers sent to residents publicizing the meeting, to get input from community members about proposed improvements. Approximately 25 residents attended the in-person meeting and the online survey had 120 respondents. Most residents supported the building of sidewalks, although a few had concerns about other improvements needed in the community not covered by this grant opportunity, but allowed the County to respond to their other concerns. There was a strong consensus to keep students safe when walking to and from school.

Displacement will not occur as a result of this project. Improvements will be made along existing roadways and travel paths and not interfere with places of residence except in circumstances where right of way acquisition may be needed to repave driveways. No new development is expected to occur as a result of the proposed improvements. It is not expected to impact members of the County's unhoused population as they are not primarily dwelling in this community.

Attach documentation to show disadvantaged community support:

[LETTERS_OF_SUPPORT.pdf](#)

D. Project Location (0-2 Points)

Select the option that best describes the project location:

D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-40 POINTS) Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.

Safe Routes to School Data:

[SRTS Summary.xlsx](#)

A. Statement of Project Need (0-20 points)

Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?

Caruthers is a disadvantaged, rural, unincorporated community located 10 miles south of the City of Fresno, with a population of about 2,600, 73% of which are Hispanic or Latino. The Healthy Places Index ranks it in the 11th percentile, meaning that 89% of other Census tracts in California have healthier conditions. Additionally, 89% of students in the district qualify for the Free or Reduced Meal Program. About 96% of residents have automobile access, and less than 1% use active commuting. Building sidewalks where none currently exist will allow residents of all ages to reach community destinations such as the local markets and restaurants, Fresno County Public Library, the elementary and high schools, U.S. Post Office, Dollar General, locally-owned businesses, and places of worship. In some cases, there is paved sidewalk only on one side of a street, forcing residents to cross where there is no designated crossing to continue their trip. In most cases, there is only a dirt path. Making such facilities available can contribute to reduced vehicle miles traveled, especially for short trips. It can also prevent minor injuries such as trips and falls by providing a smooth traveling surface. Drainage is a major issue when it rains due to the lack of curb and gutters, so flooding prevents residents from using active transportation along the main streets through the community. This project would correct the drainage pattern to drain water away from areas where it tends to pool to solve that problem. Additionally, air quality will improve when the dirt shoulders are paved, reducing the amount of dust that is sent into the air, and benefitting all residents. Asthma, diabetes, and high blood pressure are among the most prevalent health conditions in Fresno County, and getting more exercise can help improve health outcomes for the population. This will also benefit the community in gaining easier pedestrian access to the Caruthers Fairground. For the last 100 years, Caruthers has hosted the state's largest free-gate annual fair, attended by approximately 80,000 people, and the fairgrounds also holds additional events year-round.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

Select all options that apply: The project closes a gap
The project creates new routes
The project removes a barrier to mobility
The project implements other improvements to existing routes

Number of Gaps: 52.0

Total length of gap in feet: 15350.0

Type of barrier(s) (select all that apply): Safety

List other types of improvements here: Drainage improvements will reduce flooding along the main streets of Elm Avenue and Lincoln Avenue, increasing safety for children walking or biking to school. Certain road work is necessary in order to construct the proposed sidewalks and curb & gutter work that include the drainage

Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

All sidewalks in this project lead to community destinations such as the Caruthers elementary and high schools, the Fresno County Public Library at Superior Avenue, local food markets and businesses, a regional bus stop on Tahoe Avenue, and several churches. There are existing sections of paved sidewalks but there are gaps in connectivity or sidewalks on one side of a street but not the other. Students walk to school daily, and this will impact their ease of reaching their destination safely by not competing with vehicle traffic. With better active transportation connectivity, more students could walk to school, reducing congestion at drop-off and pick-up times. Residents utilize the library for Wi-Fi and computer usage, and is busy in the summer when school is out and events are held for children. The local churches offer events and services like food distribution at the First United Methodist Church on Superior Avenue, that residents need access to, and walking to these locations in their small community can ensure that residents can take part. The regional bus stop on Tahoe Avenue connects residents to other parts of the county and to vital services, and a paved sidewalk will help them reach the bus stop easier.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement:

[CARUTHERS_GAP_CLOSURE_MAP_ATP.pdf](#)

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applicants using the TIMS ATP tool, attach the items listed below:

[TIMS-CARUTHERS.pdf](#)

2a. For applicants using another data source, attach relevant documents below:

2b. Data and corresponding methodologies in written form can be included here (optional):

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

[Collision Summary.xlsx](#)

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

The County of Fresno's Department of Public Works and Planning abides by a set of policies, standards, and programs to guide ongoing decisions concerning the County's future. The Department is committed to delivering quality service, ensuring safety, and developing communities, while complying with federal and state laws and regulations. The Fresno County General Plan is one such document that states the County's goals, including those that are transportation and safety related, to provide multimodal, efficient movement of people and goods. The adopted Fresno County Regional Active Transportation Plan identifies unincorporated communities that can benefit from updated bike and pedestrian facilities. The Active Transportation Program is one which allows Fresno County to meet these standards for countywide disadvantaged communities, such as Caruthers. The goal is to close more gaps in pedestrian service in an effort to increase safety for residents in the community, primarily aimed at students, the elderly, and the disabled.

The proposed project will provide the physical separation needed for safety by moving pedestrians away from the roadway and onto a safe walking surface free from loose soil, mud, flooding, and away from vehicle traffic. Students and parents or grandparents who are walking their children to school or using strollers, walkers, or wheelchairs will benefit from avoiding uneven sidewalks or areas with gaps in sidewalk connectivity.

According to the TIMS data, there have been 6 pedestrian-related crashes between 2012-2022, one of which was fatal for the pedestrian. At least 2 incidents involved pedestrians while they were traveling in the road or shoulder. Three of the non-fatal incidents occurred while the pedestrians were crossing the street using a crosswalk at an intersection, and one while crossing outside of a crosswalk. A designated sidewalk would remedy these conflicts and separate pedestrians from oncoming vehicle traffic. The project includes nine crossing surface improvements and one mid-block crosswalk, which will benefit pedestrian safety in the future.

B. Safety Countermeasures (0-13 points)

1. Describe how the project improvements will remedy one or more potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users:

- The addition of sidewalks, curbs, and gutters will separate pedestrians from the path of vehicles, giving them space to move safely. Without designated sidewalks, pedestrians may enter the roadway to avoid obstacles in their path, which can cause conflicts with vehicle traffic. Many pedestrian and bicycle accidents occur in the road when someone is trying to cross. The curb and gutters, and improved storm drainage, will prevent flooding in localized areas, so pedestrians and bicyclists will not have to enter the road to avoid large puddles. During the public engagement process, a local business owner told County staff that due to flooding occurrences in front of their business, customers have to jump over puddles in order to reach the front door, putting them at risk for injury and jeopardizing the business owner's income. Improved drainage facilities should prevent localized flooding of storefronts so patrons can arrive at their destinations without obstacles. This will help them avoid large puddles or wading through puddles without knowing the depth. This can also reduce areas of standing water throughout the community and prevent mosquito proliferation.

Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks:

- According to the Federal Highway Administration, providing sidewalks can help prevent up to 88 percent of crashes involving pedestrians walking along roadways. Strategically placed curb ramps will help pedestrians know where it is safe to cross a street, and curbs without ramps will signal that crossings should not occur in certain spots. The project will correct uneven pavement and cracked sidewalks, to remedy tripping hazards. The project includes ADA compliant curb ramps to ease changes in elevation, aid in safe street crossing at crosswalks, and minimize the risk of injuries or accidents during trips to and from school, local market, and other places.

2. Does this project propose new or improved bike facilities?

No

QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)
Describe the community-based public participation process that culminated in the project.

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 points)

The County has been in close contact with the Caruthers Unified School District for over a year, discussing active transportation and flooding issues in the community. The elementary school and high school are main destinations for hundreds of children and their caretakers. Flooding has been identified by residents as a high concern, especially for students walking to school. A lot of the community streets lack sidewalk, curb, and gutter, and that causes some areas to flood when it rains, making active transportation difficult. A solution like permeable pavement was considered, but it wouldn't be practical in a climate that is hot and dry for most of the year, and during rainy months it wouldn't absorb the level of water necessary to prevent areas of flooding. Building sidewalk, curb, and gutters would be a longer term and cost effective solution.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. (0-4 points)

A community meeting was held on May 23, 2024 at the local Caruthers Elementary School, and a survey was distributed through the school network and through mailers sent to residents publicizing the meeting, to get input from community members about proposed improvements. Approximately 25 residents attended the in-person meeting and the survey, available online, had 120 respondents. Spanish translation was available. The meeting was held in the evening to accommodate those who work during the day, and refreshments were provided by the school. County Public Works staff presented the proposed improvements in the community, followed by a robust question and answer session with comments from residents. The principal and teachers from the school agreed that students have trouble walking to school when the roads are flooded. Community members suggested additional areas not on the original proposal that they notice they have issues with and are worth looking into. Residents were enthusiastic and highly involved, and expressed interest in having future meetings to discuss further improvements and their impacts on the community.

Respondents to the online survey stated that sidewalks and drainage are a major concern for them, as is the safety of the children walking to school. County staff also visited local business owners who signed a petition in support of the sidewalk improvements. At least 14 business owners signed and remarked that sidewalks flood control was needed. Letters of support have been provided by Buddy Mendes, the County Supervisor for the district, and school officials.

Caruthers has been identified in the Fresno County Regional Active Transportation Plan, updated in 2024 after multiple community-involved meetings, as a place where many sidewalks need to be built. The Regional Plan was adopted after a thorough planning process that involved input from local jurisdiction staff, representatives of local schools, representatives of community groups, and the general public. Outreach was done both in-person and online, encouraging residents to pinpoint areas on a crowdsourced map where they would like to see improvements. That data culminated in a comprehensive plan that the County can use as a guide for future infrastructure projects.

Attach any applicable public participation & planning documents:

QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?

The addition of five-foot sidewalks with curbs and gutters will benefit the most users than any alternatives, and is wide enough for two people to walk comfortably side-by-side. The sidewalks are easily accessible and curb ramps will be ADA compliant so wheelchair users and visually impaired people will be able to utilize them to facilitate active transportation.

Sidewalks can be used by students walking to school and curb and gutters will help avoid flooding in areas that experience the most foot traffic.

Sidewalks will lead to community-frequented areas such as the schools, churches, public library, and local markets. For people who do not own cars or cannot operate vehicles, their active transportation options are limited. Many destinations in the community are in walking distance (less than one mile) of their homes, but not having a paved surface to travel on besides the road means they would have to walk in dirt or uneven surfaces and come into conflict with vehicles. Sidewalks with curb and gutters allows a more comfortable, safer experience. It will also create a more cohesive experience throughout the community.

The posted speed limit on Tahoe Avenue entering the community, is 30 mph, and Henderson Avenue, traveling through the community allows up to 40 mph. On Raider Avenue, the roadway passes by Caruthers High School where the posted speed limit is 25 mph. Many of the residents of Caruthers shared concerns regarding speeding cars through the residential neighborhoods and past the schools, so new signage will be considered in those areas. Additionally, reduced speed limits will be explored as a solution to the expressed safety concerns. At intersections, corner bulb-outs would be considered to slow traffic and reduce the amount of time a pedestrian spends crossing the road.

B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.

Many areas of the community do not have sidewalks, curbs, or gutters, making their addition new for the region. Flooding has been identified by residents as a high concern, especially for students walking to school. A solution like permeable pavement was considered, but it wouldn't be practical in a climate that is hot and dry for most of the year, and during rainy months it wouldn't absorb the level of water necessary to prevent areas of flooding. Building sidewalk, curb, and gutters would be a longer term and cost effective solution. In the future, nature-based solutions can be considered for additional flood resilience, but at this time, maintenance of landscaping would be an issue, and more standard solutions should be tried out first before other alternatives can be implemented.

QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)

A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands? No

B. Does the applicant have any leveraging funds? No

QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY (0-5 POINTS)

The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist Complete project schedule

QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website

Please select one of the following: Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC:

[CCC_Correspondence.pdf](#)

Attach submittal email, response email, and any attachment(s) from the CALCC:

[CALCC_Correspondence.pdf](#)

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (if applicable):

Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)

How will the Corps participate?

The CCC has indicated that they are able to assist with tree removal during the construction phase of the project.

QUESTION #9: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

[ATTACHMENT_A_--signature-page-signed.pdf](#)

Attachment B: Engineer's Checklist

[ATTACHMENT_B_--enr-checklist-Caruthers_-_signed.pdf](#)

Attachment C: Project Location Map

[ATTACHMENT_C_-_CARUTHERS_LOCATION_MAP.pdf](#)

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

[ATTACHMENT_D_-_PRELIMINARY_DRAWINGS.pdf](#)

Attachment E: Photos of Existing Conditions

[ATTACHMENT_E_-_CARUTHERS_PROJECT_PHOTOS.pdf](#)

Attachment F: Project Estimate

[ATTACHMENT_F_-_project-estimate.pdf](#)

Attachment G: Non-Infrastructure Work Plan Not applicable to this application type.

Attachment H: Plan Scope of Work Not applicable to this application type.

Attachment I: Letters of Support (10 maximum) and Support Documentation
[LETTERS_OF_SUPPORT.pdf](#)

Attachment J: State-Only Funding Request (if applicable)

Attachment K: Additional Attachments

Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board.

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  _____

Date: Jun 14, 2024 _____

Name: Mohammad Alimi _____

Phone: (559) 600-4505 _____

Title: Design Engineer _____

e-mail: malimi@fresnocountyca.gov _____

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board. (For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____

Date: _____

Name: _____

Phone: _____

Title: _____

e-mail: _____

ATP Engineer's Checklist Required for all Infrastructure Projects

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

❖ **For more assistance, please refer to the Caltrans ATP PSR equivalent [recording](#) and [slides](#)**

1. Project Location Map (Attachment C) Engineer's Initials: MA

- a. The project limits must be clearly depicted in relation to the overall agency boundary
 - i. Include the scale of the drawing and a north arrow.

2. Project Layout/Plans showing existing and proposed conditions (Attachment D) Engineer's Initials: MA

- a. Show project elements at a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the layout/plans.
- b. Show the full scope of the proposed project.
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths.
- d. Show agency's right-of-way (R/W) lines when permanent or temporary R/W impacts will occur. (As appropriate, also show Caltrans', Railroad, and all other government agencies R/W lines.)

Anticipated Number of R/W Takes	Cost	Time needed to Acquire
<u>26</u>	\$ <u>125,000</u>	<u>18</u> Months

Anticipated Number of Easements	Cost	Time needed to Obtain
<u>TBD</u>	\$ <u>TBD</u>	<u>TBD</u> Months

3. Cross-section(s) showing existing and proposed conditions (Attachment D) Engineer's Initials: MA

(Must include a cross-section for each segment where the width of improvements or Right-of-way vary significantly if a typical cross section is provided)

- a. Show and dimension: changes in lane widths, **R/W lines**, side slopes, etc.
- b. Show both the width and the depth/thickness for any new pavement.

Note – Separate cross sections for existing and proposed conditions may be needed to clearly show

the before and after pavement widths/thicknesses.

4. Project Estimate (Attachment F)

Engineer's Initials: MA

- a. The Project Estimate (Attachment F) **must be used** for all applications that are requesting ATP Infrastructure funds. Attachment F shall be completed per the instructions and attached to the application, in the appropriate location.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs.
 - i. Only items in the "Allowable Lump Sum Items" tab may use Lump Sum as a unit.
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. Clearly identify and account for all project elements in which the applicant intends to utilize services provided by the CCC, certified community conservation corps, or tribal corps.
- e. **ALL** project development costs (including non-ATP funds) need to be accounted for in the total project cost.

5. Crash/Safety Data, Collision maps and Countermeasures (Part B, Question 3)

Engineer's Initials: MA

- a. Confirm that crash data shown is depicted accurately, is shown to scale, and occurred within the influence area of proposed improvements.

6. Project Schedule, Funding, and Programming Request (Part A6)

Engineer's Initials: MA

- a. All applicants with projects over \$1M must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified.
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the Project Programming Request (PPR) must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

Anticipated Environmental Studies	Cost	Time needed for the study
1. <u>Approximately 6 studies</u>	<u>\$ 15,000</u>	<u>20</u> Months
2. _____	<u>\$</u> _____	_____ Months
3. _____	<u>\$</u> _____	_____ Months

7. Warrant Studies/Guidance (Attachment K)

Engineer's Initials: MA

(Check if not applicable)

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be

attached to the application in the "Additional Attachments" section (Attachment K).

8. **Additional Narration and Documentation** (Attachment K)

Engineer's Initials: MA

- a. The text in the "Narrative Questions" in the application must be consistent with and supports the engineering logic and calculations used in the development of the maps, layout/plans, cross sections, schedule and estimate. If non-standard ATP elements are included in the project (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements), attach appropriate documentation demonstrating the engineering decisions and calculations that justify the inclusion of the non-standard elements.

This checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

Licensed Engineer Information:

Name (Last, First):

Alimi, Mohammad

Title:

Design Engineer

Engineer License Number:

67156

Signature and Date:



Jun 14, 2024

Email Address:

malimi@fresnocountyca.gov

Phone:

(559) 600-4505

Place the Engineer's Stamp below:





- IMPROVEMENTS**
- INSTALL SIDEWALKS AND CURB AND GUTTERS AS NEEDED
 - RECONSTRUCT SELECT ROADS
 - INSTALL STORM DRAIN SYSTEM TO IMPROVE DRAINAGE
 - CONSTRUCT BASINS TO ACCOMMODATE IMPROVED DRAINAGE
 - INSTALL CURBRAMPS AND CROSSWALKS AS NEEDED

DATE: 11/11/11
 SURVEYED: _____
 DRAWN BY: 03/2014
 CHECKED: _____



ATTACHMENT D

PROJECT
 EXHIBIT FOR
 SIDEWALK AND DRAINAGE IMPROVEMENTS IN CARUTHERS, CA.
 EXTENTS OF PROJECT



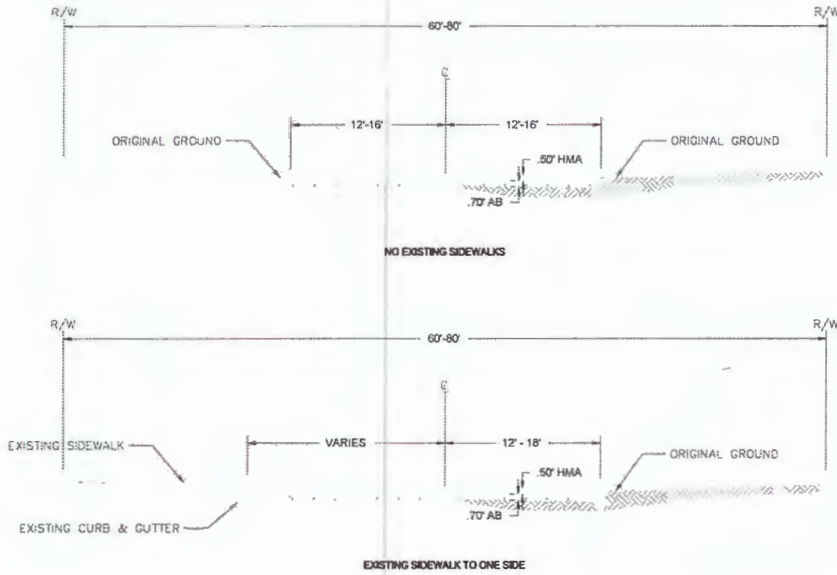
DEPARTMENT OF PUBLIC WORKS & PLANNING
 DESIGN DIVISION

REVISION: _____ FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS

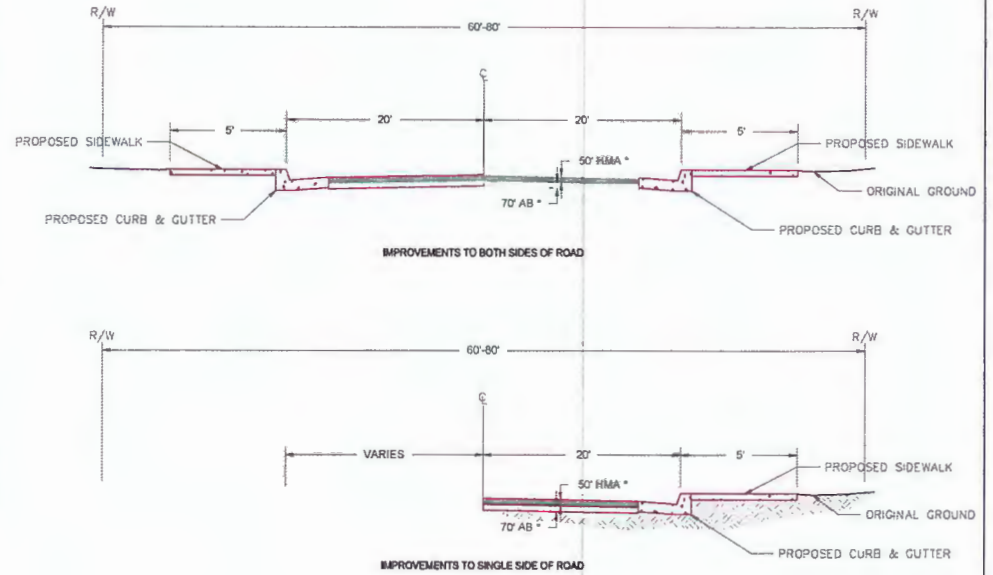
Road No. _____ Bridge No. _____

Drawing No. _____ Sheet No. 1 Total 1

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



NOTE:
 (*) Assumed for funding. To be determined by geotechnical report.

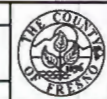
SURVEYED _____ DATE 11/11/11
 DRAWN _____ DATE 03/2012
 CHECKED _____

FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS

Scale in Feet
 N.T.S

ATTACHMENT D

PROJECT
 EXHIBIT FOR
 SIDEWALK IMPROVEMENTS IN CARUTHERS, CA.
 TYPICAL CROSS-SECTIONS
 Road No. _____ Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING
 DESIGN DIVISION
 Drawing No. _____ Sheet No. 1 Total 1

**PHOTOS OF EXISTING CONDITIONS
CARUTHERS SIDEWALK PROJECT**



Figure 1: East side of Kincaid Ave facing north from SE corner of Tahoe Ave & Kincaid Ave near high school.



Figure 2: West side of Kincaid Ave facing north from SW corner of Tahoe Ave & Kincaid Ave near high school.

**PHOTOS OF EXISTING CONDITIONS
CARUTHERS SIDEWALK PROJECT**



Figure 3: SE side of Tahoe Ave facing NE across from high school.



Figure 4: SE side of Tahoe Ave facing SW across from high school.

**PHOTOS OF EXISTING CONDITIONS
CARUTHERS SIDEWALK PROJECT**



Figure 5: SW side of Raider Ave facing NW from the SW corner of Sandy and Raider Ave near the fairgrounds.



Figure 6: NW side of Sandy facing SW from the SW corner of Sandy and Raider Ave near the fairgrounds.

**PHOTOS OF EXISTING CONDITIONS
CARUTHERS SIDEWALK PROJECT**



Figure 7: North side of Clemenceau Ave facing west near the elementary school.



Figure 8: Facing NE across Quince near NW entrance of the elementary school.

**PHOTOS OF EXISTING CONDITIONS
CARUTHERS SIDEWALK PROJECT**



Figure 9: SW side of Quince facing NW from the NW elementary school entrance.



Figure 10: NE side of Quince facing NW from the NW elementary school entrance.

**PHOTOS OF EXISTING CONDITIONS
CARUTHERS SIDEWALK PROJECT**



Figure 11: Superior Ave facing SW toward the fairgrounds.



Figure 12: Superior Ave facing NE from Raider Ave (fairgrounds).

**PHOTOS OF EXISTING CONDITIONS
CARUTHERS SIDEWALK PROJECT**



Figure 13: Raider Ave facing NW near the high school.



Figure 14: Raider Ave facing SE near the high school.

ATTACHMENT F

Detailed Project Estimate and Total Project Costs - Cycle 7

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: County of Fresno	Date: 6/12/2024
Project Description: Caruthers Sidewalk Project	
Project Location: Various locations in Caruthers, CA	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Sebastian Artal	License #: 76724

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$350,000.00	\$350,000	100%	\$350,000				
2	Construction Funding Sign	2	EA	\$1,000.00	\$2,000	100%	\$2,000				
3	Traffic Control	1	LS	\$100,000.00	\$100,000	100%	\$100,000				
4	Job Site Management	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
5	Prepare & Implement SWPPP	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
6								100%			
7								100%			
8								100%			
9								100%			
10								100%			
General Construction Items											
11	Roadway Excavation	11606.28	CY	\$45.00	\$522,283	100%	\$522,283				
12	Dust Control	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
13	Clearing and Grubbing	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
14	Sawcut and Remove Existing Concrete	6000	SF	\$4.00	\$24,000	100%	\$24,000				
15	Detectable Warning Devices	828	SF	\$35.00	\$28,980	100%	\$28,980				
16	Remove & Dispose Existing Curb & Gutter	500	LF	\$15.00	\$7,500	100%	\$7,500				
17	Remove Trees	10	EA	\$1,000.00	\$10,000	100%	\$10,000				
18	Finishing Roadway	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
19	Class II Aggregate Base	6827	CY	\$70.00	\$477,890	100%	\$477,890				
20	Hot Mix Asphalt	9355	TON	\$120.00	\$1,122,600	100%	\$1,122,600				
21	Cold Plane Asphalt	288	SY	\$12.00	\$3,456	100%	\$3,456				
22	Tack Coat	14	TON	\$1,500.00	\$21,000	100%	\$21,000				
23	Survey Monument	10	EA	\$1,500.00	\$15,000	100%	\$15,000				
24	Minor Concrete Sidewalk	76750	SF	\$12.00	\$921,000	100%	\$921,000				
25	Minor Concrete Curb Ramps and Returns	69	EA	\$5,000.00	\$345,000	100%	\$345,000				
26	Minor Concrete Driveway Approaches	22860	SF	\$15.00	\$342,900	100%	\$342,900				
27	Minor Concrete Curb and Gutter	15340	LF	\$60.00	\$920,400	100%	\$920,400				
28	Adjust Water Valve Box Covers to Finished Grade	1	LS	\$30,000.00	\$30,000	100%	\$30,000				
29	Adjust Electrical Vaults to Finished Grade	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
30	Adjust Manholes to Finished Grade	20	EA	\$1,500.00	\$30,000	100%	\$30,000				
31	Adjust Sewer Manholes to Finished Grade	12	EA	\$1,500.00	\$18,000	100%	\$18,000				
32	Signage and striping	1	LS	\$30,000.00	\$30,000	100%	\$30,000				
33	Storm Drain System	1	LS	\$2,173,878.00	\$2,173,878	100%	\$2,173,878				
34								100%			
35								100%			
36								100%			
37								100%			
38								100%			
39								100%			
40								100%			
41								100%			
42								100%			
43								100%			
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:							\$7,585,887		\$7,585,887		
Construction Item Contingencies (% of Construction Items):							15.00%		\$1,137,883		
Total (Construction Items & Contingencies) cost:							\$8,723,769		\$8,723,769		

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	ATP Ineligible Costs	"PE" costs / "CON" costs
Preliminary Engineering (PE)				
Project Approval and Environmental Document (PA&ED):	\$ 250,000	\$250,000		
Plans, Specifications and Estimates (PS&E):	\$ 335,000	\$335,000		
Total PE:	\$ 585,000	\$585,000		7% 25% Max
Right of Way (RW)				
Right of Way Engineering:	\$ 61,000	\$61,000		
Acquisitions and Utilities:	\$ 125,000	\$125,000		
Total RW:	\$ 186,000	\$186,000		

ATTACHMENT F

Detailed Project Estimate and Total Project Costs - Cycle 7

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:					
Agency:	County of Fresno				Date:
	Project Description:	Caruthers Sidewalk Project			
	Project Location:	Various locations in Caruthers, CA			
	Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Sebastian Artal		License #:	76724
Total Pre-Construction Costs (PE+RW):		\$771,000	\$771,000		
		Construction Engineering (CE)		"CE" costs / "CON" costs	
	Construction Engineering (CE):	\$500,000	\$500,000	6%	15% Max
Total Construction Costs:		\$9,223,769	\$9,223,769		
		ATP Eligible Costs		ATP Ineligible Costs	
Total Project Cost:		\$9,994,769	\$9,994,769		

Documentation of Eligible (Participating) and/or Ineligible (Non-Participating) Costs:

The Engineer's justification for including typical ATP-Ineligible items in the ATP-Eligible column and logic and/or calculations for splitting costs between ATP-Eligible and Ineligible costs must be documented in this section of the Estimate form.

Separate justification is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #:	Description of Engineer's Justification: <small>(See example shown in the Instructions)</small>



PO Box 127
Caruthers, California 93609
T: 559-495-6402
F: 559-864-4241
www.caruthers.k12.ca.us

June 10, 2024

To Whom It May Concern,

I am writing to express my wholehearted support for Fresno County's application for the Cycle 7 Active Transportation Program (ATP) Grant on behalf of the community of Caruthers. The proposed project presents an invaluable opportunity to enhance the quality of life and safety for residents in our community.

For far too long, the residents of Caruthers have faced challenges navigating their town without the presence of safe pedestrian pathways. The absence of adequate sidewalks has not only hindered mobility but also compromised the safety of those traveling to key destinations such as Caruthers Elementary School, the U.S. Post Office, and local businesses.

The implementation of this project will be transformative for our community. By providing safe and ADA-compliant paths, residents will have improved accessibility to essential amenities and services. Moreover, the addition of new and upgraded sidewalks will significantly enhance community safety by creating vital connections throughout Caruthers.

I want to emphasize that the need for this project has been underscored by extensive feedback from our community. Addressing infrastructure concerns, particularly the repair and expansion of sidewalks, has consistently emerged as a top priority among residents. Therefore, the approval of funding for this project would undoubtedly fulfill a critical need and positively impact the lives of individuals in Caruthers.

In conclusion, I urge you to give serious consideration to Fresno County's application for the Cycle 7 ATP Grant for the benefit of Caruthers. The potential impact of this project on our community's well-being cannot be overstated, and I am confident that its successful implementation will be met with widespread appreciation and gratitude.

Thank you for your attention to this matter and for considering the needs of Caruthers as you review grant applications.

Sincerely,

Marla Eumark

Assistant Superintendent
Caruthers Unified School District

Orin Hirschhorn, Superintendent
Board of Trustees – Michael Reid, Kathy Spate, Dennis Divine, Darren Gilmore, Valori Gallaher



Caruthers Elementary School

Home of the Eagles

To Whom it May Concern,

I hope this letter finds you well. As the Principal of the elementary school in Caruthers, I am writing this letter in support of sidewalks for the community of Caruthers. Many of our students and families commute to and from our school through walking paths. Sidewalks would offer a safe passage for all, not only as a pathway to our schools, but for safer accessibility and recreation to all areas within the community. I urge you to consider the importance of sidewalks for the Caruthers community, making our neighborhoods safer, accessible, and inviting for everyone.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alisha Cogburn', written over a large, faint blue watermark of the school's eagle logo.

Alisha Cogburn
Caruthers Elementary School
Principal
559-495-6400 ext: 6431
acogburn@caruthers.k12.ca.us



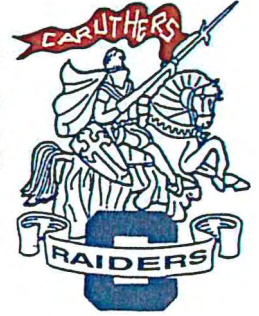
P.O. Box 7 • Caruthers, CA 93609
School Office (559) 495-6432 • Fax (559) 864-0610

CARUTHERS HIGH SCHOOL

Barry Watts, Principal
Julio Zelaya, Vice Principal
Brandon Ward, Athletic Director
LeAnn Hodges, Activities Director
Jeff Morrow, ELP Director

Alicia Harcastle, Counselor
Fernando Sanchez, Counselor
Reyna Sanchez, Counselor
Kassandra Arias, Counselor
Sydney DeLancy, Clinician

PO Box 545
Caruthers, CA 93609
Phone (559) 495-6416
Fax (559) 864-8303



June 10, 2024

To whom it may concern:

My name is Barry Watts, I am the principal of Caruthers High School, I am also a community member that grew up in this small community. I understand the need for sidewalks, and light up crosswalks, on many levels. As the principal one of my greatest concerns is when my students come to and from school and because we have an open campus for Juniors and Seniors during lunch. My students are put in danger everyday as they attempt to walk to school by drivers that either do not understand the laws of crosswalk or ignore the laws. Having said that, the issue of few sidewalks is a concern as the students end up walking on the street close to traffic and no matter how many times we tell them of the dangers, they are just children. We place speed signs and other safety signs out to bring awareness to the drivers but those at times are ignored. While sidewalks and crosswalks will not fix all of the problems of this small community it is a step in the right direction. I as the principal and a community member support this undertaking as it will provide safer areas for walking students and safer intersections. Please feel free to contact me with any questions or concerns.

Barry Watts
Principal
Caruthers High School
bwatts@caruthers.k12.ca.us
(559)495-6416

Serving the Communities of
Alvina Caruthers Monroe Raisin City
Pride, Tradition, & Commitment



County of Fresno

VICE CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR BUDDY MENDES – DISTRICT FOUR

April 5, 2024

The Honorable John Duarte
United States House of Representatives
1535 Longworth House Office Building
Washington, DC 20515

Subject: Caruthers Complete Streets Project, FY2025 Community Project Funding.

Dear Congressman Duarte,

The Fresno County Board of Supervisors and I strongly support the Caruthers Complete Streets Project and believe it would represent responsible uses of federal funds. The County's proposed sidewalks, curb & gutter, and road improvements are essential to improving movability and safety for all users in the community.

Caruthers is a rural, unincorporated community with a population of approximately 2,000 and is located 15 miles south of the City of Fresno in Fresno County in Congressional District 13. The community is considered a disadvantaged based on median household income and because the census tract scores in the 83rd percentile in CalEnviroScreen 4.0.

Most of the community lacks sidewalks and proper drainage making it difficult for pedestrians to navigate a safe path of travel during inclement weather. Several of the roadways are in disrepair and in need of improvements. The project would construct sidewalks with curb & gutter and make roadway repairs in various locations in the community. Making the proposed improvements would make it easier and safer for both pedestrians and drivers to travel to and from work, school, medical appointments, and would also make it easier for businesses to deliver goods and services.

The County and the unincorporated community on their own are unable to provide the necessary funding to make the necessary improvements; therefore, I respectfully request that you please consider submitting this project this project for FY2025 Community Project Funding.

Sincerely,

Ernest Buddy Mendes, Vice Chairman
Fresno County Board of Supervisors
District 4

Burrel • Caruthers • Coalinga • Del Rey • Five Points • Fowler • Huron • Kingsburg • Lanare
Laton • Malaga • Orange Cove • Parlier • Raisin City • Reedley • Riverdale • Sanger • Selma

The Honorable John Duarte
United States House of Representatives
1535 Longworth House Office Building
Washington, DC 20515

Subject: Caruthers Complete Streets Project, FY2025 Community Project Funding

Dear Congressman Duarte,

We, the undersigned are united in strong support of the Caruthers Complete Streets Project and believe it would represent responsible uses of federal funds. The County's proposed sidewalks, curb & gutter, and road improvements are essential to improving movability and safety for all users in our community.

Caruthers is a rural, unincorporated community with a population of approximately 2,000 and is located 15 miles south of the City of Fresno in Fresno County in Congressional District 13. The community is considered a disadvantaged based on median household income and because the census tract scores in the 83rd percentile in CalEnviroScreen 4.0.

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Sincerely,



Orin Hirschhorn
Superintendent,
Caruthers Unified School District



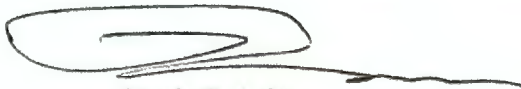
Dave McIntyre
District Manager,
Caruthers Community Services District



Mark Sorensen
President,
Caruthers District Fair Association



Kristen Duff
Secretary,
Caruthers Chamber of Commerce & Business Owner



Jacob Budwig
President,
Caruthers Lions Club



Mark Sorensen
Chairman,
Caruthers Veterans Memorial

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

General Instructions

Amendment (Existing Project)		No	Date:		6/16/24
District	EA	Project ID		PPNO	MPO ID
06					
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
FRE				Fresno County	
				MPO	Element
				COFCG	Capital Outlay
Project Manager/Contact		Phone		E-mail Address	
Mohammad Alimi, Ph.D., P.E.		(559) 600-4505		malimi@fresnocountyca.gov	
Project Title					
Caruthers Sidewalk Project					
Location (Project Limits), Description (Scope of Work)					
Ontario Ave between Raider Ave and Henderson Ave; Erie St between Raider Ave and Marsh Ave; Tahoe Ave between Kincaid Ave and Raider Ave; Superior Ave between Raider Ave and Marsh Ave; Sandy St between Clemenceau Ave and Henderson Ave; Raider Ave between Ontario Ave and Sandy St; Quince St between Ontario Ave and Oak St; Henderson Ave between Ontario Ave and Sandy St., in the unincorporated community of Caruthers, CA, 10 miles south of Fresno.					
Component		Implementing Agency			
PA&ED	Fresno County				
PS&E	Fresno County				
Right of Way	Fresno County				
Construction	Fresno County				
Legislative Districts					
Assembly:	27	Senate:	14	Congressional:	13
Project Benefits					
The project would provide basic amenities, such as pedestrian facilities that are ADA compliant, to improve community health and encourage active transportation to different destination points. The community will enjoy improved access and safety in their travels to frequented locations without the barriers that currently exist.					
Purpose and Need					
Caruthers is an unincorporated, disadvantaged community. The sidewalks throughout the area need repair or need to be built in order to provide connectivity. The community is built in a grid, which allows easy access to most locations such as Caruthers Elementary School, Caruthers High School, a County branch library, several churches, U.S. Post Office, and the business district on Tahoe Ave. The lack of sidewalks near the schools force children and parents to enter the street and (Continued in "Additional Information," next					
Category		Outputs		Unit	Total
Active Transportation		Sidewalk miles		LF	15,350
ADA Improvements		New curb ramp installed		EA	69
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					07/01/25
Circulate Draft Environmental Document			CE		12/01/26
Draft Project Report					02/01/27
End Environmental Phase (PA&ED Milestone)					02/01/27
Begin Design (PS&E) Phase					03/01/27
End Design Phase (Ready to List for Advertisement Milestone)					08/01/27
Begin Right of Way Phase					08/01/27
End Right of Way Phase (Right of Way Certification Milestone)					05/01/29
Begin Construction Phase (Contract Award Milestone)					07/01/29
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/30
Begin Closeout Phase					07/01/30
End Closeout Phase (Closeout Report)					07/01/31

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Date: 6/16/24

Additional Information

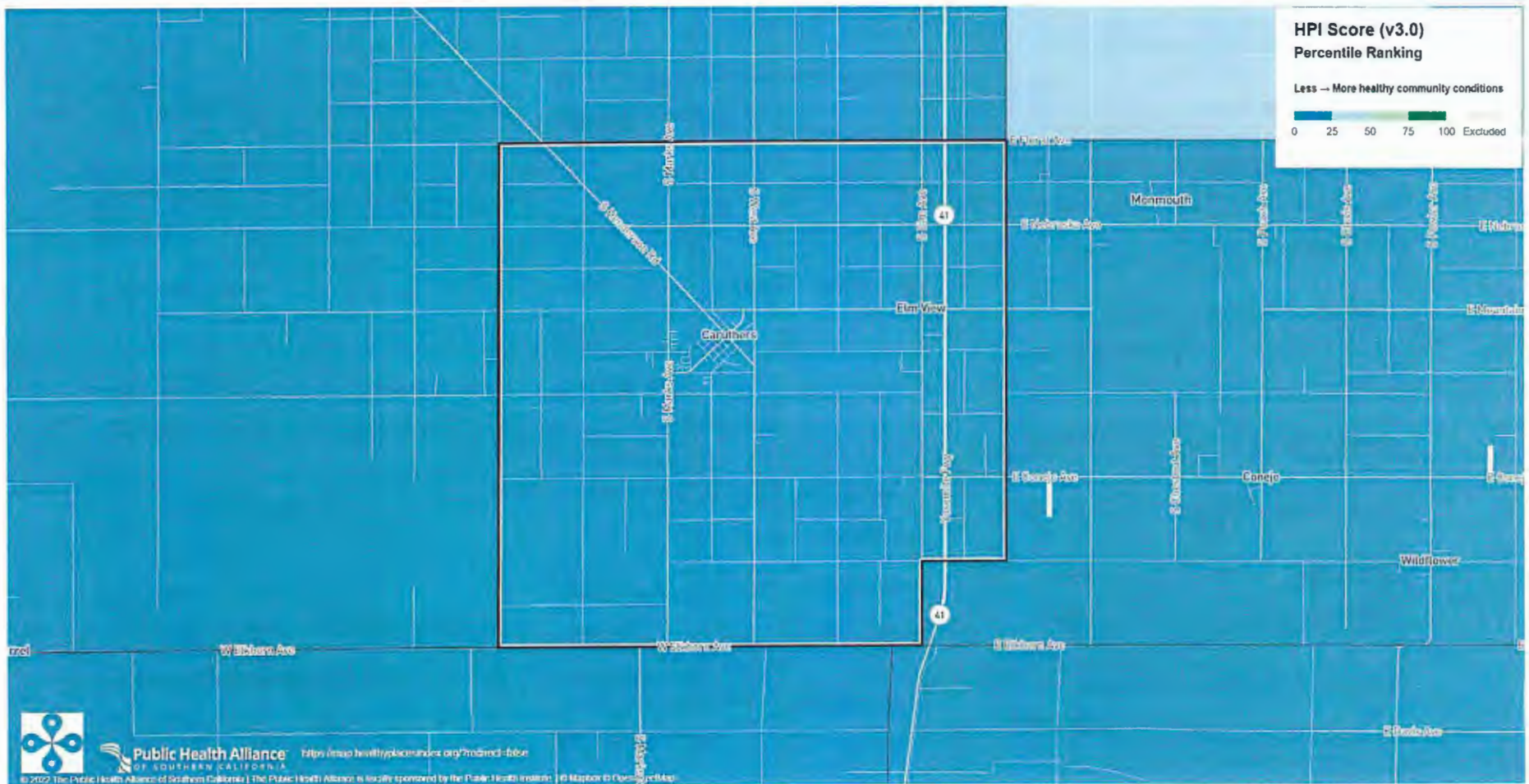
(Continued from "Purpose and Need," previous page)

walk alongside traffic. Throughout Caruthers, sidewalk gaps and the lack of ADA-compliant curb ramps hinder pedestrians' ability to complete their trips safely to their destinations.

ATTACHMENT E

Facility Type	Crossing Treatment Level	Subarea	Location	Caltrans Facility	High Priority	Length (feet)	Cost
Sidewalk		Calwa	West side of Pullman Ave between Jensen Byp and Calwa Ave		High	360	\$25,200
Sidewalk		Cantua Creek	Clarkson Ave from Domengine Ave to San Mateo Ave		High	4040	\$282,800
Sidewalk		Cantua Creek	El Progreso Ave/Derrick Ave between Juarez Ave and Clarkson Ave	Caltrans		430	\$30,100
Sidewalk		Cantua Creek	Hidalgo Ave/El Progreso Ave/Suarez Ave adjacent and through El Porvenir Park			910	\$63,700
Sidewalk		Caruthers	Both sides of Clemenceau Ave between Tahoe St and Sandy Ave			1270	\$88,900
Sidewalk		Caruthers	Clemenceau Ave between Sandy Ave and West Ave			2700	\$189,000
Sidewalk		Caruthers	East side of Kincaid Ave between Stark St and Tahoe St			810	\$56,700
Sidewalk		Caruthers	Henderson Rd from Ontario St to West St			3450	\$241,500
Sidewalk		Caruthers	North side of Raider Ave from Erie St to Ontario Ave			470	\$32,900
Sidewalk		Caruthers	Raider Ave from Tahoe Ave to Sandy St			940	\$65,800
Sidewalk		Caruthers	Sandy St from Clemenceau St to Henderson Rd			2280	\$159,600
Sidewalk		Caruthers	Southeast side of Tahoe St northeast of Kincaid Ave and Clemenceau Ave			1100	\$77,000
Sidewalk		Caruthers	Tiller Ave north of Clemenceau Ave			460	\$32,200
Sidewalk		Chestnut/Alluvial	Northeast corner of Alluvial Ave and Chestnut Ave			1170	\$81,900
Sidewalk		Chestnut/Alluvial	East side of Chestnut Avenue from Alluvial Avenue to 360 feet south of Birch Avenue			1360	\$95,200

HEALTHY PLACES INDEX (HPI) CARUTHERS SIDEWALK PROJECT CARUTHERS, FRESNO COUNTY, CA



Retrieved June 6, 2024

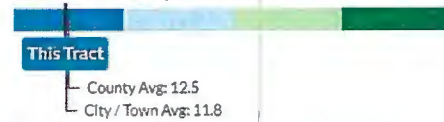
Source: Healthy Places Index (HPI) < <https://map.healthylacesindex.org/?redirect=false>>

HEALTHY PLACES INDEX (HPI) CARUTHERS SIDEWALK PROJECT CARUTHERS, FRESNO COUNTY, CA

Caruthers

HPI Score (v3.0): 11.8 percentile

Less → More healthy conditions



This Tract has healthier community conditions than 11.8% of other California Tracts.

Tract 75

County > City / Town > Tract
Fresno > Caruthers > 75

Population: 5,068

Policy Action Areas

Economic

This Tract has healthier economic conditions than 7.8% of other California Tracts.

Indicator	Value	Percentile Ranking
Above Poverty	48.2%	16.1
Employed	60.0%	6.7
Per Capita Income	\$16,900	11.2

Education

This Tract has healthier education conditions than 35.0% of other California Tracts.

Indicator	Value	Percentile Ranking
Bachelor's Education or Higher	14.5%	23.0
High School Enrollment	100%	63.0
Preschool Enrollment	42.9%	38.0

Social

This Tract has healthier social conditions than 21.7% of other California Tracts.

Indicator	Value	Percentile Ranking
2020 Census Response Rate	58.3%	14.0
Voting	73.4%	32.0

Transportation

This Tract has healthier transportation conditions than 30.1% of other California Tracts.

Indicator	Value	Percentile Ranking
Active Commuting	0.178%	3.4
Automobile Access	96.9%	65.5

Neighborhood

This Tract has healthier neighborhood conditions than 0.5% of other California Tracts.

Indicator	Value	Percentile Ranking
Park Access	0.00%	1.7
Retail Density	0.490 jobs per acre	16.2
Tree Canopy	1.74%	3.5

Housing

This Tract has healthier housing conditions than 59.1% of other California Tracts.

Indicator	Value	Percentile Ranking
Homeownership	57.4%	49.7
Housing Habitability	97.0%	11.5
Low-Income Homeowner Severe Housing Cost Burden	5.45%	87.7
Low-Income Renter Severe Housing Cost Burden	17.0%	77.2
Uncrowded Housing	91.7%	40.6

Retrieved June 6, 2024

Source: Healthy Places Index (HPI) < <https://map.healthyplacesindex.org/?redirect=false>>

HEALTHY PLACES INDEX (HPI) CARUTHERS SIDEWALK PROJECT CARUTHERS, FRESNO COUNTY, CA

Clean Environment

This Tract has healthier clean environment conditions than **13.5%** of other California Tracts.

Indicator	Value	Percentile Ranking
Diesel PM	0.0874 kg/day	67.9
Drinking Water Contaminants	817	5.3
Ozone	0.0594 ppm	20.7
PM 2.5	12.6 µg/m ³	8.6

Healthcare Access

This Tract has healthier healthcare access conditions than **22.2%** of other California Tracts.

Indicator	Value	Percentile Ranking
Insured Adults	84.2%	22.2

Racial Justice and Health Equity

Race/Ethnicity

Click to expand groups and show tribal affiliation or ancestry detail.

American Indian or Alaska Native alone	0.0%
Asian alone	6.0%
Black or African American alone	0.2%
Hispanic or Latino of any race	65.5%
Native Hawaiian or other Pacific Islander alone	0.0%
Some other race alone	0.4%
Two or more races	2.5%
White alone	25.4%

Equity

Indicator	Value
Historically Redlined (Tract)	N/A
Race/Ethnicity Diversity Index	50.2%
Race/Ethnicity Diversity of Electeds (County)	N/A

HPI Score (3.0): 8.0 percentile

Less → More healthy conditions



This County has healthier community conditions than **8.0%** of other California Counties.

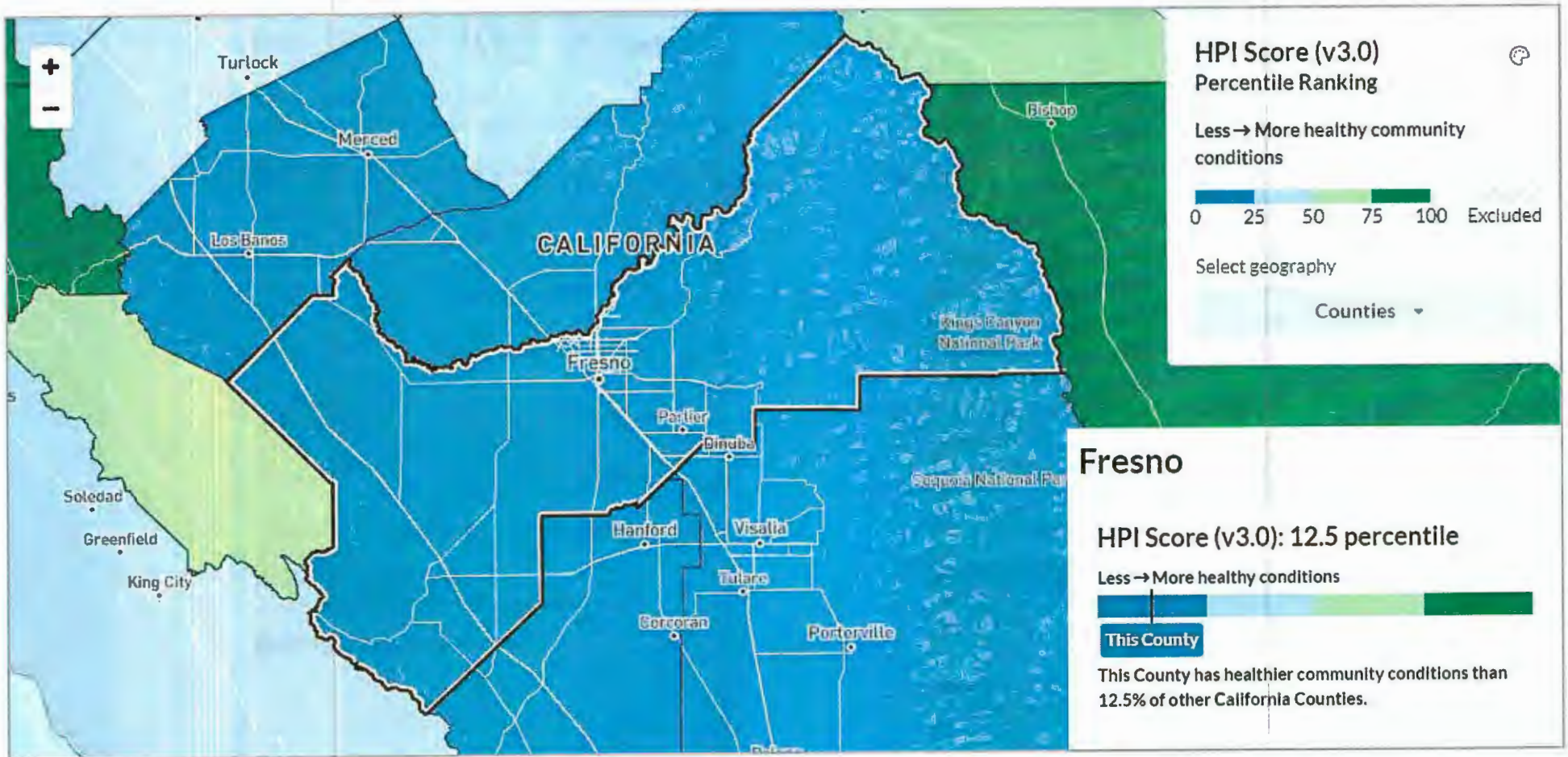
Fresno
County
Fresno

Population: 984,521

Retrieved June 6, 2024

Source: Healthy Places Index (HPI) < <https://map.healthypacesindex.org/?redirect=false> >

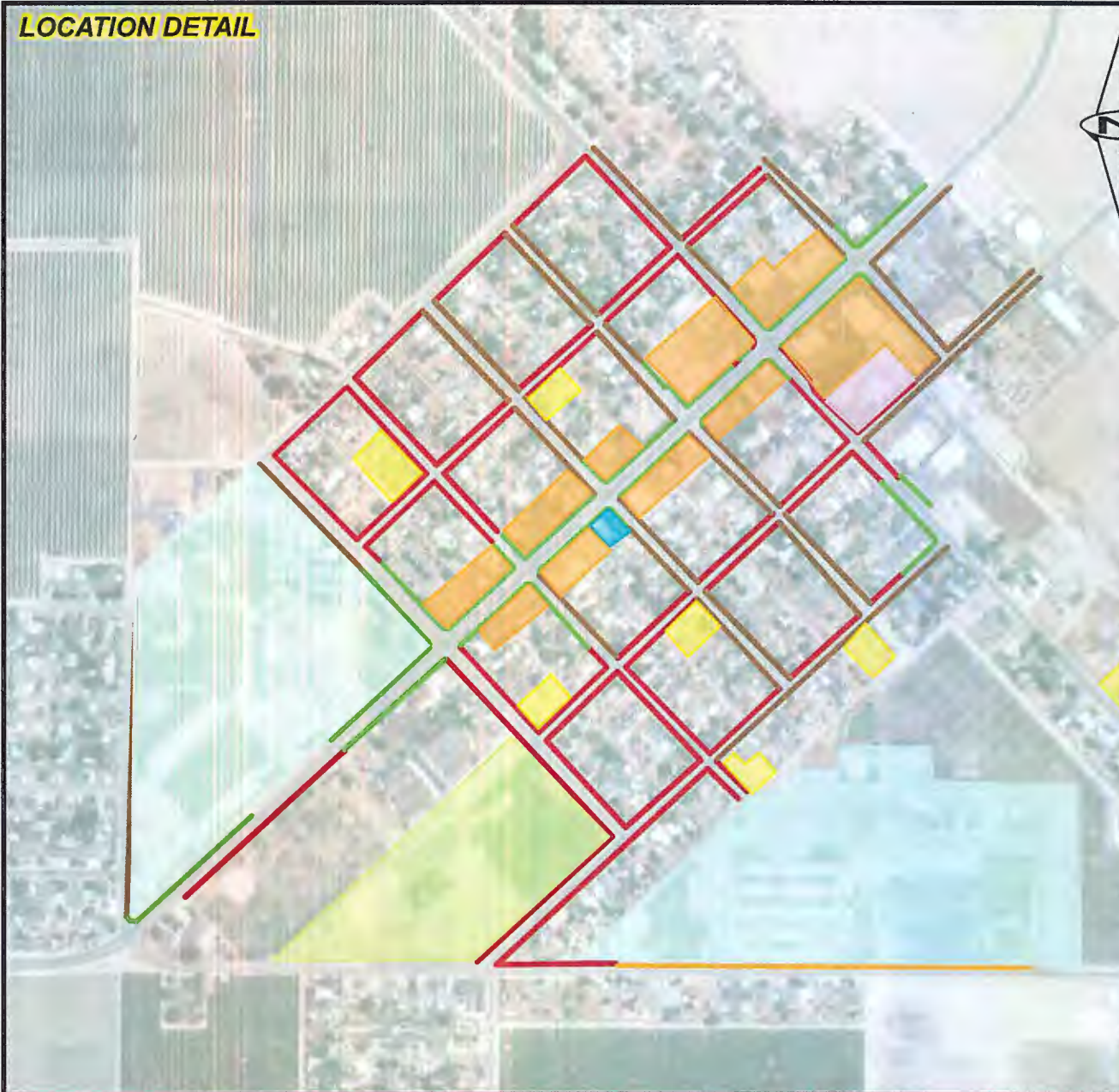
HEALTHY PLACES INDEX (HPI) CARUTHERS SIDEWALK PROJECT CARUTHERS, FRESNO COUNTY, CA



Retrieved June 6, 2024

Source: Healthy Places Index (HPI) < <https://map.healthyplacesindex.org/?redirect=false>>

LOCATION DETAIL



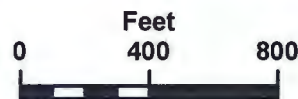
Legend

-  EXISTING SIDEWALK
-  PROPOSED SIDEWALK
-  NO SIDEWALKS
-  FAIRGROUNDS
-  LIBRARY
-  SCHOOLS
-  BUSINESS DISTRICT
-  PLACES OF WORSHIP
-  POST OFFICE



Prepared By: Diana Nuttman, Staff Analyst
 Date: 06/11/2024 (revised)
 Agency: County of Fresno
 Department: Public Works & Planning
 Division: Design

SCALE IN FEET

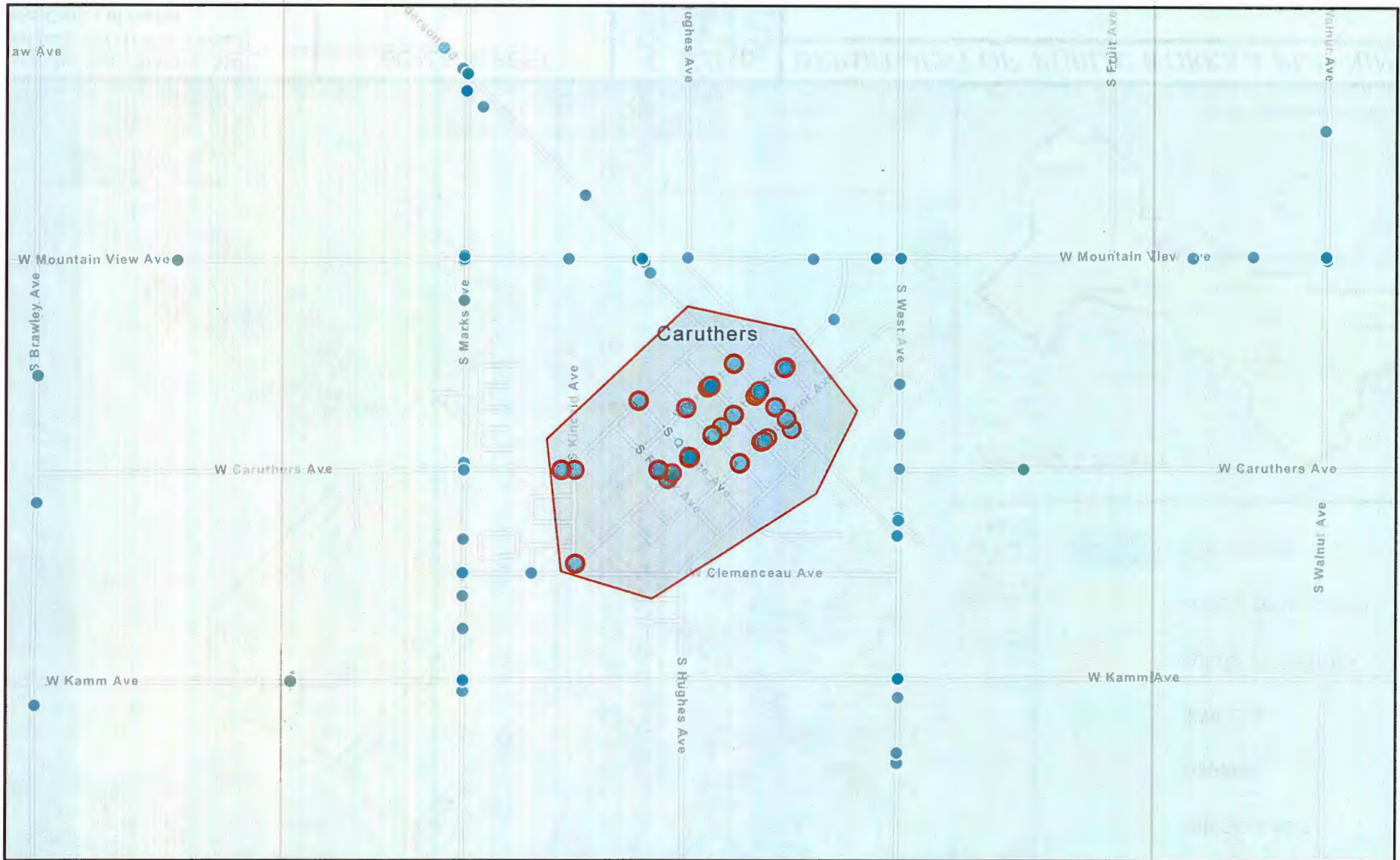


DEPARTMENT OF PUBLIC WORKS & PLANNING

**CARUTHERS SIDEWALK PROJECT
 GAP CLOSURES**

2220 TULARE STREET, 6TH FLOOR, FRESNO, CA 93721
 Phone: (559) 600-4109 | Fax: (559) 600-4544

SWITRS GIS Map: Fresno, Unincorporated 01/01/2012 - 12/31/2022

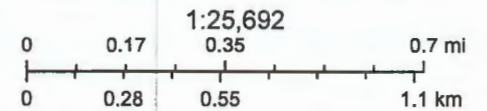


3/31/2024

SWITRS

 Crashes (Selected)

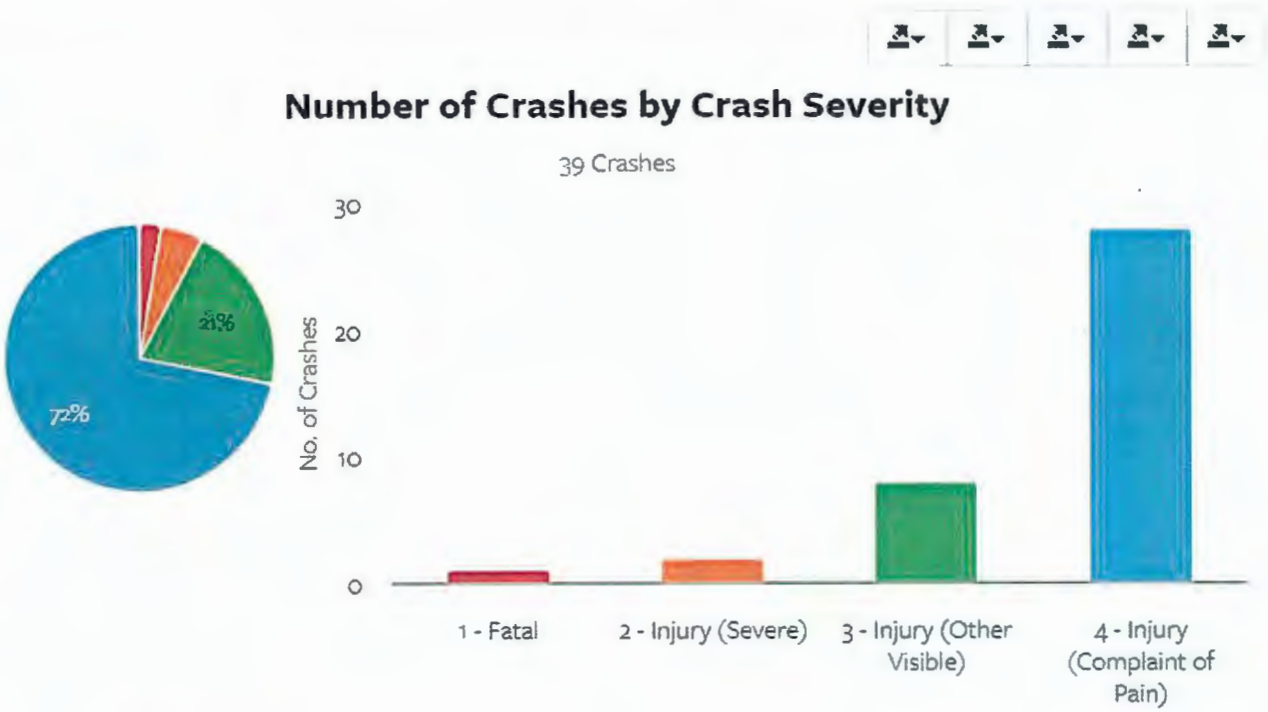
 Crashes



Fresno County Dept. PWP, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land

TIMS (<https://tims.berkeley.edu>), SafeTREC, UC Berkeley
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By Crash Severity



Show Zero

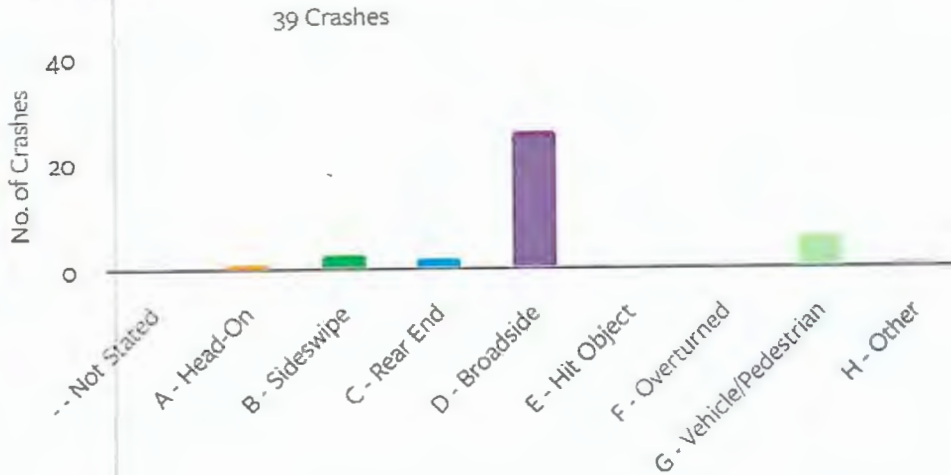
Crash Severity	Count	%
1 - Fatal	1	0.01%
2 - Injury (Severe)	2	0.01%
3 - Injury (Other Visible)	8	0.05%
4 - Injury (Complaint of Pain)	28	0.18%

Crash Severity

- 1 - Fatal
- 2 - Injury (Severe)
- 3 - Injury (Other Visible)
- 4 - Injury (Complaint of Pain)

By Crash Type

Number of Crashes by Type of Crash



Type of Crash

- -- Not Stated
- A - Head-On
- B - Sideswipe
- C - Rear End
- D - Broadside
- E - Hit Object
- F - Overturned
- G - Vehicle/Pedestrian
- H - Other

Type of Crash

Type of Crash	Count	%
-- Not Stated	0	0.00%
A - Head-On	1	2.56%
B - Sideswipe	3	7.69%
C - Rear End	2	5.13%
D - Broadside	26	66.67%
E - Hit Object	0	0.00%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	6	15.38%
H - Other	1	2.56%

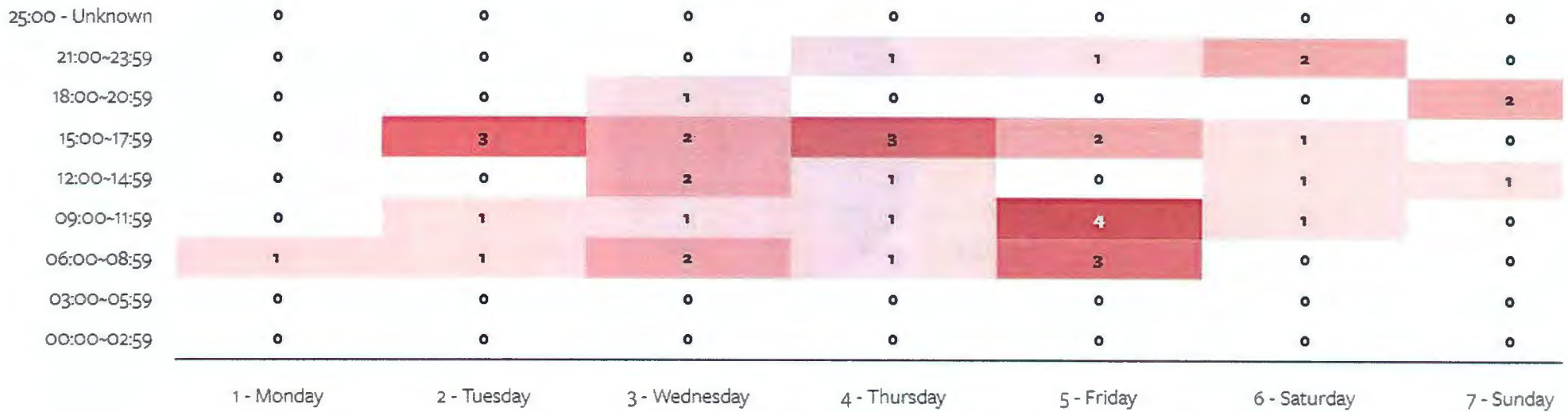
Show Zero

By Day of Week and Time



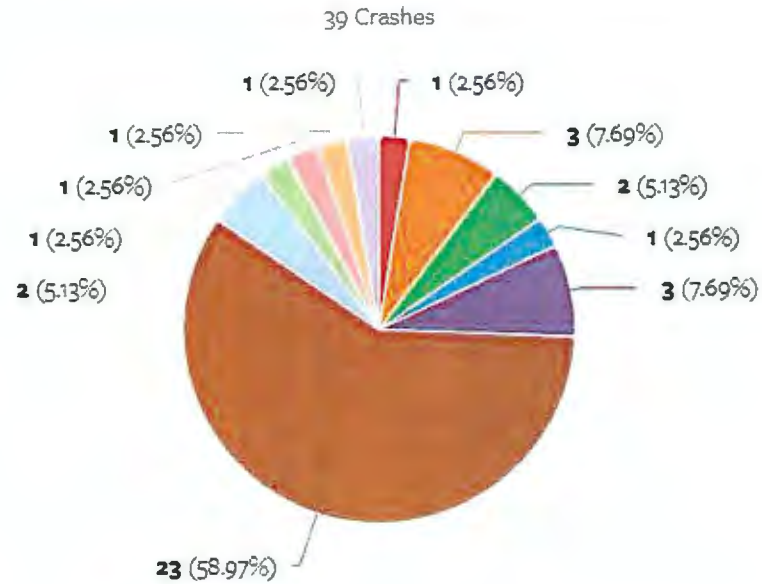
Number of Crashes per Day of Week per Time

39 Crashes



By Primary Crash Factor (PCF) Violation

Number of Crashes by PCF Violation



PCF Violation

- 00 - Unknown
- 01 - Driving or Bicycling Under the Influence of Alcohol or Drug
- 02 - Wrong Side of Road
- 03 - Unsafe Speed
- 04 - Automobile Right of Way
- 05 - Improper Turning
- 06 - Pedestrian Violation
- 07 - Traffic Signals and Signs
- 08 - Pedestrian Right of Way
- 09 - Other Than Driver (or Pedestrian)
- 10 - Pedestrian Right of Way
- 11 - Pedestrian Violation
- 12 - Traffic Signals and Signs
- 13 - Unsafe Starting or Backing

By Victim Degree of Injury

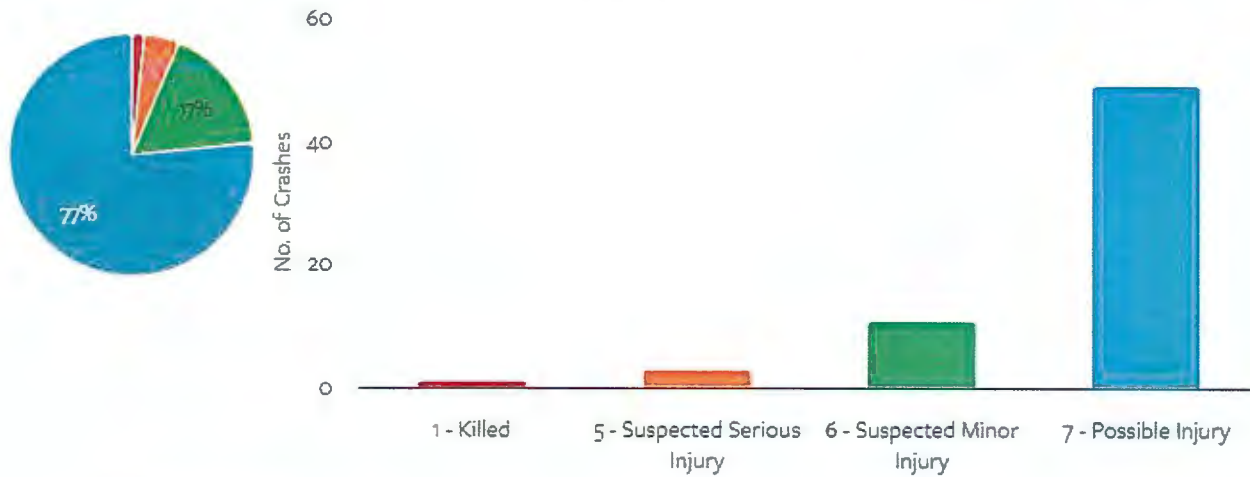


Show Zero



Number of Victims by Victim Degree of Injury

64 Victims



Victim Degree of Injury

Victim Degree of Injury	Count	%
1 - Killed	1	1.56%
5 - Suspected Serious Injury	3	4.69%
6 - Suspected Minor Injury	11	17.19%
7 - Possible Injury	49	76.56%

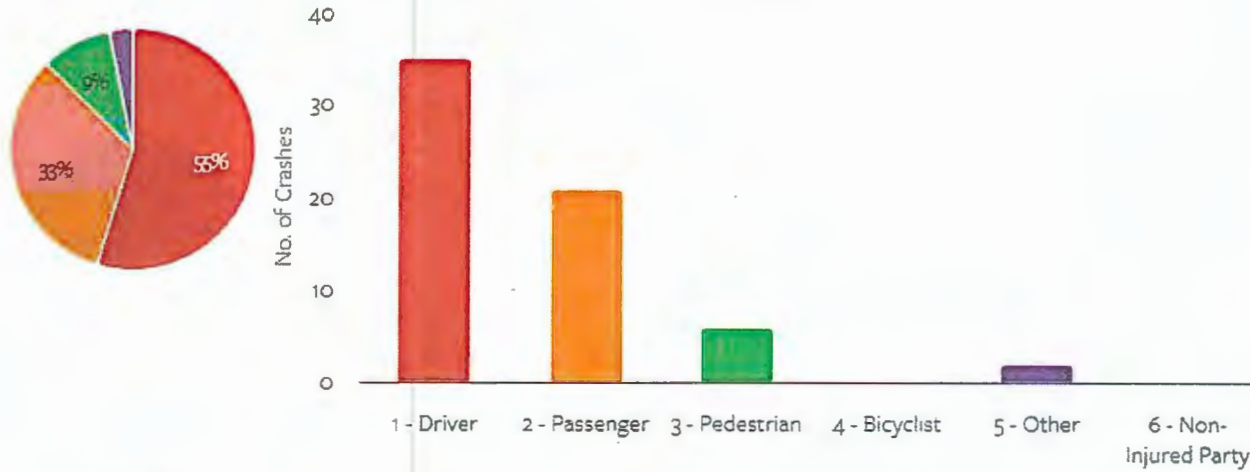
Victim Degree of Injury

- 1 - Killed
- 5 - Suspected Serious Injury
- 6 - Suspected Minor Injury
- 7 - Possible Injury

By Victim Role

Number of Victims by Victim Role

64 Victims



Victim Role

- 1 - Driver
- 2 - Passenger
- 3 - Pedestrian
- 4 - Bicyclist
- 5 - Other
- 6 - Non-Injured Party

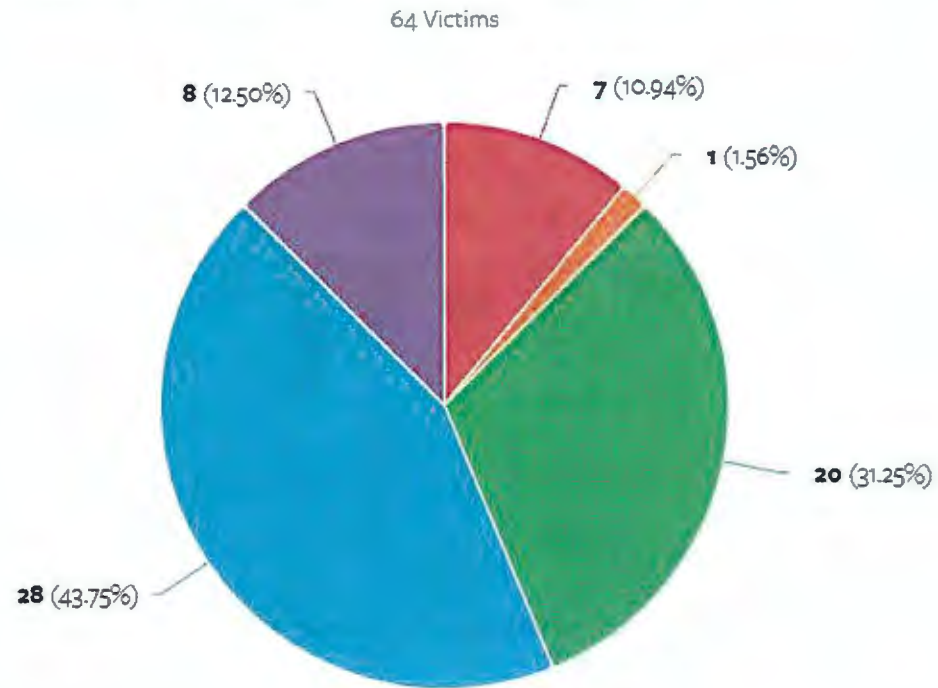
Victim Role

Victim Role	Count	%
1 - Driver	35	54.69%
2 - Passenger	21	32.81%
3 - Pedestrian	6	9.38%
4 - Bicyclist	0	0.00%
5 - Other	2	3.13%

Show Zero



Number of Victims by Victim Safety Equipment 1



Victim Safety Equipment 1

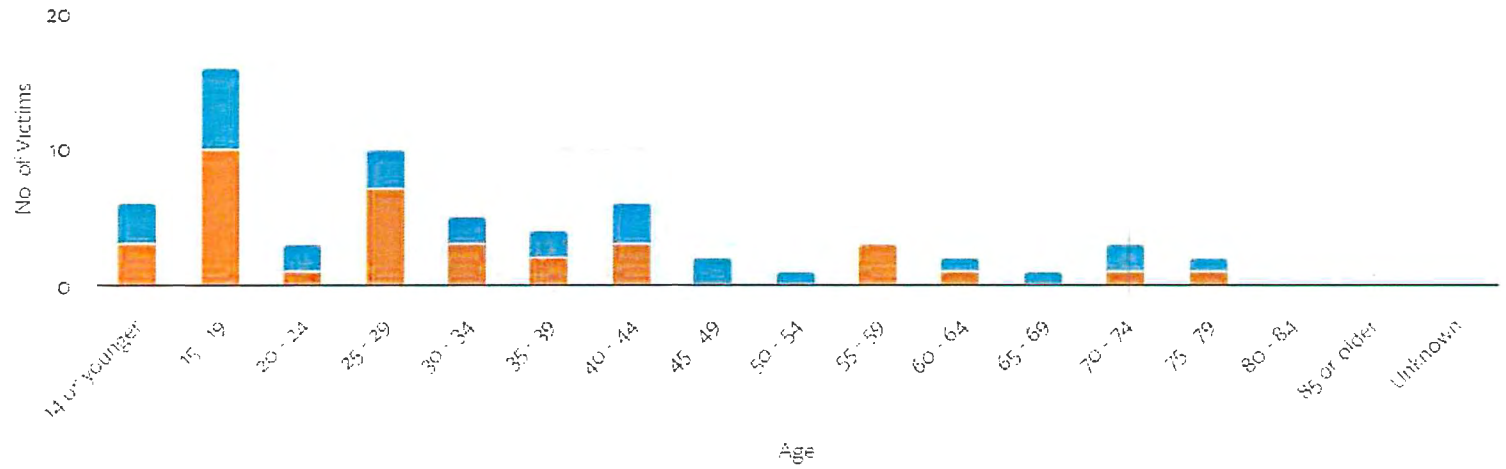
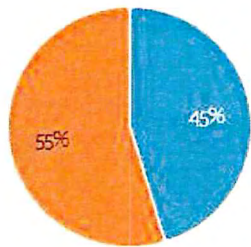
- or blank - Not Stated
- G - Lap/Shoulder -arness Used
- L - Air Bag Deployed
- M - Air Bag Not Deployed
- P - Not Required

By Victim Gender and Age



Number of Victims by Victim Gender and Age

64 Victims

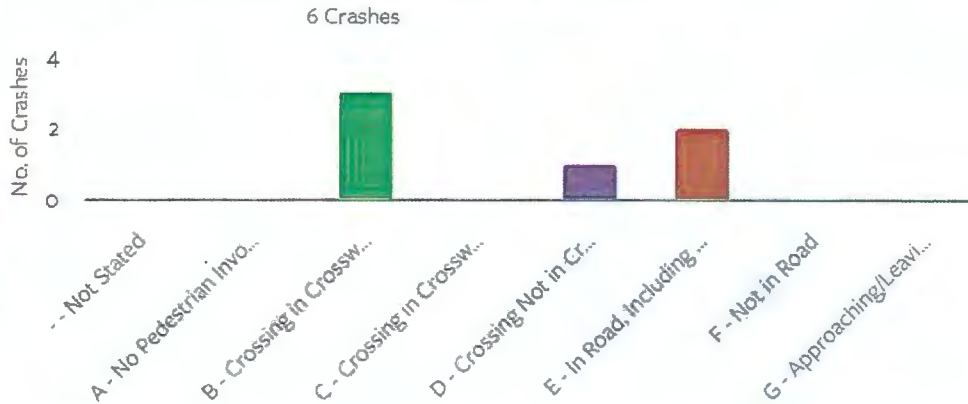
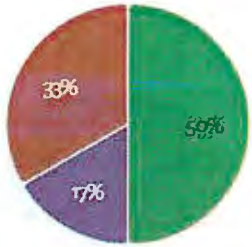


Victim Gender

- Male
- Female
- Not Stated

By Pedestrian Action

Number of Crashes by Pedestrian Action



Pedestrian Action

- -- Not Stated
- B - Crossing in Crosswalk at Intersection
- D - Crossing Not in Crosswalk
- F - Not in Road
- A - No Pedestrian Involved
- C - Crossing in Crosswalk Not at Intersection
- E - In Road, Including Shoulder
- G - Approaching/Leaving School Bus

Pedestrian Action

Pedestrian Action	Count	%
-- Not Stated	0	0.00%
B - Crossing in Crosswalk at Intersection	3	50.00%
D - Crossing Not in Crosswalk	1	16.67%
E - In Road, Including Shoulder	2	33.33%
F - Not in Road	0	0.00%

Show Zero



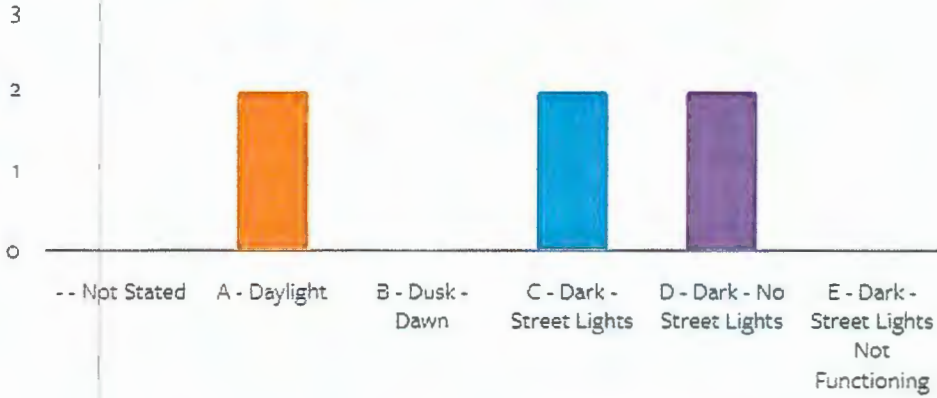
By Lighting



No. of Crashes

Number of Crashes by Lighting

6 Crashes



Lighting

- -- Not Stated
- A - Daylight
- B - Dusk - Dawn
- C - Dark - Street Lights
- D - Dark - No Street Lights
- E - Dark - Street Lights Not Functioning

Show Zero

Lighting

Lighting	Count	%
A - Daylight	2	33.33%
B - Dusk - Dawn	0	0.00%
C - Dark - Street Lights	2	33.33%
D - Dark - No Street Lights	2	33.33%
E - Dark - Street Lights Not Functioning	0	0.00%

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

Type of Crashes: Bicycle Pedestrian

Crash Severity: 1 - Fatal 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain

Years: 2012 - 2022

(A - 2022 - 2023 data is provisional and subject to change.)

Caruthers Unified

1 Tiller Avenue | Caruthers | Fresno County | CDS: 10755980000000



Summary Statistics

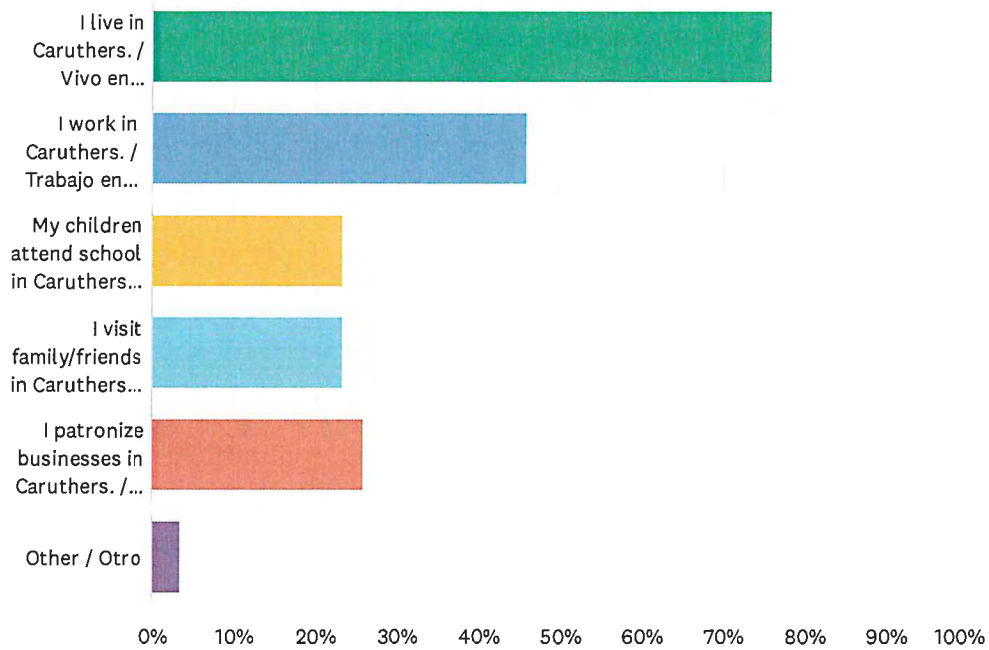
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	1	0	1	0	1
1/4 - 1/2 mi.	1	1	1	2	5	0	5
Total	1	1	2	2	6	0	6

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5919923	2013-02-13	20:04	HENDERSON RD	SUPERIOR AV	140.00	S	No	Yes
6606043	2014-04-24	21:03	RAIDER AV	TAHOE ST	10.00	S	No	Yes
6994572	2015-06-17	17:20	KINCAID AV	CARUTHERS AV	0.00	-	No	Yes
90025500	2015-09-26	21:45	TAHOE AVENUE	QUINCE STREET	6.00	S	No	Yes
90026120	2015-09-24	15:12	TAHOE ST	QUINCE AVE	5.00	E	No	Yes
90171286	2016-04-16	21:58	SUPERIOR AVENUE	OAK AVE	60.00	N	No	Yes

Q1 What is your connection to Caruthers? (check all that apply) /Cuál es tu conexión con Caruthers? (marque todo lo que corresponde)

Answered: 120 Skipped: 1



ANSWER CHOICES

RESPONSES

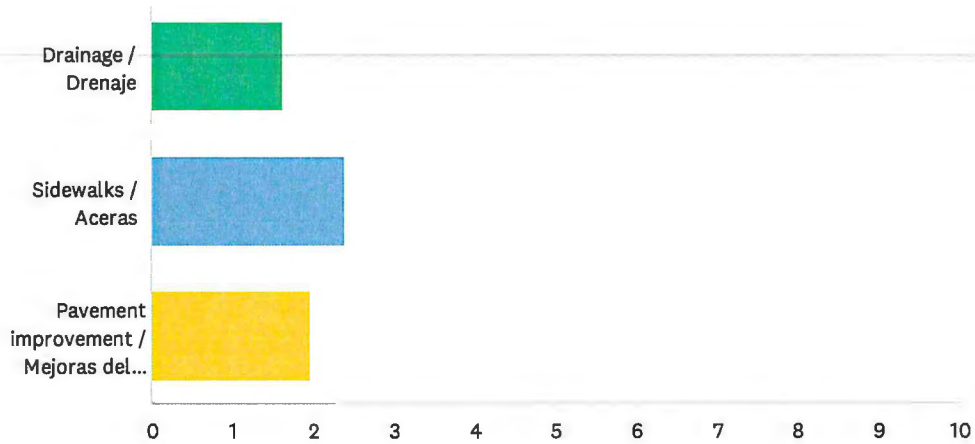
I live in Caruthers. / Vivo en Caruthers.	75.83%	91
I work in Caruthers. / Trabajo en Caruthers.	45.83%	55
My children attend school in Caruthers. / Mis hijos asisten a la escuela en Caruthers.	23.33%	28
I visit family/friends in Caruthers. / Visito a familiares y amigos en Caruthers.	23.33%	28
I patronize businesses in Caruthers. / Patrocino negocios en Caruthers.	25.83%	31
Other / Otro	3.33%	4

Total Respondents: 120

#	OTHER / OTRO	DATE
1	Family works in caruthers	6/5/2024 3:39 PM
2	Family works in Caruthers	6/5/2024 3:35 PM
3	Jeremy5hfvhftguq123#fc. Grghrdd	5/18/2024 8:45 AM
4	Retired	5/14/2024 3:19 PM

Q2 Please rank your priority for community improvements / Clasifique su prioridad para las mejoras de la comunidad

Answered: 119 Skipped: 2



	1	2	3	TOTAL	SCORE
Drainage / Drenaje	18.49% 22	26.05% 31	55.46% 66	119	1.63
Sidewalks / Aceras	54.62% 65	30.25% 36	15.13% 18	119	2.39
Pavement improvement / Mejoras del pavimento	26.89% 32	43.70% 52	29.41% 35	119	1.97

Q3 Any additional information or specific locations of concern. / Cualquier información adicional o lugares específicos de preocupación.

Answered: 49 Skipped: 72

#	RESPONSES	DATE
1	Would love to see sidewalks around school zones	6/5/2024 3:39 PM
2	Sidewalks for both school zones	6/5/2024 3:35 PM
3	We need light up sidewalks in front of the high school	6/4/2024 7:40 AM
4	Area of concern as a community member is the intersection of Tahoe and Clemenceau right next to the Fire department. I see children cross the street on occasion to get to the fairgrounds soccer field or baseball diamond. A 4 way stop there would help with traffic coming into town slow down so a cross walk would be beneficial there. Also, when you are exiting the newer development in between Kincaid and Clemenceau and are using the exit on Clemenceau there is a curve that cars tend to come down at a high speed and the exit become dangerous because of it.	6/3/2024 3:25 PM
5	Arterial and lighted stop lights to slow traffic by school zones and by MARC High School were the road curves - blind corner	6/3/2024 3:02 PM
6	Raider and Tahoe- STOP SIGN, Lighting	6/3/2024 2:59 PM
7	Great need for sidewalks in town for student safety while walking to and from school. Lighting and a STOP SIGN on Raider and Tahoe are needed!!!	6/3/2024 2:46 PM
8	Crosswalks signs are great, however blinking lights or signs that includes lights would be better. A lot of times there are students or people that need to cross and unfortunately the cars/traffic on Tahoe don't always pay attention to the cross walks. This would be beneficial for all streets surrounding the schools.	6/3/2024 2:26 PM
9	Speed bumps on Tahoe by high schools	5/31/2024 2:52 PM
10	I think speed bumps should be placed in the smaller roads in town to prevent cars from speeding	5/26/2024 2:04 PM
11	No tengo ninguna información en específico	5/24/2024 5:54 PM
12	N/A	5/24/2024 10:37 AM
13	Main road in town	5/24/2024 10:36 AM
14	need to fix the parking layout. I sometimes can't see when reversing due to the angle of all the cars are parked beside me.	5/24/2024 7:17 AM
15	Raider street and Tahoe	5/24/2024 7:13 AM
16	Tahoe ave	5/24/2024 7:11 AM
17	Sidewalks along Henderson	5/24/2024 6:58 AM
18	Tahoe and Raider Avenues	5/24/2024 6:54 AM
19	High school cross walking should have flashing crosswalk on Tahoe and raider intersection	5/23/2024 9:43 PM
20	Henderson Road floods	5/23/2024 8:52 PM
21	The corner of West Indiana and South Vandenburg gets a lot of water back up in the road and debris build up and mud that won't drain causing erosion.	5/22/2024 5:36 PM
22	Comers along Tahoe without sidewalk	5/22/2024 9:16 AM
23	Get rid of the crackheads	5/21/2024 4:31 PM

Caruthers Community Survey / Encuesta comunitaria de Caruthers

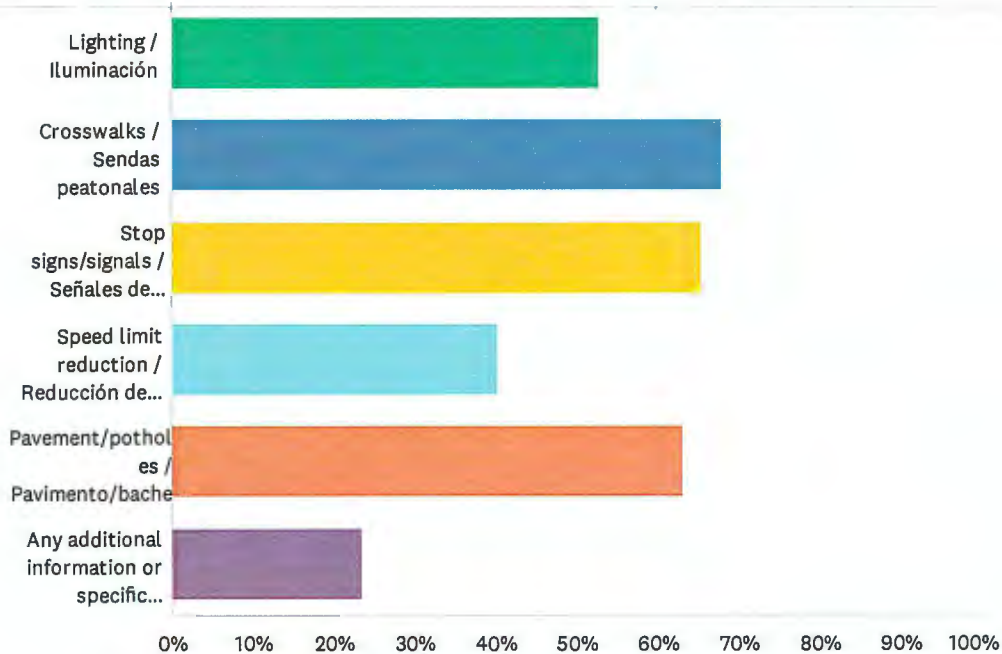
24	The corner of Oak Street drain needs clean it always gets flooded there. Where our cars are underwater	5/20/2024 2:04 PM
25	Corner of Tahoe and Henderson by NAPA needs to be completed Uneven sidewalk along Tahoe between Oak and Quince Drainage on corner of Clemenceau/Tahoe and Kincaid intersection	5/20/2024 9:45 AM
26	Cars drive so fast down Quince where school kids/parents are walking to/from school. What about speed bumps down this road to slow traffic down.	5/19/2024 2:42 PM
27	Roads paved several years ago but can use a seal coat	5/19/2024 9:14 AM
28	Esbfbnd is a great yuuhffvbw#029201"a	5/18/2024 8:45 AM
29	A need of sidewalks throughout Tahoe and into homes near the Highschool and to stores. From what is seen, most students, and towns people are walking on dirt "sidewalks" then entering into cemented sidewalks.	5/16/2024 9:01 PM
30	Polk avenue needs to be repaved!	5/15/2024 10:54 PM
31	There needs to be more lighting on the sideways. It is very dangerous for everybody to who walk at night. It is very difficult to see students and people walking from the high school at night. The Raider and Tahoe intersection needs way more light than a monitor that is always under construction. There should also be stop signs added on Quince and Tahoe as well as Raider and Tahoe those are the two most busiest streets due to the traffic for the schools and events. A lot of people are always in a rush and do not care to stop for people in the crosswalks. So many people race through Tahoe as if it is a freeway. Adding more lighting along Tahoe and atleast two stop signs will both help the safety of everybody.	5/15/2024 9:25 PM
32	Visibility of traffic lanes on Tahoe and Henderson intersection.	5/14/2024 9:00 PM
33	Raider St, Pear St	5/14/2024 8:36 PM
34	Drainage during flood season	5/14/2024 6:04 PM
35	Clemenceau and marks. Clemenceau is way to bumpy and the cracks are made worse by just paving over and over again as they did this summer.	5/14/2024 5:09 PM
36	Do not waste money on sidewalks that will eventually crack or shift to where it will create tripping. This is waste of funds! Fix the potholes! Stop making it look like you're benefiting with really you're just putting a bandaid to look productive when it's not.	5/14/2024 4:46 PM
37	Superior needs drainage from pump shop to fair. It's a mess during rain to walk/drive. I'm sure there are others but that's the one I actually tried to avoid if it's raining.	5/14/2024 4:15 PM
38	Would like to see the flashing crosswalk on the corner of Tahoe and Raider complete. The city needs to add more street lights where needed. Some areas did not have any installed on the Main Street. They need to roll the speed limit back to 25 mph. There are so many ppl that speed into and out of town. Maybe we need to have two roundabouts installed.	5/14/2024 3:28 PM
39	None	5/14/2024 3:19 PM
40	Corner of Sandy and Henderson the drain doesn't work. In front of the Townhouses on Sandy.	5/14/2024 2:56 PM
41	I worry mostly about the children walking to and from school. With no sidewalks and curbs in most of the town people park in a way that children end having to walk on the street which is not at all safe.	5/14/2024 2:52 PM
42	Cleaning up fence line behind houses on mark's... both neighborhoods need griffti and weed control and dead tree removal...	5/14/2024 2:45 PM
43	Stop signs or speed bumps on certain intersections (Example Erie/Quince) High vehicle volume with students walking to and from school; designate entire perimeter of high a "no semi-truck parking". They obstruct the view of motorists from students on foot.	5/14/2024 2:12 PM
44	Constructor new roads. People need new houses or apartments. Old apartments are very crowded.	5/14/2024 1:57 PM
45	We need Speed bumps on Raider ave next to the high school for fast passing vehicles.	5/14/2024 12:37 PM
46	Marsh street. Love to see some sidewalks and or drains.	5/14/2024 12:06 PM

Caruthers Community Survey / Encuesta comunitaria de Caruthers

- | | | |
|----|---|--------------------|
| 47 | Please fix road on So Bryan Av Caruthers almost no road left. | 5/14/2024 11:03 AM |
| 48 | Southwest corner of Tahoe and Quince (2452 W Tahoe) sidewalk and gutters flood during rain season. Several pedestrians have fallen due to attempting to jump the massive puddle and the handicap access is constantly underwater. Flooding is so severe that it will actually touch our building. | 5/14/2024 10:55 AM |
| 49 | Roads are super old never renovated | 5/14/2024 9:06 AM |

Q4 Please check if you think Caruthers needs improvements in any of the following areas: / Por favor, marque si cree que Caruthers necesita mejoras en alguna de las siguientes áreas:

Answered: 119 Skipped: 2



ANSWER CHOICES

RESPONSES

ANSWER CHOICES	RESPONSES
Lighting / Iluminación	52.94% 63
Crosswalks / Sendas peatonales	68.07% 81
Stop signs/signals / Señales de alto/Señalización	65.55% 78
Speed limit reduction / Reducción del límite de velocidad	40.34% 48
Pavement/potholes / Pavimento/bache	63.03% 75
Any additional information or specific locations of concern. / Cualquier información adicional o lugares específicos de preocupación.	23.53% 28

Total Respondents: 119

#	ANY ADDITIONAL INFORMATION OR SPECIFIC LOCATIONS OF CONCERN. / CUALQUIER INFORMACIÓN ADICIONAL O LUGARES ESPECÍFICOS DE PREOCUPACIÓN.	DATE
1	N	6/2/2024 2:57 PM
2	some roads got reworked recently. they have since returned to their rough shape. roads need to be properly repaved	5/30/2024 8:20 AM
3	please enforce stopping cars that rev up their cars and speed through tahoe	5/24/2024 7:31 AM

Caruthers Community Survey / Encuesta comunitaria de Caruthers

4	Signs and sidewalks in Main Street	5/24/2024 7:11 AM
5	Tahoe and Henderson need a 4 stop	5/24/2024 6:54 AM
6	Henderson and eerie have consistent speeding and burn outs. Someone is going to die	5/23/2024 8:52 PM
7	Gang tagging and vandalism	5/22/2024 5:36 PM
8	And cheering Caruthers by the fire station is very bumpy and needs to be reworked on	5/20/2024 2:04 PM
9	Speed bumps down Quince street!!	5/19/2024 2:42 PM
10	Speed bumps	5/18/2024 10:42 AM
11	Oqkqkqoa	5/18/2024 8:45 AM
12	No parks	5/17/2024 10:36 AM
13	More street lights also enforce speed a lot of people driving to fast past school	5/16/2024 12:21 PM
14	Henderson at Mt View needs a stop sign and a speed reduction	5/16/2024 11:46 AM
15	Polk Ave. needs to be repaved	5/15/2024 10:54 PM
16	Security cameras can help so much with preventing people doing burnouts and driving recklessly on the main street. We all use Tahoe St every day and it is hard to get through when people just stop and do donuts and drive recklessly while just trying to get by. I feel like cameras can help see who is at fault and help keep the community safe from all kinds of dangers.	5/15/2024 9:25 PM
17	4 way stop at Henderson/Tahoe	5/15/2024 3:19 PM
18	Traffic or yield light at Henderson and Tahoe intersection.	5/14/2024 9:00 PM
19	Repave main st.	5/14/2024 8:02 PM
20	Yes	5/14/2024 3:19 PM
21	The intersection at Tahoe and Raider is in desperate need of a 4 way stop. It is the corner of the high school and at the beginning and end of school each day it becomes very congested. I have seen cars, in a hurry to get through or to turn, not yield to students in the crosswalks.	5/14/2024 2:52 PM
22	Just need the county to clean up its property and removal of dead trees on county property meaning the weeds and Graffiti and sidewalks are uneven, making it a tripping Hazard	5/14/2024 2:45 PM
23	See above	5/14/2024 2:12 PM
24	Blind intersections need stop signs. Vacant lots on Main Street need to be cleaned up.	5/14/2024 2:00 PM
25	We need stop signs on cross streets	5/14/2024 12:37 PM
26	We need at least one down the main road. Especially during fair time.	5/14/2024 12:06 PM
27	13584 So Bryan Ave Caruthers	5/14/2024 11:03 AM
28	Speed bumps around the schools to help slow vehicles when children are walking to and from school.	5/14/2024 10:01 AM

ATTACHMENT K

SIGN-IN SHEET/ LISTA DE ATENDENCIA

Project: Caruthers Complete Streets

Date: May 23, 2024



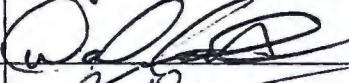






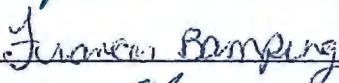

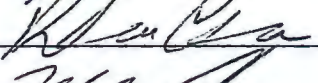

Place/Room: Caruthers Elementary School – Cafeteria

Time: 6:00 PM – 7:00 PM

	Name/Nombre	E-Mail/Correo Electrónico	Phone Number/ Número de Teléfono
1	David & Karen Campos		
2	Peagu Wilkinson		
3	Peagu WILKINSON		
4	Valori Gallaher		
5	Amado LARIN		
6	Velma Barber		
7	Gary Barber		
8	Doreen Yager		
9	Connie Menaivas		
10	MARK SILVA		
11	Kelly Cardoza		
12	Susan Cardoza		
13	Horacio Oly		
14	Veronica Hernandez		
15	Monse Morales		
16	Sandra Marquez		
17	ma Antonia Lara		
18	Janet Campuzano		
19	Zachary Jones		
20	Sharon Ash		
21	Tina Jones		
22	Jeff Chow		
23			
24			
25			
26			

Petition for Caruthers Community Improvements

Petition	I support the County of Fresno's improvements for the Caruthers Community
----------	---

Printed Name	Signature	Business Name/Address	Comment	E-mail
Stephene Flores		Our Lady of the Assumption Caruthers	13540 S. Henderson Rd Caruthers CA 93609 Sidewalks.	silce@stfrjude-easton.org
Maura Agredano		Panaderia la Imperial	2416 W. Tahoe Ave Caruthers Sidewalk, drive bad.	maura.urbieta87@gmail.com
David Arreola		Cuts By David Barber	2410 W. Tahoe Ave SideWalk	DavidArreola1814@gmail.com
Bert Stephens		Caruthers Engine Parts	2345 W. Tahoe Ave	BertStephens@AOL.com
Valerie Salinas		Salinas Tax & Notary	2331 W. Tahoe Caruthers	val.salinas@yahoo.com
Irma Guillen		Flor de Michoacan Resta	2220 W. Tahoe Ave.	irmaguillen8@gmail.com
Joel Plascencia		Taxeria Krystal	2290 W. Tahoe Ave	JoelPlascencia@gmail.com
Gus Vasquez		Vasquez Tire Shop	13331 S. Henderson	Gus9355@gmail.com
Ryan Duff		Caruthers Auto Supply	2318 W. Tahoe	napa129@yahoo.com
Frances Bamping		2382 W. Tahoe Ave Caruthers, CA 93609	Need. Road Sidewalks	
Angel Alvarez		Unnos Unnos Unnos 15699 S. Guinice Ave Caruthers CA 93609	Sidewalks	aalvarez@caruthers.k12.ca.us
Blanca Crispin		Beauty Town Salon	P.O. BOX 856 2222 W. Tahoe Ave CA 93609 Caruthers CA 93609	Beautytownsalon@gmail.com
Jasbir Sangha		Chow Time Pizza	2290 W. Tahoe Ave Unit 102 Caruthers CA 93609	JasbirSangha233@gmail.com

ATTACHMENT J

PHOTOS OF PUBLIC MEETING HELD AT CARUTHERS ELEMENTARY SCHOOL - THURSDAY, MAY 23RD 2024.



Program Manager Erin Haagenon and Supervising Engineer Sebastian Artal presenting and answering questions from community members.





Re: ATP Corps Consultation Forms

Nuttman, Diana <dnuttman@fresnocountyca.gov>

Fri 6/7/2024 11:20 AM

To: Pham, Anthony@CCC <Anthony.Pham@CCC.CA.GOV>

Cc: Haagenson, Erin <ehaagenson@fresnocountyca.gov>; Dunkle, Bryant@CCC <Bryant.Dunkle@CCC.CA.GOV>; Alimi, Mohammad <malimi@fresnocountyca.gov>; Murphy, Shawn@CCC <Shawn.Murphy@CCC.CA.GOV>; Artal, Sebastian <sartal@fresnocountyca.gov>; Ortiz-Jimenez, Roberto E. <rojimenez@fresnocountyca.gov>

Good morning, Anthony,

Thank you for your response. I will forward this to our engineers.

Thanks,



Diana Nuttman | Staff Analyst

Department of Public Works and Planning | Design Division

2220 Tulare St. 7th Floor, Fresno, CA 93721

Direct: (559) 600-4508 | Cell: (559) 767-0873

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From: Pham, Anthony@CCC <Anthony.Pham@CCC.CA.GOV>

Sent: Friday, June 7, 2024 11:11 AM

To: Nuttman, Diana <dnuttman@fresnocountyca.gov>

Cc: Haagenson, Erin <ehaagenson@fresnocountyca.gov>; Dunkle, Bryant@CCC <Bryant.Dunkle@CCC.CA.GOV>;

Alimi, Mohammad <malimi@fresnocountyca.gov>; Murphy, Shawn@CCC <Shawn.Murphy@CCC.CA.GOV>

Subject: RE: ATP Corps Consultation Forms

CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK

Hi Diana,

Thanks again for consulting with the California Conservation Corps (CCC).

The CCC Fresno Center has reviewed your projects and determined that it is feasible for CCC services to be used on the Caruthers Sidewalk Project. Corpsmembers can assist with tree removal.

If the project is awarded funding, please contact the project manager listed below to coordinate CCC involvement:

Bryant 'Bry' Dunkle, Conservationist Supervisor (Project Manager)

Email: Bryant.Dunkle@ccc.ca.gov

Phone: (559) 458-0914

Also, Bry has indicated that it's not feasible for the CCC to assist with the Easton Sidewalk Project.

From: [Active Transportation Program](#)
To: [Nuttman, Diana](#)
Cc: [Haagenson, Erin](#); [Alimi, Mohammad](#)
Subject: Re: ATP Corps Consultation Forms
Date: Sunday, June 16, 2024 6:59:25 PM
Attachments: [image001.png](#)

CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK

Hi Diana,

Thank you again for consulting with us on your Caruthers Sidewalk Project.

The Fresno Conservation Corps has reviewed your project and determined that it is not feasible for corps services to be used on this project.

Please include this email with your application as proof that you have consulted with the LCCs.

Good luck with your application!

Best,

Nick

On Sun, Jun 16, 2024 at 6:57 PM Active Transportation Program <inquiry@atpcommunitycorps.org> wrote:

Hi Diana,

Thank you again for consulting with us on your Easton Sidewalk Project.

The Fresno Conservation Corps has reviewed your project and determined that it is not feasible for corps services to be used on this project.

Please include this email with your application as proof that you have consulted with the LCCs.

Good luck with your application!

Best,

Nick

On Mon, Jun 3, 2024 at 1:01 PM Nuttman, Diana <dnuttman@fresnocountyca.gov> wrote:

Good afternoon,

The County of Fresno will be submitting two applications to ATP Cycle 7, due June 17, 2024.
Attached

are the consultation forms and accompanying attachments. Please let me know if you will be able to assist with either of these projects.

Thanks,



Diana Nuttman | Staff Analyst

Department of Public Works and Planning | Design Division

2220 Tulare St. 7th Floor, Fresno, CA 93721

Direct: (559) 600-4508 | Cell: (559) 767-0873

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Nicholas Mazzotti | Associate
Environmental & Energy Consulting
1121 L Street, Suite 309
Sacramento, CA 95814
(310) 227 - 5001
inquiry@atpcommunitycorps.org

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--

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Please include this email with your application as proof that you have submitted your consultation request for review to the CCC.

Good luck with your application!

ANTHONY PHAM

Grant Coordinator, Environmental Programs
Emergency and Environmental Programs Unit
Pronouns: He/Him/His

1719 24th Street
Sacramento, CA 95816

P: (916) 341-3183

anthony.pham@ccc.ca.gov
ccc.ca.gov



Hard Work, Low Pay,
Miserable Conditions and More

From: Nuttman, Diana <dnuttman@fresnocountyca.gov>
Sent: Monday, June 3, 2024 1:01 PM
To: ATP@CCC <ATP@CCC.CA.GOV>; inquiry@atpcommunitycorps.org
Cc: Haagenson, Erin <ehaagenson@fresnocountyca.gov>; Alimi, Mohammad <malimi@fresnocountyca.gov>
Subject: ATP Corps Consultation Forms

Good afternoon,

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Thanks,



Diana Nuttman | Staff Analyst
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Date: Sunday, June 16, 2024 6:59:25 PM
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