WORKSPACE FORM

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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DTOS59-25-RA-RAISE
Opportunity Title:	FY 2025 National Infrastructure Investments
Opportunity Package ID:	PKG00288352
Assistance Listing Number:	20.933
Assistance Listing Title:	National Infrastructure Investments
Competition ID:	
Competition Title:	
Opening Date:	11/01/2024
Closing Date:	01/30/2025
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Andrea Jacobson BUILD Program Manager E-mail: andrea.jacobson@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01474581
Application Filing Name:	COUNTY OF FRESNO
UEI:	LGJ1SMMN9XR6
Organization:	COUNTY OF FRESNO
Form Name:	Attachments
Form Version:	1.2
Requirement:	Mandatory
Download Date/Time:	Jan 28, 2025 02:48:07 PM EST
Form State:	No Errors

FORM ACTIONS:

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	APPENDICES.pdf	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	ATTCH A - MILLERTON WIDENIN	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	ATTCH B - CEJST Data.pdf	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	ATTCH C - TIMS Data_ALL.pdf	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	ATTCH D - FHWA ARTICLE.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	ATTCH E - TABLE 7 MEDIAN CO	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	ATTCH F - PHOTOS.pdf	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	ATTCH G - 2023 Millerton LO	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	ATTCH H - FTIP.pdf	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	ATTCH I - NEPA & CEQA.pdf	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	ATTCH J - ARTICLES.pdf	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12	ATTCH K - PRELIM PLANS-.pdf	Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13	FY 2024 RAISE Project Informa	Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14	USDOT BCA Spreadsheet Templat	Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15	MILLERTON-ROAD.zip	Add Attachment	Delete Attachment	View Attachment

PROJECT DESCRIPTION

The Millerton Road Widening and Safety Improvements Project proposes to widen a 3.2-mile stretch of Millerton Road from North Fork Road in the community of Friant, to the intersection of Millerton Road and Marina Drive/Winchell Cove Road from a two-lane rural roadway to a four-lane divided arterial roadway. Two roundabouts would be constructed at the intersections of Millerton Road and Marina Drive/Winchell Cove Road and at Millerton Road and Morningside Drive. Additional striping for bicycle lanes and left-turn pockets would be included in the project (See Attachment A).

The project area is located in rural northern Fresno County, in the Sierra Nevada foothills, near Friant Dam and the Millerton Lake reservoir. The hydroelectric dam controls the San Joaquin River flow and the reservoir fulfills the irrigation and drinking water needs of many San Joaquin Valley residents and job-creating agricultural industry. Beginning in the unincorporated community of Friant, population 540, the project extends into unincorporated Fresno County that borders the tribal land of Table Mountain Rancheria, the Chukchansi band of Yokut and Monache tribes of Indigenous Americans. Millerton Road serves as access to Millerton Lake State Park, Table Mountain Casino Resort, and several housing developments. The project area covers two census tracts, 55.15 and 64.05. They have a combined population of 7,037, so it is considered rural. Neither tract is an Area of Persistent Poverty or a Historically Disadvantaged Community, although the Climate and Economic Justice Screening Tool does designate tract 64.05 as “partially disadvantaged” due to the location of a Federally Recognized Tribe (See Attachment B).

The project has been ongoing for a number of years and has experienced delays due to environmental, right of way, and utility concerns. The project is now ready for construction; however, funding for the project is insufficient due to rising construction costs and unexpected issues. During the time the County was working through the delays, Table Mountain Rancheria widened a 0.8 mile section of the roadway in front of their newly built casino on Millerton Road from 2-lane to 4-lane, which starts at the casino entrance and ends at Marina Drive/Winchell Cove Road. The change from 4-lane to 2-lane traveling west on Millerton Road creates a bottleneck which is very abrupt and has resulted in a number of severe crashes, some fatal. Between 2012 and May 2023 there were 44 collisions; 9 people were killed and 26 were injured within 900 feet of the intersection. The County has proposed a roundabout at this intersection, which will reduce the overall speed of traveling vehicles, and create a safer pedestrian crossing. The roundabout should significantly reduce the number of crashes and deaths that have happened in that location. Additionally, widening the remainder of the road will improve the bottleneck at the intersection and prevent sudden passing or merging maneuvers.

The project will achieve these objectives by transforming the current 2-lane rural roadway into a 4-lane divided arterial roadway with paved shoulders, including signed and striped bicycle lanes. Several public road intersections, private road intersections, and driveway intersections would be improved to accommodate the widening of the road and median improvements. In addition

to the roundabout at Millerton Road and Marina Drive/Winchell Cove Road, a second roundabout will be constructed at Millerton Road and Morningside Drive, about 0.7 miles west of Marina Drive, to slow traffic further, reduce accidents, and promote safer driving practices. The project will include new, pocketed, left-turn lanes, and a new, two-lane, pre-stressed I-girder bridge over Friant-Kern Canal to complement the already existing bridge and to accommodate the additional two lanes. These improvements will contribute to a higher level of safety and utility for motorists and bicyclists. Finally, erosion control measures will line all embankment area slopes, as well as on cut slopes when the slope material will support growth. The reconstructed roadway would generally follow the alignment of the existing roadway, with deviations needed to upgrade the horizontal and vertical geometry to current standards.

A future phase of the project will widen Millerton Road east of the project area to Auberry Road, which also serves rural communities. This will complete the expansion of Millerton Road from a 2-lane to a 4-lane road and increase safety and reduce congestion to the area.

PROJECT BUDGET

The amount of work to be done in Census Tract 55.15 is about 0.55 miles, out of total 3.2 mile project, or 17%. The rest is in Census Tract 64.05. The roundabouts will be in Tract 64.05. The bridge expansion occurs across the dividing line of the tracts, so the cost is split in half between both tracts. It is anticipated that one of the roundabouts will be funded in Cycle 11 of the HSIP program in the amount of $2,957,602.

There is a contingency amount of 15% for any unforeseen costs or rise in costs, as well as a projection of escalation in costs over 5 years. This estimate was updated in February 2024.

The level of design is 90%. The project has been in various planning stages since 2011 with updates to the project with additional elements and project limits. We will update the plans when additional funding is secured. The roundabouts are designed to be constructed with or without the road widening portion and can be adjusted to accommodate four lanes at a later time.

Table 1:

	Component 1: Road Widening	**Component 2: Roundabouts**	**Component 3: Bridge Expansion**	
Funding Source	**Funding Amount**	**Funding Amount**	**Funding Amount**	**Total Funding**
BUILD Funds	$25,000,000	$0	$0	$25,000,000
Other Federal Funds: STBG, HSIP	$354,120	$2,957,602	$0	$3,311,722
Non-Federal Funds:	$23,111,124	$3,884,962	$20,515,692	$47,511,778
Total Project Cost:	$48,465,244	$6,842,564	$20,515,692	$76,000,000

Table 2a:

2020 Census Tracts	**Project Cost per Census Tract**
55.15	$11,000,000
64.05	$65,000,000
Total Project Cost:	$76,000,000

Table 2b:

2010 Census Tracts	**Project Cost per Census Tract**
55.15	$11,000,000
64.05	$65,000,000
Total Project Cost:	$76,000,000

Table 2c:

Urban/Rural	**Project Costs**
Urban	$0
Rural	$76,000,000
Total Project Cost:	$76,000,000

DEPARTMENT OF TRANSPORTATION

FINANCE LETTER

Date: 11/18/2022
D_CO_RT: 06-FRE-0-CR
Project No: STPL-5942(311)
Adv Project Id: 0622000227
Project End Date: 06/30/2027
Effective PE Reimburse Date: 05/11/2022

EA No:

To: Fresno County

FINANCE ITEMS	PRO RATA OR LUMP SUM	TOTAL COST OF WORK	FEDERAL PART. COST	FED. REIMB %	FEDERAL Z230	LOCAL
Agency Preliminary Engineering	Lump Sum	$400,000.00	$400,000.00	88.53%	$354,120.00	$45,880.00
Totals:		**$400,000.00**	**$400,000.00**	**0.00%**	**$354,120.00**	**$45,880.00**

Participation Ratio: 100.00%

This Finance Letter was created based on specific financial information provided by the responsible local agency. The following encumbrance history is prepared by Local Assistance Accounting Office and is provided here for local agency's information and action.

Signature: Ted Davini

Title: HQ Senior Area Engineer

For questions regarding finance letter, contact:

Printed Name : Ted Davini

Telephone No: 916-653-4335

Remarks: At Risk PE starting at 5/11/2022

ACCOUNTING INFORMATION

STPL-5942(311)

ADV. PROJECT ID	APPROP. UNIT	STATE PROG.	FED/STATE	ENCUMBRANCE AMOUNT	APPROP YEAR	EXPENDITURE AMOUNT	ENCUMBRANCE BALANCE	REVERSION DATE*	Cooperative Work Agreement APPROVED AMOUNT	Cooperative Work Agreement EXPIRATION DATE
0622000227	22102F	2030010810	F	$354,120.00	2122	$0.00	$354,120.00	06/30/27		

*Please submit invoices to the appropriate Districts by April 1st to avoid funds lapsing on the June 30th reversion date listed above and to allow sufficient time for Accounting and SCO year-end closing procedures.

DEPARTMENT OF TRANSPORTATION

FINANCE LETTER

Date: 11/18/2022
D_CO_RT: 06-FRE-0-CR
Project No: STPL-5942(273)
Adv Project Id: 0616000166
Project End Date: 06/30/2028

EA No:

To: County of Fresno

FINANCE ITEMS	PRO RATA OR LUMP SUM	TOTAL COST OF WORK	FEDERAL PART. COST	FED. REIMB %	FEDERAL L23R	FEDERAL Y230	LOCAL
Agency Preliminary Engineering	Lump Sum	$2,840,603.00	$218,836.00	88.53%	$46,868.00	$146,867.00	$2,646,868.00
Totals:		**$2,840,603.00**	**$218,836.00**	**0.00%**	**$46,868.00**	**$146,867.00**	**$2,646,868.00**

Participation Ratio: 7.70%

This Finance Letter was created based on specific financial information provided by the responsible local agency. The following encumbrance history is prepared by Local Assistance Accounting Office and is provided here for local agency's information and action.

Signature: Ted Davini

Title: HQ Senior Area Engineer

For questions regarding finance letter, contact:

Printed Name : Ted Davini

Telephone No: 916-653-4335

Remarks:

ACCOUNTING INFORMATION

STPL-5942(273)

ADV. PROJECT ID	APPROP. UNIT	STATE PROG.	FED/STATE	ENCUMBRANCE AMOUNT	APPROP YEAR	EXPENDITURE AMOUNT	ENCUMBRANCE BALANCE	REVERSION DATE*	Cooperative Work Agreement APPROVED AMOUNT	Cooperative Work Agreement EXPIRATION DATE
0616000166	22102F	2030010810	F	$146,867.00	2122	$0.00	$146,867.00	06/30/27		
0616000166	16102F	2030010810	F	$45,982.46	1516	$45,982.46	$0.00	06/30/21		

*Please submit invoices to the appropriate Districts by April 1st to avoid funds lapsing on the June 30th reversion date listed above and to allow sufficient time for Accounting and SCO year-end closing procedures.

MERIT CRITERIA

SAFETY

Safety is a high priority and a primary purpose for this project, and one of the most urgent reasons for the need for this project. Millerton Road has experienced far too many fatal collisions that can be reduced with several road improvements. According to the Transportation Injury Mapping System (TIMS) by UC Berkeley SafeTREC, from 2012-2022, there have been 95 crashes in the area from North Fork Road to Marina Drive, including 10 fatalities (See Attachment C). However, this data doesn't include the several fatalities from 2023 and 2024. Many accidents occur due to speed, lane departures, or driving under the influence of alcohol or other substances. The proposed improvements of widening the road from two lanes to four lanes gives drivers more space to correct their vehicle, and a roundabout at Morningside Drive, and another roundabout at Marina Drive, close to the entrance of nearby Table Mountain Casino Resort and where most of the fatal collisions occur, would slow down the speed of drivers without impeding the flow of traffic.

Many accidents and near-misses have occurred as drivers head west away from the casino and back toward the city of Fresno at high speeds and don't account for the curved nature of the road in the foothills. From North Fork Road to the casino entrance, there are no traffic lights or stop signs to discourage high speeds, only signs with speed limits and warnings of curves ahead. Table Mountain Rancheria, the owners and operators of the casino, recently widened the road immediately in front of their location from a two-lane to a four-lane, but the road then abruptly returns to a two-lane in both directions. The sudden narrowing of the road can confuse some drivers and cause them to panic and suddenly merge into the next lane. At the same time, impatient drivers also use the road widening in this area as an opportunity to pass slower drivers. Collapsible posts along the shoulder marking a bike lane, which was a previous attempt meant to keep drivers in their lane and prevent crashes into an embankment, have been run over and many are permanently flattened due to the sudden lane change. The bike lane also tapers off and disappears into the dirt shoulder just west of Marina Drive, making it difficult for bicyclists to travel in this area, and many avoid it altogether.

A study conducted in December 2022 by Street Simplified, a traffic safety analytics agency, set up cameras on Millerton Road to observe driver behavior. Video footage captured a truck losing control and colliding into an embankment in the same spot marked with a cross to commemorate a previous fatal accident. Possible factors in the collision are the wet road, curvature of the road, and driver speed. The location of the collision is about 700 feet west of Marina Drive, where the proposed roundabout will be installed. This particular driver could have avoided an accident if there had been speed management countermeasures in place.

Research has shown that roundabouts are safer than traffic signals. Roundabouts have a Crash Reduction Factor of 68-88% for all types of crashes (Attachment D). A roundabout encourages lower speeds as cars make the curve where many collisions have occurred and reduce the need to change lanes. There is still a temptation to run a red light at a traffic signal, but with a

roundabout, drivers are forced to slow down and navigate the turn, making head-on collisions less likely. A traversable island allows large vehicles like fire trucks, big rigs, and buses to drive over the curb without harm. The divided road will also further separate oncoming traffic, discouraging vehicles from entering the wrong lane.

A housing development off Marina Drive has seen increased population, and a roundabout at the intersection of Millerton Road and Marina Drive would benefit the residents leaving the area, especially if they're trying to turn left onto Millerton Road, where traffic currently does not stop. The increase of pedestrians and bicyclists would benefit from the added safety of a designated crossing area as well. An additional roundabout less than a mile west of Marina Drive, at Morningside Drive, will discourage drivers from increasing their speed and it will also serve as an entrance for future housing developments in the area.

ENVIRONMENTAL SUSTAINABILITY

Roundabouts are better for the environment than traffic lights. Less frequent vehicle starts and stops can reduce greenhouse gas emissions as much as 20-30% and require drivers to consume less fuel. They also require less maintenance over time and require no electricity to operate. Environmental sustainability is of the utmost priority in this area, as it is located near Millerton Lake State Park, a popular outdoor recreational area, and many camping and hiking destinations. The air quality in this region of the county is better overall than the rest of the county, as it is at a higher elevation and located closer to forests and national parks such as Yosemite, Kings Canyon and Sequoia National Parks, and Sierra National Forest, so the clean air quality must be preserved.

Bike lanes will be expanded along this route to make it easier for users to choose an active transportation option. Residents and visitors can enjoy access to nearby Millerton Lake and its hiking paths without the need for vehicles, further preserving the air quality.

QUALITY OF LIFE

Increasing capacity from two lanes to four will allow traffic to be less congested, cause fewer accidents, and save lives. There are several newer housing developments in the area, so the population is slowly increasing, which will lead to more traffic on Millerton Road and congestion at peak commute times. There are thousands of daily visitors to the Table Mountain Casino Resort, just east of the project area, and speed reduction measures will encourage more cautious driving as visitors enter and exit the parking area.

Residents south of Millerton Road and Marina Drive will enjoy easier pedestrian crossings with the installation of the roundabout. Currently, they have to risk oncoming traffic when crossing the road. This will increase accessibility to the nearby hiking and biking trails that the Millerton Lake recreational area has to offer, and encourage walking and rolling and create healthy habits.

Residents in the area and throughout Fresno County are aware of the crashes that have occurred on Millerton Road, and the local news covers the stories every time it happens. Drivers will have peace of mind knowing the road improvements will increase safety and decrease the number of serious collisions.

MOBILITY AND COMMUNITY CONNECTIVITY

Millerton Road is the only road that leads from some of the housing developments to the cities, so accessibility is important for those residents to get to jobs, schools, and vital destinations. It serves as an evacuation route in case of emergencies. The increased capacity also allows for easier accessibility for California Department of Forestry and Fire Protection (CalFire), which has a station located off Millerton Road, and improves response time for emergency vehicles responding to wildfires in the nearby mountains. Table Mountain Casino uses charter buses to connect visitors to their location from the Fresno/Clovis area, and across the San Joaquin Valley. Fresno County Rural Transit Agency (FCRTA) operates bus lines that access the area and will make it easier for residents to reach their destinations, which includes a high percentage of seniors needing access to facilities that hold free meal programs.

Millerton Road also serves the rural communities of Auberry and Prather, which are located farther north of the project area. It is one of only a few roads residents can take to get to the Fresno metro area, and it also serves as a connection for travelers to neighboring Madera County.

The bike lanes and pedestrian crossings will be ADA compliant, to be useable by people of all abilities. Pedestrians and cyclists can access the trails surrounding Millerton Lake, such as Pincushion Peak, a popular hiking destination.

ECONOMIC COMPETITIVENESS AND OPPORTUNITY

The recreational activities at Millerton Lake State Park provide a considerable contribution to the local economy. There are hiking, camping, and boating opportunities. Tourism increases traffic flows and congestion, but the negative effects of this traffic influx will be reduced by the proposed road improvements. Additionally, improved traffic conditions will enhance the overall experience for Millerton Lake State Park's visitors. Around 1.2 million recreational visitors and campers visited in 2023.

Several housing and commercial developments are in various stages of planning and construction along Millerton Road. The Millerton Specific Plan provides for a mixed-use development on 1,420 acres, with an ultimate population between 8,000 and 10,000 people, who will reside in approximately 3,500 dwelling units. That population will be supported by retail commercial uses, public services and utilities, parks, and a public school. As accessibility and population in the area increases, more business will be attracted to the area.

Table Mountain Casino Resort is a main attraction of the area, and the business benefits the Chukchansi band of Yokut and Monache tribes. In turn, Table Mountain Rancheria has donated money for educational opportunities to students at California State University, Fresno and health programs at Community Medical Centers in Fresno, CA. The Casino recently opened a larger facility next to the former casino building, with a 12-story hotel and 2,000 seat concert venue and an increased number of visitors are expected to make trips to the area.

Millerton Road is the main access road for commercial truck hauling as well as emergency egress. A number of logging companies and fire departments utilize Millerton Road as an artery between the foothill areas and the City of Fresno. CalFire uses Millerton Road regularly, and often responds to traffic collisions due to the proximity of its nearby substation.

STATE OF GOOD REPAIR

This project aims to restore and expand existing infrastructure. The road will be in good repair and should not require anything more than routine repairs for about 20 years. Roundabouts have a projected life span of 25 years and require less maintenance than traffic lights. The area is a part of County-maintained milage; therefore, the County is committed to continue providing the necessary maintenance for the road as stated in California Streets and Highways Code, Section 940. The County Road Maintenance Department responds to issues with the roads as they occur.

PARTNERSHIP AND COLLABORATION

Table Mountain Rancheria, a federally recognized Native American Tribe with lands reliant on Millerton Road, has contributed $2.6 million toward the project for engineering and environmental studies. The County of Fresno is working in collaboration with Table Mountain Rancheria to preserve any historical sites or cultural artifacts. County staff will work with local community groups and the tribes for outreach to residents. Letters of support have been secured from County Supervisor Nathan Magsig, Fresno County Fire Chief Dustin Hall, Tribal Elders at Table Mountain Rancheria, Fresno County Sheriff John Zanoni, Fresno Council of Governments Director Robert Phipps, and District 20 Congressman Vince Fong.

We will engage residents in right of way acquisition process and public meetings, notices on social media about work to be done and surveys asking for feedback. Our outreach will be in-person and online, to increase participation, and in additional languages to engage non-English speaking communities.

The County of Fresno follows state and federal Disadvantaged Business Enterprise goals when awarding contracts, and is committed to working with minority and women-owned businesses. We have extensive experience collaborating with utility companies for relocation of electrical and telephone lines, as well as waterwork facilities. We anticipate working closely with PG&E and the Waterworks District.

INNOVATION

A roundabout is very innovative for the rural areas of the County. There are very few roundabouts in the County, and these would be the first roundabouts constructed in unincorporated Fresno County on a County maintained road. It will be traversable so that large vehicles such as fire trucks and school buses can pass over the curb of the roundabout without causing damage or causing the vehicle to overturn. If the roundabouts are built before the road can be expanded to four-lanes, the roundabout can accommodate the expansion at a later date. We are excited to implement this traffic calming measure that will serve as an example that we could use elsewhere in the county in place of other measures that may not work as well.

PROJECT READINESS

SCHEDULE

A detailed schedule is attached with this document. Preliminary engineering has already begun and the environmental reviews are complete. Construction is expected to be completed by July 2030.

ENVIRONMENTAL RISK ASSESSMENT

The projects for the road widening and the roundabout are both programmed into the Federal Transportation Improvement Program (FTIP)(Attachment H).

The NEPA and CEQA processes have been completed. There was a Categorical Exclusion finding for NEPA, validated in June 2022. For CEQA, there was a Mitigated Negative Declaration in 2013 (Attachment I).

Right of way acquisitions are in process and not expected to cause any undue delays.

In 2020, the Fresno Council of Governments launched a comprehensive public involvement process to gather information from the public to incorporate into the development of the Regional Transportation Plan (RTP). The RTP establishes regional goals, identifies present and future needs, deficiencies, and constraints, analyze potential solutions, estimates available funding, and proposes investments. Interested members of the public have had ample opportunity to understand and provide meaningful input while the RTP is in its early stages and throughout the planning process. The road widening project and safety improvements for Millerton Road are included in the proposed 2025 RTP.

TECHNICAL CAPACITY

The County of Fresno Public Works and Planning Department has extensive experience with handling federal awards and delivering projects with similar scope and scale. We comply with all federal rules and regulations, including Civil Rights requirements, Buy America provisions, and ADA regulations. All contractors who perform work for the County must also comply with all applicable requirements. In the past decade, we have completed or are in the process of working on dozens of road and bridge construction projects. We perform regular progress reporting for projects that receive federal or state funding.

Some past projects include:

- The reconstruction of American Ave from SR 99 to Temperance Ave, a combined 3.4 miles of HMA overlay that included realignment and signalization of an intersection;
- Replacement of Italian Bar Bridge from a single lane to two lane bridge;
- and constructing sidewalk, curb and gutter, ADA curb ramps, drainage facilities, and a lighted crosswalk in the community of Biola.

The County is currently carrying out activities for an awarded Safe Streets and Roads for All (SS4A) Grant to build a Road Safety Plan. It will include a Countywide evaluation of the roads and plans for implementing safety countermeasures. Robust public engagement will occur as part of the process of compiling data and engaging rural, underserved communities.

BENEFIT COST ANALYSIS NARRATIVE

A Benefit-Cost Analysis (BCA) was performed for the County of Fresno "Millerton Road Widening and Safety Improvements" for submission to the U.S. Department of Transportation (U.S. DOT). A BCA is required as part of the grant submission for the RAISE program. The analysis was completed to determine the benefit-cost of proposed improvements, including widening the 2-lane undivided travel-way to a 4-lane divided travel-way, which would provide safer trips and reduce crashes for users. The project also includes installation of roundabouts at two intersections, which will provide added safety for drivers. Millerton Road within the project area has an Annual Average Daily Traffic (AADT) rate of 11,000.

Methodologies

Recommended U.S. DOT methodologies for BCA were followed in order to provide the department with project comparisons and to make analysis strategies transparent. BCAs methodologies were outlined in "Benefit-Cost Analysis Guidance for Discretionary Grant Programs," and the provided "USDOT Benefit-Cost Analysis Spreadsheet Template" was utilized to determine the Benefit Cost Ration (BCR) for the project. The BCA covers a 20-year analysis period with 2 years of design and environmental review, 2 years of right of way and utility relocation, 2 years of construction and 20 years of benefits.

The analysis focuses on safety due to a high volume of crashes and fatalities on the approximate 3.5 miles of roadway in the project area within a 10-year period. Data was obtained from the Transportation Injury Mapping System (TIMS) for the period between 1/1/2012-12/31/2022 (see Attachment C), although more crashes and fatalities have occurred since that time and haven't yet become available in their system. The data showed the following statistics for the roadway in the project area:

Overall crashes: 95
Injury crashes (all severities): 85
Fatalities: 10

Crash Reduction Factors (CRFs)

According to an informational article published by the Federal Highway Administration (FHWA)(Attachment D), in a study of six states, roundabouts have been shown to reduce overall crashes by 68%, injury crashes by 88% and fatal crashes by 100%. Along with these CRFs, other data was used from FHWA's "Desktop Reference for Crash Reduction Factors; Table 7: Median Countermeasures," (Attachment E). The CRF for a rural, multi-lane, divided road with an AADT of >5,000 is 52%. In order to figure the best CRF for the entire project including the roundabouts, an average of all the CRFs was calculated to be 77%:

.68 + .88 + 1.00 + .52 = 3.08
3.08 / 4 = .77
CRF = 77%

On the Safety Tab of the BCA spreadsheet, the No-Build Safety Cost was calculated using the following costs:

BENEFIT COST ANALYSIS NARRATIVE

Crash Type	Monetized Value (2022 $)
PDO Crash	$9,100
Injury Crash	$313,000
Fatal Crash	$14,022,900

No PDO data was available for the TIMS information that was accessed. The data focused on injury and fatal accidents. The calculations for the No-build Safety Costs were as follows

Injuries between 2012 and 2022 = 85
85 / 10 = 8.5 per year
8.5 * 313,000= 2,660,500

Fatalities between 2012 and 2022 = 10
10 / 10 = 1
1 * 14,022,900 = 14,022,900
2,660,500 + 14,022,900 = 16,683,400
$16,663,400 represents the No-build safety cost for each year over a 20-year period.

The Build safety costs were determined by calculating the CRFs and then applying them to the costs:

Yearly Injuries = 8.5
8.5 *.77 = 6.55
8.5 - 6.55 = 1.95
1.95 * 10 = 19.5 injuries per 10 years reduction
1.95 * 313,000 = 610,350

Yearly Fatalities
1 -.77 =.23 -> .23 deaths per year
.23 * 10 = 2.3 deaths per 10 years reduction
.23 * 14,022,900 = 3,225,267
610,350 + 3,227,267 = 3,837,182
$3,837,182 represents the Build safety cost for each year over a 20-year period.

Project Costs

The entire cost of the project, not accounting for inflation, is $65,365,500.
According to the spreadsheet, the calculated Cost in Constant Dollars (2022 $) is $53,054,054, and the discounted capital cost is $42,998,477.

The undiscounted safety cost for a 20 year period is $231,231,924.
The discounted safety cost for a 20 year period is $155,056,417.
The calculated net present value is $112,057,939.

The result is a Benefit Cost Ration (BCR) of 3.61.

Conclusion

Th BCR of 3.61 shows that the project is cost effective.

FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING
PRELIMINARY ENGINEER'S ESTIMATE
MILLERTON ROAD
NORTH FORK ROAD TO MARINA DRIVE

PROJECT:
MILLERTON ROAD IMPROVEMENT

STRUCTURAL SECTION:
0.55' AC/ 0.8' AB

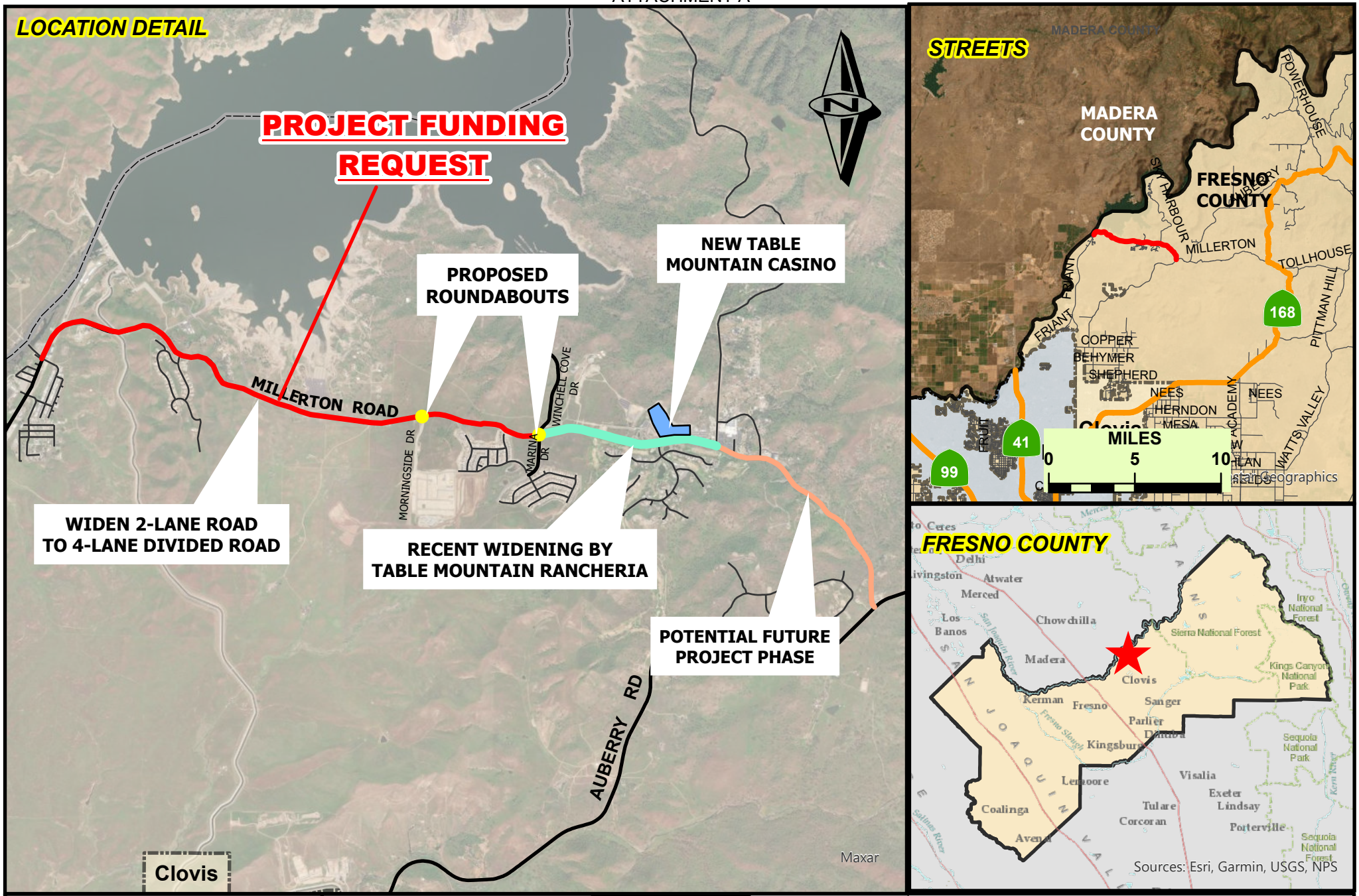
LOCATION:
MILLERTON RD NORTH FORK RD TO MARINA DR

LENGTH:
3.16 mi.

Item No.	Quantity		Units	Item	Unit Price	Item Price
1	600,000		$	SUPPLEMENTAL WORK	1	$600,000
2	1		LS	PREPARE STORM WATER POLUTION PREVENTION PLAN	$ 5,000	$5,000
3	1		LS	WATER POLUTION CONTROL	$ 100,000	$100,000
4	2		EA	CONSTRUCTION PROJECT INFORMATION SIGNS	$3,000	$6,000
5	2		EA	ABANDON WATER WELL	$50,000	$100,000
6	1		LS	TRAFFIC CONTROL SYSTEM	$500,000	$500,000
7	1		LS	CLEARING AND GRUBBING	$500,000	$500,000
8	1		LS	FRIANT-KERN CANAL BRIDGE CONSTRUCTION	$12,000,000	$12,000,000
9	180,000	F	CY	ROADWAY EXCAVATION	$60	$10,800,000
10	5,000		CY	EMBANKMENT CONSTRUCTION	$30	$150,000
11	60,000		TON	HOT MIX ASPHALT	$110	$6,600,000
12	40,000	F	CY	AGGREGATE BASE (CLASS 2)	$65	$2,600,000
13	75		TON	TACK COAT	$1,500	$112,500
14	40		EA	ROADSIDE SIGN (ONE POST)	$375	$15,000
15	1		LS	EROSION CONTROL, HYDROSEEDING	$250,000	$250,000
16	1		LS	PLACE AC (MISC. AREA)	$150,000	$150,000
17	15,000		LF	PLACE AC DIKE	$13	$195,000
18	1		LS	OVERSIDE DRAINS	$400,000	$400,000
19	1		LS	FINISHING ROADWAY	$150,000	$150,000
20	1		LS	THERMOPLASTIC TRAFFIC STRIPING & PAVEMENT MARKINGS	$500,000	$500,000
21	1		LS	PAVEMENT MARKER (REFLECTIVE)	$100,000	$100,000
22	1		LS	FENCE (TYPE BW, METAL POST)	$200,000	$200,000
23	1		LS	CULVERTS	$1,500,000	$1,500,000
24	1		LS	TRAFFIC SIGNAL (NORTH FORK & MILLERTON)	$600,000	$600,000
25	2		EA	ROUNDABOUT (MILLERTON & MARINA AND MILLERTON & MORNINGSIDE)	$2,000,000	$4,000,000
26	1		LS	MISCELLANEOUS VARIOUS ITEMS (i.e median, guardrails, etc)	$1,000,000	$1,000,000
27	1		LS	MOBILIZATION	$1,200,000	$1,200,000
TOTAL CONTRACT CONSTRUCTION						**$44,333,500**

PRELIMINARY ENGINEERING (5%)	$2,217,000
ENVIRONMENTAL MITIGATION	$3,000,000
CONSTRUCTION ENGINEERING (15%)	$6,650,000
CONTRACT ADMINISTRATION	$15,000
CONTINGENCY (15%)	$6,650,000
RIGHT OF WAY	$2,500,000
TOTAL PROJECT COST IN CURRENT DOLLARS	$65,365,500
ESCALATION COST AT 3% PER YEAR FOR 5 YEARS	$10,458,000
TOTAL PROJECT COST	**$75,823,500**

ATTACHMENT A



Prepared By: Diana Nuttman, Staff Analyst
Date: 01/29/2025 (revised)
Agency: County of Fresno
Department: Public Works & Planning
Division: Design

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

SCALE IN YARDS

Yards
0 1,000 2,000

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS & PLANNING

MILLERTON ROAD WIDENING AND SAFETY IMPROVEMENTS

ATTACHMENT B

Climate and Environmental Justice Screening Tool (CEJST)

Millerton Road - Tract 64.05

Tract information
Number: 06019006404
County: Fresno County
State: California
Population: 4,731

Tract demographics

Race / Ethnicity (Hide)

White	76%
Black or African American	1%
American Indian and Alaska Native	4%
Asian	2%
Native Hawaiian or Pacific Islander	0%
Other	2%
Two or more races	5%
Hispanic or Latino	11%

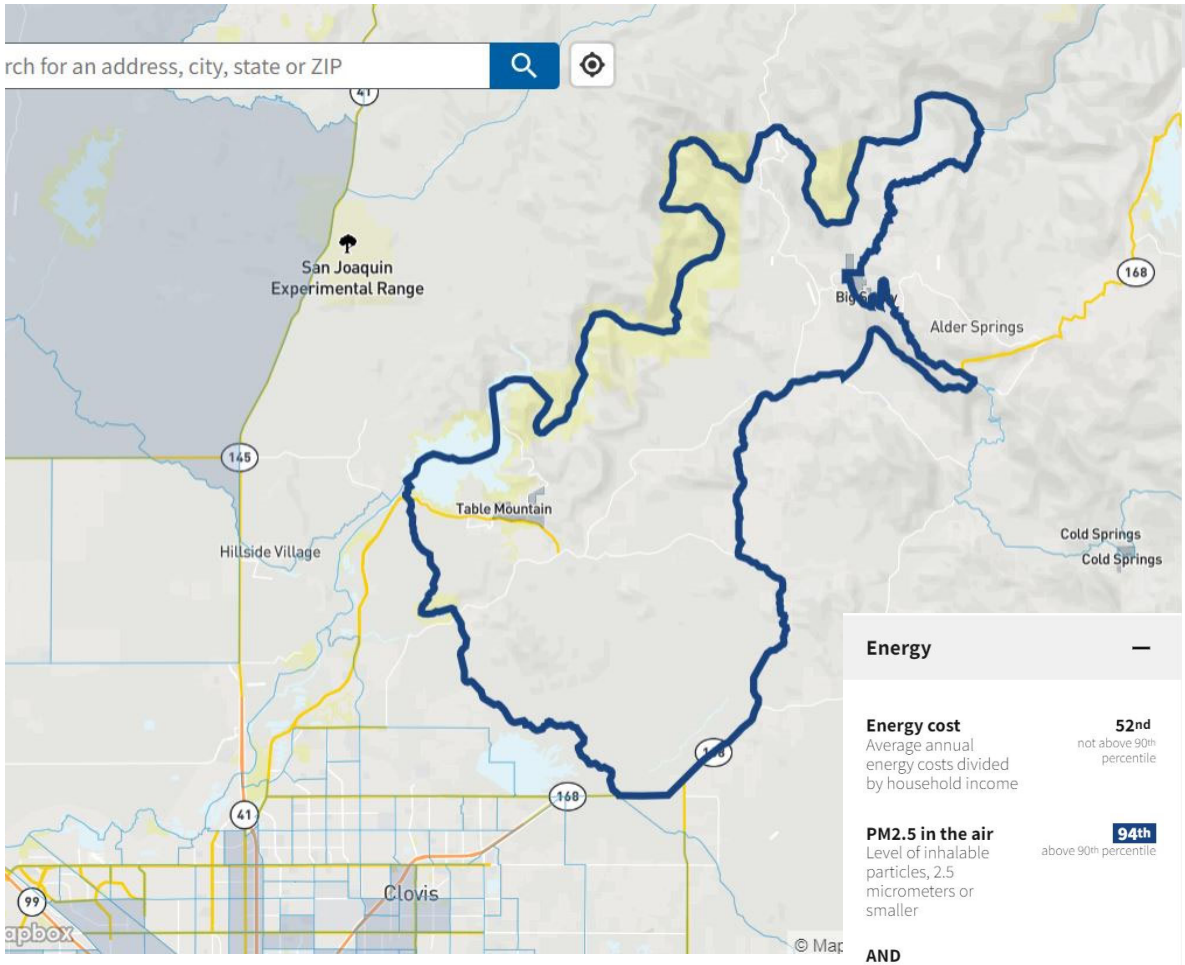
Age (Hide)

Children under 10	5%
Ages 10 - 64	73%
Elderly over 65	21%

Identified as disadvantaged?

PARTIALLY

The lands of Federally Recognized Tribes that cover less than 1% of this tract are considered disadvantaged.



Energy

Energy cost — 52nd (not above 90th percentile)
Average annual energy costs divided by household income

PM2.5 in the air — 94th (above 90th percentile)
Level of inhalable particles, 2.5 micrometers or smaller

AND

Low income — 41st (not above 65th percentile)
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

Climate change

Expected agriculture loss rate — 83rd (not above 90th percentile)
Economic loss to agricultural value resulting from natural hazards each year

Expected building loss rate — 98th (above 90th percentile)
Economic loss to building value resulting from natural hazards each year

Expected population loss rate — 54th (not above 90th percentile)
Fatalities and injuries resulting from natural hazards each year

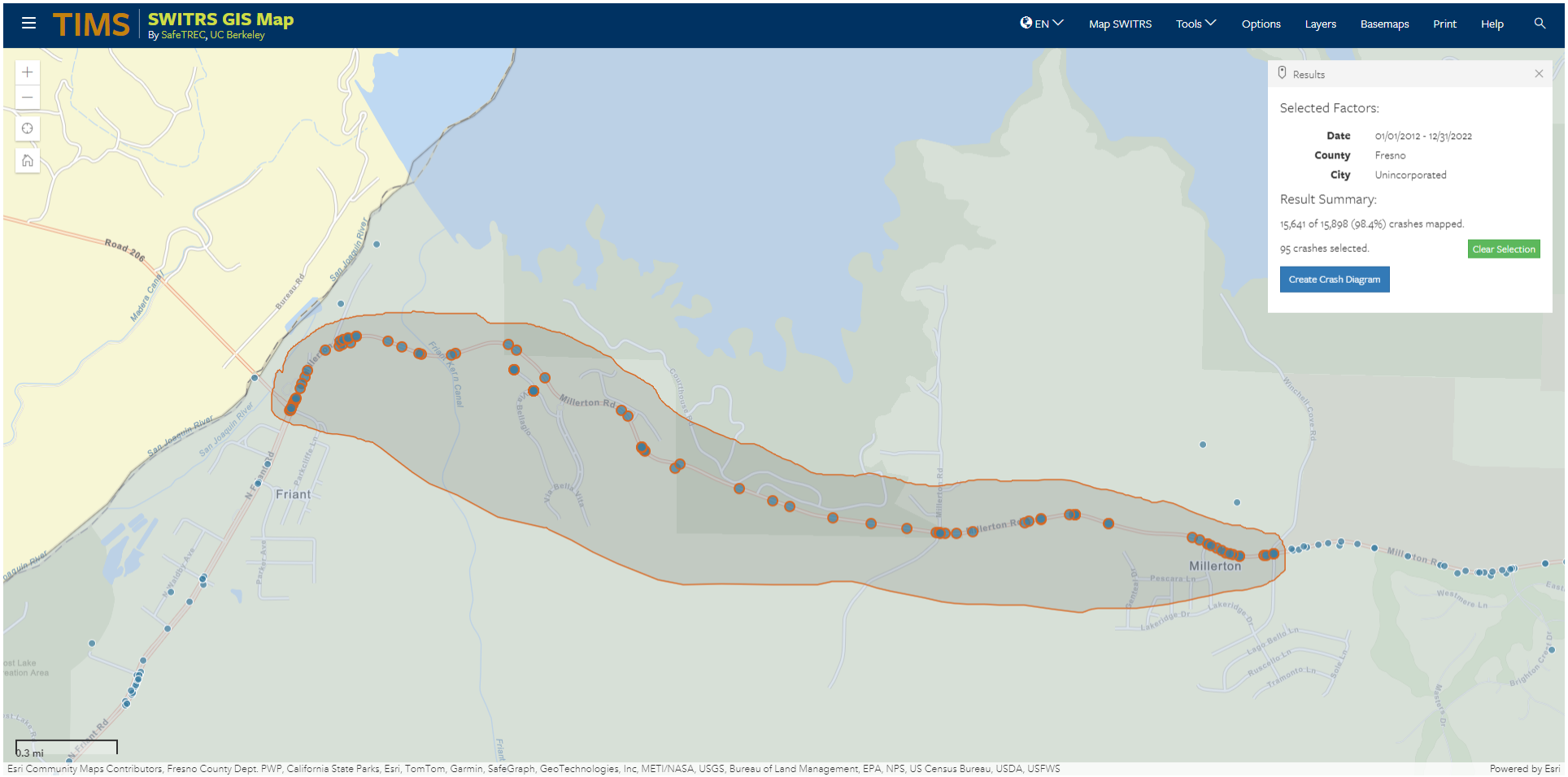
Projected flood risk — 57th (not above 90th percentile)
Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

Projected wildfire risk — 94th (above 90th percentile)
Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5
Accessed on 01/29/2025

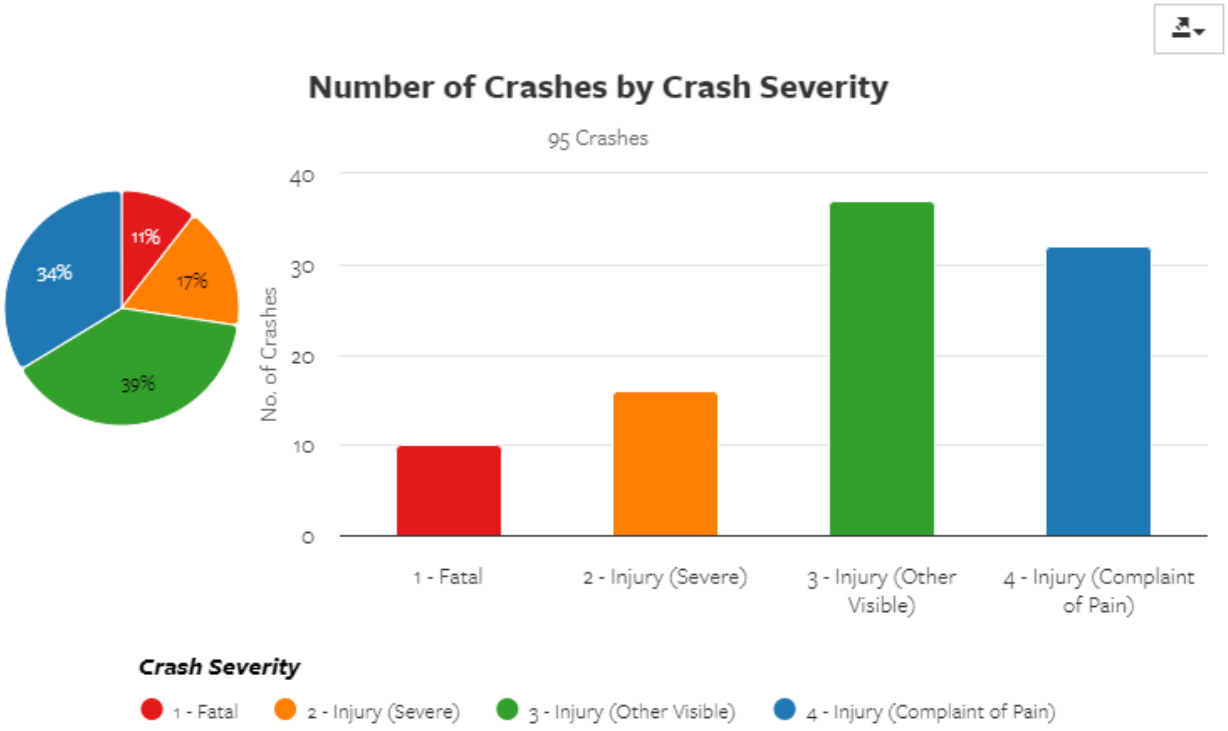
ATTACHMENT C

Transportation Injury Mapping System (TIMS)
Millerton Road, from North Fork Road to Marina Drive
Total of 95 crashes reported
(01/01/2012-12/31/2022)



https://tims.berkeley.edu/tools/gismap/
Accessed on 01/29/2025

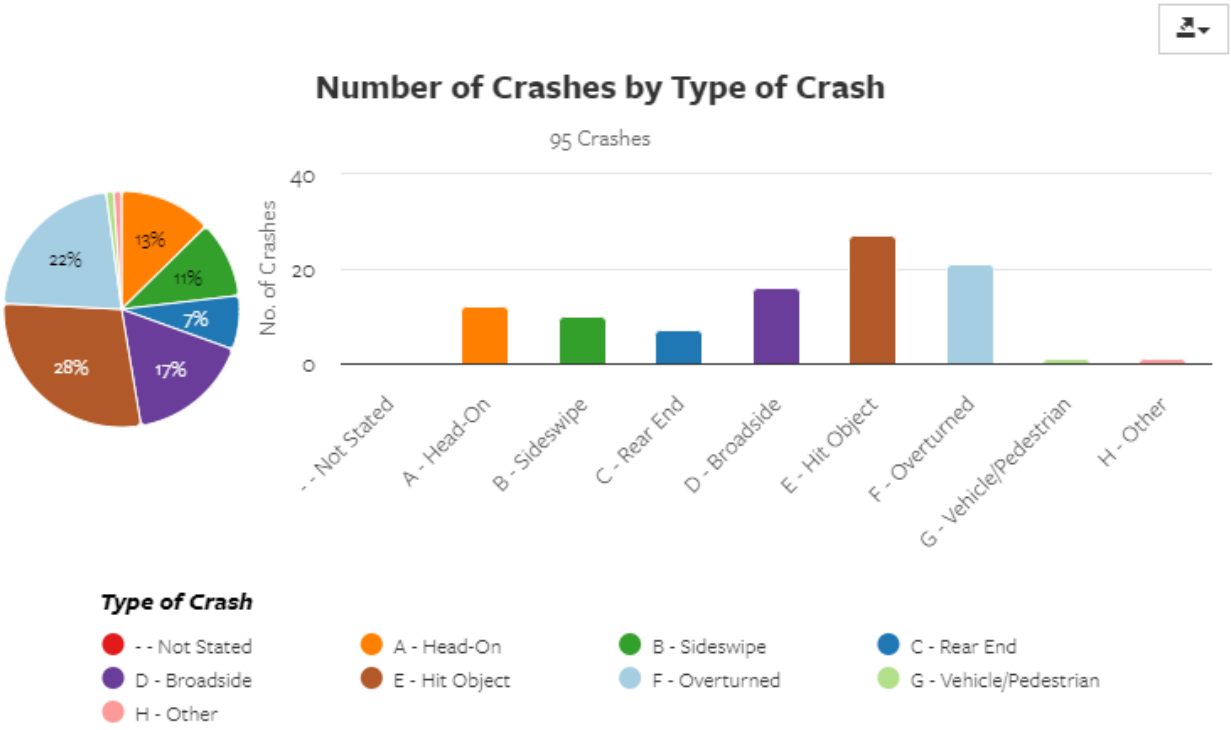
ATTACHMENT C



Show Zero

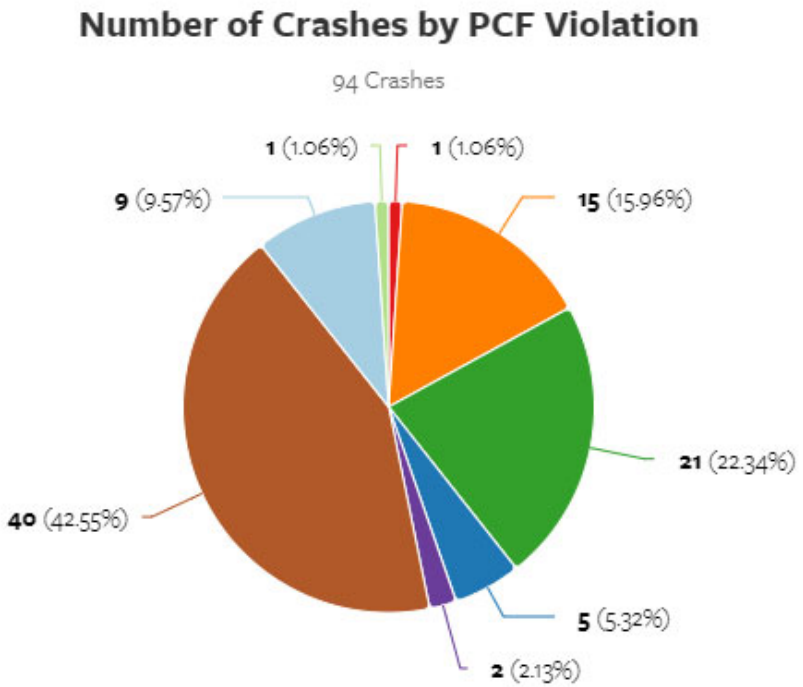
Crash Severity	Count	%
1 - Fatal	10	10.53%
2 - Injury (Severe)	16	16.84%
3 - Injury (Other Visible)	37	38.95%
4 - Injury (Complaint of Pain)	32	33.68%

ATTACHMENT C



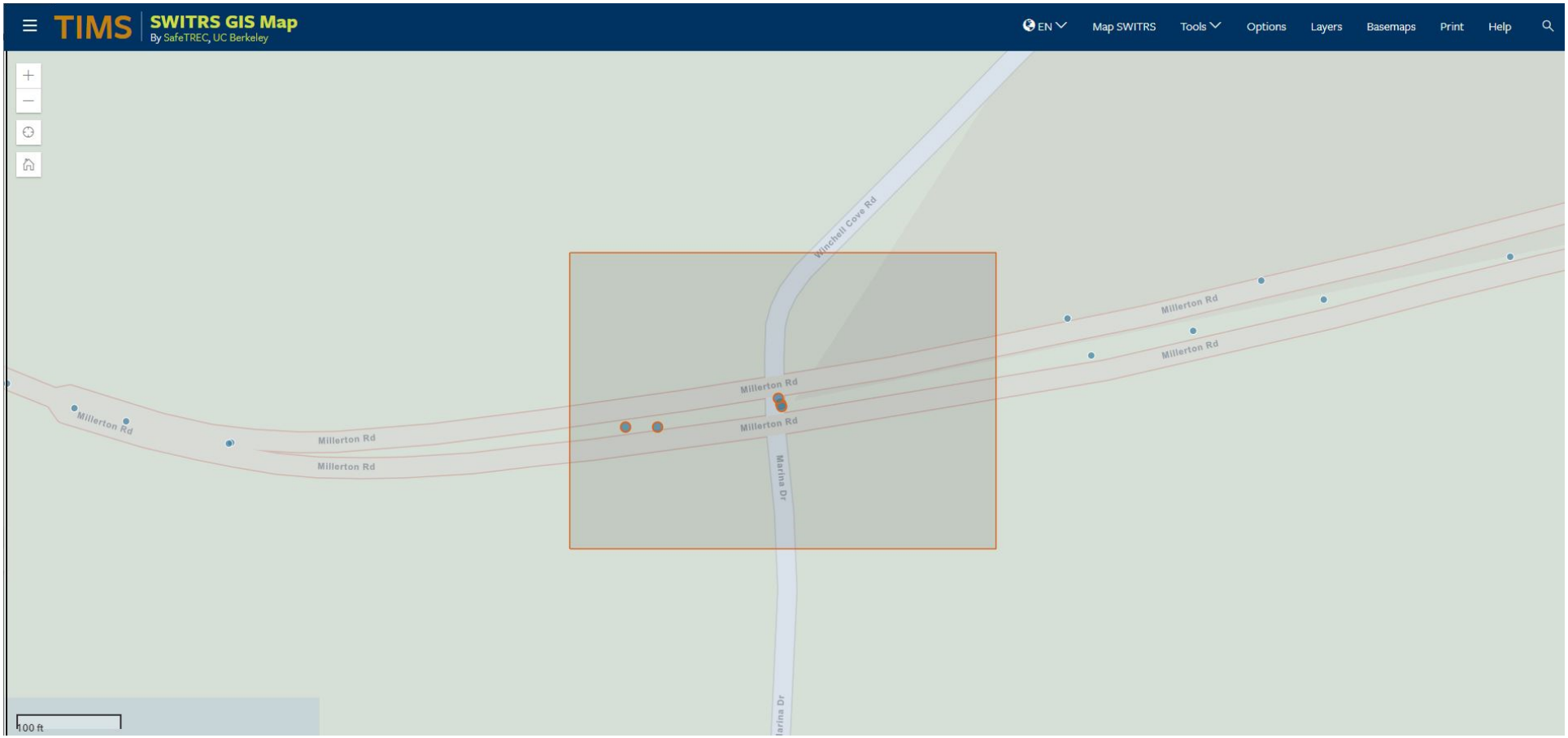
Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	12	12.63%
B - Sideswipe	10	10.53%
C - Rear End	7	7.37%
D - Broadside	16	16.84%
E - Hit Object	27	28.42%
F - Overturned	21	22.11%
G - Vehicle/Pedestrian	1	1.05%
H - Other	1	1.05%


Number of Crashes by PCF Violation
94 Crashes
1 (1.06%)
1 (1.06%)
9 (9.57%)
15 (15.96%)
21 (22.34%)
40 (42.55%)
5 (5.32%)
2 (2.13%)
PCF Violation
00 - Unknown
01 - Driving or Bicycling Under the Influence of Alcohol or Drug
03 - Unsafe Speed
05 - Wrong Side of Road
06 - Improper Passing
08 - Improper Turning
09 - Automobile Right of Way
11 - Pedestrian Violation

ATTACHMENT C

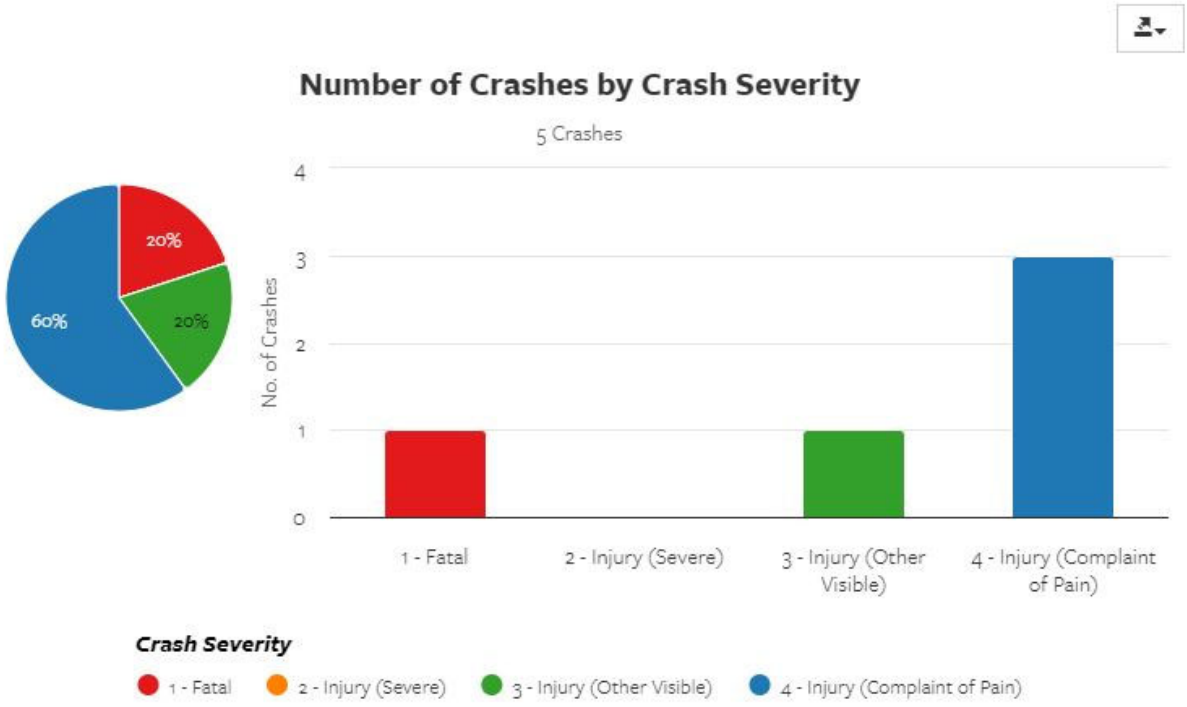
Transportation Injury Mapping System (TIMS)
Millerton Road and Marina Drive Intersection
Total of 5 crashes reported
(01/01/2012-12/31/2022)



https://tims.berkeley.edu/tools/gismap/
Accessed on 01/29/2025

ATTACHMENT C

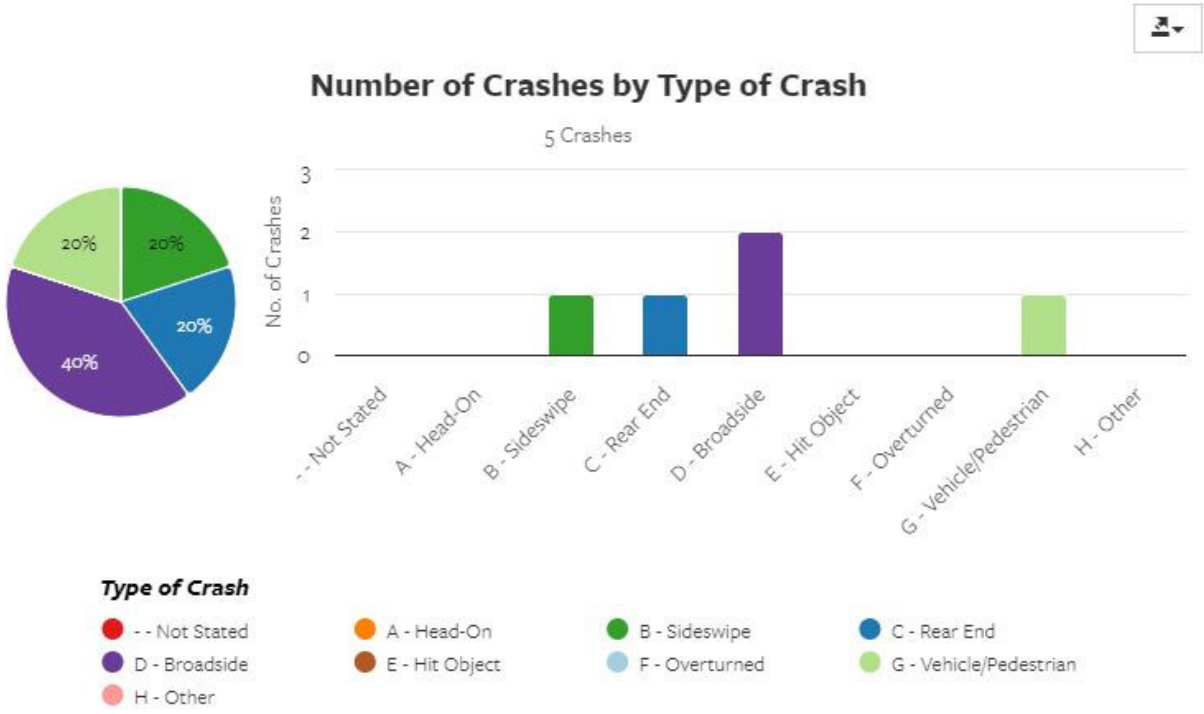
By Crash Severity



Show Zero

Crash Severity	Count	%
1 - Fatal	1	20.00%
2 - Injury (Severe)	0	0.00%
3 - Injury (Other Visible)	1	20.00%
4 - Injury (Complaint of Pain)	3	60.00%

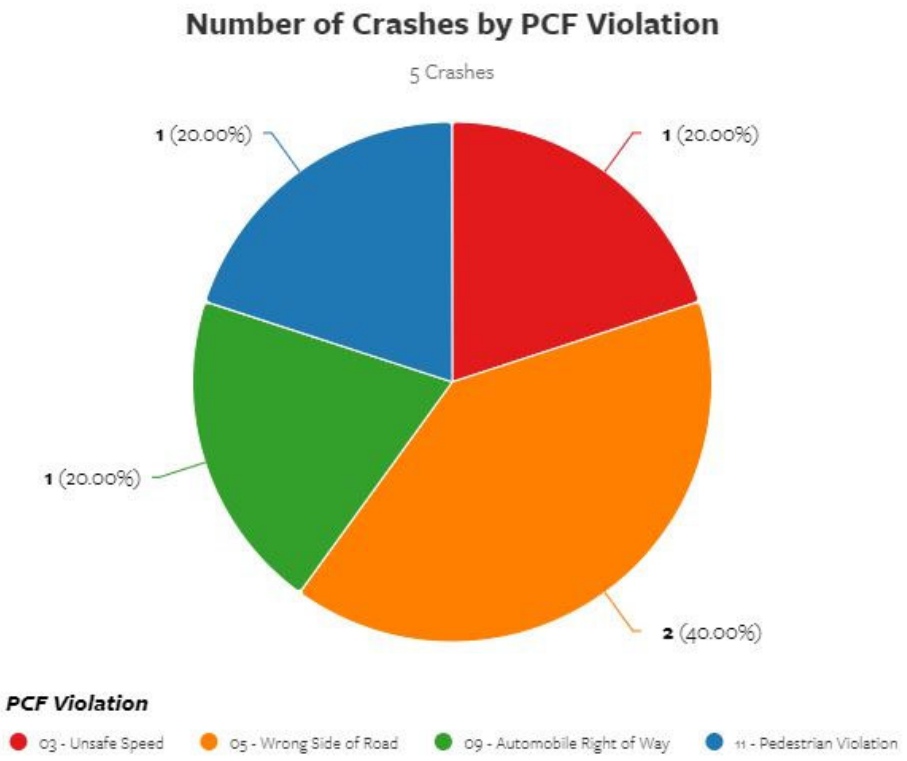
By Crash Type



Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	1	20.00%
C - Rear End	1	20.00%
D - Broadside	2	40.00%
E - Hit Object	0	0.00%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	1	20.00%
H - Other	0	0.00%

By Primary Crash Factor (PCF) Violation



ATTACHMENT D

State Hwy 55 at County Hwy KK

Calumet County, Wisconsin

The intersection of State Trunk Highway 55 (STH 55) and County Trunk Highway KK (CTH KK) was originally a two-way stop-controlled intersection with a 55 mph posted speed limit on each approach. In a five-year period (2001-2005), 30 crashes occurred at the intersection resulting in 17 people injured and one person killed.

The Wisconsin Department of Transportation (WisDOT) added intersection warning signs along STH 55 in advance of CTH KK and lowered the approach posted speed limits to 45 mph, but crashes continued to occur.

In 2006, WisDOT decided to reconstruct the intersection as a roundabout. They modified the design to account for the high-speed approaches by providing longer splitter islands and pavement markings, along with enhanced signing. These features help drivers recognize the roundabout well in advance, and to reduce their speed accordingly.

In the six-year period after construction, WisDOT reports there have been 11 total crashes resulting in one person injured and zero fatalities. These significant reductions in crashes made this project a success for WisDOT, and helped them move forward with other roundabouts along rural highways throughout the state.

FHWA identified roundabouts as a **Proven Safety Countermeasure** because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles. They also provide significant operational benefits compared to conventional intersections.

What is a Roundabout?

A roundabout is a type of circular intersection, but is quite unlike a neighborhood traffic circle or large rotary. Roundabouts have been proven safer and more efficient than other types of circular intersections.

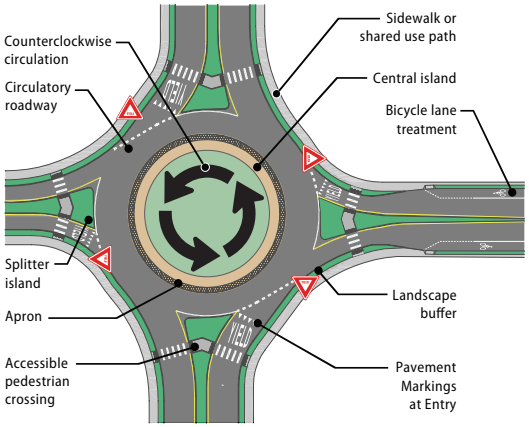


Figure 1. Modern Roundabout Schematic

Roundabouts have certain essential distinguishing features:

1. **Counterclockwise Flow.** Traffic travels counterclockwise around a center island.
2. **Entry Yield Control.** Vehicles entering the roundabout yield to traffic already circulating.
3. **Low Speed.** Curvature that results in lower vehicle speeds throughout the roundabout.

For More Information

Jeffrey Shaw, P.E., PTOE, PTP
FHWA Office of Safety
202.738.7793 or jeffrey.shaw@dot.gov

Hillary Isebrands, P.E., PhD
FHWA Resource Center
720.545.4367 or hillary.isebrands@dot.gov

To learn more about roundabouts, please visit:
safety.fhwa.dot.gov

Publication number FHWA-SA-14-097 UPDATED JULY 2020

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Cover image source: Washington State Department of Transportation (WSDOT)

U.S. Department of Transportation
Federal Highway Administration

ROUNDABOUTS
& Rural Highways

ATTACHMENT D

Common Problems/Concerns	Why Consider a Roundabout	Real World Results*
Crashes at rural intersections often involve high speeds, which tend to result in severe injuries or fatalities. Roughly 1/3 of annual intersection fatalities in the U.S. occur along rural, two-lane highways.	Roundabouts are geometrically designed for drivers to negotiate the intersection at speeds in the range of 15-25 mph, regardless of the posted speed limits on approaches.	Roundabouts constructed at intersections along high-speed, two-lane rural highways reduced overall crashes by up to 68% and reduced injury crashes by up to 88%.
In many rural environments, drivers can miss a stop sign or traffic signal, leading to running through a stop sign or red light and resulting in an angle crash.	Because roundabouts require vehicles to yield and then navigate around a raised, circular island, the possibility of an angle crash is significantly reduced.	Roundabouts constructed at intersections along high-speed, two-lane rural highways eliminated 83% of angle-type crashes.
For a driver turning left across oncoming traffic, it can sometimes be difficult to judge the speed of the approaching vehicle, resulting in misjudged gaps, and potentially severe crashes.	With roundabouts, there is no need to make a turn across opposing traffic. Entering vehicles yield to traffic already in the circle, and proceed when there is a safe gap.	There were 11 fatal crashes in the 5 year "before" period and ZERO fatal crashes in the 5 year "after" period at 19 roundabouts constructed along high-speed, two-lane rural highways in six different states (KS, MD, MN, OR, WI, and WA).
It doesn't seem like people would slow down for a roundabout along rural highways. Motorists will just drive right into or over the roundabout because they won't be able to slow down in time.	High-speed approaches to roundabouts include advance signing, pavement markings and raised channelization. With proper design, drivers adjust their speeds, slow on approach, and navigate the roundabout safely.	Researchers compared traffic speeds of approaches to roundabouts and stop-controlled intersections. At 100 feet before the yield or stop lines, the speed of traffic at the roundabouts was 2.5 mph lower than at the stop-controlled locations.
In the northeastern U.S., circles are being signalized or removed because they do not work.	The old traffic circles and rotaries that are common in the northeastern U.S. are not modern roundabouts.	Roundabouts are designed for slower speeds, require entering traffic to yield to vehicles already in the circular roadway, and to eliminate the need to weave or change lanes to exit.
Why build something "different", when all that is needed is either stop signs or a traffic signal?	Improvements like stop signs and signals, while very familiar, aren't always the safest choice. With intersections representing about one-quarter of annual U.S. traffic fatalities and roughly half of all injury crashes, safer designs are needed that improve mobility while saving lives.	Since the late 1990s, an ever growing number of State DOTs and local road agencies are finding that roundabouts work in their jurisdictions. Their potential for saving lives is too significant to ignore.

* Sources:

Isebrands, H., S. Hallmark, N. Hawkins. "Effects of Approach Speed at Rural High-Speed Intersections " Transportation Research Record: Journal of the Transportation Research Board, Volume 2402, Transportation Research Board, National Research Council, Washington, DC, 2014

Isebrands, H. and S. Hallmark. "Statistical Analysis and Development of a Crash Prediction Model for Roundabouts on High-Speed Rural Roadways" Transportation Research Record: Journal of the Transportation Research Board, Volume 2389, Transportation Research Board, National Research Council, Washington, DC, 2012

Table 7: Median Countermeasures

U.S. Department of Transportation
Federal Highway Administration

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
MEDIAN COUNTERMEASURES											
Install median	All	All	All	All		1	15				
	All	Fatal/ Injury	Rural	2-lane		5	-94	56			Meta Analysis
	All	Fatal/ Injury	Urban	2-lane		5	39	10			Meta Analysis
	All	Injury	Rural	Multilane		5	12	3			Meta Analysis
	All	Injury	Urban	Multilane		5	22	2			Meta Analysis
	All	PDO	Rural	Multilane		5	18	3			Meta Analysis
	All	PDO	Rural	2-lane		5	-128	55			Meta Analysis
	All	PDO	Urban	Multilane		5	-9	2			Meta Analysis
Install median (flush)	All	All			<5,000/lane	15	44				
	All	All			>5,000/lane	15	52				
	All	All	All	All		1	25				
	All	All				15	15				
	All	All				15	15				
	All	Fatal				15	90				
	Left-turn	All			<5,000/lane	15	72				
	Left-turn	All			>5,000/lane	15	78				
Install median barrier	All	All	All	All		27	**86**	3			EB Before-After
	All	All		Multilane divided		5	-24	3			Meta Analysis
	All	All				15	19				
	All	All	All	All		1	5				
	All	All				15	5				
	All	All				15	15				
	All	All				15	19				
	All	All				15	20				

Millerton Road facing west from Winchell Cove Road

Millerton Road facing east from Winchell Cove Road

Millerton Road looking toward Marina Drive (south) from Winchell Cove Road (north)

Millerton Road looking toward Winchell Cove Road (north) from Marina Drive (south)

Millerton Road facing east toward Table Mountain Casino in the distance

Camera catches moment of impact as westbound truck slides off Millerton Road and into embankment, at same spot as a previous collision, marked by an orange cross on left hand side of image.

Same collision seen from across the street

ATTACHMENT G

FRESNO Council of Governments

2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645
www.fresnocog.org

January 29, 2025

Steven E. White, Director
County of Fresno, Department of Public Works and Planning
2220 Tulare Street, 6th Floor
Fresno, CA 93721

SUBJECT: Fresno County FY 2025 BUILD Grant Application for Millerton Road Widening and Safety Improvements

Dear Mr. White,

The Fresno Council of Governments fully supports Fresno County's application to the fiscal year (FY) 2025 Better Utilizing Investments to Leverage Development (BUILD) application for your consideration. The project is crucial for the safety of County residents and would represent responsible use of federal funds.

The Millerton Road Widening and Safety Improvements Project will construct roundabouts at Millerton Road and Marina Drive and at Millerton Road and Morningside Drive to reduce speed and improve sight visibility to reduce crashes. The final design, right of way, and environmental mitigation will add safety improvements including paved shoulders, bike lanes, and additional travel lanes to a stretch of Millerton Road from North Fork Road in the community of Friant to Table Mountain Road near the Table Mountain Rancheria. The four-lane roadway would improve safety for motorists, reduce crashes, accommodate existing and projected future traffic demands, and improve traffic operations.

Thank you for your consideration of the County's project request. If you have any questions, you can contact my office at rphipps@fresnocog.org or (559) 233-4148 Ext. 210.

Sincerely,

Robert Phipps,
Director, Fresno Council of Governments

County of Fresno

BOARD OF SUPERVISORS
SUPERVISOR NATHAN MAGSIG – DISTRICT FIVE

January 28, 2025

The Honorable Sean Duffy
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

SUBJECT: Fresno County FY 2025 BUILD Grant Application for Millerton Road Widening and Safety Improvements

Dear Secretary Duffy,

I am writing to formally submit my support for Fresno County's Fiscal Year (FY) 2025 Better Utilizing Investments to Leverage Development (BUILD) application for your consideration. I strongly support this project and believe it would represent responsible use of federal funds.

The Millerton Road Widening and Safety Improvements Project will widen the roadway from two lanes to four lanes. The four-lane roadway would improve fire evacuation route capacity, improve access to housing, promote economic development, and improve safety for motorists and accommodate existing and projected future traffic demands. The improved traffic operations would include improving sight visibility, and the addition of turning lanes to reduce crashes. The final design, right of way, and environmental mitigation will add safety improvements including paved shoulders, pedestrian crossings, and bike lanes to a stretch of Millerton Road from North Fork Road in the community of Friant to Table Mountain Road near the Table Mountain Rancheria.

Thank you for your consideration of the County's project request. If you have any questions, you can contact my office at District5@fresnocountyca.gov or (559) 600-5000.

Sincerely,

Nathan Magsig, Supervisor
County of Fresno, District 5

ATTACHMENT G

FRESNO COUNTY FIRE

PROTECTION DISTRICT

210 South Academy Avenue
Sanger, California 93657
Telephone: (559) 493-4300
Fax: (559) 875-8473
www.fresnocountyfire.org

January 30, 2024

Regarding Millerton Road project

To whom this may concern,

This letter is provided in support of the efforts to obtain federal funding for the needed widening and improvements of Millerton Road by the Fresno County "One Voice" group.

The Fresno County Fire Protection District owns approximately 5 acres of land has plans to construct a new Fire Station within the next two years. The District selected this location for a new station due to is accessibility, visibility, and location at the base of the Fresno County mountain areas. Fresno County has a variety of geographic regions that the District must protect. Safe access to and from these areas is absolutely necessity for the residents and safety personal. Several years ago, during the "Creek Fire", which is the largest wildfire in California's recorded history, Millerton Road provided residents with an "escape route".

The plans for Millerton Road are 100% complete and both of the required federal and state environmental processes are complete. The financial assistance of the federal funding will allow Fresno County to move forward with the completion of the widening and safety enhancements.

Thank you for your consideration.

Dustin Hail
Fire Chief – Fresno County Fire

ATTACHMENT G

TABLE MOUNTAIN RANCHERIA
TRIBAL GOVERNMENT OFFICE

February 6, 2024

RE: Letter of Support – Millerton Road Project Fresno County, CA

This letter has been prepared to indicate our strong support for the Millerton Road widening project. This $35M funding request has been submitted by the County of Fresno and it is our understanding that the project will be completed within the next few years if funding can be identified.

Table Mountain Rancheria has participated with this project and has completed the necessary improvement plans and has paid for all the "CEQA" (California Environmental Quality Act) work that was associated with the proposed widening. In addition, Table Mountain paid for and has recently completed construction of the eastern "segment" of this roadway. It is imperative that support is received for the road widening project as it poses a major safety concern. There have been numerous fatalities due to the unsafe road conditions and the safety of our community members and patrons are our priority.

Again, your support for Fresno County's funding request will help our County complete the needed improvements, the result of which will be a much safer facility with enhanced traffic carrying capacity. This roadway not only serves our facility, but it also provides direct access to the Millerton State Recreation area and to the daily commuters that live in the mountain communities such as Prather, Auberry, Shaver Lake and Huntington Lake.

Thank you for your consideration of our request. If you have any further questions, please contact our Tribal Government Administration Office at (559) 822-2587.

Respectfully,

Michelle Heredia-Cordova
Tribal Chairperson

Richard L. Jones
Tribal Vice-Chairperson

Jenna Gosselaar
Tribal Secretary/Treasurer

Samantha Toles-Rodriguez
Tribal Council Member-at-Large

Mark Martinez
Tribal Council Member-at-Large

Michelle Heredia-Cordova
Tribal Chairperson

Richard L. Jones
Tribal Vice-Chairperson

Jenna Gosselaar
Tribal Secretary/Treasurer

Samantha Toles-Rodriguez
Tribal Council Member-At-Large

Mark Martinez
Tribal Council Member-At-Large

23736
Sky Harbour Road
Post Office
Box 410
Friant
California
93626
(559) 822-2587
Fax
(559) 822-2693

ATTACHMENT G

John Zanoni
Sheriff
Fresno County Sheriff's Office

March 5, 2024

RE: Letter of Support – Millerton Road Project Fresno County, California

On behalf of the Fresno County Sheriff's Office, I am writing to express my strong support for the Millerton Road Widening project. This $35M funding request has been submitted by the Count of Fresno and it is our understanding that the project will be completed within the next few years if funding can be identified.

In addition to the current fund request, you should be aware that Table Mountain Rancheria has participated with this project and has completed the necessary improvements plans and has paid for all of the California Environmental Quality Act (CEQA) work that is associated with the proposed widening. In addition, Table Mountain has paid for and has recently completed construction of the eastern segment of this roadway.

Your support of Fresno County's funding request will help our County complete the needed improvements, the results of which will be a much safer facility with enhanced traffic carrying capacity. This roadway not only serves our facility, it provides direct access to the Millerton State Recreation area and to the daily commuters that live in the mountain communities such as Prather, Shaver Lake and Huntington Lake.

The Fresno County Sheriff's Office respectfully request your **SUPPORT** of the **Millerton Road Project** for the reasons stated above.

Respectfully,

John Zanoni
Fresno County Sheriff

Dedicated to Protect & Serve

Fresno Council of Governments

Metropolitan Planning Organization and Regional Transportation Planning Agency

VIEW PREVIOUS VERSIONS OF THIS PROJECT VIEW / UPLOAD PROJECT DOCUMENTS

PROJECT ID: FRE150057 **VERSION:** 7 **PROPOSED FTIP:** 25-00 (07/25/24) , **STATE:** (11/15/2024) , **FED:** (12/16/2024) **STATUS:** Programmed

LAST MODIFIED BY: Ofelia Abundez (10/15/2024) **APPROVED BY:** Ofelia Abundez (4/18/2024) HISTORY (-) EDIT OBLIGATION

ADMINISTRATIVE EDIT

PROGRAM SOURCE: 25-00 - FTIP | FRESNO MODELING #: 549 | TCM: No | CTIPS ID: n/a | PROGRAM: Loc Funds - County Funds

LUMP SUM: No | LUMP SUM NAME: | SHOW COMMENTS

COMMENT:

PROJECT INFORMATION

PROGRAM / AUTHORIZATION TYPE: RTP Number | ID: 500399

STATE PROJECT ID | 0616000166L

IMPLEMENTING AGENCY: Fresno County

PROJECT MANAGER: Erin Haagenson | PHONE (10-DIGIT): 5596004528 | EMAIL: EHaagenson@co.fresno.ca.

PROJECT TYPE | SUB TYPE | CAPACITY INC: Y | REG SIG: Y | REG SIG LAYER | UPLOAD DIAGRAM / VIEW DIAGRAM | CMP: N | BIKE PED: N | CTC ALLOCATION | EXPEDITED PROJECT DELIVERY

PROJECT TITLE: Millerton Road Widening - Friant to Marina

PROJECT DESCRIPTION - GUIDELINES: Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD

EXEMPT CATEGORY: Non-Exempt

SYSTEM	ROUTE	SUFFIX	INTERSECTION	LOCAL STREET NAME	FROM	TO	DISTANCE (MI)
Local			N	Millerton Road	Friant	Marina	3.2

PROGRAMMING INFORMATION ($0)

PDF DRILLDOWN REPORT [HISTORICAL REVENUES] [GRAPH REVENUES]

EST TOTAL PROJECT COST: $28,318,835.00 | OPEN TO TRAFFIC DATE: 2030

FISCAL YEAR	FUND TYPE (PROGRAMMED REVENUE SOURCE) - FUND HELP	PA&ED/PS&E	ROW	CON	TOTAL	
15/16	STBG - STP	$46,867.78	$0.00	$0.00	$46,867.78	
21/22	STBG - STP	$146,867.00	$0.00	$0.00	$146,867.00	
13/14	Loc Funds - County Funds	$2,600,000.00	$0.00	$0.00	$2,600,000.00	
15/16	Loc Funds - County Funds	$6,072.22	$0.00	$0.00	$6,072.22	
21/22	Loc Funds - County Funds	$19,028.00	$0.00	$0.00	$19,028.00	
24/25	Loc Funds - County Funds	$0.00	$12,000,000.0(	$0.00	$12,000,000	X
25/26	Loc Funds - County Funds	$0.00	$0.00	$13,500,000.0(	$13,500,000	X
					$0	
					$0	
					$0	
					$0	
					$0	
	Update Subtotals GRAND TOTAL	$2,818,835	$12,000,000	$13,500,000	$28,318,835	

CHANGE REASON

HISTORICAL COMMENTS

- ○ COMPLETE PROJECT
- ○ DELETE PROJECT
- ◉ CARRY OVER FROM 23-00

Add funding to new phase
Add new funding source
Delete fund source
Increase funding
None
Project Closure - Final Report
Reduce funding
Revise funding between fiscal years

OTHER CHANGE REASON
Carry over to 2025 FTIP.

JUSTIFICATION - LAST UPDATED: 3/12/2024 - GUIDANCE
Carry over to 2025 FTIP.

NARRATIVE (AUTOMATE)
Changed Project Completion Date:
- from "2030" to "2030"
Changed Change Reason:
- from "Carry over from 20-00, Increase funding" to "Carry over from 23-00, Carry over to 2025 FTIP."

No change in project funding

Total project cost remains the same at $28,319

CONTACT FCOG 24.55s EMAIL FRESNOTRAKHELP@ECOINTERACTIVE.COM

Fresno Council of Governments

Metropolitan Planning Organization and Regional Transportation Planning Agency

PROJECT ID: LSTMP851 **VERSION:** 4 **PROPOSED FTIP:** 25-00 (07/25/24) , **STATE:** (11/15/2024) , **FED:** (12/16/2024) **STATUS:** Programmed

LAST MODIFIED BY: Ofelia Abundez (10/15/2024) **APPROVED BY:** Ofelia Abundez (4/18/2024) HISTORY (-) EDIT OBLIGATION

ADMINISTRATIVE EDIT

PROGRAM SOURCE: 25-00 - FTIP | FRESNO MODELING #: | TCM: No | CTIPS ID: n/a | PROGRAM: Loc Funds - County Funds

LUMP SUM: Yes | LUMP SUM NAME: FRE190006 - Grouped Projects for Safety Improvements - Vari | SHOW COMMENTS

COMMENT:

PROJECT INFORMATION

PROGRAM / AUTHORIZATION TYPE: | ID: | IMPLEMENTING AGENCY: Fresno County

PROJECT MANAGER: | PHONE (10-DIGIT): | EMAIL:

PROJECT TYPE	SUB TYPE	CAPACITY INC	REG SIG	REG SIG LAYER	CMP	BIKE PED	CTC ALLOCATION	EXPEDITED PROJECT DELIVERY
Rehabilitation/ Safety Projects	Traffic Signal	N	N		Y	N	☐	☐

PROJECT TITLE: Millerton / Marina Intersection Improvements

PROJECT DESCRIPTION - GUIDELINES:

At the intersection of Millerton Road and Marina Drive; Install roundabout and other related intersection improvements.

EXEMPT CATEGORY: 5.02 Other - Intersection signalization projects.

SYSTEM	ROUTE	SUFFIX	INTERSECTION	LOCAL STREET NAME	CROSSSTREET	CROSSSTREET	DISTANCE (MI)
Local			Y	N/A	Millerton Rd	Marina Dr	

PROGRAMMING INFORMATION ($0)

PDF DRILLDOWN REPORT [HISTORICAL REVENUES] [GRAPH REVENUES]

EST TOTAL PROJECT COST: $3,450,000.00 | OPEN TO TRAFFIC DATE:

FISCAL YEAR	FUND TYPE (PROGRAMMED REVENUE SOURCE) - FUND HELP	PA&ED/PS&E	ROW	CON	TOTAL	
23/24	* STBG - STP	$354,120.00	$0.00	$0.00	$354,120	X
23/24	Loc Funds - County Funds	$45,880.00	$50,000.00	$0.00	$95,880	X
24/25	Loc Funds - County Funds	$0.00	$0.00	$3,000,000.00	$3,000,000	X
					$0	
					$0	
					$0	
					$0	
					$0	
	Update Subtotals	GRAND TOTAL	$400,000	$50,000	$3,000,000	$3,450,000

CHANGE REASON

HISTORICAL COMMENTS

COMPLETE PROJECT

DELETE PROJECT

CARRY OVER FROM 23-12

Add funding to new phase
Add new funding source
Delete fund source
Increase funding
None
Project Closure - Final Report
Reduce funding
Revise funding between fiscal years

OTHER CHANGE REASON

JUSTIFICATION - LAST UPDATED: 4/8/2024 - GUIDANCE

Carryover to 2025 FTIP as is.

NARRATIVE (AUTOMATE)
Changed Change Reason:
- from "Revise project scope" to "Carry over from 23-12, None"

No change in project funding

Total project cost remains the same at $3,450

ATTACHMENT I

NEPA/CEQA RE-VALIDATION FORM

DIST-CO-RTE: 06-FRE-Fresno County
PM/PM: N/A
EA or Fed-Aid Project No.: STPL-5942(273)
Other Project No. (specify): EA/FONSI 09-009
Project Title: Millerton Road Widening-Friant Road to Marina Drive
Environmental Approval Type: EA/FONSI (Prepared by the Bureau of Reclamation)
Date Approved: 05/16/2017
Reason for Consultation (23 CFR 771.129), check one: ☒ Project proceeding to next major federal approval ☐ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ **N/A** (Re-Validation for CEQA only)
Description of Changed Conditions: *Caltrans has reviewed and accepted the EA/FONSI as prepared by the NEPA lead agency, the Bureau of Reclamation. The document sufficiently addresses any potential impacts within the entire project footprint. No additional analysis is warranted.*

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.*)

☒ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☐ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original ED or CE remains valid.**
Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No

☐ **The original document or CE is no longer valid.**
Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No
Supplemental environmental document is needed. ☐ Yes ☐ No
New environmental document is needed. ☐ Yes ☐ No (If "Yes," specify type:)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief	Date 6/7/2022
Signature: Project Manager/DLAE	Date 6/7/2022

Revised May 2020

CONTINUATION SHEET(S)

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., scope change; a new alternative; change in project alignment.

N/A

Changes in environmental setting, e.g., new development affecting traffic or air quality.

N/A

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

N/A

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

N/A

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

N/A

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

N/A

ATTACHMENT I

FILED
DEC 13 2013
FRESNO COUNTY CLERK
By _____ DEPUTY

File original and one copy with:	Space Below For County Clerk Only.
Fresno County Clerks **2221 Kern Street** **Fresno, California 93721**	CLK-2046.00 E04-73 R00-00

Agency File No:		County Clerk File No:
IS 6341	**LOCAL AGENCY MITIGATED NEGATIVE DECLARATION**	**E-**

Responsible Agency (Name):	Address (Street and P.O. Box):	City:	Zip Code:
Fresno County	2220 Tulare St. Sixth Floor	Fresno	93721

Agency Contact Person (Name and Title):	Area Code:	Telephone Number:	Extension:
Briza Sholars Planner	559	600-4207	N/A

Applicant (Name):	Project Title:
Fresno County Department of Public Works and Planning	Millerton Road Widening Project

Project Description:

The overall Millerton Road Widening Project would reconstruct a 4.7 mile stretch of Millerton Road from a two-lane rural roadway to a four-lane arterial roadway with four 12-foot-wide travel lanes, two 6-foot-wide paved shoulders that would function as bike lanes, and 4-foot-wide treated dirt shoulders. A 16-foot-wide median would separate the eastbound and westbound traffic. Implementation of the Millerton Road Widening Project would require expansion of the existing right-of-way from approximately 60 feet wide to approximately 106 feet wide (53 feet on either side of the roadway centerline, except where additional width is necessary for cut and fill slopes).

Justification for Negative Declaration:

Initial Study Application No. 6341 indicates there is no evidence in the record that demonstrates that the project will have a significant effect on the environment. Potential impacts regarding aesthetics were addressed by mitigation measures that require cut and fill slopes to blend with adjacent slopes. Potential impacts to air quality were addressed in the Air Quality and Green House Gas Sections of the IS which included mitigation measures which reduce potential impacts to air quality to a less than significant level. Potential impacts regarding biology have been addressed in the Biological Resources section of the IS which include specific mitigation measures for the project that will reduce potential impacts to biological resources to a less than significant level. Potential impacts to known and unknown cultural and archaeological resources were addressed by mitigation measures that would reduce the potential for impacts through avoidance, monitoring, and by means of engineering solutions or a targeted data recovery program. Potential impacts to water quality and soils, and impacts related to the potential for exposing the public and/or the environment to hazardous materials were addressed through compliance with the State's National Pollutant Discharge General Construction Permit. Potential impacts regarding wildland fires were addressed by mitigation measures which reduce the risk of starting fires during construction. Potential impacts regarding noise were addressed through compliance with the County's Noise Ordinance. Based on the Initial Study, staff has concluded that preparation of an Environmental Impact Report is not required. Approval of the Mitigated Negative Declaration is recommended and is subject to approval by the decision-making body.

FINDING: With the incorporated Mitigation Measures, the proposed project will have a less than significant impact on the environment.

Newspaper and Date of Publication:	Review Date Deadline:
Fresno Business Journal, October 28, 2013	November 27, 2013

Date:	Type or Print Signature:	Submitted by (Signature):
10/28/13	Will Kettler, Division Manager	

State 15083, 15085

County Clerk File No.:_____

LOCAL AGENCY
MITIGATED NEGATIVE DECLARATION

E201310000315

ATTACHMENT I

Notice of Determination

E201310000315

To: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ County Clerk
County of Fresno
2221 Kern Street
Fresno, CA 93721

From: County of Fresno
2220 Tulare Street, Suite "A"
Fresno, CA 93721

FILED
DEC 13 2013
FRESNO COUNTY CLERK
By _____ DEPUTY

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the Public Resource Code.

Initial Study No. 6341, Millerton Road Widening Project
Project Title

2013101092	Briza Sholars	(559) 600-4207
State Clearinghouse Number	Contact Person	Area Code/Number/Ext.

The proposed project would be located east of the town of Friant, just south of Millerton Lake, in Fresno County. The expanded roadway would generally follow the centerline of the existing roadway from North Fork Road to just past Table Mountain Road. Project Location (Fresno County)

Project Description: The proposed Millerton Road Widening Project would reconstruct a 4.7 mile stretch of Millerton Road from a two-lane rural roadway to a four-lane arterial roadway with four 12-foot-wide travel lanes, two 6-foot-wide paved shoulders that would function as bike lanes, and 4-foot-wide treated dirt shoulders. A 16-foot-wide median would separate the eastbound and westbound traffic. Implementation of the Millerton Road Widening Project would require expansion of the existing right-of-way from approximately 60 feet wide to approximately 106 feet wide (53 feet on either side of the roadway centerline, except where additional width is necessary for cut and fill slopes).

This is to advise that the County of Fresno has approved the above described projects on
☒ *Lead Agency* ☐ *Responsible Agency*

12/10/13 and has made the following determination regarding the above described project(s).
(Date)

1. The project ☐ will ☒ will not have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation Measures ☒ were ☐ were not made a condition of the approval of the project.
4. A Statement of Overriding Consideration ☐ was ☒ was not adopted for this project.

This is to certify that the Initial Study with comments and responses and record of project approval is available to the General Public at the County of Fresno Department of Public Works and Planning, 2220 Tulare Street, Fresno, CA 93721.

Chris M. Motta 12/10/13

Chris Motta, Principal Planner — Date

County of Fresno

COUNTY CLERK / REGISTRAR OF VOTERS
BRANDI L. ORTH

List of Notices that Need to be Removed

File Number	Project Title / Project Applicant Name	Agency File Number	Notice Description	Posted Date
E201310000315	MILLERTON ROAD WIDENING PROJECT FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING	IS 6341	MITIGATED NEGATIVE DECLARATION	12/13/2013
E201310000315	MILLERTON ROAD WIDENING PROJECT FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING	IS 6341	ADMINISTRATION FEE	12/13/2013
E201310000316	COUNTY SERVICE AREA 34, WINGHELL COVE PIPELINE PROJECT FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING	IS 6241	MITIGATED NEGATIVE DECLARATION	12/13/2013
E201310000316	COUNTY SERVICE AREA 34, WINGHELL COVE PIPELINE PROJECT FRESNO COUNTY DEPARTMENT OF PUBLIC WORKS AND PLANNING	IS 6241	ADMINISTRATION FEE	12/13/2013
E201310000317	SETTLEMENT WATER TRANSFER AGREEMENT PATTERSON IRRIGATION DISTRICT		CATEGORICAL EXEMPTION	12/13/2013
E201310000317	SETTLEMENT WATER TRANSFER AGREEMENT PATTERSON IRRIGATION DISTRICT		ADMINISTRATION FEE	12/13/2013

ATTACHMENT I

REMOVED ON: 1/14/14

BY: Victoria L. Villicana

Pechanga.Net

REGULATORS ROUNDTABLE 2024 PALMS LAS VEGAS
APRIL 24-25, 2024
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TRIBAL GAMING ▶ Other

Map: Tim Sheehan | The Fresno Bee Source: California Highway Patrol

FEB 26

Fresno County's 'blood alley' claims 22 deaths in 10 years. Blame unsafe road or drivers?

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[truhst]
1. assured reliance on the character, ability, strength, or truth of someone or something.
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This Week's Poll

Do you like the new Pechanga.Net 4.0 website?

- ○ **Yes**
- ○ **No**
- ○ **You got a new website?**

vote

Marc Gonzalez has a name for the section of road directly behind his house in the Fresno County foothills near Millerton Lake. "You mean 'blood alley?' " Gonzalez asked.

In 2020, the retired school painter and his wife Linda moved from the Bay Area to a newly constructed home in the Bella Vista development near Table Mountain Casino. The Gonzalezes' house sits at the end of the street, closest to Millerton Road, and they prefer to sleep with the windows open.

"Usually we hear the squeal of the brakes and then the bang," Gonzalez said. "We've been living here (for) two years. In two years we've had 14 major wrecks up here, 13 of which we've assisted." The last time the Gonzalezes heard the familiar squeal and bang of steel — and only time they didn't assist — was at 4:30 a.m. on Feb. 5. Marc climbed out of bed and rushed toward the scene with towels in hand, as he typically does, only to realize the situation far exceeded emergency triage.

Five people in the wreck were killed on impact and two others critically injured. "I told my wife it was too dangerous because all I saw was two halves of cars," Gonzalez said. Such grizzly scenes are all too familiar along Millerton Road. According to the California Highway Patrol, the law enforcement agency with jurisdiction over county roads, since 2012 there have been 16 fatal accidents resulting in 22 deaths along the 5.7-mile stretch between the town of Friant and Auberry Road.

A closer examination of accident reports published by The Bee and other Fresno media revealed that a majority of the fatalities occurred in roughly the same place: Millerton Road's intersection with Marina Drive and Winchell Cove Road, one mile west of the existing Table Mountain Casino and closer to the newly built casino and hotel.

- Continue Reading: Https://Www.Fresnobee.Com/Opinion/Opn-Columns-Blogs/Marek-Warszawski/Article258437663.Html

submit your comments

Pechanga.Net

Victor Rocha Communications • P.O.

Box 892559 • Temecula, CA

About Us

Pechanga.Net was founded in 1998 by Victor Rocha, a proud member of the Pechanga Band of Luiseño Indians in Temecula, California. Initially, the website was created to help his tribe stay informed on the rapidly changing world of politics and gaming, but soon he realized the importance of being a resource for all Native American tribes in North America. Since its humble

MORE

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ADVERTISEMENT

Man dead, 2 injured, following crash in Fresno County

by Adjoa Aikins
Sat, January 13th 2024

78-year-old man killed in suspected DUI crash on Saturday afternoon, near Table Mountain Casino. (Photo:

The accident happened on Millerton Road and Marina Drive.

[RELATED] 1 dead, 2 injured in multi-vehicle crash on Pond Road and I

Officers say a 35-year-old man driving a 2016 Blue Chevy Silverado we
opposite lane,

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TaxSlayer

Ferocious waves destroy millions in off-road vehicles | KMPH

Cardiologist Share Morning Tip for Quick Weight Loss
Healthy-Guru.

Five earthquakes within 9 hours throughout California coastl

The driver crashed head-on with a white Toyota Tundra.

Witnesses told officers the man behind the wheel of the Chevy was dri

The 78-year-old driver of the Toyota died from his injuries.

The driver of the Chevy is in the hospital with major injuries.

Officers believe alcohol was a factor in the crash and are investigating
the influence.

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Ferocious waves destroy millions in off-road vehicles | KMPH

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The Fresno Bee | Vida en el valle | EDUCATION LAB | CO+LAB | BEST OF CENTRAL CALIFORNIA

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Thursday, February 22, 2024
Today's eEdition

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LOCAL

One dead in rollover crash on Millerton Road near Friant. The car hit a tree, CHP says

BY **JOSHUA TEHEE**
NOVEMBER 07, 2023 11:01 AM

California Highway Patrol

Only have a minute? Listen instead
Powered by **Trinity Audio**
1.0×
00:00
00:39

A driver was killed early Tuesday in a one-vehicle rollover crash on Millerton Road near Friant.

According to the California Highway Patrol, the car was traveling west on Millerton Road just past Friant when it crossed the eastbound lane and went off the roadway, rolling over and striking a tree. Officers responded to the crash around 4:30 a.m., but were unsure when the crash happened, the CHP said.

The driver, who has yet to be identified, was pronounced dead at the scene.

It is not known if alcohol or drugs were a factor in the crash, CHP said.

RELATED STORIES FROM FRESNO BEE

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Victim identified in fatal wrong-way driver crash on Fresno highway. Driver accused of DUI

NOVEMBER 06, 2023 2:24 PM

LOCAL

Coroner ID's 26-year-old Clovis man killed in fiery crash at busy intersection

NOVEMBER 02, 2023 8:23 PM

JOSHUA TEHEE

559-441-6479

Joshua Tehee covers breaking news for The Fresno Bee, writing on a wide range of topics from police, politics and weather, to arts and entertainment in the Central Valley.

Note: Commenting is temporarily unavailable as we work on making improvements. Looking for another way to share your perspective on this article? Consider submitting a letter to the editor. Thank you for your patience and understanding during this transition.

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California

Body of 30-foot sea creature washes up on California beach after storms. ‘Kind of sad’

California

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2-week-old dies after mom falls asleep while breastfeeding, cops say. ‘I did it again’

National

28-year-old hiker slips and plunges 30 feet at California waterfall, rescuers say

California

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The Fresno Bee

OPINION AND COMMENTARY

Editorials and other Opinion content offer perspectives on issues important to our community and are independent from the work of our newsroom reporters.

MAREK WARSZAWSKI

Fresno County's 'blood alley' claims 22 deaths in 10 years. Blame unsafe road or drivers?

BY MAREK WARSZAWSKI

UPDATED FEBRUARY 25, 2022 11:21 AM

Residents in the Bella Visa area of Fresno County near Millerton Lake are concerned about the increasing number of serious car crashes on Millerton Road just as a new casino and hotel is about to open. BY CRAIG KOHLRUSS

Only have a minute? Listen instead

Powered by **Trinity Audio**

00:00 08:49 1.0×

Marc Gonzalez has a name for the section of road directly behind his house in the Fresno County foothills near Millerton Lake.

“You mean ‘blood alley?’ ” Gonzalez asked.

In 2020, the retired school painter and his wife Linda moved from the Bay Area to a newly constructed home in the Bella Vista development near Table Mountain Casino. The Gonzalezes’ house sits at the end of the street, closest to Millerton Road, and they prefer to sleep with the windows open.

“Usually we hear the squeal of the brakes and then the bang,” Gonzalez said. “We’ve been living here (for) two years. In two years we’ve had 14 major wrecks up here, 13 of which we’ve assisted.”

The last time the Gonzalezes heard the familiar squeal and bang of steel — and only time they didn’t assist — was at 4:30 a.m. on Feb. 5. Marc climbed out of bed and rushed toward the scene with towels in hand, as he typically does, only to realize the situation far exceeded emergency triage.

READ MORE

OPINION

Five people in the wreck were killed on impact and two others critically injured.

“I told my wife it was too dangerous because all I saw was two halves of cars,” Gonzalez said.

Such grizzly scenes are all too familiar along Millerton Road. According to the California Highway Patrol, the law enforcement agency with jurisdiction over

county roads, since 2012 there have been 16 fatal accidents resulting in 22 deaths along the 5.7-mile stretch between the town of Friant and Auberry Road.

A closer examination of accident reports published by The Bee and other Fresno media revealed that a majority of the fatalities occurred in roughly the same place: Millerton Road's intersection with Marina Drive and Winchell Cove Road, one mile west of the existing Table Mountain Casino and closer to the newly built casino and hotel.

FATAL HEAD-ON CRASH

Five people were killed in a two-car, head-on crash at about 4:30 a.m. Saturday, Feb. 5, on Millerton Road near the Table Mountain Casino northeast of Fresno. Two people survived the collision.

Map: Tim Sheehan | The Fresno Bee • Source: California Highway Patrol

Which is the same turnoff that residents living in what county planners call Millerton New Town use to access their homes.

"It's just a bad recipe," said Ryan Mitchum, who moved to Bella Vista in 2019 and otherwise enjoys foothill life. "I think a lot more accidents are going to happen. Especially as this area builds out."

Millerton Road is largely a two-lane rural road between North Fork Road in Friant and Auberry Road even though it serves both the casino and Millerton Lake State Recreation Area.

Due to heavy traffic and shoulders too narrow for bike lanes, Millerton Road has a fearsome reputation among local cyclists. Many avoid it altogether or only ride the segment between Auberry Road and Sky Harbour Road, 1.5 miles where bike lanes striped years ago are now barely visible.

▷

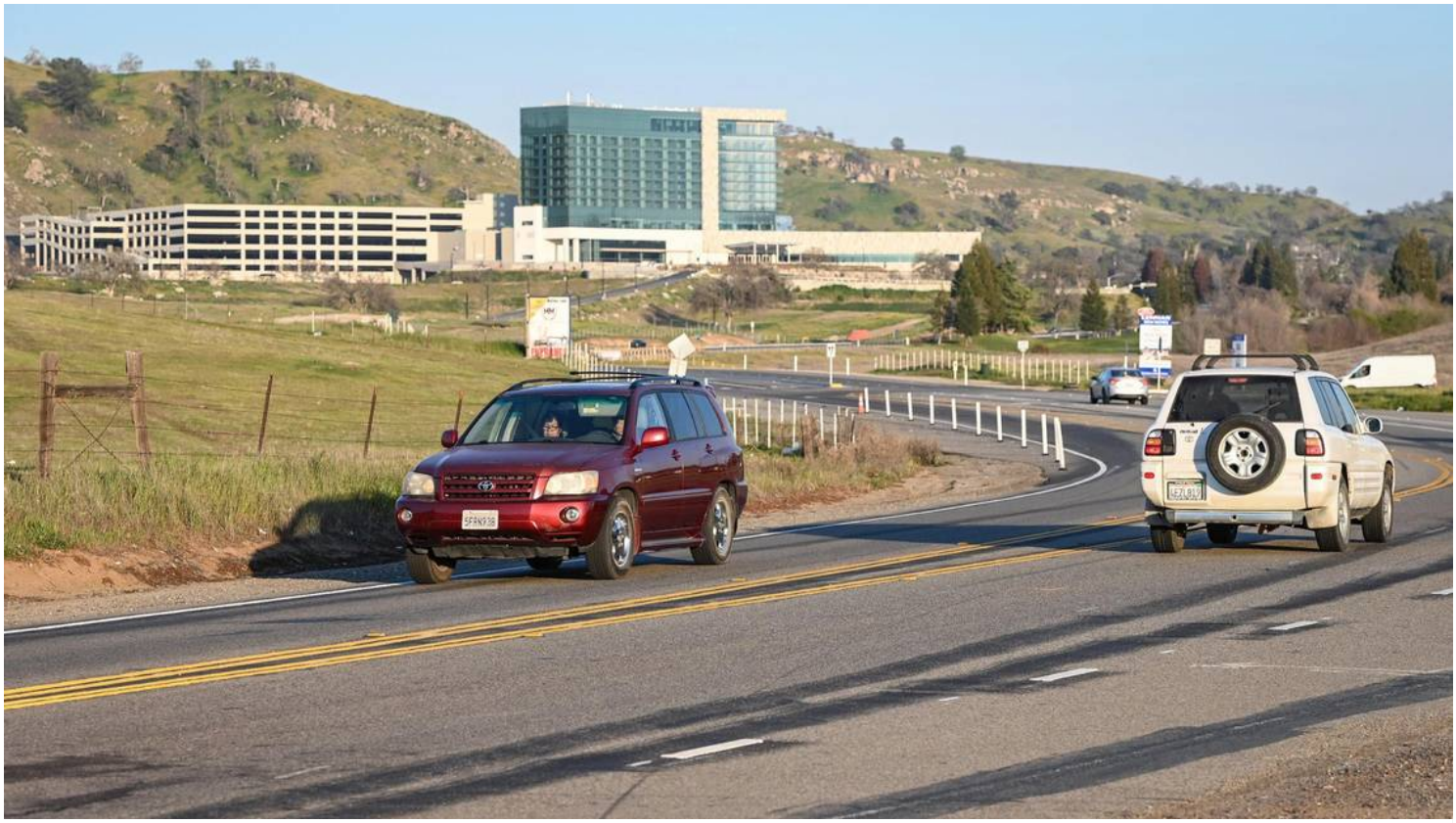
DIVIDED ROAD STILL YEARS AWAY

Plans to widen Millerton Road into a four-lane, divided roadway have kicked around Fresno County planning offices for the better part of two decades. On the 2006 expenditure plan for the Measure C transportation tax, it is listed as a Tier 2 project. (Tier 1 projects received funding priority.)

Despite the obvious need, improvements are years away from being shovel ready. Steven White, director of Fresno County Public Works and Planning, said it will take until the end of 2023 to complete the environmental work "if everything goes smoothly." After that, the county will need to raise $35 million, a sum that includes the acquisition of more than 40 road easements.

Widening the bridge across the Friant-Kern Canal is estimated to cost $10 million by itself.

"People are frustrated it's taken so long, but I remind everybody how much time it took to do Friant Road and Academy Road," White said. "And those projects had dedicated funding sources (as Tier 1 Measure C projects). This one doesn't."



A section of Millerton Road, just west of the new Table Mountain Hotel and Casino project, shows the point at which a widened section of the road in closer to the casino narrows to two lanes just as it hits a curve before continuing on into Friant. CRAIG KOHLRUSS *CKOHLRUSS@FRESNOBEE.COM*

So far, the only major improvements to Millerton Road have been courtesy of Table Mountain Rancheria.

Prior to constructing their 110,000-square foot casino and 151-room hotel — both appear finished from the exterior but have yet to open — the tribe paid a Sacramento consulting firm to prepare an environmental analysis that included a traffic study. The rancheria then transformed the mile-long section in front of their new expansion into a four-lane, divided road with dedicated turn lanes as well as bike lanes.

“They donated that road,” White said. “They sponsored the whole thing and paid us to inspect it. … That was a huge win for us.”

County planners intend to pick up where the rancheria left off and continue building the divided, four-lane road “down the hill” to Friant, a distance of 3.1 miles. The most optimistic timeline for completion is 2026.

“It’s, where can we find that $35 million? Out of whose bank account?” White asked. “We don’t have the money.”

PIECEMEAL WIDENING, INCREASED SPEEDING

Meanwhile, residents contend the piecemeal widening has resulted in increased speeding — and at the exact place where they turn in and out of their neighborhood.

Impatient drivers heading east on Millerton Road and toward the casino greet the widened section as an opportunity to pass slower traffic they've been stuck behind. At the same time, those headed west accelerate just before the road narrows into two lanes to avoid the same fate.

And all of that occurs directly in front of the turnoff to a fast-growing residential neighborhood (Marina Drive) and another road on the opposite side that leads to Millerton Lake Marina (Winchell Cove Road).

Making matters worse, westbound drivers must negotiate a right-hand turn shortly after the road narrows. In this exact spot earlier this month, five men lost their lives. Four of them were returning to Fresno from the casino.

"This is turning into a racetrack here at the end," Mitchum said. "Nobody wants to be stuck behind somebody slow, so they're doing 70, 75, 80 (mph) to pass somebody heading into a turn."

Roadside memorials are placed in a turnout on Millerton Road, just west of the new Table Mountain Hotel and Casino project, where several recent fatal car crashes have occurred. CRAIG KOHLRUSS *CKOHLRUSS@FRESNOBEE.COM*

Residents have appealed to county officials for a traffic signal or some other speed-calming measure but haven't received any promises. (Table Mountain's own environmental study calls for a traffic signal at this location and indicates a willingness to help pay for it.)

Fresno County Supervisor Nathan Magsig has fielded those complaints and as a cyclist himself is aware of increased traffic on Millerton Road. However, he believes the number of accidents and fatalities is more a result of unsafe drivers than the road itself being unsafe.

"It doesn't matter what lights you put in if people don't follow the law," Magsig said.

White, the county planning director, echoed that sentiment: "It's not an unsafe road. It's that we have a lot of unsafe drivers. I can't design against impaired and incompetent drivers, but I do my best."

DEVELOPMENT CONTINUES

In fact, the assumption that drunken drivers are primarily responsible for the carnage on Millerton Road is false.

Only three of the 16 fatal accidents and eight of the 22 people killed since 2012 were caused by an impaired driver, according to CHP spokesman Mike Salas. (Toxicology reports for the Feb. 5 wreck are pending.) The majority were the result of speeding and/or driver error.

“Table Mountain draws a lot of traffic, but it’s not the road that’s causing the problems,” Salas said. “We wouldn’t have nearly as many accidents if everyone went the speed limit and stayed between the lines.”

Left unsaid is the role played by development. Or more specifically, development that doesn’t pay for its own impacts.

Fresno County is currently in the midst of its first general plan revision since 2000. The Millerton Specific Plan was drafted in 1984. All the while, county supervisors past and present approved new subdivisions along Millerton Road that added to the traffic. Impact fees have not resulted in a wider, safer road.

The first phase of 160 homes at Bella Vista were built in 2014 by Bonadelle Neighborhoods. Construction of Phase II, which includes 106 single-family residences, began in 2018 and remains ongoing. Next up are two adjacent tracts being developed by Granville Homes. One contains 133 home sites; the other 80.

When I visited recently, construction was underway on a new road (Morningside Drive) that will intersect Millerton Road about 0.7 miles west of Marina Drive and service the new neighborhood.

Short of a traffic signal or some other speed-calming measure, residents fear the accidents and fatalities will only increase when the new casino and hotel open. Especially those living within earshot of Fresno County’s “blood alley” in the foothills.

“The wrecks up here are super, super crazy,” Gonzalez said. “It’s unbelievable how hard they hit.”

Millerton Road, just west of the new Table Mountain Hotel and Casino project, shows where the widened section of the road narrows to two lanes just as it hits a curve before continuing on into Friant. CRAIG KOHLRUSS *CKOHLRUSS@FRESNOBEE.COM*

This story was originally published February 25, 2022 5:00 AM.

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Marek Warszawski writes opinion columns on news, politics, sports and quality of life issues for The Fresno Bee, where he has worked since 1998. He is a Bay Area native, a UC Davis graduate and lifelong Sierra frolicker. He welcomes discourse with readers but does not suffer fools nor trolls.

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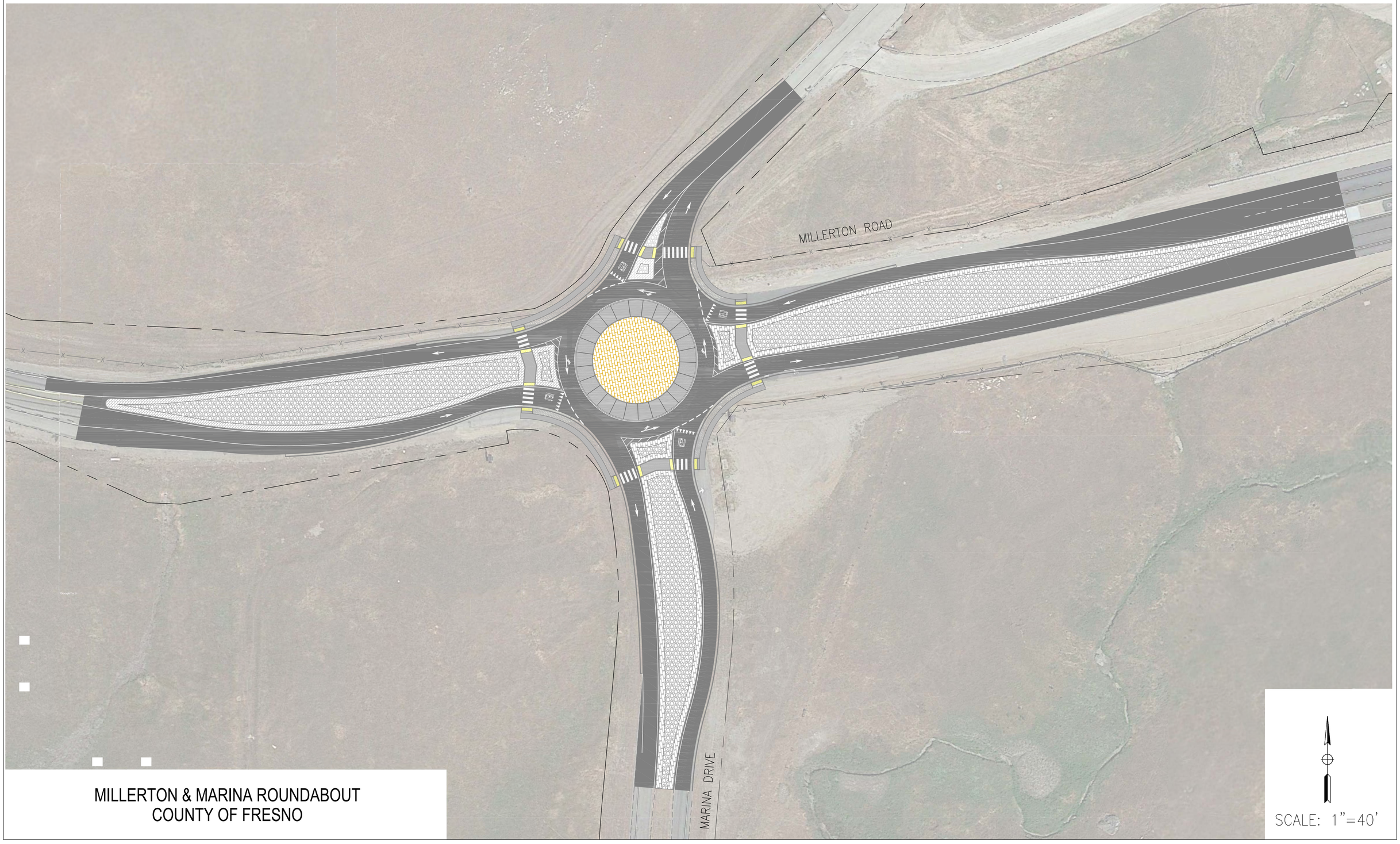

MILLERTON & MARINA ROUNDABOUT
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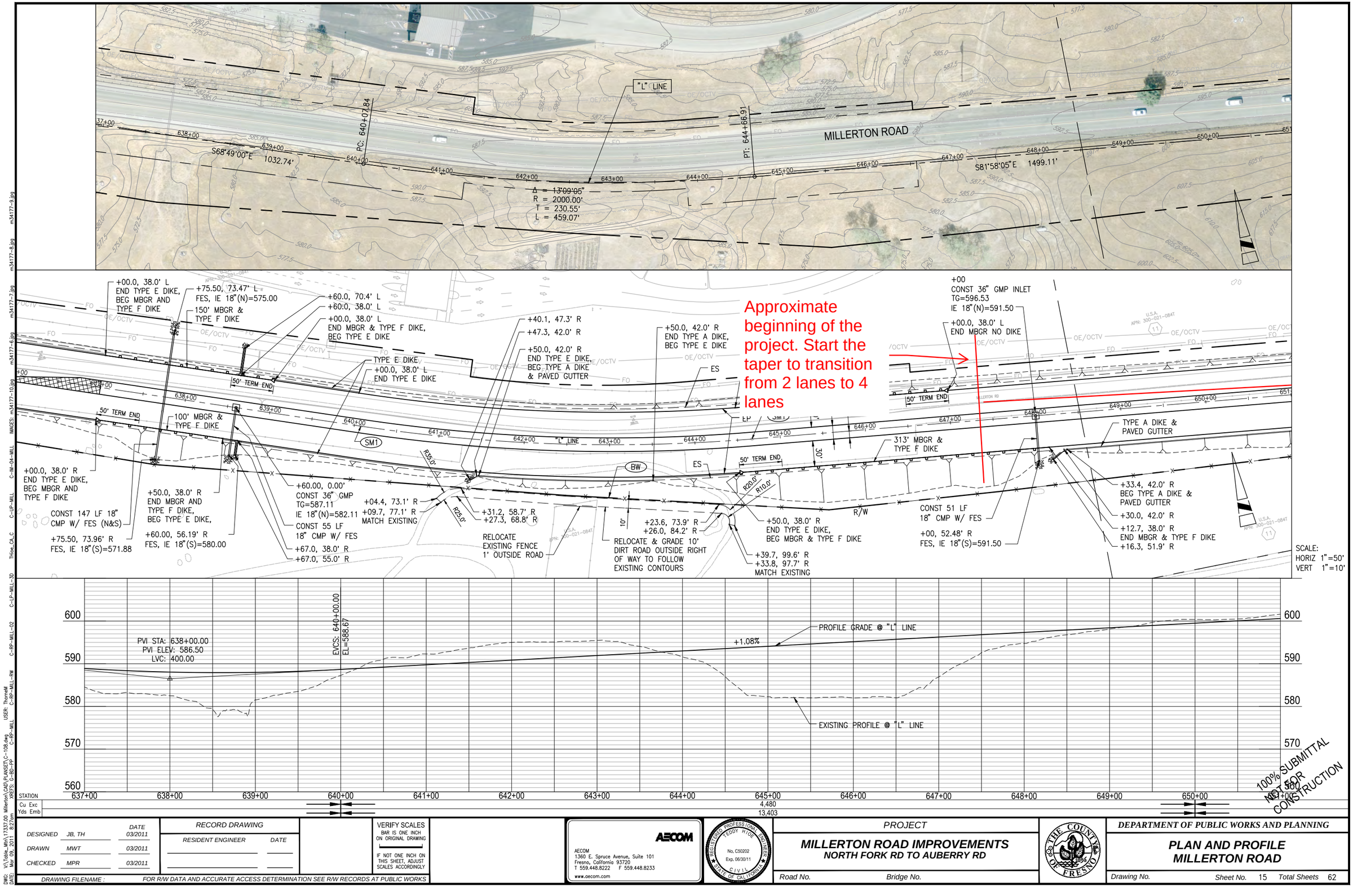

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THE COUNTY OF FRESNO

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PLAN AND PROFILE
MILLERTON ROAD

Drawing No. Sheet No. 15 Total Sheets 62

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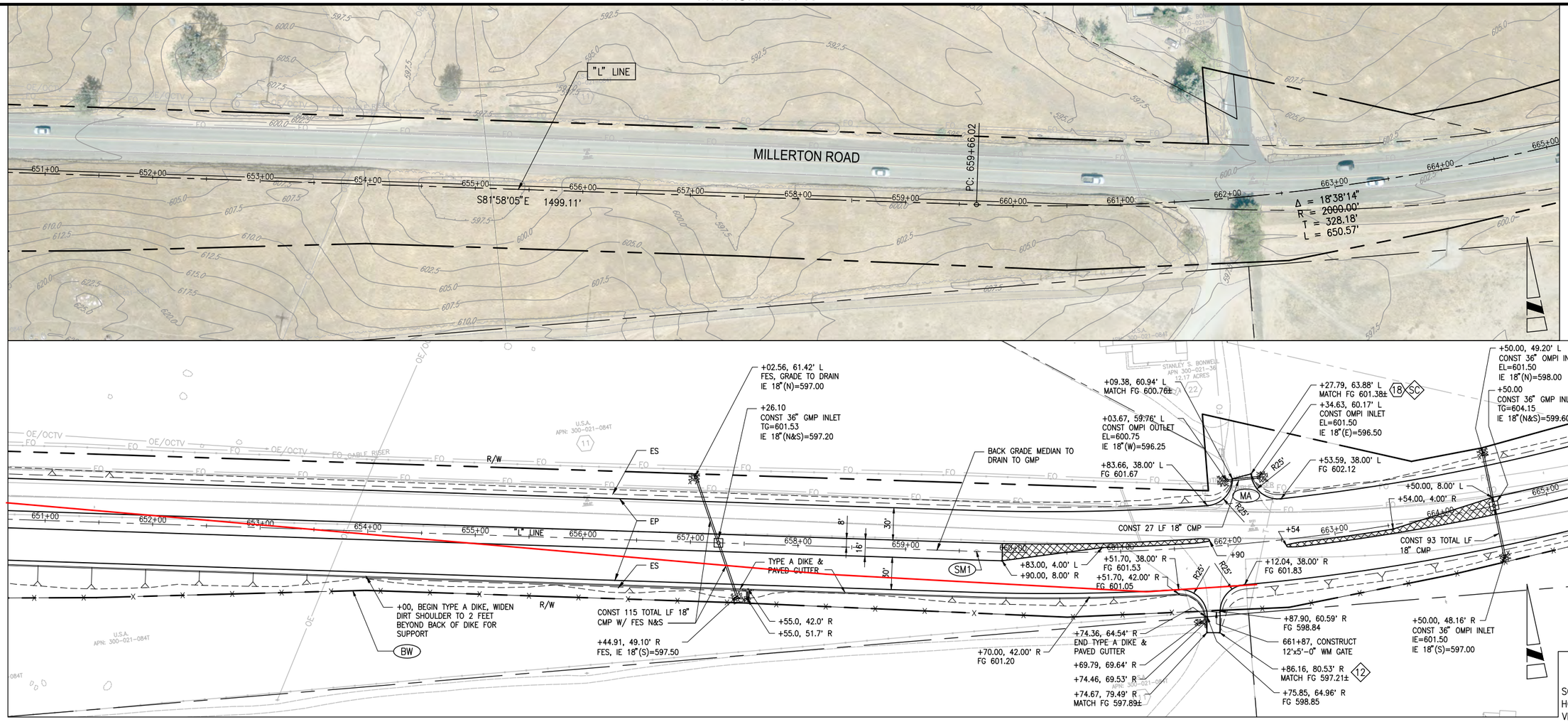

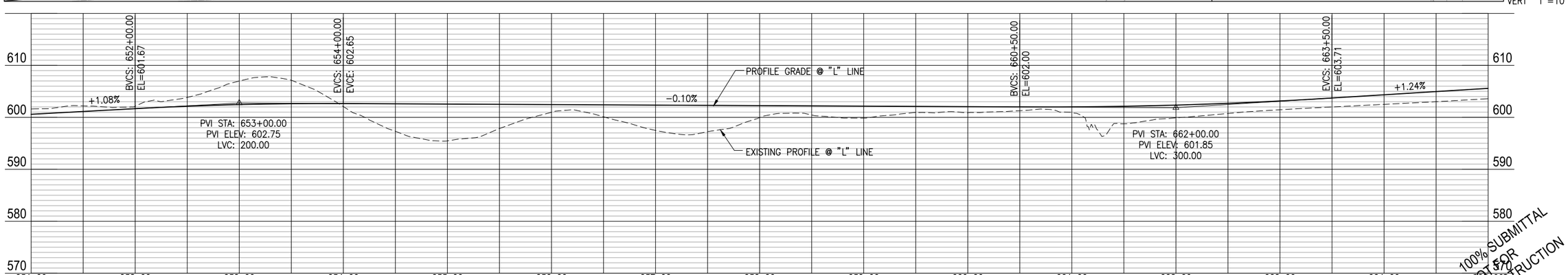

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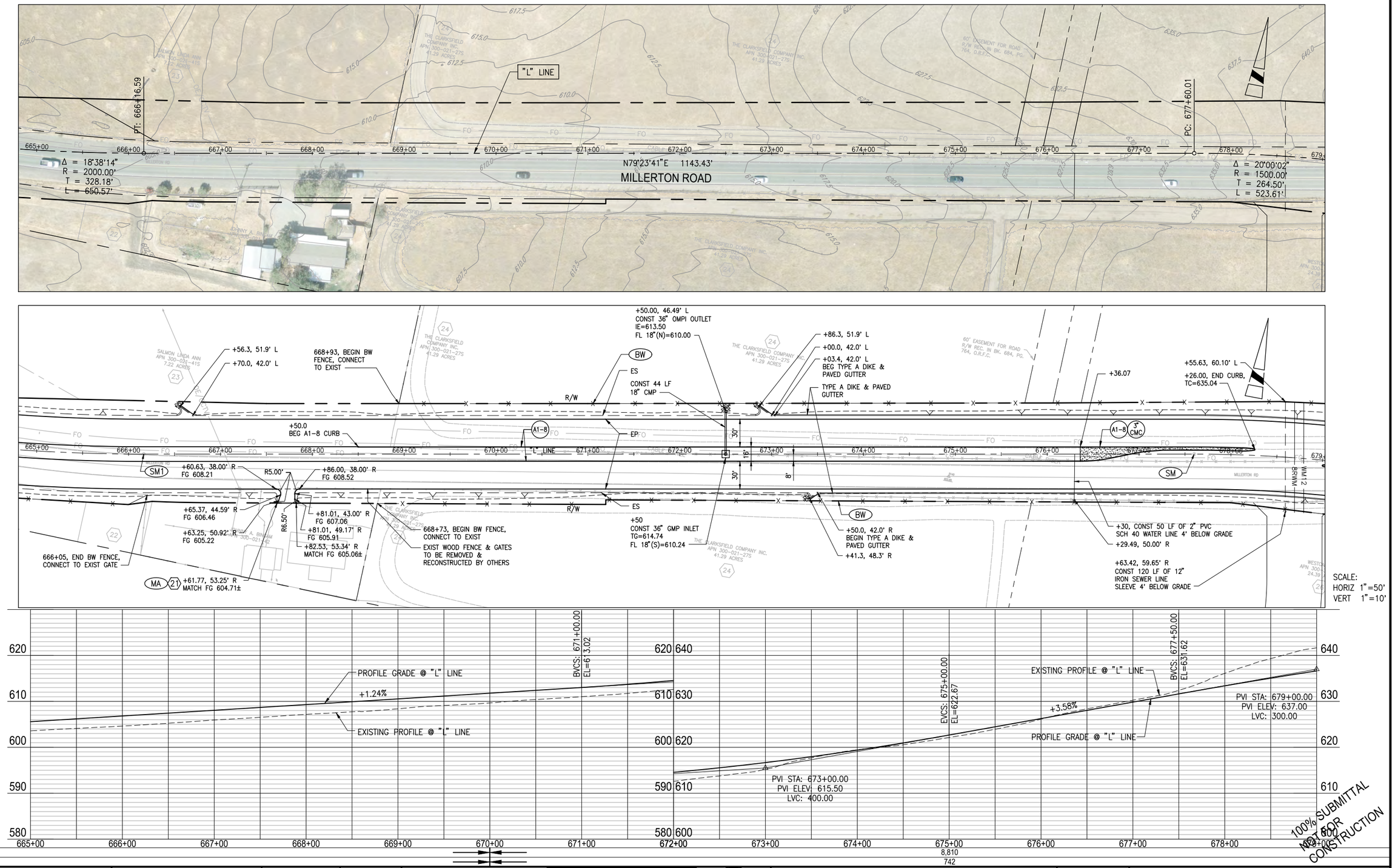

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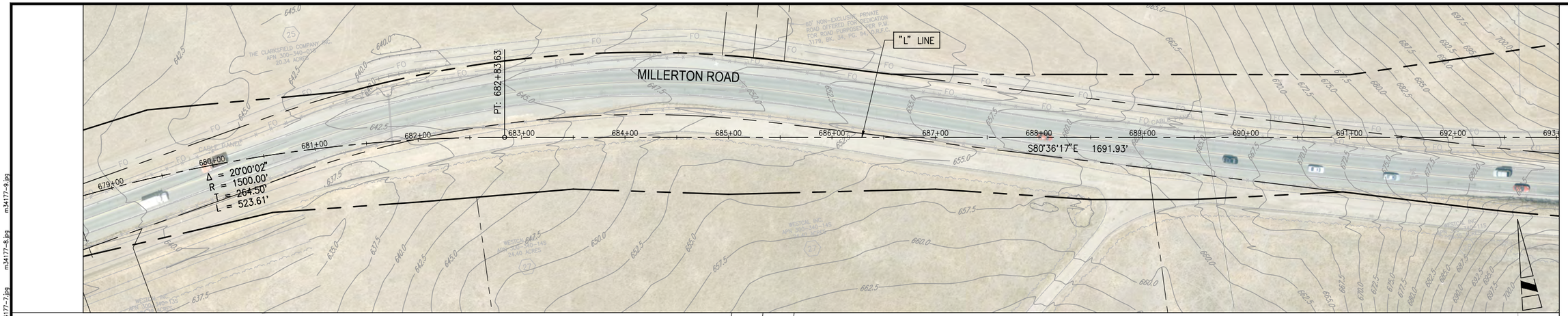

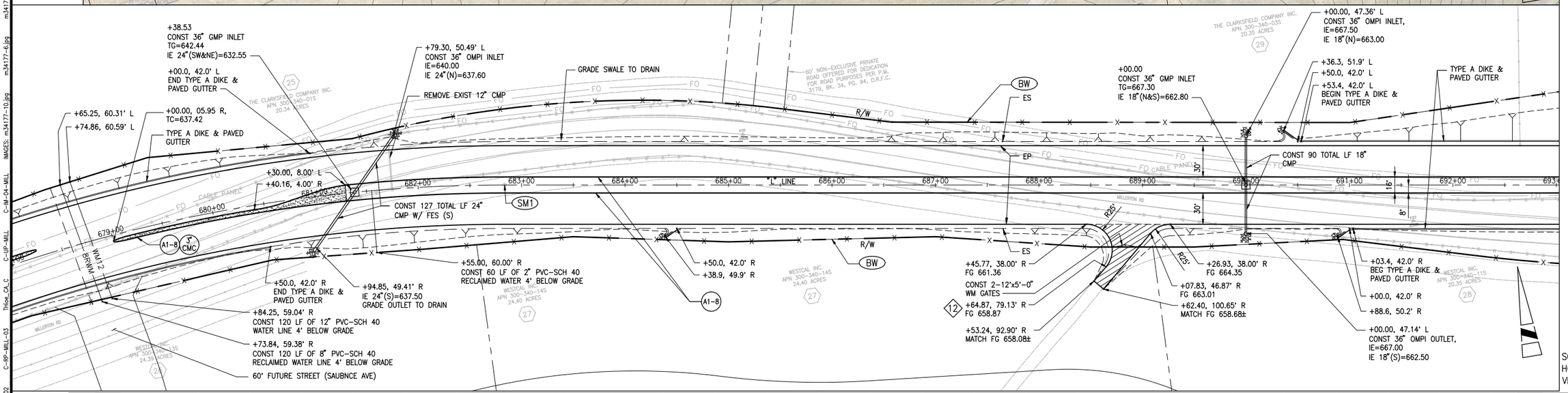

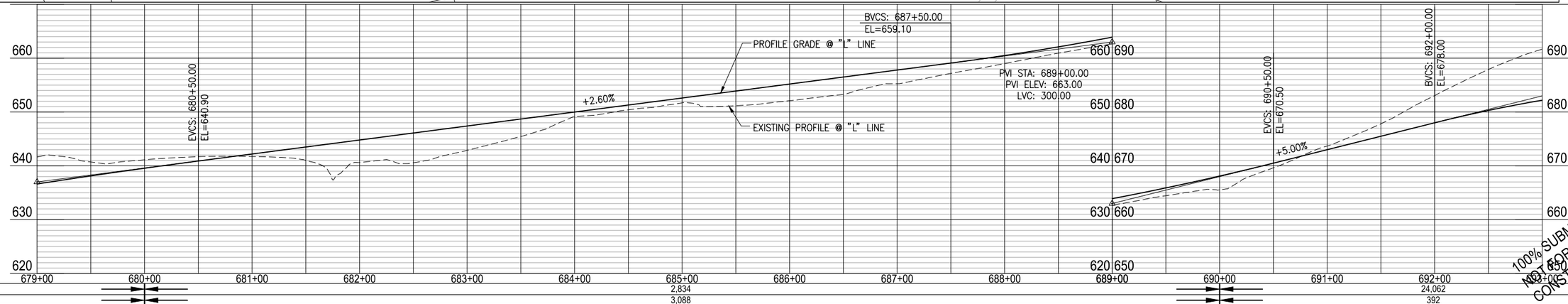

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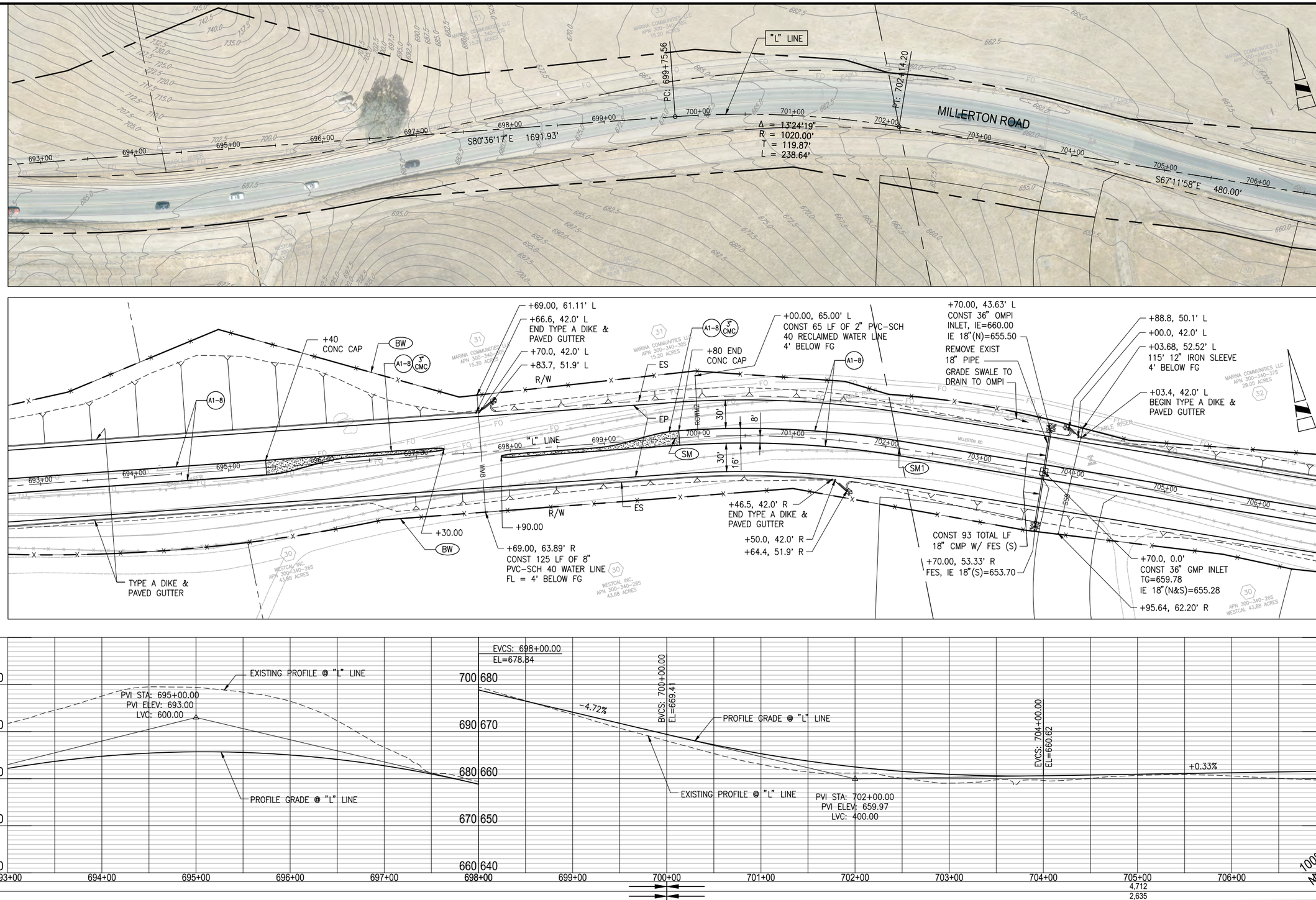

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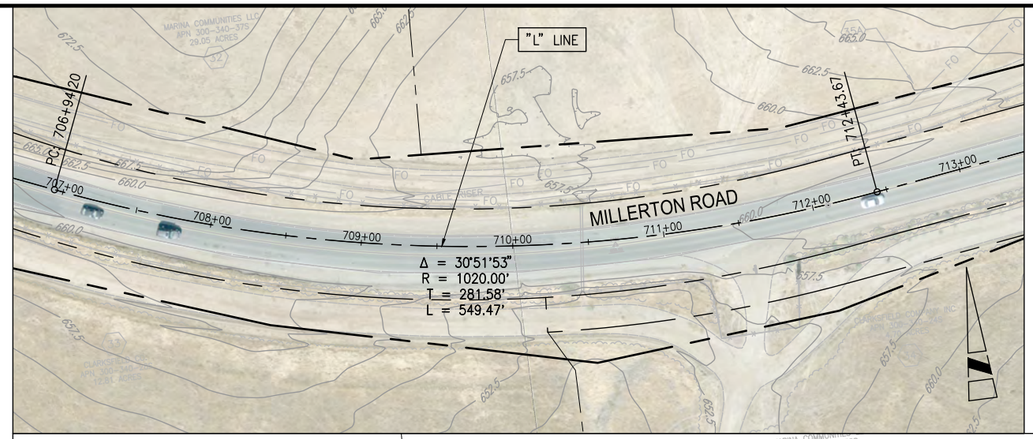

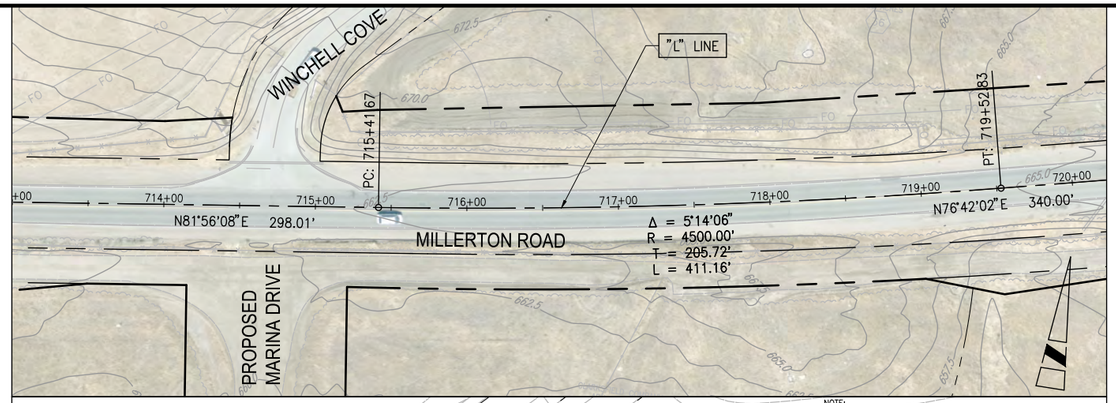

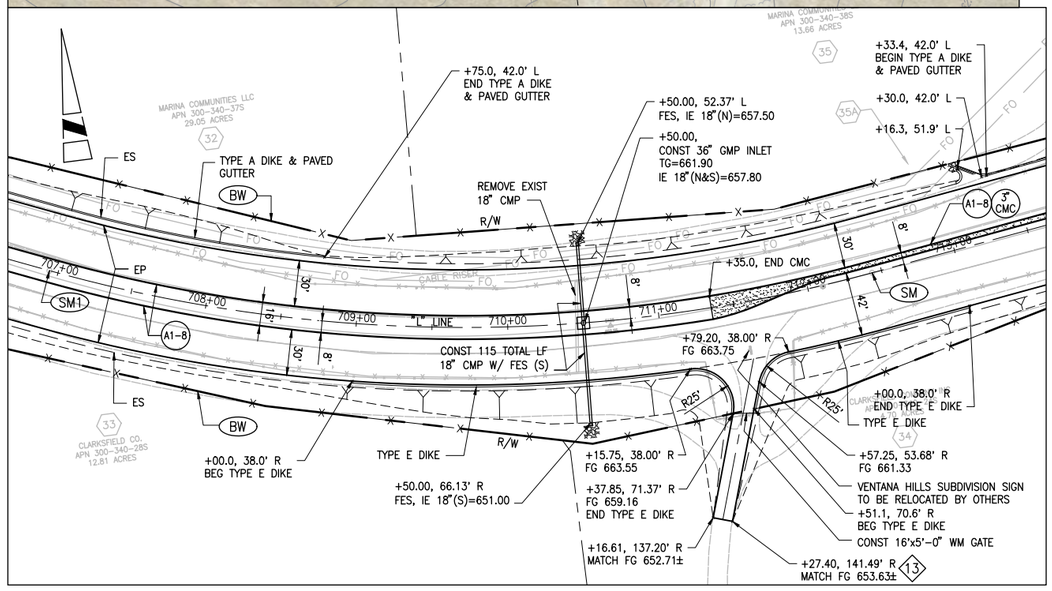

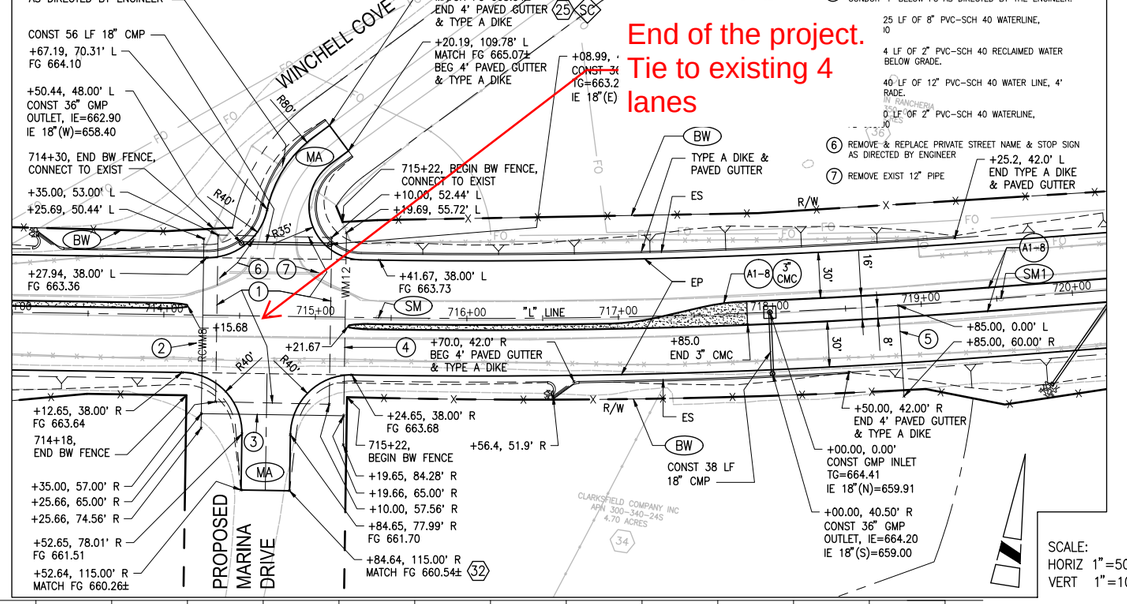

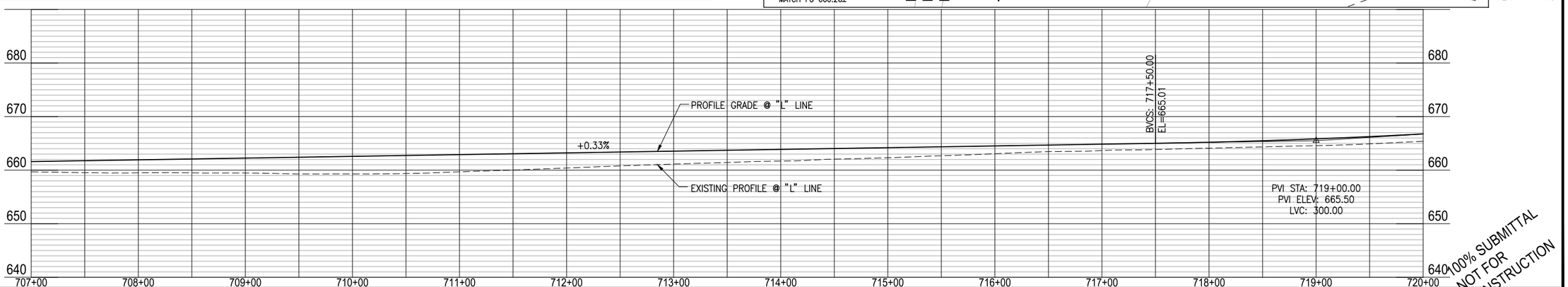

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LEGEND

- (A) "XING" CALTRANS STD PLAN A24D
- (B) "PED" CALTRANS STD PLAN A24D
- (C) 12" SOLID WHITE LIMIT LINE
- (D) 4" SOLID WHITE STRIPE WITH 2 RPM (LANE LINE AT INTERSECTION)
- (E) YELLOW PAINTED MEDIAN NOSE
- (F) 12" WHITE CROSSWALK MARKING
- (G) "BIKE" CALTRANS STD PLAN A24D
- (H) "LANE" CALTRANS STD PLAN A24D
- (I) BIKE LANE ARROW PER CALTRANS STD PLAN A24A
- (J) 8" WHITE STRIPE FOR PAINTED ISLANDS
- (K) SANDBLAST EXISTING STRIPE AS SHOWN

- (XXXX) PAVEMENT DELINEATION DETAIL, SEE CALTRANS STD PLANS A20A THRU A20D
- TYPE IV (L) ARROW CALTRANS STD PLAN A24A
- TYPE IV (R) ARROW CALTRANS STD PLAN A24A
- TYPE VI (RIGHT OR LEFT PER PLAN) ARROW CALTRANS STD PLAN A24A
- TYPE VII (L) ARROW CALTRANS STD PLAN A24A
- TYPE III (B) ARROW CALTRANS STD PLAN A24B
- ONE POST SIGN CALTRANS STD PLANS RS1, RS2, & RS4
- TWO POST SIGN CALTRANS STD PLAN RS1, RS2, & RS4
- SIGN ON SIGNAL POLE OR LIGHT POLE
- ROADSIDE OBJECT MARKER, TYPE L(CA) OR TYPE P(CA), USE L-1(CA) CALTRANS STD PLAN A73A&B
- DELINEATORS, TYPE F OR TYPE G, CALTRANS STD PLAN A73C
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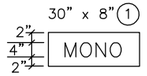

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STA 553+50 (SB)

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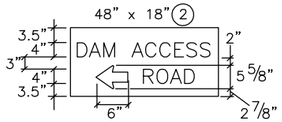

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DIMENSIONS SHOWN ARE TYPICAL FOR ALL G8-22 SIGNS

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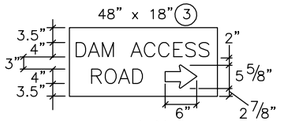

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48" x 18" (9)

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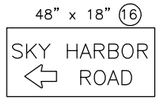

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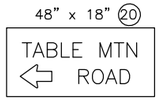

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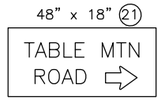
STA 788+50 (EB)

48" x 18" (21)

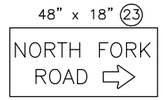


G8-22(RT)(CA)
1 REQ'D
STA 789+00 (WB)

30" x 36" (22)

R3-5(SPECIAL)

48" x 18" (23)



G8-22(RT)(CA)
1 REQ'D
STA 774+50 (WB)

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD DATED JANUARY 21, 2010). ALL SIGNING, STRIPING, RAISED PAVEMENT MARKERS AND MARKINGS SHALL CONFORM TO THE CALTRANS MAY 2006, STANDARD PLANS AND SPECIFICATIONS AND TO THE REQUIREMENTS OF THE AGENCY HAVING JURISDICTION (COUNTY OF FRESNO). ALL SIGNS AND MARKERS SHALL BE REFLECTORIZED AND STANDARD SIZE AS SPECIFIED IN THE FHA STANDARD HIGHWAY SIGNS MANUAL AND THE CALTRANS SIGN SPECIFICATIONS, DATED JANUARY 21, 2010 AND AS PARTIALLY ILLUSTRATED ON THE CALTRANS 2010 UNIFORM SIGN CHART.
2. ALL STRIPING & MARKINGS SHALL BE THERMOPLASTIC, EXCEPT BIKE LANE STRIPING AND MARKINGS SHALL BE PAINT (2 COATS).
3. ALL SIGNS SHALL BE MOUNTED ON GALVANIZED, 3 1/16" WIDE BY 1 15/32" DEEP, 2.00 lbs/ft STEEL POST.
4. ALL PRIVATE SIGNS WILL BE CAREFULLY REMOVED FROM PUBLIC RIGHT OF WAY & SALVAGED. CONTRACTOR SHALL RETURN SALVAGED SIGNS TO PROPERTY OWNER OR OCCUPANT.
5. ALL G7-1(CA) & G8-22(CA) SIGNS SHALL CONFORM TO THE CALTRANS SIGN SPECIFICATION SHEETS WITH 4" WHITE CAPS AND ARROWS ON GREEN BACKGROUND.
6. SIGNS 4, 5, 6, 7, 12, 13, 14, 15, 18, & 19 ARE NOT USED.

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REGISTERED PROFESSIONAL ENGINEER TEDDY H IOE No. C60202 Exp. 06/30/11 CIVIL STATE OF CALIFORNIA

TABLE MOUNTAIN RANCHERIA

MILLERTON ROAD IMPROVEMENTS
NORTH FORK RD TO AUBERRY RD

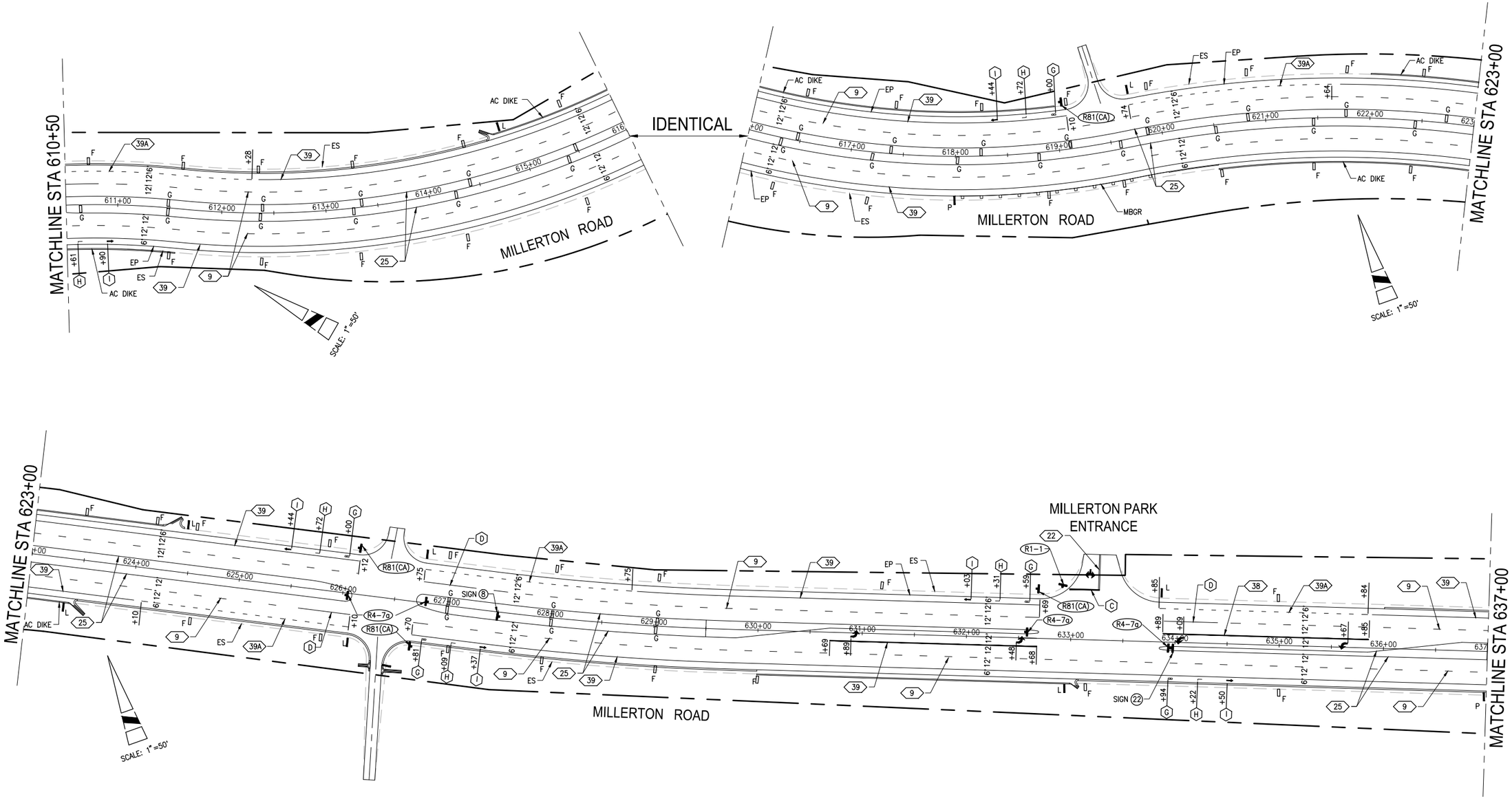
Road No. Bridge No.

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STRIPING PLAN
MILLERTON ROAD

Drawing No. Sheet No. 32 Total Sheets 62



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MILLERTON ROAD IMPROVEMENTS
NORTH FORK RD TO AUBERRY RD

Road No. Bridge No.

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STRIPING PLAN
MILLERTON ROAD

Drawing No. Sheet No. 36 Total Sheets 62

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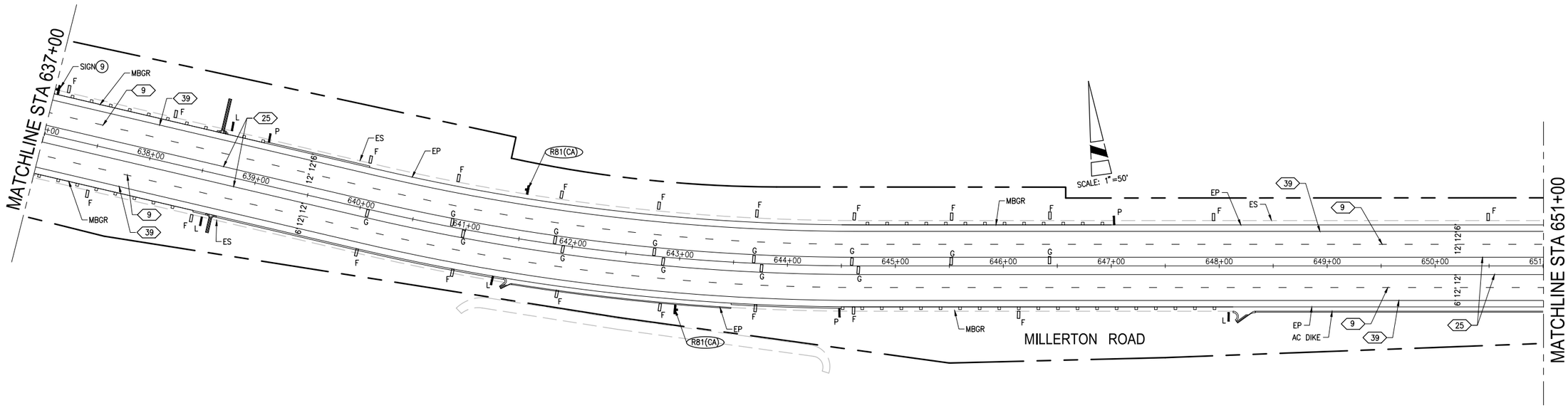

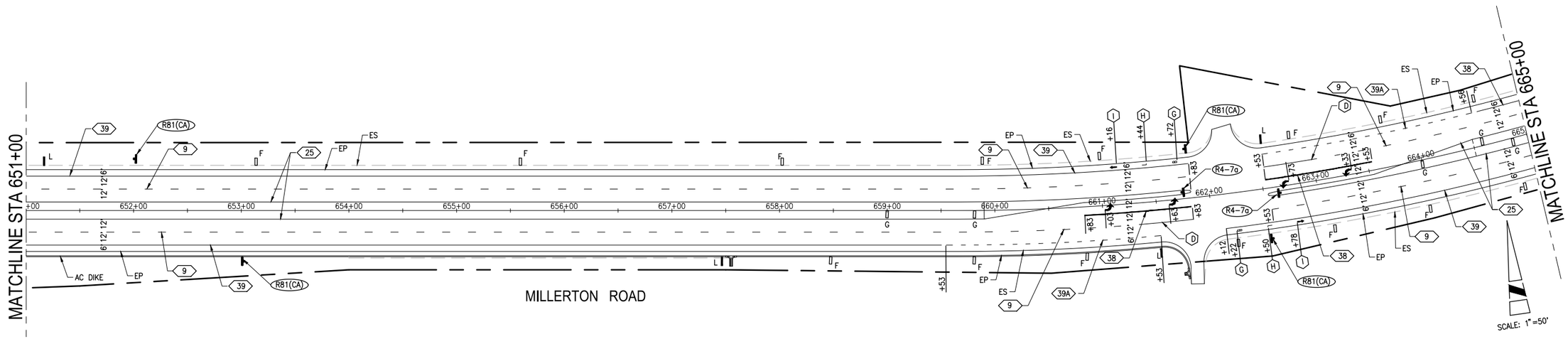

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MILLERTON ROAD IMPROVEMENTS
NORTH FORK RD TO AUBERRY RD

Road No. Bridge No.

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STRIPING PLAN
MILLERTON ROAD

Drawing No. Sheet No. 37 Total Sheets 62

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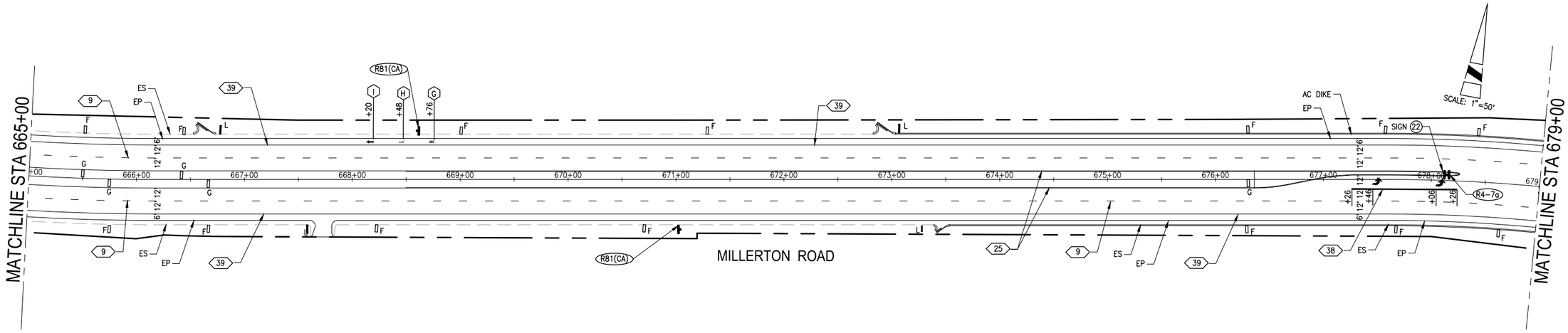

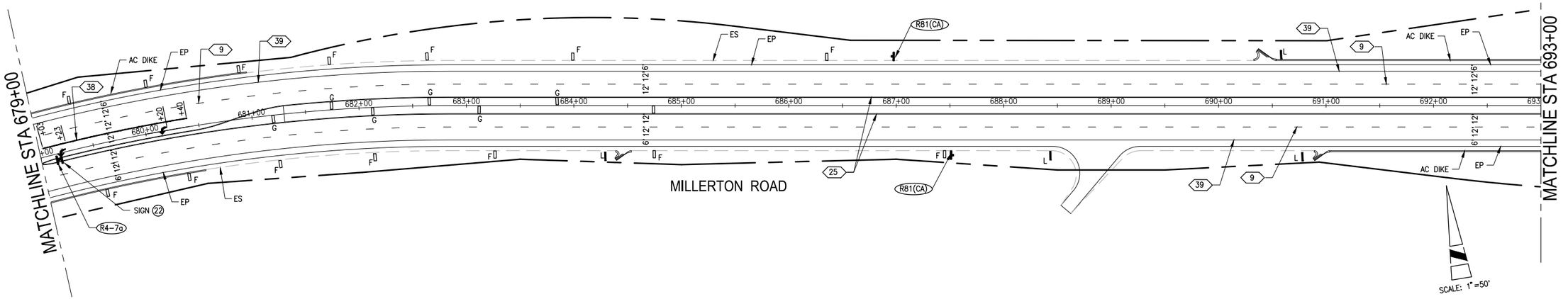

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TABLE MOUNTAIN RANCHERIA

MILLERTON ROAD IMPROVEMENTS
NORTH FORK RD TO AUBERRY RD

Road No. | Bridge No.

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STRIPING PLAN
MILLERTON ROAD

Drawing No. | Sheet No. 38 | Total Sheets 62

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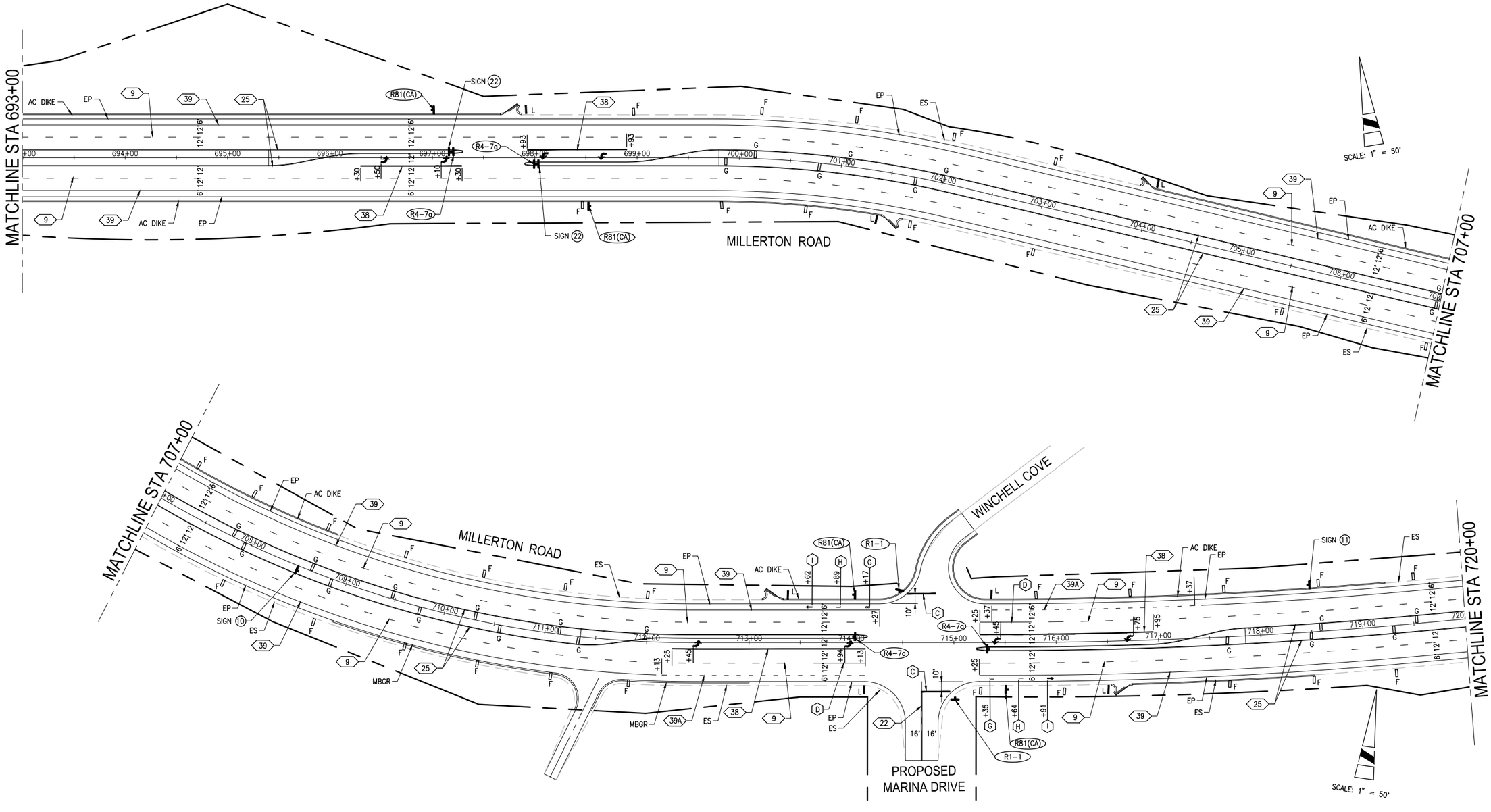

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MILLERTON ROAD IMPROVEMENTS
NORTH FORK RD TO AUBERRY RD

Road No. Bridge No.

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DEPARTMENT OF PUBLIC WORKS AND PLANNING

STRIPING PLAN
MILLERTON ROAD

Drawing No. Sheet No. 39 Total Sheets 62

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