

2025/2026 Surface Transportation Block Grant Program Regional Bid Application

COUNTY OF FRESNO



OLIVE AVENUE AND MCKINLEY AVENUE OVERLAYS

1 OF 1

\$5,775,000

\$5,112,607

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PART A: GENERAL APPLICATION QUESTIONS

Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

COUNTY OF FRESNO

IMPLEMENTING AGENCY'S ADDRESS:

2220 TULARE STREET, 6TH FLOOR

CITY:

FRESNO

STATE:

CA

ZIP CODE:

93721

IMPLEMENTING AGENCY'S CONTACT PERSON:

Mohammad Alimi, Ph.D., P.E.

CONTACT PERSON'S TITLE:

Design Engineer

CONTACT PERSON'S PHONE NUMBER:

559-600-4505

CONTACT PERSON'S EMAIL ADDRESS:

malimi@fresnocountyca.gov

Part A2: General Project Information

PROJECT NAME: (To be used in all program referenced project lists)

Olive Avenue and McKinley Avenue Overlays

Project/Application Number: (Priority # - Max 10 per Agency)

1 of 1

FTIP Proposed Project Title: (Maximum 34 characters)

Olive Ave and McKinley Ave Overlays

SUMMARY OF PROJECT SCOPE: Summary of existing condition, project scope, what the project is intended to do and the expected benefits:

Existing Condition: Olive from Hayes to Hughes and McKinley from Dower to Marks are 2-lane roadways with dirt shoulders and 12-foot-wide travel lanes (24 feet total). The existing roadway surface is old, oxidized, fraught with alligator cracking, and longitudinal and transversal cracking in places. Resurfacing will provide a smooth driving surface, enhancing safety and increasing the longevity of the road. The project is expected to provide a useful life of at least 20 years, provided that timely maintenance is performed as necessary.

Scope: The proposed project consists of a 0.2' asphalt concrete overlay Hot Mix Asphalt (HMA) on the existing 24-foot travel way on McKinley Avenue from Dower Avenue to Marks Avenue and Olive Avenue from Hayes Avenue to Hughes Avenue (approximately 10 miles).

Expected Benefits: The expected benefits of the project are to preserve the existing road and reduce accidents by creating a smoother and safer road surface. Prolong its useful life, improve the driving conditions of the road, reduce airborne particulate matter and amount of dust in the air caused by passing traffic.

In general, the advantages of overlaying roads are:

- Smoother road surface creates more efficient trips.
- More stable surface reduces obstacles and allows drivers more control to correct evasive maneuvers to avoid potential crashes or reduce severity.
- More reliable connections for residents to vital destinations.
- Increased visibility of lanes with refreshed striping of center and edge lines.
- Structural support is given to the pavement and can better handle heavy weight vehicles such as freight trucks and agricultural vehicles.
- Eliminates water intrusion into the pavement to minimize cracking.

PROJECT PURPOSE: Describe the main purpose of the project:

The purpose of the proposed project is to improve the quality of the existing road by overlaying it with new asphalt. The project will also increase safety as mentioned above in the Expected Benefits paragraph of the previous section.

FTIP PROJECT DESCRIPTION: (Maximum 156 characters) [(Location :) + (Limits) + (;) + (Improvement)]

Install Asphalt Concrete Overlays on Olive from Hayes to Hughes and McKinley from Dower to Marks (excluding some city-maintained segments).

PROJECT LOCATION: (Include Route # or Name, Post Mile Limits/Length of Project, and Project Limits)

McKinley Avenue from Dower Avenue to Marks Avenue and Olive Avenue from Hayes Avenue to Hughes Avenue (approximately 10 miles).

In addition to the Location Description provided, please attach a location map to the application as specified in “Attachment F” below. The location map needs to show the project boundaries in relation to the Implementing Agency’s boundaries.

Functional Classification: Projects must be on federally eligible routes. Examples of local function include: arterial, expressway, major collectors, etc.; as designated within local circulation plan. Provide both local classification and federal classification if different. The federal classification takes precedence. Projects may not be on rural minor collectors.

Minor Collector on McKinley Avenue from Dower Avenue to N Grantland/ Major Collector on McKinley Avenue from N Grantland to N Carnegie Avenue/ Minor Arterial on McKinley Avenue from N Carnegie Avenue to Marks Avenue. Major Collector on Olive Avenue from Hayes Avenue to Hughes Avenue.

The application to reclassify W McKinley Avenue from SR 145 (Madera Ave) to Grantland Ave from a Minor Collector to Major Collector was submitted by the County of Fresno on 02/27/2025. This segment of road is listed as a Major Collector in the Fresno County General Plan.

Part A3: Project Type

- Road Reconstruction/Preservation Project ☒
- Transit ☐
- Bicycle/Pedestrian Project ☐
- Other Type of Project ☐

Is this a capacity increasing project? YES ☐ NO ☒

Part A4: Project Details

Average Daily Traffic Volume (ADT): (also, please provide source of ADT data)

Olive Ave: 4,075; McKinley Ave: 2,900 (Source: Fresno County Traffic Census, 2024)

Accident Rate – Last 3 Years: Accidents divided by millions of vehicle miles. For traffic signal or bridge, use accidents divided by millions of vehicles. Only include accidents occurring over past three years.

Olive Ave: 113; McKinley Ave: 114

Air Quality Assessment Code(s): Refer to Appendix A for air quality screening criteria code sheet and list all that apply.

3.12 Pavement Resurfacing & Rehabilitation

Cost/Benefit Results: Please reference question #5a in Part B for methodology.

Olive Ave: 2.49; McKinley Ave: 1.77

Right of Way (ROW) Impacts (Check all that apply)

- ☒ **Agency has site control.** Project is 100% within the Implementing Agency's ROW and/or is within their control at the time of this application submittal. (This includes temporary construction easements)
- ☐ **Private ROW and/or Utility Relocations Required.** Project will likely require ROW in fee ownership, permanent easements and/or temporary construction easements from private owners and/ or will require utility relocations from utility companies outside that implementing agency's governmental control.
- The federal ROW process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for ROW needs to reflect the necessary time to complete the federal ROW process.*
- ☐ **Public ROW Required.** Project will likely require ROW, Easements, encroachment and/or approval involving Governmental, Environmental, or Railroad owner's property

What is the total number of months included in the project schedule to account for all ROW and/or utility impacts selected above?

0 months

Anticipated ROW Certification Date. Expected date project will receive ROW certification or RFA for certification will be submitted.

03/31/2025

Is this project listed on the Financial Constrained List of the 2022 RTP?

Documentation required as specified in "Attachment E" in part C of this application. Potential point

reduction up to 10 points if the project is not in the RTP.

☐ Project is on the constrained project list in the 2022 RTP.

If the project is on the constrained project list in the 2022 RTP please provide the project ID number:

☒ Project is NOT on the constrained project list in the 2022 RTP.

If not, does the project meet the goal and objectives of the RTP policies? YES ☒ NO ☐

Optional: Please explain why the project is not on the RTP. The STBG Scoring Committee may take extenuating circumstances into consideration. (up to 5 points can be considered)

FRE250008 - Programmed FTIP

FRE504484 – McKinley Avenue – RTP 2026

FRE504485 – Olive Avenue –RTP 2026

Entered as new project for the 2026 RTIP in December 2024. Programmed in FTIP as new project 2025 in January 2025.

Length/Width (in miles/feet) of Any New Active Transportation Facility (Class I / II / III / IV):

N/A

Length/Width (in miles/feet) of New Sidewalk:	Number/Type of New Crosswalks:
N/A	N/A

Number of New ADA Ramps:	Number/Type of New Pedestrian Signals:
N/A	N/A

If ITS Project, Number of Signals Connected:	Length of Connected Signals:
N/A	N/A

Part A5: Project Delivery Schedule

<i>Fund</i>	<i>Work Phase</i>	<i>2026/27</i>	<i>2027/28</i>	<i>2028/29</i>	<i>2029/30</i>	<i>Total</i>
STBG Grant Funds						
88.53%	Percent share of costs – typically 88.53%					
<i>PE</i>						
<i>ROW</i>						
<i>Construction</i>		5,112,607				
Sub-total		5,112,607				5,112,607

Local Matching Funds						
11.47%	Matching fund rate – minimum 11.47%					
<i>PE</i>						
<i>ROW</i>						
<i>Construction</i>		662,393				
Sub-total		662,393				662,393

Project Total						
<i>PE</i>						
<i>ROW</i>						
<i>Construction</i>		5,775,000				
Grand Total		5,775,000				5,775,000

- Please fill out the Project Delivery Schedule according to the planned years of implementation for your project.
- Actual programming will depend on financial capacity.

Leveraging %

0

Part A6: Project Funding Sources

Proposed Source of Local Match Funding: Place a checkmark in the box signifying where local matching funds for this project will be coming from and specify dollar amount.

LOCAL	Sales Tax	
	<input type="checkbox"/> City	
	<input type="checkbox"/> County	
	<input type="checkbox"/> Other (Transportation Development Act)	
	Sales Tax sub-total:	
	Gas Tax	
	<input type="checkbox"/> Gas Tax (Subventions to Cities)	
	<input checked="" type="checkbox"/> Gas Tax (Subventions to Counties)	300,000
	Gas Tax sub-total	300,000
	Other Local Funds	
	<input type="checkbox"/> City General Funds	
	<input type="checkbox"/> Street Taxes and Developer Fees	
	<input type="checkbox"/> Other	
	Other Local Funds sub-total:	
	Transit	
<input type="checkbox"/> Transit Fares		
<input type="checkbox"/> Other Transit (parcel/property taxes, parking revenue, etc.)		
<input type="checkbox"/> Tolls (e.g., non-state-owned bridges)		
<input type="checkbox"/> Other (e.g., RTEP)		
Transit sub-total:		
REGIONAL	<input type="checkbox"/> Tolls	
	<input type="checkbox"/> Bridge	
	<input type="checkbox"/> Corridor	
	<input type="checkbox"/> Regional Transit Fares/Measures	
	<input checked="" type="checkbox"/> Regional Sales Tax "Measure C" Local Pass Through	362,393
	<input type="checkbox"/> Regional Bond Revenue	
	<input type="checkbox"/> Regional Gas Tax	
	<input type="checkbox"/> Vehicle Registration Fees (CARB Fees, SAFE)	
	<input type="checkbox"/> Other	
	Regional sub-total:	362,393
Grand Total:		662,393

Part A7: Project Scalability & Partial Funding

Is this project scalable? YES ☐ NO ☒

If yes, specify the minimum funds required:

\$

Please provide an explanation of scalability with specific reference to budget line items on the Financial Plan (Attachment B).

N/A

Would your agency accept partial funding for this project? YES ☒ NO ☐

If yes, please explain your contingency plan to fully fund and implement the project.

The County will accept partial funding for this project and make up the difference with SB1 and Measure C.

PART B: NARRATIVE QUESTIONS

- 1. Rehabilitation, Reconstruction and Replacement (Preservation):** Explain how the project addresses preservation of existing infrastructure. Describe current condition of roads/assets and how the project will improve current condition, including estimated lifespan and pavement condition index information, if applicable. Projects will be scored based on the high, medium, and low scoring criteria. **(40 points)**

The pavement is in poor condition and needs to be treated to continue its service life. The road exhibits alligator cracking, edge line cracking, potholes, and longitudinal and transverse cracking in varying degrees of severity. As recently as 2022, sections of this road have a pavement condition index as low as 10, scored out of 100. This falls into the poor to serious range, which indicates need for rehabilitation or reconstruction. This project will correct the surface deficiencies, improve ride quality, and extend the useful life of the roadway. Additionally, this will require less maintenance over time. The project is expected to provide a useful life of at least 20 years.

It is important to preserve the existing roadway as it is a critical transportation route for residents to reach schools, jobs, recreation facilities, and essential services. Freight trucks carrying produce and other goods, and agricultural vehicles integral to the local economy, utilize this road. For residents of nearby Biola and Kerman, it provides a connection to SR 99, which takes users the cities of Kingsburg, Selma, Fowler, and Fresno. Repavement of Olive and McKinley Avenues will not only preserve the roadway infrastructure but will enhance safe pathways to community destinations and improve transportation connectivity.

- 2. Safety/Security:** Explain how the project addresses safety and/or security issues and demonstrate how the project improvements will remedy potential safety hazards. Include data to clearly demonstrate these issues. Projects will be scored based on the high, medium, and low scoring criteria. **(10 points)**

Olive and McKinley Avenues receive frequent truck traffic accessing the agricultural areas to and from the surrounding farming community. The project would improve connection for residents to different destination points. These destinations include places of worship, local businesses, McKinley Elementary School and nearby Addams Elementary School, and the Fresno Chaffee Zoo. The overlay will allow the road to better handle the heavy weight of freight trucks and agricultural vehicles. The overlay will allow for smoother travel, fewer potholes, and reduce opportunities for swerving out of the way of bad road conditions. A repaved road also reduces agitation of particulate matter, which will increase driver visibility and improves air quality. The road will be striped throughout the project limits to improve safety. High visibility striping will reduce crashes by helping cars stay in their lanes at night and during bad weather. A 2005 Texas Department of Transportation (TxDOT) study of rural roads found that pavement edge marking can reduce crashes by 26%.

According to the Transportation Injury Mapping System (TIMS) data, there have been 29 crashes at McKinley Avenue and 27 crashed at Olive Avenue in the 2-year period of 01/01/2021-12/31/2023, including one fatality (see Attachment J). Some of these accidents were caused by improper movements into intersections. Striping of the road can help drivers know where to properly stop at intersections, and better quality of road surface can give drivers more control of their vehicles and increase skid resistance. The same TxDOT study mentioned previously also found that angle collisions at intersections can be reduced 60-80% with edge line marking.

3. Air Quality: Explain if the project has a positive benefit on air quality and incorporate transportation control measures (TCM). Projects will be scored based on the high, medium, and low scoring criteria. **(5 points)**

New overlay will improve air quality by improving the surface of the road. This will reduce broken sections of pavement that crumbles and create dust when driven over. This area sees traffic from many heavy freight trucks and agricultural vehicles and an overlay will be able to handle this traffic on a smoother surface, reducing the amount of particulate matter that becomes airborne. Smoother road surfaces cause less wear and tear on vehicles and reduces friction between tires and pavement, thereby lowering fuel and carbon dioxide emissions. Tire wear is a contributor to particle pollution; estimations range from 0.1 to 10% for airborne PM 10 and 3–7% for airborne PM 2.5, and better road quality helps reduce particles that are emitted.

The project locations' CalEnviroScreen average score, as provided by The Census Tract, is in the 70th percentile, which means that the pollution in this tract is higher than 70% of other Census tracts in the state (see Attachment J). The Particulate Matter 2.5 level of this census tract is in the 92nd percentile.

4. Congestion Relief/System Expansion: Explain how the project relieves congestions and/or expands the current infrastructure system without negatively effecting conformity requirements. **(10 points)**

While this project does not expand current infrastructure, a smoother roadway surface will ease driving obstacles, reduce the potential for accidents, improve vehicle trip efficiency, and thereby improve traffic flow and help reduce congestion. A well-maintained, quality road ensures vehicles will take more direct, reliable routes and not seek out-of-the-way detours that have less capacity for high traffic volumes. An overlay requires much less construction time than a complete reconstruction of the road, so traffic will only be minimally impacted for the duration of the project.

5a. Cost Benefit Ratio (10 points):

Benefits To Be Considered:

- Savings Resulting from Improved Safety
- User Operational Savings
- Maintenance Cost Savings

Factors to Be Supplied By Application:

- Project Average Daily Traffic (ADT) – **Inflated At 3.5% Per Year Over 1/2 Life Of Project**
- Project Design Life (Years)
- Project Length (L) Measured In Miles (Lane Miles)

Safety Benefits:

Benefit (\$) = \$8.73 x ADT x L x Project Design Life

Operational Benefits:

Benefit (\$) = \$0.075 x ADT x L x Project Design Life

Maintenance Cost Benefit (Full Reconstruction Only):

Benefit \$ = \$120,000 x L

Benefit/Cost Ratio = $\frac{\text{Safety} + \text{Operational} + \text{Maintenance Benefits}}{\text{Project Cost}}$

Note: Spot improvement projects (i.e., signals, bridge widening, etc.) assume a project length of 0.1 mile.

Cost Benefit Results (attach calculations page – attachment G)

5b. If there is supplemental information you would like scorers to be aware of in terms of your Cost Benefit analysis, please share that information here. If not, leave blank.

N/A

6. Congestion Management Plan (CMP): Please find your project CMP information [here](#) to complete these questions **(5 points)**

a. This project is on the list of CMP eligible projects: YES ☒ NO ☐
(If "NO", skip #6b and #6c.) 1 Point

b. This project is located on a street where the Peak Hour Average Speed is: (choose one)

Expressways

☐ < 30 mph **(2 Points)**

☐ 30 – 40 mph **(1 Point)**

☐ > 40 mph **(0 Points)**

Arterials

☐ < 25 mph (Arterials) **(2 Points)**

☐ 25 – 35 mph (Arterials) **(1 Point)**

☒ > 35 mph (Arterials) **(0 Points)**

Collectors

☐ < 20 mph **(2 Points)**

☐ 20 - 30 mph **(1 Point)**

☒ > 30 mph **(0 Points)**

c. This project is located on a street with a collision rate: (choose one)

☐ in the top 10% **(2 Points)**

☒ in the top 25%, but not the top 10% **(1 Point)**

☐ not in the top 25% **(0 Points)**

7. Subjective Evaluation: Please provide any other pertinent subjective information that you would like evaluators to consider when scoring your project: **(10 points)**

The County has received complaints from the community, expressing their concern for these road segments. The overlay and crosswalk restriping will address safety issues for the parents and children in the nearby schools. The County and City of Fresno have jurisdiction and will work collaboratively to make the area safer.

8. Construction-Ready Projects: Points will be awarded to projects requesting construction funding only and within the first two years of the FTIP. Please attach all available environmental and ROW certifications or documentation. Projects requesting points in this category will go through a Caltrans screening process. **(4 points)**

☒ Project is requesting funds for construction only in the first year (2026/27) of the FTIP and PE/ROW documentation is attached and will adhere to the project delivery requirements. **(4 points)**

☐ Project is requesting funds for construction only in the second year (2027/28) of the FTIP and PE/ROW documentation is attached and will adhere to the project delivery requirements. **(2 points)**

☐ Project does not qualify for this category.

9. Expedited Project Delivery: Project is committed to the expedited project delivery schedule, programmed within the first two years of the FTIP, and its subsequent delivery requirements. No documentation is required. All phases of the project may be programmed. **(6 points)**

☒ Project meets programming requirements and will adhere to the delivery requirements.

☐ Project does not qualify for this category

10. Project in 2022 Financially Constrained RTP (POTENTIAL DEDUCTION): Projects NOT already included in the 2022 financially constrained project listing will be penalized. **(-10 points)**

☐ Project already included in the 2022 financially constrained RTP listing.

☒ Project does not appear in the 2022 financially constrained RTP listing. **(-10 points)**

If the project is in the 2022 RTP please provide the project ID here:

FRE250008 - Programmed FTIP

McKinley Avenue – FRE504484 – RTP 2026

Olive Avenue – FRE504485 – RTP 2026

Entered as new project for the 2026 RTIP in December 2024. Programmed in FTIP as new project 2025 in January 2025.

PART C: APPLICATION ATTACHMENTS

Application Checklist and Signature Page (Required for all applications)

Attachment A

Financial Plan (Required for all applications)

Attachment B

Project Estimate (Required for all applications)

Attachment C

AB 1012 Resolution (Required for all applications)

Attachment D

RTP Documentation (Required for all applications)

Attachment E

Project Location Map (Required for all applications)

Attachment F

Cost Benefit Analysis (Required for all applications)

Attachment G

Preliminary Engineering and Design, Environmental, and Right-of-Way Documentation or Certification (If needed)

Attachment H

Photos of Existing Conditions (Strongly recommended for all applications)

Attachment I

Additional Attachments

Attachment J

Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification of the information and listed below.

Attachment J - Transportation Injury Mapping System Data

Attachment K - Letter of Support

Attachment L - CalEnviroScreen

Attachment A: Project Submittal Checklist and Signature Page

Name of Project:

Olive Avenue and McKinley Avenue Overlays

Submitted by:

Mohammad H. Alimi

Agency/Organization:

County of Fresno

Check All That Apply:

- ☒ Project meets STBG eligibility under federal guidelines.
- ☒ Sponsor will comply with California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, AB1012 (Timely Use of Funds), Buy America, and/or any other applicable regulations.
- ☒ Project can be obligated within the identified timelines.
- ☒ Project scope will remain the same as detailed in application.
- ☐ If needed, PE&D, Environmental, and ROW documentation are attached.
- ☒ AB 1012 Resolution is attached.
- ☒ 10 hard copies of application are attached, and an electronic copy has been provided via email or USB flash drive.
- ☒ An engineer's estimate/quote of probable costs for project is attached.
- ☒ All required attachments are included.
- ☒ I understand that incomplete or late submittals will be considered for scoring at the committee's discretion, as time allows, after scoring other projects.

I certify that the information contained in the application packet is accurate to the best of my knowledge and that I am authorized to submit the following project proposal for scoring and possible programming. The agency will provide the required non-federal matching funds, and deliver the project as proposed within the scope and schedule specified in the application should the project be awarded funding. Signature of full-time agency staff authorized to enter into a contract for federal funding if selected.

Signed: Mohammad Alimi Digitally signed by
Mohammad Alimi
Date: 2025.03.03
10:50:11 -08'00'

Printed Name: Mohammad Alimi, PE, PhD, Design Engineer, Public Works and Planning

Date: 3/3/25

Attachment B: Financial Plan

Please discuss the project funding strategy, clearly indicating total cost, authorization amounts and dates for all funding sources committed or anticipated to fully fund the project and any contingency plan if anticipated funding does not materialize.

The total project cost is \$5,775,000 million. The project funding strategy is to request \$5,112,607 million in STBG to fund the project. If only partial funding is available, the County would proceed with the Construction of the project and re-apply for Regional STBG construction funding in a future year or finish the project with SB 1 and Measure C funds. The City of Fresno will fund the local match for any areas of the project in their jurisdiction.

I certify that the information contained in the Financial Plan is accurate to the best of my knowledge and that I am authorized to submit the following project proposal for scoring and possible programming. The agency will provide the required non-federal matching funds, and deliver the project as proposed within the scope and schedule specified in the application should the project be awarded funding.

Signed: Mohammad Alimi
Digitally signed by Mohammad Alimi
Date: 2025.03.03 10:51:27 -08'00'

Printed Name: Mohammad Alimi, PE, PhD, Design Engineer, Public Works and Planning

Date: 3/3/25

ATTACHMENT C

COUNTY OF FRESNO
DEPARTMENT OF PUBLIC WORKS AND PLANNING
PROJECT: FEDERAL OVERLAY PROJECT MCKINELY & OLIVE AVENUE
CONTRACT NO. XX-XX-X
LOCATION: OLIVE AVENUE

ITEM NO.	ESTIMATED QUANTITY	UNIT OF MEASURE	FINAL PAY	ITEM DESCRIPTION	ITEM PRICE (IN FIGURES)	TOTAL PRICE (IN FIGURES)
1	1	\$		SUPPLEMENTAL WORK (PAYMENT ADJUSTMENT FOR PRICE INDEX FLUCTUATIONS)	\$50,000.00	\$50,000
3	2	EA		CONSTRUCTION PROJECT FUNDING SIGNS	\$2,000.00	\$4,000
4	1	LS		TRAFFIC CONTROL SYSTEM	\$125,000.00	\$125,000
5	2	EA		PORTABLE CHANGEABLE MESSAGE SIGN	\$2,000.00	\$4,000
6	1	LS		JOB SITE MANAGEMENT	\$10,000.00	\$10,000
7	1	LS		PREPARE WATER POLLUTION PREVENTION PLAN	\$1,500.00	\$1,500
8	510	CY		SHOULDER BACKING	\$20.00	\$10,200
9	1	LS		CLEARING & GRUBBING	\$10,000.00	\$10,000
10	1	LS		FINISHING ROADWAY	\$20,000.00	\$20,000
11	11417	TON		HOT MIX ASPHALT (TYPE A 3/4" GRADING)	\$110.00	\$1,255,870
12	30	TON		MINOR HOT MIX ASPHALT	\$120.00	\$3,600
13	730	LF		PLACE HOT MIX ASPHALT DIKE (TYPE E) CASE-R	\$15.00	\$10,950
14	13	TON		TACK COAT	\$600.00	\$8,058
15	545	CY		REPLACE ASPHALT CONCRETE PAVEMENT	\$350.00	\$190,750
16	730	LF		REMOVE ASPHALT CONCRETE DIKE	\$5.00	\$3,650
17	1325	SY		COLD PLANE ASPHALT CONCRETE PAVEMENT	\$30.00	\$39,750
18	8	EA		ADJUST MANHOLE TO GRADE	\$2,000.00	\$16,000
19	6	EA		ADJUST VALVE BOX FRAME AND COVER TO GRADE	\$1,500.00	\$9,000
20	8	EA		SURVEY MONUMENTS (TYPE D)	\$1,500.00	\$12,000
21	6	EA		INDUCTIVE TRAFFIC LOOPS (TYPE D & E)	\$3,000.00	\$18,000
22	730	SF		PAINT DIKE 2-COAT	\$5.00	\$3,650
23	1	LS		REMOVE PAVEMENT MARKERS	\$1,500.00	\$1,500
24	5	EA		PAVEMENT MARKER (RETROREFLECTIVE) (TYPE G)	\$15.00	\$75
25	220	EA		PAVEMENT MARKER (RETROREFLECTIVE) (TYPE D)	\$15.00	\$3,300
26	6365	LF		THERMOPLASTIC TRAFFIC STRIPE EXTRUDED (DETAIL 5)	\$3.00	\$19,095
27	4965	LF		THERMOPLASTIC TRAFFIC STRIPE EXTRUDED (DETAIL 18)	\$3.00	\$14,895
28	1500	LF		THERMOPLASTIC TRAFFIC STRIPE EXTRUDED (DETAIL 21)	\$3.00	\$4,500
29	2614	LF		THERMOPLASTIC TRAFFIC STRIPE EXTRUDED (DETAIL 22)	\$3.00	\$7,842
30	670	LF		THERMOPLASTIC TRAFFIC STRIPE EXTRUDED (DETAIL 29)	\$3.00	\$2,010
31	1030	LF		THERMOPLASTIC TRAFFIC STRIPE EXTRUDED (DETAIL 32)	\$3.00	\$3,090
32	85	LF		THERMOPLASTIC TRAFFIC STRIPE EXTRUDED (DETAIL 38)	\$3.00	\$255
33	248	SF		THERMOPLASTIC PAVEMENT MARKING (LIMIT LINE)	\$10.00	\$2,480
34	737	SF		THERMOPLASTIC PAVEMENT MARKING (WHITE CROSS WALK)	\$10.00	\$7,370
35	477	SF		THERMOPLASTIC PAVEMENT MARKING (STOP AHEAD)	\$10.00	\$4,770
36	22	SF		THERMOPLASTIC PAVEMENT MARKING (STOP)	\$10.00	\$220
37	1484	SF		REMOVE THERMOPLASTIC PAVEMENT MARKING	\$5.00	\$7,420
38	17229	SF		REMOVE THERMOPLASTIC TRAFFIC STRIPE	\$5.00	\$86,145
39	1	LS		MOBILIZATION	\$125,000.00	\$125,000
SUBTOTAL BID ITEMS (1-38)						\$2,095,945.00
CONTINGENCY (5%)						\$104,055.00
TOTAL CONSTRUCTION COST						\$2,200,000.00
Construction Engineering (CE) (5%)						\$110,000
TOTAL PROJECT COST						\$2,310,000.00

\$2,045,043.00
\$264,957.00

STBG
LOCAL

ATTACHMENT C

COUNTY OF FRESNO
DEPARTMENT OF PUBLIC WORKS AND PLANNING
PROJECT: FEDERAL OVERLAY PROJECT MCKINLEY & OLIVE AVENUE
CONTRACT NO. XX-XX-X
LOCATION : MCKINLEY AVENUE

ITEM NO.	ESTIMATED QUANTITY	UNIT OF MEASURE	FINAL PAY	ITEM DESCRIPTION	ITEM PRICE (IN FIGURES)	TOTAL PRICE (IN FIGURES)
1	1	\$		SUPPLEMENTAL WORK (PAYMENT ADJUSTMENT FOR PRICE INDEX FLUCTUATIONS)	\$50,000.00	\$50,000
3	2	EA		CONSTRUCTION FUNDING SIGN	\$2,000.00	\$4,000
4	2	EA		PORTABLE CHANGEABLE MESSAGE SIGN	\$2,000.00	\$4,000
5	1	LS		TRAFFIC CONTROL SYSTEM	\$125,000.00	\$125,000
6	1	LS		JOB SITE MANAGEMENT	\$10,000.00	\$10,000
7	1	LS		PREPARE WATER POLLUTION PREVENTION PLAN	\$1,500.00	\$1,500
8	1014	CY		SHOULDER BACKING	\$20.00	\$20,280
9	1	LS		FINISHING ROADWAY	\$20,000.00	\$20,000
10	1	LS		CLEARING & GRUBBING	\$10,000.00	\$10,000
11	15768	TON		HOT MIX ASPHALT (TYPE A 3/4" GRADING)	\$110.00	\$1,734,480
12	35	TON		MINOR HOT MIX ASPHALT	\$120.00	\$4,200
13	1760	LF		PLACE HOT MIX ASPHALT DIKE (TYPE E) CASE-R	\$15.00	\$26,400
14	19	TON		TACK COAT	\$600.00	\$11,124
15	1053	CY		REPLACE ASPHALT CONCRETE PAVEMENT	\$350.00	\$368,550
16	1760	LF		REMOVE ASPHALT CONCRETE DIKE	\$5.00	\$8,800
17	1175	SY		COLD PLANE ASPHALT CONCRETE PAVEMENT	\$30.00	\$35,250
18	31	EA		ADJUST MANHOLE TO GRADE	\$2,000.00	\$62,000
19	23	EA		ADJUST VALVE BOX FRAME AND COVER TO GRADE	\$1,500.00	\$34,500
20	18	EA		SURVEY MONUMENTS (TYPE D)	\$1,500.00	\$27,000
21	6	EA		INDUCTIVE TRAFFIC LOOPS (TYPE D & E)	\$3,000.00	\$18,000
22	1760	SF		PAINT DIKE 2-COAT	\$5.00	\$8,800
23	1	LS		REMOVE PAVEMENT MARKERS	\$1,500.00	\$1,500
24	365	EA		PAVEMENT MARKER (RETROREFLECTIVE) (TYPE D)	\$15.00	\$5,475
25	84	EA		PAVEMENT MARKER (RETROREFLECTIVE) (TYPE G)	\$15.00	\$1,260
26	17288	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 5)	\$3.00	\$51,864
27	1170	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 6)	\$3.00	\$3,510
28	6570	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 18)	\$3.00	\$19,710
29	3490	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 21)	\$3.00	\$10,470
30	1665	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 22)	\$3.00	\$4,995
31	8347	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 27B)	\$3.00	\$25,041
32	630	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 29)	\$3.00	\$1,890
33	405	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 32)	\$3.00	\$1,215
34	339	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 36A)	\$3.00	\$1,017
35	1865	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 38)	\$3.00	\$5,595
36	2364	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 39)	\$3.00	\$7,092
37	380	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 39A)	\$3.00	\$1,140
38	867	LF		THERMOPLASTIC TRAFFIC STRIPE (DETAIL 40)	\$3.00	\$2,601
39	816	SF		THERMOPLASTIC PAVEMENT MARKING (LIMIT LINE)	\$10.00	\$8,160
40	843	SF		THERMOPLASTIC PAVEMENT MARKING (YELLOW CROSS WALK)	\$10.00	\$8,430
41	424	SF		THERMOPLASTIC PAVEMENT MARKING (STOP AHEAD)	\$10.00	\$4,240
42	88	SF		THERMOPLASTIC PAVEMENT MARKING (STOP)	\$10.00	\$880
43	28	SF		THERMO PLASTIC PAVEMENT MARKING (BIKE LANE ARROW)	\$10.00	\$280
44	636	SF		THERMOPLASTIC PAVEMENT MARKING (TYPE IV ARROW)	\$10.00	\$6,360
45	50	SF		THERMOPLASTIC PAVEMENT MARKING (TYPE I ARROW 18")	\$10.00	\$500
46	28	SF		THERMOPLASTIC PAVEMENT MARKING (TYPE I ARROW 10")	\$10.00	\$280
47	2913	SF		REMOVE THERMOPLASTIC PAVEMENT MARKING	\$5.00	\$14,565
48	45380	SF		REMOVE THERMOPLASTIC PAVEMENT MARKING	\$5.00	\$226,900
49	1	LS		MOBILIZATION	\$125,000.00	\$125,000
SUBTOTAL BID ITEMS (1-38)						\$3,123,854.00
CONTINGENCY (5%)						\$176,146.00
TOTAL CONSTRUCTION COST						\$3,300,000.00
Construction Engineering (CE) (5%)						\$165,000
TOTAL PROJECT COST						\$3,465,000.00

\$ 3,067,564.00
\$ 397,436.00

STBG
MATCH

ATTACHMENT D
PLACEHOLDER RESOLUTION

BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF FRESNO
STATE OF CALIFORNIA

A RESOLUTION OF THE BOARD OF SUPERVISORS)	
OF FRESNO COUNTY REGARDING PROJECT)	
DELIVERY SCHEDULES FOR FEDERAL)	
TRANSPORTATION PROJECT SELECTION UNDER)	RESOLUTION
<u>ASSEMBLY BILL 1012</u>)	

WHEREAS, AB 1012 was enacted into State law, in part to provide for the “timely use” of State and Federal funding; and

WHEREAS, the County of Fresno (County) is able to apply for and receive Federal and State funding under the Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant (STBG) Programs; and,

WHEREAS, the County desires to ensure that its projects are delivered in a timely manner to preclude the Fresno Region from losing those funds for non-delivery; and

WHEREAS, it is understood by the County that failure for not meeting project delivery dates for any phase of a project may jeopardize Federal or State funding to the Region; and

WHEREAS, the County must demonstrate dedicated and available matching funds.

NOW THEREFORE BE IT RESOLVED that the Fresno County Board of Supervisors (Board) hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded.

BE IT FURTHER RESOLVED, that failure to meet project delivery deadlines may be deemed as sufficient cause for the Fresno Council of Governments Policy Board to terminate an agency’s project and reprogram Federal/ State funds as deemed necessary.

BE IT FURTHER RESOLVED, that the Board hereby directs its management and engineering staffs to ensure all projects are carried out in a timely manner as per the requirements of AB 1012 in accordance herewith.

///

///

ATTACHMENT D
PLACEHOLDER RESOLUTION

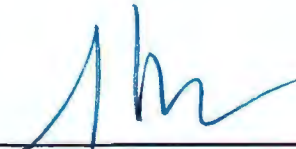
1 THE FOREGOING, was passed and adopted by the following vote of the Board of Supervisors of
2 the County of Fresno this 2nd day of November , 2021, to wit:

3
4 AYES: Supervisors Brandau, Magsig, Mendes, Pacheco, Quintero


5 NOES: None

6 ABSENT: None

7 ABSTAINED: None

8
9
10 
11 _____
12 Steve Brandau, Chairman of the Board
13 of Supervisors of the County of Fresno

14
15 **ATTEST:**
16 Bernice E. Seidel
17 Clerk of the Board of Supervisors
18 County of Fresno, State of California

19
20 By 
21 _____
22 Deputy

ATTACHMENT E

MAIN MENU

LOGOUT | FCOG

[VIEW PREVIOUS VERSIONS OF THIS PROJECT](#)[UPLOAD PROJECT DOCUMENTS](#)

PROJECT ID: FRE504484 VERSION: 1 EST TOTAL COST: \$2,100,000.00 STATUS: In Progress - Programmed RANK SCORE:

LAST MODIFIED BY: John Arbie (1/17/2025) APPROVED BY: N/A HISTORY (+) EDIT OBLIGATION

ADMINISTRATIVE EDIT - READ-ONLY

[CALL FOR PROJECTS](#) [FRESNO MODELING #](#)
26-00 - RTP ▾[INTERNAL NOTES](#)[ADMINISTRATIVE NOTES](#)[AMENDMENT NOTES](#)

PROJECT INFORMATION

[IMPLEMENTING AGENCY](#)

Fresno County ▾

[MODE - GUIDELINES](#)

Streets & Roads-Maintenance ▾

[\[EDIT SCORE\]](#)[CAPACITY INC](#)

N ▾

[BIKE PED](#)

N ▾

[PROJECT TITLE](#)

McKinley

[PROJECT DESCRIPTION - GUIDELINES](#)

McKinley Ave - Dower to Marks; AC Overlay

[SYSTEM](#)

Local ▾

[ROUTE](#)

▾

[SUFFIX](#)[INTERSECTION](#)

N ▾

[LOCAL STREET NAME](#)

McKinley Ave

[FROM](#)

Dower Ave

[TO](#)

Marks Ave

[DISTANCE \(MI\)](#)

6.479

PROGRAMMING INFORMATION (\$0)

[PDF DRILLDOWN REPORT](#)[\[HISTORICAL REVENUES\]](#)[\[GRAPH REVENUES\]](#)[EST TOTAL PROJECT COST](#) [ESTIMATED OPEN TO TRAFFIC DATE](#)
\$2,100,000.00 2026 ▾[HISTORICAL COMMENTS](#)☐ COMPLETE PROJECT☒ NEW PROJECT[JUSTIFICATION - LAST UPDATED: 12/5/2024 -](#)

New overlay project



ATTACHMENT E



CONTACT [FCOG](#)

2.07s

EMAIL FRESNOTRAKHELP@ECOINTERACTIVE.COM

ATTACHMENT E

MAIN MENU

LOGOUT | FCOG

[VIEW PREVIOUS VERSIONS OF THIS PROJECT](#)[UPLOAD PROJECT DOCUMENTS](#)

PROJECT ID: FRE504485 VERSION: 1 EST TOTAL COST: \$1,400,000.00 STATUS: In Progress - Programmed RANK SCORE:

LAST MODIFIED BY: Estefany Villafan (1/17/2025) APPROVED BY: N/A HISTORY (+) EDIT OBLIGATION

ADMINISTRATIVE EDIT - READ-ONLY

CALL FOR PROJECTS
26-00 - RTP ▼

FRESNO MODELING #

[INTERNAL NOTES](#)[ADMINISTRATIVE NOTES](#)[AMENDMENT NOTES](#)

PROJECT INFORMATION

IMPLEMENTING AGENCY

Fresno County ▼

MODE - GUIDELINES

Streets & Roads-Maintenance ▼

[\[EDIT SCORE\]](#)

CAPACITY INC

N ▼

BIKE PED

N ▼

PROJECT TITLE

Olive

PROJECT DESCRIPTION - GUIDELINES

Olive Ave - Hughes to Hayes; AC Overlay

SYSTEM

Local ▼

ROUTE

▼

SUFFIX

INTERSECTION

N ▼

LOCAL STREET NAME

Olive

FROM

Hughes

TO

Hayes

DISTANCE (MI)

3.263

PROGRAMMING INFORMATION (\$0)

[PDF DRILLDOWN REPORT](#)[\[HISTORICAL REVENUES\]](#)[\[GRAPH REVENUES\]](#)

EST TOTAL PROJECT COST ESTIMATED OPEN TO TRAFFIC DATE

\$1,400,000.00 2040 ▼

[HISTORICAL COMMENTS](#)☐ COMPLETE PROJECT☒ NEW PROJECT

JUSTIFICATION - LAST UPDATED: 12/5/2024 -

New Project

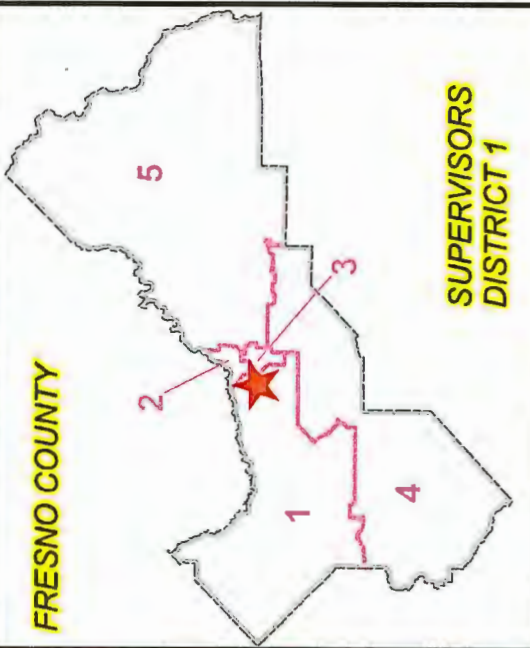
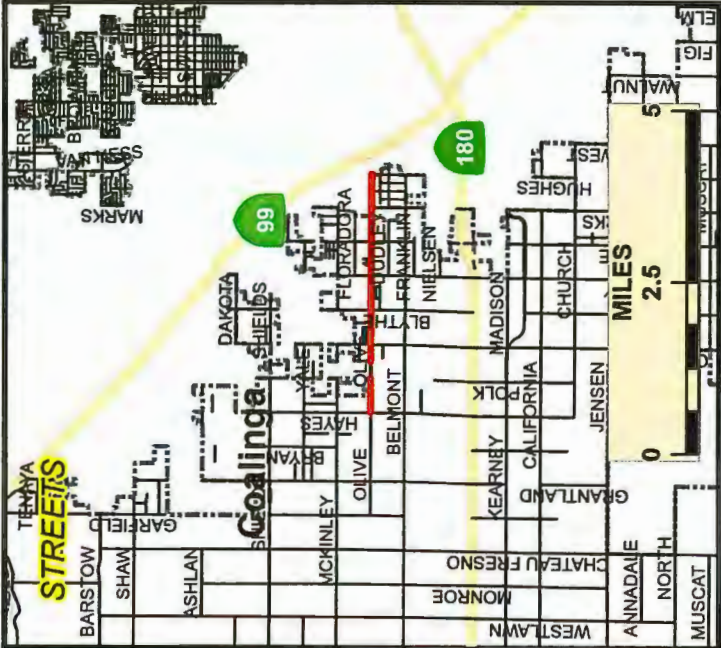
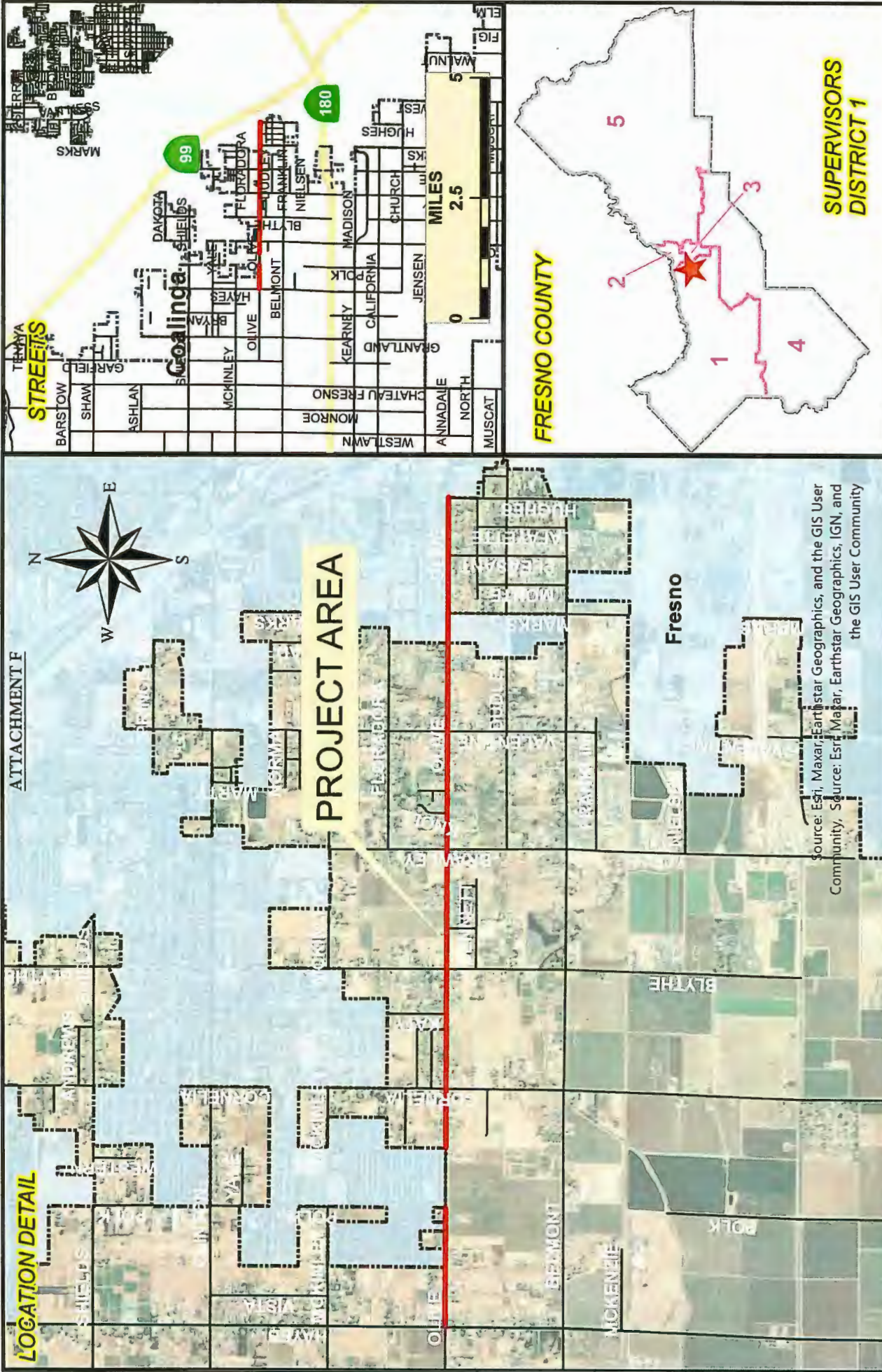
ATTACHMENT E



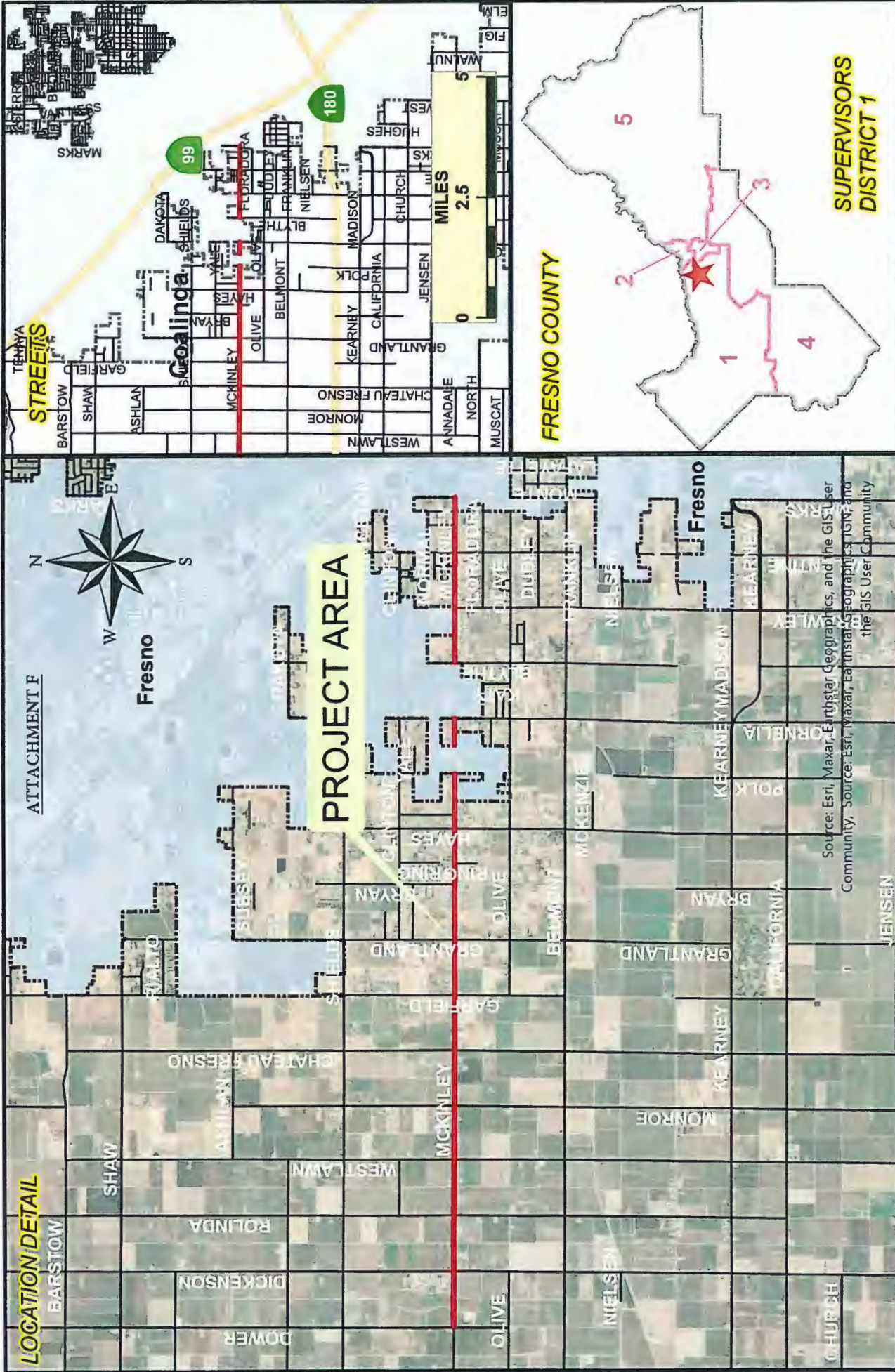
CONTACT [FCOG](#)

2.75s

EMAIL FRESNOTRAKHELP@ECOINTERACTIVE.COM



		DEPARTMENT OF PUBLIC WORKS & PLANNING	
DATE:		OLIVE AVENUE OVERLAY FROM HAYES AVENUE TO HUGHES AVENUE	
DESIGNED: D.N.	02/18/2025	SCALE IN FEET Miles 0 0.25 0.5	
DRAWN: D.N.	02/18/2025		
STATE BRIDGE NO.	N/A		

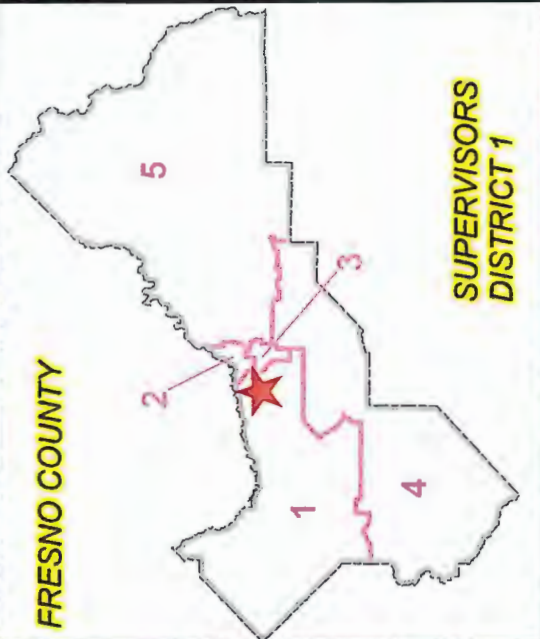
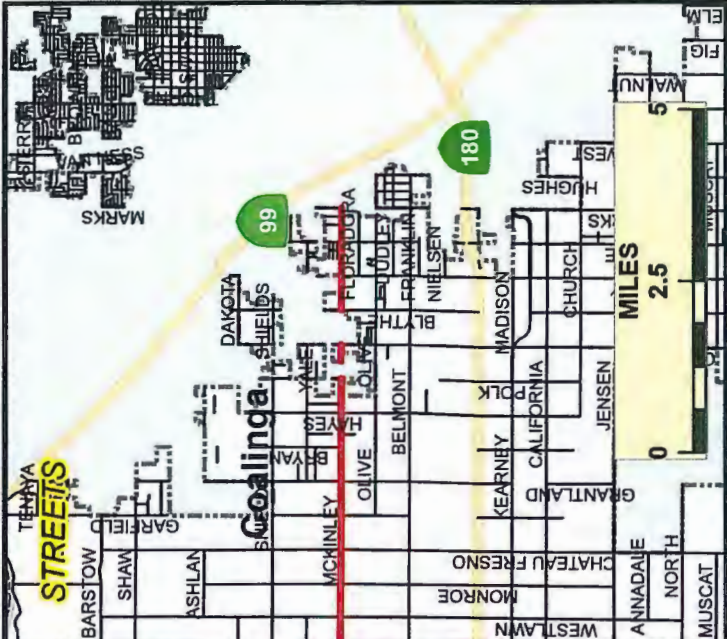


<p>LOCATION DETAIL</p> <p>BARSTOW</p> <p>SHAW</p> <p>ROLINDA</p> <p>DICKENSON</p> <p>DOWER</p> <p>WESTLAWN</p> <p>ASHLAN</p> <p>CHATEAU FRESNO</p> <p>McKINLEY</p> <p>GRANTLAND</p> <p>OLIVE</p> <p>BELMONT</p> <p>KEARNEY</p> <p>MADISON</p> <p>POLK</p> <p>CORNELIA</p> <p>JENSEN</p> <p>MONROE</p> <p>KEARNEY</p> <p>FRESNO</p> <p>CHURCH</p>	<p>SCALE IN FEET</p> <p>Miles</p> <p>0 1 2</p>	<p>DATE:</p>
<p>DESIGNED: D.N.</p>	<p>02/18/2025</p>	<p>DATE:</p>
<p>DRAWN: D.N.</p>	<p>02/18/2025</p>	<p>DATE:</p>
<p>STATE BRIDGE NO. N/A</p>	<p></p>	<p>DATE:</p>



DEPARTMENT OF PUBLIC WORKS & PLANNING

McKINLEY AVENUE OVERLAY FROM
DOWER AVENUE TO MARKS AVENUE



ATTACHMENT G
COST BENEFIT RATIO – MCKINLEY AVE OVERLAYS

Cost Benefit Ratio (10 points):

Benefits To Be Considered:

- Savings Resulting from Improved Safety
- User Operational Savings
- Maintenance Cost Savings

Factors to Be Supplied By Application:

- Project Average Daily Traffic (ADT) – **Inflated At 3.5% Per Year Over ½ Life Of Project**
 - o Base ADT: **2200**
 - o Projected ADT: **2900**
- Project Design Life (Years):
 - o **20** est. year life
- Project Length (L) Measured In Miles (Lane Miles)
 - o 12 mi. (6 miles x 2 lanes)

Safety Benefits:

Benefit (\$) = \$8.73 x ADT x L x Project Design Life

Safety Benefits = 8.73 x 2900 x 12 x 20

SB = **6,076,080**

Operational Benefits:

Benefit (\$) = \$0.075 x ADT x L x Project Design Life

Operational Benefits = 0.075 x 2900 x 12 x 20

OB = **52,200**

Maintenance Cost Benefit (Full Reconstruction Only):

Benefit \$ = \$120,000 x L

(This project is not a full reconstruction)

Benefit/Cost Ratio = Safety + Operational + Maintenance Benefits
Project Cost

B/C R = (6,076,080 + 52,200) / 3,465,000

B/C R = 1.77

ATTACHMENT G
COST BENEFIT RATIO – MCKINLEY AVE OVERLAYS

Accident Rate:

$R = (100,000,000 \times \text{Number of crashes}) / (365 \times \text{Years of crash data} \times \text{Entering traffic volume} \times \text{Length of road})$

Number of Crashes = 29

Years of Crash Data = 2

Entering Traffic Volume = 2900

Length of road = 12 miles

$R = (100,000,000 \times 29) / (365 \times 2 \times 2,900 \times 12)$

$R = 2,900,000,000 / 25,404,000$

R = 114 crashes per 100 million VMT

ATTACHMENT G
COST BENEFIT RATIO – OLIVE AVE OVERLAYS

Cost Benefit Ratio (10 points):

Benefits To Be Considered:

- Savings Resulting from Improved Safety
- User Operational Savings
- Maintenance Cost Savings

Factors to Be Supplied By Application:

- Project Average Daily Traffic (ADT) – Inflated At 3.5% Per Year Over ½ Life Of Project
 - o Base ADT: 2200
 - o Projected ADT: 4075
- Project Design Life (Years):
 - o 20 est. year life
- Project Length (L) Measured In Miles (Lane Miles)
 - o 8 mi. (4 miles x 2 lanes)

Safety Benefits:

Benefit (\$) = \$8.73 x ADT x L x Project Design Life

Safety Benefits = 8.73 x 4075 x 8 x 20

SB = 5,691,960

Operational Benefits:

Benefit (\$) = \$0.075 x ADT x L x Project Design Life

Operational Benefits = 0.075 x 4075 x 8 x 20

OB = 48,900

Maintenance Cost Benefit (Full Reconstruction Only):

Benefit \$ = \$120,000 x L

(This project is not a full reconstruction)

Benefit/Cost Ratio = $\frac{\text{Safety} + \text{Operational} + \text{Maintenance Benefits}}{\text{Project Cost}}$

B/C R = (5,691,960 + 48,900) / 2,310,000

B/C R = 2.49

ATTACHMENT G
COST BENEFIT RATIO – OLIVE AVE OVERLAYS

Accident Rate:

$R = (100,000,000 \times \text{Number of crashes}) / (365 \times \text{Years of crash data} \times \text{Entering traffic volume} \times \text{Length of road})$

Number of Crashes = 27

Years of Crash Data = 2

Entering Traffic Volume = 4075

Length of road = 8 miles

$R = (100,000,000 \times 27) / (365 \times 2 \times 4,075 \times 8)$

$R = 2,700,000,000 / 23,798,000$

R = 113 crashes per 100 million VMT



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Olive and McKinley Avenues Overlays

DIST-CO-RTE: 06-FRE-County of Fresno **PM/PM:** N/A

EA: N/A **Federal-Aid Project Number:** STPL-5942(328)

Project Description

The County of Fresno proposes to construct the Olive and McKinley Avenues Asphalt Concrete Overlays Project (Project). The Project is located directly west of the City of Fresno, in Fresno County. The Project proposes to place a concrete overlay, shoulder backing, subgrade repairs, and traffic striping on Olive Avenue from Hayes Avenue to Hughes Avenue (approximately 3.5 miles) and McKinley Avenue from Dower Avenue to Marks (approximately 7.5 miles), the city-maintained segments are not a part of this project. If any location is found within a floodplain, the pavement will be milled down and overlaid to match the existing roadway profile to avoid impacting the floodplain. Shoulder backing would not be placed within the floodplain. No permanent or temporary right-of-way acquisition is required for this Project. Vegetation removal is proposed. The maximum depth of excavation is anticipated to be 2 feet.

Caltrans CEQA Determination (Check one)

- ☒ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- ☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☐ **Categorically Exempt. Class.** (PRC 21084; 14 CCR 15300 et seq.)
 ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
☐ **Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

_____	_____	_____
Print Name	Signature	Date

Project Manager

_____	_____	_____
Print Name	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

☒ **23 CFR 771.117(c): activity (c)(26)**

☐ **23 CFR 771.117(d): activity (d)(1)**

☐ **Activity listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Pedram Mafi

Print Name



Signature

02/20/2025

Date

Project Manager/ DLA Engineer

Colleen Vidinoff

Print Name



Signature

02/20/2025

Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 2/20/2025

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Environmental Commitments:

Biological:

- Avoid night-time construction.
- Avoid removing vegetation and tree trimming during the nesting bird season (February 1 through September 30).
- If work is done during the nesting season, February 1 through September 30, SSP 14-6.03A for Migratory and Non-game birds shall be followed and pre-construction survey(s) for nesting birds shall be conducted 14 days prior to construction by a qualified biologist. A qualified biologist would establish environmentally sensitive areas around active nests until it is determined the young have fledged the nest.

Cultural:

- If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

Hazardous Waste:

- A lead compliance plan (LCP) developed by a Certified Industrial Hygienist (CIH) is recommended for projects with ground disturbing activities (excavation, grading, etc.). If soils contaminated by hazardous waste are discovered during construction, proper hazardous waste handling and emergency procedures under 40 CFR § 262 and Division 4.5 of Title 22 CA Code of Regs shall be followed. Soil sampling is recommended prior to construction if surficial staining is observed, hydrocarbon/solvent odors are noticed, and to determine proper disposal for the excess material.
- If yellow striping will be removed separately, use guidance of SSP 14-11.12 which provides information for proper management of hazardous waste residue. SSP 36-4 and/or 84-9.03B can be used for work involving residue from grinding and cold planing that contains lead from paint and thermoplastic. These SSPs address the need for a LCP (please note that one LCP may address soil and paint/marketing materials).

Noise:

- The Project would be constructed following the Caltrans Standard Specification, Section 14-8 Noise and Vibration, or equivalent to restrict excessive construction noise. Specification 14-8.02 Noise Control instructs to "control and monitor noise resulting from work activities" and to "... not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m."

Exhibit 13-E: Preliminary Engineering Right of Way Checklist

Federal Project No.: STPL 5942(328) Final Design 9/1/25
(Expected Start Date)

Anticipated date for Right of Way Certification? 10/01/2025

To: Colleen Vidinoff From: County of Fresno
District Local Assistance Engineer: _____ Local Public Agency (LPA): _____
Caltrans District: District 6 Contact & Phone No.: Alexis Rutherford, (559) 353-4593
Address: 1352 W Olive Ave, Fresno, CA 93728 Address: 2220 Tulare Street, 7th Floor, Fresno, CA 93721
Email: colleen.vidinoff.dot.ca.gov Email: arutherford@fresnocountyca.gov

1. Is the LPA qualified by Caltrans Division of Right of Way (R/W) – Local Programs? ☒ YES ☐ NO

- a. If yes, what is the LPA's qualification level? (1, 2, or 3): 2 When does qualification approval expire? 12/11/2026
Information on qualification levels can be found in Local Assistance Procedures Manual (LAPM) Chapter 13, Section 13.2: Qualification Levels
List the name(s), email(s), and phone number(s) for the LPA's R/W staff:

Name	Email	Phone Number
James Polsgrove	jpolsgrove@fresnocountyca.gov	559-600-4501
Alexis Rutherford	arutherford@fresnocountyca.gov	559-353-4593
Scott Shively	sshively@fresnocountyca.gov	559-231-2461
Raquel Tierney	rtierney@fresnocountyca.gov	559-321-3887
Michael Kifer	mkifer@fresnocountyca.gov	559-761-2187

b. If no, does the LPA have a contract with a qualified R/W consultant? ☐ YES ☐ NO ☒ N/A

If yes, list the name(s) and contact information for the R/W consultant(s):

Name	Email	Phone Number

If no, you will need to follow procedures for procuring a qualified R/W consultant(s) and provide the name(s) and contact information to the Caltrans R/W Local Programs Coordinator as soon as hiring is completed.

2. Does the proposed project require work including surveying, staging, testing, and maintenance on land that the project sponsor does not own or have a permanent easement on? ☐ YES ☒ NO ☐ TBD
- a. If the project sponsor has an existing easement, does the easement allow the agency to construct the project in the manner proposed? ☒ YES ☐ NO ☐ TBD
- i. Is there an adequate construction duration? ☒ YES ☐ NO ☐ TBD
- ii. Is there an expiration date? ☐ YES ☒ NO ☐ TBD

b. Does the project require work on other publicly owned or controlled property?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
c. Does the project require Rights of Entry (ROE)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
3. Does the project scope include work that is outside of the project sponsor's right of way and is on private property, but not required to successfully complete the project?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
a. If yes, will the work solely benefit the private property owner?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
4. Does the project include work that is on the project sponsor's property that is being leased to another party?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
5. Does the scope of the project include work on or within 2.5 miles of the railroad (RR), or light rail, operating or non-operating right of way including overcrossings and/or under crossings?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
a. If yes, answer the following:			
i. Will RR involvement require an agreement with the RR to complete?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
ii. Will work near the RR require a ROE?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
iii. Will the project impact the electrical system of the RR?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
6. Are there borrow sites or staging areas for this project?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
a. If yes, have these areas been included in the utility verification maps?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
7. Does the project require relocation either temporary or permanent of public utility facilities and appurtenances (e.g., guy wires, vents, etc.) outside of the project sponsor's right of way on to private property?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
a. If yes, does the utility owner have an easement on the private property that allows the utility owner's use of the easement in the manner proposed?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
8. Are there utility cover adjustments to grade or utilities that conflict with the proposed work?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
Note: Utility cover adjustments and conflicts with utility facilities owned by the project sponsor must be addressed on the R/W Certification.			
a. Are there utility covers that need adjustment for facilities that are owned by the project sponsor?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
b. Can all existing iron or steel covers be re-used for cover adjustment with no new iron or steel required?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
c. Do anticipated utility relocations include betterments?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
9. Will utility impacts potentially force utilities outside the existing environmental study limits (ESL)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
10. Are there any Environmentally Sensitive Areas (ESAs) identified where utilities are not able to relocate?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
If yes, ensure that the ESAs are indicated on the conflict maps.			
11. Has electrical engineering been consulted for any planned work?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
a. If there is planned work, does it require additional potholing or could it potentially cause utility conflicts?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
12. Are there known high priority utilities within the project that require positive locating (potholing)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
13. Are there trees that may need to be removed for the utility relocation?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD
a. Is there adequate time to accommodate the bird window and have the utilities relocated prior to construction?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> TBD
14. Will the elevation of the roadway be increasing which could potentially affect minimum clearances for overhead utilities?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> TBD

15. Is there any demolition or clearance anticipated prior to construction?
a. By separate contract? ☐ YES ☒ NO ☐ TBD
☐ YES ☐ NO ☐ TBD
16. Does the project require acquisition of airspace rights? ☐ YES ☒ NO ☐ TBD
17. Does the project require personal property, residential, or business occupant(s) relocation? ☐ YES ☒ NO ☐ TBD
18. Does the project adversely impact existing businesses? ☐ YES ☒ NO ☐ TBD
19. Is there adequate access for residents and businesses in areas under construction? ☒ YES ☐ NO ☐ TBD
20. Does the local agency require access to any public or private property for environmental observation or investigation, or hazardous waste or hazardous material testing? ☐ YES ☒ NO ☐ TBD
21. Is there a possibility that the project may require right of way for environmental mitigation? ☐ YES ☒ NO ☐ TBD
22. Does the LPA project impact other local agencies, federal lands, state lands, or Indian lands? ☐ YES ☐ NO ☒ TBD
23. Does the project require easement vacation? ☐ YES ☒ NO ☐ TBD
24. Does the LPA currently have a Resolution granting authority for a signatory for the Right of Way Certification? ☒ YES ☐ NO

Certify by Local Agency Staff and/or Consultant Signature

If scope changes, this checklist will need to be revisited.

Paige M. Drane

Preparer (print)

Paige M. Drane

Digitally signed by Paige M. Drane
Date: 2025.01.28 15:04:53 -08'00'

Preparer (signature)

Date

**Submit completed PERW Checklist to the DLAE during preliminary environmental studies.
(The PERW Checklist and PES Form may be submitted concurrently, or separately, as each is completed).**

ATTACHMENT I

**Photos of Existing Conditions
Olive Avenue and McKinley Avenue Overlays**



Figure 1 *W McKinley Avenue at N Lead Avenue looking east toward intersection of W McKinley and N Marks Avenue*



Figure 2 *W McKinley Avenue near N Bryan Avenue looking west*

Photos of Existing Conditions Olive Avenue and McKinley Avenue Overlays



figure 3 *W McKinley Avenue east of N Blythe Avenue looking east*



figure *Intersection at W McKinley Avenue and N Dickenson Avenue looking west*

ATTACHMENT I

**Photos of Existing Conditions
Olive Avenue and McKinley Avenue Overlays**



Figure 5 *W Olive Avenue at N Marks Avenue looking east*



Figure *W Olive Avenue looking west toward intersection with N Marks Avenue*

Photos of Existing Conditions Olive Avenue and McKinley Avenue Overlays



Figure 7: *W Olive Avenue looking west toward intersection with N Pleasant Avenue*



Figure 8: *Olive Avenue looking east near Marks Avenue*

McKinley Avenue from Dower Avenue to Marks Avenue



ATTACHMENT J

McKinley Avenue from Dower Avenue to Marks Avenue

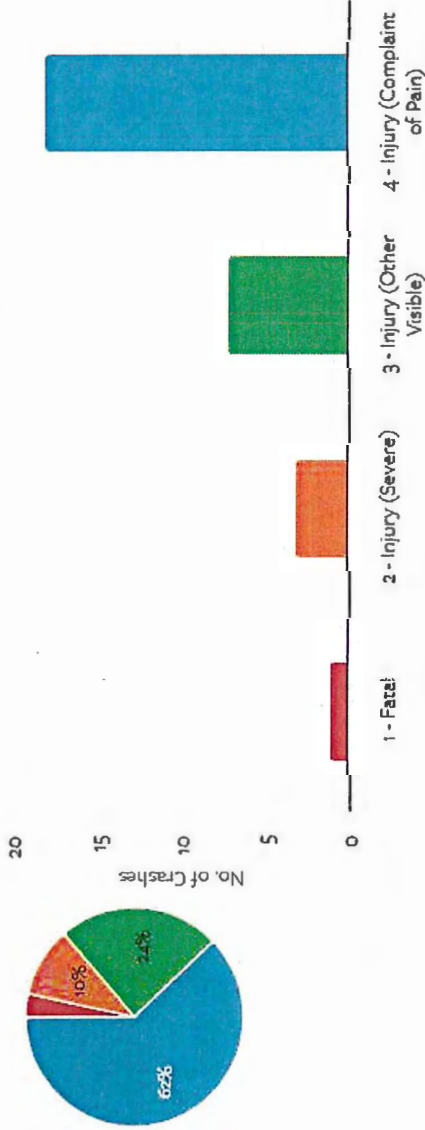
Crash Summary by **All** Selected Crashes

Crash Summary Victim Summary Ped Crash Summary

By Crash Severity

Number of Crashes by Crash Severity

29 Crashes



Crash Severity

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

Show Zero

29

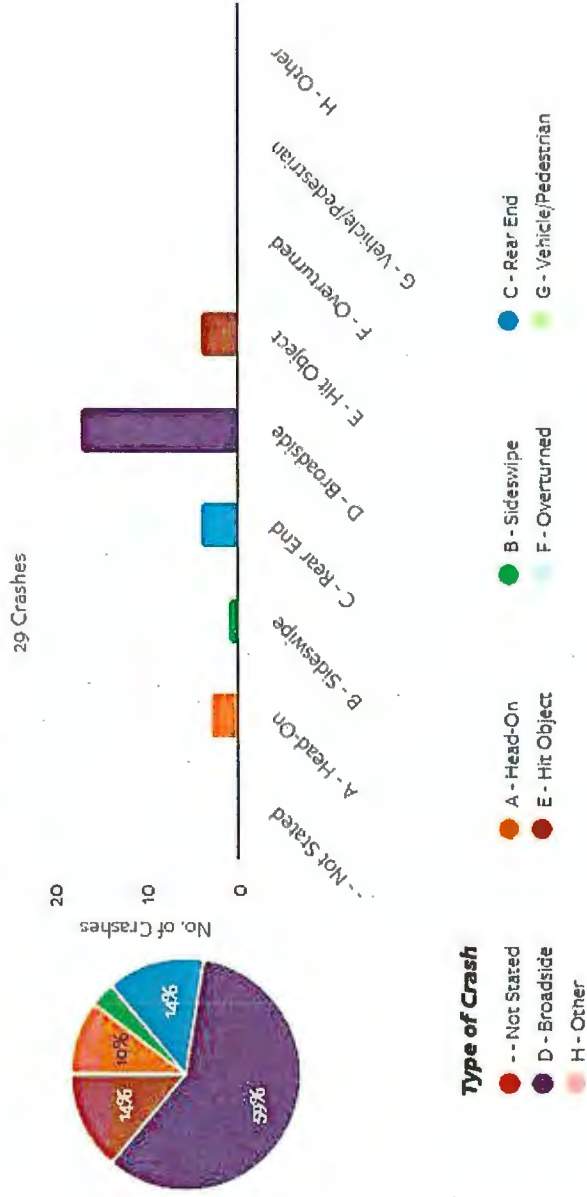
Crash Severity	Count	%
1 - Fatal	1	3.45%
2 - Injury (Severe)	3	10.34%
3 - Injury (Other Visible)	7	24.14%
4 - Injury (Complaint of Pain)	18	62.07%

ATTACHMENT J

McKinley Avenue from Dower Avenue to Marks Avenue

By Crash Type

Number of Crashes by Type of Crash



3

Show Zero

ATTACHMENT I

McKinley Avenue from Dower Avenue to Marks Avenue

By Day of Week and Time

Number of Crashes per Day of Week per Time

29 Crashes

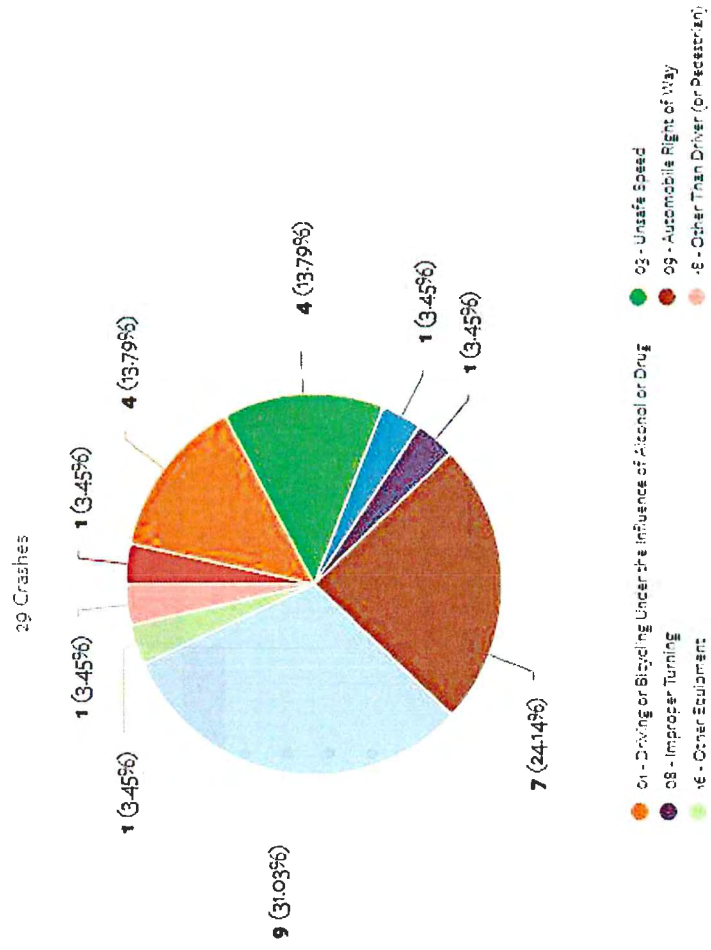
	1 - Monday	2 - Tuesday	3 - Wednesday	4 - Thursday	5 - Friday	6 - Saturday	7 - Sunday
25:00 - Unknown	0	0	0	0	0	0	0
21:00~23:59	0	1	0	0	0	1	0
18:00~20:59	0	2	0	0	1	2	0
15:00~17:59	1	0	0	0	1	0	1
12:00~14:59	2	0	3	0	0	1	1
09:00~11:59	0	1	1	2	1	0	2
06:00~08:59	0	0	0	2	0	1	0
03:00~05:59	0	0	0	0	1	0	0
00:00~02:59	0	0	0	0	0	0	0

ATTACHMENT J

McKinley Avenue from Dower Avenue to Marks Avenue

By Primary Crash Factor (PCF) Violation

Number of Crashes by PCF Violation



ATTACHMENT J

Olive Avenue from Hayes Avenue to Hughes Avenue



ATTACHMENT J

Olive Avenue from Hayes Avenue to Hughes Avenue

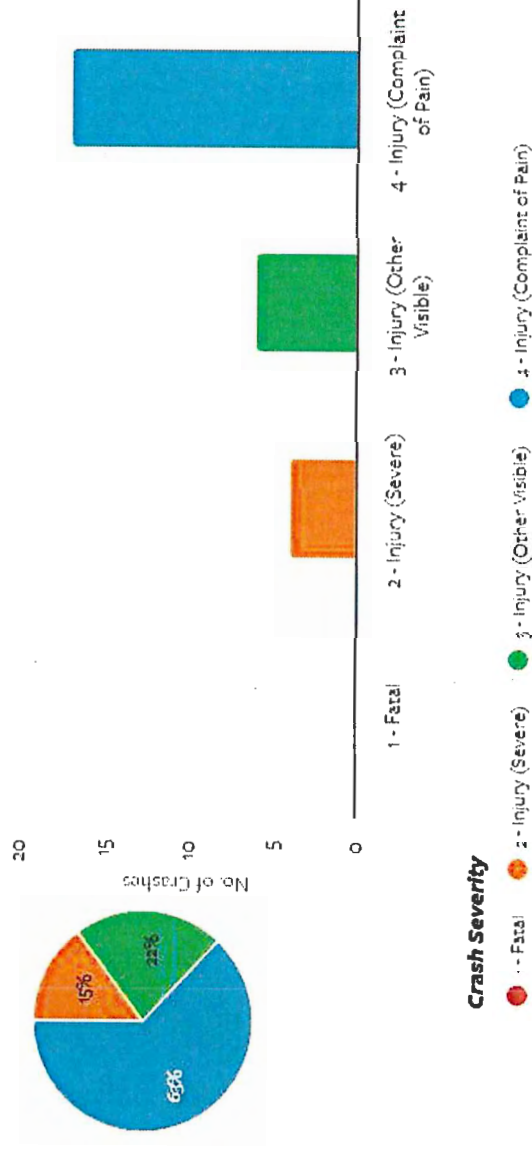
Crash Summary by **All** Selected Crashes

Crash Summary Victim Summary Ped Crash Summary

By Crash Severity

Number of Crashes by Crash Severity

27 Crashes



Crash Severity

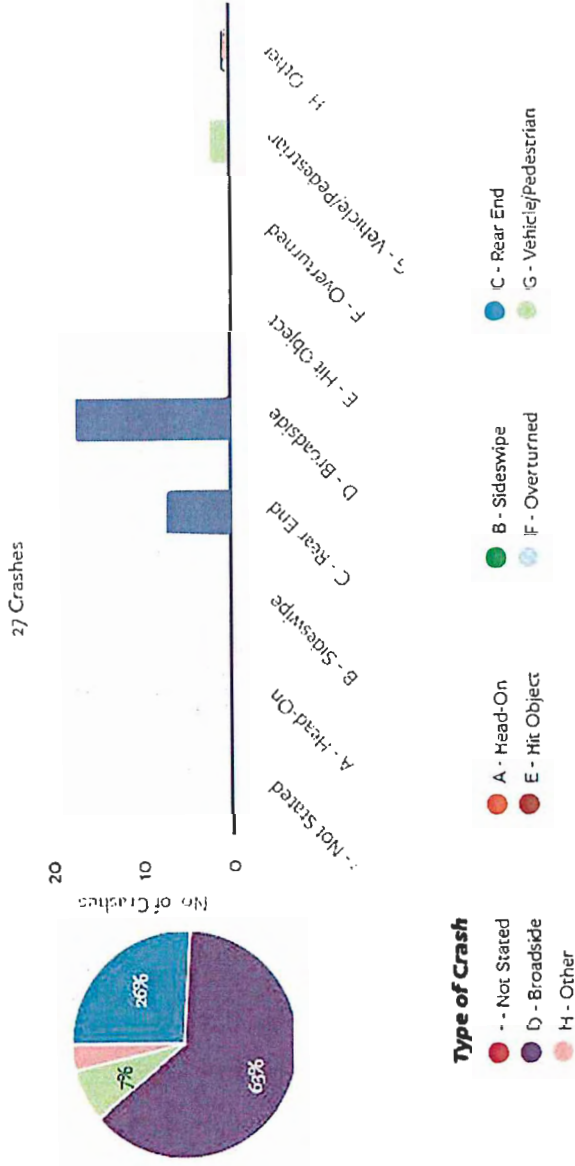
- 1 - Fatal
- 2 - Injury (Severe)
- 3 - Injury (Other Visible)
- 4 - Injury (Complaint of Pain)

ATTACHMENT J

Olive Avenue from Hayes Avenue to Hughes Avenue

By Crash Type

Number of Crashes by Type of Crash



Show Zero

Show Zero

Type of Crash

%

Count

0 0.00%

0 0.00%

0 0.00%

7 25.93%

17 62.96%

0 0.00%

0 0.00%

2 7.41%

1 3.70%

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

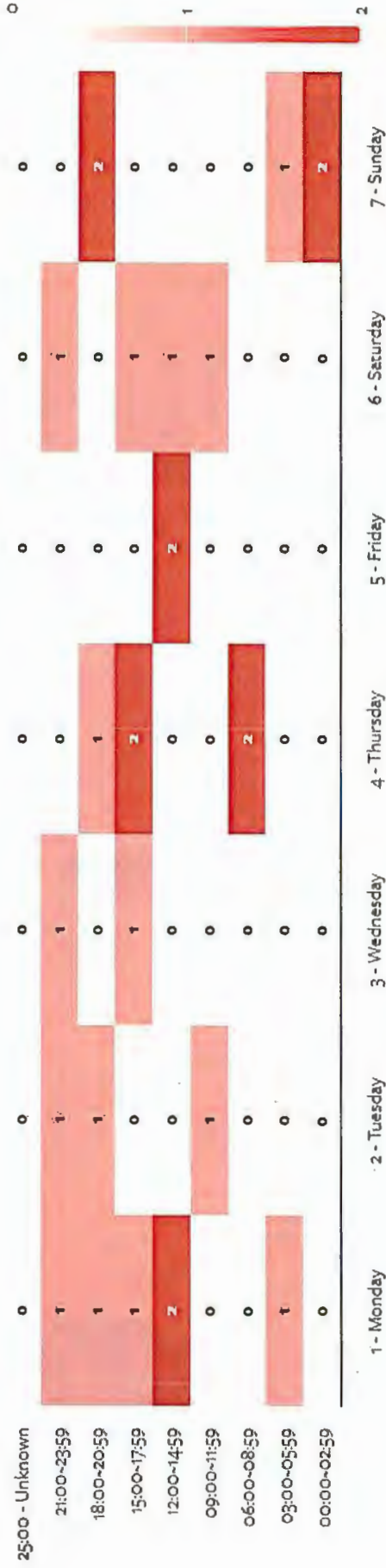
ATTACHMENT J

Olive Avenue from Hayes Avenue to Hughes Avenue

By Day of Week and Time

Number of Crashes per Day of Week per Time

27 Crashes

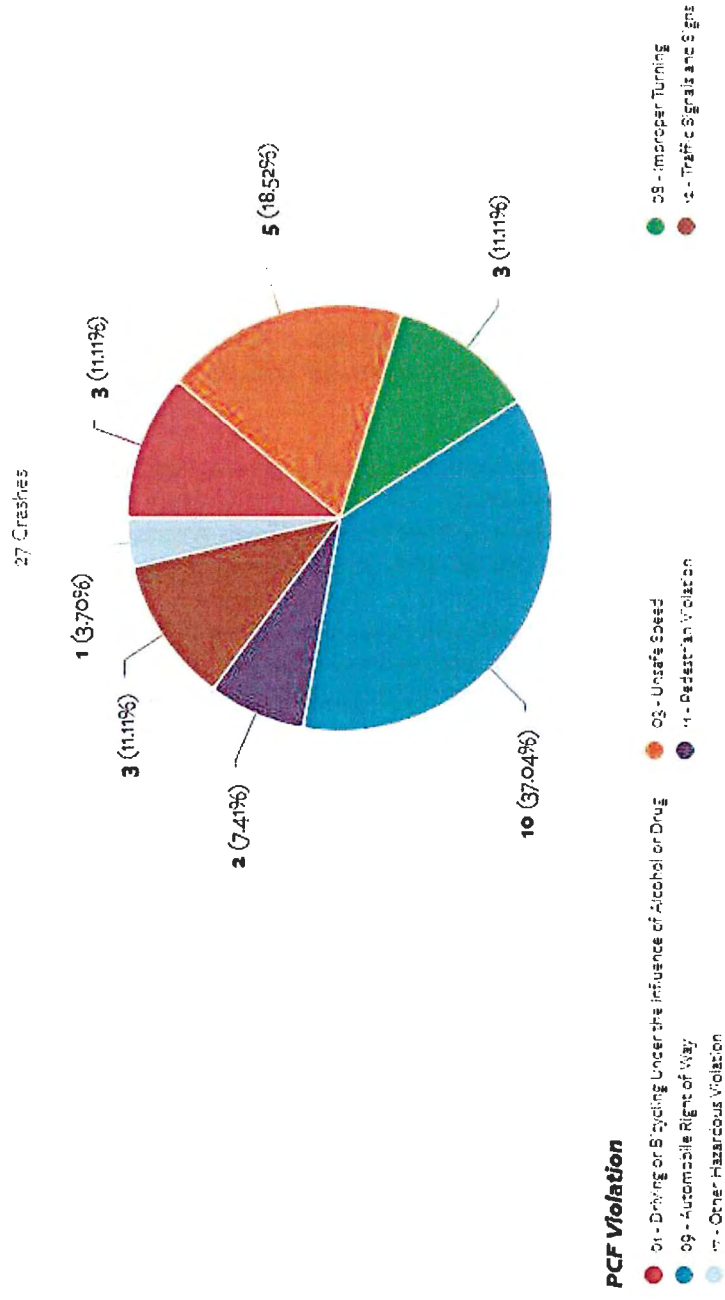


ATTACHMENT J

Olive Avenue from Hayes Avenue to Hughes Avenue

By Primary Crash Factor (PCF) Violation

Number of Crashes by PCF Violation





County of Fresno

BOARD OF SUPERVISORS
SUPERVISOR BRIAN PACHECO – DISTRICT ONE

February 25, 2025

Robert Phipps, Executive Director
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Subject: Olive and McKinley Avenues Asphalt Concrete Overlays

Dear Mr. Phipps,

As the County Supervisor representing western Fresno County, I strongly support the Olive Avenue and McKinley Avenue Asphalt Concrete Overlay Projects and believe these would represent responsible use of federal funds.

The proposed projects are essential to improving safety and movability for all road users traveling to and from western parts of the County. The project would apply asphalt concrete overlays on the County-maintained portions of Olive Avenue between Hayes Avenue to the west and Hughes Avenue to the east, as well as McKinley Avenue between Dower Avenue to the west and Marks Avenue to the east.

These proposed improvements will make it easier and safer for families to travel to and from work, school, and medical appointments, and make it easier for delivery of agricultural and business products. Most importantly, the proposed project would address critical safety concerns that would make the roadways safer for motorists.

Collectively, between the two roadways, there have been 92 crashes and 4 fatalities in the last 5 years alone. In addition to improving safety, the overlays will reduce noise, extend the life of the existing roadway, and reduce the risk of puddles and damage from standing water. Overlays also improve skid resistance, reduce traffic impacts and vehicle wear and tear.

Please seriously consider the proposed Olive Avenue and McKinley Avenue Asphalt Concrete Overlays for funding.

Sincerely,

Brian Pacheco
Fresno County Supervisor, District 1

Biola • Cantua Creek • Easton • Firebaugh • Five Points • Helm • Herndon • Highway City
Kerman • Mendota • Mercy Hot Springs • Rolinda • San Joaquin • Three Rocks • Tranquillity

ATTACHMENT L

