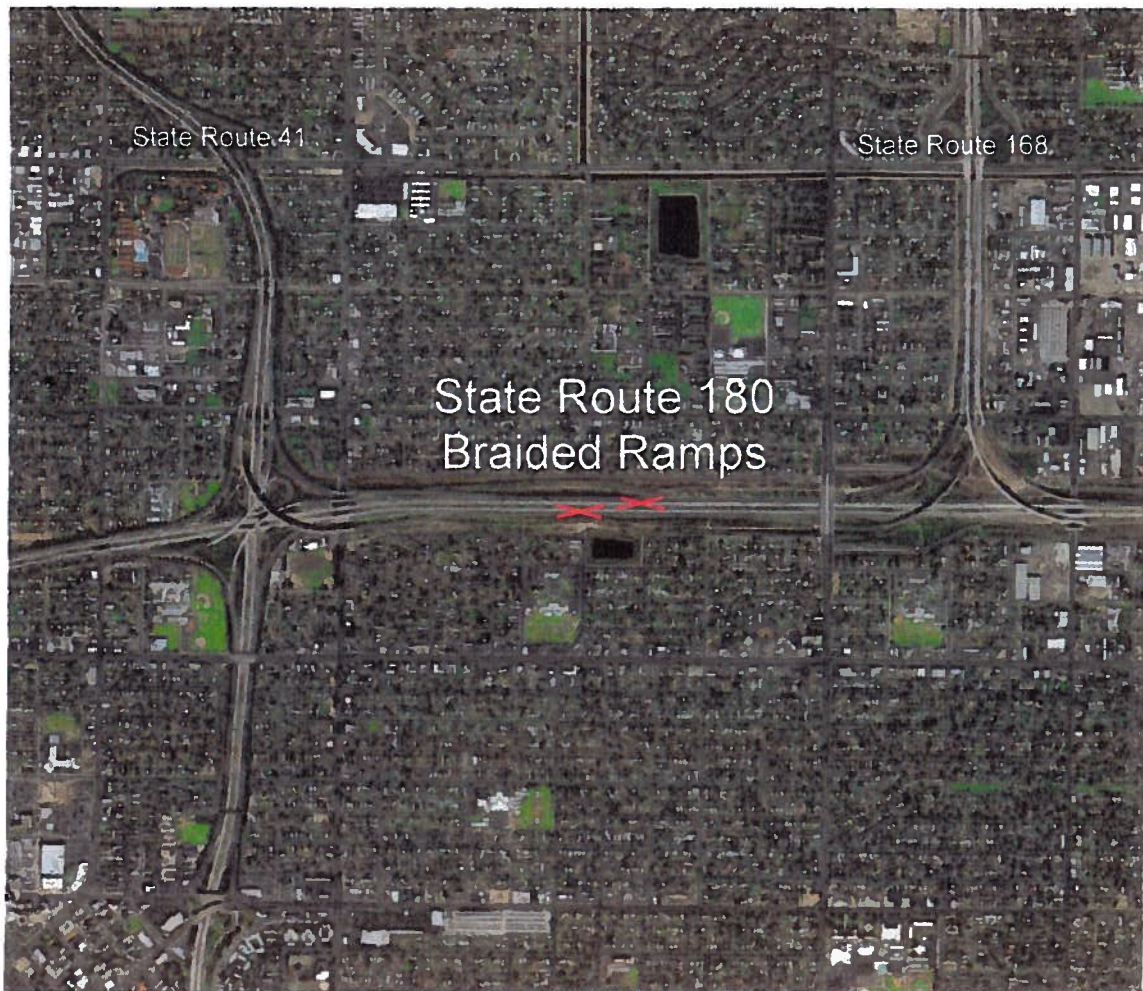


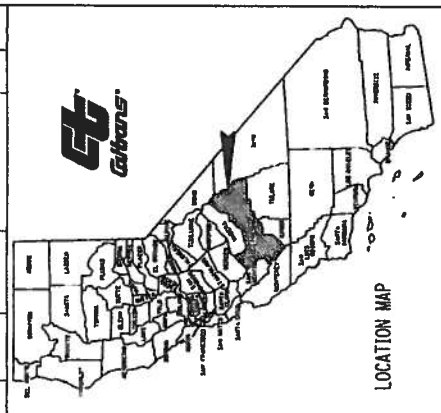
Fresno COG 2010 RTIP Submittal State Route 180 Braided Ramps Project



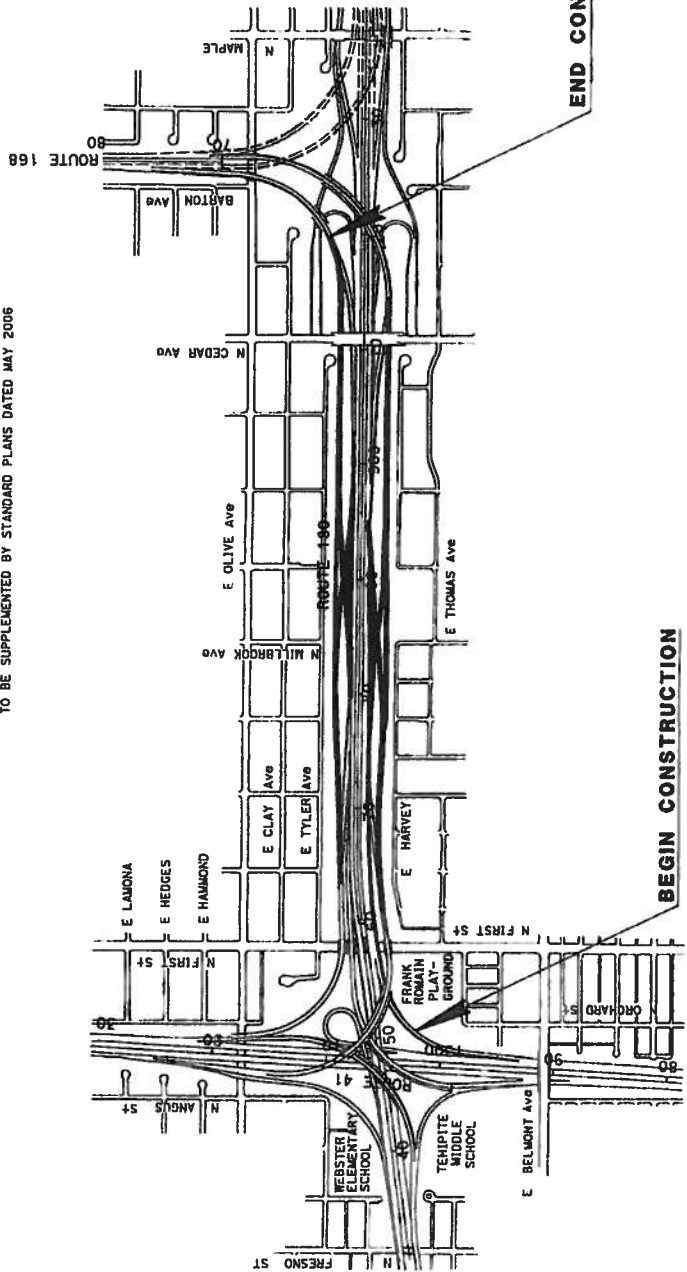
INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

DIST.	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
06	F're	180	58.8/60.4		



TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



DESIGN ENGINEER	THANH NGUYEN
PROJECT MANAGER	NIEL BREITZ

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

BORDER LAST REVISED 8/1/2008

CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

USPS 10-10-08 10/10/08

CONTRACT No. CU 05245

EA 0010K

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS
COUNTY OF ALBERTA SHALL NOT BE
LIABLE FOR ANY DAMAGES OR
COMPLETION OF THIS PLAN SHEET.

03-16-09 DATE PLOTTED 11-17-10 10/10/08

**Project Fact Sheet/Talking Points
Route 180 Braided Ramp Project
Fre-180-R58.7/R60.2**

Existing Condition – Route 180 within the project limits is a 6-lane freeway with two auxiliary lanes in each direction to accommodate the traffic transitioning to and from Routes 41 and 168. This 1.5-mile section of freeway has become an integral part of the roadway system supporting the new Route 168 freeway and the future extension of Route 180. The construction of this facility has provided better access to downtown Fresno, particularly from the cities of Clovis and Sanger and from southeast Fresno. Route 180 is now a vital part of the freeway infrastructure within the Fresno-Clovis Metropolitan Area. It is anticipated that the 1.5-mile section of Route 180 within the project limits will become one of the highest volume routes in Central San Joaquin Valley upon completion of the extension of the Route 180 freeway/expressway sections to the east, which will be completed within the next 5 to 7 years.

Project Description – This project will improve operational efficiency and enhance safety on Route 180 between the freeway-to-freeway interchanges of Routes 41/180 and Routes 168/180. The project will construct grade-separated ramp connections, also known as braided ramps, between the two interchanges. This will reduce a significant amount of weaving conflicts on Route 180 between Routes 41 and 168. Fewer weaving conflicts will result in less congestion and will help reduce the current higher than the statewide average accident rate for similar type facilities.

This project can be split into two separate projects (Eastbound and Westbound) for construction to accommodate funding availability. Each direction has independent utility with the westbound serving the morning commute traffic and the eastbound serving the evening commute traffic. The project is currently in the PA&ED phase with the completion of the environmental document and project report scheduled for September 1, 2010. No additional right of way is required for this project.

Project Information:

- The 2005 AADT is 136,000 with 3 percent trucks
- The projected 2035 AADT (20 years after construction) is 427,200
- Current Level of Service (LOS) is “E”, projected to decline to an LOS “F” by 2025
- Facility will operate at LOS “D” or better for 20 years beyond completion of project
- Project will save an estimated 1,648,970 vehicle-hours of delay annually (Westbound)
- Project will save an estimated \$13.6 million in travel delay costs annually (Westbound)
- Project will save an estimated 1,177,397 vehicle-hours of delay annually (Eastbound)
- Project will save an estimated \$9.3 million in travel delay costs annually (Eastbound)
- Benefit cost ratio is 7.0 (Westbound) (Highest B/C ratio in the Central Valley)
- Benefit cost ratio is 5.1 (Eastbound)
- Current Funding – Fresno County Transportation Authority funding PA&ED, PS&E
- Current Construction Estimate - \$35.0 million (capital and support) (Westbound)
- Current Construction Estimate - \$30.0 million (capital and support) (Eastbound)

Project Schedule – Below is the current schedule for the project, which follows the standard project development process.

Complete Environmental process and project report (PA&ED)	9/1/10
Complete Design Process (RTL)	9/1/12
Advertise Project	10/1/12 ✓
Award Project	12/15/12
Approve Construction Contract	1/15/13
Contract Acceptance (Open to traffic)	4/1/15

The schedule below assumes the use of the design-build process and that CMIA funding will be approved for this project by May 1, 2010.

RFQ (w/draft RFP)	7/1/10
Complete Environmental process and project report (PA&ED)	9/1/10
Final RFP	9/15/10
Proposal submitted	12/15/10
Award Project	2/1/11 ✓
Contract Acceptance (Open to traffic)	10/1/13

RFQ – Request for qualifications
RFP – Request for proposals

Based on this award date (2/1/11) when compared to the original award date (12/15/12) using the typical design-bid-build concept, the design-build process will accelerate the completion of this project by approximately 18 months.

Both schedules above are for the entire project. As noted earlier the project can be split into two separate projects to accommodate funding availability. Splitting the project would not advance the earlier schedule dates and may only advance the contract acceptance dates by a few months. The second project would then be scheduled for construction as funding became available.

2010 STIP Programming for Fresno County Region through 2014-15

Project	Prior	FY2010/11	FY 2011/12	FY 2012/13	FY 2013-14
SR 180 - Temperance to Academy					
PS&E	1,400		(1,400)		
R/W Sup(CT)	1,800			(1,800)	
Construction Support				(7,000)	
Construction				(22,600)	

SR 180 - Clovis to Temperance					
E&P (PA&ED)	50				
PS&E	(300)	504			
R/W Sup (CT)	(2)	8			
Con Sup (CT)			100		
Construction			(360)		

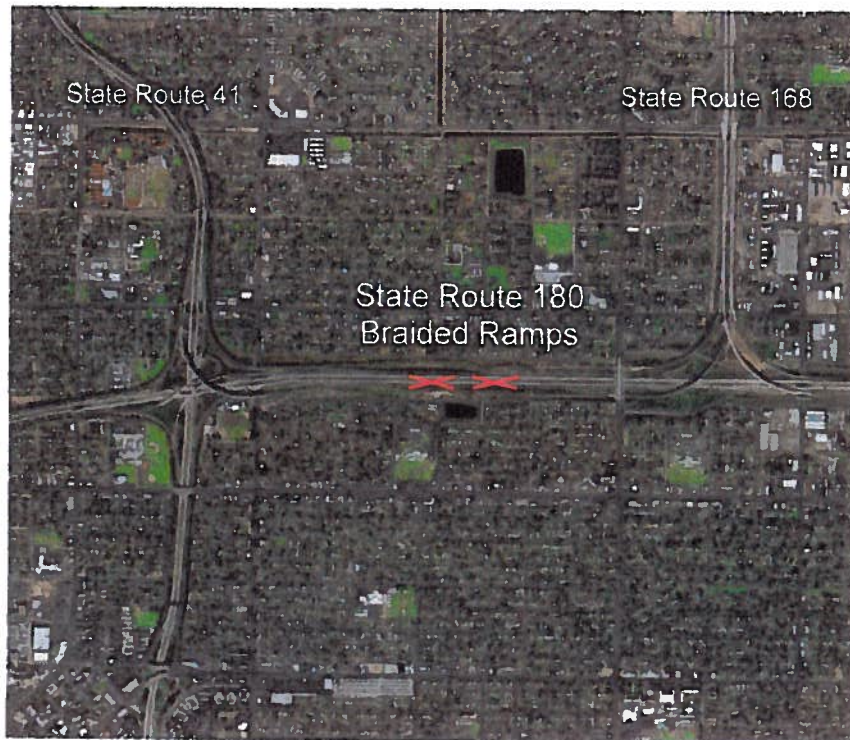
SR 180 - Braided Ramp Project					
Construction Support					6,500
Construction					23,100

Planning, Programming & Monitoring					322
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TE Reserve			450	823	
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Fresno COG 2010 RTIP Submittal

State Route 180 Braided Ramps Project



Project Benefits

- Will improve operational efficiency and enhance safety between the freeway-to-freeway interchanges of Routes 41/180 and Routes 168/180
- Will reduce a significant amount of weaving conflicts on Route 180 between Routes 41 and 168
- Will help reduce the current higher than the statewide average accident rate for similar type facilities
- Currently in the PA&ED phase with the completion of the environmental document and project report scheduled for September 1, 2010
- Will save an estimated 1,648,970 vehicle-hours of delay and estimated \$13.6 million in travel delay costs annually (Westbound)
- Will save an estimated 1,177,397 vehicle hours of delay and estimated \$9.3 million in travel delay costs annually (Eastbound)
- Benefit cost ratio is 7.0 (Westbound) (Highest B/C ratio in the Central Valley) and 5.1 (Eastbound)
- Current funding – Fresno County Transportation Authority funding PA&ED, PS&E
- Current Construction Estimate – (Capital and Support) \$35.0 million (Westbound) and \$30.0 million (Eastbound)
- Opportunity to use Design-Build on Project and accelerate project by 18 months

