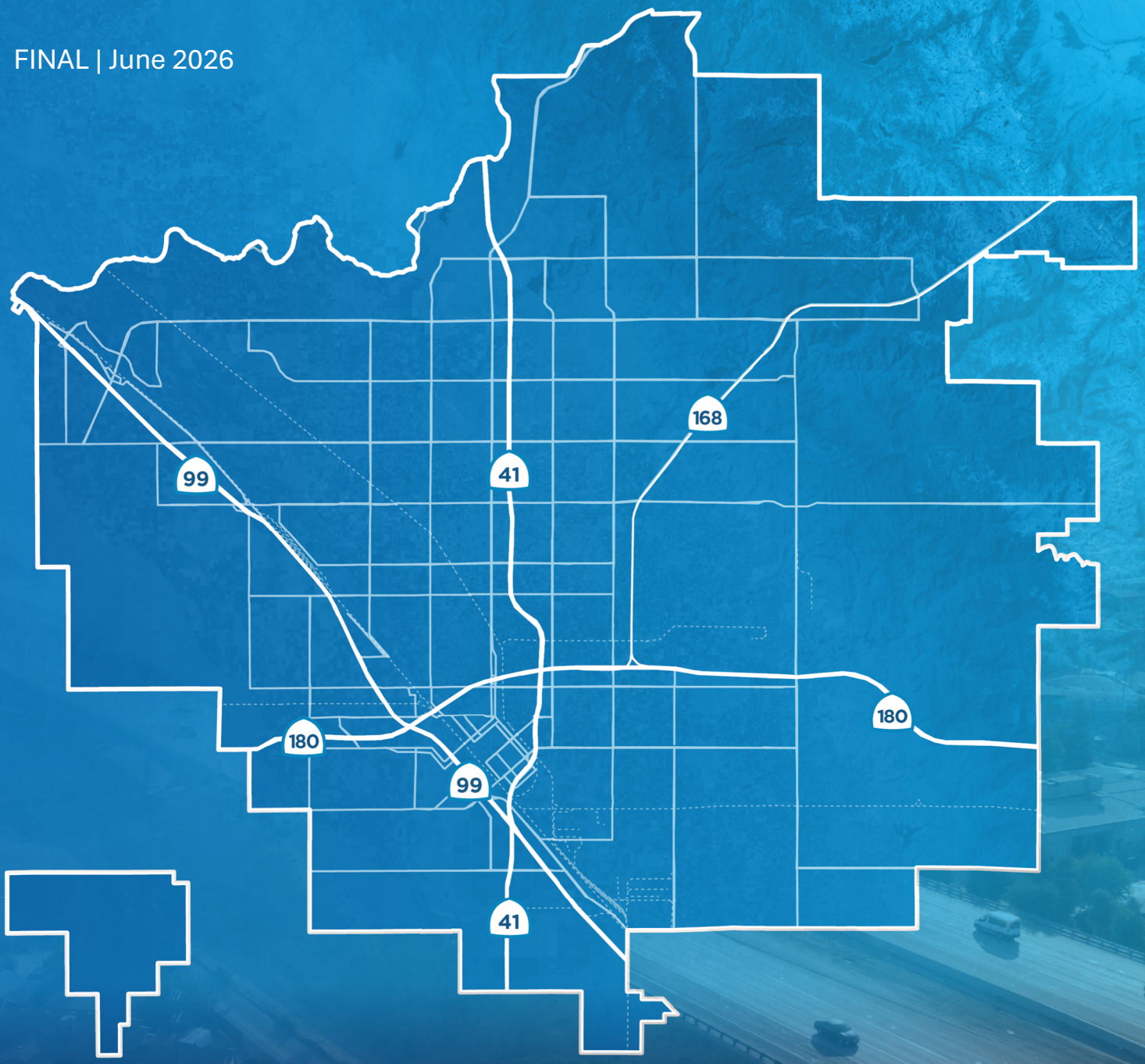
FRESNO-CLOVIS METROPOLITAN AREA

MANAGED LANES STUDY

FINAL | June 2026



FRESNO Council of Governments

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EXECUTIVE SUMMARY

The Fresno Council of Governments (FCOG) Managed Lanes Study was conducted along the corridors of State Route (SR) 41, SR 168, and SR 180 within the Fresno-Clovis Metropolitan Area (FCMA) to assess how well managed lanes strategies would relieve congestion, reduce vehicle miles traveled (VMT), and improve air quality and safety in the region. The purpose of this report is to summarize the findings of this study into a single comprehensive document. The managed lanes strategies reviewed in the study included the following:

1. **Convert to HOV Lane**
2. **Add HOV Lane**
3. **Convert to HOT Lane**
4. **Add HOT Lane**
5. **Bus-Only Lane**
6. **Truck-Only Lane**

Stakeholder engagement played a significant role in the study. A steering committee consisting of local, regional, and transit agencies was developed to define the goals and objectives of the study, develop the alternatives listed above, define performance metrics to assess the alternatives, and review the results of modeling and proposed phasing and implementation plans. The steering committee developed the following guiding goals, supported by specific objectives and performance metrics:

- **GOAL 1** **Manage Congestion**
- **GOAL 2** **Reduce VMT and Reduce Greenhouse Gas (GHG) Emissions**
- **GOAL 3** **Improve Safety**
- **GOAL 4** **Gather Community Input to Develop Feasible Freeway Management Options**
- **GOAL 5** **Develop Cost-effective Solutions**

The existing conditions and planned improvements of the study area were evaluated to determine if all alternatives were feasible. This review included congestion data, existing transit service, and truck volume data. Alternatives 5 and 6 were screened out as a result of this evaluation. Planned improvements along the corridors were categorized by their relevance to managed lanes.

A pros and cons matrix was used to further evaluate the options of adding or converting to HOV lanes or HOT lanes. This led to a formal ranking approach, where each alternative along each corridor was ranked based on the traffic and EMFAC modeling results corresponding with established goals. **Table ES 1** shows the final scores based on this ranking. The highest scoring alternative for each corridor is bolded.

Table ES 1: Screening Criteria Ranking

Corridor	Alternatives	Total Score *(Out of 100)*
41	SR 41: Convert to HOV Lane	44
	SR 41: Add HOV Lane	52
	SR 41: Convert to HOT Lane	52
	SR 41: Add HOT Lane	**62**
180	SR 180: Convert to HOV Lane	35
	SR 180: Add HOV Lane	42
	SR 180: Convert to HOT Lane	44
	SR 180: Add HOT Lane	**55**
168	SR 168: Convert to HOV Lane	36
	SR 168: Add HOV Lane	43
	SR 168: Convert to HOT Lane	44
	SR 168: Add HOT Lane	**52**

Community input was another component incorporated into the study. Participants were asked to provide feedback on their travel habits and if they would be willing to use managed lanes if they were available. They were also educated on the study and the managed lanes alternatives.

Consideration for tolling policy was also a part of the study. This included processes to obtain tolling authority, toll policy resolution to establish guidelines for tolling facility operations, and tolling agreements to manage coordination across jurisdictions and agencies.

After the option of adding HOT lanes was selected for SR 41, SR 180, and SR 168 for further analysis, proposed implementation was separated into three phases. **Table ES 2** shows the cost of construction of the managed lanes.

Table ES 2: Phasing Costs

Phase	Year	Description	Total Estimated Cost
1	2035	Add HOT Lane to SR 41 – 9.4 miles	$789,900,000
2	2042	Add HOT Lane to SR 168 & SR 180 (Between SR 41 & SR 168) – 7.9 miles	$552,400,000
3	2049	Add HOT Lane to SR 180 West of SR 41 & East of SR 168 – 7.8 miles	$1,201,800,000
			$2,544,100,000

1 Introduction

1.1 Project Background

Located in the agriculture-rich San Joaquin Valley, Fresno County has been traditionally a car-dependent region, given its largely agriculture-backed economy and the strong preference of single-family oriented land use development pattern. After decades of investment in the transportation infrastructure through federal, State, and local fundings, a mature highway system in Fresno County has been delivered that efficiently connects people and transports farm products from the region to the rest of the State and country. In the last decade, especially after the pandemic, the FCMA has started to experience peak-hour congestion in commute corridors such as SR 99 and SR 41 and at bottle neck areas such as the braided ramp that connects SR 41, SR 168, and SR 180.

Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008, requires that the California Air Resources Board (CARB) set GHG emission reduction targets for the 18 Metropolitan Planning Organizations (MPOs) in California. The MPOs are required to demonstrate that the Sustainable Communities Strategy (SCS) in their Regional Transportation Plan (RTP) will achieve the GHG reduction targets, if implemented, through integrated transportation and land use strategies. In 2018, the CARB set aggressive GHG reduction targets for the MPOs in the second round of target setting. FCOG, as the MPO for Fresno County, was given the target of reducing per capita VMT by 13 percent (compared to the 2005 level) by 2035 in the 2018 GHG target update, which is higher than the 2010 target of 10 percent by 2035. The Metropolitan Transportation Commission (MTC), Southern California Association of Governments (SCAG), Sacramento Area Council of Governments (SACOG), and the San Diego Association of Governments (SANDAG), the so-called Big Four, were all given a target of 19 percent for 2035. In order to meet the aggressive GHG reduction targets set by the State, the MPOs started to explore congestion pricing as an SCS strategy to reduce VMT/GHG. Although many express lanes/tolled facilities have been built in the large urban areas in the San Francisco Bay Area and Southern California, the San Joaquin Valley region is just starting to consider them with only the San Joaquin Council of Governments (SJCOG) actively pursuing the Interstate (I) 205 Managed Lanes Project, which will install managed lanes on I-205 between I-5 and I-580 and could possibly include carpool lanes and bus and/or passenger rail service in the median and toll lanes, the first in the entire San Joaquin Valley.

Recognizing the potential benefits of managed lanes (e.g., toll lanes and high-occupancy vehicle lanes) for congestion relief, VMT/GHG reduction, and air quality improvement, FCOG staff set aside budget for a managed lanes study to strategically start the conversation about pricing strategies/managed lanes in the region. The study was intended to achieve the following goals:

- Introduce the topic to the elected officials on the FCOG Policy Board to set the stage for potentially including the pricing strategy/managed lanes in the SCS down the road, if feasible

- Introduce the topic to the general public and understand where the public stands with the concept
- Develop scenarios to understand the pros and cons of each of the scenarios
- Develop high-level understanding of the implementation (construction, operation & maintenance) cost of managed-lane facilities
- Make recommendations for the next steps

Because the California Department of Transportation (Caltrans) already studied the managed lanes options in the Comprehensive Multimodal Corridor Plan (CMCP)[1] for SR 99 in the Central Valley and made recommendations on the option to implement, this study will focus on the other urban segments of SR 41, SR 168, and SR 180 within the FCMA.

1.1.1 Project Study Area

Figure 1 shows the study area map. SR 41, SR 168, and SR 180 serve FCMA's more than 700,000 residents, provide access to three national parks, and serve as critical corridors to the movement of people and goods around the San Joaquin Valley, as well as the entire state. Reducing congestion on these corridors could have long-lasting benefits for the FCMA and for those traveling through the area.

According to the Central California Travel Study (CCTS) conducted in 2022/2023, more than 90% of the trips made in Fresno County were by private vehicles, and most of such vehicle trips were made by single-occupancy vehicles. Only 0.6% of trips were by transit, 6.2% walking trips, and 1.1% were bike/e-bike trips. Managed lanes on these critical corridors could potentially provide incentives for people to carpool, take public transit, or even consider other transportation modes, which could lead to reduced VMT/GHG for the region.

Fresno County, along with the rest of the counties in the San Joaquin Valley, has long struggled with air quality issues. The San Joaquin Valley is one of the regions that suffer the worst air quality in the country. The major source of pollutants come from vehicle emission, agricultural activities, diesel engines, wood burning, etc. The San Joaquin Valley's geography with a low-lying basin surrounded by mountains traps pollutants like ozone (O3) and particulate matter (PM) such as particulate matter less than 2.5 microns in diameter (PM2.5) and particulate matter less than 10 microns in diameter (PM10), some of which move into the San Joaquin Valley from the San Francisco Bay Area and other regions. Managed lanes on the heavily traveled corridors could potentially get people out of single-occupancy cars and into carpools, which would reduce vehicle trips and improve the overall air quality in the region.

[1] https://dot.ca.gov/-/media/dot-media/district-6/documents/d6-environmental-docs/central-valley-99/sr99-cmprhnsv-mltmdl-crrdr-pln-1125-a11y.pdf

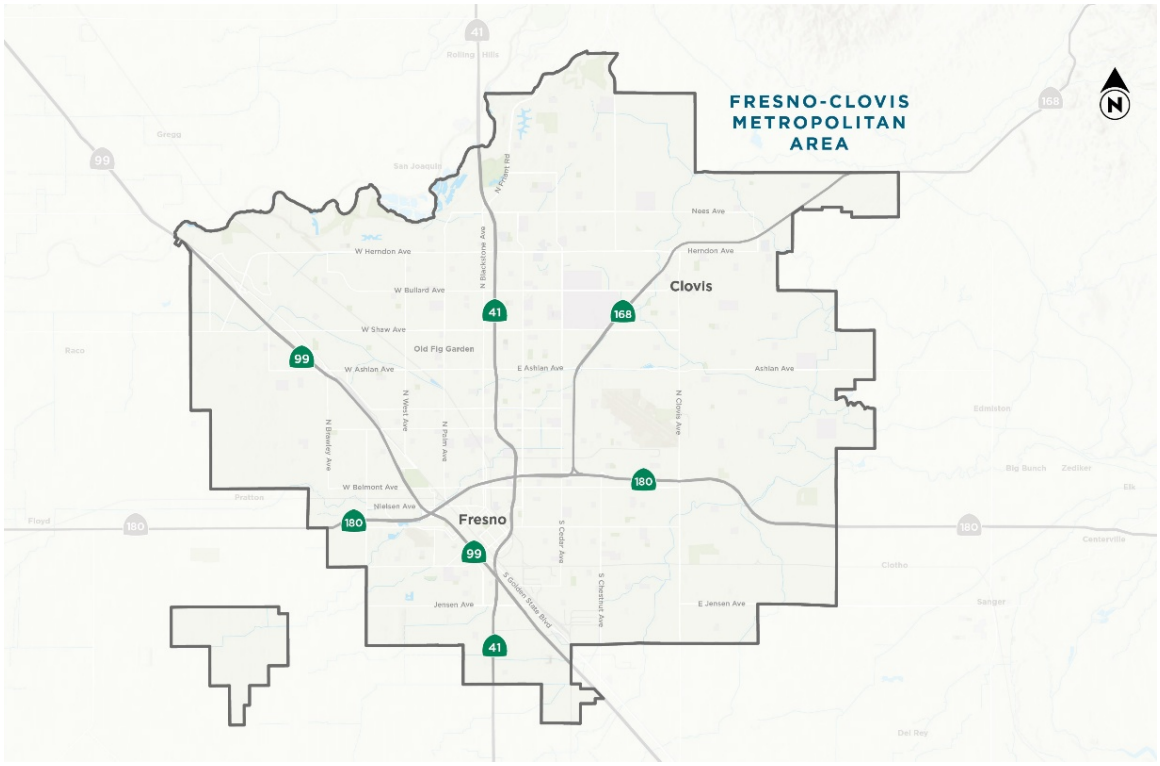


Figure 1: Study Area Map

1.1.2 FCOG Membership and Governing Process

FCOG membership consists of the following local agencies:

- City of Clovis
- City of Coalinga
- City of Firebaugh
- City of Fowler
- City of Fresno
- City of Huron
- City of Kerman
- City of Kingsburg
- City of Mendota
- City of Orange Cove
- City of Parlier
- City of Reedley
- City of San Joaquin
- City of Sanger
- City of Selma
- County of Fresno

Members of the FCOG Policy Board are represented by the mayors of each incorporated city and the chairman of the County Board of supervisors, or their designated alternates. The FCOG Policy Board governs the agency, setting policy and guiding work activities. The FCOG Policy Board is supported by the Policy Advisory Committee (PAC), which consists of city managers of the 15 incorporated cities and the Chief Administrative Officer (CAO) of the County, and the Transportation Technical Committee (TTC), which includes member agency staff and representatives from a wide variety of transportation and community interest groups.

The FCOG Policy Board will provide directions on the potential implementation of the managed lanes options depending on the outcome of this study.

1.2 Project Purpose

The purpose of this study is to determine the feasibility of various types of managed lanes within FCMA and provide high level guidance to inform future board decisions about implementing managed lanes in the FCMA. The study will evaluate a variety of managed lanes alternatives (e.g., convert to HOV lane, truck-only lane, etc.).

1.3 Steering Committee

A steering committee consisting of agencies shown in **Figure 2** was developed to provide guidance for this study.

Steering Committee		
Local Cities: City of Fresno City of Clovis	**Regional Agencies:** Fresno Council of Governments (FCOG) Caltrans District 6 Fresno County Valley Air District	**Transit Agencies:** Fresno Area Express (FAX) Clovis Transit Fresno County Rural Transit Agency (FCRTA)

Figure 2: Steering Committee Agencies

The members of this steering committee include:

- Local Cities:
  - City of Fresno: Scott Tyler
  - City of Clovis: Navjot Chahal
- Regional Agencies:
  - FCOG: Pankaj Joshi, Paul Herman, Santosh Bhattarai
  - Caltrans District 6: Alec Kimmel (through December 2025), Braden Duran (from December 2025)
  - Fresno County: Mohammad Khorsand, Mohammad Alimi
  - Valley Air District: Patia Siong
- Transit Agencies:
  - Fresno Area Express (FAX): Jeff Long
  - Clovis Transit: Bethany Berube
  - Fresno County Rural Transit Agency (FCRTA): Moses Stites (through December 2025), Janelle de Campo

Five steering committee virtual meetings were conducted to guide the study, with topics including:

1. Establishing goals and objectives
2. Identifying performance metrics/screening criteria
3. Developing managed lanes alternatives

4. Reviewing modeling results, phasing, and implementation strategies

2 Goals, Objectives, and Performance Measures

In collaboration with FCOG and steering committee members, a list of goals, objectives, and performance measures was developed to guide the study. The list is shown in **Table 1** below. The objectives and performance measures provided specific, quantifiable metrics that could be used to assess how well each managed lanes alternative met the goals of the study.

Table 1: Goals Objectives, and Performance Measures

Goals	Objectives	Performance Measures
Goal 1: Manage congestion	Manage vehicle throughput	Vehicle throughput
		Vehicle hours delayed
	Increase person throughput	Person throughput
	Reduce travel times	Person hours delayed
	Improve travel time reliability	Travel time
	Improve corridor efficiency for goods movement	Travel Time Reliability Index (TTRI)
		Travel time
Goal 2: Reduce VMT and reduce GHG emissions	Improve transit efficiency	Transit route travel time
	Incentivize mode-shift from solo-driving	Mode shift
	Reduce VMT	VMT
	Reduce GHG emissions	Percent change in GHG emissions
Goal 3: Improve safety	Address congestion related safety issues	Qualitative assessment
	Reduce truck related crashes	Qualitative assessment
Goal 4: Gather community input to develop feasible freeway management options	Seek feedback from the communities for feasible managed lane options	Survey results
	Provide public education regarding the benefits of managed lanes	Virtual public outreach meeting materials
Goal 5: Develop cost-effective solutions	Maximize use of existing infrastructure (e.g., gantry)	Number of converted lane miles versus number of added lane miles
	Funding operations and maintenance of infrastructure	Qualitative assessment (i.e., toll versus non-toll)

3 Existing Conditions

To achieve the goals and objectives, existing conditions were evaluated to identify opportunities to implement managed lanes. The existing conditions were analyzed using congestion data, transit service, and truck volumes along the study corridors.

3.1 Congestion Data

INRIX speed data was analyzed for congestion during the AM and PM peak hours along the study corridors. This data was collected from September 17th, 2025, to October 17th, 2024, from Tuesdays to Thursdays to represent typical weekday traffic. Segments were defined as congested if they had average traffic speeds of less than 40 miles per hour. As shown in **Figure 3**, red segments along northbound SR 41, southbound SR 41, southbound SR 168, and westbound SR 180 have been identified as congested during the AM peak hour.

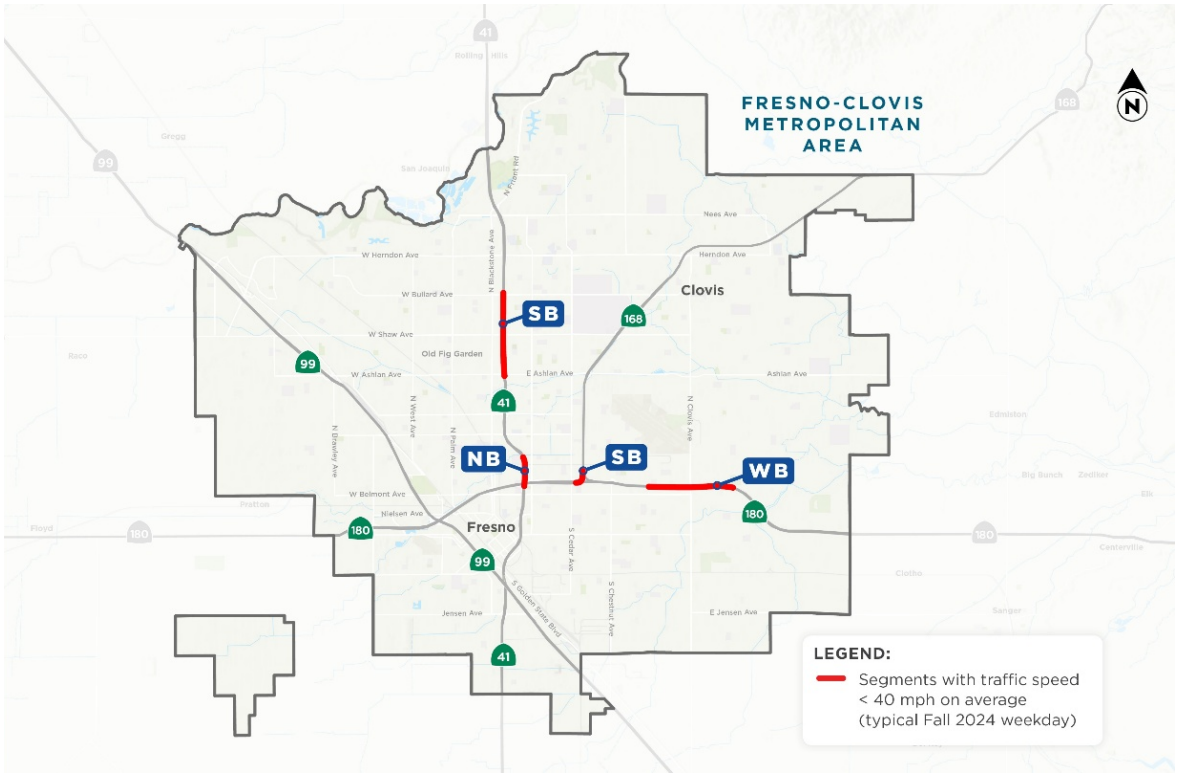


Figure 3: AM Congestion Map

During the PM peak hour, segments of both northbound and southbound SR 41 were congested, as shown in **Figure 4**.

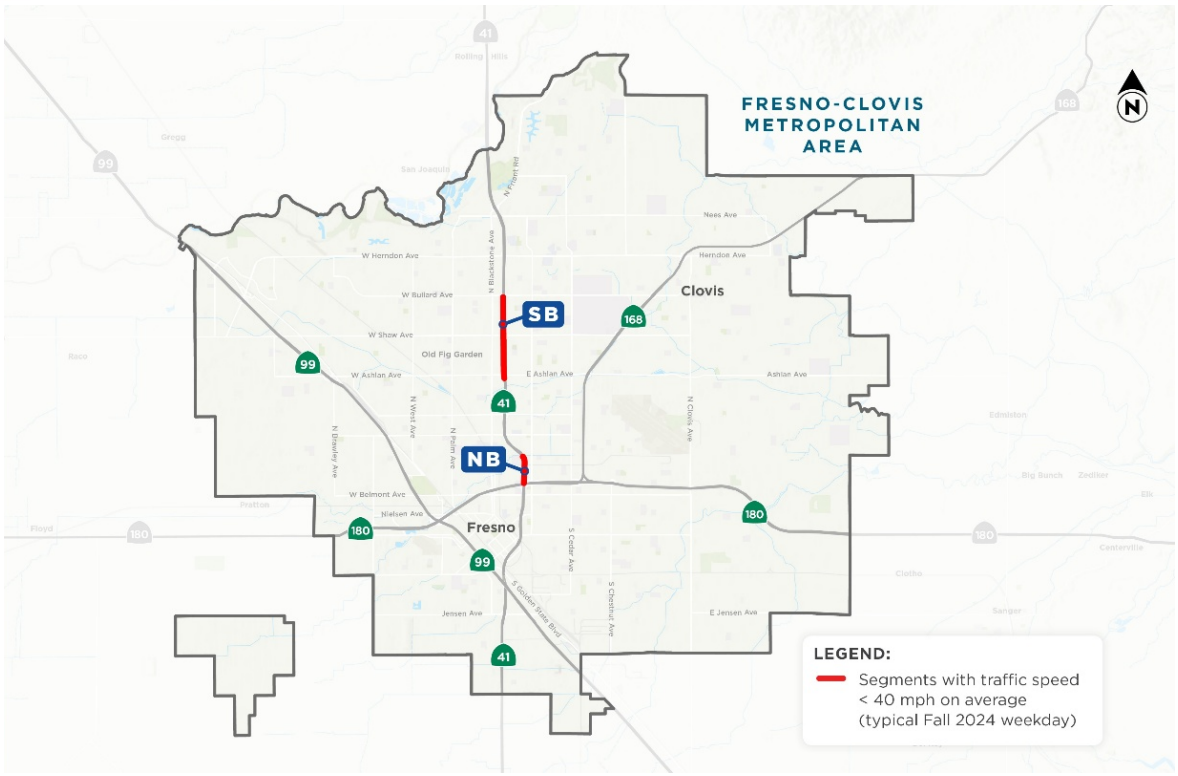


Figure 4: PM Congestion Map

Appendix A: Congested Corridor Segments shows the direction, segment, and time at which the study corridors have speeds at or less than 40 miles per hour. As noted, this average data was collected on a typical weekday basis (Tuesday through Thursday) in Spring 2025. **Appendix B**: Speed Data shows the full speed data for northbound and southbound SR 41. The congestion data demonstrated that the study corridors could potentially benefit from managed lane strategies.

3.2 Existing Transit Service

In addition to congestion data, transit service was also evaluated as part of the study. The existing transit services in the FCMA include the Fresno Area Express (FAX), the Fresno County Rural Transit Agency (FCRTA), and Clovis Transit. The corresponding service maps are shown in **Figure 5, Figure 6**, and **Figure 7**. After stakeholder coordination and discussion, it was determined the existing transit did not have significant service along the study corridors. There is no substantial overlap between the existing transit lines and the project study corridors, and there is limited frequency. Routes that do have some overlap are often not continuous segments. This overlap includes transit along SR 41 north of Alluvial Avenue, along SR 180 west of SR 99, and along SR 168 north of Herndon Avenue. The transit providers in the FCMA also did not indicate that they have current plans to expand transit service along the study corridors in the future.

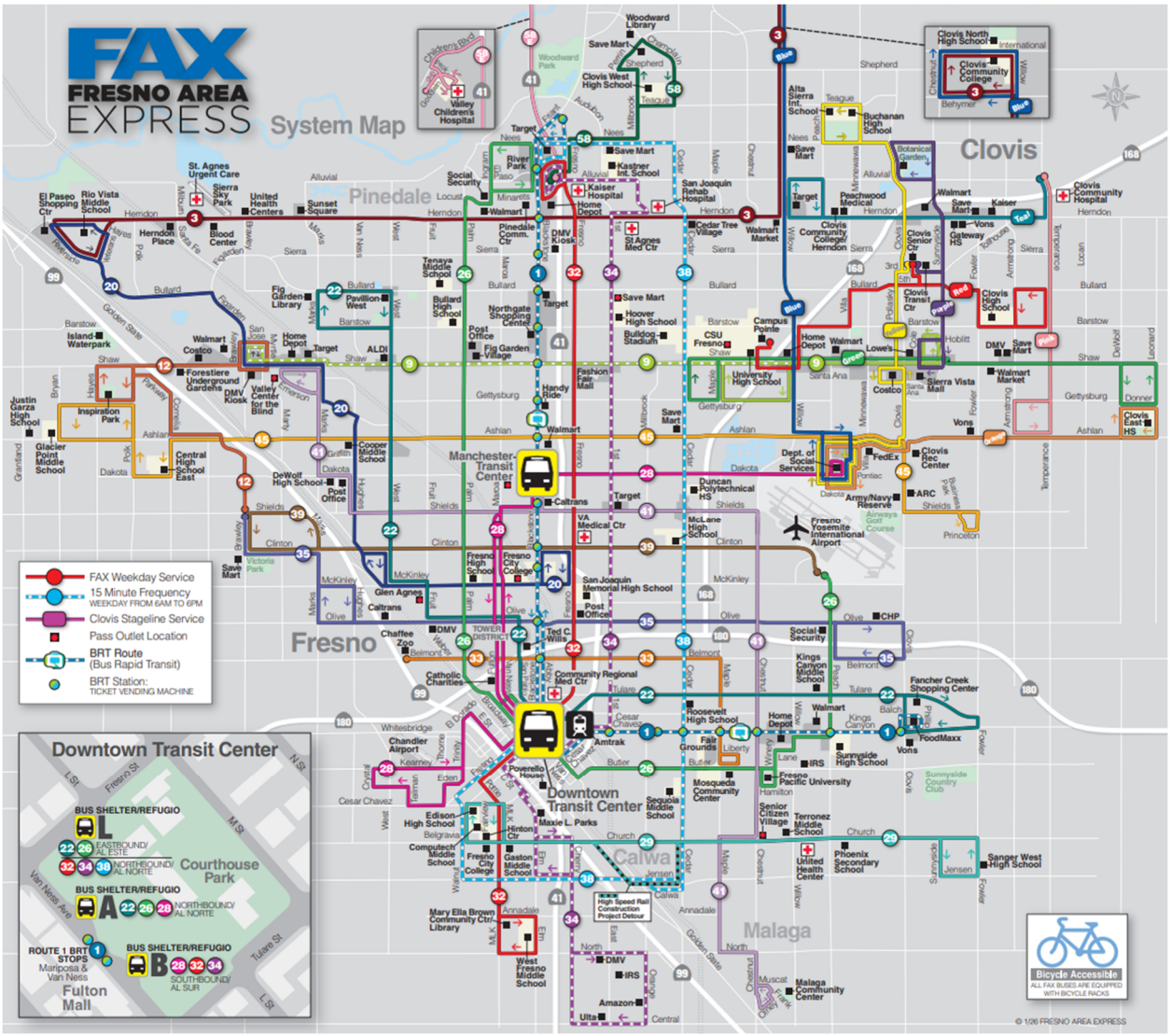


Figure 5: FAX System Map[2]

[2] https://www.fresno.gov/wp-content/uploads/2026/01/SYSTEM-MAP-1-26-10w1248.pdf

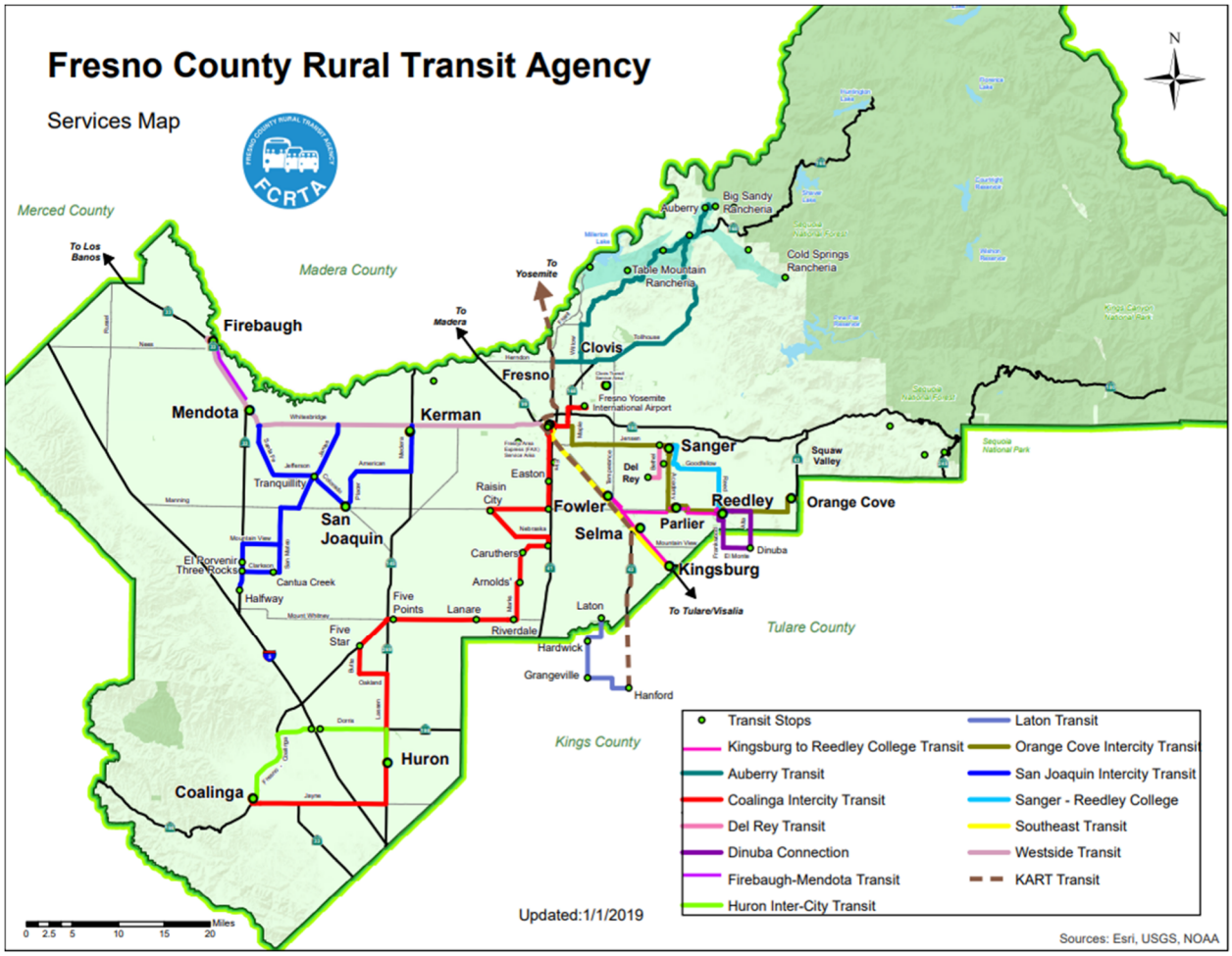


Figure 6: FCRTA System Map[3]

[3] https://www.ruraltransit.org/wp-content/uploads/2021/08/FCRTA-Service-Map_2019.pdf

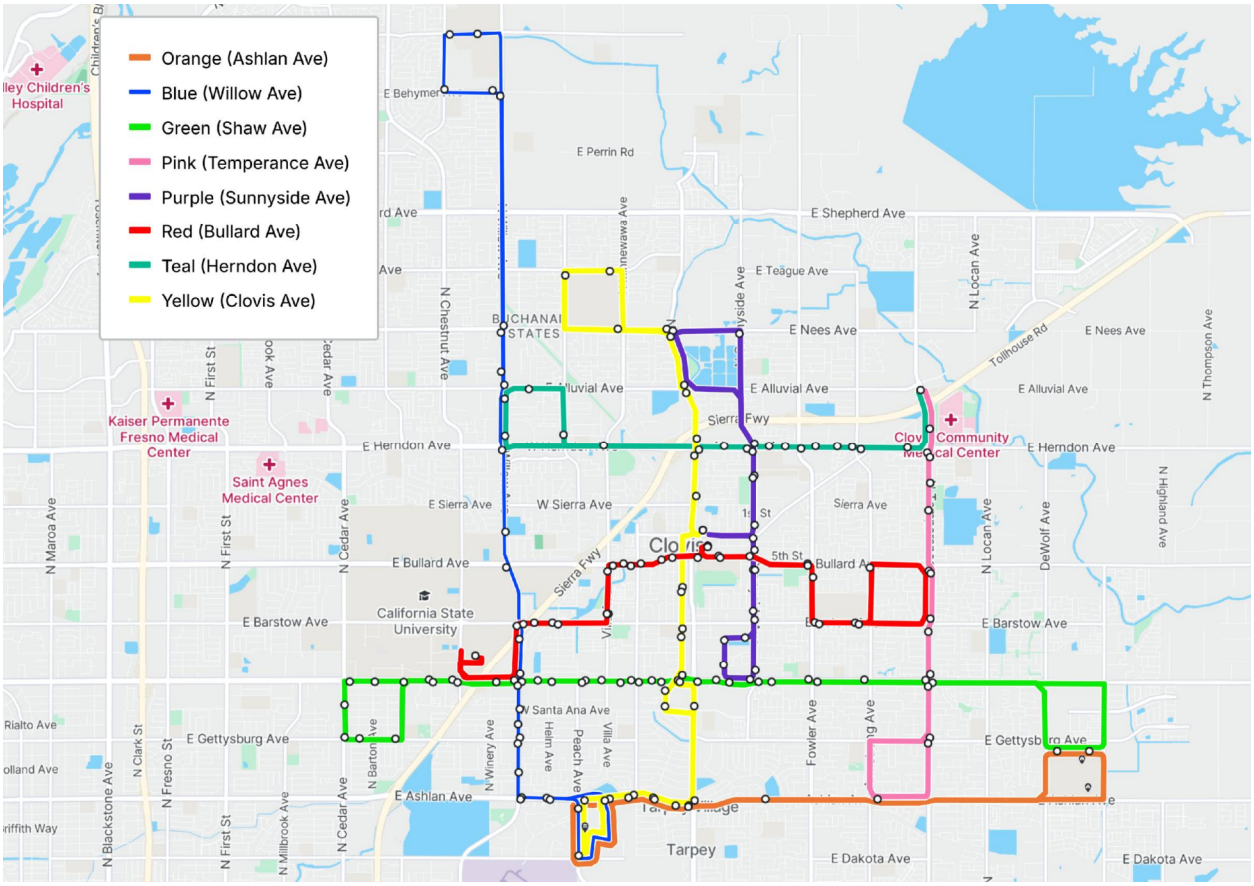


Figure 7: Clovis Transit System Map[4]

3.3 Truck Volume Data

Replica data was also used to analyze the existing truck annual average daily traffic (AADT) along the study corridors. As shown in **Figure 8**, each corridor has relatively low truck volumes. According to Caltrans[5], truck volumes must exceed 30% of the total vehicle volume along a congested highway to consider implementing exclusive truck lanes.

[4] https://www.clovisca.gov/services/transit/routes/new_routes.php
[5] https://dot.ca.gov/programs/traffic-operations/legal-truck-access/truck-only-lanes

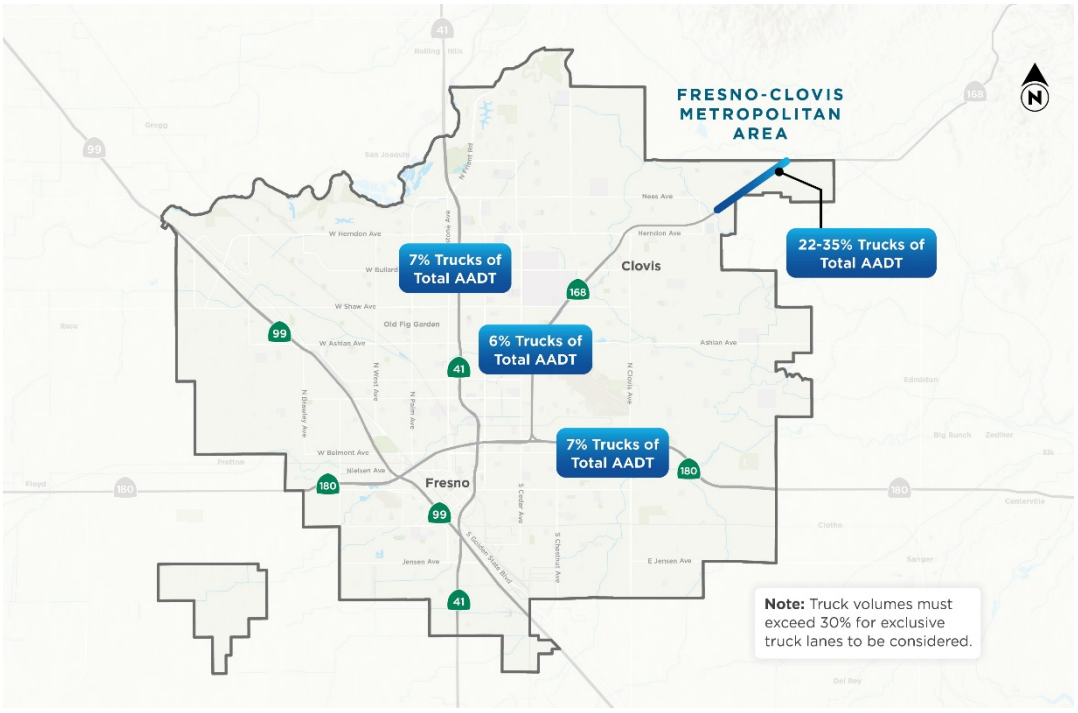


Figure 8: Percent Truck AADT Map

4 Planned Improvements

Planned improvements in the FCMA were reviewed to consider how the managed lanes alternatives would complement them. These improvements should be accounted for when implementing the managed lanes phasing. This review prevents redundancy in improvements and identifies opportunities or constraints for project coordination. **Appendix C** shows a list of planned improvements in the Regional Transportation Plan (RTP) within the study area. These improvements are noted by project title, project description, project type, the RTP they are included in, the estimated year they are open to traffic, additional notes, the study corridor they are related to, whether they are included in the traffic model network, and their relevance to the project. The project types are primarily street and road related, including maintenance, operations, and capacity increasing. There are also several transit projects.

In addition to these planned improvements, a Comprehensive Multimodal Corridor Plan (CMCP) was also developed for SR 99. The plan recommended strategies based on statewide goals and policies, previous corridor plans, and Regional Transportation Plans (RTPs). Within Fresno County, the CMCP proposed to repurpose future lanes into managed lanes. The plan modeled both HOV and truck managed lanes along the entire corridor to assess the benefits of each strategy.

5 Managed Lane Alternatives

Based on the existing conditions and planned improvements of the study area, the study then assessed the feasibility of managed lanes along SR 41, SR 168, and SR 180. The following six alternatives were evaluated:

1. Convert to HOV Lane
2. Add HOV Lane
3. Convert to HOT Lane
4. Add HOT Lane
5. Bus-Only Lane
6. Truck-Only Lane

The subsequent sections compare the alternatives to existing conditions to determine if any strategies would not be feasible in the study area.

5.1 Bus-Only Lanes

As shown in **Figure 5, Figure 6**, and **Figure 7**, the FAX, FCRTA, and Clovis Transit services have significant coverage throughout the region, but not necessarily along the project corridors. Along SR 41, there are several transit lines that run parallel and two routes that have short segments on the highway; these routes include FAX Route 58E and FCRTA Kart Transit. FAX Route 58E runs along SR 41 from Alluvial Avenue to Children's Boulevard and FCRTA Kart Transit runs from SR 180 to the northern border of Fresno County. Out of the three study corridors, SR 41 has the best transit alternatives; parallel transit services such as those along Blackstone Avenue can be used as a diversion from the freeway. Along SR 168, FCRTA Auberry Transit runs from Herndon Avenue, and a few other routes with short segments run parallel. Along SR 180, FCRTA Kart Transit has a small segment within the FCMA that runs from SR 99 to SR 41, and there are other transit routes that run parallel.

While there is some transit along the study corridors, the majority of these routes do not have regular or frequent service. A bus-only lane along the study corridors would be more viable if the existing transit had continuous frequent service that would be enhanced by dedicated lanes. With the lack of frequent bus usage, bus-only lanes would leave significant lane capacity underutilized and not available for other users (for example, carpoolers to toll-paying customers). Given the high cost to build additional lanes, bus-only lanes do not provide a good return on investment.

Therefore, due to the lack of significant transit along the study corridors, the bus-only lane alternative was screened out of the study.

5.2 Truck-Only Lanes

Figure 8 shows the truck AADT along the study corridors. Caltrans guidelines recommend truck lanes to be considered when the truck volume exceed 30% of the total volume along a given corridor. Within the study area, along SR 41, SR 180, and the majority of SR 168, trucks make up less than 10% of the total vehicle volume. While there is one short segment of SR 168 that exceeds 30% of truck AADT, implementing truck-only lanes along the entire corridor based on the segment would lead to the lane being largely underutilized. The total AADT in this area also decreases, which increases the overall truck AADT percentage. Thus, the lack of large truck volumes along significant segments of each study corridor led to the truck-only lane alternative being screened out of the study.

It is worth pointing out that the SR 99 CMCP determined that truck-only lanes are potentially a feasible option along SR 99 route within the study area.

5.3 Alternative Comparison

After the bus-only and truck-only lane alternatives were screened out of the study, a pros and cons matrix was developed to assess the feasibility of each remaining alternative. The remaining alternatives included the following:

1. Convert to HOV Lane
2. Add HOV Lane
3. Convert to HOT Lane
4. Add HOT Lane

Cost, utilization, and sustainability were a few high-level qualitative factors used to assess the above remaining managed lane alternatives. **Table 2** shows the advantages and disadvantages of each alternative based on these metrics.

Table 2: Pros and Cons Matrix

No.	Managed Lanes Alternative	Pros	Cons
1	Convert to HOV Lane	- Lower capital, operating, and maintenance cost because no tolling infrastructure required - Reduces VMT, improves air quality, and reduces GHG	- Less general purpose lanes - Will increase congestion
2	Add HOV Lane	- Lower capital, operating, and maintenance cost because no tolling infrastructure required - Increased corridor capacity Reduces VMT, improves air quality, and reduces GHG	- Higher capital cost compared to lane conversion
3	Convert to HOT Lane	- Can be used by bus and HOV - Revenue generated for infrastructure maintenance - Increased travel time reliability - Increased transit route travel time reliability - Reduces VMT, improves air quality, and reduces GHG	- Less general purpose lanes - Higher capital, operating, and maintenance cost because tolling infrastructure required - Will increase congestion
4	Add HOT Lane	- Can be used by bus and HOV - Revenue generated for infrastructure maintenance - Increased corridor capacity - Increased travel time reliability - Increased transit route travel time reliability - Reduces VMT, improves air quality, and reduces GHG	- Higher capital cost compared to lane conversion - Higher capital, operating, and maintenance cost because tolling infrastructure required

6 Alternatives Evaluation

The four alternatives brought forward to the evaluation are listed below:

1. Convert to HOV Lane
2. Add HOV Lane
3. Convert to HOT Lane
4. Add HOT Lane

The following subsections describe the evaluation approach.

6.1 Evaluation Approach

To assess the priority of each goal and its associated objectives and performance metrics in **Table 1**, the approach listed below was implemented. Goal 4 objectives and performance metrics were not ranked since community input cannot be quantified in a similar manner to the other goals.

1. Steering Committee attendees ranked each goal and their associated objectives and performance metrics. Goals 1 and 3 - 5 were assigned a score based on the participants' rankings. The percent weight of each goal was calculated. **Table 3** shows the resulting score and percent weight that is equivalent to the score.

Table 3: Goal Percent Weight Score

Ranking	Goals	Total Score	% Weight
1	Goal 2: Reduce VMT, improve air quality, and reduce GHG	31	35%
2	Goal 1: Manage congestion	22	25%
3	Goal 3: Improve safety	22	25%
4	Goal 5: Develop cost-effective solutions	12	15%

2. The Steering Committee then ranked the performance metrics for each goal. Goals 1 and 3 through 5 were assigned a score based on the participants' rankings. The percent weight of each performance metric was calculated. The final percent weight of each performance metric was then calculated. **Table 4** shows the results of the performance metrics ranking.

Table 4: Performance Metrics Weight

Performance Metrics	Steering Committee Ranking
Goal 1	
1: Person throughput	25%
2: Travel time	25%
3: Person hours delayed	15%
4: Travel Time Reliability (TTRI)	15%
5: Vehicle throughput	10%
6: Vehicle hours delayed	10%
Goal 2	
1: % change in GHG emissions	35%
2: Mode shift	25%
3: VMT	30%
4: Transit route travel time	10%
Goal 3	
1: Address congestion related safety issues	60%

Performance Metrics	Steering Committee Ranking
2: Reduce truck related crashes	40%
Goal 5	
1: Number of converted lane miles versus number of added lane miles	50%
2: Funding operations and maintenance of infrastructure	50%

3. The percent weight of each performance metric is then multiplied by the percent weight of the corresponding goal to calculate the final percent weight of each performance metric. The final metrics ranking and percent weight is shown in **Table 5**.

Table 5: Final Percent Weight of Performance Metrics

Performance Metrics	Steering Committee Ranking
Goal 1	
1: Person throughput	10%
2: Travel time	6%
3: Person hours delayed	4%
4: Travel Time Reliability (TTRI)	3%
5: Vehicle throughput	9%
6: Vehicle hours delayed	2%
Goal 2	
1: % change in GHG emissions	12%
2: Mode shift	0% (See Footnote 6 on Page 22)
3: VMT	10%
4: Transit route travel time	3%
Goal 3	
1: Address congestion related safety issues	15%
2: Reduce truck related crashes	10%
Goal 5	
1: Number of converted lane miles versus number of added lane miles	8%
2: Funding operations and maintenance of infrastructure	8%

4. The total score of each alternative (Convert to HOV Lane, Add HOV Lane, Convert to HOT Lane, Add HOT Lane) for each corridor (SR 41, SR 180, SR 168) is calculated by ranking each performance metric 0 through 5. The score is then multiplied by the final percent weight listed in **Table 5** to calculate the final score.

Further scoring details regarding the performance metrics are described in the following section.

6.2 Ranking Criteria

The results of the ranking system described in the previous section are shown in **Table 6**, where the criteria/performance metrics are ranked from highest to lowest and the methodology is specified. The performance metrics associated with each goal and objective of this study are used as screening criteria to evaluate the remaining alternatives.

Table 6: Screening Criteria Ranking

Screening Criteria Ranking (High → Low)	Methodology/Tool
Address congestion related safety issues	Qualitative
% change in GHG emissions	Quantitative/Emission Factor (EMFAC) Model
Mode shift[6]	Quantitative/Traffic Model
VMT	Quantitative/Traffic Model
Reduce truck related crashes	Qualitative
Number of converted lane miles versus number of added lane miles	Quantitative
Funding operations and maintenance of infrastructure	Quantitative/Traffic Model
Person throughput	Quantitative/Traffic Model
Travel time	Quantitative/Traffic Model
Person hours delayed	Quantitative/Traffic Model
Travel Time Reliability (TTRI)	Quantitative/Traffic Model
Vehicle throughput	Quantitative/Traffic Model
Transit route travel time	Quantitative/Traffic Model
Vehicle hours delayed	Quantitative/Traffic Model

[6] The traffic model was not sensitive enough to capture any change in mode shift for the HOV and HOT alternatives. Therefore, the relative ranking from that screening criteria was redistributed to person throughput and vehicle throughput.

As discussed in Step 4, these performance metrics were then used to score each alternative, as shown in **Table 7**. In the table, the highest scoring alternative is bolded.

Quantitative performance measures were ranked based on traffic and EMFAC modeling results. The assumptions and data sources for qualitative assessment for several of the performance measures are described below:

- Transit route travel time
  - Alternatives along corridors with existing transit services or where transit was more feasible were ranked higher.
- Address congestion related safety issues
  - Caltrans collision data was used to assess study corridors with the most congestion related incidents.
  - Alternatives along corridors with higher congested related incidents were ranked higher.
  - Alternatives that increase capacity and separate traffic were ranked higher.
- Reduce truck related crashes
  - Replica data was used to analyze truck volumes along each corridor; alternatives that separate passenger vehicles from trucks were ranked higher.
- Number of converted lane miles versus number of added lane miles
  - The alternatives that convert to managed lanes with the lowest cost per lane mile were ranked higher.
- Funding operations and maintenance of infrastructure
  - HOT lanes were ranked higher because toll revenue can be reinvested into the operations and maintenance of the lanes.
  - HOV lanes were ranked lower because they do not generate revenue to cover the costs of their implementation.
  - Managed lanes projects are eligible for state and federal funding such as:
    - State Transportation Improvement Program (STIP)
    - Congestion Mitigation and Air Quality (CMAQ) Improvement Program
    - National Highway Performance Program (NHPP)
    - Infrastructure for Rebuilding America (INFRA)

Table 7: Evaluation Table

Corridor	Alternatives	Screening Criteria													Total Score (Out of 100)
		Person throughput	General Purpose (GP) Travel time	Person hours delayed	Travel Time Reliability (TTRI)	Vehicle throughput	Vehicle hours delayed	% change in GHG emissions	VMT	Transit route travel time	Address congestion related safety issues	Reduce truck related crashes	Number of converted lane miles versus number of added lane miles	Funding operations and maintenance of infrastructure	
	Ranking (Out of 1.00)	0.10	0.06	0.04	0.03	0.09	0.02	0.12	0.10	0.03	0.15	0.10	0.08	0.08	
SR 41	SR 41: Convert to HOV Lane	0	0	0	1	0	0	5	5	3	2	1	4	3	44
	SR 41: Add HOV Lane	5	1	3	5	4	1	0	0	5	4	3	1	3	52
	SR 41: Convert to HOT Lane	0	0	0	1	0	0	5	5	4	3	2	4	5	52
	SR 41: Add HOT Lane	**5**	**1**	**3**	**5**	**4**	**1**	**1**	**0**	**5**	**5**	**4**	**1**	**5**	**62**
SR 180	SR 180: Convert to HOV Lane	0	0	0	4	0	3	4	4	1	1	1	2	3	35
	SR 180: Add HOV Lane	2	0	0	5	2	5	0	3	3	3	3	1	3	42
	SR 180: Convert to HOT Lane	0	0	0	4	0	3	4	4	2	2	2	2	5	44
	SR 180: Add HOT Lane	**2**	**0**	**0**	**5**	**2**	**5**	**2**	**3**	**4**	**4**	**4**	**1**	**5**	**55**
SR 168	SR 168: Convert to HOV Lane	0	0	0	2	0	2	3	3	1	1	2	5	3	36
	SR 168: Add HOV Lane	2	0	0	5	2	4	0	3	2	3	4	1	3	43
	SR 168: Convert to HOT Lane	0	0	0	2	0	2	3	3	1	2	3	5	5	44
	SR 168: Add HOT Lane	**2**	**0**	**0**	**5**	**2**	**4**	**0**	**3**	**3**	**4**	**5**	**1**	**5**	**52**

The evaluation table assigned scores from 0 to 5 for each screening criteria for each alternative. The modeling results in **Appendix D** were used to score the quantitative screening criteria by comparing the results to the base scenario. The quantitative screening criteria for alternatives that performed worse than base scenario were scored 0. Alternatives scored up to 5 if they performed significantly better than the base scenario. The scores were also assigned relative to the other corridors; for instance, SR 41 scored higher than SR 180 and SR 168 for person throughput and vehicle throughput because it has higher volumes.

The results of this ranking show that adding HOT lanes is the most viable managed lane alternative across all study corridors. One key factor of why HOT lanes ranked higher than HOV lanes is that HOT lanes more effectively reduce congestion, thereby reducing congestion related safety issues. HOT lanes use dynamic pricing to maintain consistent traffic flow, adjusting to accommodate real-time traffic conditions. HOT lanes also can reduce truck related crashes by separating single-occupancy passenger vehicle traffic from conflicts with truck traffic.

6.3 Modeling

To inform the alternatives ranking, both traffic modeling and Emission Factors (EMFAC) modeling were conducted to evaluate the remaining four alternatives across each study corridor. Traffic modeling was used to provide volume estimates while EMFAC modeling was used to assess the GHG emissions of each alternative.

6.3.1 Modeling Approach

The FCOG Activity-Based Model (ABM)[7] was used to conduct modeling. The model provides a planning-level analysis of short-term travel behavior changes with typical weekday conditions. It also incorporates parameters such as income and car ownership into its results. The model's full performance, including calibration, validation, and sensitivity tests, can be found on FCOG's website. The performance can be used to interpret the modeling results and reliability of this study.

The modeling results contained a summary of performance metrics for each alternative along each study corridor. These metrics included person throughout, travel time, person hours delayed, travel time reliability index (TTRI), vehicle throughput, percent change in green-house gas (GHG)emissions, mode shift, and daily VMT.

2035 was the modeling year to assess the HOV and HOT alternatives along SR 41, SR 168, and SR 180. AM and PM period managed lanes scenarios were assessed. An isolated No Project run was also conducted for the same model year, which served as the base scenario. An alternative was selected as the best alternative for its corridor if it had the highest score in **Table 7**.

[7] https://www.fresnocog.org/wp-content/uploads/2023/11/FCOG_2023Base_ABM_Update_Report-1.pdf

6.3.2 Modeling Results

The full modeling results are shown in **Appendix D**. Overall, person throughput for each alternative along each corridor remained relatively close to the base scenario. Travel time fluctuated by alternative; HOT alternatives typically performed better than HOV alternatives. The travel time reported in **Appendix D** is the average travel time for general purpose (GP) lanes across multiple time periods and all GP lanes in each scenario. By comparison, The HOV/HOT Travel time can be calculated by dividing the length of the HOV/HOT lanes by the free flow speed in the model (assumed 68 mph). The resulting calculated HOV/HOT travel times for the AM and PM peak times as coded into the ABM for each corridor are shown below:

- SR 41: 16.07 minutes
- SR 180: 14.27 minutes
- SR 168: 9.80 minutes

Since travel time is the only metric that is reported for GP lanes rather than at a corridor level, the results of this metric may have been influenced by the limitations and coding of the model. Overall, adding the HOV/HOT lanes provide a small travel time benefit over the GP lanes on SR 41, while additional lanes did not show similar benefits on SR 180 and SR 168. Converting one of the GP lanes to HOV or HOT lanes would increase the travel time in the remaining GP lanes.

There were significant differences for person hours delayed, particularly for HOT alternatives across all study corridors. These differences may be due to the metric's dependence on travel time and changes in travel demand. Additionally, metric results may be influenced by the model noise when its differences are so small.

In terms of travel time reliability, HOV alternatives were more reliable compared to their HOT counterparts. An alternative is more reliable the closer its TTRI is to 1. Similar to person throughput, vehicle throughput also remained relatively close to the base scenario. Vehicle hours delayed, on the other hand, had significant differences, with HOV alternatives for SR 41 being double than the base scenario. These metrics may be affected by the same model noise influencing the results of the person hours delayed metric. Nearly all alternatives led to a reduction in the percent change in GHG emissions, although mode shift remained the same. Daily VMT also remained relatively the same.

Based on these results, the following alternatives were ranked highest for each study corridor. The corridors were also ranked in this order relative to each other.

1. SR 41: Add HOT Lane
2. SR 180: Add HOT Lane
3. SR 168: Add HOT Lane

7 Community Input

Community input was collected as part of the study to assess public feedback on the remaining managed lanes alternatives. Community outreach included an online survey and a virtual community meeting.

7.1 Online Survey Results

To ensure accessible public engagement and obtain community input, Kimley-Horn developed an online survey regarding managed lanes strategies. The survey included topics shown in **Figure 9**. The survey was open for responses from December 1st, 2025, to February 27th, 2026, with nearly 500 participants. The following subsections are from the survey results and break down the survey topics by relevant questions. The full survey results can be found in **Appendix E**.

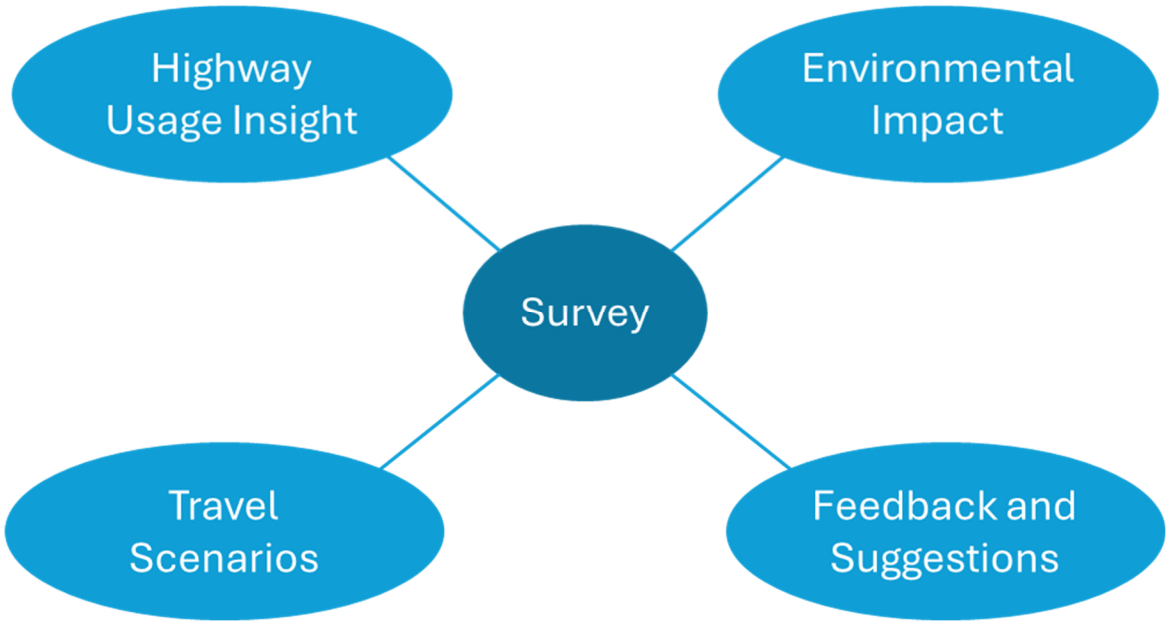


Figure 9: Survey Topics

7.1.1 Highway Usage Insight

Participants were asked about how they travel, how often they travel, what time of day they travel, and how they avoid heavily congested highways. The majority of participants answered as follows:

- Travel by car (solo driving)
- Travel either a few times a week or daily
- Travel throughout all times of day (early morning, morning, midday, afternoon, evening, and nighttime)
- Avoid heavily congested highways by traveling outside of heavy commute times

7.1.2 Travel Scenarios

In this section, participants were asked about their understanding of managed lanes strategies, how they would rank said strategies, and if they would use managed lanes if available. The results of this section are as follows:

- Very familiar or moderately familiar with converting to a HOV lane
- Very familiar or moderately familiar with adding a HOV lane
- Very familiar or moderately familiar with converting to a HOT lane
- Slightly familiar or not familiar at all with converting to a HOT lane
- Not familiar at all with adding bus-only or truck-only lanes
- HOV lanes were most often ranked first for most helpful lane management system
- Not interested in carpooling if a lane was available
- Not willing to pay to use an HOT lane
- Not willing to change mind if toll lane revenue was reinvested into funding transit improvements and bike lanes
- Solo drivers would not consider riding the bus if a bus-only lane was available

7.1.3 Environmental Impact

Participants were asked about GHG emissions and carpooling, with results as follows:

- Extremely supportive or very supportive of reducing GHG emissions as part of highway improvement projects
- Agree or are unsure if promoting carpooling could help reduce traffic congestion and GHG emission impacts

7.1.4 Feedback and Suggestions

Participants were asked to rank what changes they would like to see in the current highway system and most ranked adding more lanes first. The same number of participants responded they would either support or would need more information on a project that provides more efficient and reliable transportation.

7.2 Virtual Meeting Results

An online community meeting was conducted on February 18, 2026 to educate community members about the study, engage with them about key questions and tradeoffs, and get their feedback on design concepts. Approximately 20 members of the public attended the meeting. The meeting covered the following topics:

- Project Overview
  - Project Background and Objective
  - Study Area Map

  - Study Specific Highways
  - Project Schedule
- Existing Conditions
  - Transit
  - Congestion
- Managed Lanes Overview
  - What are Managed Lanes?
  - What are HOV Lanes?
  - What are HOT Lanes?
- Alternatives under consideration
  - Potential Alternatives to Consider
  - Pros and Cons Matrix
- Next Steps

At the end of the presentation, attendees were provided with the survey link and QR code. A question and answer session was conducted to answer attendees' questions.

8 Tolling Policy

In addition to obtaining community input on the managed lanes alternatives, the study also considered the policies associated with implementing toll lanes. Authority to toll a roadway is granted by the State of California under certain criteria, which is the first step in adding managed lanes. Additionally, toll lanes must have established rules and regulations for proper operations. Tolling policies require agreements with other agencies to promote regional coordination.

8.1 Tolling Authority

Assembly Bill 194 (AB 194) gives the California Transportation Commission (CTC) the power to grant tolling authority to agencies. Tolling authority under AB 194 includes establishing exclusive lanes and operating value-pricing programs within tolling facilities. Tolling facilities should not serve to solely generate revenue; tolling revenue from value-pricing programs must be used to fund the construction, maintenance, and operational expenses of a tolling facility.

If a regional transportation agency demonstrates that a tolling facility will optimize the performance of a transportation system, then tolling authority may be granted. Tolling authority may also be granted to a Joint Powers Authority (JPA), where several agencies collaborate to develop, operate, and maintain tolling facilities across multiple jurisdictions. Developing a JPA has been a popular approach in California. For example, the Capital Area Regional Tolling Authority (CARTA) was established in the Sacramento region.

8.2 Toll Policy

While a tolling agency can develop a standard toll policy guidelines for all its tolling facilities, adjustments or exceptions may be made for particular facilities. Examples of guidelines that need to be developed include:

- Hours of Operation
- Vehicle Eligibility
- Transponder Requirements
- Toll Pricing
- Toll Exemptions
- Violation Regulations
- Toll Discounts

8.3 Tolling Agreements

Agencies with tolling authority require agreements with other agencies because tolling facilities in one jurisdiction may impact other jurisdictions and transportation facilities. These agreements must clearly define the roles and responsibilities of each participating agency to ensure efficient coordination across jurisdictions. Examples of these agreements include the following:

- Caltrans Cooperative Agreement
- Caltrans Toll Operations Agreement
- Caltrans Freeway Maintenance Agreement
- Caltrans Power Service Sharing Agreement
- Back Office System (BOS)/Customer Service Center (CSC) Provider Agreement
- Administrative Review Agreement
- Toll System Integrator (TSI) Agreement
- California Highway Patrol (CHP) Agreement
- Freeway Service Patrol (FSP) Agreement
- FasTrak License Agreement
- Legal Services Agreement
- Toll Accounting Services Agreement
- Traffic Operations Center (TOC) Agreement
- TOC Real State Rental Agreement
- California Toll Operators Committee (CTOC) Agreement

Agreements with Caltrans are critical because toll lanes are implemented along transportation facilities that Caltrans owns and maintains. Agreements with other tolling agencies may detail the

revenue distribution depending on the vehicle registration and the traversed jurisdiction. A tolling agency may also consider an agreement with the CHP for tolling facility enforcement.

9 Implementation Plan

After stakeholder discussion and consideration for tolling policies, the preferred managed lanes alternatives for the FCMA are the following:

1. SR 41: Add HOT Lane
2. SR 180: Add HOT Lane
3. SR 168: Add HOT Lane

9.1 Physical Environment

To determine how the preferred managed lanes alternatives would be implemented, the study assessed the physical environment of each study corridor. This included evaluating where each corridor would be widened and which structures along each corridor would be affected. The following subsections describe these design considerations and the resulting cross-sections.

9.1.1 SR 41: Add HOT Lane

Figure 10 shows how an added HOT lane would be integrated into SR 41. The managed lanes would be added by widening the inside of the corridor and the resulting median width will be 12 feet wide. The total length of the managed lanes along the corridor would be 9.4 centerline miles.

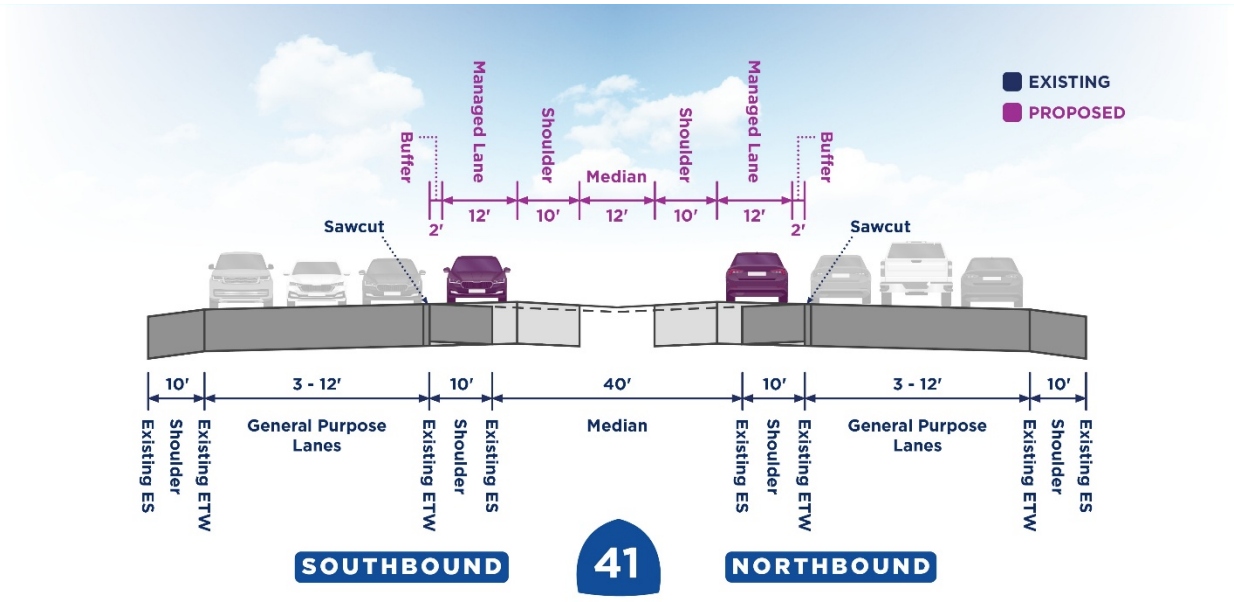


Figure 10: Typical Section of SR 41

The following structures would be impacted by adding managed lanes along SR 41:

- Church Avenue Undercrossing (UC) (Length: 130')
- Route 41/99 Separation (Length: 780')
- South Fresno Viaduct Overcrossing (OC) (Length: 2200')
- Van Ness Avenue UC (Length: 130')
- M Street UC (Length: 150')
- Olive Avenue UC (Length: 140')
- Floradora Avenue Overhead (OH) (Length: 180')
- McKinley Avenue UC (Length: 200')
- Fresno Street UC (Length: 180')
- Clinton Avenue UC (Length: 135')
- Princeton Avenue UC (Length: 110')
- Shields Avenue UC (Length: 155')
- Herndon Avenue UC (Length: 165')
- Alluvial Avenue UC (Length: 130')
- El Paso Avenue UC (Length: 120')
- Nees Avenue UC (Length: 290')

9.1.2 SR 180: Add HOT Lane

Figure 11, **Figure 12**, and **Figure 13** show how a HOT lane would be added along different segments of SR 180. The managed lanes would be added by widening the inside of the corridor. The resulting median is 32 feet wide west of SR 99 and 12 feet wide between SR 99 and SR 168. The total length of the managed lanes along the corridor would be 9.3 centerline miles.

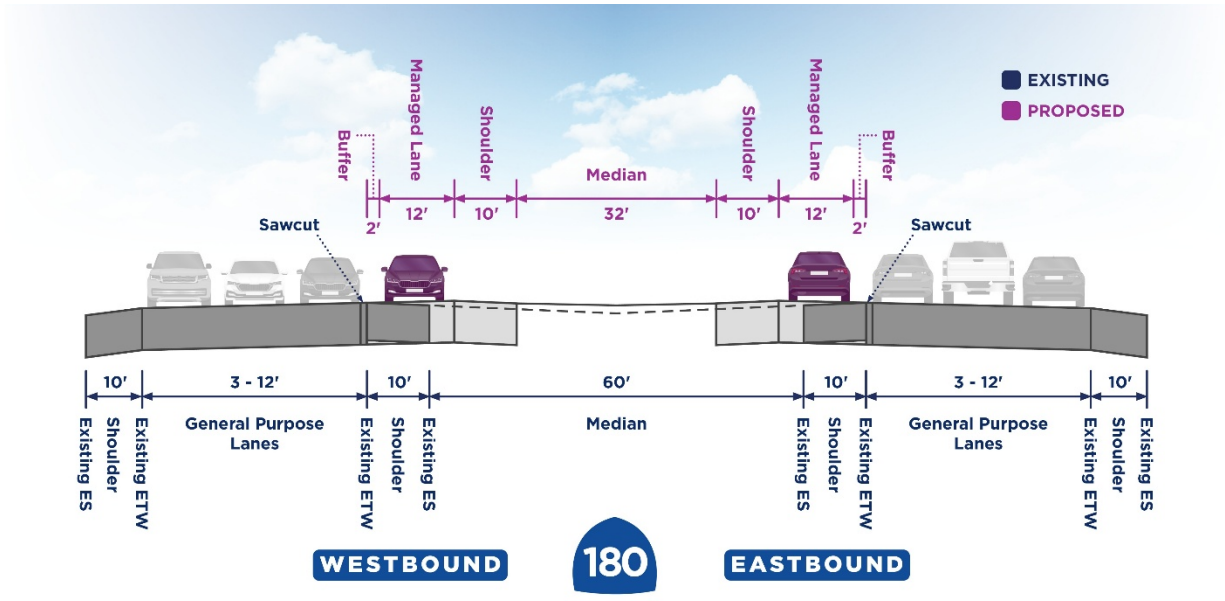


Figure 11: Typical Section of SR 180 (West of SR 99)

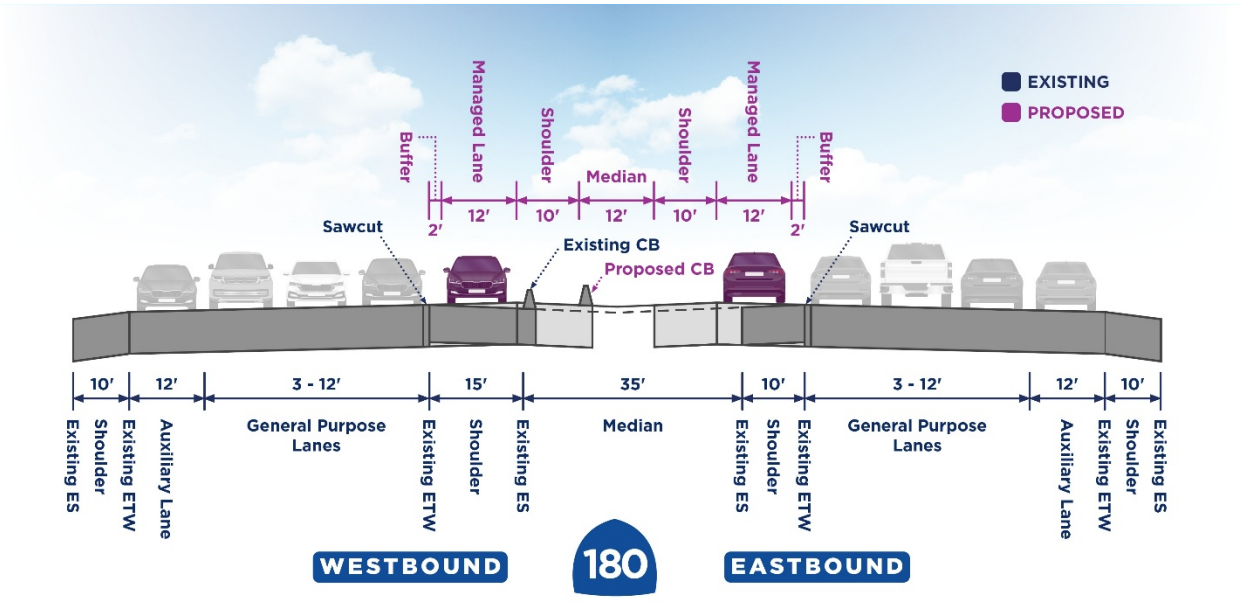


Figure 12: Typical Section of SR 180 (Between SR 99 and SR 41)

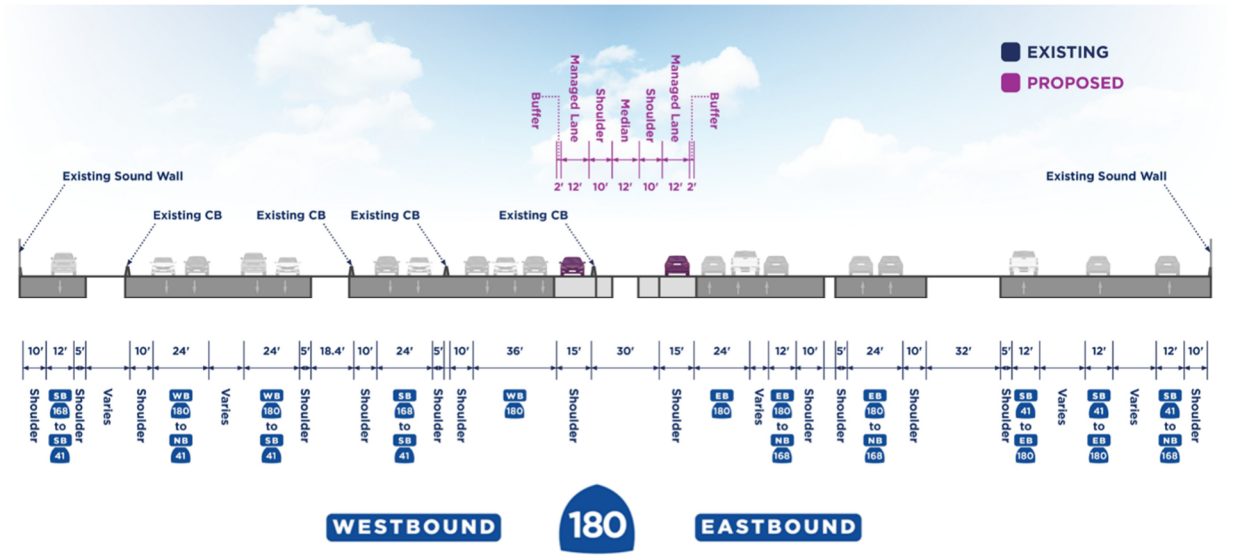


Figure 13: Typical Section of SR 180 (Between SR 41 and SR 168)

The following structures would be impacted by adding managed lanes along SR 180:

- Teilman Avenue UC (Length: 200’)
- SR 99 OC (Length: 200’)
- G Street OC (Length: 275’)
- H Street OH (Length: 410’)

- Broadway Street UC (Length: 200')
- Fulton Street UC (Length: 165')
- Van Ness Avenue UC (Length: 150')
- Belmont Avenue UC (Length: 860')
- Blackstone Avenue UC (Length: 130')
- Abby Street UC (Length: 133')
- Diana Street OH (Length: 130')
- Fresno Street UC (Length: 140')
- SR 41 Bridge (Length: 350')
- First Street UC (Length: 166')
- Maple Avenue OC (Length: 200')
- Chestnut Avenue UC (Length: 275')
- Fowler Avenue UC (Length: 200')
- Belmont Avenue UC (Length: 250')
- Armstrong Avenue UC (Length: 200')
- Fancher Creek Canal (Length: 120')

9.1.3 SR 168: Add HOT Lane

Figure 14 shows how a HOT lane would be added to SR 168. The resulting median is 12 feet wide, and the managed lanes would be added by widening the inside of the corridor. The total length of the managed lanes along the corridor would be 6.4 centerline miles.

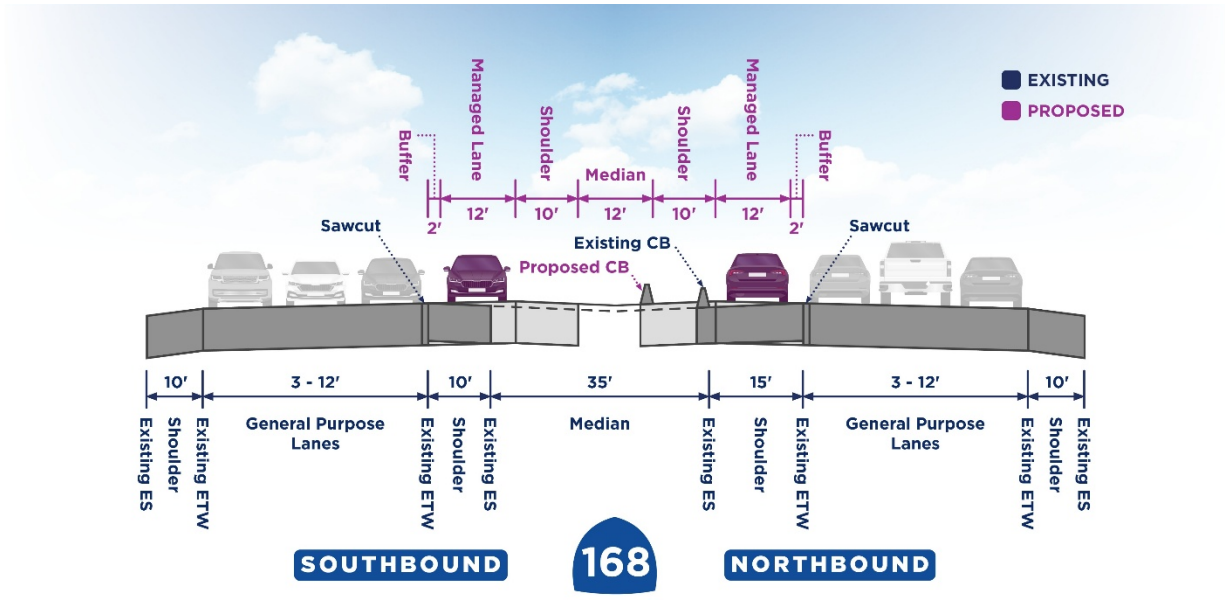


Figure 14: Typical Section of SR 168 (North of SR 180)

The following structures would be impacted by adding managed lanes along SR 168:

- Ashlan Avenue UC (Length: 275')
- Shaw Avenue UC (Length: 290')

9.1.4 Bi-directional Direct Managed Lanes Connectors between SR 168 to SR41

Since the data shows congestion along the ramp connectors between the various freeways, the study evaluated the options to build North-South Direct connectors from SR 41 to SR 168. These options included viaduct or tunnel options along SR 180 to connect the two corridors, allowing the managed lanes traffic to connect directly from SR 41 to SR168 without weaving with the SR 180 traffic. Because of the geometric constraints, it was determined that it will not be feasible to connect the SR 180 managed lanes to the SR41-SR168 direct connectors in this alternative.

If a tunnel or viaduct is considered for the connector between SR 41 and SR 168, the design would require an exception for nonstandard horizontal stopping sight distances.

9.2 Phasing

If FCOG chooses to pursue managed lanes, the selected managed lanes alternatives are recommended to be separated into three phases for implementation. This phasing was determined based on the best ranked alternative along each study corridor. It is important to note that before this implementation, the toll agency must obtain tolling authority from the CTC, establish toll policy resolutions, and develop tolling agreements with other agencies per typical tolling policy.

Phase 1 focuses on the construction and implementation of an HOT lane along SR 41. This includes the installation of the new lane and its associated roadway items, signage as necessary, and the overall tolling infrastructure. Phase 2 follows the same process of roadway, signage, and tolling infrastructure along SR 168 and SR 180 between SR 41 and SR 168. Phase 3 then focuses on the same process of adding an HOT lane along SR 180 west of SR 41 and east of SR 168.

For the purpose of cost estimating, it is assumed that the managed lanes will be open to traffic by following dates:

1. SR 41 – by 2035
2. SR 168 & SR 180 (Between SR 41 and SR 168) – by 2042
3. SR 180 West of SR 41 and East of SR 168 – by 2049

9.3 Cost Estimate

9.3.1 Assumptions

After the phasing was determined, the cost estimate was developed for the study corridors. The following assumptions were considered in this development:

- The managed lanes limits align with the modeling corridor limits.

- Per the California Manual on Uniform Traffic Control Devices (MUTCD) 2026, 2 miles of advanced signage are installed at the beginning or end of each study corridor before managed lanes begin.
- Total pavement widening for one side of the corridor is around 24 feet:
  - 10-foot shoulder
  - 12-foot managed lane
  - 2-foot buffer
- Total pavement widening for both sides of the corridor is around 50 feet, including a 2-foot barrier.
- The new pavement is a rigid pavement section.
- Overhead tolling signage and infrastructure are installed after each interchange:
  - Price sign
  - Hours of operation sign

Table 8 shows the summary price breakdown for each study corridor across add and convert options for HOT and HOV lanes. Tunnel and viaduct options were considered for the segment of SR 180 between SR 41 and SR 168. The escalated year is based on the midpoint of construction.

Table 8: Cost Estimate Summary

Summary	SR 168: From SR 180 to Herndon Ave	SR 41: From California Ave to Nees Ave	SR 180: West of SR 41 to Marks Ave	SR 180: Between SR 41 and SR 168	SR 180: East of SR 168 to Fowler Ave
Escalated Year	**2041**	**2034**	**2048**	**2041**	**2048**
Add HOT	$393,800,000	$789,900,000	$762,900,000	$158,600,000	$438,900,000
Convert to HOT	$121,100,000	$165,900,000	$80,800,000	$39,500,000	$132,100,000
Add HOV	$278,000,000	$631,100,000	$684,900,000	$121,600,000	$313,300,000
Convert to HOV	$3,900,000	$4,300,000	$3,800,000	$2,800,000	$3,700,000

Summary	SR 168 including SR 180 from SR 41 to SR 168 (Tunnel Option)	SR 168 including SR 180 from SR 41 to SR 168 (Viaduct Option)
Escalated Year	**2041**	**2041**
Add HOT	$632,500,000	$3,301,200,000
Convert to HOT	$240,500,000	$2,910,200,000
Add HOV	$496,700,000	$3,165,500,000
Convert to HOV	$86,600,000	$2,749,100,000

Appendix F shows the full price breakdown for each segment. This includes quantities, units, unit costs, and totals for each item. Unit costs were based on a previous five-year cost data history. A 4% Escalation has also been incorporated into the grand totals. These estimates include 50% contingency.

9.3.2 Total Project Cost

Planning level cost estimates were prepared for the selected alternatives based on per-mile added or converted costs. **Table 9** summarizes the three project phases necessary to implement the managed lanes alternatives.

Table 9: Project Phases

Phase	Year	Description	Total Estimated Cost (Escalated to Future Year)
1	2035	Add HOT Lane to SR 41 – 9.4 miles	$789,900,000
2	2042	Add HOT Lane to SR 168 & SR 180 (Between SR 41 & SR 168) – 7.9 miles	$552,400,000
3	2049	Add HOT Lane to SR 180 West of SR 41 & East of SR 168 – 7.8 miles	$1,201,800,000
		TOTAL	**$2,544,100,000**

10 Next Steps

The study evaluated six managed lanes alternatives and provided input on the existing conditions of the FCMA, including data on the congestion, transit, and truck volumes along the study corridors. After bus-only and truck-only lanes were ultimately screened out, the study further assessed adding or converting to HOV and/or HOT lanes through stakeholder discussion, modeling, and community input. The findings of the study will be presented to the Transportation Technical Committee (TTC), Policy Advisory Committee (PAC), and Policy Board. The study will then be used to guide future managed lane efforts in the FCMA.

A traffic and revenue (T&R) study may also be conducted to assess the feasibility of adding HOT lanes to the FCMA. A T&R study uses traffic modeling to evaluate forecasted traffic volumes and estimate the potential revenue of a HOT lane. T&R studies can be conducted on three levels of detail and consider factors such as travel patterns, population growth, and toll pricing.

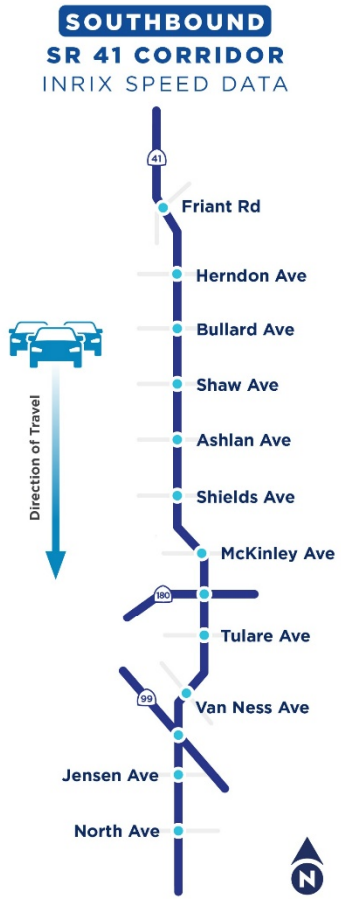
Another potential next step may include a tolling equity study. Equity studies analyze existing data and assess the possible impacts of HOT lanes for disadvantaged communities. Equity studies can be used to inform toll pricing, toll discounts, and toll exemptions to maintain accessibility for all road users.

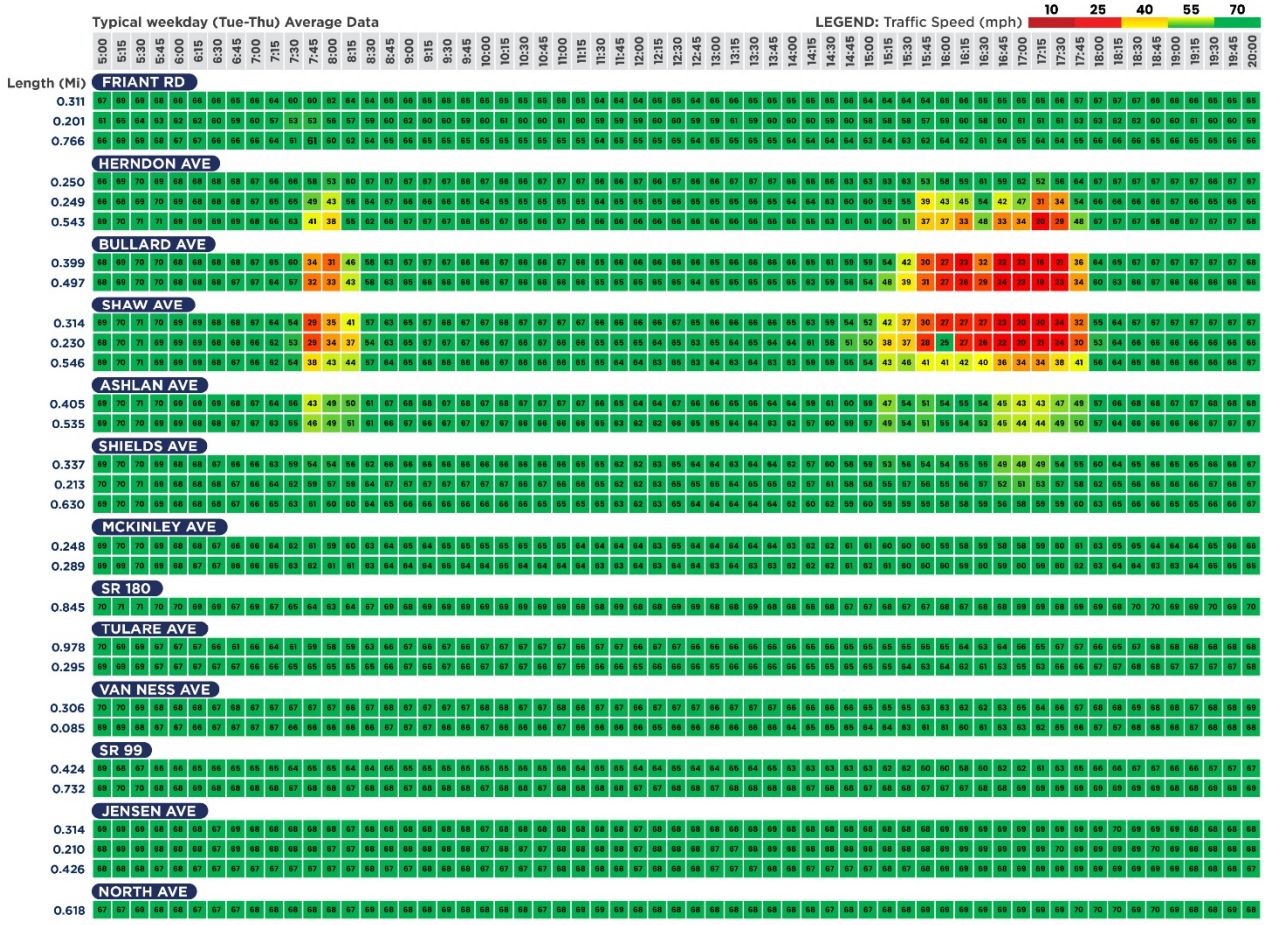
If FCOG chooses to pursue managed lanes, a Project Initiation Document (PID) would need to be submitted to Caltrans before any work begins. A PID outlines the overall project, potential design, cost, and timeline for funding consideration.

Appendix A: Congested Corridor Segments

Corridor	Segment	Time of Day When Average Speed is Less Than 40 MPH
NB SR 41	Tulare Ave	16:45-17:00, 17:15-17:30
	SR 180	7:45-8:45, 14:45-15:00, 15:15-17:30
	McKinley Ave	7:45-8:30, 14:45-17:45
	NB SR 41 to EB SR 180 Connector	16:45-15:15
SB SR 41	Herndon Ave	8:00-8:15, 15:45-16:15, 16:45-17:30
	Bullard Ave	7:45-8:00, 15:30-17:45
	Shaw Ave	7:45-8:15, 15:15-17:45
NB SR 168	EB SR 180 to NB SR 168 Connector	7:45-8:00, 16:45-17:30
SB SR 168	McKinley Ave	7:45-8:00
	SB SR 168 to WB SR 180 Connector	8:00-8:15
EB SR 180	EB SR 180 to SB SR 41 Connector	6:45-7:00, 7:30-8:30
	EB SR 180 to NB SR 41 Connector	7:30-8:45, 14:45-17:45
	EB SR 180 to NB SR 168 Connector	7:45-8:00, 16:45-17:30
WB SR 180	Flowler Ave	7:30-7:45
	Clovis Ave	7:30-7:45
	Peach Ave	7:45-8:00
	Fulton St	16:30-16:45
	WB SR 180 to NB SR 41 Connector	7:30-8:45, 14:45-17:45
	WB SR 180 to SB SR 41 Connector	6:45-7:00, 7:30-8:30

Appendix B: Speed Data





NORTHBOUND SR 41 CORRIDOR INRIX SPEED DATA

Typical weekday (Tue-Thu) Average Data

LEGEND: Traffic Speed (mph) 10 25 40 55 70

Length (Mi)	5:00	5:15	5:30	5:45	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00
	FRIANT RD																																																																				
0.342	68	67	66	66	67	67	68	67	68	67	67	67	67	67	67	68	68	67	67	68	68	68	67	67	67	67	67	67	67	67	66	67	68	67	67	67	67	66	67	67	67	67	67	67	67	67	67	67	67	66	66	66	68	68	68	67	67	66	66	67	66
	HERNDON AVE																																																																				
0.696	67	66	66	66	66	67	67	66	65	65	65	66	66	66	66	66	67	66	66	67	66	66	66	66	66	66	66	66	66	66	66	66	67	66	66	66	66	66	65	65	65	65	65	65	65	65	64	65	64	62	62	62	65	65	66	66	66	65	65	65	65
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	SHAW AVE																																																																		
0.539	68	68	69	69	68	68	67	66	67	65	63	59	58	61	63	64	65	66	66	66	66	66	66	66	67	66	67	68	66	67	67	68	65	66	66	66	66	66	65	64	63	62	62	61	62	61	62	59	61	62	61	59	61	65	66	66	67	67	68	67	68	68
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	MCKINLEY AVE																																																																	
0.718	68	68	68	68	67	67	66	66	66	63	60	41	40	42	45	47	58	64	65	64	63	66	65	66	65	65	66	62	62	61	62	64	65	64	64	61	63	63	64	45	45	42	43	39	40	37	37	38	36	36	42	46	59	63	65	65	66	64	65	65	67
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	SR 180																																																																	
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	TULARE AVE																																																																	
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	VAN NESS AVE																																																																
0.440	67	67	68	68	67	67	66	66	66	66	64	65	66	66	65	65	67	67	66	66	66	67	67	67	66	66	67	67	67	66	67	67	66	67	67	66	67	67	65	66	66	65	64	64	65	65	61	60	62	63	61	54	53	51	63	66	66	64	67	67	66	65	65	66	66
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	JENSEN AVE																																																																		
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	NORTH AVE																																																																	
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Appendix C: Planned Improvements Table

Project Title	Project Description	Project Type	RTP Year	Estimated Open To Traffic	Notes	Corridor	Is This Project In The Model?	Managed Lane Study Relevance
Increased Frequency Route 32	Improve bus frequencies on route 32 (Fresno Street/MLK)	Transit	2025/2026	2022-2026	Transit route parallel to SR 41 Not BRT, just adding additional buses	SR 41	Yes	High Relevance
SR 41-Friant to Herndon: SB On-Ramp & Auxiliary Lane	Widen SB On-Ramp and Add 1 SB Auxiliary Lane Operational	Streets & Roads-Maintenance	2025/2026	2027-2031	Auxiliary lane	SR 41	No, but can be	High Relevance
SR 41-Gettysburg Overcross to Shaw Exit Ramp: Auxiliary Lane	Auxiliary Lane	Streets & Roads-Operations	2025	2027-2031	Auxiliary lane	SR 41	Yes	High Relevance
SR 41 - Ashlan to Shaw: NB Auxiliary Lane	Construct Auxiliary Lane: In Fresno from northbound on-ramp from Ashlan Ave to northbound off-ramp to Shaw Ave Postmile: R27.6 / R28.3	Streets & Roads-Operations	2025	2022-2026	Auxiliary lane	SR 41	Yes	High Relevance

Project Title	Project Description	Project Type	RTP Year	Estimated Open To Traffic	Notes	Corridor	Is This Project In The Model?	Managed Lane Study Relevance
Divisadero & 41 on/off ramps	Reconfigure for SB dual rights; and EB dual lefts on Divisadero at NB on-ramp	Streets & Roads - Capacity Increasing, Streets & Roads-Operations	2025	2027-2031	Interchange, may impact congestion	SR 41	No, but can be	Medium Relevance
FRE 41 Roadside Safety Improvements	Roadside Safety Improvements: In Fresno from Ventura Avenue Viaduct to Friant Road Undercrossing Postmile: 23.25 / 31.7	Streets & Roads-Maintenance	2025	2022-2026	Corridor wide safety improvement project, e.g., striping/signage visiblity	SR 41	No	Medium Relevance
FRE-99 & 41 Recycled Water	Convert Irrigation Systems to Recycled Water: In Fresno on Route 99 from 0.2 mile south of Church Ave UC to 0.2 mile north of Tuolumne St OC and on Route 41 from 0.1 mi south of Jensen Ave OC to SR 41/180 Junction. Postmile: 19 / 21.1	Streets & Roads-Maintenance	2025	2022-2026	Irrigation	SR 41	No	Not Relevant
WB SR 180 to NB SR 99 connector	Add additional lane Operational	Streets & Roads-Operations	2025/2026	2027-2031	Highway-to-highway interchange	SR 180/SR 99	No, but can be	High Relevance

Project Title	Project Description	Project Type	RTP Year	Estimated Open To Traffic	Notes	Corridor	Is This Project In The Model?	Managed Lane Study Relevance
SR 180/SR 41 Braided Ramps	Add additional lane Operational	Streets & Roads-Maintenance	2025	2042-2046	Highway-to-highway interchange	SR 180/SR 41	No, but can be	High Relevance
Increased Frequency Route 35	Improve bus frequencies on route 35 Olive Avenue	Transit	2025/2026	2027-2031	Transit route parallel to SR 180	SR 180	Yes	High Relevance
Clovis Avenue To Temperance Median Barrier	Construct Median Barrier: In and near Fresno from Clovis Avenue Overcrossing to Temperance Avenue Undercrossing Postmile: R62.9 / R65.3	Streets & Roads-Maintenance	2025	2022-2026	Highway median	SR 180	No	Medium Relevance
Owens Mountain-SR168 to Enterprise to McCall Couplet to Blackhawk to Sheridan to Alexander Pkwy to Forrestal to Del Rey to Indianola to Alexander Pkwy: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2025	2027-2031	Fiber, perpendicular to freeway, impacts infrastructure readiness for that area	SR 168	No	Medium Relevance
Shaw EB Off-Ramp: Interchange	Add lane	Streets & Roads - Capacity Increasing	2025/2026	2037-2041	Existing interchanges, adding lanes	SR 168	Yes	Medium Relevance

Project Title	Project Description	Project Type	RTP Year	Estimated Open To Traffic	Notes	Corridor	Is This Project In The Model?	Managed Lane Study Relevance
Bullard EB Off-Ramp: Interchange	Add lane	Streets & Roads - Capacity Increasing	2025/2026	2037-2041	Existing interchanges, adding lanes	SR 168	Yes	Medium Relevance
Fowler: Interchange Loop	WB loop on-ramp	Streets & Roads - Capacity Increasing	2025/2026	2037-2041	Existing interchanges, adding lanes	SR 168	Yes	Medium Relevance
Temperance: Interchange	EB off-ramp widening with auxiliary lane (lane addition)	Streets & Roads - Capacity Increasing	2025	2037-2041	Existing interchanges, adding lanes	SR 168	Yes	Medium Relevance
Owens Mountain & HWY168: Interchange	Additional lanes and signal improvements	Streets & Roads - Capacity Increasing	2025/2026	2037-2041	New interchange to existing expressway	SR 168	Yes	High Relevance
Shepherd & HWY168: Interchange	Additional lanes and signal improvements	Streets & Roads - Capacity Increasing	2025/2026	2037-2041	New interchange to existing expressway	SR 168	Yes	High Relevance
FRE 168 Culvert Rehab	Repair & replace culverts: In Fresno County from 0.3 mi. east of Fowler Avenue Overcrossing to 0.1 mi. east of Warbler Road Postmile: R8.1 / 45.8	Streets & Roads-Maintenance	2025	2022-2026	Culvert	SR 168	No	Not Relevant

Project Title	Project Description	Project Type	RTP Year	Estimated Open To Traffic	Notes	Corridor	Is This Project In The Model?	Managed Lane Study Relevance
Light Rail Transit Service	Implement Light Rail Transit (LRT) service to connect major activity and employment centers, such as FSU, Fashion Fair, VA Med Center, FCC, CMRC, City Hall, High Speed Rail Station, SW CC, and/or others.	Transit	2026	2045	LRT route parallel to SR 41	SR 41	Yes	Medium Relevance
SR 41 SB off ramp widening to Friant	Widen SB off ramp to 4 lanes for operational improvements	Streets & Roads-Operations	2026	2031	Existing interchanges, adding lanes	SR 41	No, but can be	High Relevance
M Street 2-way conversion from Stanislaus to SR 41	Convert M Street from Stanislaus to SR 41 to 2-way traffic (3 LU with bike lanes)	Streets & Roads-Operations	2026	2030	Converting perpendicular street to 2-way traffic	SR41	No, but can be	Not Relevant
Fiber Optic Installation for ITS Communications	Install fiber optic cables, conduits, and vaults for ITS communications in partnership with State, City of Fresno, and Fresno County	Streets & Roads-Operations	2026	2030	Fiber along SR 41/SR 99 interchange	SR41	No	High Relevance

Project Title	Project Description	Project Type	RTP Year	Estimated Open To Traffic	Notes	Corridor	Is This Project In The Model?	Managed Lane Study Relevance
Broadband Wireless Communications for ITS	Install wireless broadband radios for ITS communications on Route 180. Connect Transportation Management System elements to TMC systems.	Streets & Roads-Operations	2026	2027	Broadband along SR 180	SR 180	No	High Relevance
FRE 168 CULVERT REHAB	Repair & replace culverts: In Fresno County from 0.3 mi. east of Fowler Avenue Overcrossing to 0.1 mi. east of Warbler Road Postmile: R8.1 / 45.8	Streets & Roads-Maintenance	2026	2027	Culvert	SR 168	No	Not Relevant

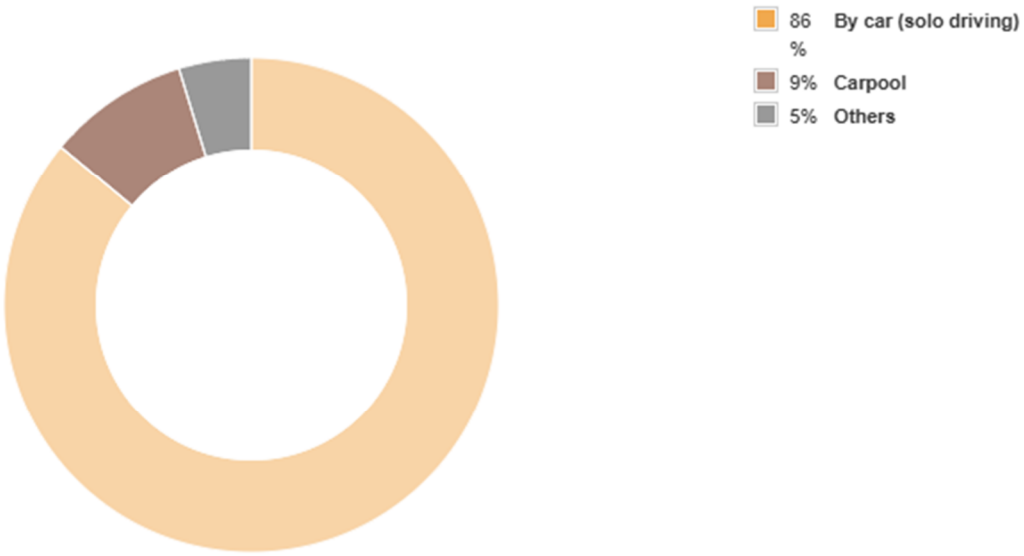
Appendix D: Modeling Results

Corridor	Alternatives	Screening Criteria								
		Person throughput	General Purpose (GP) Travel time	Person hours delayed	Travel Time Reliability (TTRI)	Vehicle throughput	Vehicle hours delayed	% change in GHG emissions	Mode shift	Daily VMT
SR 41	SR 41: Convert to HOV Lane	110,963.15	17.44	841.89	1.08	107,415.47	1,012.12	-0.11%	52.52%	25,579,896.42
	SR 41: Add HOV Lane	124,603.12	16.47	273.40	1.03	123,837.27	350.94	0.13%	52.52%	25,590,510.65
	SR 41: Convert to HOT Lane	112,596.83	17.70	992.96	1.09	109,268.12	1,194.60	-0.12%	52.52%	25,577,732.15
	SR 41: Add HOT Lane	124,614.20	16.47	275.67	1.03	123,867.93	352.08	0.12%	52.52%	25,589,584.94
SR 180	SR 180: Convert to HOV Lane	60,882.71	16.67	72.40	1.01	61,783.44	79.15	-0.06%	52.52%	25,583,629.50
	SR 180: Add HOV Lane	63,116.92	14.29	4.09	1.00	64,273.79	4.35	0.00%	52.52%	25,586,256.27
	SR 180: Convert to HOT Lane	60,882.71	16.67	72.40	1.01	61,783.44	79.15	-0.06%	52.52%	25,583,629.50
	SR 180: Add HOT Lane	63,116.92	14.29	4.09	1.00	64,273.79	4.35	0.00%	52.52%	25,586,256.27
SR 168	SR 168: Convert to HOV Lane	66,225.56	10.00	112.27	1.03	69,044.10	124.38	-0.04%	52.52%	25,583,797.62
	SR 168: Add HOV Lane	68,531.39	9.82	7.26	1.00	71,639.42	7.95	0.00%	52.52%	25,586,256.27
	SR 168: Convert to HOT Lane	66,225.56	10.00	112.27	1.03	69,044.10	124.38	-0.04%	52.52%	25,583,797.62
	SR 168: Add HOT Lane	68,531.39	9.82	7.26	1.00	71,639.42	7.95	0.00%	52.52%	25,586,256.27
Base Scenario (No Project)	SR 41	122,994.52	16.67	539.48	1.04	121,867.50	571.65	-12.58%	52.52%	25,587,412.63
	SR 180	61,375.71	14.29	3.96	1.00	62,557.84	4.22	-12.58%	52.52%	25,587,412.63
	SR 168	67,802.02	9.82	7.21	1.00	70,873.33	7.91	-12.58%	52.52%	25,587,412.63

Note: % change in GHG emissions is relative to the base scenario. The 12.58% reduction in the base scenario includes all planned improvements in the FCOG ABM.

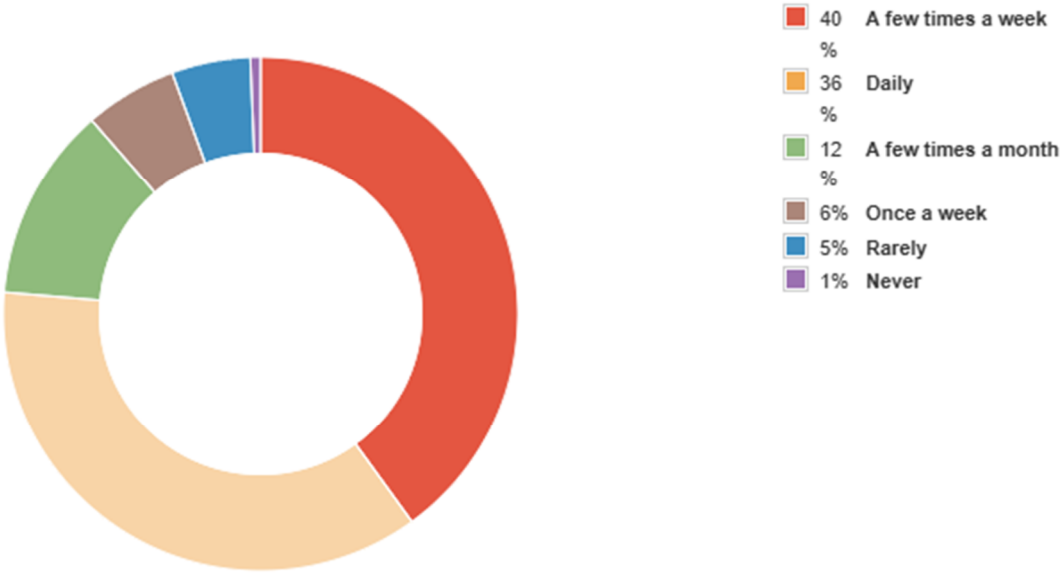
Appendix E: Online Survey Results

1. How do you travel on any of these highways most of the time: SR 168, SR 41, and SR 180?



464 respondents

2. How often do you travel on any of these highways: SR 168, SR 41, and/or SR 180?



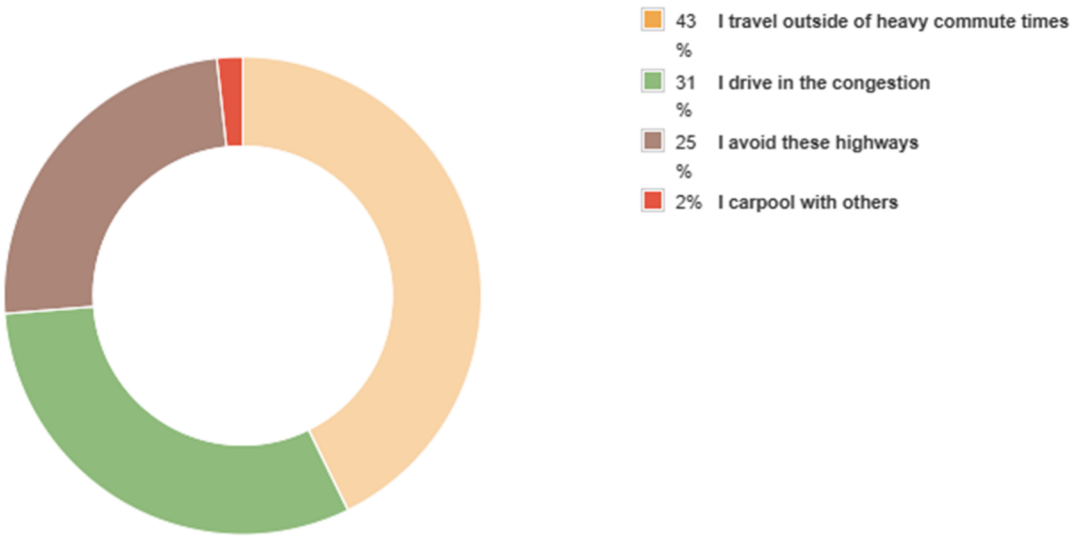
465 respondents

3. What time of day do you travel on these highways? (choose all that apply)

68%	Afternoon (1pm-5pm)	313 ✓
66%	Morning (7am-11am)	304 ✓
60%	Evening (5pm – 8pm)	278 ✓
53%	Midday (11am-1pm)	246 ✓
27%	Nighttime (after 8pm)	126 ✓
24%	Early Morning (before 7am)	109 ✓

460 Respondents

4. How do you avoid heavily congested highways?



460 respondents

5. How familiar are you with each of the following ways traffic congestion can be managed?

	Not familiar at all	Slightly Familiar	Moderately Familiar	Very Familiar
Converting a lane to a carpool/HOV lane	- Not familiar at all	- Slightly Familiar	- Moderately Familiar	- Very Familiar
Adding a new HOV lane	- Not familiar at all	- Slightly Familiar	- Moderately Familiar	- Very Familiar
Converting a lane to an express lane/HOT lane	- Not familiar at all	- Slightly Familiar	- Moderately Familiar	- Very Familiar
Adding a new HOT Lane	- Not familiar at all	- Slightly Familiar	- Moderately Familiar	- Very Familiar
Adding a lane for buses only	- Not familiar at all	- Slightly Familiar	- Moderately Familiar	- Very Familiar
Adding a lane for trucks only	- Not familiar at all	- Slightly Familiar	- Moderately Familiar	- Very Familiar

Closed to responses

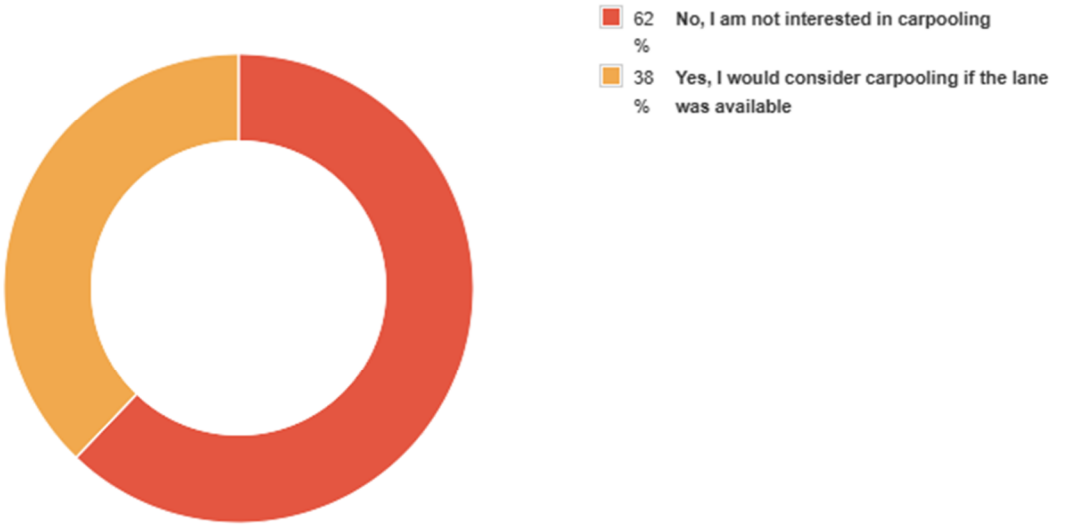
0 responses

6. What are the types of lane management systems that you find most helpful? (Rank the following options by clicking and dragging each option above the line in priority order. The most important option should be placed at the top of the list, with the least important at the bottom.)

100%	HOV Lane	Rank: 1.54	257 ✓
100%	Truck-Only Lane	Rank: 2.61	257 ✓
100%	HOT Lane	Rank: 2.87	257 ✓
100%	Bus-Only Lane	Rank: 2.97	257 ✓

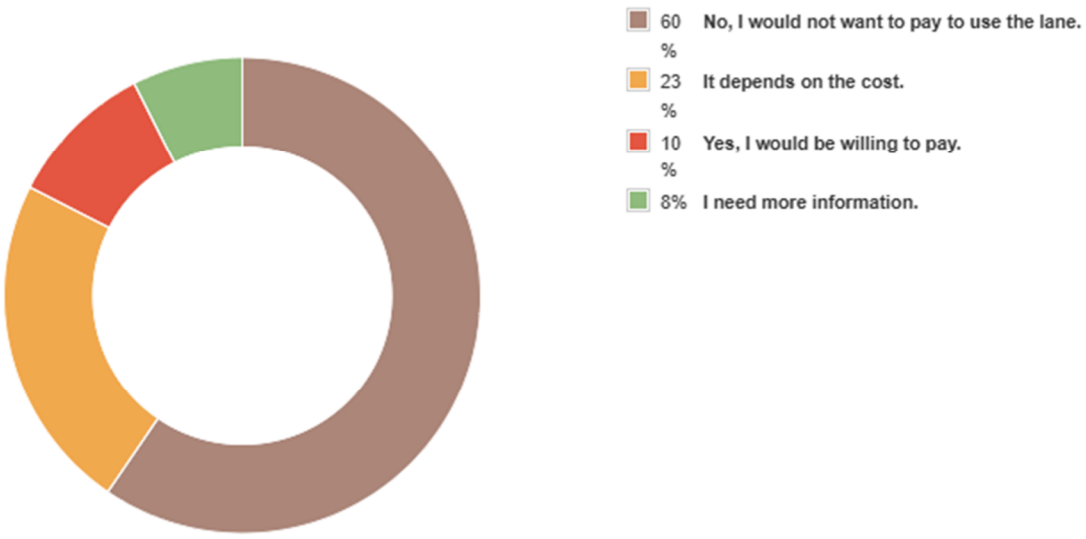
257 Respondents

7. Carpooling provides several advantages, such as lowering expenses related to fuel, tolls, parking, and vehicle maintenance. It also helps the environment by lowering fuel use and emissions. Would you consider carpooling if HOV lanes were provided on SR 168, SR 41, and/or SR 180?



436 respondents

8. Would you be willing to pay a toll to use a lane when there is traffic on SR 168, SR 41, and/or SR 180 if that meant a more reliable, efficient, and time-saving travel experience?



439 respondents

9. Revenue generated by toll lanes can be reinvested in the corridor by funding transit improvements and bike lanes, for example. If you answered "No" to question 8, would this change your mind?

72%	No, this would not change my mind.	292 ✓
29%	Yes, I would be open to using a toll lane.	116 ✓

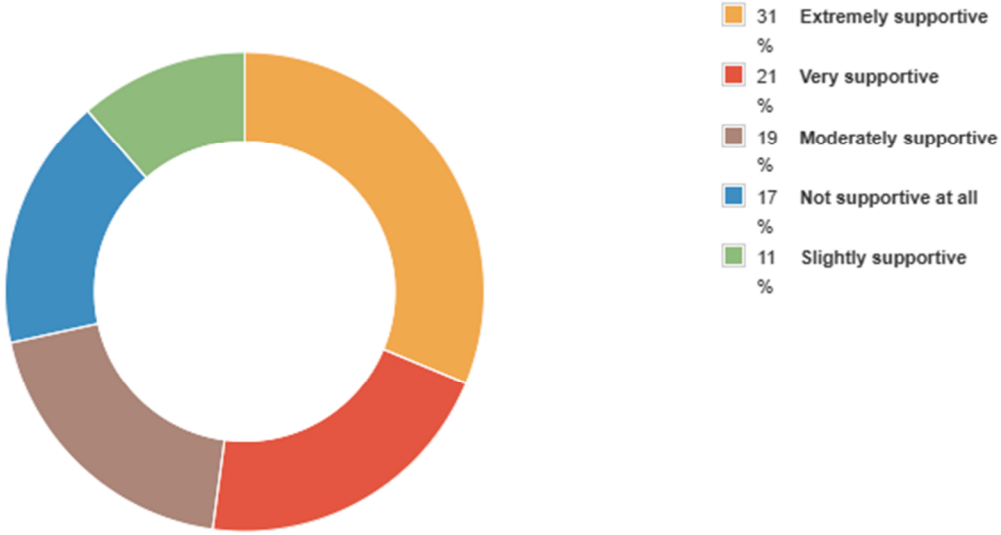
407 Respondents

10. If you currently travel as a solo driver, would you consider riding the bus if a bus-only or a carpool lane was available on any one of these freeways?

78%	No, this would not make my commute easier.	339 ✓
18%	Yes, I would consider it.	77 ✓
5%	I do not travel as a solo driver; I carpool and/or take public transit.	23 ✓

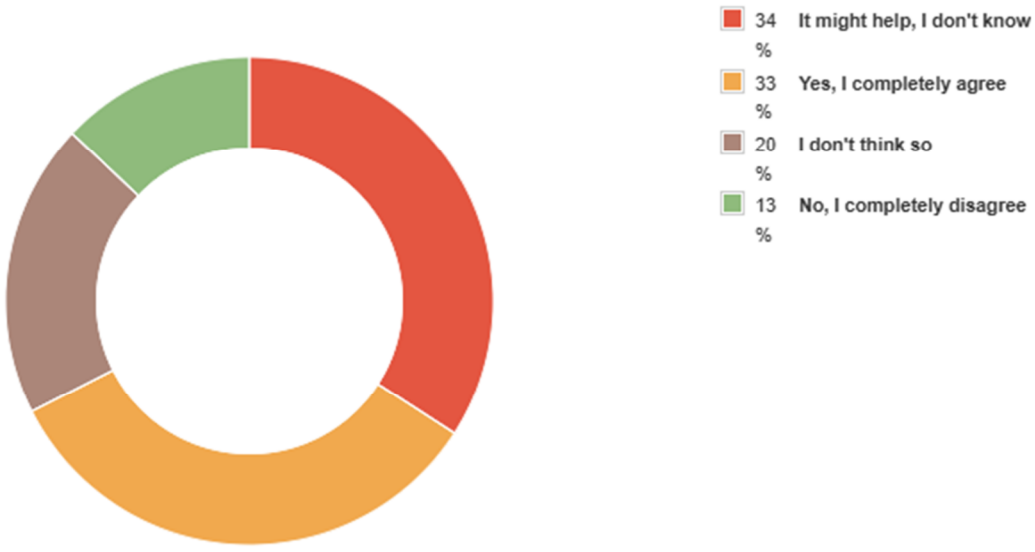
433 Respondents

11. How supportive are you of reducing greenhouse gas emissions as part of highway improvement projects?



422 respondents

12. Do you think promoting carpooling can help reduce traffic congestion and greenhouse gas emission impacts?



424 respondents

13. What would encourage you to carpool or use transit?

Nothing. I need to go where I need to go when I need/want to go there. The freeways should accommodate free movement around the area for all.

11/29/2025 30 Agree

Safe Driving

12/16/2025 2 Agree

More transit options and user-friendly apps for passes

12/16/2025 17 Agree

More efficent and timely connections

12/7/2025 13 Agree

Better bus frequency.

12/16/2025 8 Agree

Increased frequency of public transit options

12/17/2025 5 Agree

How about adding a bicycle lane in the freeway medians within city limits, so people could commute efficiently on bicycles?

12/16/2025 5 Agree

I only live about 10 minutes away from my job, honestly I would be more open to riding my bike to work if there were safe sidewalks. There are bike lanes but I do not feel safe riding in the bike lane because I would have to ride on busy streets like Shaw and Herdon during high traffic times (7:30 am and 5:30 pm)

12/16/2025 4 Agree

I don't think anything could. I prefer to be independent and not have to rely on others.

12/16/2025 4 Agree

More frequent transit service.

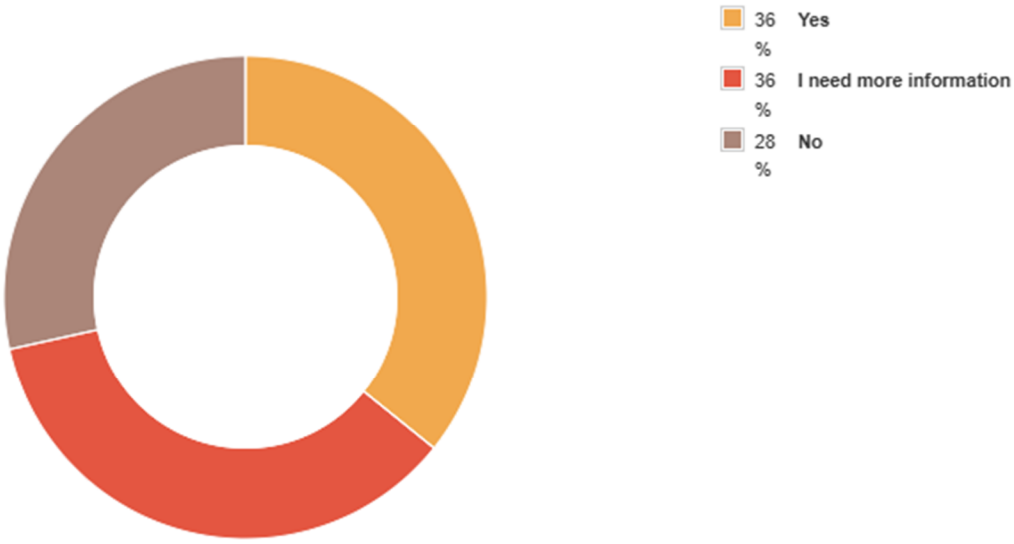
12/16/2025 3 Agree

14. What changes would you like to see in the current highway system? (Rank the following options by clicking and dragging each option above the line in priority order. The most important option should be placed at the top of the list, with the least important at the bottom.

92%	Add more lanes	Rank: 1.55	288 ✓
78%	Convert existing lanes for more effective management	Rank: 1.87	245 ✓
77%	Reduce demand by incentivizing transit and/or carpool	Rank: 2.28	242 ✓

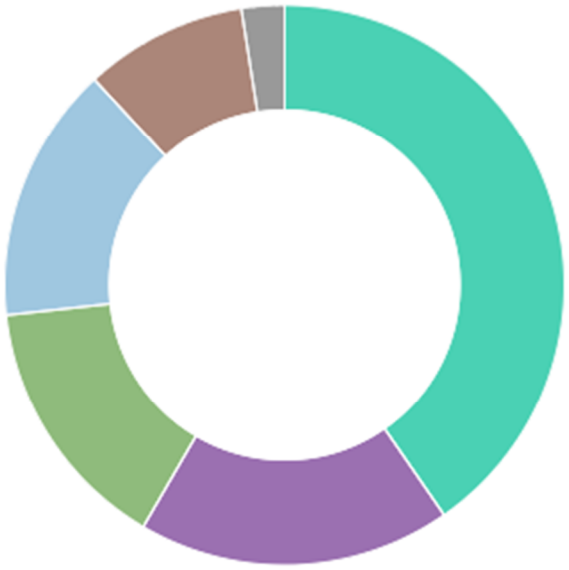
313 Respondents

15. If converting one of the existing lanes from general purpose to a managed lane (carpool or toll) provides you with the option to travel through one of the freeways (SR 168, SR 41, and/or SR 180) more efficiently and reliably, would you support the project?



410 respondents

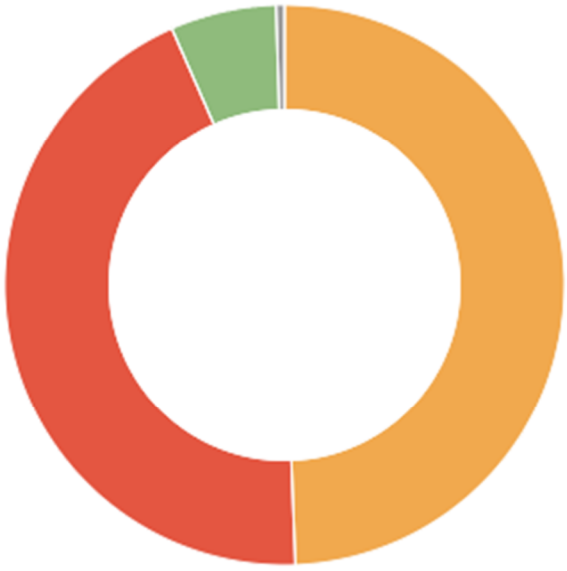
17. What is your age? (Optional)



- 40 % 65 and older
- 18 % 55-64
- 15 % 35-44
- 15 % 45-54
- 9% 25-34
- 2% Others

404 respondents

18. What is your gender?



- 49 % Male
- 44 % Female
- 6% Prefer not to say
- 0% Others

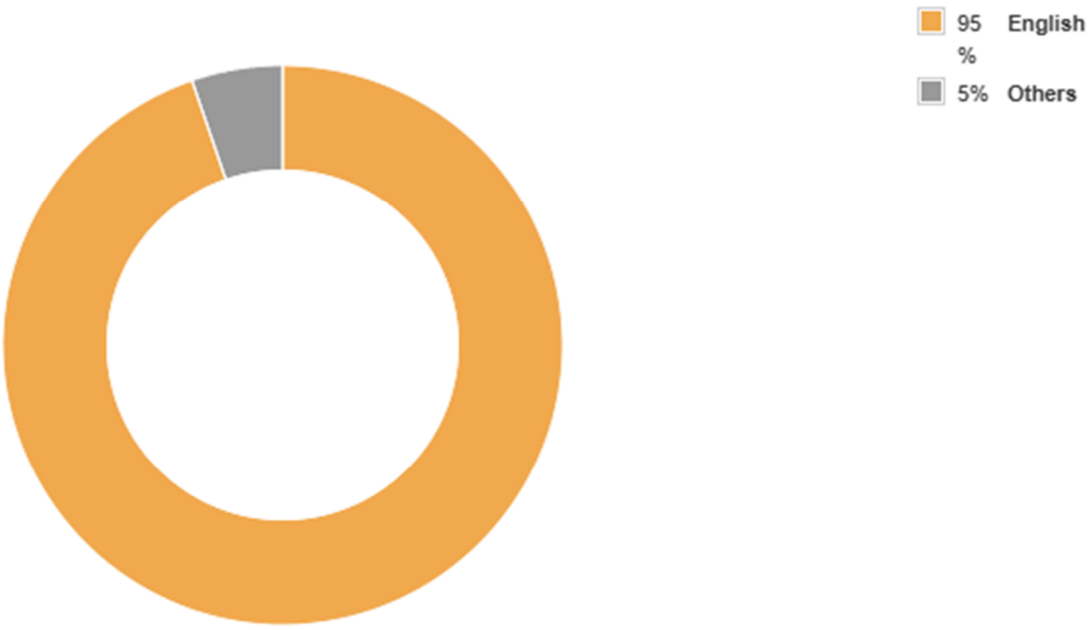
409 respondents

19. How would you describe your race/ethnicity? (Check all those that apply)

64%	Caucasian/White	252 ✓
22%	Hispanic/Latinx/Latino/Latina	87 ✓
9%	Other (please specify)	37 ✓
6%	Asian	22 ✓
3%	American Indian or Alaska Native	13 ✓
3%	Black or African American	10 ✓
2%	Native Hawaiian or other Pacific Islander	7 ✓
2%	Middle Eastern	6 ✓
2%	South Asian (e.g., Indian, Pakistani, etc.)	6 ✓

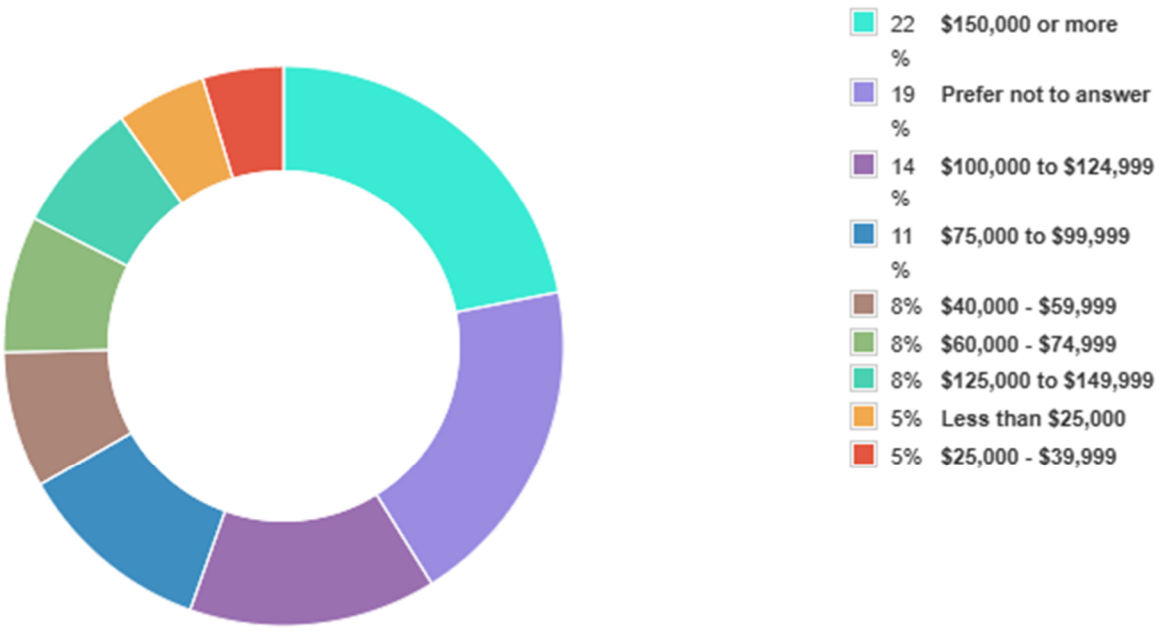
396 Respondents

20. What is the primary language spoken in your home? (Optional)



400 respondents

21. What is your annual household income?

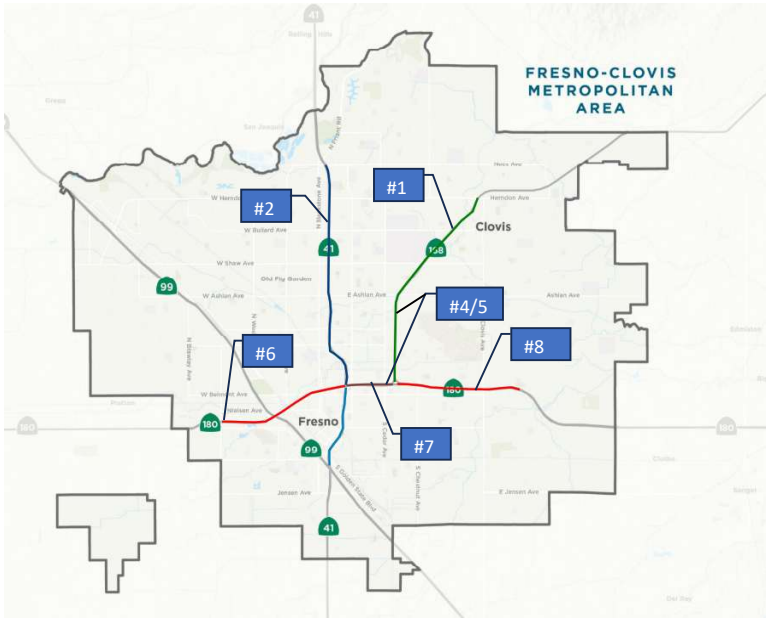


405 respondents

Appendix F: Preliminary Cost Estimate Summary

	#1	#2	#4	#5	#6	#7	#8
Summary (2026 Dollars)	SR-168: From SR-180 to Herndon Ave	SR-41: California Ave to Nees Ave	SR-168 including SR-180 from SR-41 to SR-168 (Tunnel Option)	SR-168 including SR-180 from SR-41 to SR-168 (Viaduct Option)	SR-180: West of SR-41 to Marks Ave	SR-180: Between SR-41 and SR-168	SR-180: East of SR-168 to Fowler Ave
Add HOT	$214,633,600	$566,543,600	$344,100,400	$1,799,130,400	$315,975,600	$86,446,200	$181,774,800
Convert to HOT	$66,012,000	$119,013,600	$130,951,800	$1,586,037,000	$33,450,600	$21,505,200	$54,726,200
Add HOV	$151,478,000	$452,561,200	$270,101,400	$1,725,131,400	$283,637,200	$66,229,800	$129,728,400
Convert to HOV	$2,207,400	$3,244,200	$47,069,800	$1,509,082,200	$1,716,800	$1,583,000	$1,605,300

	#1	#2	#4	#5	#6	#7	#8
Summary (Future Dollars)	SR-168: From SR-180 to Herndon Ave (2041 Dollars)	SR-41: California Ave to Nees Ave (2034 Dollars)	SR-168 including SR-180 from SR-41 to SR-168 (Tunnel Option) (2041 Dollars)	SR-168 including SR-180 from SR-41 to SR-168 (Viaduct Option) (2041 Dollars)	SR-180: West of SR-41 to Marks Ave (2048 Dollars)	SR-180: Between SR-41 and SR-168 (2041 Dollars)	SR-180: East of SR-168 to Fowler Ave (2048 Dollars)
Add HOT	$393,800,000	$789,900,000	$632,500,000	$3,301,200,000	$762,900,000	$158,600,000	$438,900,000
Convert to HOT	$121,100,000	$165,900,000	$240,500,000	$2,910,200,000	$80,800,000	$39,500,000	$132,100,000
Add HOV	$278,000,000	$631,100,000	$496,700,000	$3,165,500,000	$684,900,000	$121,600,000	$313,300,000
Convert to HOV	$3,900,000	$4,300,000	$86,600,000	$2,769,100,000	$3,800,000	$2,800,000	$3,700,000



Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168: From SR-180 to Herndon Ave
Add HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 89,000	$ 89,000	
Roadway Excavation	93,200	CY	$ 30	$ 2,796,000	
Jointed Plain Concrete Pavement	35,900	CY	$ 385	$ 13,822,000	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	16,800	CY	$ 100	$ 1,680,000	
Class 2 Aggregate Subbase	23,900	CY	$ 75	$ 1,793,000	
Barrier/Railing	22,732	LF	$ 170	$ 3,865,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	26	EA	$ 250,000	$ 6,500,000	
Asphalt Treated Permeable Base	16,800	CY	$ 230	$ 3,864,000	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 8,603,000	$ 8,603,000	
Signing & Striping	1	LS	$ 481,000	$ 481,000	
Traffic Management Plan	1	LS	$ 962,000	$ 962,000	
Stage Construction & Traffic Handling	1	LS	$ 962,000	$ 962,000	
Drainage (15%)	1	LS	$ 9,458,000	$ 9,458,000	
Tolling System Installation	1	LS	$ 16,000,000	$ 16,000,000	
Minor & Misc. items (15%)	1	LS	$ 8,232,000	$ 8,232,000	
Roadway Additions (10%)	1	LS	$ 7,911,000	$ 7,911,000	
Mobilization (10%)	1	LS	$ 7,911,000	$ 7,911,000	
Contingency (50%)	1	LS	$ 39,554,000	$ 39,554,000	
Roadway Subtotal					**$ 134,490,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Ashland Ave UC (L/R)	8,250	SF	$ 650	$ 5,363,000	
Shaw Ave UC (L/R)	8,700	SF	$ 650	$ 5,655,000	
Mobilization (10%)	1	LS	$ 1,102,000	$ 1,102,000	
Contingency (50%)	1	LS	$ 5,509,000	$ 5,509,000	
Structure Subtotal					**$ 17,630,000**

Total Construction Cost	**$ 152,120,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 284,917,907**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 2,084,000	$ 2,084,000	
Environmental Mitigation (Est)	1	LS	$ 2,195,000	$ 2,195,000	
Right of way Subtotal					$ 4,280,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 8,016,360**

SUBTOTAL CONSTRUCTION COSTS	**$ 284,920,000**
TOTAL RIGHT OF WAY COST	**$ 8,020,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 292,940,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 11,710,000	$ 11,710,000	
Final Design (10%)	1	LS	$ 25,330,000	$ 25,330,000	
Construction Administration (23%)	1	LS	$ 63,020,000	$ 63,020,000	
R/W Engineering/Acquisition (10% of ROW Co	1	LS	$ 780,000	$ 780,000	
Subtotal "Soft Costs"					$ 100,840,000

Grand Total (2041 Dollars)	**$ 393,800,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-41: California Ave to Nees Ave
Add HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 165,000	$ 165,000	
Roadway Excavation	92,600	CY	$ 30	$ 2,778,000	
Jointed Plain Concrete Pavement	57,400	CY	$ 385	$ 22,099,000	
Lean Concrete Base	35,300	CY	$ 460	$ 16,238,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	49,580	LF	$ 170	$ 8,429,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	49	EA	$ 250,000	$ 12,250,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 15,490,000	$ 15,490,000	
Signing & Striping	1	LS	$ 995,000	$ 995,000	
Traffic Management Plan	1	LS	$ 1,989,000	$ 1,989,000	
Stage Construction & Traffic Handling	1	LS	$ 1,989,000	$ 1,989,000	
Drainage (15%)	1	LS	$ 31,717,000	$ 31,717,000	
Tolling System Installation	1	LS	$ 28,000,000	$ 28,000,000	
Minor & Misc. items (15%)	1	LS	$ 17,121,000	$ 17,121,000	
Roadway Additions (10%)	1	LS	$ 15,926,000	$ 15,926,000	
Mobilization (10%)	1	LS	$ 15,926,000	$ 15,926,000	
Contingency (50%)	1	LS	$ 79,630,000	$ 79,630,000	
Roadway Subtotal					**$ 270,750,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
South Fresno Viaduct OC	66,000	SF	$ 650	$ 42,900,000	
Van Ness Ave UC	3,900	SF	$ 650	$ 2,535,000	
Olive Ave UC	4,200	SF	$ 650	$ 2,730,000	
Floradora Ave OH	5,400	SF	$ 650	$ 3,510,000	
McKinley Ave UC	6,000	SF	$ 650	$ 3,900,000	
Fresno St UC	5,400	SF	$ 650	$ 3,510,000	
Clinton Ave UC	4,050	SF	$ 650	$ 2,633,000	
Princeton Ave UC	3,300	SF	$ 650	$ 2,145,000	
Sheilds Ave UC	4,650	SF	$ 650	$ 3,023,000	
Herndon Ave UC	4,950	SF	$ 650	$ 3,218,000	
Alluvial Ave UC	3,900	SF	$ 650	$ 2,535,000	
El Paso Ave UC	3,600	SF	$ 650	$ 2,340,000	
Nees Ave UC	8,700	SF	$ 650	$ 5,655,000	
Mobilization (10%)	1	LS	$ 8,064,000	$ 8,064,000	
Contingency (50%)	1	LS	$ 40,317,000	$ 40,317,000	
Structure Subtotal					**$ 129,020,000**

Total Construction Cost	**$ 399,770,000**
Total Construction Cost (Escalated Value) (2034 Dollars)	**$ 568,997,363**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 8,937,000	$ 8,937,000	
Environmental Mitigation (Est)	1	LS	$ 4,566,000	$ 4,566,000	
Right of way Subtotal					$ 13,510,000
Total Right of Way Cost (Escalated Value) (2034 Dollars)					**$ 19,228,943**

SUBTOTAL CONSTRUCTION COSTS	**$ 569,000,000**
TOTAL RIGHT OF WAY COST	**$ 19,230,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 588,230,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 23,390,000	$ 23,390,000	
Final Design (10%)	1	LS	$ 50,590,000	$ 50,590,000	
Construction Administration (23%)	1	LS	$ 125,840,000	$ 125,840,000	
R/W Engineering/Acquisition (10% of ROW C	1	LS	$ 1,850,000	$ 1,850,000	
Subtotal "Soft Costs"					$ 201,670,000

Grand Total (2034 Dollars)	**$ 789,900,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168 including SR-180 from SR-41 to SR-168 (Tunnel Option)
Add HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 115,000	$ 115,000	
Roadway Excavation	293,100	CY	$ 30	$ 8,793,000	
Jointed Plain Concrete Pavement	53,400	CY	$ 385	$ 20,559,000	
Lean Concrete Base	9,600	CY	$ 460	$ 4,416,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	16,800	CY	$ 100	$ 1,680,000	
Class 2 Aggregate Subbase	23,900	CY	$ 75	$ 1,793,000	
Barrier/Railing	30,558	LF	$ 170	$ 5,195,000	
Retaining Wall	11,550	SF	$ 200	$ 2,310,000	
Install Overhead Sign Panel and Foundation	37	EA	$ 250,000	$ 9,250,000	
Asphalt Treated Permeable Base	16,800	CY	$ 230	$ 3,864,000	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 14,494,000	$ 14,494,000	
Signing & Striping	1	LS	$ 852,000	$ 852,000	
Traffic Management Plan	1	LS	$ 1,703,000	$ 1,703,000	
Stage Construction & Traffic Handling	1	LS	$ 1,703,000	$ 1,703,000	
Drainage (15%)	1	LS	$ 16,569,000	$ 16,569,000	
Tolling System Installation	1	LS	$ 16,000,000	$ 16,000,000	
Minor & Misc. items (15%)	1	LS	$ 13,995,000	$ 13,995,000	
Roadway Additions (10%)	1	LS	$ 12,330,000	$ 12,330,000	
Mobilization (10%)	1	LS	$ 12,330,000	$ 12,330,000	
Contingency (50%)	1	LS	$ 61,646,000	$ 61,646,000	
Roadway Subtotal					**$ 209,600,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Direct Connector (41 to 168)	-	SF	$ 650	$ -	
Ashland Ave UC (L/R)	8,250	SF	$ 650	$ 5,363,000	
Shaw Ave UC (L/R)	8,700	SF	$ 650	$ 5,655,000	
SR-41 Bridge	10,500	SF	$ 650	$ 6,825,000	
First St UC	4,980	SF	$ 650	$ 3,237,000	
Mobilization (10%)	1	LS	$ 2,108,000	$ 2,108,000	
Contingency (50%)	1	LS	$ 10,540,000	$ 10,540,000	
Structure Subtotal					**$ 33,730,000**

Total Construction Cost	**$ 243,330,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 455,752,527**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 3,815,000	$ 3,815,000	
Environmental Mitigation (Est)	1	LS	$ 3,732,000	$ 3,732,000	
Right of way Subtotal					$ 7,550,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 14,141,008**

SUBTOTAL CONSTRUCTION COSTS	**$ 455,760,000**
TOTAL RIGHT OF WAY COST	**$ 14,150,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 469,910,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 18,730,000	$ 18,730,000	
Final Design (10%)	1	LS	$ 40,520,000	$ 40,520,000	
Construction Administration (23%)	1	LS	$ 100,800,000	$ 100,800,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 2,550,000	$ 2,550,000	
Subtotal "Soft Costs"					$ 162,600,000

Grand Total (2041 Dollars)	**$ 632,500,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168 including SR-180 from SR-41 to SR-168 (Viaduct Option)
Add HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 115,000	$ 115,000	
Roadway Excavation	109,300	CY	$ 30	$ 3,279,000	
Jointed Plain Concrete Pavement	46,400	CY	$ 385	$ 17,864,000	
Lean Concrete Base	5,600	CY	$ 460	$ 2,576,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	16,800	CY	$ 100	$ 1,680,000	
Class 2 Aggregate Subbase	23,900	CY	$ 75	$ 1,793,000	
Barrier/Railing	30,558	LF	$ 170	$ 5,195,000	
Retaining Wall	12,375	SF	$ 200	$ 2,475,000	
Install Overhead Sign Panel and Foundation	37	EA	$ 250,000	$ 9,250,000	
Asphalt Treated Permeable Base	16,800	CY	$ 230	$ 3,864,000	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 12,023,000	$ 12,023,000	
Signing & Striping	1	LS	$ 651,000	$ 651,000	
Traffic Management Plan	1	LS	$ 1,301,000	$ 1,301,000	
Stage Construction & Traffic Handling	1	LS	$ 1,301,000	$ 1,301,000	
Drainage (15%)	1	LS	$ 136,245,000	$ 136,245,000	
Tolling System Installation	1	LS	$ 16,000,000	$ 16,000,000	
Minor & Misc. items (15%)	1	LS	$ 29,942,000	$ 29,942,000	
Roadway Additions (10%)	1	LS	$ 24,556,000	$ 24,556,000	
Mobilization (10%)	1	LS	$ 24,556,000	$ 24,556,000	
Contingency (50%)	1	LS	$ 122,777,000	$ 122,777,000	
Roadway Subtotal					**$ 417,450,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Direct Connector (41 to 168)	1,248,000	SF	$ 650	$ 811,200,000	
Ashland Ave UC (L/R)	8,250	SF	$ 650	$ 5,363,000	
Shaw Ave UC (L/R)	8,700	SF	$ 650	$ 5,655,000	
SR-41 Bridge	10,500	SF	$ 650	$ 6,825,000	
First St UC	4,980	SF	$ 650	$ 3,237,000	
Mobilization (10%)	1	LS	$ 2,108,000	$ 2,108,000	
Contingency (50%)	1	LS	$ 10,540,000	$ 10,540,000	
Structure Subtotal					**$ 844,930,000**

Total Construction Cost	**$ 1,262,380,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 2,364,414,065**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 43,872,000	$ 43,872,000	
Environmental Mitigation (Est)	1	LS	$ 7,985,000	$ 7,985,000	
Right of way Subtotal					$ 51,860,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 97,132,807**

SUBTOTAL CONSTRUCTION COSTS	**$ 2,364,420,000**
TOTAL RIGHT OF WAY COST	**$ 97,140,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 2,461,560,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 97,170,000	$ 97,170,000	
Final Design (10%)	1	LS	$ 210,200,000	$ 210,200,000	
Construction Administration (23%)	1	LS	$ 522,900,000	$ 522,900,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 9,340,000	$ 9,340,000	
Subtotal "Soft Costs"					$ 839,610,000

Grand Total (2041 Dollars)	**$ 3,301,200,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: West of SR-41 to Marks Ave
Add HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 72,000	$ 72,000	
Roadway Excavation	44,000	CY	$ 30	$ 1,320,000	
Jointed Plain Concrete Pavement	28,700	CY	$ 385	$ 11,050,000	
Lean Concrete Base	15,300	CY	$ 460	$ 7,038,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	9,605	LF	$ 170	$ 1,633,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	9	EA	$ 250,000	$ 2,250,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 5,841,000	$ 5,841,000	
Signing & Striping	1	LS	$ 423,000	$ 423,000	
Traffic Management Plan	1	LS	$ 845,000	$ 845,000	
Stage Construction & Traffic Handling	1	LS	$ 845,000	$ 845,000	
Drainage (15%)	1	LS	$ 20,345,000	$ 20,345,000	
Tolling System Installation	1	LS	$ 10,000,000	$ 10,000,000	
Minor & Misc. items (15%)	1	LS	$ 7,750,000	$ 7,750,000	
Roadway Additions (10%)	1	LS	$ 6,942,000	$ 6,942,000	
Mobilization (10%)	1	LS	$ 6,942,000	$ 6,942,000	
Contingency (50%)	1	LS	$ 34,706,000	$ 34,706,000	
Roadway Subtotal					**$ 118,010,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Teilman Ave UC (L/R)	6,000	SF	$ 650	$ 3,900,000	
SR-99 OC (L/R)	6,000	SF	$ 650	$ 3,900,000	
G St OC (L/R)	8,250	SF	$ 650	$ 5,363,000	
H St OH (L/R)	12,300	SF	$ 650	$ 7,995,000	
Broadway UC (L/R)	6,000	SF	$ 650	$ 3,900,000	
Fulton St UC (L/R)	4,950	SF	$ 650	$ 3,218,000	
Van Ness Ave UC (L/R)	4,500	SF	$ 650	$ 2,925,000	
Belmont Ave UC (L/R)	25,800	SF	$ 650	$ 16,770,000	
Blackstone Ave UC (L/R)	3,900	SF	$ 650	$ 2,535,000	
Abby St UC (L/R)	3,990	SF	$ 650	$ 2,594,000	
Diana St OH (L/R)	3,900	SF	$ 650	$ 2,535,000	
Fresno St UC (L/R)	4,200	SF	$ 650	$ 2,730,000	
SR-41 Bridge	10,500	SF	$ 650	$ 6,825,000	
Mobilization (10%)	1	LS	$ 6,519,000	$ 6,519,000	
Contingency (50%)	1	LS	$ 32,595,000	$ 32,595,000	
Structure Subtotal					**$ 104,310,000**

Total Construction Cost	**$ 222,320,000**
Total Construction Cost (Escalated Value) (2048 Dollars)	**$ 547,955,560**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 6,272,000	$ 6,272,000	
Environmental Mitigation (Est)	1	LS	$ 2,067,000	$ 2,067,000	
Right of way Subtotal					$ 8,340,000
Total Right of Way Cost (Escalated Value) (2048 Dollars)					**$ 20,555,728**

SUBTOTAL CONSTRUCTION COSTS	**$ 547,960,000**
TOTAL RIGHT OF WAY COST	**$ 20,560,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 568,520,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 22,520,000	$ 22,520,000	
Final Design (10%)	1	LS	$ 48,720,000	$ 48,720,000	
Construction Administration (23%)	1	LS	$ 121,190,000	$ 121,190,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 1,980,000	$ 1,980,000	
Subtotal "Soft Costs"					$ 194,410,000

Grand Total (2048 Dollars)	**$ 762,900,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: Between SR-41 and SR-168
Add HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 26,000	$ 26,000	
Roadway Excavation	16,100	CY	$ 30	$ 483,000	
Jointed Plain Concrete Pavement	10,500	CY	$ 385	$ 4,043,000	
Lean Concrete Base	5,600	CY	$ 460	$ 2,576,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	7,826	LF	$ 170	$ 1,331,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	11	EA	$ 250,000	$ 2,750,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 2,803,000	$ 2,803,000	
Signing & Striping	1	LS	$ 170,000	$ 170,000	
Traffic Management Plan	1	LS	$ 339,000	$ 339,000	
Stage Construction & Traffic Handling	1	LS	$ 339,000	$ 339,000	
Drainage (15%)	1	LS	$ 4,644,000	$ 4,644,000	
Tolling System Installation	1	LS	$ 4,000,000	$ 4,000,000	
Minor & Misc. items (15%)	1	LS	$ 2,926,000	$ 2,926,000	
Roadway Additions (10%)	1	LS	$ 2,643,000	$ 2,643,000	
Mobilization (10%)	1	LS	$ 2,643,000	$ 2,643,000	
Contingency (50%)	1	LS	$ 13,215,000	$ 13,215,000	
Roadway Subtotal					**$ 44,940,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
SR-41 Bridge	10,500	SF	$ 650	$ 6,825,000	
First St UC	4,980	SF	$ 650	$ 3,237,000	
Mobilization (10%)	1	LS	$ 1,007,000	$ 1,007,000	
Contingency (50%)	1	LS	$ 5,031,000	$ 5,031,000	
Structure Subtotal					**$ 16,100,000**

Total Construction Cost	**$ 61,040,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 114,326,775**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 1,228,000	$ 1,228,000	
Environmental Mitigation (Est)	1	LS	$ 781,000	$ 781,000	
Right of way Subtotal					$ 2,010,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 3,764,692**

SUBTOTAL CONSTRUCTION COSTS	**$ 114,330,000**
TOTAL RIGHT OF WAY COST	**$ 3,770,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 118,100,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 4,700,000	$ 4,700,000	
Final Design (10%)	1	LS	$ 10,170,000	$ 10,170,000	
Construction Administration (23%)	1	LS	$ 25,290,000	$ 25,290,000	
R/W Engineering/Acquisition (10% of ROW Co	1	LS	$ 370,000	$ 370,000	
Subtotal "Soft Costs"					$ 40,530,000

Grand Total (2041 Dollars)	**$ 158,600,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: East of SR-168 to Fowler Ave
Add HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 164,000	$ 164,000	
Roadway Excavation	66,400	CY	$ 30	$ 1,992,000	
Jointed Plain Concrete Pavement	26,400	CY	$ 385	$ 10,164,000	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	27,700	CY	$ 100	$ 2,770,000	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	19,773	LF	$ 170	$ 3,362,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	29	EA	$ 250,000	$ 7,250,000	
Asphalt Treated Permeable Base	12,400	CY	$ 230	$ 2,852,000	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 7,139,000	$ 7,139,000	
Signing & Striping	1	LS	$ 370,000	$ 370,000	
Traffic Management Plan	1	LS	$ 739,000	$ 739,000	
Stage Construction & Traffic Handling	1	LS	$ 739,000	$ 739,000	
Drainage (15%)	1	LS	$ 8,792,000	$ 8,792,000	
Tolling System Installation	1	LS	$ 10,000,000	$ 10,000,000	
Minor & Misc. items (15%)	1	LS	$ 6,950,000	$ 6,950,000	
Roadway Additions (10%)	1	LS	$ 6,329,000	$ 6,329,000	
Mobilization (10%)	1	LS	$ 6,329,000	$ 6,329,000	
Contingency (50%)	1	LS	$ 31,642,000	$ 31,642,000	
Roadway Subtotal					**$ 107,590,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Maple Ave OC (L/R)	6,000	SF	$ 650	$ 3,900,000	
Chestnut Ave UC (L/R)	8,250	SF	$ 650	$ 5,363,000	
Fowler Ave UC (L/R)	6,000	SF	$ 650	$ 3,900,000	
Mobilization (10%)	1	LS	$ 1,317,000	$ 1,317,000	
Contingency (50%)	1	LS	$ 6,582,000	$ 6,582,000	
Structure Subtotal					**$ 21,070,000**

Total Construction Cost	**$ 128,660,000**
Total Construction Cost (Escalated Value) (2048 Dollars)	**$ 317,110,302**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 1,977,000	$ 1,977,000	
Environmental Mitigation (Est)	1	LS	$ 1,854,000	$ 1,854,000	
Right of way Subtotal					$ 3,840,000
Total Right of Way Cost (Escalated Value) (2048 Dollars)					**$ 9,464,508**

SUBTOTAL CONSTRUCTION COSTS	**$ 317,120,000**
TOTAL RIGHT OF WAY COST	**$ 9,470,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 326,590,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 13,040,000	$ 13,040,000	
Final Design (10%)	1	LS	$ 28,200,000	$ 28,200,000	
Construction Administration (23%)	1	LS	$ 70,140,000	$ 70,140,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 920,000	$ 920,000	
Subtotal "Soft Costs"					$ 112,300,000

Grand Total (2048 Dollars)	**$ 438,900,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168: From SR-180 to Herndon Ave
Add HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 89,000	$ 89,000	
Roadway Excavation	93,200	CY	$ 30	$ 2,796,000	
Jointed Plain Concrete Pavement	35,900	CY	$ 385	$ 13,822,000	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	16,800	CY	$ 100	$ 1,680,000	
Class 2 Aggregate Subbase	23,900	CY	$ 75	$ 1,793,000	
Barrier/Railing	22,732	LF	$ 170	$ 3,865,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	16,800	CY	$ 230	$ 3,864,000	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 6,978,000	$ 6,978,000	
Signing & Striping	1	LS	$ 481,000	$ 481,000	
Traffic Management Plan	1	LS	$ 962,000	$ 962,000	
Stage Construction & Traffic Handling	1	LS	$ 962,000	$ 962,000	
Drainage (15%)	1	LS	$ 8,239,000	$ 8,239,000	
Tolling System Installation	0	LS	$ 16,000,000	$ -	
Minor & Misc. items (15%)	1	LS	$ 6,830,000	$ 6,830,000	
Roadway Additions (10%)	1	LS	$ 5,237,000	$ 5,237,000	
Mobilization (10%)	1	LS	$ 5,237,000	$ 5,237,000	
Contingency (50%)	1	LS	$ 26,181,000	$ 26,181,000	
Roadway Subtotal					**$ 89,020,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Ashland Ave UC (L/R)	8,250	SF	$ 650	$ 5,363,000	
Shaw Ave UC (L/R)	8,700	SF	$ 650	$ 5,655,000	
Mobilization (10%)	1	LS	$ 1,102,000	$ 1,102,000	
Contingency (50%)	1	LS	$ 5,509,000	$ 5,509,000	
Structure Subtotal					**$ 17,630,000**

Total Construction Cost	**$ 106,650,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 199,753,450**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 2,084,000	$ 2,084,000	
Environmental Mitigation (Est)	1	LS	$ 1,822,000	$ 1,822,000	
Right of way Subtotal					$ 3,910,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 7,323,357**

SUBTOTAL CONSTRUCTION COSTS	**$ 199,760,000**
TOTAL RIGHT OF WAY COST	**$ 7,330,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 207,090,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 8,210,000	$ 8,210,000	
Final Design (10%)	1	LS	$ 17,760,000	$ 17,760,000	
Construction Administration (23%)	1	LS	$ 44,180,000	$ 44,180,000	
R/W Engineering/Acquisition (10% of ROW Co	1	LS	$ 710,000	$ 710,000	
Subtotal "Soft Costs"					$ 70,860,000

Grand Total (2041 Dollars)	**$ 278,000,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-41: California Ave to Nees Ave
Add HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 165,000	$ 165,000	
Roadway Excavation	92,600	CY	$ 30	$ 2,778,000	
Jointed Plain Concrete Pavement	57,400	CY	$ 385	$ 22,099,000	
Lean Concrete Base	35,300	CY	$ 460	$ 16,238,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	49,580	LF	$ 170	$ 8,429,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 12,428,000	$ 12,428,000	
Signing & Striping	1	LS	$ 995,000	$ 995,000	
Traffic Management Plan	1	LS	$ 1,989,000	$ 1,989,000	
Stage Construction & Traffic Handling	1	LS	$ 1,989,000	$ 1,989,000	
Drainage (15%)	1	LS	$ 29,420,000	$ 29,420,000	
Tolling System Installation	0	LS	$ 28,000,000	$ -	
Minor & Misc. items (15%)	1	LS	$ 14,480,000	$ 14,480,000	
Roadway Additions (10%)	1	LS	$ 11,101,000	$ 11,101,000	
Mobilization (10%)	1	LS	$ 11,101,000	$ 11,101,000	
Contingency (50%)	1	LS	$ 55,505,000	$ 55,505,000	
Roadway Subtotal					**$ 188,720,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
South Fresno Viaduct OC	66,000	SF	$ 650	$ 42,900,000	
Van Ness Ave UC	3,900	SF	$ 650	$ 2,535,000	
Olive Ave UC	4,200	SF	$ 650	$ 2,730,000	
Floradora Ave OH	5,400	SF	$ 650	$ 3,510,000	
McKinley Ave UC	6,000	SF	$ 650	$ 3,900,000	
Fresno St UC	5,400	SF	$ 650	$ 3,510,000	
Clinton Ave UC	4,050	SF	$ 650	$ 2,633,000	
Princeton Ave UC	3,300	SF	$ 650	$ 2,145,000	
Sheilds Ave UC	4,650	SF	$ 650	$ 3,023,000	
Herndon Ave UC	4,950	SF	$ 650	$ 3,218,000	
Alluvial Ave UC	3,900	SF	$ 650	$ 2,535,000	
El Paso Ave UC	3,600	SF	$ 650	$ 2,340,000	
Nees Ave UC	8,700	SF	$ 650	$ 5,655,000	
Mobilization (10%)	1	LS	$ 8,064,000	$ 8,064,000	
Contingency (50%)	1	LS	$ 40,317,000	$ 40,317,000	
Structure Subtotal					**$ 129,020,000**

Total Construction Cost	**$ 317,740,000**
Total Construction Cost (Escalated Value) (2034 Dollars)	**$ 452,243,095**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 8,937,000	$ 8,937,000	
Environmental Mitigation (Est)	1	LS	$ 3,862,000	$ 3,862,000	
Right of way Subtotal					$ 12,800,000
Total Right of Way Cost (Escalated Value) (2034 Dollars)					**$ 18,218,391**

SUBTOTAL CONSTRUCTION COSTS	**$ 452,250,000**
TOTAL RIGHT OF WAY COST	**$ 18,220,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 470,470,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 18,590,000	$ 18,590,000	
Final Design (10%)	1	LS	$ 40,210,000	$ 40,210,000	
Construction Administration (23%)	1	LS	$ 100,020,000	$ 100,020,000	
R/W Engineering/Acquisition (10% of ROW C	1	LS	$ 1,760,000	$ 1,760,000	
Subtotal "Soft Costs"					$ 160,580,000

Grand Total (2034 Dollars)	**$ 631,100,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168 including SR-180 from SR-41 to SR-168 (Tunnel Option)
Add HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 115,000	$ 115,000	
Roadway Excavation	293,100	CY	$ 30	$ 8,793,000	
Jointed Plain Concrete Pavement	53,400	CY	$ 385	$ 20,559,000	
Lean Concrete Base	9,600	CY	$ 460	$ 4,416,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	16,800	CY	$ 100	$ 1,680,000	
Class 2 Aggregate Subbase	23,900	CY	$ 75	$ 1,793,000	
Barrier/Railing	30,558	LF	$ 170	$ 5,195,000	
Retaining Wall	11,550	SF	$ 200	$ 2,310,000	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	16,800	CY	$ 230	$ 3,864,000	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 12,182,000	$ 12,182,000	
Signing & Striping	1	LS	$ 852,000	$ 852,000	
Traffic Management Plan	1	LS	$ 1,703,000	$ 1,703,000	
Stage Construction & Traffic Handling	1	LS	$ 1,703,000	$ 1,703,000	
Drainage (15%)	1	LS	$ 14,835,000	$ 14,835,000	
Tolling System Installation	0	LS	$ 16,000,000	$ -	
Minor & Misc. items (15%)	1	LS	$ 12,000,000	$ 12,000,000	
Roadway Additions (10%)	1	LS	$ 9,200,000	$ 9,200,000	
Mobilization (10%)	1	LS	$ 9,200,000	$ 9,200,000	
Contingency (50%)	1	LS	$ 46,000,000	$ 46,000,000	
Roadway Subtotal					**$ 156,400,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Direct Connector (41 to 168)	-	SF	$ 650	$ -	
Ashland Ave UC (L/R)	8,250	SF	$ 650	$ 5,363,000	
Shaw Ave UC (L/R)	8,700	SF	$ 650	$ 5,655,000	
SR-41 Bridge	10,500	SF	$ 650	$ 6,825,000	
First St UC	4,980	SF	$ 650	$ 3,237,000	
Mobilization (10%)	1	LS	$ 2,108,000	$ 2,108,000	
Contingency (50%)	1	LS	$ 10,540,000	$ 10,540,000	
Structure Subtotal					**$ 33,730,000**

Total Construction Cost	**$ 190,130,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 356,109,924**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 3,815,000	$ 3,815,000	
Environmental Mitigation (Est)	1	LS	$ 3,200,000	$ 3,200,000	
Right of way Subtotal					$ 7,020,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 13,148,328**

SUBTOTAL CONSTRUCTION COSTS	**$ 356,110,000**
TOTAL RIGHT OF WAY COST	**$ 13,150,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 369,260,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 14,640,000	$ 14,640,000	
Final Design (10%)	1	LS	$ 31,660,000	$ 31,660,000	
Construction Administration (23%)	1	LS	$ 78,760,000	$ 78,760,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 2,370,000	$ 2,370,000	
Subtotal "Soft Costs"					$ 127,430,000

Grand Total (2041 Dollars)	**$ 496,700,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168 including SR-180 from SR-41 to SR-168 (Viaduct Option)
Add HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 115,000	$ 115,000	
Roadway Excavation	109,300	CY	$ 30	$ 3,279,000	
Jointed Plain Concrete Pavement	46,400	CY	$ 385	$ 17,864,000	
Lean Concrete Base	5,600	CY	$ 460	$ 2,576,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	16,800	CY	$ 100	$ 1,680,000	
Class 2 Aggregate Subbase	23,900	CY	$ 75	$ 1,793,000	
Barrier/Railing	30,558	LF	$ 170	$ 5,195,000	
Retaining Wall	12,375	SF	$ 200	$ 2,475,000	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	16,800	CY	$ 230	$ 3,864,000	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 9,711,000	$ 9,711,000	
Signing & Striping	1	LS	$ 651,000	$ 651,000	
Traffic Management Plan	1	LS	$ 1,301,000	$ 1,301,000	
Stage Construction & Traffic Handling	1	LS	$ 1,301,000	$ 1,301,000	
Drainage (15%)	1	LS	$ 134,511,000	$ 134,511,000	
Tolling System Installation	0	LS	$ 16,000,000	$ -	
Minor & Misc. items (15%)	1	LS	$ 27,948,000	$ 27,948,000	
Roadway Additions (10%)	1	LS	$ 21,427,000	$ 21,427,000	
Mobilization (10%)	1	LS	$ 21,427,000	$ 21,427,000	
Contingency (50%)	1	LS	$ 107,132,000	$ 107,132,000	
Roadway Subtotal					**$ 364,250,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Direct Connector (41 to 168)	1,248,000	SF	$ 650	$ 811,200,000	
Ashland Ave UC (L/R)	8,250	SF	$ 650	$ 5,363,000	
Shaw Ave UC (L/R)	8,700	SF	$ 650	$ 5,655,000	
SR-41 Bridge	10,500	SF	$ 650	$ 6,825,000	
First St UC	4,980	SF	$ 650	$ 3,237,000	
Mobilization (10%)	1	LS	$ 2,108,000	$ 2,108,000	
Contingency (50%)	1	LS	$ 10,540,000	$ 10,540,000	
Structure Subtotal					**$ 844,930,000**

Total Construction Cost	**$ 1,209,180,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 2,264,771,463**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 43,872,000	$ 43,872,000	
Environmental Mitigation (Est)	1	LS	$ 7,453,000	$ 7,453,000	
Right of way Subtotal					$ 51,330,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 96,140,127**

SUBTOTAL CONSTRUCTION COSTS	**$ 2,264,780,000**
TOTAL RIGHT OF WAY COST	**$ 96,150,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 2,360,930,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 93,080,000	$ 93,080,000	
Final Design (10%)	1	LS	$ 201,340,000	$ 201,340,000	
Construction Administration (23%)	1	LS	$ 500,870,000	$ 500,870,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 9,250,000	$ 9,250,000	
Subtotal "Soft Costs"					$ 804,540,000

Grand Total (2041 Dollars)	**$ 3,165,500,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: West of SR-41 to Marks Ave
Add HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 72,000	$ 72,000	
Roadway Excavation	44,000	CY	$ 30	$ 1,320,000	
Jointed Plain Concrete Pavement	28,700	CY	$ 385	$ 11,050,000	
Lean Concrete Base	15,300	CY	$ 460	$ 7,038,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	9,605	LF	$ 170	$ 1,633,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 5,279,000	$ 5,279,000	
Signing & Striping	1	LS	$ 423,000	$ 423,000	
Traffic Management Plan	1	LS	$ 845,000	$ 845,000	
Stage Construction & Traffic Handling	1	LS	$ 845,000	$ 845,000	
Drainage (15%)	1	LS	$ 19,923,000	$ 19,923,000	
Tolling System Installation	0	LS	$ 23,000,000	$ -	
Minor & Misc. items (15%)	1	LS	$ 7,265,000	$ 7,265,000	
Roadway Additions (10%)	1	LS	$ 5,570,000	$ 5,570,000	
Mobilization (10%)	1	LS	$ 5,570,000	$ 5,570,000	
Contingency (50%)	1	LS	$ 27,847,000	$ 27,847,000	
Roadway Subtotal					**$ 94,680,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Teilman Ave UC (L/R)	6,000	SF	$ 650	$ 3,900,000	
SR-99 OC (L/R)	6,000	SF	$ 650	$ 3,900,000	
G St OC (L/R)	8,250	SF	$ 650	$ 5,363,000	
H St OH (L/R)	12,300	SF	$ 650	$ 7,995,000	
Broadway UC (L/R)	6,000	SF	$ 650	$ 3,900,000	
Fulton St UC (L/R)	4,950	SF	$ 650	$ 3,218,000	
Van Ness Ave UC (L/R)	4,500	SF	$ 650	$ 2,925,000	
Belmont Ave UC (L/R)	25,800	SF	$ 650	$ 16,770,000	
Blackstone Ave UC (L/R)	3,900	SF	$ 650	$ 2,535,000	
Abby St UC (L/R)	3,990	SF	$ 650	$ 2,594,000	
Diana St OH (L/R)	3,900	SF	$ 650	$ 2,535,000	
Fresno St UC (L/R)	4,200	SF	$ 650	$ 2,730,000	
SR-41 Bridge	10,500	SF	$ 650	$ 6,825,000	
Mobilization (10%)	1	LS	$ 6,519,000	$ 6,519,000	
Contingency (50%)	1	LS	$ 32,595,000	$ 32,595,000	
Structure Subtotal					**$ 104,310,000**

Total Construction Cost	**$ 198,990,000**
Total Construction Cost (Escalated Value) (2048 Dollars)	**$ 490,453,746**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 6,272,000	$ 6,272,000	
Environmental Mitigation (Est)	1	LS	$ 1,938,000	$ 1,938,000	
Right of way Subtotal					$ 8,210,000
Total Right of Way Cost (Escalated Value) (2048 Dollars)					**$ 20,235,315**

SUBTOTAL CONSTRUCTION COSTS	**$ 490,460,000**
TOTAL RIGHT OF WAY COST	**$ 20,240,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 510,700,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 20,160,000	$ 20,160,000	
Final Design (10%)	1	LS	$ 43,610,000	$ 43,610,000	
Construction Administration (23%)	1	LS	$ 108,470,000	$ 108,470,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 1,950,000	$ 1,950,000	
Subtotal "Soft Costs"					$ 174,190,000

Grand Total (2048 Dollars)	**$ 684,900,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: Between SR-41 and SR-168
Add HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 26,000	$ 26,000	
Roadway Excavation	16,100	CY	$ 30	$ 483,000	
Jointed Plain Concrete Pavement	10,500	CY	$ 385	$ 4,043,000	
Lean Concrete Base	5,600	CY	$ 460	$ 2,576,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	7,826	LF	$ 170	$ 1,331,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 2,115,000	$ 2,115,000	
Signing & Striping	1	LS	$ 170,000	$ 170,000	
Traffic Management Plan	1	LS	$ 339,000	$ 339,000	
Stage Construction & Traffic Handling	1	LS	$ 339,000	$ 339,000	
Drainage (15%)	1	LS	$ 4,129,000	$ 4,129,000	
Tolling System Installation	0	LS	$ 23,000,000	$ -	
Minor & Misc. items (15%)	1	LS	$ 2,333,000	$ 2,333,000	
Roadway Additions (10%)	1	LS	$ 1,789,000	$ 1,789,000	
Mobilization (10%)	1	LS	$ 1,789,000	$ 1,789,000	
Contingency (50%)	1	LS	$ 8,942,000	$ 8,942,000	
Roadway Subtotal					**$ 30,410,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
SR-41 Bridge	10,500	SF	$ 650	$ 6,825,000	
First St UC	4,980	SF	$ 650	$ 3,237,000	
Mobilization (10%)	1	LS	$ 1,007,000	$ 1,007,000	
Contingency (50%)	1	LS	$ 5,031,000	$ 5,031,000	
Structure Subtotal					**$ 16,100,000**

Total Construction Cost	**$ 46,510,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 87,112,358**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 1,228,000	$ 1,228,000	
Environmental Mitigation (Est)	1	LS	$ 623,000	$ 623,000	
Right of way Subtotal					$ 1,860,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 3,483,745**

SUBTOTAL CONSTRUCTION COSTS	**$ 87,120,000**
TOTAL RIGHT OF WAY COST	**$ 3,490,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 90,610,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 3,590,000	$ 3,590,000	
Final Design (10%)	1	LS	$ 7,750,000	$ 7,750,000	
Construction Administration (23%)	1	LS	$ 19,270,000	$ 19,270,000	
R/W Engineering/Acquisition (10% of ROW Co	1	LS	$ 340,000	$ 340,000	
Subtotal "Soft Costs"					$ 30,950,000

Grand Total (2041 Dollars)	**$ 121,600,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: East of SR-168 to Fowler Ave
Add HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 164,000	$ 164,000	
Roadway Excavation	66,400	CY	$ 30	$ 1,992,000	
Jointed Plain Concrete Pavement	26,400	CY	$ 385	$ 10,164,000	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	27,700	CY	$ 100	$ 2,770,000	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	19,773	LF	$ 170	$ 3,362,000	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	12,400	CY	$ 230	$ 2,852,000	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 5,326,000	$ 5,326,000	
Signing & Striping	1	LS	$ 370,000	$ 370,000	
Traffic Management Plan	1	LS	$ 739,000	$ 739,000	
Stage Construction & Traffic Handling	1	LS	$ 739,000	$ 739,000	
Drainage (15%)	1	LS	$ 7,433,000	$ 7,433,000	
Tolling System Installation	0	LS	$ 23,000,000	$ -	
Minor & Misc. items (15%)	1	LS	$ 5,387,000	$ 5,387,000	
Roadway Additions (10%)	1	LS	$ 4,130,000	$ 4,130,000	
Mobilization (10%)	1	LS	$ 4,130,000	$ 4,130,000	
Contingency (50%)	1	LS	$ 20,649,000	$ 20,649,000	
Roadway Subtotal					**$ 70,210,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Maple Ave OC (L/R)	6,000	SF	$ 650	$ 3,900,000	
Chestnut Ave UC (L/R)	8,250	SF	$ 650	$ 5,363,000	
Fowler Ave UC (L/R)	6,000	SF	$ 650	$ 3,900,000	
Mobilization (10%)	1	LS	$ 1,317,000	$ 1,317,000	
Contingency (50%)	1	LS	$ 6,582,000	$ 6,582,000	
Structure Subtotal					**$ 21,070,000**

Total Construction Cost	**$ 91,280,000**
Total Construction Cost (Escalated Value) (2048 Dollars)	**$ 224,979,235**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 1,977,000	$ 1,977,000	
Environmental Mitigation (Est)	1	LS	$ 1,437,000	$ 1,437,000	
Right of way Subtotal					$ 3,420,000
Total Right of Way Cost (Escalated Value) (2048 Dollars)					**$ 8,429,327**

SUBTOTAL CONSTRUCTION COSTS	**$ 224,980,000**
TOTAL RIGHT OF WAY COST	**$ 8,430,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 233,410,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 9,250,000	$ 9,250,000	
Final Design (10%)	1	LS	$ 20,010,000	$ 20,010,000	
Construction Administration (23%)	1	LS	$ 49,760,000	$ 49,760,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 820,000	$ 820,000	
Subtotal "Soft Costs"					$ 79,840,000

Grand Total (2048 Dollars)	**$ 313,300,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168: From SR-180 to Herndon Ave
Convert to HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 89,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	26	EA	$ 250,000	$ 6,500,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 1,625,000	$ 1,625,000	
Signing & Striping	1	LS	$ 230,000	$ 230,000	
Traffic Management Plan	1	LS	$ 335,000	$ 335,000	
Stage Construction & Traffic Handling	1	LS	$ 335,000	$ 335,000	
Drainage (15%)	1	LS	$ 1,354,000	$ 1,354,000	
Tolling System Installation	1	LS	$ 16,000,000	$ 16,000,000	
Minor & Misc. items (15%)	1	LS	$ 1,557,000	$ 1,557,000	
Roadway Additions (10%)	1	LS	$ 2,794,000	$ 2,794,000	
Mobilization (10%)	1	LS	$ 2,794,000	$ 2,794,000	
Contingency (50%)	1	LS	$ 13,968,000	$ 13,968,000	
Roadway Subtotal					**$ 47,500,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Ashland Ave UC (L/R)	-	SF	$ 650	$ -	
Shaw Ave UC (L/R)	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 47,500,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 88,966,609**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 416,000	$ 416,000	
Right of way Subtotal					$ 420,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 786,652**

SUBTOTAL CONSTRUCTION COSTS	**$ 88,970,000**
TOTAL RIGHT OF WAY COST	**$ 790,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 89,760,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 3,660,000	$ 3,660,000	
Final Design (10%)	1	LS	$ 7,910,000	$ 7,910,000	
Construction Administration (23%)	1	LS	$ 19,680,000	$ 19,680,000	
R/W Engineering/Acquisition (10% of ROW Co	1	LS	$ 80,000	$ 80,000	
Subtotal "Soft Costs"					$ 31,330,000

Grand Total (2041 Dollars)	**$ 121,100,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-41: California Ave to Nees Ave
Convert to HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 165,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	49	EA	$ 250,000	$ 12,250,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 3,063,000	$ 3,063,000	
Signing & Striping	1	LS	$ 340,000	$ 340,000	
Traffic Management Plan	1	LS	$ 627,000	$ 627,000	
Stage Construction & Traffic Handling	1	LS	$ 627,000	$ 627,000	
Drainage (15%)	1	LS	$ 2,537,000	$ 2,537,000	
Tolling System Installation	1	LS	$ 28,000,000	$ 28,000,000	
Minor & Misc. items (15%)	1	LS	$ 2,917,000	$ 2,917,000	
Roadway Additions (10%)	1	LS	$ 5,037,000	$ 5,037,000	
Mobilization (10%)	1	LS	$ 5,037,000	$ 5,037,000	
Contingency (50%)	1	LS	$ 25,181,000	$ 25,181,000	
Roadway Subtotal					**$ 85,620,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
South Fresno Viaduct OC	-	SF	$ 650	$ -	
Van Ness Ave UC	-	SF	$ 650	$ -	
Olive Ave UC	-	SF	$ 650	$ -	
Floradora Ave OH	-	SF	$ 650	$ -	
McKinley Ave UC	-	SF	$ 650	$ -	
Fresno St UC	-	SF	$ 650	$ -	
Clinton Ave UC	-	SF	$ 650	$ -	
Princeton Ave UC	-	SF	$ 650	$ -	
Sheilds Ave UC	-	SF	$ 650	$ -	
Herndon Ave UC	-	SF	$ 650	$ -	
Alluvial Ave UC	-	SF	$ 650	$ -	
El Paso Ave UC	-	SF	$ 650	$ -	
Nees Ave UC	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 85,620,000**
Total Construction Cost (Escalated Value) (2034 Dollars)	**$ 121,863,957**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 778,000	$ 778,000	
Right of way Subtotal					$ 780,000
Total Right of Way Cost (Escalated Value) (2034 Dollars)					**$ 1,110,183**

SUBTOTAL CONSTRUCTION COSTS	**$ 121,870,000**
TOTAL RIGHT OF WAY COST	**$ 1,120,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 122,990,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 5,010,000	$ 5,010,000	
Final Design (10%)	1	LS	$ 10,840,000	$ 10,840,000	
Construction Administration (23%)	1	LS	$ 26,960,000	$ 26,960,000	
R/W Engineering/Acquisition (10% of ROW C	1	LS	$ 110,000	$ 110,000	
Subtotal "Soft Costs"					$ 42,920,000

Grand Total (2034 Dollars)	**$ 165,900,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168 including SR-180 from SR-41 to SR-168 (Tunnel Option)
Convert to HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 115,000	$ -	
Roadway Excavation	183,800	CY	$ 30	$ 5,514,000	
Jointed Plain Concrete Pavement	7,000	CY	$ 385	$ 2,695,000	
Lean Concrete Base	4,000	CY	$ 460	$ 1,840,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	11,550	SF	$ 200	$ 2,310,000	
Install Overhead Sign Panel and Foundation	37	EA	$ 250,000	$ 9,250,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 5,403,000	$ 5,403,000	
Signing & Striping	1	LS	$ 253,000	$ 253,000	
Traffic Management Plan	1	LS	$ 1,091,000	$ 1,091,000	
Stage Construction & Traffic Handling	1	LS	$ 1,091,000	$ 1,091,000	
Drainage (15%)	1	LS	$ 4,418,000	$ 4,418,000	
Tolling System Installation	1	LS	$ 16,000,000	$ 16,000,000	
Minor & Misc. items (15%)	1	LS	$ 5,080,000	$ 5,080,000	
Roadway Additions (10%)	1	LS	$ 5,495,000	$ 5,495,000	
Mobilization (10%)	1	LS	$ 5,495,000	$ 5,495,000	
Contingency (50%)	1	LS	$ 27,473,000	$ 27,473,000	
Roadway Subtotal					**$ 93,410,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Direct Connector (41 to 168)	-	SF	$ 650	$ -	
Ashland Ave UC (L/R)	-	SF	$ 650	$ -	
Shaw Ave UC (L/R)	-	SF	$ 650	$ -	
SR-41 Bridge	-	SF	$ 650	$ -	
First St UC	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 93,410,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 174,955,178**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 503,000	$ 503,000	
Environmental Mitigation (Est)	1	LS	$ 1,355,000	$ 1,355,000	
Right of way Subtotal					$ 1,860,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 3,483,745**

SUBTOTAL CONSTRUCTION COSTS	**$ 174,960,000**
TOTAL RIGHT OF WAY COST	**$ 3,490,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 178,450,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 7,200,000	$ 7,200,000	
Final Design (10%)	1	LS	$ 15,560,000	$ 15,560,000	
Construction Administration (23%)	1	LS	$ 38,700,000	$ 38,700,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 630,000	$ 630,000	
Subtotal "Soft Costs"					$ 62,090,000

Grand Total (2041 Dollars)	**$ 240,500,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168 including SR-180 from SR-41 to SR-168 (Viaduct Option)
Convert to HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 115,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	12,375	SF	$ 200	$ 2,475,000	
Install Overhead Sign Panel and Foundation	37	EA	$ 250,000	$ 9,250,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 2,932,000	$ 2,932,000	
Signing & Striping	1	LS	$ 253,000	$ 253,000	
Traffic Management Plan	1	LS	$ 597,000	$ 597,000	
Stage Construction & Traffic Handling	1	LS	$ 597,000	$ 597,000	
Drainage (15%)	1	LS	$ 124,096,000	$ 124,096,000	
Tolling System Installation	1	LS	$ 16,000,000	$ 16,000,000	
Minor & Misc. items (15%)	1	LS	$ 21,030,000	$ 21,030,000	
Roadway Additions (10%)	1	LS	$ 17,723,000	$ 17,723,000	
Mobilization (10%)	1	LS	$ 17,723,000	$ 17,723,000	
Contingency (50%)	1	LS	$ 88,615,000	$ 88,615,000	
Roadway Subtotal					**$ 301,300,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Direct Connector (41 to 168)	1,248,000	SF	$ 650	$ 811,200,000	
Ashland Ave UC (L/R)	-	SF	$ 650	$ -	
Shaw Ave UC (L/R)	-	SF	$ 650	$ -	
SR-41 Bridge	-	SF	$ 650	$ -	
First St UC	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ 811,200,000**

Total Construction Cost	**$ 1,112,500,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 2,083,691,636**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 40,560,000	$ 40,560,000	
Environmental Mitigation (Est)	1	LS	$ 5,608,000	$ 5,608,000	
Right of way Subtotal					$ 46,170,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 86,475,544**

SUBTOTAL CONSTRUCTION COSTS	**$ 2,083,700,000**
TOTAL RIGHT OF WAY COST	**$ 86,480,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 2,170,180,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 85,640,000	$ 85,640,000	
Final Design (10%)	1	LS	$ 185,240,000	$ 185,240,000	
Construction Administration (23%)	1	LS	$ 460,820,000	$ 460,820,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 8,320,000	$ 8,320,000	
Subtotal "Soft Costs"					$ 740,020,000

Grand Total (2041 Dollars)	**$ 2,910,200,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: West of SR-41 to Marks Ave
Convert to HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 72,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	9	EA	$ 250,000	$ 2,250,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 563,000	$ 563,000	
Signing & Striping	1	LS	$ 113,333	$ 114,000	
Traffic Management Plan	1	LS	$ 118,000	$ 118,000	
Stage Construction & Traffic Handling	1	LS	$ 118,000	$ 118,000	
Drainage (15%)	1	LS	$ 475,000	$ 475,000	
Tolling System Installation	1	LS	$ 10,000,000	$ 10,000,000	
Minor & Misc. items (15%)	1	LS	$ 546,000	$ 546,000	
Roadway Additions (10%)	1	LS	$ 1,419,000	$ 1,419,000	
Mobilization (10%)	1	LS	$ 1,419,000	$ 1,419,000	
Contingency (50%)	1	LS	$ 7,092,000	$ 7,092,000	
Roadway Subtotal					**$ 24,120,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Teilman Ave UC (L/R)	-	SF	$ 650	$ -	
SR-99 OC (L/R)	-	SF	$ 650	$ -	
G St OC (L/R)	-	SF	$ 650	$ -	
H St OH (L/R)	-	SF	$ 650	$ -	
Broadway UC (L/R)	-	SF	$ 650	$ -	
Fulton St UC (L/R)	-	SF	$ 650	$ -	
Van Ness Ave UC (L/R)	-	SF	$ 650	$ -	
Belmont Ave UC (L/R)	-	SF	$ 650	$ -	
Blackstone Ave UC (L/R)	-	SF	$ 650	$ -	
Abby St UC (L/R)	-	SF	$ 650	$ -	
Diana St OH (L/R)	-	SF	$ 650	$ -	
Fresno St UC (L/R)	-	SF	$ 650	$ -	
SR-41 Bridge	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 24,120,000**
Total Construction Cost (Escalated Value) (2048 Dollars)	**$ 59,448,939**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 146,000	$ 146,000	
Right of way Subtotal					$ 150,000
Total Right of Way Cost (Escalated Value) (2048 Dollars)					**$ 369,707**

SUBTOTAL CONSTRUCTION COSTS	**$ 59,450,000**
TOTAL RIGHT OF WAY COST	**$ 370,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 59,820,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 2,450,000	$ 2,450,000	
Final Design (10%)	1	LS	$ 5,290,000	$ 5,290,000	
Construction Administration (23%)	1	LS	$ 13,150,000	$ 13,150,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 40,000	$ 40,000	
Subtotal "Soft Costs"					$ 20,930,000

Grand Total (2048 Dollars)	**$ 80,800,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: Between SR-41 and SR-168
Convert to HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 26,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	11	EA	$ 250,000	$ 2,750,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 688,000	$ 688,000	
Signing & Striping	1	LS	$ 113,333	$ 114,000	
Traffic Management Plan	1	LS	$ 143,000	$ 143,000	
Stage Construction & Traffic Handling	1	LS	$ 143,000	$ 143,000	
Drainage (15%)	1	LS	$ 576,000	$ 576,000	
Tolling System Installation	1	LS	$ 4,000,000	$ 4,000,000	
Minor & Misc. items (15%)	1	LS	$ 663,000	$ 663,000	
Roadway Additions (10%)	1	LS	$ 908,000	$ 908,000	
Mobilization (10%)	1	LS	$ 908,000	$ 908,000	
Contingency (50%)	1	LS	$ 4,539,000	$ 4,539,000	
Roadway Subtotal					**$ 15,440,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
SR-41 Bridge	-	SF	$ 650	$ -	
First St UC	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 15,440,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 28,918,830**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 177,000	$ 177,000	
Right of way Subtotal					$ 180,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 337,137**

SUBTOTAL CONSTRUCTION COSTS	**$ 28,920,000**
TOTAL RIGHT OF WAY COST	**$ 340,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 29,260,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 1,190,000	$ 1,190,000	
Final Design (10%)	1	LS	$ 2,580,000	$ 2,580,000	
Construction Administration (23%)	1	LS	$ 6,400,000	$ 6,400,000	
R/W Engineering/Acquisition (10% of ROW Co	1	LS	$ 40,000	$ 40,000	
Subtotal "Soft Costs"					$ 10,210,000

Grand Total (2041 Dollars)	**$ 39,500,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: East of SR-168 to Fowler Ave
Convert to HOT

Date of Estimate: 05/28/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 164,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	29	EA	$ 250,000	$ 7,250,000	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 1,813,000	$ 1,813,000	
Signing & Striping	1	LS	$ 113,333	$ 114,000	
Traffic Management Plan	1	LS	$ 368,000	$ 368,000	
Stage Construction & Traffic Handling	1	LS	$ 368,000	$ 368,000	
Drainage (15%)	1	LS	$ 1,487,000	$ 1,487,000	
Tolling System Installation	1	LS	$ 10,000,000	$ 10,000,000	
Minor & Misc. items (15%)	1	LS	$ 1,710,000	$ 1,710,000	
Roadway Additions (10%)	1	LS	$ 2,311,000	$ 2,311,000	
Mobilization (10%)	1	LS	$ 2,311,000	$ 2,311,000	
Contingency (50%)	1	LS	$ 11,555,000	$ 11,555,000	
Roadway Subtotal					**$ 39,290,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Maple Ave OC (L/R)	-	SF	$ 650	$ -	
Chestnut Ave UC (L/R)	-	SF	$ 650	$ -	
Fowler Ave UC (L/R)	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 39,290,000**
Total Construction Cost (Escalated Value) (2048 Dollars)	**$ 96,838,674**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 456,000	$ 456,000	
Right of way Subtotal					$ 460,000
Total Right of Way Cost (Escalated Value) (2048 Dollars)					**$ 1,133,769**

SUBTOTAL CONSTRUCTION COSTS	**$ 96,840,000**
TOTAL RIGHT OF WAY COST	**$ 1,140,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 97,980,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 3,980,000	$ 3,980,000	
Final Design (10%)	1	LS	$ 8,610,000	$ 8,610,000	
Construction Administration (23%)	1	LS	$ 21,420,000	$ 21,420,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 110,000	$ 110,000	
Subtotal "Soft Costs"					$ 34,120,000

Grand Total (2048 Dollars)	**$ 132,100,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168: From SR-180 to Herndon Ave
Convert to HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 89,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ -	$ -	
Signing & Striping	1	LS	$ 320,000	$ 320,000	
Traffic Management Plan	1	LS	$ 32,000	$ 32,000	
Stage Construction & Traffic Handling	1	LS	$ 80,000	$ 80,000	
Drainage (15%)	1	LS	$ 65,000	$ 65,000	
Tolling System Installation	0	LS	$ -	$ -	
Minor & Misc. items (15%)	1	LS	$ 75,000	$ 75,000	
Roadway Additions (10%)	1	LS	$ 58,000	$ 58,000	
Mobilization (10%)	1	LS	$ 58,000	$ 58,000	
Contingency (50%)	1	LS	$ 286,000	$ 286,000	
Roadway Subtotal					**$ 980,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Ashland Ave UC (L/R)	-	SF	$ 650	$ -	
Shaw Ave UC (L/R)	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 980,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 1,835,522**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	1	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 20,000	$ 20,000	
Right of way Subtotal					$ 20,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 37,460**

SUBTOTAL CONSTRUCTION COSTS	**$ 1,840,000**
TOTAL RIGHT OF WAY COST	**$ 40,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 1,880,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (50%)	1	LS	$ 760,000	$ 760,000	
Final Design (50%)	1	LS	$ 820,000	$ 820,000	
Construction Administration (23%)	1	LS	$ 410,000	$ 410,000	
R/W Engineering/Acquisition (10% of ROW Co	1	LS	$ 10,000	$ 10,000	
Subtotal "Soft Costs"					$ 2,000,000

Grand Total (2041 Dollars)	**$ 3,900,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-41: California Ave to Nees Ave
Convert to HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 165,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ -	$ -	
Signing & Striping	1	LS	$ 470,000	$ 470,000	
Traffic Management Plan	1	LS	$ 47,000	$ 47,000	
Stage Construction & Traffic Handling	1	LS	$ 118,000	$ 118,000	
Drainage (15%)	1	LS	$ 96,000	$ 96,000	
Tolling System Installation	0	LS	$ -	$ -	
Minor & Misc. items (15%)	1	LS	$ 110,000	$ 110,000	
Roadway Additions (10%)	1	LS	$ 85,000	$ 85,000	
Mobilization (10%)	1	LS	$ 85,000	$ 85,000	
Contingency (50%)	1	LS	$ 421,000	$ 421,000	
Roadway Subtotal					**$ 1,440,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
South Fresno Viaduct OC	-	SF	$ 650	$ -	
Van Ness Ave UC	-	SF	$ 650	$ -	
Olive Ave UC	-	SF	$ 650	$ -	
Floradora Ave OH	-	SF	$ 650	$ -	
McKinley Ave UC	-	SF	$ 650	$ -	
Fresno St UC	-	SF	$ 650	$ -	
Clinton Ave UC	-	SF	$ 650	$ -	
Princeton Ave UC	-	SF	$ 650	$ -	
Sheilds Ave UC	-	SF	$ 650	$ -	
Herndon Ave UC	-	SF	$ 650	$ -	
Alluvial Ave UC	-	SF	$ 650	$ -	
El Paso Ave UC	-	SF	$ 650	$ -	
Nees Ave UC	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 1,440,000**
Total Construction Cost (Escalated Value) (2034 Dollars)	**$ 2,049,569**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	1	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 30,000	$ 30,000	
Right of way Subtotal					$ 30,000
Total Right of Way Cost (Escalated Value) (2034 Dollars)					**$ 42,699**

SUBTOTAL CONSTRUCTION COSTS	**$ 2,050,000**
TOTAL RIGHT OF WAY COST	**$ 50,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 2,100,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (50%)	1	LS	$ 850,000	$ 850,000	
Final Design (50%)	1	LS	$ 920,000	$ 920,000	
Construction Administration (23%)	1	LS	$ 460,000	$ 460,000	
R/W Engineering/Acquisition (10% of ROW C	1	LS	$ 10,000	$ 10,000	
Subtotal "Soft Costs"					$ 2,240,000

Grand Total (2034 Dollars)	**$ 4,300,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168 including SR-180 from SR-41 to SR-168 (Tunnel Option)
Convert to HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 115,000	$ -	
Roadway Excavation	183,800	CY	$ 30	$ 5,514,000	
Jointed Plain Concrete Pavement	7,000	CY	$ 385	$ 2,695,000	
Lean Concrete Base	4,000	CY	$ 460	$ 1,840,000	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	11,550	SF	$ 200	$ 2,310,000	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 3,090,000	$ 3,090,000	
Signing & Striping	1	LS	$ 253,000	$ 253,000	
Traffic Management Plan	1	LS	$ 629,000	$ 629,000	
Stage Construction & Traffic Handling	1	LS	$ 629,000	$ 629,000	
Drainage (15%)	1	LS	$ -	$ -	
Tolling System Installation	0	LS	$ -	$ -	
Minor & Misc. items (15%)	1	LS	$ 2,544,000	$ 2,544,000	
Roadway Additions (10%)	1	LS	$ 1,951,000	$ 1,951,000	
Mobilization (10%)	1	LS	$ 1,951,000	$ 1,951,000	
Contingency (50%)	1	LS	$ 9,752,000	$ 9,752,000	
Roadway Subtotal					**$ 33,160,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Direct Connector (41 to 168)	-	SF	$ 650	$ -	
Ashland Ave UC (L/R)	-	SF	$ 650	$ -	
Shaw Ave UC (L/R)	-	SF	$ 650	$ -	
SR-41 Bridge	-	SF	$ 650	$ -	
First St UC	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 33,160,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 62,108,058**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	1	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 503,000	$ 503,000	
Environmental Mitigation (Est)	1	LS	$ 679,000	$ 679,000	
Right of way Subtotal					$ 1,190,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 2,228,848**

SUBTOTAL CONSTRUCTION COSTS	**$ 62,110,000**
TOTAL RIGHT OF WAY COST	**$ 2,230,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 64,340,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 2,560,000	$ 2,560,000	
Final Design (10%)	1	LS	$ 5,530,000	$ 5,530,000	
Construction Administration (23%)	1	LS	$ 13,740,000	$ 13,740,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 410,000	$ 410,000	
Subtotal "Soft Costs"					$ 22,240,000

Grand Total (2041 Dollars)	**$ 86,600,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-168 including SR-180 from SR-41 to SR-168 (Viaduct Option)
Convert to HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 115,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	12,375	SF	$ 200	$ 2,475,000	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 619,000	$ 619,000	
Signing & Striping	1	LS	$ 253,000	$ 253,000	
Traffic Management Plan	1	LS	$ 124,000	$ 124,000	
Stage Construction & Traffic Handling	1	LS	$ 134,000	$ 134,000	
Drainage (15%)	1	LS	$ 122,221,000	$ 122,221,000	
Tolling System Installation	0	LS	$ -	$ -	
Minor & Misc. items (15%)	1	LS	$ 18,874,000	$ 18,874,000	
Roadway Additions (10%)	1	LS	$ 14,470,000	$ 14,470,000	
Mobilization (10%)	1	LS	$ 14,470,000	$ 14,470,000	
Contingency (50%)	1	LS	$ 72,350,000	$ 72,350,000	
Roadway Subtotal					**$ 245,990,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Direct Connector (41 to 168)	1,248,000	SF	$ 650	$ 811,200,000	
Ashland Ave UC (L/R)	-	SF	$ 650	$ -	
Shaw Ave UC (L/R)	-	SF	$ 650	$ -	
SR-41 Bridge	-	SF	$ 650	$ -	
First St UC	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ 811,200,000**

Total Construction Cost	**$ 1,057,190,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 1,980,097,043**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 40,560,000	$ 40,560,000	
Environmental Mitigation (Est)	1	LS	$ 5,034,000	$ 5,034,000	
Right of way Subtotal					$ 45,600,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 85,407,945**

SUBTOTAL CONSTRUCTION COSTS	**$ 1,980,100,000**
TOTAL RIGHT OF WAY COST	**$ 85,410,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 2,065,510,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (5%)	1	LS	$ 81,380,000	$ 81,380,000	
Final Design (10%)	1	LS	$ 176,030,000	$ 176,030,000	
Construction Administration (23%)	1	LS	$ 437,910,000	$ 437,910,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 8,220,000	$ 8,220,000	
Subtotal "Soft Costs"					$ 703,540,000

Grand Total (2041 Dollars)	**$ 2,769,100,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: West of SR-41 to Marks Ave
Convert to HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	1	LS	$ 15,000	$ 15,000	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ 4,000	$ 4,000	
Signing & Striping	1	LS	$ 226,667	$ 227,000	
Traffic Management Plan	1	LS	$ 25,000	$ 25,000	
Stage Construction & Traffic Handling	1	LS	$ 62,000	$ 62,000	
Drainage (15%)	1	LS	$ 50,000	$ 50,000	
Tolling System Installation	0	LS	$ -	$ -	
Minor & Misc. items (15%)	1	LS	$ 58,000	$ 58,000	
Roadway Additions (10%)	1	LS	$ 45,000	$ 45,000	
Mobilization (10%)	1	LS	$ 45,000	$ 45,000	
Contingency (50%)	1	LS	$ 221,000	$ 221,000	
Roadway Subtotal					**$ 760,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Teilman Ave UC (L/R)	-	SF	$ 650	$ -	
SR-99 OC (L/R)	-	SF	$ 650	$ -	
G St OC (L/R)	-	SF	$ 650	$ -	
H St OH (L/R)	-	SF	$ 650	$ -	
Broadway UC (L/R)	-	SF	$ 650	$ -	
Fulton St UC (L/R)	-	SF	$ 650	$ -	
Van Ness Ave UC (L/R)	-	SF	$ 650	$ -	
Belmont Ave UC (L/R)	-	SF	$ 650	$ -	
Blackstone Ave UC (L/R)	-	SF	$ 650	$ -	
Abby St UC (L/R)	-	SF	$ 650	$ -	
Diana St OH (L/R)	-	SF	$ 650	$ -	
Fresno St UC (L/R)	-	SF	$ 650	$ -	
SR-41 Bridge	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 760,000**
Total Construction Cost (Escalated Value) (2048 Dollars)	**$ 1,873,184**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ 1,000	$ 1,000	
Environmental Mitigation (Est)	1	LS	$ 16,000	$ 16,000	
Right of way Subtotal					$ 20,000
Total Right of Way Cost (Escalated Value) (2048 Dollars)					**$ 49,294**

SUBTOTAL CONSTRUCTION COSTS	**$ 1,880,000**
TOTAL RIGHT OF WAY COST	**$ 50,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 1,930,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (50%)	1	LS	$ 770,000	$ 770,000	
Final Design (50%)	1	LS	$ 840,000	$ 840,000	
Construction Administration (23%)	1	LS	$ 280,000	$ 280,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 10,000	$ 10,000	
Subtotal "Soft Costs"					$ 1,900,000

Grand Total (2048 Dollars)	**$ 3,800,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: Between SR-41 and SR-168
Convert to HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 26,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ -	$ -	
Signing & Striping	1	LS	$ 226,667	$ 227,000	
Traffic Management Plan	1	LS	$ 23,000	$ 23,000	
Stage Construction & Traffic Handling	1	LS	$ 57,000	$ 57,000	
Drainage (15%)	1	LS	$ 47,000	$ 47,000	
Tolling System Installation	0	LS	$ -	$ -	
Minor & Misc. items (15%)	1	LS	$ 54,000	$ 54,000	
Roadway Additions (10%)	1	LS	$ 41,000	$ 41,000	
Mobilization (10%)	1	LS	$ 41,000	$ 41,000	
Contingency (50%)	1	LS	$ 204,000	$ 204,000	
Roadway Subtotal					**$ 700,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
SR-41 Bridge	-	SF	$ 650	$ -	
First St UC	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 700,000**
Total Construction Cost (Escalated Value) (2041 Dollars)	**$ 1,311,087**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 15,000	$ 15,000	
Right of way Subtotal					$ 20,000
Total Right of Way Cost (Escalated Value) (2041 Dollars)					**$ 37,460**

SUBTOTAL CONSTRUCTION COSTS	**$ 1,320,000**
TOTAL RIGHT OF WAY COST	**$ 40,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 1,360,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (50%)	1	LS	$ 540,000	$ 540,000	
Final Design (50%)	1	LS	$ 590,000	$ 590,000	
Construction Administration (23%)	1	LS	$ 290,000	$ 290,000	
R/W Engineering/Acquisition (10% of ROW Co	1	LS	$ 10,000	$ 10,000	
Subtotal "Soft Costs"					$ 1,430,000

Grand Total (2041 Dollars)	**$ 2,800,000**

Fresno-Clovis Metropolitan Area Managed Lanes Study

PRELIMINARY COST ESTIMATE SUMMARY

SR-180: East of SR-168 to Fowler Ave
Convert to HOV

Date of Estimate: 05/08/2026

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Clearing and Grubbing	0	LS	$ 164,000	$ -	
Roadway Excavation	0	CY	$ 30	$ -	
Jointed Plain Concrete Pavement	0	CY	$ 385	$ -	
Lean Concrete Base	0	CY	$ 460	$ -	
Hot Mix Asphalt (Type A)	0	TON	$ 140	$ -	
Class 2 Aggregate Base	0	CY	$ 100	$ -	
Class 2 Aggregate Subbase	0	CY	$ 75	$ -	
Barrier/Railing	0	LF	$ 170	$ -	
Retaining Wall	0	SF	$ 200	$ -	
Install Overhead Sign Panel and Foundation	0	EA	$ 250,000	$ -	
Asphalt Treated Permeable Base	0	CY	$ 230	$ -	
Structure Backfill (RW)	0	CY	$ 110	$ -	
Traffic Electrical	1	LS	$ -	$ -	
Signing & Striping	1	LS	$ 226,667	$ 227,000	
Traffic Management Plan	1	LS	$ 23,000	$ 23,000	
Stage Construction & Traffic Handling	1	LS	$ 63,000	$ 63,000	
Drainage (15%)	1	LS	$ 47,000	$ 47,000	
Tolling System Installation	0	LS	$ -	$ -	
Minor & Misc. items (15%)	1	LS	$ 54,000	$ 54,000	
Roadway Additions (10%)	1	LS	$ 42,000	$ 42,000	
Mobilization (10%)	1	LS	$ 42,000	$ 42,000	
Contingency (50%)	1	LS	$ 207,000	$ 207,000	
Roadway Subtotal					**$ 710,000**

Structure items:	Quantity	Unit	Unit Cost	Item Total	Total
Maple Ave OC (L/R)	-	SF	$ 650	$ -	
Chestnut Ave UC (L/R)	-	SF	$ 650	$ -	
Fowler Ave UC (L/R)	-	SF	$ 650	$ -	
Mobilization (10%)	1	LS	$ -	$ -	
Contingency (50%)	1	LS	$ -	$ -	
Structure Subtotal					**$ -**

Total Construction Cost	**$ 710,000**
Total Construction Cost (Escalated Value) (2048 Dollars)	**$ 1,749,948**

Right of way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Right of Way Acquisition / TCE	-	LS	$ -	$ -	
Utility Relocation (Est)	1	LS	$ -	$ -	
Environmental Mitigation (Est)	1	LS	$ 15,000	$ 15,000	
Right of way Subtotal					$ 20,000
Total Right of Way Cost (Escalated Value) (2048 Dollars)					**$ 49,294**

SUBTOTAL CONSTRUCTION COSTS	**$ 1,750,000**
TOTAL RIGHT OF WAY COST	**$ 50,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 1,800,000**

Soft Costs	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (50%)	1	LS	$ 720,000	$ 720,000	
Final Design (50%)	1	LS	$ 780,000	$ 780,000	
Construction Administration (23%)	1	LS	$ 390,000	$ 390,000	
R/W Engineering/Acquisition (10% of ROW Cc	1	LS	$ 10,000	$ 10,000	
Subtotal "Soft Costs"					$ 1,900,000

Grand Total (2048 Dollars)	**$ 3,700,000**