

**APPLICATION FORM FOR  
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 06-Fresno County-3

LAPG 9-A (REV 05/2020)

Page 1 of 4

**APPLICATION SUMMARY**

This summary page is filled out automatically once the application is completed.

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

**Application ID** 06-Fresno County-3

**Important:** Review and follow the [Application Form Instructions](#) step-by-step as you complete the application. Completing an application without referencing the instructions will likely result in an incomplete application or an application with fatal flaws that will be disqualified from the ranking and selection process.

**Submitted By (Agency)**

Fresno County

**Application Category**

Benefit Cost Ratio (BCR)

**Caltrans District**

06

**Application Number**

3

**Out of**

3

**Project Location**

American Ave &amp; East Ave, Excelsior Ave and Valentine Ave, McKinley Ave and Jameson Ave.

**Project Description**

Remove or relocate bridge headwalls outside of Clear Recovery Zone.

**Total Project Cost**

\$3,379,200

**HSIP Funds Requested**

\$3,041,280

**Benefit Cost Ratio (BCR)**

3.56

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**Basic Information**Date: Caltrans District: MPO: Agency: County: Total number of applications being submitted by your agency: Application Number (each application must have a unique number):  Check if this application is one of the multiple ones for the same project (please review the form instructions for explanation).**Contact Person Information**Name (Last, First): Position/Title of Contact Person: Email: Telephone: Extension: Address: City: Zip Code: 

(Enter only a 5-digit number)

**Application Category:** **Project Information**Project Title:   
-Be Brief (Limited to 100 Characters)Project Location:   
-Be Brief (Limited to 250 Characters)  
-See [Application Form Instructions](#)Project Description:   
-Be Brief (Limited to 250 Characters)  
-See [Application Form Instructions](#)**Total Project Cost**

\$3,379,200

**HSIP Funds Requested**

\$3,041,280

**Benefit Cost Ratio (BCR)**

(Required for a BCR application. Enter 0 for Funding Set-Aside application)

3.56

**APPLICATION FORM FOR****HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 06-Fresno County-3

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**1. Project Identification**

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest crash concentrations and highest collision types?

(Limited to 5,000 characters)

Countywide, and in a recent 5-year period, there were close to 175 total accidents involving vehicles and fixed objects which resulted in severe injuries. Fifty-five percent occurred during the night and forty-five percent during the day. Improper turning and driving under the influence accounted for forty-percent each, as the primary cause factor (PCF). The projects are located in western Fresno County, west of State Route 99. These are two lane roads with centerline striping with no posted speed limit signs, and high-speed travel are to be expected. The fixed objects or headwalls are located within the new clear recovery zone. In total, fifty percent of all collisions occurred during the day and fifty percent during the night. Improper turning accounted for eighty-three percent, followed by unsafe speed with seventeen percent as the PCF. Driving under the influence was not a PCF in any of the project locations.

**2. Prior Attempts to Address the Safety Issues**

List all other projects/countermeasures that have been (or are being) deployed at the location(s) within the last 5 years. Applicants must identify all federal and/or state funds that have been used or approved within the proposed project limits within the last 5 years. Normally HSIP funding cannot be used to construct safety countermeasures at the same locations within 5 years.

(Limited to 5,000 characters)

N/A

**3. Other Comments**

Explain here if this project has any special circumstances or if you have other comments. Enter "NA" if none.

(Limited to 5,000 characters)

N/A

# APPLICATION FORM FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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## Application Attachments (See [Application Form Instructions](#))

Please attach all files as needed. **Note:** files may not be attachable if file is open. Close before attach.

1. Engineer's Checklist (Required for all projects) 1 Engineer's Checklist-3.pdf
2. Vicinity map/Location map (Required for all projects) 2 vicinity maps locations maps-3.pdf
3. Project maps/plans showing existing and proposed conditions (Required for all projects) 3 project maps plans showing existing and proposed conditions-3.pdf
4. Pictures of Existing Condition (Required for all projects) 4 Pictures of existing conditions-3.pdf
5. HSIP Analyzer (Required for all projects) 5 HA06-Fresno County-3.pdf
6. Collision diagram(s) (Required for a BCR application) 6 Collision diagrams-3.pdf
7. Collision List(s) (Required for a BCR application) 7 Collision Lists-3.pdf

### Warrant Studies

- Check if the project includes new installation of certain traffic control devices (e.g., traffic signals, pedestrian signals, etc.). If yes, Traffic Signal Warrant 4, 5 and/or 7 must be met (CA MUTCD Chapter 4C).

8. Warrant Studies (Not required for this project)
--

### Work on the State Highway System

Does the project include improvements on the State Highway System?

- Yes, and the project will be jointly-funded with Caltrans  
(Must be jointly-funded if the project is for intersection safety improvement involving SHS).  
*A formal Letter of Support from Caltrans District Traffic is required. The letter should include estimates of cost sharing.*
- Yes, but the project will not be jointly-funded with Caltrans.  
*A written correspondence from Caltrans District Traffic is required. The correspondence should indicate that Caltrans does not see issues that would prevent the proposed project from receiving an encroachment permit.*
- No.

9. Letter/email of Support from Caltrans (No SHS involved - not required for this project)
--

10. Additional narration, documentation, letters of support, etc. (Optional) 10a Letter of Support-3.pdf
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## HSIP Cycle 10 Application – Engineer's Checklist (For BCR applications)

This application checklist is to be used by the engineer in “responsible charge” of the preparation of this HSIP application, based on the final application and application attachments as submitted to Caltrans. The engineer's initials and stamp should not be placed until the application has been finalized.

The purpose of this checklist is to ensure all of the primary elements of the application are included and the application is free of errors, allowing the application to be accurately ranked in the statewide selection process. Applications with errors in the supporting data will not be considered in the project selection process.

### Special Considerations for Engineers before signing and stamping this document attesting to the accuracy of the application:

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculations or reports be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding HSIP application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

#### 1. Vicinity map /Location map

Engineer's Initials: MA

- a. The project limits must be clearly depicted in relation to the overall agency boundary

#### 2. Project layout-plan showing existing and proposed conditions must:

Engineer's Initials: MA

- a. Be to a scale which allows the visual verification of the overall project limits and the construction limits of each safety countermeasure (CM) included in the application's BCR
- b. Show the full scope of the proposed project, including any non-safety construction items
- c. Show the “Influence Area” for each safety CM included in the application's BCR
- d. Show all changes to existing lanes and shoulder widths. Label the proposed widths
- e. Show limits of all roadway excavation/demolition
- f. Show agency's right of way (ROW) lines. (Also show ROW of the State, Railroad, and all other government agencies)

#### 3. Project cross-section showing existing and proposed conditions.

*(Only required for projects with roadway excavation, cut/fill slopes, and changes to lane widths)*



**Check if not applicable (no initials required when not applicable)**

Engineer's Initials: MA

- a. Show dimension, changes, ROW lines, safety CMs, etc.

**4. Countermeasure Selection:****Engineer's Initials:** MA

- a. The CMs used are appropriate and reasonable based on the application instructions and the Local Roadway Safety Manual.

**5. Crash Data** used in the Benefit Cost Ratio (BCR) calculations:**Engineer's Initials:** MA

- a. Must be from a reliable and well documented source
- b. Must be within influence area of CMs and must be applied to CMs using generally accepted traffic engineering principles  
(*Example: If the CM only addresses the northbound lanes of a divided roadway, then southbound crashes should be excluded.*)
- c. Must be accurately shown in collision diagrams and collision lists attached to this application
- d. Must be presented in terms of the number of crashes (**not** the number of injuries and fatalities)
- e. Must be based on the most recent data available and must have a minimum 3 years and maximum 5 years of data

**6. Collision Diagrams** (Shown separately by CM or combined)**Engineer's Initials:** MA

- a. Should be to scale with crash locations accurately plotted
- b. Reveal collision patterns necessary to justify CMs
- c. The influence area for each CM is shown separately on the diagrams (unless the areas are identical)
- d. All crashes included in the BCR Calculation must be clearly shown within the influence area of that CM
- e. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
- f. The totals shown match the data in the Collision Lists and the crash data tables in the HSIP Analyzer

**7. Collision Lists** (Shown separately by CM or combined)**Engineer's Initials:** MA

- a. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
- b. If the Lists includes crashes that were not appropriate to include in the BCR calculations, these crashes must be crossed through or removed and not included in the totals
- c. The totals shown match the data in the Collision Diagrams and the crash data tables in the HSIP Analyzer
- d. Each crash is only counted as one, even if there were multiple victims and/or vehicles involved

**8. Detailed Engineer's Estimate and Project Cost Estimate (HSIP Analyzer – Sections I & II)****Engineer's Initials:** MA

- a. All likely construction costs associated with the project are identified and included in Section I (Construction Cost Estimate and Cost Breakdown)
- b. Each of the main project elements are broken out into separate construction items. The costs for the construction items are based on calculated quantities and appropriate corresponding unit costs
- c. Costs for the construction items are distributed among the CMs using a logical method to fairly calculate each CM's cost
- d. "Other Safety-Related" and "Non-Safety-Related" components are properly identified and accounted for
- e. The Total Construction Cost in Section I must match the "Construction Items – Total Cost" in Section II (Project Cost Estimate) (automatic in the HSIP Analyzer)
- f. The project costs of all phases must be properly accounted for in Section II

**9. Benefit and BCR Calculation (HSIP Analyzer – Sections III & IV)**Engineer's Initials: MA

- a. The CMs applied are selected properly based on the proposed work for safety improvements;
- b. The crash data time period must be a minimum of 3 years and a maximum of 5 years and the most recent available crash data must be used.
- c. The data in the crash data tables for each location must include only the crashes for the specified crash types and must match those in the Collision Diagrams and the Collision Lists.
- d. The totals for each Location match the totals shown in the Collision Diagrams and Collision Lists
- e. The total project cost in the BCR calculation must match the total project cost in Section II (automatic in the HSIP Analyzer)
- f. The data transferred to the application form must match the data in the HSIP Analyzer

**10. Warrant studies/guidance (Check if not applicable)** **Check if not applicable (no initials required when not applicable)**Engineer's Initials: X

- a. For new signals, Warrant 4, 5 or 7 must be documented as having been met based on the CA MUTCD. For pedestrian signals (including Pedestrian Hybrid Beacon (HAWK)), the justification may be Warrant 4, 5 and/or 7, or passing the test in Figure 4F-1/4F-2 in Chapter 4F of CA MUTCD.

**11. Additional narration, documentation, letters of support:**Engineer's Initials: MA

- a. The answers to the "Narrative Questions" in the application form and the HSIP Analyzer are consistent with and support the engineering logic and the calculations in the development of the application's BCR
- b. When needed, clarify non-standard application of countermeasures, crashes and/or costs; appropriate documentation is attached to the application to document the engineering decisions and calculations.

## Signature and Stamp Page

**Licensed Engineer:**

Name:

Title:

Engineer License Number:

Signature:

Date:

Email:

Phone:

**Engineer's Stamp:**



To ensure the application's quality and the agency's commitment to deliver the safety project in an expedited manner, the application must be signed by the Agency's Transportation/Traffic Engineering Manager.

**By signing this application, the manager is attesting to:**

1. All data in the application is accurate and represents the total scope of the planned project;
2. The agency understands the Project Delivery Requirements for the HSIP Program and is prepared to deliver the project per these requirements; and
3. The agency understands if Caltrans staff determine that any of the above requirements are not met, or data is inaccurate, or the application fails to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive HSIP funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to Application Form Instructions for more information.

**Transportation Manager:**

Name:

Title:

Signature:

Date:

# AMERICAN AND EAST AVENUES VICINITY MAP

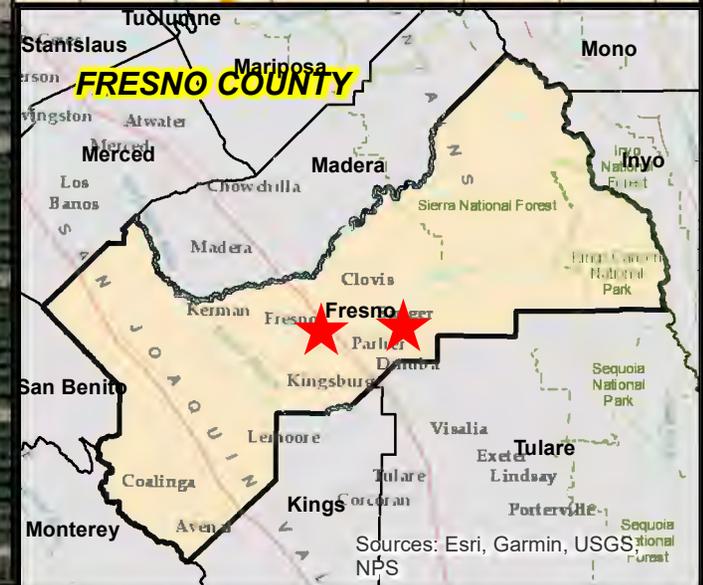


**LEGEND**

-  County of Fresno
-  City of Fresno
-  Project Location

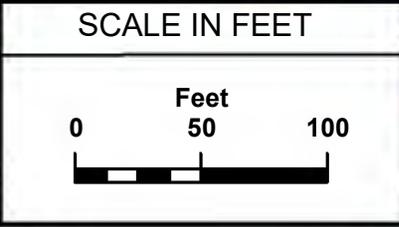


**LOCATION DETAIL**



Prepared By: Diana Nuttman, Staff Analyst  
 Date: 10/01/2020  
 Agency: County of Fresno  
 Department: Public Works & Planning  
 Division: Design/Transportation Planning

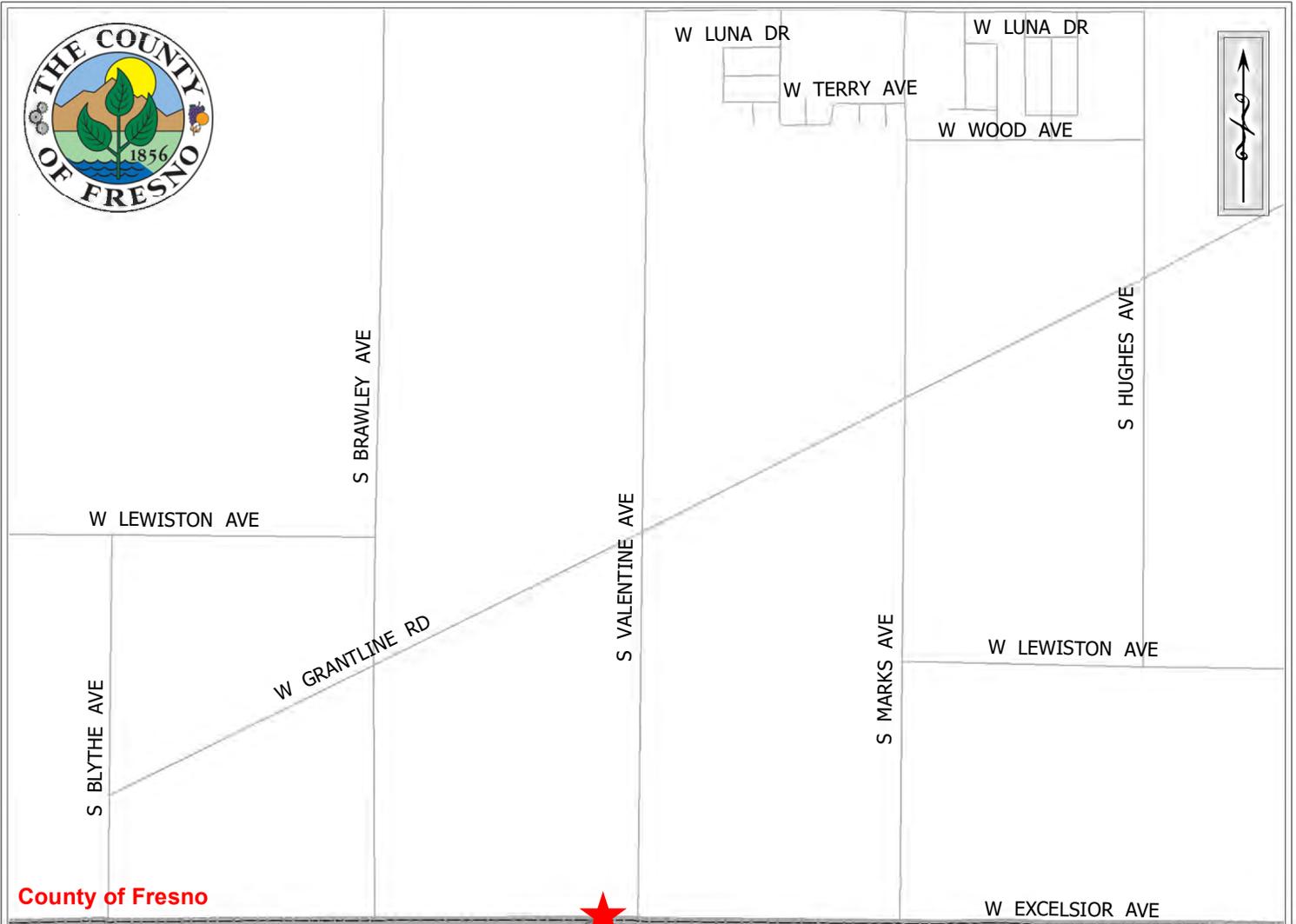
2220 TULARE STREET, 6TH FLOOR, FRESNO, CA 93721  
 Phone: (559) 600-4109 | Fax: (559) 600-4544



**DEPARTMENT OF PUBLIC WORKS & PLANNING**

**HSIP CANDIDATE - HEADWALL IMPROVEMENTS  
 AMERICAN & EAST**

# EXCELSIOR AVENUE 554' W/O VALENTINE AVENUE VICINITY MAP



County of Fresno  
County of Kings

**Project Location**

**LEGEND**

- County of Fresno/  
County of Kings  
Boundary Line
- County of Fresno
- Project Location



**LOCATION DETAIL**

**PROJECT AREA**



S. VALENTINE AVE

W EXCELSIOR AVE

FRESNO COUNTY  
KINGS COUNTY

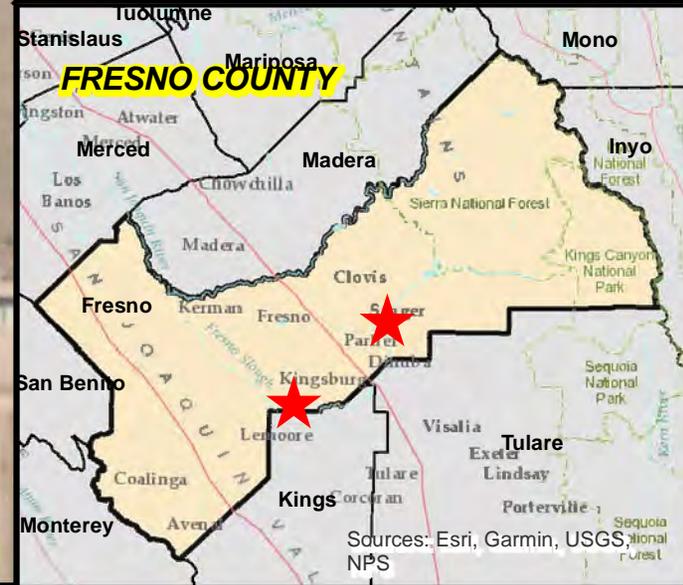


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**STREETS**



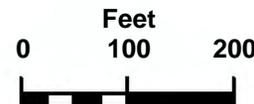
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



Sources: Esri, Garmin, USGS, NPS

Prepared By: Diana Nuttman, Staff Analyst  
Date: 09/01/2020  
Agency: County of Fresno  
Department: Public Works & Planning  
Division: Design/Transportation Planning

**SCALE IN FEET**



**DEPARTMENT OF PUBLIC WORKS & PLANNING**

**HSIP CANDIDATE - HEADWALL IMPROVEMENTS  
EXCELSIOR & VALENTINE**

# JAMESON AND MCKINLEY AVENUES VICINITY MAP



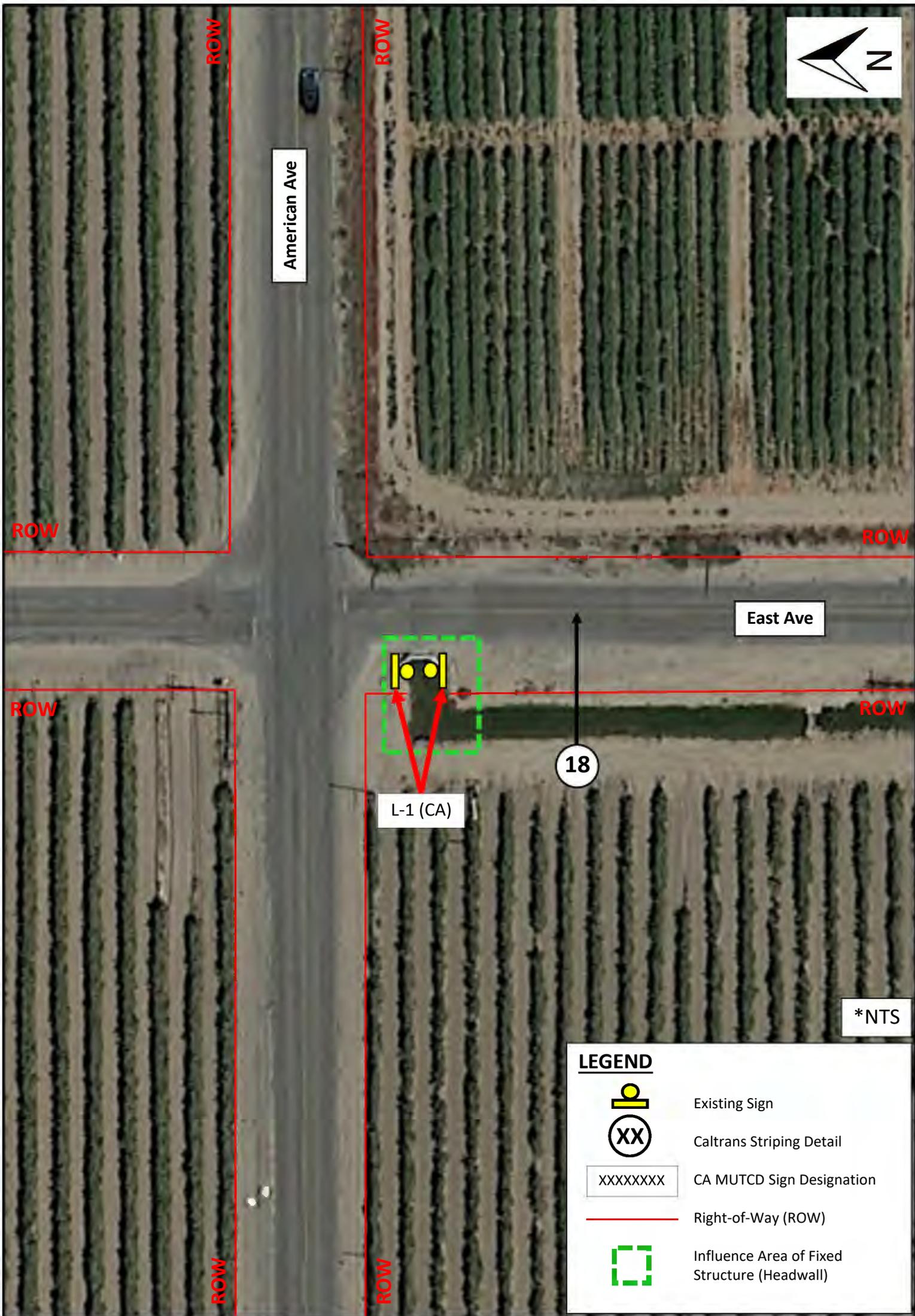
**Project Location**

**LEGEND**

-  County of Fresno
-  Project Location







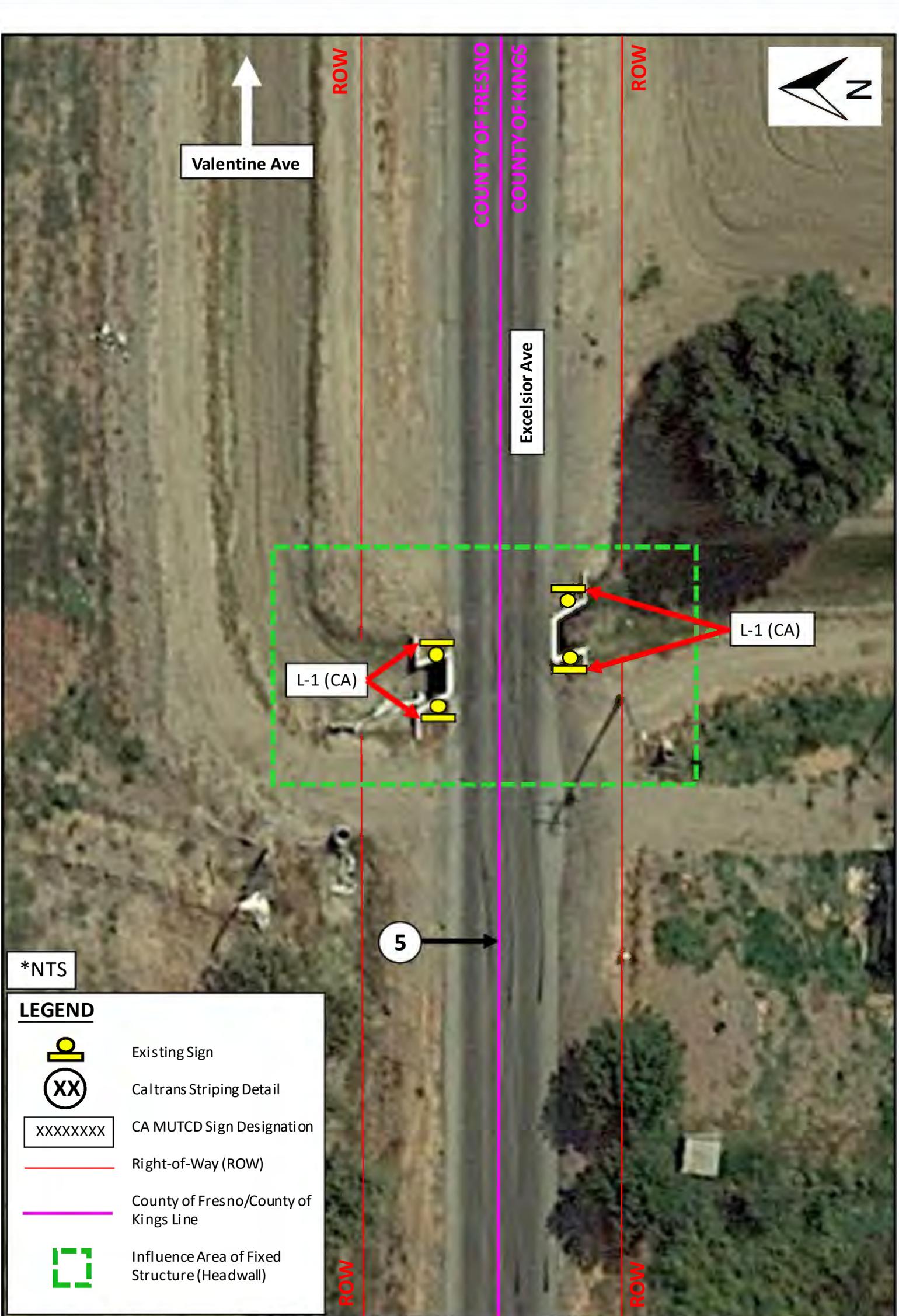
\*NTS

**LEGEND**

-  Existing Sign
-  Caltrans Striping Detail
-  CA MUTCD Sign Designation
-  Right-of-Way (ROW)
-  Influence Area of Fixed Structure (Headwall)



*American and East Avenues Existing Conditions*  
 HSIP Cycle 10



Valentine Ave



COUNTY OF FRESNO  
COUNTY OF KINGS

Excelsior Ave

L-1 (CA)

L-1 (CA)

5

\*NTS

**LEGEND**

-  Existing Sign
-  Cal trans Striping Detail
-  CA MUTCD Sign Designation
-  Right-of-Way (ROW)
-  County of Fresno/County of Kings Line
-  Influence Area of Fixed Structure (Headwall)



*Excelsior Avenue 554' W/O Valentine Avenue  
Existing Conditions  
HSIP Cycle 10*



NOTE: ALL RIGHT OF WAY LINES ARE APPROXIMATE

EAST AVE

AMERICAN AVE

ROW

ROW

ROW

ROW

ROW

ROW

ROW

ROW

ROW

EXISTING HEADWALL TO BE REMOVED

PROPOSED REINFORCED CONCRETE

ROADWAY EXCAVATION AREA

EXISTING STEPPING

EXISTING IRRIGATION GATE PIPES RELOCATED

PROPOSED IRRIGATION GATE LOCATION

EXCAVATION AREA

EXISTING CULVERT TO BE REMOVED

PROPOSED HEADWALL

THE M. MANNING



SURVEYED _____	DATE _____	Contour Interval	Scale in Feet
DRAWN _____		Minor _____	0 20 40 Feet
CHECKED _____		Major _____	
REVISION _____	FOR RW DATA AND ACCURATE ACCESS DETERMINATION SEE RW RECORDS AT PUBLIC WORKS		

### PROPOSED CONDITIONS

PROJECT	
BOX CULVERT REPLACEMENT AT EAST AND MANNING AVE	
Road No. _____	Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING		
PLAN VIEW		
Drawing No. _____	Sheet No. 1	Total 1

NOTE: ALL RIGHT OF WAY LINES ARE APPROXIMATE



COUNTY OF FRESNO  
COUNTY OF KINGS

EXCELSIOR AVE



SURVEYED	DATE	Contour Interval	Scale in Feet
DRAWN		Minor	
CHECKED		Major	
REVISION	FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS		

**PROPOSED CONDITIONS**

PROJECT  
BOX CULVERT REPLACEMENT AT  
EXCELSIOR AND VALENTINE AVE  
Road No. Bridge No.



DEPARTMENT OF PUBLIC WORKS & PLANNING  
PLAN VIEW  
Drawing No. Sheet No. 1 Total 1

NOTE: ALL RIGHT OF WAY LINES ARE APPROXIMATE



SURVEYED _____	DATE _____	Contour Interval	Scale in Feet
DRAWN _____		Minor _____	
CHECKED _____		Major _____	
REVISION _____	FOR RW DATA AND ACCURATE ACCESS DETERMINATION SEE RW RECORDS AT PUBLIC WORKS		

**PROPOSED CONDITIONS  
Alternative 1**

PROJECT	
BOX CULVERT REPLACEMENT AT McKINELY AND JAMESON AVE	
Road No. _____	Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING		
PLAN VIEW		
Drawing No. _____	Sheet No. 1	Total 1

NOTE: ALL RIGHT OF WAY LINES ARE APPROXIMATE



SURVEYED _____	DATE _____	Contour Interval Minor _____ Major _____	Scale in Feet 0 20 40 Feet
DRAWN _____			
CHECKED _____			
REVISION _____	FOR RW DATA AND ACCURATE ACCESS DETERMINATION SEE RW RECORDS AT PUBLIC WORKS		

**PROPOSED CONDITIONS  
Alternative 2**

PROJECT	
BOX CULVERT REPLACEMENT AT McKINELY AND JAMESON AVE	
Road No. _____	Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING		
PLAN VIEW		
Drawing No. _____	Sheet No. 1	Total 1

**PHOTOS OF EXISTING CONDITIONS  
HEADWALL IMPROVEMENTS - AMERICAN & EAST**



*Figure 1: East Ave looking north from south side of American Ave intersection.*



*Figure 2: Headwall on southwest corner of American Ave & East Ave intersection.*

**PHOTOS OF EXISTING CONDITIONS  
HEADWALL IMPROVEMENTS - AMERICAN & EAST**



*Figure 3: Southward view of Headwall on southwest corner of American & East Avenues*



*Figure 4: Eastward view of Headwall on southwest corner of American & East Avenues*

**PHOTOS OF EXISTING CONDITIONS  
HEADWALL IMPROVEMENTS - EXCELSIOR & VALENTINE**



*Figure 1: Headwalls on either side of Excelsior Ave looking east.*



*Figure 2: Headwalls on either side of Excelsior Ave looking west.*

**PHOTOS OF EXISTING CONDITIONS  
HEADWALL IMPROVEMENTS - EXCELSIOR & VALENTINE**



*Figure 3: Southward view of Headwall on south side of Excelsior Ave.*



*Figure 4: Northward view of Headwall on north side of Excelsior Ave.*

**PHOTOS OF EXISTING CONDITIONS  
HEADWALL IMPROVEMENTS - MCKINLEY & JAMESON**



*Figure 1: Headwalls on either side of McKinley Ave looking west from Jameson Ave.*



*Figure 2: Headwalls on either side of McKinley Ave looking east toward Jameson Ave.*

**PHOTOS OF EXISTING CONDITIONS  
HEADWALL IMPROVEMENTS - MCKINLEY & JAMESON**



# HSIP ANALYZER

## Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

**Important:** Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (i.e. later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

Save this file using 'HA' + Application ID as the file name (e.g. 'HA03-Sacramento-01.pdf'). Attach the completed HSIP Analyzer to the last page of the HSIP Application Form.

### 1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

Project Location:   
(limited to 250 characters)

Project Description:   
(limited to 250 characters)

2. Application Category (BCR or Set-asides):

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Type of project locations:

Number of Intersections/Miles:

Number of countermeasures for the project:

CM No. 1:

### 3. Project information

Functional Classification (FC): Major Collector

For California Road System (CRS) maps to check the FC, click [here](#).

Urban / Rural Area: Rural

What is the approximate total cost percentage that is HR3 eligible? 100%

Annual Average Daily Traffic (see instructions):

AADT (Major Road) 1,450

AADT (Minor Road) 250

Year of AADT 2011 or earlier

Posted Speed Limit (mph): 55

Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily?  
(For more information on the SHSP and its Challenge Areas, click [here](#).)

Intersections

How were the safety needs and potential countermeasures for this project first identified?

Jurisdiction-wide safety analysis

California established Systemic Safety Analysis Report Program (SSARP) in 2016 and Local Roadway Safety Plan (LRSP) Program in 2019. Was this project identified through the SSARP or LRSP?

No

Is the project focused primarily on "spot location(s)" or "systemic" improvements?

Systemic

If it is systemic, the primary type of the "systemic" improvements is:

Clear Zone Improvements

What is the primary mode of travel intended to be benefited by this project (enter if not in the list)?

Motorized users

Approximate percentage of project cost going to improvements related to **motorized** travel

100%

#### 4. Project schedule

The local agency is expected to deliver the project per [the HSIP Program Delivery requirements](#). Assuming the HSIP Cycle 10 projects selected for funding will be programmed by January 1, 2021, please enter your best estimated dates for the following implementation milestones. Leave blank if not applicable.

Will this project use HSIP funds for Preliminary Engineering (PE) Phase?

Will an external consultant be hired to do the PE work?

**Delivery Milestones to be met: PE Authorization by 9/30/2021; CON Authorization by 12/31/2023.**

**PE Authorization Date:**

Environmental Clearance Date:

Right of Way Clearance Date:

Final PS&E Date:

**CON Authorization Date:**

Construction Contract Award Date:

Construction Completion Date:

**Project Close-Out Date:**

## Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Determine the project's maximum Funding Reimbursement Ratio (FRR).

### I.1 Countermeasures (CMs) applied to all location(s) (from Page No. 1)

Number of countermeasures: 1

1. R02: Remove or relocate fixed objects outside of Clear Recovery Zone; HSIP Funding Eligibility: 90%

### I.2 Detailed Engineer's Estimate for Construction Items:

**Cost breakdown by CMs.** For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated. Do not enter data for gray fields (calculated or not used).

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R02)	(Not Used)	(Not Used)	% for OS*	% for NS**
+ -	1	SUPPLEMENTAL WORK (PRICE INDEX FLUCTUATION)	LS	1	150,000	150,000	%	%	%	50 %	50 %
+ -	2	LEAD COMPLIANCE PLAN	LS	1	\$12000.00	12,000	%	%	%	50 %	50 %
+ -	3	CONSTRUCTION PROJECT FUNDING SIGN	EA	6	\$1000.00	6,000	%	%	%	50 %	50 %
+ -	4	PORTABLE CHANGEABLE SIGN	EA	6	\$4000.00	24,000	%	%	%	50 %	50 %
+ -	5	TRAFFIC CONTROL SYSTEM	LS	1	180,000	180,000	%	%	%	50 %	50 %
+ -	6	JOB SITE MANAGEMENT	LS	1	\$15000.00	15,000	%	%	%	50 %	50 %
+ -	7	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$12000.00	12,000	%	%	%	50 %	50 %
+ -	8	STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$15000.00	15,000	%	%	%	50 %	50 %
+ -	9	STORM WATER ANNUAL REPORT	EA	3	\$1500.00	4,500	%	%	%	50 %	50 %
+ -	10	REMOVE ROADSIDE SIGN	EA	3	\$200.00	600	%	%	%	100 %	0 %
+ -	11	COLD PLANE ASPHALT CONCRETE PAVEMENT	SY	165	\$10.00	1,650	%	%	%	100 %	0 %
+ -	12	CLEARING AND GRUBBING	LS	1	\$35000.00	35,000	%	%	%	100 %	0 %
+ -	13	ROADWAY EXCAVATION	CY	138	\$35.00	4,830	%	%	%	100 %	0 %
+ -	14	ROADWAY EXCAVATION (UNSUITABLE MATERIAL)	CY	14	\$35.00	490	%	%	%	100 %	0 %
+ -	15	SHOULDER BACKING	CY	17	\$25.00	425	%	%	%	100 %	0 %
+ -	16	FINISHING ROADWAY	LS	1	\$60000.00	60,000	%	%	%	100 %	0 %
+ -	17	CLASS 2 AGGREGATE BASE	CY	67	\$65.00	4,355	%	%	%	100 %	0 %
+ -	18	HOT MIX ASPHALT (TYPE A)	TON	160	\$130.00	20,800	%	%	%	100 %	0 %
+ -	19	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREAS)	SY	300	\$80.00	24,000	%	%	%	100 %	0 %
+ -	20	TACK COAT	TON	3	\$1500.00	4,500	%	%	%	100 %	0 %

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R02)	(Not Used)	(Not Used)	% for OS*	% for NS**
+ -	21	SURVEY MONUMENT (TYPE D)	EA	1	\$650.00	650	%	%	%	100 %	0 %
+ -	22	MOBILIZATION	LS	1	150,000	150,000	%	%	%	100 %	0 %
+ -	23	SIGNING AND STRIPING	LS	1	\$60000.00	60,000	%	%	%	100 %	0 %
+ -	24	SURVEY MONUMENT	EA	3	\$1000.00	3,000	%	%	%	50 %	50 %
+ -	25	STRUCTURAL EXCAVATION ( CULVERT, WINGWALL) REMOVE DRAINAGE FACILITY ( CULVERT)	CY	1,891	\$80.00	151,280	100 %	%	%	%	0 %
+ -	26	REMOVE DRAINAGE FACILITY ( CULVERT)	LS	1	\$85000.00	85,000	100 %	%	%	%	0 %
+ -	27	REINFORCED CONCRETE PIPE W/INSTALLATION	LF	75	\$500.00	37,500	100 %	%	%	%	0 %
+ -	28	3.5' x 8' PRECAST CONCRETE BOX CULVERT	LS	1	\$90000.00	90,000	100 %	%	%	%	0 %
+ -	29	INSTALLATION (3.5' X 8' BOX CULVERT)	LS	1	\$45000.00	45,000	100 %	%	%	%	0 %
+ -	30	DOUBLE 4.5' X 6' PRECAST CONCRETE BOX CULVERT	LS	1	120,000	120,000	100 %	%	%	%	0 %
+ -	31	INSTALLATION (4.5' X 6' BOX CULVERT)	LS	1	\$60000.00	60,000	100 %	%	%	%	0 %
+ -	32	STRUCTURAL CONCRETE (RETAINING WALL)	CY	38	\$1450.00	55,100	100 %	%	%	%	0 %
+ -	33	STRUCTURAL BACKFILL (CULVERT & WINGWALL)	CY	1,510	\$200.00	302,000	100 %	%	%	%	0 %
+ -	34	CONCRETE BARRIER	LF	130	\$200.00	26,000	100 %	%	%	%	0 %
+ -	35	CONCRETE (CHANNEL LINING)	CY	44	\$800.00	35,200	100 %	%	%	%	0 %
+ -	36	ROCK SLOPE PROTECTION (FACING ROCK)	CY	30	\$500.00	15,000	100 %	%	%	%	0 %
+ -	37	RSP FABRIC ( CLASS 8)	LS	1	\$3600.00	3,600	100 %	%	%	%	0 %
+ -	38	TEMPORARY CANAL DIVERSION SYSTEM	EA	3	\$30000.00	90,000	%	%	%	100 %	0 %
+ -	39	IRRIGATION GATE REMOVAL AND RELOCATION	EA	4	\$30000.00	120,000	%	%	%	100 %	0 %
		Weighted Average (%)					51%			39%	10%
		Total (\$)				\$2,024,480					

\* % for OS: Cost % for Other Safety-Related components;

\*\* % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above "Total" of the construction items:    
(e.g. enter 10 for 10%)

Total Construction Cost (Con Items & Contingencies):   
(Rounded up to the nearest hundreds)

### I.3 Funding Reimbursement Ratio

Project's Maximum Funding Reimbursement Ratio = 89.6%

*The project's Maximum Funding Reimbursement Ratio is calculated as the least of the FEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total(%)" column in Section II (Project Cost Estimate).*

## Section II. Project Cost Estimate

All project costs, for all phases and by all funding sources, must be accounted for on this form.

- i. **"Total Cost"**: Round all costs up to the nearest hundred dollars.
- ii. **"HSIP/Total (%)"**: The maximum allowed is the project's Funding Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **"HSIP Funds"** and **"Local/Other Funds"** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in narrative question No. 3 in the HSIP Application Form.

Project's maximum Funding Reimbursement Ratio (FRR)  
(from Section I, rounded up to integer)  %

To set all "HSIP/Total (%)" in the below table  
to the above maximum FRR, click "Set":

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
<b>Preliminary Engineering (PE) Phase</b>				
Environmental	\$15,000	90 %	\$13,500	\$1,500
PS&E	\$567,000	90 %	\$510,300	\$56,700
<b>Subtotal - PE</b>	<b>\$582,000</b>	<b>90 %</b>	<b>\$523,800</b>	<b>\$58,200</b>
<b>Right of Way (ROW) Phase</b>				
Right of Way Engineering	\$60,000	90 %	\$54,000	\$6,000
Appraisals, Acquisitions & Utilities	\$60,000	90 %	\$54,000	\$6,000
<b>Subtotal - Right of Way (ROW)</b>	<b>\$120,000</b>	<b>90 %</b>	<b>\$108,000</b>	<b>\$12,000</b>
<b>Construction (CON) Phase</b>				
Construction Engineering (CE)	\$349,000	90 %	\$314,100	\$34,900
Construction Items	\$2,328,200 <small>(Read only - from Section I)</small>	90 %	\$2,095,380	\$232,820
<b>Subtotal - Construction</b>	<b>\$2,677,200</b>	<b>90 %</b>	<b>\$2,409,480</b>	<b>\$267,720</b>
<b>PROJECT TOTAL</b>	<b>\$3,379,200</b>	<b>90 %</b>	<b>\$3,041,280</b>	<b>\$337,920</b>

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0).

### Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in narrative question No 3 in the HSIP application form.

## Section III. Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the historical crash data at the project sites.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the application, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): "All", "Night", "Ped & Bike", "Emergency Vehicle", and "Animal" (Each of the later four datasets is a sub-dataset of the "All" dataset.)

*Note: If a Roundabout CM (S16 or NS04 or NS05) is selected, additional information (such as roundabout configuration and ADT) is required.*

For more information regarding crash data, please refer to the Manual for HSIP Analyzer and the Local Roadway Safety Manual.

1. Please indicate the sources of the crash data. Typical sources include Statewide Integrated Traffic Records System (SWITRS), UC Berkeley SafeTREC TIMS, your locally preferred mapping software (such as Crossroads) or any other data sources.

Crossroads (including SWITRS).

2. Please explain how "incremental approach" has been pursued if CM R15, R16, R17 or R18 is proposed. Please skip this question if none of these CMs are being proposed.

Countermeasure R15 (Widen shoulder), R16 ( Curve shoulder widening (outside only)), R17 (Improve horizontal alignment (flatten curves)) and R18 (Flatten crest vertical curve) are not eligible unless they are done as the last step of an "incremental approach".

Applicants need to document they have already installed lower cost and lower impact CMs but the crash rate is unacceptably high. What safety improvements have been pursued and installed at the project sites within the last ten years?

### III.1 List of Project Locations

List all locations/sites included in this project. Highlighted fields must be filled in.

- 1) Initially there is only one location line in each group. Click "+"/"-" to add a new line/delete an existing line;
- 2) Enter location description for each line. The same descriptions will be auto-populated in III.2.

If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc. Please limit the number of rows to no more than 25.

Based on the criteria described on the last page, the locations/sites need to be divided into 1 groups.

	Location No.	Location Description (Intersection Name or Road Limit or General Description)
		<b>Location type for this project:</b> R (Roadways)
		<b>GROUP No. 1</b>
+	1	Water structure south of American Ave. and East Ave.
-		
+	2	Water structure west of Excelsior Ave. and Valentine Ave.
-		
+	3	Water structure west of Jameson Ave. and McKinley Ave.
-		

## III.2: Countermeasures and Crash Data

### Countermeasures and Crash Data -Location Group No. 1 of 1

[Hide Group Details](#)

**Step 1: Check countermeasure(s) to be applied for the locations in this group (countermeasures available are from Page 1).**

	No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input checked="" type="checkbox"/>	1	R02: Remove or relocate fixed objects outside of Clear Recovery Zone	R	0.35	20	All	90%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.							

**Step 2: Provide crash data.**

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY):  To (MM/DD/YYYY):  Crash Data Period (years) = 3.89

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(1) All

**Crash Data Table for Crash Type: ALL**

No.	Location (from Table III.1)	Fatal (ALL)	Severe Injury (ALL)	Other Visible Injury (ALL)	Complaint of Pain (ALL)	PDO (ALL)	Total
1	Water structure south of American Ave. and East Ave.	0	1	0	0	0	1
2	Water structure west of Excelsior Ave. and Valentine Ave.	0	1	0	1	2	4
3	Water structure west of Jameson Ave. and McKinley Ave.	0	1	0	0	0	1
Total		0	3	0	1	2	6

## Section IV. Calculation and Results

Click the 'Calculate' button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the 'Calculate' button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

### Benefit Summary:

Information/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit
Location type: R (Roadways) Number of location(s): 3 Number of selected countermeasure(s): 1 ( R02) Crash Data Information: Crash data period (years): 3.89 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 0,3,0,1,2	\$12,023,265	\$0	\$0	\$12,023,265
<b>Sum</b>	<b>\$12,023,265</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,023,265</b>

\*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

### BCR and other key information:

Transfer the "Total Project Cost" , "HSIP Funds Requested" and the BCR to Page 2 of the HSIP Application Form.

#### Safety Countermeasure Information

Number of countermeasures: 1

R02: Remove or relocate fixed objects outside of Clear Recovery Zone

#### Cost, FRR, Benefit and BCR:

Total Project Cost	HSIP Funds Requested	Max. FRR
<input type="text" value="\$3,379,200"/>	<input type="text" value="\$3,041,280"/>	<input type="text" value="90%"/>
Total Expected Benefit	Benefit Cost Ratio (BCR)	
<input type="text" value="12,023,265"/>	<input type="text" value="3.56"/>	

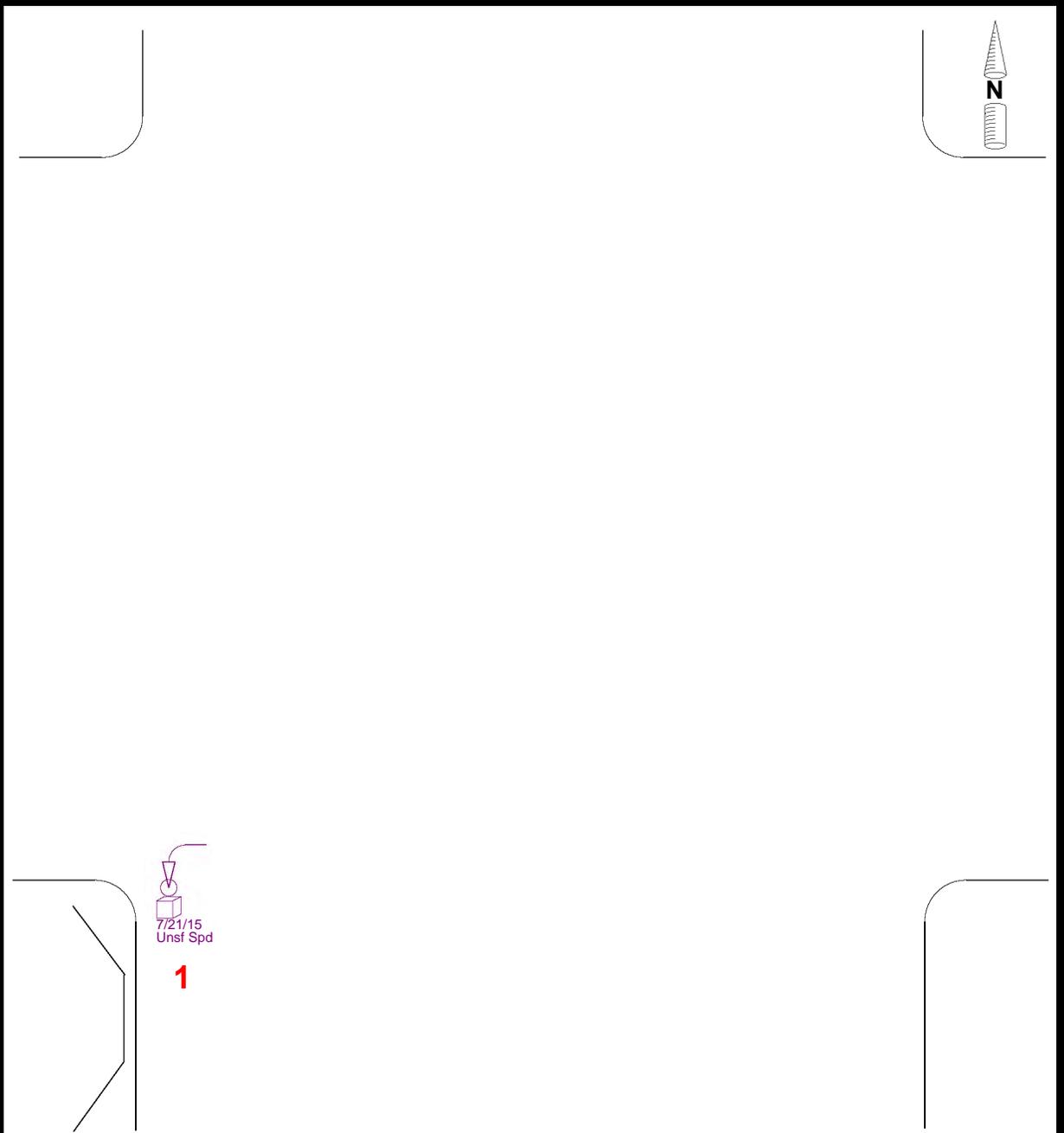
# Collision Diagram

Horizontal Street: AMERICAN

From: 7/21/2015 To: 6/9/2019

Vertical Street: EAST

Date Prepared: 10/6/2020



### Number of Collisions

- 0 Property Damage Only
- 0 Complaint of Pain
- 0 Other Visible Injury
- 1 Severe Injury
- 0 Fatal
- 1 Total Collisions

### Legend

- |  |                  |  |            |  |              |
|--|------------------|--|------------|--|--------------|
|  | Moving Vehicle   |  | Right Turn |  | Pedestrian   |
|  | Stopped Vehicle  |  | Left Turn  |  | Fixed Object |
|  | Backing Vehicle  |  | Sideswipe  |  | Bicycle      |
|  | Ran Off Road     |  | Day        |  | DUI          |
|  | Movement Unknown |  | Night      |  | Injury       |
|  |                  |  |            |  | Fatal        |

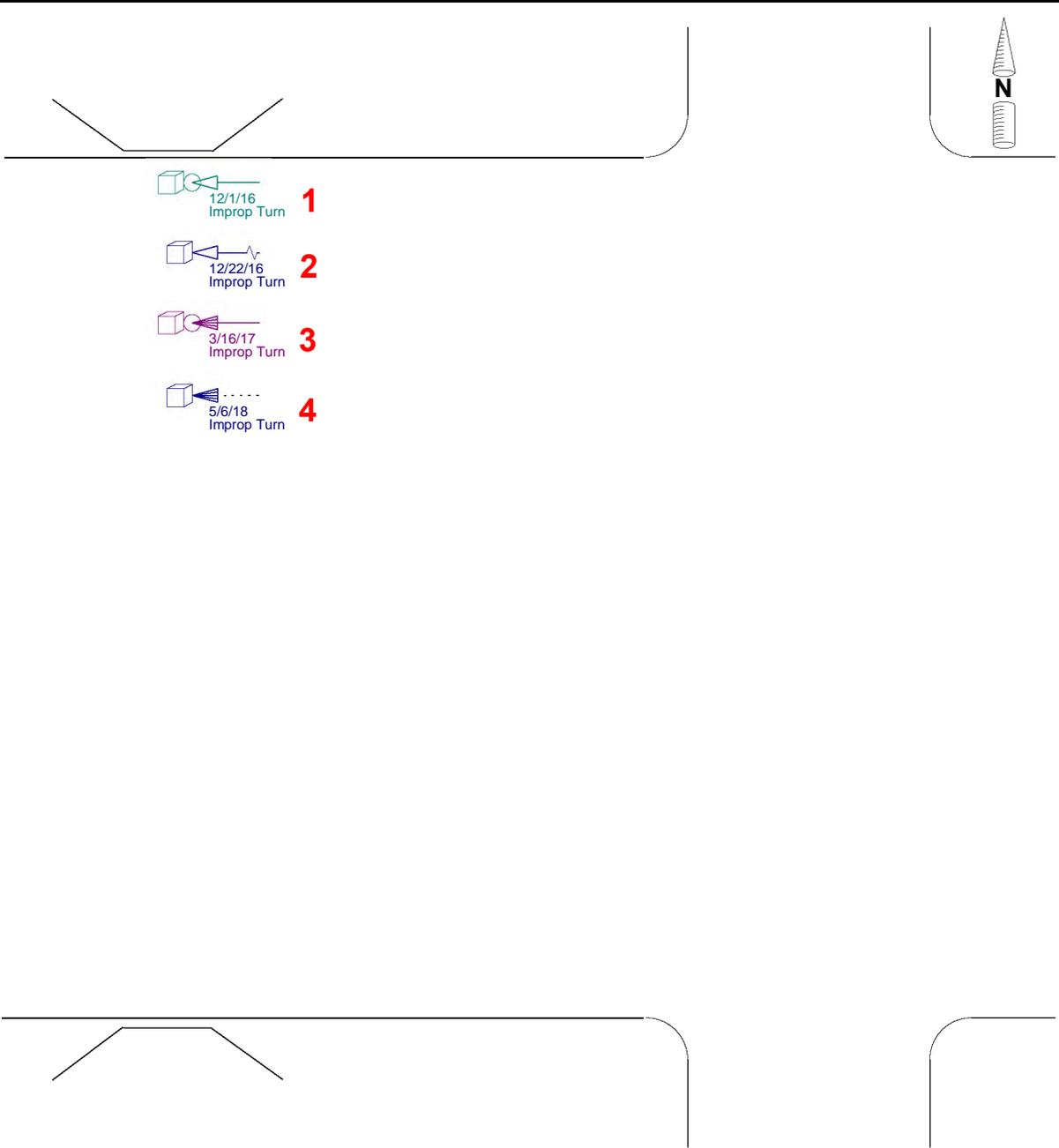
# Collision Diagram

Horizontal Street: EXCELSIOR

From: 7/21/2015 To: 6/9/2019

Vertical Street: VALENTINE

Date Prepared: 10/6/2020



**Number of Collisions**

- 2** Property Damage Only
- 1** Complaint of Pain
- 0** Other Visible Injury
- 1** Severe Injury
- 0** Fatal
- 4** Total Collisions

**Legend**

- |  |   |  |
|--|---|--|
|  Moving Vehicle   |  Right Turn |  Pedestrian   |
|  Stopped Vehicle  |  Left Turn  |  Fixed Object |
|  Backing Vehicle  |  Sideswipe  |  Bicycle      |
|  Ran Off Road     |  Day        |  DUI          |
|  Movement Unknown |  Night      |  Injury       |
|  |   |  Fatal        |

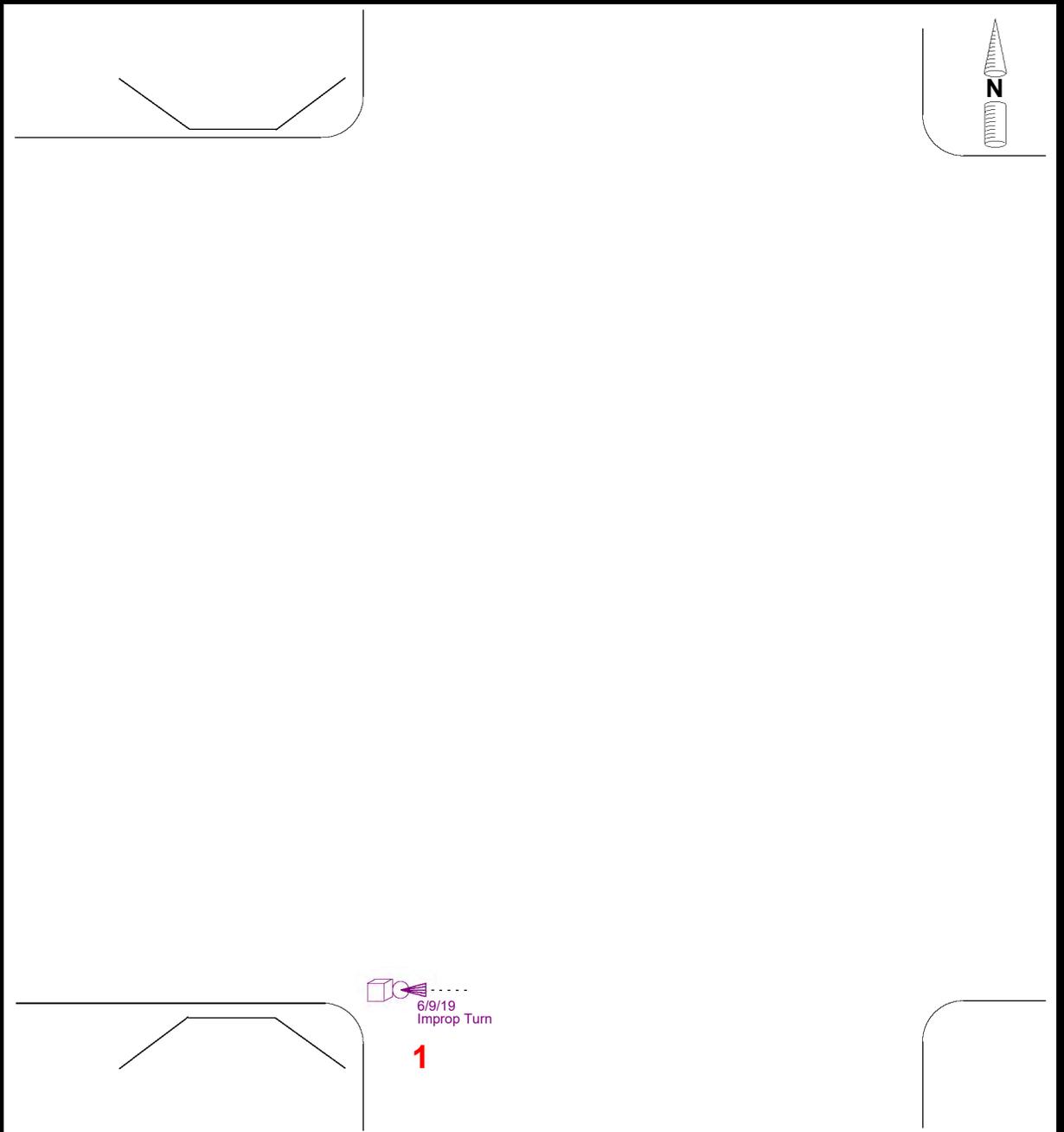
# Collision Diagram

Horizontal Street: MCKINLEY

From: 7/21/2015 To: 6/9/2019

Vertical Street: JAMESON

Date Prepared: 10/6/2020



<p><b><u>Number of Collisions</u></b></p> <p>0 Property Damage Only</p> <p>0 Complaint of Pain</p> <p>0 Other Visible Injury</p> <p>1 Severe Injury</p> <p>0 Fatal</p> <p>1 Total Collisions</p>	<p><b><u>Legend</u></b></p> <p>← Moving Vehicle</p> <p>←  Stopped Vehicle</p> <p>←→ Backing Vehicle</p> <p>←~ Ran Off Road</p> <p>←... Movement Unknown</p>	<p>↘ Right Turn</p> <p>↙ Left Turn</p> <p>←→ Sideswipe</p> <p>△ Day</p> <p>◑ Night</p>	<p>🚶 Pedestrian</p> <p>📦 Fixed Object</p> <p>🚲 Bicycle</p> <p>🍷 DUI</p> <p>○ Injury</p> <p>⊙ Fatal</p>
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# Collision Summary Report

County of Fresno  
 Public Works and Planning Department  
 Maintenance and Operations Division  
 Traffic Engineering

**Data Source:** County of Fresno CROSSROADS database  
**Date of Report:** 10/6/2020  
**Total Collisions:** 1  
**Injury Collisions:** 1  
**Fatal Collisions:** 0  
**Street & Cross Street:** AMERICAN & EAST  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity / Extent	Lighting	Inj.	Kil.	Counter Measure (CM#)	
1	201507021 1	7/21/15	3:44 PM	AMERICAN & EAST	0	Not Stated	Hit Object	Fixed Object	Unsafe Speed	Severe Injury	Daylight	2	0	R02	
							<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>							
							Party 1	West	Making Left Turn						

### Collisions by Type / Lighting / Severity / PCF

**Collision Type:**

Hit Object	1
<b>Total:</b>	<b>1</b>

**Lighting (Day / Night):**

Daylight	1
<b>Total:</b>	<b>1</b>

**Highest Degree of Injury (severity / extent):**

Severe Injury	1
<b>Total:</b>	<b>1</b>

**Primary Collision Factor (PCF):**

Unsafe Speed	1
<b>Total:</b>	<b>1</b>

**Street & Cross Street:** AMERICAN & EAST  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity / Extent	Lighting	Inj.	Kil.	Counter Measure (CM#)
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**SETTINGS FOR QUERY:**

**Street & Cross Street:** AMERICAN & EAST  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits  
**Sorted By:** Date and Time

## Collision Summary Report

**County of Fresno  
Public Works and Planning Department  
Maintenance and Operations Division  
Traffic Engineering**

**Data Source:** County of Fresno CROSSROADS database  
**Date of Report:** 10/6/2020  
**Total Collisions:** 4  
**Injury Collisions:** 2  
**Fatal Collisions:** 0  
**Street & Cross Street:** EXCELSIOR & VALENTINE  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity / Extent	Lighting	Inj.	Kil.	Counter Measure (CM#)
1	943520161 0271	12/1/16	11:00 AM	EXCELSIOR & VALENTINE	561	West	Hit Object	Fixed Object	Improper Turning	Complaint of Pain	Daylight	1	0	R02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					<b>Party 1</b>	West	Proceeding Straight							
2	943520161 0632	12/22/16	3:58 PM	EXCELSIOR & VALENTINE	530	West	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Daylight	0	0	R02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					<b>Party 1</b>	West	Ran Off Road							
3	943520171 1702	3/16/17	2:46 AM	EXCELSIOR & VALENTINE	554	West	Hit Object	Fixed Object	Improper Turning	Severe Injury	Dark - No Street Lights	1	0	R02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					<b>Party 1</b>	West	Proceeding Straight							
4	943520180 1812	5/6/18		EXCELSIOR & VALENTINE	550	West	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0	R02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					<b>Party 1</b>	West	Other Unsafe Turning							

**Street & Cross Street:** EXCELSIOR & VALENTINE  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity / Extent	Lighting	Inj.	Kil.	Counter Measure (CM#)
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**Collisions by Type / Lighting / Severity / PCF**

**Collision Type:**

Hit Object	4
<b>Total:</b>	<b>4</b>

**Lighting (Day / Night):**

Dark - No Street Lights	2
Daylight	2
<b>Total:</b>	<b>4</b>

**Highest Degree of Injury (severity / extent):**

Complaint of Pain	1
Property Damage Only	2
Severe Injury	1
<b>Total:</b>	<b>4</b>

**Primary Collision Factor (PCF):**

Improper Turning	4
<b>Total:</b>	<b>4</b>

**SETTINGS FOR QUERY:**

**Street & Cross Street:** EXCELSIOR & VALENTINE  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits  
**Sorted By:** Date and Time

# Collision Summary Report

**County of Fresno**  
**Public Works and Planning Department**  
**Maintenance and Operations Division**  
**Traffic Engineering**

**Data Source:** County of Fresno CROSSROADS database  
**Date of Report:** 10/6/2020  
**Total Collisions:** 1  
**Injury Collisions:** 1  
**Fatal Collisions:** 0  
**Street & Cross Street:** JAMESON & MCKINLEY  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity / Extent	Lighting	Inj.	Kil.	Counter Measure (CM#)
1	943520190 2283	6/9/19	3:25 AM	MCKINLEY & JAMESON	0	Not Stated	Hit Object	Fixed Object	Improper Turning	Severe Injury	Dark - No Street Lights	1	0	R02
							<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>						
							Party 1	West	Other Unsafe Turning					

## Collisions by Type / Lighting / Severity / PCF

**Collision Type:**

Hit Object	1
<b>Total:</b>	<b>1</b>

**Lighting (Day / Night):**

Dark - No Street Lights	1
<b>Total:</b>	<b>1</b>

**Highest Degree of Injury (severity / extent):**

Severe Injury	1
<b>Total:</b>	<b>1</b>

**Primary Collision Factor (PCF):**

Improper Turning	1
<b>Total:</b>	<b>1</b>

**Street & Cross Street:** JAMESON & MCKINLEY  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity / Extent	Lighting	Inj.	Kil.	Counter Measure (CM#)
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**SETTINGS FOR QUERY:**

**Street & Cross Street:** JAMESON & MCKINLEY  
**Collision Dates:** 7/21/2015 - 6/9/2019  
**Within Distance of:** improvement limits  
**Sorted By:** Date and Time



COUNTY OF KINGS  
DEPARTMENT OF  
PUBLIC WORKS

Kings County Government Center  
1400 W. Lacey Boulevard  
Hanford, CA 93230  
Phone: (559) 582-3211  
Extension: 2690  
FAX: (559) 582-2506

Kevin J. McAlister, Director

County of Fresno  
Department of Public Works  
Attn: Mr. Ryan Cardoza  
2220 Tulare St., 6<sup>th</sup> Floor  
Fresno, CA 93721

October 29, 2020

**Reference: HSIP Application – Culvert Extension Excelsior Avenue West of Valentine Avenue**

Dear Mr. Cardoza:

Per Agreement File No. 480 dated June 1, 1965, Excelsior Avenue between 22<sup>nd</sup> (Marks) Avenue and 24<sup>th</sup> (Cornelia) Avenue is the sole maintenance responsibility of Fresno County (see attached). As such, Kings County elects to defer recommended improvements to Fresno County.

Should you have any questions or concerns, please do not hesitate to contact me. Thank you

Sincerely,

A handwritten signature in blue ink, appearing to read "Dominic Tyburski".

Dominic Tyburski, P.E.  
Chief Engineer  
County of Kings Public Works  
(559) 852-2698

Agreement File No. 480

cc  
6-11

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AGREEMENT

\* \* \* \* \*

THIS AGREEMENT, made and entered into this 1st day of June 1965, by and between the COUNTY OF FRESNO, a political subdivision of the State of California, Party of the First Part, and the COUNTY OF KINGS, a political subdivision of the State of California, Party of the Second Part,

W I T N E S S E T H :

WHEREAS, there exist certain border streets and intersections at and near the boundary line of the County of Fresno and the County of Kings, which boundary line traverses the approximate center of such streets, it being the legal duty of each of said counties to maintain such portions of said streets and intersections as may lie within its jurisdiction, and

WHEREAS, economy and convenience require that rather than each of the counties maintaining the one-half of such street or intersection lying within its jurisdiction, an agreement be entered into whereby each of the counties will, in consideration of the performance by the other, maintain the whole of approximately one-half of said border streets and intersections, together with certain short segments of roads at and near such boundary lines which economy and convenience require be maintained in a similar manner;

NOW, THEREFORE, to that end the parties hereto have and by these presents do agree as follows:

1. It is agreed that Kings County shall maintain, at its sole cost and expense, the following named streets (corresponding Kings County street names in parentheses):

(a) Bethel (7th)  
Elkhorn (Boston) to Kings County Line;

(b) Indianola (7-1/2)  
Elkhorn (Boston) to Kings County Line;

1 (c) Elkhorn (Boston  
2 Indianola (7 $\frac{1}{2}$ ) to Kings County Line;

3 (d) Davis (Barstow)  
4 Del Rey (8th) to Kings County Line;

5 (e) Del Rey (8th)  
6 Davis (Barstow) to Kings County Line;

7 (f) Excelsior (Excelsior)  
8 Marks (22nd) to Maple (16-1/2).

9 2. It is agreed that Fresno County shall maintain, at its sole cost and  
10 expense the following named streets ( corresponding Kings County Streets in  
11 parentheses):

12 X(a) Mt. Whitney (Denver)  
13 Boundary Road (Boundary Road) to Leonard (10-1/2);

14 X(b) Leonard (10-1/2)  
15 Mt. Whitney (Denver) to dead end;

16 (c) Boundary Road (Boundary Road)  
17 Mt. Whitney (Denver) to Rivardale (Cairo);

18 (d) Rivardale (Cairo)  
19 Boundary Road (Boundary Road) to Highland (10th);

20 (e) Excelsior (Excelsior)  
21 Cornelia (24th) to Marks (22nd);

22 (f) Excelsior (Excelsior)  
23 Westlawn (28th) to Bryan (25-1/2);

24 (g) Westlawn (28th)  
25 Excelsior (Excelsior) to Page (Elder);

26 (h) Jayne (Nevada)  
27 County Line to Avenal Cut-Off Road;

28 (i) Cale (Lincoln)  
29 County Line to Avenal Cut-Off Road.

30 It is agreed that the said roads and intersections shall be maintained and  
31 kept free of dangerous or defective conditions according to the standard of the  
32 County so maintaining the same pursuant to this Agreement.

33 This Agreement shall remain in full force and effect until terminated  
34 by mutual agreement of the parties hereto, or by giving to the other, thirty (30)  
35 days notice in writing of such intention to so terminate.

36 IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be  
37 executed as of the day and year first-above written.

COUNTY OF FRESNO

*[Handwritten Signature]*

Chairman of the Board of Supervisors of  
Fresno County, California,  
Party of the First Part

COUNTY OF KINGS

By *[Handwritten Signature]*

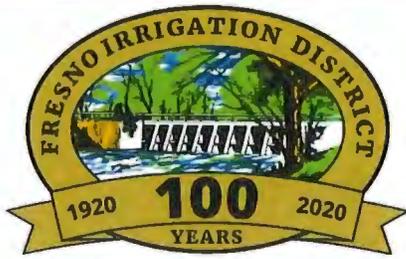
Chairman of the Board of Supervisors of  
Kings County, California,  
Party of the Second Part

Approved as to form:

ROBERT M. WASH, COUNTY COUNSEL

By

Floyd R. B. Viau,  
Assistant County Counsel



2907 S. MAPLE AVENUE  
FRESNO, CALIFORNIA 93725-2208  
TELEPHONE: (559) 233-7161  
FAX: (559) 233-8227

**A Century of Commitment, Conveyance & Customer Service**

October 30, 2020

Caltrans  
Division of Local Assistance  
ATTN: Mr. James Perrault  
855 M Street, Ste. 200  
Fresno, CA 93721

**SUBJECT: FRESNO COUNTY HIGHWAY SAFETY IMPROVEMENT PROGRAM APPLICATION**

Dear Mr. Perrault,

I am writing today to express support for the County of Fresno's application for HSIP funds to construct headwall improvements at the Washington Colony Canal on East Avenue at American Avenue, and at the Thompson Canal at McKinley and Jameson Avenues. The Washington Colony Canal and the Thompson Canal both fall within the Fresno Irrigation District.

Should this application be selected for funding, the Fresno Irrigation District will work with the County of Fresno to complete the project.

Thank you for your investment in safety improvements within the County of Fresno.

Sincerely,

A handwritten signature in blue ink, appearing to read "Laurence Kimura".

Laurence Kimura, P.E.  
Chief Engineer

# LAGUNA IRRIGATION DISTRICT

5065 19 ½ AVENUE  
RIVERDALE, CA  
93656

October 30, 2020

CalTrans  
Division of Local Assistance  
Mr. Jim Perrault  
855 M Street, Suite 200  
Fresno, CA 93721

Re: Fresno county Highway Safety Improvement Program Application

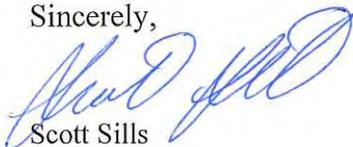
Dear Mr. Perrault,

I am writing today to express support for Fresno County's application for Highway Safety Improvement Program funds to construct headwall improvements at the E Canal on Excelsior Avenue just west of Valentine Avenue. The E Canal falls within the Laguna Irrigation District.

Should this application be selected for funding, Laguna Irrigation District will partner with the County to complete the project.

Thank you for your investment in safety improvements in Fresno County.

Sincerely,



Scott Sills  
General Manager  
Laguna Irrigation District