

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-2

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

Funding Set-asides

Caltrans District

06

Application Number

2

Out of

2

Project Location

Various locations in Fresno County.

Project Description

Install edge line striping on 41.6 miles of roadway (83.2 miles of edge line) in various locations.

Total Project Cost

\$298,280

HSIP Funds Requested

\$249,975

Benefit Cost Ratio (BCR)

**APPLICATION FORM FOR LOCAL
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 06-Fresno County-2

LAPG 9-A (REV 04/2022)

Page 2 of 4

Basic InformationDate: Sep 12, 2022Caltrans District: 06MPO: FCOGAgency: Fresno CountyCounty: Fresno CountyTotal number of applications being submitted by your agency: 2Application Number (each application must have a unique number): 2☐ 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): Wendy NakagawaPosition/Title of Contact Person: Supervising EngineerEmail: wnakagawa@fresnocountyca.govTelephone: (559) 600-4265Extension: Address: 2220 Tulare Street, 6th FloorCity: FresnoZip Code: CA 93721

(Enter only a 5-digit number)

Application Category: Funding Set-asides**Project Information**

Project Title:

-Be Brief (Limited to 100 Characters)

Edge Line Striping in Various Locations.

Project Location:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)Various locations in Fresno County.

Project Description:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)Install edge line striping on 41.6 miles of roadway (83.2 miles of edge line) in various locations.**Total Project Cost**

\$298,280

HSIP Funds Requested

\$249,975

Benefit Cost Ratio (BCR)

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

APPLICATION FORM FOR LOCAL**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 06-Fresno County-2

LAPG 9-A (REV 04/2022)

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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 fatal and injury crash concentrations and types of crashes?

(Limited to 5,000 characters)

Fresno County has the highest number of County-maintained road miles in the state, at over 3,400 centerline miles. The County's Local Road Safety Plan has identified lane departures as a significant reason for vehicle crashes in the County based on analysis of crash data over 5 years, which results in head-on, hit object, and overturned crashes. Reducing the number of lane departures is a priority to reduce the most severe crashes. Painting edge lines along the roadways is one of the best low-cost, high-impact solutions. Adverse weather conditions and low visibility are leading causes of lane departures, and heavy fog covers much of the County in winter months. Edge lines are a good first solution to try, before considering other options, such as adding rumble strips to the roads. This systemic approach will cover just over 40 miles of roadway in various locations, allowing the County to monitor crash data after the implemented edge-line striping and determine the effectiveness of the countermeasure.

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)

No other major prior attempts at countermeasures have been made in the proposed areas.

Other projects (no countermeasures): Overlay on McCall Ave from State Route 180 to Shaw Ave, STPL-5942(290). The project was recently completed on 4 miles of McCall within the project limits.

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)

NA

**APPLICATION FORM FOR LOCAL
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 06-Fresno County-2

LAPG 9-A (REV 04/2022)

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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. Local Roadway Safety Plan (LRSP) Certification **(Required for all projects)**
01-06-Fresno County-02-LRSP Certification.pdf

2. Engineer's Checklist **(Required for all projects)**
02-06_Fresno-County_02_Engineers Checklist - signed.pdf

3. Vicinity map/Location map **(Required for all projects)**
03-06-Fresno County-02-Location Map.pdf

4. Project maps/plans showing existing and proposed conditions **(Required for all projects)**
04-06-Fresno County-02-Project Plan.pdf

5. Pictures of Existing Condition **(Required for all projects)**
05-06-Fresno County-02-Pictures.pdf

6. HSIP Analyzer **(Required for all projects)**
HA06-Fresno County-02.pdf

7. Collision diagram(s) (Required for a BCR application)

8. Collision List(s) (Required for a BCR application)

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).

9. 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.

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

11. Additional narration, documentation, letters of support, etc. (Optional)



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

Local Roadway Safety Plan (LRSP) Certification

Date: September 12, 2022

To: Caltrans Local Assistance

In order to apply for the local Highway Safety Improvement Program (HSIP) funds, an agency must have completed their Local Roadway Safety Plan (LRSP) or an equivalent of the LRSP, such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan. The LRSP or its equivalent must be updated and validated at least every five years. It is strongly recommended that the LRSP (or its equivalent) and its update be approved by the agency's Board or Council.

County of Fresno certifies that it has completed an LRSP. The LRSP was adopted by the Fresno County Board of Supervisors on June 7, 2022 and be found here:

<https://fresnocounty.legistar.com/LegislationDetail.aspx?ID=5667641&GUID=68ED5364-E7F5-4BE1-BAD4-4A7A2CE857A3&Options=&Search=>

The LRSP is data driven and facilitates a comprehensive approach to addressing road safety.

You may direct any questions regarding the LRSP to Erin Haagenson at 559-600-9908 or ehaagenson@fresnocountyca.gov

Signature: Steven E White
Steven E White (Sep 12, 2022 08:53 PDT)

Title: Director

HSIP Cycle 11 Application – Engineer's Checklist (For Set-aside 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. 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
- b. Show the full scope of the proposed project, including any non-safety construction items

3. Scope of Work:

Engineer's Initials: MA

- a. The scope of work must be consistent with the type of the funding set-aside that the application targets at

4. Detailed Engineer's Estimate and Project Cost Estimate (HSIP Analyzer – Sections II & III)

Engineer's Initials: MA


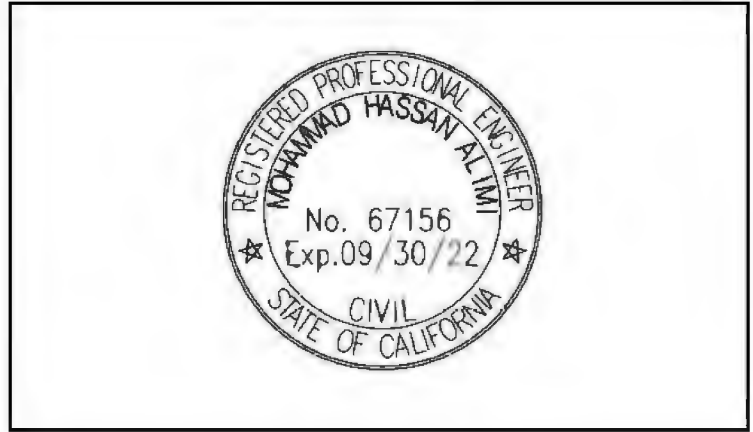
- a. All likely construction costs associated with the project are identified and included in Section II (Construction Cost Estimate and Cost Breakdown)
- b. Each of the main project elements are broken out into separate construction items. The costs for the construction items are based on calculated quantities and appropriate corresponding unit costs
- c. For each non-general construction item, “Set-aside”, Other Safety” and “Non-Safety” components must be properly identified and accounted for
- d. The Total Construction Cost in Section II must match the “Construction Items – Total Cost” in Section III (Project Cost Estimate) (automatic in the HSIP Analyzer)
- e. The project costs of all phases must be properly accounted for in Section III

5. Additional narration, documentation, letters of support:

Engineer's Initials: MA

- a. The answers to the “Narrative Questions” in the application form are consistent with and support the engineering logic

Signature and Stamp Page

Licensed Engineer:Name: Mohammad Alimi, Ph.D., P.E.Title: Design EngineerEngineer License Number: 67156Signature: Date: Sep 9, 2022Email: malimi@fresnocountyca.govPhone: 559-600-4505**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 the Application Instructions for more information.

Transportation Manager:Name: Alimi MohammadTitle: Design EngineerSignature: Date: Sep 9, 2022






06_Fresno-County_02_Engineers Checklist

Final Audit Report

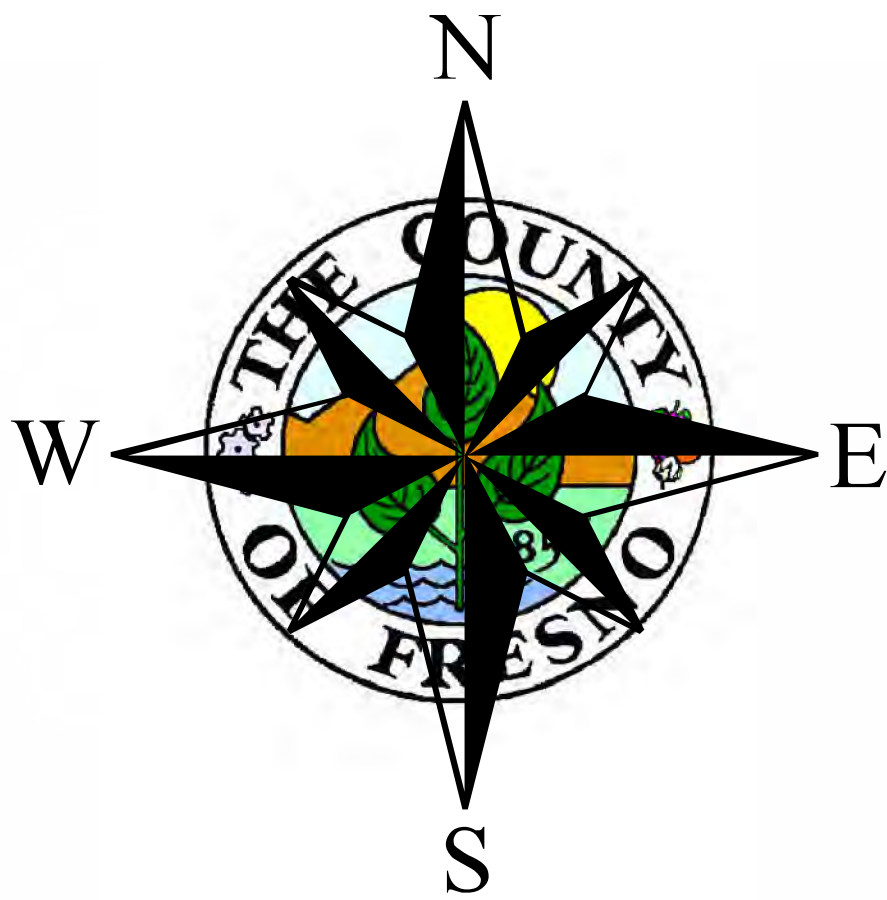
2022-09-09

Created:	2022-09-09
By:	Diana Nuttman (dnuttman@fresnocountyca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAozVITVXhdFvXG0Oez5MvjclMWrxY-yr

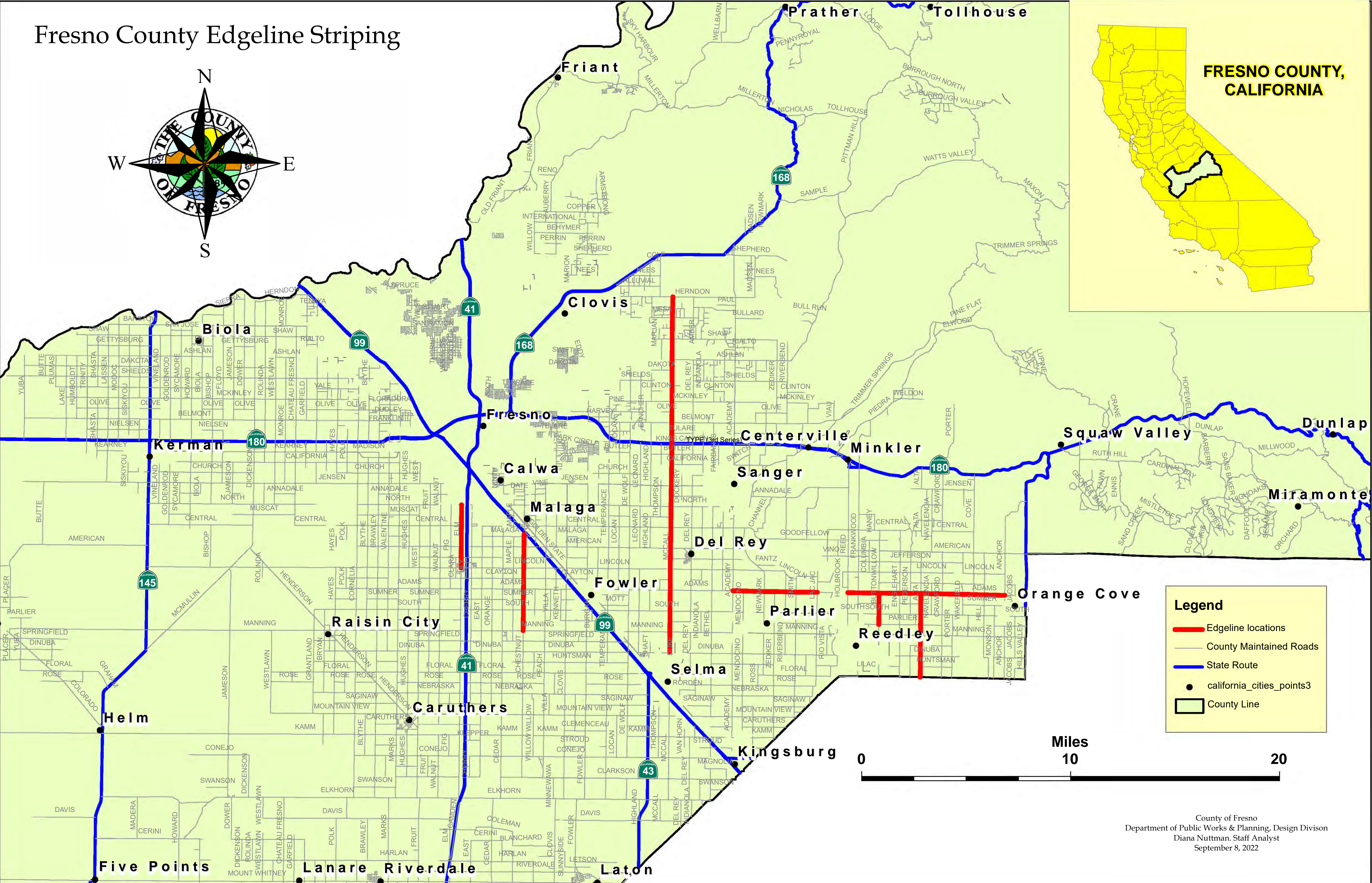
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-  Document created by Diana Nuttman (dnuttman@fresnocountyca.gov)
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-  Document emailed to Alimi Mohammad (malimi@fresnocountyca.gov) for signature
2022-09-09 - 7:21:12 PM GMT
-  Email viewed by Alimi Mohammad (malimi@fresnocountyca.gov)
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-  Document e-signed by Alimi Mohammad (malimi@fresnocountyca.gov)
Signature Date: 2022-09-09 - 7:41:41 PM GMT - Time Source: server- IP address: 99.28.156.73
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2022-09-09 - 7:41:41 PM GMT

Fresno County Edgeline Striping



FRESNO COUNTY,
CALIFORNIA



Legend

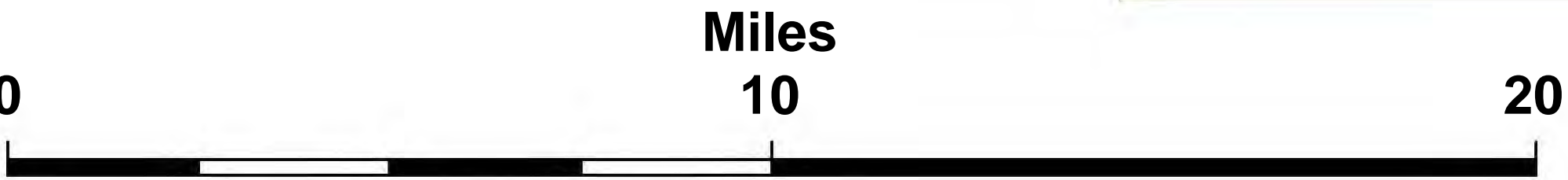
Edgeline locations

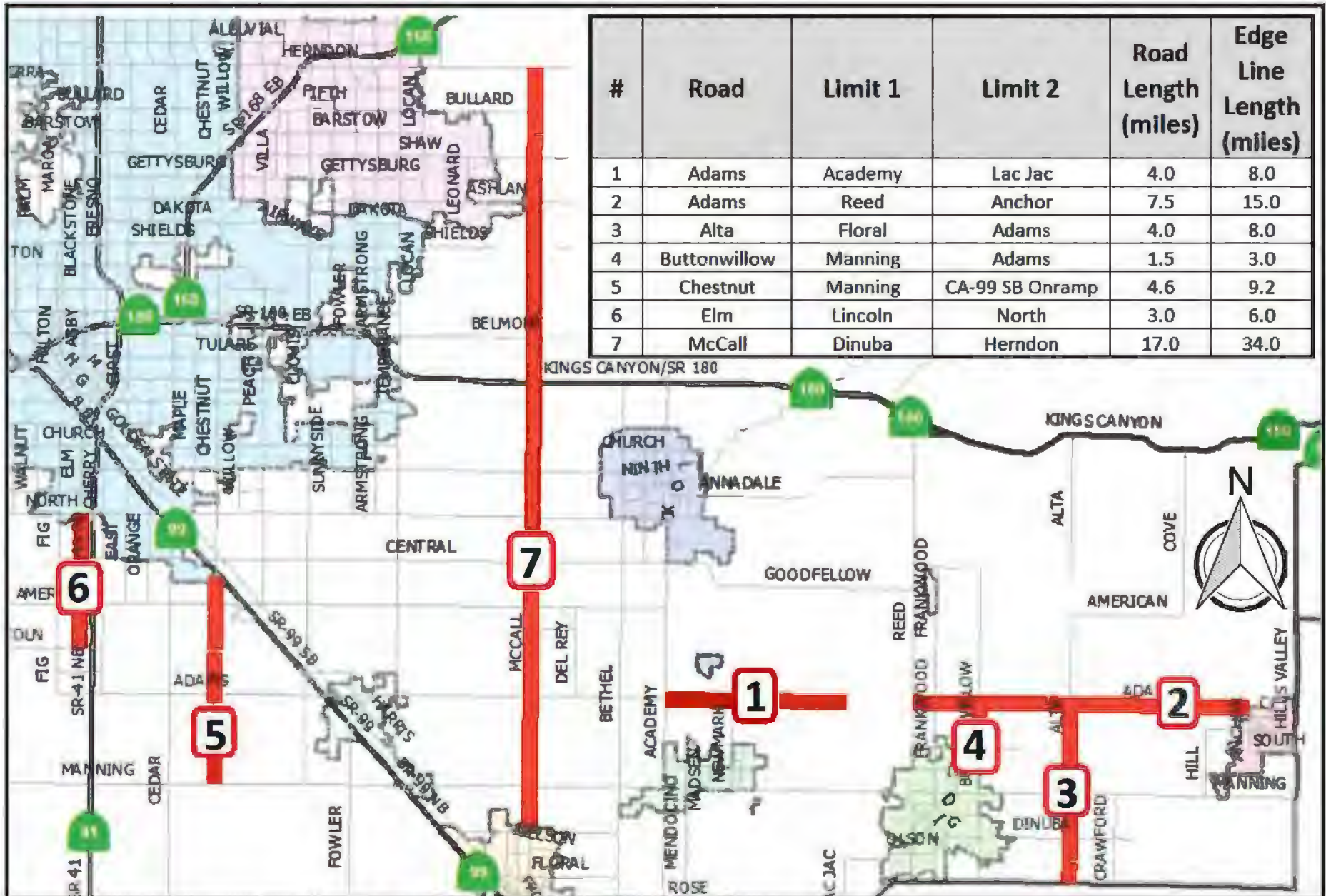
County Maintained Roads

State Route

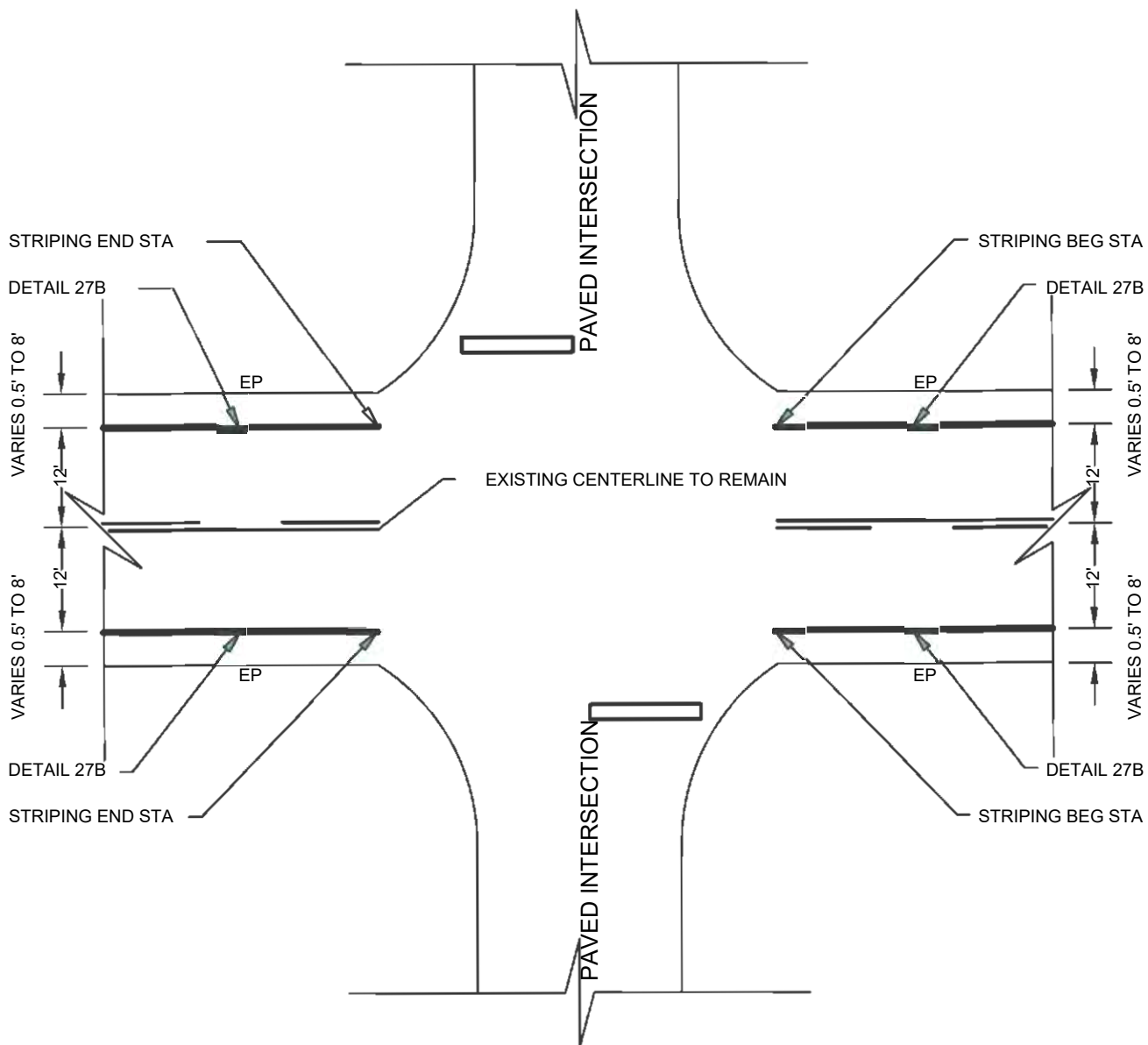
california_cities_points3

County Line





DATE:	SCALE IN FEET		DEPARTMENT OF PUBLIC WORKS & PLANNING
DESIGNED: R.C.	09/12/22		EDGE LINE STRIPING LOCATIONS AND PROJECT LIMITS
REVISED: D.N.	09/12/22		
STATE BRIDGE NO.	N/A		
NO SCALE			



EP: EDGE OF PAVEMENT



DEPARTMENT OF PUBLIC WORKS AND PLANNING

EDGE LINE STRIPING
COUNTY OF FRESNO

EXHIBIT INTERSECTION

SCALE

N.T.S.

DWG NO.

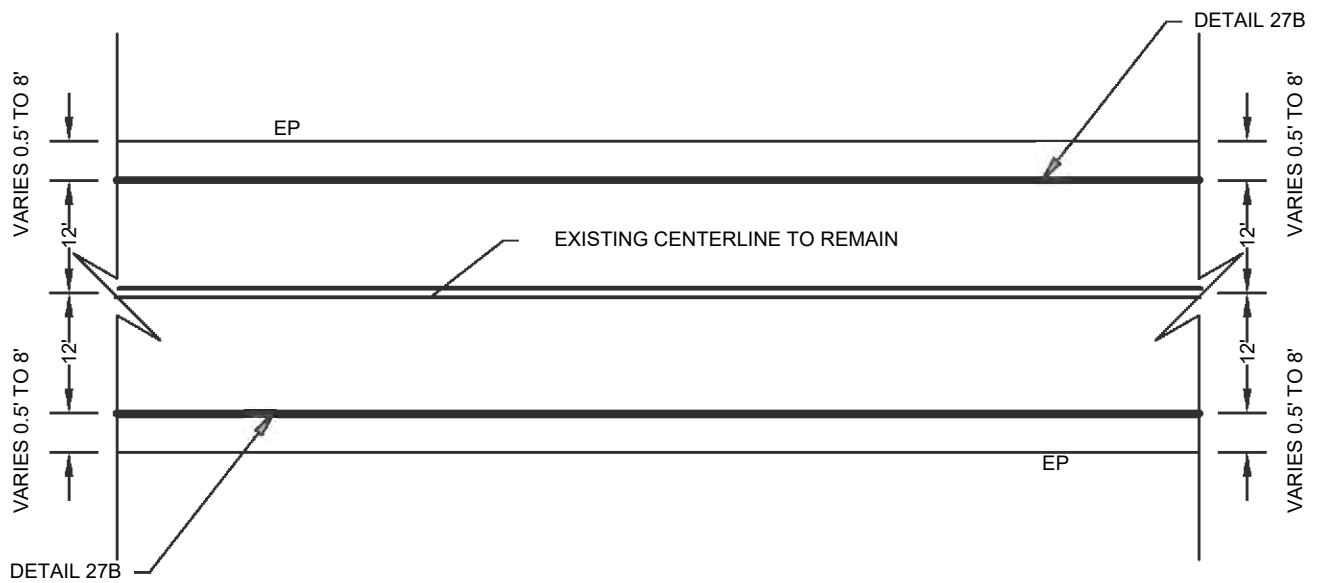
PAGE 1

OF 2

DRAWN: R.O.

DATE:

09/22



DEPARTMENT OF PUBLIC WORKS AND PLANNING

EDGE LINE STRIPING
COUNTY OF FRESNO

EXHIBIT TYPICAL

SCALE

N.T.S.

DWG NO.

PAGE 2

OF 2

DRAWN: R.O.

DATE:

09/2022

PICTURES OF EXISTING CONDITIONS EDGE LINE STRIPING IN VARIOUS LOCATIONS



Figure 1: Elm Ave looking north at Central Ave. intersection



Figure 2: Chestnut Ave. looking north from Adams Ave.

PICTURES OF EXISTING CONDITIONS EDGE LINE STRIPING IN VARIOUS LOCATIONS



Figure 3: McCall Ave looking north toward Dakota Ave. intersection.



Figure 4: McCall Ave. looking south toward Ashlan Ave. intersection.

PICTURES OF EXISTING CONDITIONS EDGE LINE STRIPING IN VARIOUS LOCATIONS



Figure 5: Buttonwillow Ave. looking north toward South Ave.



Figure 6: Adams Ave. looking west at Frankwood Ave. intersection.

PICTURES OF EXISTING CONDITIONS EDGE LINE STRIPING IN VARIOUS LOCATIONS



Figure 7: Adams Ave. looking east from Zediker Ave.



Figure 8: Alta Ave. looking south from Manning Ave.

HSIP ANALYZER (for Set-aside Applications)

Project Information and Cost Estimate for Highway Safety Improvement Program (HSIP) Set-aside Applications

Important: Review and follow the step-by-step instructions in the HSIP Analyzer Manual. 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 fields must be filled in except the gray fields which are calculated and read-only. If any error messages 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.

Section I: General Information

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

Application ID:

06-Fresno County-2

Project Location:
(limited to 250 characters)

Various locations in Fresno County.

Project Description:
(limited to 250 characters)

Install edge line striping on 41.6 miles of roadway (83.2 miles of edge line) in various locations. No striping will be installed within the 70 intersections in the project area.

2. Which funding set-aside is this application for? (check one):

☐ Guardrail Upgrades

☐ Pedestrian Crossing Enhancements

☒ Installing Edgelines

☐ Bike Safety Improvements

☐ Set-aside for Tribes

Provide the number of intersections and the length of roadways included in the project (enter 0 if not applicable):

Number of Signalized Intersections:

0

Number of Non-signalized Intersections:

0

Miles of Roadways*:

41.6

* Do not include the length of the intersections that have been accounted for in the number of intersections above.

3. Other 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) 9,150

AADT (Minor Road) 1,528

Year of AADT 2019

Posted Speed Limit (mph): 55

Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily? Multiple Challenge Areas may be checked. For example, if this project is for pedestrian safety at intersections, both "Intersections" and "Pedestrians" should be checked. For more information on the SHSP and its Challenge Areas, click [here](#).

☐ Intersections☒ Lane Departures☐ Pedestrians☐ Bicyclists☐ Emergency Response☐ Emerging Technologies☐ Work Zones☐ Speed Management/
Aggressive Driving

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?

LRSP

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:

Install/Improve Pavement Marking and/or Delineation

What is the primary mode of travel intended to be benefited by this project?

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 11 projects selected for funding will be programmed by January 1, 2023, 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 Milestone to be met: CON Authorization by 12/31/2025.

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 II. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section III. And
- Separate the cost percentages for 'Set-aside (SA)', 'Other Safety(OS)' and 'Non-Safety(NS)' components and determine the project's maximum Funding Reimbursement Ratio (FRR).

II.1. Detailed Engineer's Estimate for Construction Items:

Cost breakdown:

For each item, enter cost percentages for 'Set-aside (SA)' and 'Other safety (OS)' components respectively (e.g. enter 10 for 10%). The percentage for 'Non-safety (NS)' component is calculated. If a line is for a general item (such as traffic control, mobilization, etc.), check the 'General item' box. A general item will not be used in determining the project's overall percentages of set-aside, other safety and non-safety costs.

Construction items							General item?*	Set-aside (SA)	Other Safety (OS)	Non-Safety (NS)
	No.	Item Description	Unit	Quantity	Unit Cost	Total	Click center to check	%	%	%
+ -	1	TRAFFIC CONTROL SYSTEM	LS	1	\$ 5,000.00	\$ 5,000	X	0 %	0 %	100%
+ -	2	JOB SITE MANAGEMENT	LS	1	\$ 2,500.00	\$ 2,500	X	0 %	0 %	100%
+ -	3	PREPARE WATER CONTROL PLAN	LS	1	\$ 1,500.00	\$ 1,500	X	0 %	0 %	100%
+ -	4	THERMOPLASTIC TRAFFIC STRIPE (DETAIL 27B)	LF	448,800	\$ 0.60	\$ 269,280		100 %	0 %	0%
+ -	5	MOBILIZATION	LS	1	\$ 20,000.00	\$ 20,000	X	0 %	0 %	100%
Weighted Average (%)								100%		
Total (\$)						\$298,280				

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

0%	\$0
----	-----

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

\$298,300

II.2 Project's Maximum Funding Reimbursement Ratio

Project's Maximum Funding Reimbursement Ratio: 90.0%

Calculated as the smaller of 90% and (100%-the non-safety cost percentage). This is the maximum value allowed to be entered in 'HSIP/ Total(%)' column in Section III (Project Cost Estimate).

Section III. 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 II. 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 II, rounded up to integer)

90 %

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

Set

Description	Total Cost	HISP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$0	90 %	\$0	\$0
PS&E	\$0	90 %	\$0	\$0
Subtotal - PE	\$0	%	\$0	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	90 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	90 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$0	90 %	\$0	\$0
Construction Items	\$298,300 (Read only - from Section I)	84 %	\$249,975	\$48,325
Subtotal - Construction	\$298,300	83.8 %	\$249,975	\$48,325
PROJECT TOTAL	\$298,300	83.8 %	\$249,975	\$48,325

☒ 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 IV: Summary

This section is generated automatically once the data entry and calculation have been completed. Transfer the "Total Project Cost" and the "HSIP Funds Requested" to Page 2 of the HSIP Application Form.

Total Project Cost, HSIP Funds Requested and Maximum Funding Reimbursement Ratio:

Total Project Cost:	\$298,300
HSIP Funds Requested:	\$249,975
Max Funding Reimbursement Ratio:	90%