

**APPLICATION FORM FOR LOCAL  
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 06-Fresno County-1

DOT LAPG 9-A (REV 04/2024)

Page 1 of 5

**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-1

**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**

1

**Out of**

3

**Project Location**

Intersection of Millerton Road and Marina Drive/Winchell Cove Road near the unincorporated community of Friant

**Project Description**

The proposed project would construct a roundabout with appropriate signage and safety striping at the intersection of Millerton Road and Marina Drive/Winchell Cove Road.

**Total Project Cost**

\$3,659,500

**HSIP Funds Requested**

\$2,957,602

**Benefit Cost Ratio (BCR)**

22.3

**APPLICATION FORM FOR LOCAL  
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Page 2 of 5

**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**

\$3,659,500

**HSIP Funds Requested**

\$2,957,602

**Benefit Cost Ratio (BCR)**

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

22.3

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Page 3 of 5

**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)

Millerton Road in eastern Fresno County is a heavily traveled Major Collector near Millerton Lake, a man-made lake and hydro-electric dam which provides nature trails and recreational activities to County residents and visitors. Destinations along Millerton Road also include Table Mountain Rancheria, Table Mountain Casino and hotel, Eagle Springs Golf Club, or the newly constructed sprawling suburban communities. Table Mountain Rancheria (TMR), the Chukchansi band of Yokut and Monache tribes of Indigenous Americans operates the two casinos and a hotel. Prior to the opening of the second casino, TMR funded the reconstruction and widening of one mile of Millerton Road from the casino entrance to Marina Drive/Winchell Cove Road. (Millerton intersects with Marina Drive to the South and Winchell Cove to the North). Winchell Cove leads to the Lake, while Marina Drive leads to the residential area.

According to the California Highway Patrol, the law enforcement agency with jurisdiction over Fresno County roads, between January 1, 2020 and August 14, 2024, there were 26 collisions, 6 people were killed and 29 were injured within 1000 feet of the intersection of Millerton Road and Marina Drive/Winchell Cove Road. In early 2024, however, County staff were informed by CalFire that between 2012 and 2022 they had responded to as many as 193 traffic collisions in the vicinity of Millerton Road and Marina Drive/Winchell Cove Road.

**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)

In 2022, The County hired a consultant to install cameras at strategic points around the intersection to capture traffic incidents and how they were happening. The footage revealed that drivers were missing the existing road signage and striping at the transition from four lanes to two lanes in the westward direction, and that most cars were exceeding the speed limit. The cameras also caught a rollover near the intersection when a motorist traveling at high speed lost control of the vehicle and collided with the embankment. The County came to the conclusion that, while it was obvious something drastic needed to be done, some temporary fixes needed to be immediately implemented.

In response to the increased crashes near the intersection, the County installed additional signs, striping, speed feedback signs, and rumble strips to temporarily improve safety until construction on the roundabout is funded. Since the improvements were installed, there have been additional crashes and the intersection needs meaningful change to improve safety. The intersection is a source of public outcry not just to residents who live in the area, but across the region. This request to construct a roundabout at the intersection is an attempt to solve a problem the public is very concerned about.

The proposed roundabout at Millerton and Marina Drive/Winchell Cove Road will improve the issues of speed by forcing vehicles to slow down to travel through the roundabout and minimize the number of collisions. Roundabouts are a safer alternative to traffic signals and stop signs. The tight circle of a roundabout forces drivers to slow down, and the most severe types of intersection crashes - right-angle, left-turn and head-on collisions - are unlikely. Roundabouts improve traffic flow and are better for the environment, eliminating idling time at a traffic signal, thereby reducing greenhouse gas emissions from vehicles. According to the Federal Highway Administration, roundabouts provide a 37% reduction in overall collisions, a 75% reduction in injury collisions, 90% percent reduction in fatality collisions, and a 40% percent reduction in pedestrian collisions.

**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)

In addition to the increased safety the roundabout would offer at the intersection of Millerton Road and Marina Drive/Winchell Cove Road, it would also contribute time savings for drivers. A roundabout can increase traffic capacity at an intersection by 30% to 50% more than a traffic signal or stop sign, which would result in fewer traffic delays. This, in turn, lends itself to a more environmentally friendly outcome by allowing vehicles to continue moving instead of idling at the intersection which contributes to greenhouse gas emissions. Roundabouts also save money on yearly maintenance as there are no working pieces like a traffic signal to maintain.

**APPLICATION FORM FOR LOCAL**

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

Application ID 06-Fresno County-1

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Page 4 of 5

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DOT LAPG 9-A (REV 04/2024)

Page 5 of 5

**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 <b>(Required for all projects)</b><br>A_LRSPCertification2024 - signed.pdf                 |
| 2. Engineer's Checklist <b>(Required for all projects)</b><br>ATTACHMENT B_engr-checkList-bcr2024 - signed.pdf                               |
| 3. Vicinity Map/Location Map <b>(Required for all projects)</b><br>ATTACHMENT C - MILLERTON ROUNDABOUT MAP.pdf                               |
| 4. Project Maps/Plans Showing Existing and Proposed Conditions <b>(Required for all projects)</b><br>ATTACHMENT D - PRELIMINARY DRAWINGS.pdf |
| 5. Pictures of Existing Condition <b>(Required for all projects)</b><br>ATTACHMENT E - PHOTOS OF EXISTING CONDITIONS.pdf                     |
| 6. HSIP Analyzer <b>(Required for all projects)</b><br>ATTACHMENT F - HA06-FresnoCounty-01.pdf   |
| 7. Collision Diagram(s) (Required for a BCR application)<br>ATTACHMENT G - COLLISION DIAGRAM.pdf   |
| 8. Collision List(s) (Required for a BCR application)<br>ATTACHMENT H - COLLISION LISTS.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).

- |  |
|--|
| 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 (Not required for this project) |
|---|

- |  |
|--|
| 11. Additional Narration, Documentation, Letters of Support, Etc. (Optional) |
|--|

## Local Roadway Safety Plan (LRSP) Certification



Date: September 9, 2024

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), Vision Zero Action Plan or Comprehensive Safety 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.

[The County of Fresno](#) certifies that it has completed an LRSP (or its equivalent). The LRSP (or its equivalent) is data driven and facilitates a comprehensive approach to addressing road safety.

You may direct any questions regarding the LRSP to [Mohammad Alimi](#) at [\(559\) 600-4505](#) or [malimi@fresnocountyca.gov](mailto:malimi@fresnocountyca.gov).

Signature: 

Title: Mohammad Alimi, Design Engineer

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## HSIP Cycle 12 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 the safety countermeasures (CMs) included in the application’s benefit calculation
- 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 benefit calculation
- 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 if applicable)

**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. Should be based on the most recent data available and must have a minimum 3 years and maximum 5 years of data (Note: COVID pandemic may have impacted traffic volumes and crash patterns at the project sites. Applicants are allowed to use crash data prior to COVID pandemic if desired)

**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 IV & V)**Engineer's Initials: MA

- a. All likely construction costs associated with the project are identified and included in Section IV (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, the "Countermeasure(s)", "Other Safety" and "Non-safety" components must be properly identified and accounted for
- d. The Total Construction Cost in Section IV must match the "Construction Items – Total Cost" in Section V (Project Cost Estimate) (automatic in the HSIP Analyzer)
- e. The project costs of all phases must be properly accounted for in Section V

**9. Benefit Calculation (HSIP Analyzer – Sections III)**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 should be a minimum of 3 years and a maximum of 5 years and the most recent available crash data should be used (Note: COVID pandemic may have impacted traffic volumes and crash patterns at the project sites. Applicants are allowed to use crash data prior to COVID pandemic if desired).
- 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 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: MA

- 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:**

**Engineer's Stamp:**

Name:   Mohammad Alimi  

Title:   Design Engineer  

Engineer License Number:   67156  

Signature:   *Mohammad H. Alimi*  

Date:   Sep 9, 2024  

Email:   malimi@fresnocountyca.gov  

Phone:   (559) 600-4505  



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:**

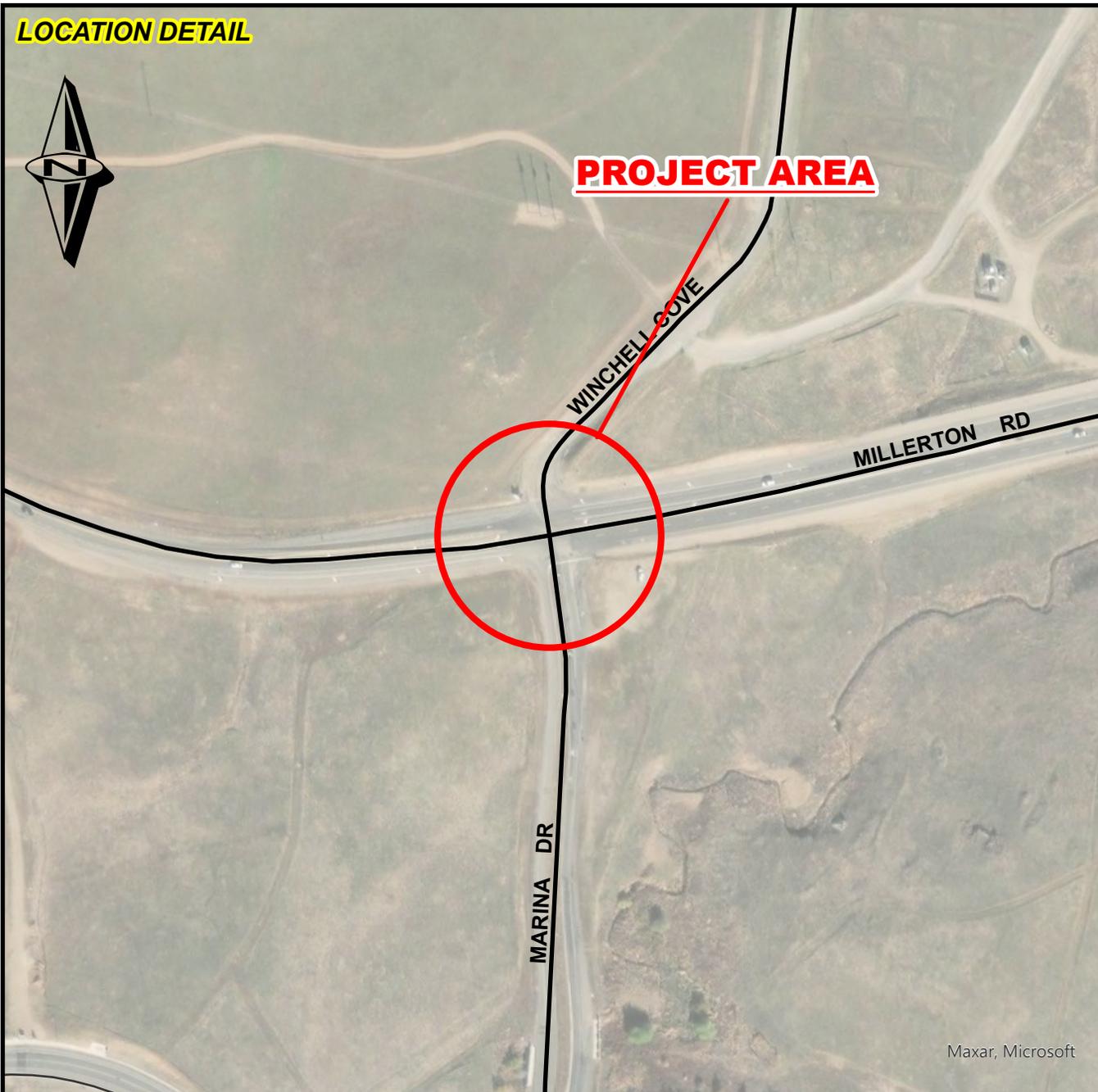
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Title: \_\_\_\_\_

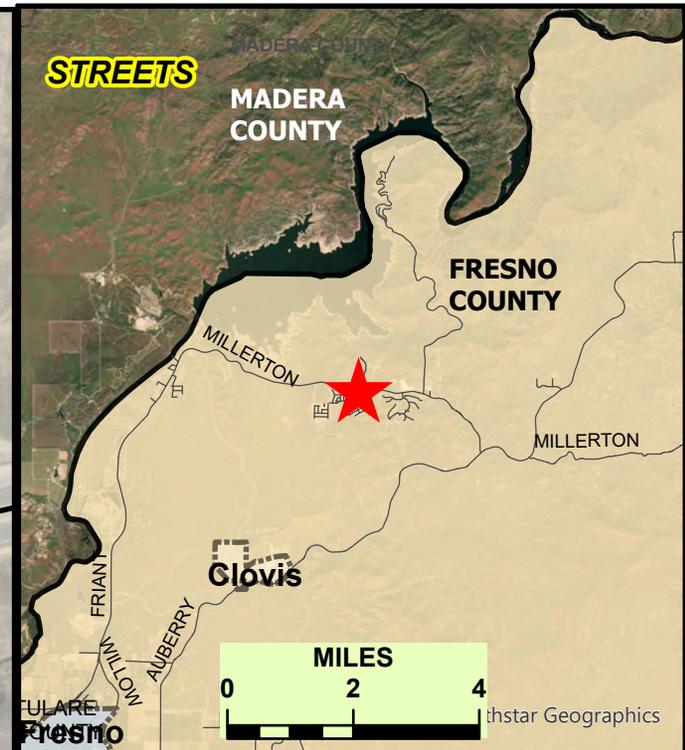
Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**LOCATION DETAIL**



**STREETS**

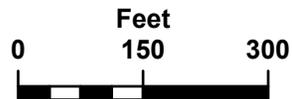


**FRESNO COUNTY**



Prepared By: Diana Nuttman, Staff Analyst  
Date: 09/04/2024 (revised)  
Agency: County of Fresno  
Department: Public Works & Planning  
Division: Design

**SCALE IN FEET**

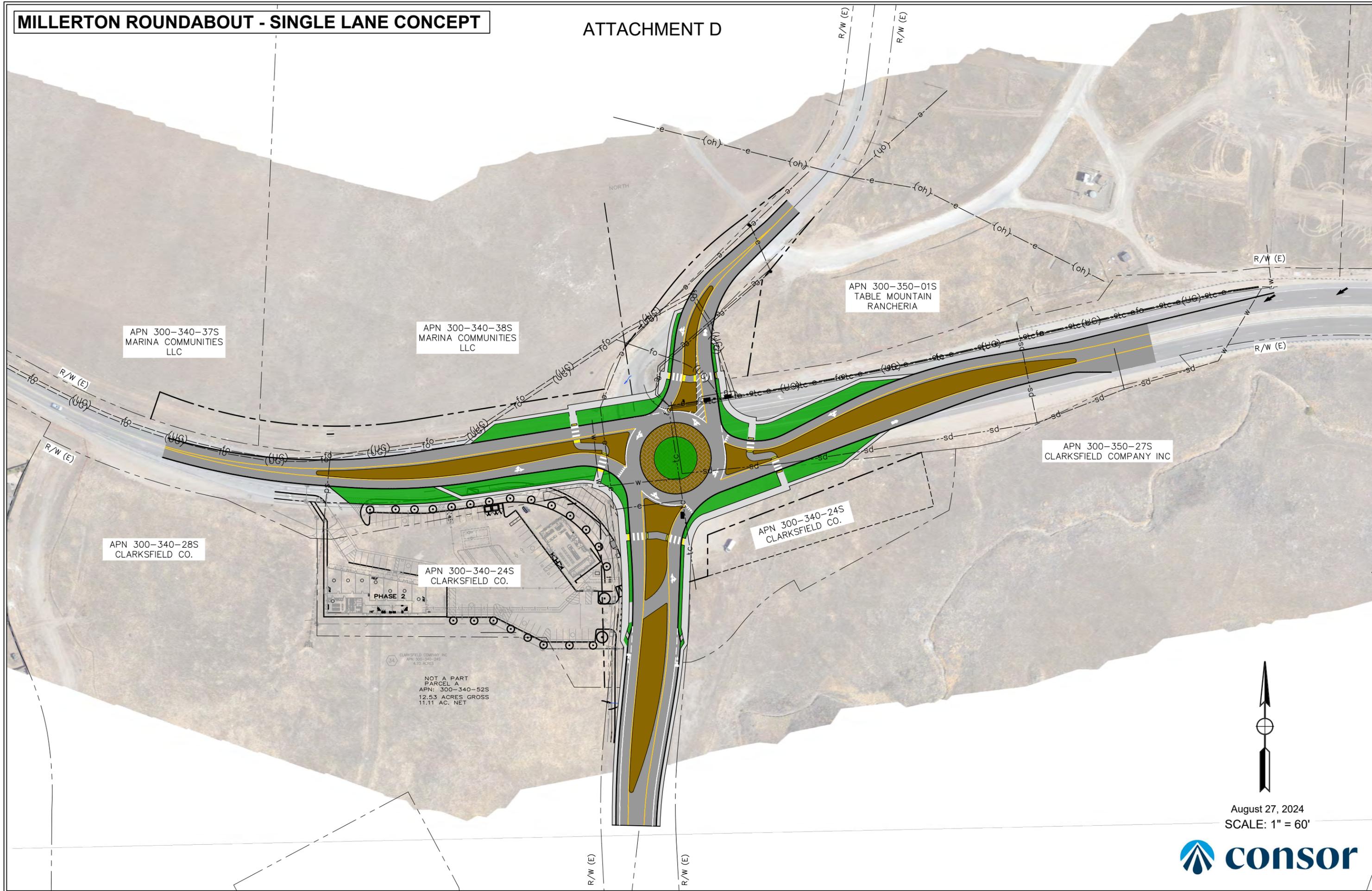


**DEPARTMENT OF PUBLIC WORKS & PLANNING**

**ATTACHMENT C  
STBG CANDIDATE  
MILLERTON RD & MARINA DRIVE ROUNDABOUT**

# MILLERTON ROUNDABOUT - SINGLE LANE CONCEPT

## ATTACHMENT D



August 27, 2024  
SCALE: 1" = 60'



DATE PLOTTED 8/27/2024 1:54:25 PM  
TIME PLOTTED 1:54:25 PM  
USERNAME  
Hernon.Gutierrez

ATTACHMENT E

**PHOTOS OF EXISTING CONDITIONS  
MILLERTON ROAD & MARINA DRIVE**



*Figure 1: Facing west on Millerton Road from Winchell Cove Road. Roadside pylons have been flattened or broken off completely by vehicles attempting to merge.*



*Figure 2: Winchell Cover Road meets Millerton Road, facing east from the northwest corner.*

ATTACHMENT E

**PHOTOS OF EXISTING CONDITIONS  
MILLERTON ROAD & MARINA DRIVE**



*Figure 3: Facing north on Winchell Cove Road from Millerton Road.*



*Figure 4: Facing south across Millerton Road toward Marina Drive from Winchell Cove Road.*

ATTACHMENT E

**PHOTOS OF EXISTING CONDITIONS  
MILLERTON ROAD & MARINA DRIVE**



*Figure 5: Facing west on Millerton Road with Marina Drive on the left (south) and Winchell Cove Road on the right (north).*



*Figure 6: Millerton road facing east toward Table Mountain's new casino.*

ATTACHMENT E

**PHOTOS OF EXISTING CONDITIONS  
MILLERTON ROAD & MARINA DRIVE**



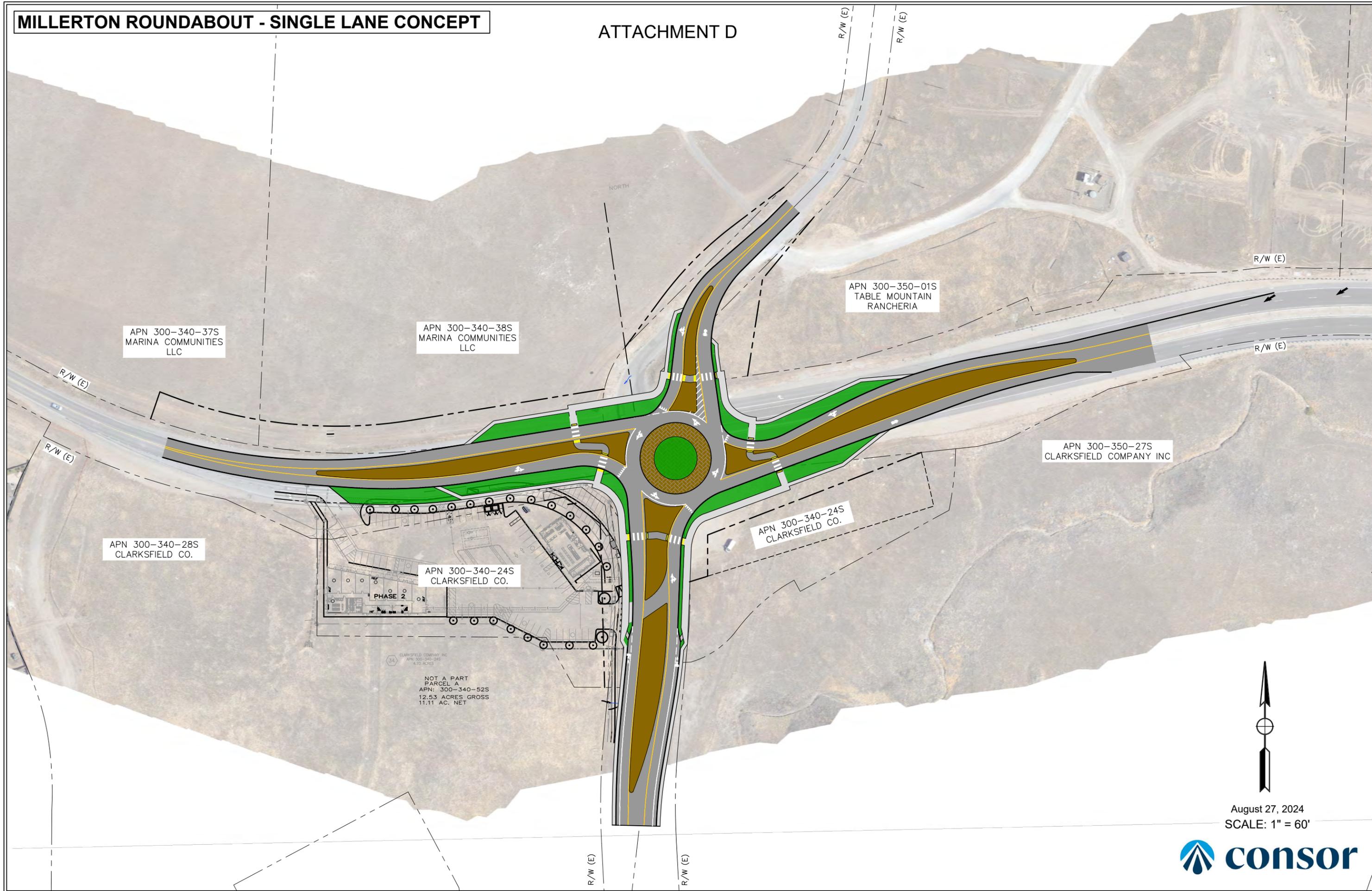
*Figure 7: Facing north across Millerton Road toward Winchell Cove Road from Marina Drive.*



*Figure 8: Facing west from the southeast corner of Marina Drive and Millerton Road.*

# MILLERTON ROUNDABOUT - SINGLE LANE CONCEPT

## ATTACHMENT D



APN 300-340-37S  
MARINA COMMUNITIES  
LLC

APN 300-340-38S  
MARINA COMMUNITIES  
LLC

APN 300-350-01S  
TABLE MOUNTAIN  
RANCHERIA

APN 300-350-27S  
CLARKSFIELD COMPANY INC

APN 300-340-28S  
CLARKSFIELD CO.

APN 300-340-24S  
CLARKSFIELD CO.

APN 300-340-24S  
CLARKSFIELD CO.

CLARKSFIELD COMPANY INC  
APN 300-340-24S  
4.70 ACRES

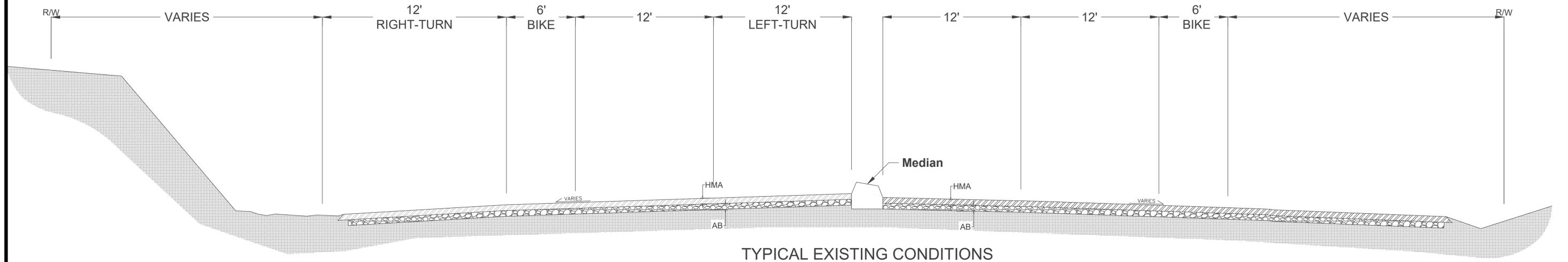
NOT A PART  
PARCEL A  
APN: 300-340-52S  
12.53 ACRES GROSS  
11.11 AC. NET



August 27, 2024  
SCALE: 1" = 60'



ATTACHMENT D

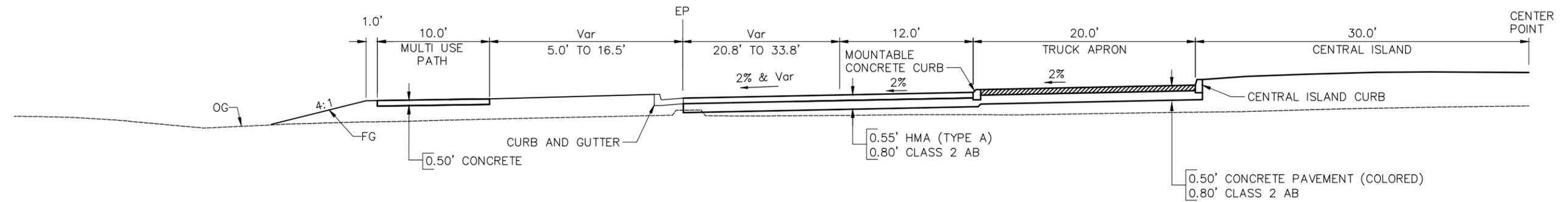
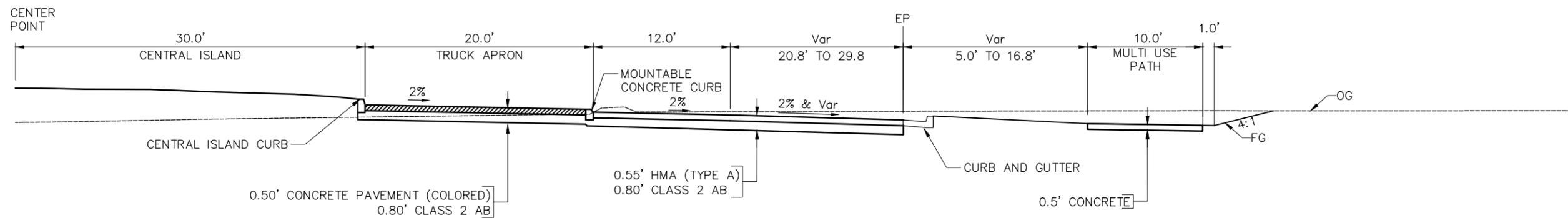
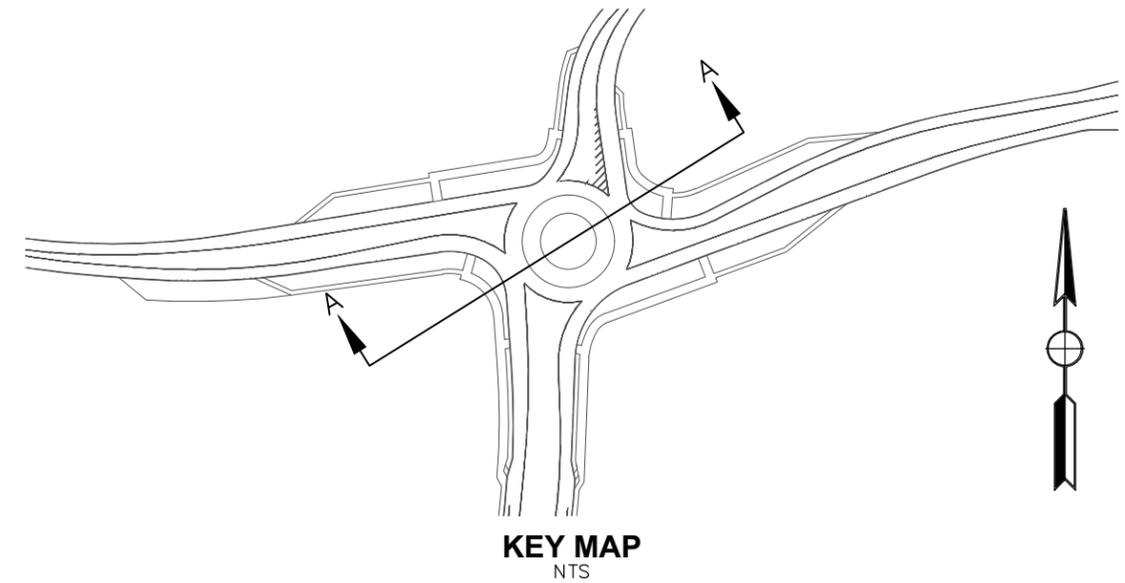


DESIGN:	DATE	RECORD DRAWING	SCALE	PROJECT	DEPARTMENT OF PUBLIC WORKS AND PLANNING
DRAWN:			NOT TO SCALE	HIGHWAY SAFETY IMPROVEMENTS PROGRAM	CROSS-SECTION EXHIBIT
CHECKED:					
<small>FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING</small>					



**MILLERTON ROUNDABOUT - TYPICAL CROSS SECTION**

**ATTACHMENT D**



**SECTION A-A**  
CENTRAL ISLAND

September 9, 2024  
SCALE: NONE



# HSIP ANALYZER (for BCR Applications)

## Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

**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.

This is a dynamic form (i.e. later steps vary depending on the data entered in earlier steps). If any error messages appear, please 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").

### Section I: General Information

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

Application ID:

06-FresnoCounty-1

Project Location:  
(limited to 250 characters)

Intersection of Millerton Road and Marina Drive near the unincorporated community of Friant

Project Description:  
(limited to 250 characters)

The proposed project would construct a roundabout with appropriate signage and safety striping at the intersection of Millerton Road and Marina Drive/Winchell Cove Road

Number of Signalized Intersections:

0

Number of Non-signalized Intersections:

1

Miles of Roadways\*:

0

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

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) 9,100

AADT (Minor Road) 1,400

Year of AADT 2021

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?

Spot-location 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? Spot location(s)

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

Other

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%

Based on project location(s), please provide:

State Senate District(s): 12 (Use commas to separate if multiple)

State Assembly District(s): 18 (Use commas to separate if multiple)

## Section II: Project Schedule

The local agency is expected to deliver the project per [the HSIP Program Delivery requirements](#). Assuming the HSIP Cycle 12 projects selected for funding will be programmed by January 1, 2025, 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 9/30/2025; CON Authorization by 6/30/2028.**

**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 III. Safety Countermeasures, Crash Data and Project Benefit Calculation

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 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.

SWITRS, Crossroads.

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?

N/A

**Step 1: Select safety countermeasures**

Does this application include Signalized Intersections (SI)?

Does this application include Non-signalized Intersections (NS)?

Does this application include Roadway Segments (R)?

*\* Normally a BCR application only includes locations of one of the above 3 categories (SI, NS or R). Multiple categories may be selected if the application proposes corridor safety improvements or uses a systemic approach, or the applicant chooses to bundle multiple locations in the same vicinity together.*

**Non-signalized Intersections (NS):**

Click the check box in the 1st column to select up to 3 countermeasures.

Hide unselected countermeasures

View all countermeasures

Select	No.	Countermeasure Name
✓	5	NS05RA: Convert intersection to roundabout (from stop or yield control on minor road) (CRF varies for All crashes; Life=20 yrs; FE=90%)

**Step 2: Click to generate table for project locations, enter the project locations and select countermeasures for each location. If any of the selections have been changed, you must re-click the below button to refresh.**

[Click to Generate Table for Project Locations Entry](#)

CMs have been selected. Ok to proceed.

+/- Line	Location No.	Location Description (Intersection Name or Road Limit or General Description)	Click to select Countermeasures	Error Messages (must resolve)
(Non-signalized Intersections)				
			NS05RA	
+	NSI_1	Intersection of Millerton Rd. & Marina Dr.	●	
-				

**Step 3: Click to generate tables for crash data and provide crash data. If any changes have been made in the previous two steps, you must re-click to refresh.**

[Click to Generate Tables for Crash Data Entry](#)

Crash Data Periods: you may use one or two time periods. The total time periods must be between 3 and 5 years. The crash data to be entered are combined from both periods if two periods are used.

Crash Data Period 1:                      from (MM/DD/YYYY):                       To (MM/DD/YYYY):

Crash Data Period 2 :                      from (MM/DD/YYYY):                       To (MM/DD/YYYY):

Combined Crash Data Period (years) = 3.6

Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 2.

**Fill in yellow fields only. "Total" fields are calculated. Gray fields (if any) are locked as data are NOT needed for those fields.**

Crash Data Table for Crash Type: <u>ALL</u>							
No.	Location No : Description (from Step 2)	Fatal (ALL)	Severe Injury (ALL)	Other Visible Injury (ALL)	Complaint of Pain (ALL)	PDO (ALL)	Total
1	NSI_1: Intersection of Millerton Rd. & Marina Dr.	4	4	6	5	13	32
	Total	4	4	6	5	13	32

**Additional information is required:**

Since Roundabout is selected, the below additional information is required for calculating Roundabout benefit.

No.	Location No : Description (from Step 2)		Rural/Urban	Intersection Type	Lanes	ADT (Major Rd)	ADT (Minor Rd)	ADT (Total)
1	NSI_1	Intersection of Millerton Rd.	Rural	Four-leg	1 Lane	9,100	1,400	10,500

**Step 4: Click to Calculate the project benefit. If any changes have been made in the previous two steps, you must re-click to refresh.**

[Click to Perform Benefit Calculation](#)

**Benefit Summary:**

**Benefit by Locations**

Location No : Description	[CM1 ID]	[CM1] Benefit	[CM2 ID]	[CM2] Benefit	[CM3 ID]	[CM3] Benefit	Total Benefit
NSI_1: Intersection of Millerton Rd. & Marina Dr.	[NS05RA]	\$81,608,534	[None]	\$0	[None]	\$0	\$81,608,534
<b>Total</b>							<b>\$81,608,534</b>

**Benefit by Countermeasures**

No.	Countermeasure	Benefit
1	NS05RA: Convert intersection to roundabout (from stop or yield control on minor road)	\$81,608,534
	<b>TOTAL</b>	<b>\$81,608,534</b>

## Section IV. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- Provide a detailed engineer's estimate for construction items. The costs for other phases i.e. Preliminary Engineering (PE), Right of Way (ROW), and Construction Engineering (CE) will be accounted for in the next section.
- Determine the project's maximum Funding Reimbursement Ratio (FRR).

### IV.1 Detailed Engineer's Estimate for Construction Items:

#### Cost breakdown:

For each item, enter cost percentages for this project's safety countermeasures (CMs) and "Other Safety (OS)" respectively (e.g. enter 10 for 10%). The percentage for "Non-safety (NS)" is then calculated. If an item is a general one (such as traffic control, mobilization, etc.), check the "General item" box and the cost breakdown is not needed. A general item will NOT be used in determining the project's overall percentages of countermeasures, other safety and non-safety costs.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	General Item? (Click center to check)	% for CMs	% for OS	% for NS
+ -	1	EROSION CONTROL	LS	1	\$25000.00	25,000	✗	0 %	0 %	0 %
+ -	2	LEAD COMPLIANCE PLAN	LS	1	\$3000.00	3,000	✗	0 %	0 %	0 %
+ -	3	CONSTRUCTION AREA SIGNS	LS	1	\$10000.00	10,000	✗	0 %	0 %	0 %
+ -	4	TRAFFIC CONTROL SYSTEM	LS	1	120,000	120,000	✗	0 %	0 %	0 %
+ -	5	JOB SITE MANAGEMENT	LS	1	\$10000.00	10,000	✗	0 %	0 %	0 %
+ -	6	WATER POLLUTION CONTROL PROGRAM	LS	1	\$10000.00	10,000	✗	0 %	0 %	0 %
+ -	7	STORMWATER POLLUTION PREVENTION PLAN	LS	1	\$5000.00	5,000	✗	0 %	0 %	0 %
+ -	8	RAIN EVENT ACTION PLAN	Each	1	\$500.00	500	✗	0 %	0 %	0 %
+ -	9	STORM WATER SAMPLING AND ANALYSIS DAY	Each	5	\$500.00	2,500	✗	0 %	0 %	0 %
+ -	10	STORM WATER ANNUAL REPORT	Each	1	\$2000.00	2,000	✗	0 %	0 %	0 %
+ -	11	CLEARING AND GRUBBING (LS)	LS	1	\$35000.00	35,000	✗	0 %	0 %	0 %
+ -	12	MISCELLANEOUS DEMOLITION AND REMOVALS	LS	1	\$20000.00	20,000	✗	0 %	0 %	0 %
+ -	13	ROADWAY EXCAVATION	CY	11,000	\$40.00	440,000		100 %	0 %	0 %
+ -	14	IMPORTED BORROW (CY)	CY	2,500	\$50.00	125,000		100 %	0 %	0 %
+ -	15	CENTER ISLAND TREATMENT	LS	1	\$30000.00	30,000		100 %	0 %	0 %
+ -	16	DECOMPOSED GRANITE	SqFt	33,000	\$4.00	132,000		100 %	0 %	0 %
+ -	17	CLASS 2 AGGREGATE BASE (CY)	CY	2,800	\$40.00	112,000		100 %	0 %	0 %
+ -	18	HOT MIX ASPHALT (TYPE A)	Ton	3,600	\$100.00	360,000		100 %	0 %	0 %
+ -	19	STORM DRAIN SYSTEM AND WATER QUALITY TREATMENT	LS	1	125,000	125,000		100 %	0 %	0 %
+ -	20	DETECTABLE WARNING SURFACE	SqFt	230	\$30.00	6,900		100 %	0 %	0 %

	No.	Item Description	Unit	Quantity	Unit Cost	Total	General Item? (Click center to check)	% for CMs	% for OS	% for NS
+ -	21	MINOR CONCRETE (CURB, GUTTER, SIDEWALK AND DRIVEWAY)	CY	600	\$900.00	540,000		100 %	0 %	0 %
+ -	22	CONCRETE (CONCRETE APRON)	CY	100	\$900.00	90,000		100 %	0 %	0 %
+ -	23	SIGNS AND MARKERS	LS	1	\$30000.00	30,000		100 %	0 %	0 %
+ -	24	6" THERMOPLASTIC TRAFFIC STRIPE	LF	6,000	\$3.00	18,000		100 %	0 %	0 %
+ -	25	THERMOPLASTIC PAVEMENT MARKING	SqFt	410	\$20.00	8,200		100 %	0 %	0 %
+ -	26	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	SqFt	460	\$20.00	9,200		100 %	0 %	0 %
+ -	27	LIGHTING SYSTEM	LS	1	125,000	125,000		100 %	0 %	0 %
+ -	28	MOBILIZATION	LS	1	220,000	220,000	×	0 %	0 %	0 %
		Weighted Average (%)						100%		
		Total (\$)				\$2,614,300				

Contingencies, as % of the above "Total" of the construction items:  \$130,715  
 (e.g. enter 10 for 10%)

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

### IV.2 Funding Reimbursement Ratio

Project's Maximum Funding Reimbursement Ratio = 90.0%

The project's Maximum Funding Reimbursement Ratio is calculated from the least of the FEs of the project's countermeasures and reduced if the non-safety cost percentage is in excess of 10%. See the HSIP Analyzer Manual for details. This is the maximum value allowed to be entered in "HSIP/Total(%)" column in Section II (Project Cost Estimate).

## Section V. 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
Preliminary Engineering (PE) Phase				
Environmental	\$0	90 %	\$0	\$0
PS&E	\$639,900	38 %	\$239,962	\$399,938
<b>Subtotal - PE</b>	<b>\$639,900</b>	<b>37.5 %</b>	<b>\$239,962</b>	<b>\$399,938</b>
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	90 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	90 %	\$0	\$0
<b>Subtotal - Right of Way (ROW)</b>	<b>\$0</b>	<b>90 %</b>	<b>\$0</b>	<b>\$0</b>
Construction (CON) Phase				
Construction Engineering (CE)	\$274,500	90 %	\$247,050	\$27,450
Construction Items	\$2,745,100 <small>(Read only - from Section I)</small>	90 %	\$2,470,590	\$274,510
<b>Subtotal - Construction</b>	<b>\$3,019,600</b>	<b>90 %</b>	<b>\$2,717,640</b>	<b>\$301,960</b>
<b>PROJECT TOTAL</b>	<b>\$3,659,500</b>	<b>80.8 %</b>	<b>\$2,957,602</b>	<b>\$701,898</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.

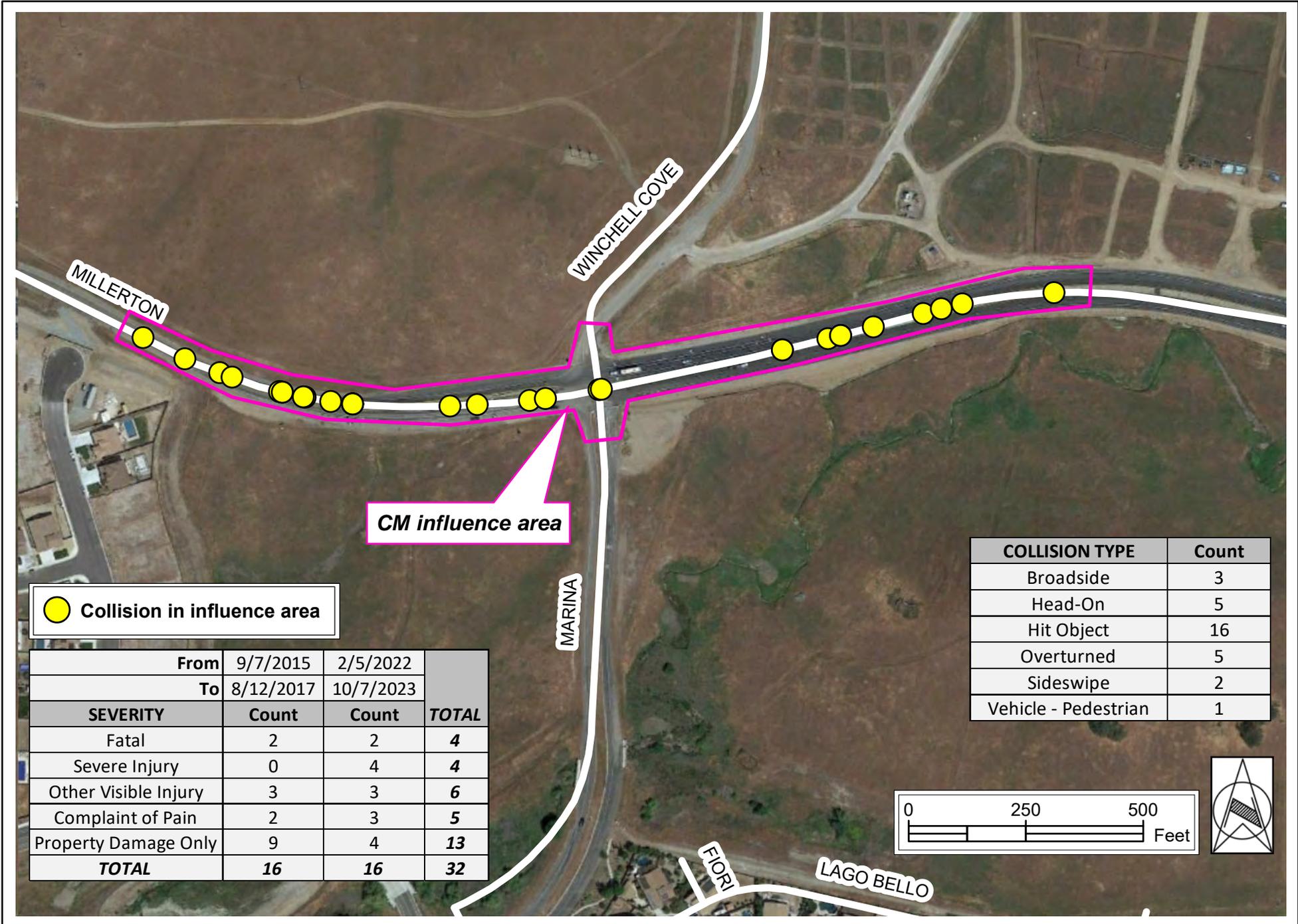
## Section VI. Summary

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

Cost, FRR, Benefit and BCR:

Total Project Cost	HSIP Funds Requested	Max. FRR
\$3,659,500	\$2,957,602	90%
Total Expected Benefit	Benefit Cost Ratio (BCR)	
81,608,534	22.30	

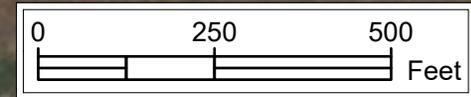
ATTACHMENT G  
**COLLISION DIAGRAM - HSIP CYCLE 12 - FRESNO COUNTY**  
**INTERSECTION OF MILLERTON ROAD & MARINA DRIVE**



 Collision in influence area

	From 9/7/2015 To 8/12/2017	2/5/2022 10/7/2023	
SEVERITY	Count	Count	TOTAL
Fatal	2	2	4
Severe Injury	0	4	4
Other Visible Injury	3	3	6
Complaint of Pain	2	3	5
Property Damage Only	9	4	13
<b>TOTAL</b>	<b>16</b>	<b>16</b>	<b>32</b>

COLLISION TYPE	Count
Broadside	3
Head-On	5
Hit Object	16
Overtaken	5
Sideswipe	2
Vehicle - Pedestrian	1



# Collision Summary Report

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

**Report Source:** CROSSROADS database, SWITRS.  
**Date of Report:** 8/30/2024  
**Total Collisions:** 32  
**Injury Collisions:** 18  
**Fatal Collisions:** 4  
**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
<b>SEVERITY: Fatal</b> (Count = 4)													
1	943520150 423	9/7/15	7:05 AM	MILLERTON & WINCHELL COVE	528	West	Head-On	Other Motor Vehicle	Driving Under Influence	Fatal	Daylight	1	2
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
				<b>Party 1</b>	West	Crossed Into Opposing Lane - Unplanned							
				<b>Party 2</b>	East	Proceeding Straight							
2	943520171 3860	8/12/17	8:30 PM	MILLERTON & MARINA	116	West	Vehicle - Pedestrian	Pedestrian	Pedestrian Violation	Fatal	Dark - No Street Lights	0	1
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
				<b>Party 1</b>	West	Proceeding Straight							
3	91917325	2/5/22	4:25 AM	MILLERTON & MARINA	680	South	Head-On	Other Motor Vehicle	Driving Under Influence	Fatal	Dark - No Street Lights	2	5
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
				<b>Party 1</b>	South	Other Unsafe Turning							
				<b>Party 2</b>	North	Proceeding Straight							
4	92331640	10/7/23	11:03 PM	MILLERTON & WINCHELL COVE	528	West	Head-On	Other Motor Vehicle	Driving Under Influence	Fatal	Dark - No Street Lights	3	1
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
				<b>Party 1</b>	West	Crossed Into Opposing Lane - Unplanned							
				<b>Party 2</b>	East	Proceeding Straight							

## ATTACHMENT H

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.	
<b>SEVERITY: Severe Injury</b>													(Count = 4)	
1	91787670	5/29/22	12:25 PM	MILLERTON & MARINA	630	West	Overturned	non-collision	Improper Turning	Severe Injury	Daylight	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	West Ran Off Road									
2	91910150	10/30/22	11:51 AM	MILLERTON & WINCHELL COVE	820	West	Broadside	Other Motor Vehicle	Improper Turning	Severe Injury	Daylight	4	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	West Other Unsafe Turning									
				<b>Party 2</b>	East Proceeding Straight									
3	92029534	3/17/23	6:10 PM	MILLERTON & MARINA	686	West	Hit Object	Fixed Object	Improper Turning	Severe Injury	Daylight	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	West Other Unsafe Turning									
4	92093756	5/30/23	12:14 AM	MILLERTON & WINCHELL COVE	680	West	Head-On	Other Motor Vehicle	Wrong Side of Road	Severe Injury	Dark - No Street Lights	2	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	West Traveling Wrong Way									
				<b>Party 2</b>	East Proceeding Straight									

## ATTACHMENT H

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.	
<b>SEVERITY: Other Visible Injury</b>													<b>(Count = 6)</b>	
1	943520164 855	7/24/16	10:13 PM	MILLERTON & WINCHELL COVE	150	West	Broadside	Other Motor Vehicle	Wrong Side of Road	Other Visible Injury	Dark - No Street Lights	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
	<b>Party 1</b>		West	Making U Turn										
	<b>Party 2</b>		East	Proceeding Straight										
2	90384285	1/16/17	6:10 AM	MILLERTON & WINCHELL COVE	710	East	Hit Object	Other Object	Improper Turning	Other Visible Injury	Dark - No Street Lights	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
	<b>Party 1</b>		West	Other Unsafe Turning										
3	943520171 1841	3/22/17	1:05 PM	MILLERTON & WINCHELL COVE	400	East	Hit Object	Other Object	Other Than Driver	Other Visible Injury	Daylight	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
	<b>Party 1</b>		East	Ran Off Road										
4	91714669	2/27/22	4:44 PM	MILLERTON & WINCHELL COVE	528	West	Overtaken	non-collision	Improper Turning	Other Visible Injury	Daylight	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
	<b>Party 1</b>		West	Other Unsafe Turning										
5	92029479	3/11/23	11:53 PM	MILLERTON & MARINA	528	West	Sideswipe	Other Motor Vehicle	Wrong Side of Road	Other Visible Injury	Dark - No Street Lights	3	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
	<b>Party 1</b>		West	Other Unsafe Turning										
	<b>Party 2</b>		East	Proceeding Straight										
6	92152613	8/15/23	9:58 AM	MILLERTON & WINCHELL COVE	634	West	Overtaken	non-collision	Improper Turning	Other Visible Injury	Daylight	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
	<b>Party 1</b>		West	Ran Off Road										

## ATTACHMENT H

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.	
<b>SEVERITY: Complaint of Pain</b>													(Count = 5)	
1	943520151 049	10/23/15	4:55 PM	MARINA & MILLERTON	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Dusk - Dawn	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	North Making Left Turn									
				<b>Party 2</b>	East Proceeding Straight									
2	943520163 192	3/28/16	4:04 AM	MILLERTON & WINCHELL COVE	528	East	Hit Object	Fixed Object	Improper Turning	Complaint of Pain	Dark - No Street Lights	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	West Ran Off Road									
3	91801707	6/11/22	11:25 PM	MILLERTON & WINCHELL COVE	900	West	Head-On	Other Motor Vehicle	Improper Turning	Complaint of Pain	Dark - No Street Lights	2	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	West Crossed Into Opposing Lane - Unplanned									
				<b>Party 2</b>	East Proceeding Straight									
4	91990719	2/4/23	1:47 AM	MILLERTON & MARINA	792	West	Overtuned	non-collision	Improper Turning	Complaint of Pain	Dark - No Street Lights	2	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	West Other Unsafe Turning									
5	92193082	9/30/23	12:50 PM	MILLERTON & MARINA	262	West	Hit Object	Fixed Object	Improper Turning	Complaint of Pain	Daylight	1	0	
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>									
				<b>Party 1</b>	West Other Unsafe Turning									

## ATTACHMENT H

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
<b>SEVERITY: Property Damage Only</b> <span style="float: right;">(Count = 13)</span>													
1	90052887	11/8/15	11:35 PM	MILLERTON & WINCHELL COVE	993	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Other Unsafe Turning									
2	943520162 376	1/25/16	8:15 PM	MILLERTON & WINCHELL COVE	500	East	Hit Object	Fixed Object	Other Than Driver	Property Damage Only	Dark - No Street Lights	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Proceeding Straight									
3	943520162 549	2/9/16	3:55 AM	MILLERTON & WINCHELL COVE	796	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Ran Off Road									
4	943520163 137	3/23/16	2:00 AM	MILLERTON & WINCHELL COVE	600	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Other Unsafe Turning									
5	943520163 175	3/26/16	6:28 PM	MILLERTON & WINCHELL COVE	528	West	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Daylight	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Ran Off Road									
6	90167886	4/22/16	6:52 AM	MILLERTON & WINCHELL COVE	320	West	Overturned	Non-Collision	Improper Turning	Property Damage Only	Daylight	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Ran Off Road									
7	90288192	9/28/16	7:35 PM	MILLERTON & WINCHELL COVE	400	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Other Unsafe Turning									

## ATTACHMENT H

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
8	90377944	1/16/17	7:48 PM	MILLERTON & WINCHELL COVE	528	East	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		East	Other Unsafe Turning									
9	90478793	6/7/17	2:25 PM	MILLERTON & MARINA	750	East	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Daylight	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Other Unsafe Turning									
10	91748510	4/8/22	1:25 PM	MILLERTON & WINCHELL COVE	528	West	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Daylight	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		West	Other Unsafe Turning									
11	91866615	9/10/22	9:30 PM	MILLERTON & MARINA	575	South	Sideswipe	Other Motor Vehicle	Wrong Side of Road	Property Damage Only	Dark - Street Lights	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		South	Crossed Into Opposing Lane - Unplanned									
	<b>Party 2</b>		North	Proceeding Straight									
12	92052948	4/23/23	7:55 AM	MILLERTON & WINCHELL COVE	1000	West	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Daylight	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		East	Other Unsafe Turning									
13	92073059	5/11/23	12:20 AM	MILLERTON & WINCHELL COVE	5	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
				<b>Dir. of Travel</b>	<b>Movement Preceding Collision</b>								
	<b>Party 1</b>		East	Other Unsafe Turning									

# ATTACHMENT H

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

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

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

Fatal	4
Severe Injury	4
Other Visible Injury	6
Complaint of Pain	5
Property Damage Only	13

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**Total: 32**

**Collision Type:**

Broadside	3
Head-On	5
Hit Object	16
Overtaken	5
Sideswipe	2
Vehicle - Pedestrian	1

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**Total: 32**

**Primary Collision Factor (PCF):**

Auto R/W Violation	1
Driving Under Influence	6
Improper Turning	18
Other Than Driver	2
Pedestrian Violation	1

## ATTACHMENT H

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
Wrong Side of Road									4				
									<b>Total:</b>	<b>32</b>			
<b>Lighting (Day / Night):</b>													
Dark - No Street Lights									17				
Dark - Street Lights									1				
Daylight									13				
Dusk - Dawn									1				
									<b>Total:</b>	<b>32</b>			

**SETTINGS FOR QUERY:**

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet  
**Sorted By:** Severity, Date, Time

ATTACHMENT H

Collision Summary Report (condensed, sorted by Date, Time)

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

**Report Source:** CROSSROADS database, SWITRS.  
**Date of Report:** 9/4/2024  
**Total Collisions:** 32  
**Injury Collisions:** 18  
**Fatal Collisions:** 4  
**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
1	943520150423	9/7/15	7:05 AM	MILLERTON & WINCHELL COVE	528	West	Head-On	Other Motor Vehicle	Driving Under Influence	Fatal	Daylight	1	2
2	943520151049	10/23/15	4:55 PM	MARINA & MILLERTON	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Dusk - Dawn	1	0
3	90052887	11/8/15	11:35 PM	MILLERTON & WINCHELL COVE	993	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
4	943520162376	1/25/16	8:15 PM	MILLERTON & WINCHELL COVE	500	East	Hit Object	Fixed Object	Other Than Driver	Property Damage Only	Dark - No Street Lights	0	0
5	943520162549	2/9/16	3:55 AM	MILLERTON & WINCHELL COVE	796	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
6	943520163137	3/23/16	2:00 AM	MILLERTON & WINCHELL COVE	600	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
7	943520163175	3/26/16	6:28 PM	MILLERTON & WINCHELL COVE	528	West	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Daylight	0	0
8	943520163192	3/28/16	4:04 AM	MILLERTON & WINCHELL COVE	528	East	Hit Object	Fixed Object	Improper Turning	Complaint of Pain	Dark - No Street Lights	1	0
9	90167886	4/22/16	6:52 AM	MILLERTON & WINCHELL COVE	320	West	Overtaken	Non-Collision	Improper Turning	Property Damage Only	Daylight	0	0
10	943520164855	7/24/16	10:13 PM	MILLERTON & WINCHELL COVE	150	West	Broadside	Other Motor Vehicle	Wrong Side of Road	Other Visible Injury	Dark - No Street Lights	1	0
11	90288192	9/28/16	7:35 PM	MILLERTON & WINCHELL COVE	400	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
12	90384285	1/16/17	6:10 AM	MILLERTON & WINCHELL COVE	710	East	Hit Object	Other Object	Improper Turning	Other Visible Injury	Dark - No Street Lights	1	0
13	90377944	1/16/17	7:48 PM	MILLERTON & WINCHELL COVE	528	East	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0
14	9435201711841	3/22/17	1:05 PM	MILLERTON & WINCHELL COVE	400	East	Hit Object	Other Object	Other Than Driver	Other Visible Injury	Daylight	1	0
15	90478793	6/7/17	2:25 PM	MILLERTON & MARINA	750	East	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Daylight	0	0

## ATTACHMENT H

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
16	9435201713860	8/12/17	8:30 PM	MILLERTON & MARINA	116	West	Vehicle - Pedestrian	Pedestrian	Pedestrian Violation	Fatal	Dark - No Street Lights	0	1
17	91917325	2/5/22	4:25 AM	MILLERTON & MARINA	680	South	Head-On	Other Motor Vehicle	Driving Under Influence	Fatal	Dark - No Street Lights	2	5
18	91714669	2/27/22	4:44 PM	MILLERTON & WINCHELL COVE	528	West	Overtuned	non-collision	Improper Turning	Other Visible Injury	Daylight	1	0
19	91748510	4/8/22	1:25 PM	MILLERTON & WINCHELL COVE	528	West	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Daylight	0	0
20	91787670	5/29/22	12:25 PM	MILLERTON & MARINA	630	West	Overtuned	non-collision	Improper Turning	Severe Injury	Daylight	1	0
21	91801707	6/11/22	11:25 PM	MILLERTON & WINCHELL COVE	900	West	Head-On	Other Motor Vehicle	Improper Turning	Complaint of Pain	Dark - No Street Lights	2	0
22	91866615	9/10/22	9:30 PM	MILLERTON & MARINA	575	South	Sideswipe	Other Motor Vehicle	Wrong Side of Road	Property Damage Only	Dark - Street Lights	0	0
23	91910150	10/30/22	11:51 AM	MILLERTON & WINCHELL COVE	820	West	Broadside	Other Motor Vehicle	Improper Turning	Severe Injury	Daylight	4	0
24	91990719	2/4/23	1:47 AM	MILLERTON & MARINA	792	West	Overtuned	non-collision	Improper Turning	Complaint of Pain	Dark - No Street Lights	2	0
25	92029479	3/11/23	11:53 PM	MILLERTON & MARINA	528	West	Sideswipe	Other Motor Vehicle	Wrong Side of Road	Other Visible Injury	Dark - No Street Lights	3	0
26	92029534	3/17/23	6:10 PM	MILLERTON & MARINA	686	West	Hit Object	Fixed Object	Improper Turning	Severe Injury	Daylight	1	0
27	92052948	4/23/23	7:55 AM	MILLERTON & WINCHELL COVE	1000	West	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Daylight	0	0
28	92073059	5/11/23	12:20 AM	MILLERTON & WINCHELL COVE	5	East	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0
29	92093756	5/30/23	12:14 AM	MILLERTON & WINCHELL COVE	680	West	Head-On	Other Motor Vehicle	Wrong Side of Road	Severe Injury	Dark - No Street Lights	2	0
30	92152613	8/15/23	9:58 AM	MILLERTON & WINCHELL COVE	634	West	Overtuned	non-collision	Improper Turning	Other Visible Injury	Daylight	1	0
31	92193082	9/30/23	12:50 PM	MILLERTON & MARINA	262	West	Hit Object	Fixed Object	Improper Turning	Complaint of Pain	Daylight	1	0
32	92331640	10/7/23	11:03 PM	MILLERTON & WINCHELL COVE	528	West	Head-On	Other Motor Vehicle	Driving Under Influence	Fatal	Dark - No Street Lights	3	1

**SETTINGS FOR QUERY:**

**Location:** MILLERTON & MARINA  
**Dates (period 1):** 9/7/2015 - 8/12/2017  
**Dates (period 2):** 2/5/2022 - 10/7/2023  
**Distance (within):** 1000 feet