Local Assistance Programs Guidelines

Application ID 06-Fresno County-1

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-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) Application Number **Caltrans District** Out of 06 1 2

Project Location			
Auberry Road and Frazier Road in eastern Fresno County			

Project Description

Reconstruct the intersection and improve the horizontal alignment by flattening the curve. Install a right-turn pocket and a left-turn pocket. Widen the shoulders, and improve intersection sight distance. Install a painted median.

Total Project Cost

\$2,644,900

HSIP Funds Requested

\$2,380,410

Benefit Cost Ratio (BCR)

16.46

STATE OF CALIFORNIA • DEPARTMENT	T OF TRANSPORTATION		Loca	Assistance Programs Guideline
HIGHWAY SAFETY IMPRC LAPG 9-A (REV 04/2022)	VEMENT PROGRAM	(HSIP)	Application I	D 06-Fresno County-1 Page 2 of
	Basio	: Information		
Date: Sep 12, 2022	Caltrans [District: 06		MPO: FCOG
Agency: Fresno County	County: F	Fresno County		
Total number of applications being su	ubmitted by your agency: 2			
Application Number (each application	n must have a unique number):	1		
Check if this application is one of	the multiple ones for the same	project (please review	v the form instructions	s for explanation).
Contact Person Information				
Name (Last, First): Nakagawa, Wen	dy			
Position/Title of Contact Person: Supervising Engineer				
Email: Wnakagawa@fresnocountyca	a.gov	Telephone: (559)	600-4265	Extension:
Address: 2220 Tulare St, 6th Floor				
City: Fresno		Zip Code: CA 937	21	(Enter only a 5-digit number)
Application Category: Benefit Cost Ratio (BCR)				
Project Information				
Project Title: -Be Brief (Limited to 100 Characters)	Auberry Road and Frazier Ro	ad Intersection Realig	nment	
Project Location: -Be Brief (Limited to 250 Characters) -See Application Form Instructions Auberry Road and Frazier Road in eastern Fresno County				
Project Description: -Be Brief (Limited to 250 Characters) -See <u>Application Form Instructions</u>	Reconstruct the intersection a turn pocket and a left-turn por a painted median.	and improve the horizo cket. Widen the shoul	ontal alignment by flat ders, and improve int	ttening the curve. Install a right- tersection sight distance. Install
[Total	Project Cost		7
	\$	2,644,900		

HSIP Funds Requested

\$2,380,410

Benefit Cost Ratio (BCR)

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

16.46

Application ID 06-Fresno County-1

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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)

The County's Local Road Safety Plan (LRSP), adopted in June 2022, a data-driven safety analysis conducted by a traffic engineering consultant in conjunction with County staff, ranked the top 20 locations in terms of crash severity. This intersection ranked #5 overall, but it is an agency priority due to the higher percentage of fatalities versus crashes over other projects on the list. The Y-shaped intersection at Auberry Road and Frazier Road experienced a total of twelve vehicle crashes over 3.12 years, within the analyzed three to five-year period. Eleven of the twelve crashes occurred on the southbound lane on the curve. Two crashes were fatal and two crashes resulted in severe injury. Seven crashes were hit object, two of them fatal. Four crashes resulted in overturned vehicles. Out of the twelve crashes in the dataset, 67% (eight) occurred at night. The proposed treatments that improve visibility around the curve and curtail run-off-road collisions are expected to address these types of collisions as well as line-of-sight deficiencies.

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)

Due to safety concerns, within the last five years, local funds were used to install rumble strip raised pavement markers on southbound Auberry Road and to install retroreflective wrap on the posts for the curve, chevron, and stop signs. As shown in the photos, appropriate signage exists on the northbound and southbound approaches to the curve, including advanced curve warning signs and advisory speed plaques, rumble strips, as well as chevron signs with added reflectivity on the supports and object markers at the curve and intersection. Despite these attempts, run-off-road crashes continue to be an issue, particularly at night, which has resulted in multiple incidents. The realignment is expected to improve the line-of-sight and allow motorists to navigate the curve and the intersection near the curve more safely. No federal funds have been spent within the project limits within the past five years.

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)

Right-of-way is only required from one adjacent property owner, who is supportive of countermeasures to reduce accidents at this location. The design will be coordinated with the property owner to ensure that access to their property is maintained.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION APPLICATION FORM FOR LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

LAPG 9-A (REV 04/2022)

Application ID 06-Fresno County-1

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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-01-LRSP Certification.pdf
2. Engineer's Checklist (Required for all projects) 02-06-Fresno County-01_Engineers Checklist - signed.pdf
3. Vicinity map/Location map (Required for all projects) 03-06-Fresno County-01-Location Map.pdf
 4. Project maps/plans showing existing and proposed conditions (Required for all projects) 04-06-Fresno County-01-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-01.pdf
7. Collision diagram(s) (Required for a BCR application) 07-06-Fresno County-01-Collision Diagram.pdf
8. Collision List(s) (Required for a BCR application) 08-06-Fresno County-01-Collision List.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 (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:

Title: Director

HSIP Cycle 11 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 benefit calculation
- b. Show the <u>full</u> 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:

- 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:
 - 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: <u>MA</u>

- 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: <u>MA</u>

- 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 ${\sf V}$

Engineer's Initials: MA

Engineer's Initials:

MA

9. Benefit Calculation (HSIP Analyzer – Sections III)

- 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 Collison 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: _____

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:

- 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.

Engineer's Initials: MA

Signature and Stamp Page

Licensed Engineer:	Engineer's Stamp:
Name: Mohammad Alimi, Ph.D., P.E.	
Title:	PROFESSION
Engineer License Number:67156	SCONT THE
Signature:	No. 6/156 ★ Exp 09/30/22/★
Date: Sep 12, 2022	CIVIL ON
Email: malimi@fresnocountyca.gov	OF CALIFOR
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:

 Name:
 Alimi Mohammad

 Title:
 Design Engineer

 Signature:
 Mathematical M

Engineers Checklist

Final Audit Report

2022-09-12

Created:	2022-09-12
By:	Diana Nutiman (dnutiman@freenocountyca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAaLuwj0Jh-cwWn6a0leaD3a3jkqDUHvTK

"Engineers Checklist" History

- Document created by Diana Nuttman (dnuttman@fresnocountyca.gov) 2022-09-12 - 10:02:18 PM GMT- IP address: 64.171.224.83
- Document emailed to Alimi Mohammad (malimi@fresnocountyca.gov) for signature 2022-09-12 - 10:02:47 PM GMT
- Ernail viewed by Alimi Mohammad (malimi@fresnocountyca.gov) 2022-09-12 - 10:49:48 PM GMT- IP address: 104.47.64.254
- Go Document e-signed by Alimi Mohammad (malimi@fresnocountyca.gov) Signature Date: 2022-09-12 - 10:50:15 PM GMT - Time Source: server- IP address: 99.28.156.73

Agreement completed. 2022-09-12 - 10:50:15 PM GMT





or <u>5.0 Feet</u>		
URATE ACCESS DETERMINAT	W SEE R/W RECORDS AT PUBLIC WORKS	

PROPOSED COUNTERMEASURES

- CM NS17: INSTALL RIGHT TURN POCKET
- 2 CM NS18: INSTALL LEFT TURN POCKET

3 PAINTED MEDIAN

4 CM R15: WIDEN SHOULDER

11

- 5 CM NS11: IMPROVE INTERSECTION SIGHT DISTANCE
- 6 CM R17: IMPROVE HORIZONTAL ALIGNMENT (FLATTEN CURVE)

	DATE	Contour Interval	Scale in Feet
SURVEYED LV, SA, GD	01/19	Minor 1.0 Foot	0 50 100
DRAWN LV, MM	01/19	Major 5.0 Feet	Feet
CHECKED MM	01/19	Major <u>S.D. Feet</u>	the second se
DELECTION I I I I I I I I I I I I I I I I I I		TA AND ACCURATE ACCESS OFTERMAN	AN OFT BAN DEMADOR AT DUDUN WHONE

FAC	1

INTERSECTION OF AUBERRY ROAD AND FRAZIER ROAD

Road No. Bridge No.

6

2







Figure 1: Looking north from southern approach to fork.



Figure 2: Looking north from south end of fork.



Figure 3: Llooking SW at from NE side of fork..



Figure 4: Looking south from northwest fork..



Figure 5: Looking west from NE side of fork.



Figure 6: Looking south from north end of fork.



Figure 7: Looking west from NW side of fork.



Figure 8: Looking west at Frazier Road approach.



Figure 9: Looking east toward NW side of fork from Frazier Road.



Figure 10: Looking at NE approach to Y NE from curve.



Figure 11: Looking at approach to NE side of fork.



Figure 12: Looking east from NW side of fork.

CRASH PHOTOS







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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"). Attach the completed HSIP Analyzer to the last page of the HSIP Application Form.			
Section I: General Information			
Application ID, Project Location and Project Description (copy from the HSIP Application Form):			
Application ID: 06-Fresno County-1			
Project Location: Auberry Road and Frazier Road in eastern Fresno County (limited to 250 characters)			
Project Description: (limited to 250 characters) Reconstruct the intersection and improve the horizontal alignment by flattening the curve. Install a right- turn pocket and a left-turn pocket. Widen the shoulders, and improve intersection sight distance. Install a painted median.			
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 S	iystem (CRS)
Urban / Rural Area	Rural		maps to check the r	ς, επεκ <u>πειε</u> .
What is the approximate tot	al cost percentage that is HR3 el	igible? 100%		
Annual Average Daily Traffic	: (see instructions):			
AADT (Major Road) 3,700	AADT (Minor R	oad) 700	Year of AADT	2019
Posted Speed Limit (mph):	40			
Which of the California's Stra Areas may be checked. For e should be checked. For more	ategic Highway Safety Plan (SHS example, if this project is for pede e information on the SHSP and it	P) Challenge Areas d estrian safety at inter ts Challenge Areas, c	oes the project addres sections, both "Interse lick <u>here</u> .	s primarily? Multiple Challenge ctions" and "Pedestrians"
	🔀 Lane Departures	Pedestrians	🗌 Bicy	/clists
Emergency Response	Emerging Technologies	Work Zones	🖾 Spe	ed Management/ gressive Driving
How were the safety needs a	and potential countermeasures f	for this project first ic	lentified?	
Jurisdiction-wide safety and	alysis			
California established Syster Safety Plan (LRSP) Program i	nic Safety Analysis Report Progra n 2019. Was this project identific	am (SSARP) in 2016 a ed through the SSAR	nd Local Roadway P or LRSP?	LRSP
Is the project focused prima	rily on "spot location(s)" or "syste	emic" improvements	? Spot location(s)	
If it is systemic, the primary t	type of the "systemic" improvem	ents is:		
Not Systemic				
What is the primary mode o	f travel intended to be benefited	l by this project)?		
Motorized users				
Approximate percentage of	project cost going to improvem	ents related to moto	rized travel 100%	

Section II: Project Schedule			
The local agency is expected to deliv selected for funding will be program implementation milestones. Leave b	ver the project per <u>the HSIP Program</u> nmed by January 1, 2023, please ent plank if not applicable.	<u>Delivery requirements</u> . Assuming the HSIP Cycle 11 projects er your best estimated dates for the following	
Will this project use HSIP funds for P	reliminary Engineering (PE) Phase?	Yes	
Will an external consultant be hired	to do the PE work?	Yes	
Delivery Milestones to be met: PE Authori	zation by 9/30/2023; CON Authorization b	y 6/30/2026.	
PE Authorization Date:	9/30/2023		
Environmental Clearance Date:	1/20/2025		
Right of Way Clearance Date:	5/29/2026		
Final PS&E Date:	5/29/2026		
CON Authorization Date:	06/30/2026		
Construction Contract Award Date:	09/30/2026		
Construction Completion Date:	09/30/2027		
Project Close-Out Date:	09/30/2028		

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 (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.

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?

Advanced Curve warning signs and Advisory speed plaques (before IO years ago). No passing double-solid centerlines (before 10 years ago). Edge lines (before 10 years ago). Object markers (before 10 years ago). Chevron signs (2017). Rumble strip raised pavement markers for southbound Auberry Road (2017). Retroreflective wrap on the posts for the Curve signs, for the Chevron signs, and for the Stop signs (2019).

Step 1: Select safety countermeasures

Does this application include Signalized Intersections (SI)?

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

No Yes Yes

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				
	1	NS01: Add intersection lighting (NS.I.) (CRF=0.4 for Night crashes; Life=20) yrs; FE=90%)			
	2	NS02: Convert to all-way STOP control (from 2-way or Yield control) (CRF	=0.5 for All crashes; Life=10 yrs; FE=90%)			
	3	NS03: Install signals (CRF=0.3 for All crashes; Life=20 yrs; FE=90%)				
	4	NS04: Convert intersection to roundabout (from all way stop) (CRF varies	for All crashes; Life=20 yrs; FE=90%)			
	5	NS05: Convert intersection to roundabout (from stop or yield control on	minor road) (CRF varies for All crashes; Life=20 yrs; FE=90%)			
	6	NS05mr: Convert intersection to mini-roundabout (CRF=0.3 for All crashe	s; Life=20 yrs; FE=90%)			
	7	NS06: Install/upgrade larger or additional stop signs or other intersection	warning/regulatory signs (CRF=0.15 for All crashes; Life=10 yrs; FE=90%)			
	8	NS07: Upgrade intersection pavement markings (NS.I.) (CRF=0.25 for All o	IS07: Upgrade intersection pavement markings (NS.I.) (CRF=0.25 for All crashes; Life=10 yrs; FE=90%)			
	9	NS08: Install Flashing Beacons at Stop-Controlled Intersections (CRF=0.1	508: Install Flashing Beacons at Stop-Controlled Intersections (CRF=0.15 for All crashes; Life=10 yrs; FE=90%)			
	10	JS09: Install flashing beacons as advance warning (NS.I.) (CRF=0.3 for All crashes; Life=10 yrs; FE=90%)				
	11	NS10: Install transverse rumble strips on approaches (CRF=0.2 for All crashes; Life=10 yrs; FE=90%)				
~	12	NS11: Improve sight distance to intersection (Clear Sight Triangles) (CRF=0.2 for All crashes; Life=10 yrs; FE=90%)				
	13	NS12: Improve pavement friction (High Friction Surface Treatments) (CRF=0.55 for All crashes; Life=10 yrs; FE=90%)				
	14	IS13: Install splitter-islands on the minor road approaches (CRF=0.4 for All crashes; Life=20 yrs; FE=90%)				
	15	IS14: Install raised median on approaches (NS.I.) (CRF=0.25 for All crashes; Life=20 yrs; FE=90%)				
	16	NS15: Create directional median openings to allow (and restrict) left-turn	s and u-turns (NS.I.) (CRF=0.5 for All crashes; Life=20 yrs; FE=90%)			
	17	NS16: Reduced Left-Turn Conflict Intersections (NS.I.) (CRF=0.5 for All crashes; Life=20 yrs; FE=90%)				
~	18	N517: Install right-turn lane (N5.I.) (CRF=0.2 for All crashes; Life=20 yrs; FE=90%)				
~	19	NS18: Install left-turn lane (where no left-turn lane exists) (CRF=0.35 for A	NS18: Install left-turn lane (where no left-turn lane exists) (CRF=0.35 for All crashes; Life=20 yrs; FE=90%)			
	20	NS19PB: Install raised medians / refuge islands (NS.I.) (CRF=0.45 for Ped &	Bike crashes; Life=20 yrs; FE=90%)			
	21	NS20PB: Install pedestrian crossing at uncontrolled locations (new signs a	and markings only) (CRF=0.25 for Ped & Bike crashes; Life=10 yrs; FE=90%)			
	22	NS21PB: Install/upgrade pedestrian crossing at uncontrolled locations (w FE=90%)	ith enhanced safety features) (CRF=0.35 for Ped & Bike crashes; Life=20 yrs;			
	23	NS22PB: Install Rectangular Rapid Flashing Beacon (RRFB) (CRF=0.35 for I	ed & Bike crashes; Life=20 yrs; FE=90%)			
	24	NS23PB: Install Pedestrian Signal (including Pedestrian Hybrid Beacon (H	AWK)) (CRF=0.55 for Ped & Bike crashes; Life=20 yrs; FE=90%)			

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		Hide unselected countermeasures	View all countermeasures
elect	No.	Countern	neasure Name
	1	R01: Add segment lighting (CRF=0.35 for Night crashes; Life=20 yrs; FE=90	0%)
	2	R02: Remove or relocate fixed objects outside of Clear Recovery Zone (CR	F=0.35 for All crashes; Life=20 yrs; FE=90%)
	3	R03: Install Median Barrier (CRF=0.25 for All crashes; Life=20 yrs; FE=90%)	
	4	R04: Install Guardrail (CRF=0.25 for All crashes; Life=20 yrs; FE=90%)	
	5	R05: Install impact attenuators (CRF=0.25 for All crashes; Life=10 yrs; FE=9	90%)
	6	R06: Flatten side slopes (CRF=0.3 for All crashes; Life=20 yrs; FE=90%)	
	7	R07: Flatten side slopes and remove guardrail (CRF=0.4 for All crashes; Life	e=20 yrs; FE=90%)
	8	R08: Install raised median (CRF=0.25 for All crashes; Life=20 yrs; FE=90%)	
	9	R09: Install median (flush) (CRF=0.15 for All crashes; Life=20 yrs; FE=90%)	
	10	R10PB: Install pedestrian median fencing on approaches (CRF=0.35 for Pe	d & Bike crashes; Life=20 yrs; FE=90%)
	11	R11: Install acceleration/ deceleration lanes (CRF=0.25 for All crashes; Life	=20 yrs; FE=90%)
	12	R12: Widen lane (initially less than 10 ft) (CRF=0.25 for All crashes; Life=20	yrs; FE=90%)
	13	R13: Add two-way left-turn lane (CRF=0.3 for All crashes; Life=20 yrs; FE=9	90%)
	14	R14: Road Diet (Reduce travel lanes and add a two way left-turn and bike	lanes) (CRF=0.35 for All crashes; Life=20 yrs; FE=90%)
✓	15	R15: Widen shoulder (CRF=0.3 for All crashes; Life=20 yrs; FE=90%)	
	16	R16: Curve Shoulder widening (Outside Only) (CRF=0.45 for All crashes; Li	fe=20 yrs; FE=90%)
✓	17	R17: Improve horizontal alignment (flatten curves) (CRF=0.5 for All crashe	s; Life=20 yrs; FE=90%)
	18	R18: Flatten crest vertical curve (CRF=0.25 for All crashes; Life=20 yrs; FE=	90%)
	19	R19: Improve curve superelevation (CRF=0.45 for All crashes; Life=20 yrs; I	FE=90%)
	20	R20: Convert from two-way to one-way traffic (CRF=0.35 for All crashes; Li	ife=20 yrs; FE=90%)
	21	R21: Improve pavement friction (High Friction Surface Treatments) (CRF=	0.55 for All crashes; Life=10 yrs; FE=90%)
	22	R22: Install/Upgrade signs with new fluorescent sheeting (regulatory or v	varning) (CRF=0.15 for All crashes; Life=10 yrs; FE=90%)
	23	R23: Install chevron signs on horizontal curves (CRF=0.4 for All crashes; Lif	fe=10 yrs; FE=90%)
	24	R24: Install curve advance warning signs (CRF=0.25 for All crashes; Life=10	0 yrs; FE=90%)
	25	R25: Install curve advance warning signs (flashing beacon) (CRF=0.3 for A	II crashes; Life=10 yrs; FE=90%)
	26	R26: Install dynamic/variable speed warning signs (CRF=0.3 for All crashes	s; Life=10 yrs; FE=90%)
	27	R27: Install delineators, reflectors and/or object markers (CRF=0.15 for All	crashes; Life=10 yrs; FE=90%)
	28	R28: Install edge-lines and centerlines (CRF=0.25 for All crashes; Life=10 y	rs; FE=90%)
	29	R29: Install no-passing line (CRF=0.45 for All crashes; Life=10 yrs; FE=90%))
	30	R30: Install centerline rumble strips/stripes (CRF=0.2 for All crashes; Life=1	10 yrs; FE=90%)
	31	R31: Install edgeline rumble strips/stripes (CRF=0.15 for All crashes; Life=1	10 yrs; FE=90%)
	32	R32PB: Install bike lanes (CRF=0.35 for Ped & Bike crashes; Life=20 yrs; FE=	
	33	K33PB: Install Separated Bike Lanes (CRF=0.45 for Ped & Bike crashes; Life	=20 yrs; FE=90%)
	34	K34PB: Install sidewalk/pathway (to avoid walking along roadway) (CRF=0	J.8 for Fed & Bike crashes; Life=20 yrs; FE=90%)
	35	INSORD: Install/upgrade pedestrian crossing (with enhanced safety feature	(LKF=0.35 FOF PED & BIKE CRASHES; Life=20 yrs; FE=90%)
	36	K30PB: Install raised pedestrian crossing (LRF=0.35 for Ped & Bike crashes)	; LITE=2U YTS; FE=90%)
	37	K37FB: Install Rectangular Rapid Flashing Beacon (RRFB) (CRF=0.35 for Pe	a & bike crasnes; Lite=20 yrs; FE=90%)
	38	K38: Install animal fencing (CRF=0.8 for Animal crashes; Life=20 yrs; FE=90	(אינ

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)	Location DescriptionClick to selecttion Name or Road Limit or General Description)Countermeasures					
	1	(Non-signalized Interse	ections)					
			NSII	NS17	NS18			
-	NSI_1	Auberry Road and Frazier Road	•	•	•			
-		(Roadway Segmen	its)	-				
	2		R15	R17				
+	R_1	Auberry Road and Frazier Road	•	•				

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

No crash tables have been created since there are unresolved error messages in the last column of the location table. Please correct first.

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

from (MM/DD/YYYY):	04/01/2016	To (MM/DD/YYYY):	05/16/2019	Crash Data Period (years) = 3.12
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Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 2.

Based on the countermeasures selected in Step 2, the crash data types to be provided are:

	Crash Data Table for Crash Type: <u>ALL</u>												
No.	Location No : Description (from Step 2)	Fatal Severe (ALL) Injury (ALL)		Other Visible Injury <mark>(ALL)</mark>	Complaint of Pain (ALL)	PDO (ALL)	Total	ID					
1	NSI_1: Auberry Road and Frazier Road	0	0	0	1	0	1						
2	R_1: Auberry Road and Frazier Road	2	2	3	0	4	Ш						
	Total	2	2	3	1	4	12						

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:

	Bene	fit by Locations		-
Location No : Description	[CM1] Benefit	[CM2] Benefit	[CM3] Benefit	Total Benefit
NSI_1: Auberry Road and Frazier Road	\$45,325	\$96,125	\$168,218	\$309,668
R_1: Auberry Road and Frazier Road	\$16,206,829	\$27,011,381	\$O	\$43,218,210
Sum	\$16,252,154	\$27,107,506	\$168,218	\$43,527,878

Benefit by Countermeasures

No.	Countermeasure	Benefit
1	NS11: Improve sight distance to intersection (Clear Sight Triangles)	\$45,325
2	NS17: Install right-turn lane (NS.I.)	\$96,125
3	NS18: Install left-turn lane (where no left-turn lane exists)	\$168,218
4	R15: Widen shoulder	\$16,206,829
5	R17: Improve horizontal alignment (flatten curves)	\$27,011,381
6	NA	\$0
7	NA	\$0
8	NA	\$0
9	NA	\$0
	TOTAL	\$43,527,878

Section IV. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o 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.
- o 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 CN	⁄Is	% fo OS	r	% fo NS	r
+	1	SUPPLEMENTAL WORK (PAYMENT ADJUSTMENTS FOR PRICE INDEX	\$	30,000	\$1.00	30,000		0	%	0	%	100	%
+	2	CONSTRUCTION PROJECT INFORMATION SIGN	EA	2	\$1000.00	2,000		0	%	0	%	100	%
+	3	TRAFFIC CONTROL SYSTEM	LS	1	\$40000.00	40,000		50	%	50	%	0	%
+	4	JOB SITE MANAGEMENT	LS	1	\$2000.00	2,000		0	%	0	%	100	%
+	5	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$5000.00	5,000		50	%	50	%	0	%
+	6	STORM WATER ANNUAL REPORT	EA	1	\$1500.00	1,500		50	%	50	%	0	%
+	7	STATE WATER RESOURCES CONTROL BOARD NOTICE OF INTENT FILING FEE	\$	1,000	\$1.00	1,000		50	%	50	%	0	%
+	8	TREE REMOVAL	EA	20	\$1000.00	20,000		100	%	0	%	0	%
+	9	CLEARING AND GRUBBING	LS	1	\$50000.00	50,000		100	%	0	%	0	%
+	10	ROADWAY EXCAVATION	CY	10,900	\$90.00	981,000		100	%	0	%	0	%
+	11	RELOCATE ROADSIDE SIGN	EA	2	\$500.00	1,000		100	%	0	%	0	%
+	12	EMBANKMENT CONSTRUCTION	CY	2,000	\$20.00	40,000		100	%		%	0	%
+	13	SHOULDER BACKING	CY	34	\$30.00	1,020		100	%		%	0	%
+	14	FINISHING ROADWAY	LS	1	\$10000.00	10,000		100	%		%	0	%
+	15	HOT MIX ASPHALT (TYPE A 3/4" GRADING)	TON	2,100	\$110.00	231,000		100	%		%	0	%
+	16	CLASS 2 AGGREGATE BASE	CY	1,250	\$70.00	87,500		100	%		%	0	%
+	17	ТАСК СОАТ	TON	2	\$1500.00	3,000		100	%		%	0	%
+	18	DRAINAGE IMPROVEMENTS	LS	1	\$70000.00	70,000		100	%		%	0	%
+	19	DEMOLITION OF ABANDONED WATER WELL	LS	1	\$15000.00	15,000		100	%	-	%	0	%
+	20	SIGNAGE AND STRIPPING	LS	1	\$10000.00	10,000		100	%		%	0	%

	No.	Item Description	Unit	Quantity	Unit Cost	Total	General Item? (Click center to check)	% for C	Ms	% fo OS	or	% fo NS	r
+	21	SURVEY MONUMENT	\$750.00	1,500		0	%	0	%	100	%		
+	22	MOBILIZATION	LS	1	100,000	100,000		0	%	0	%	100	%
				Weighted	Average (%) Total (\$)	\$1,702,520		91%	6	1%		8%	
Con (e.g.	tinge enter	ncies, as % of the above "Total" of tl <mark>r 10 for 10%)</mark>	ne const	truction ite	ems: 15 %	\$255,378							
Tota (Ro	l Cor unde	nstruction Cost (Con Items & Cont d up to the nearest hundreds)	ingenc	ies):		\$1,957,900							

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)

90 %

Set

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

Description	Total Cost	HISP/Tot (%)	al	HSIP Funds	Local/Other Funds							
Preliminary Engineering (PE) Phase												
Environmental	\$85,000	90	%	\$76,500	\$8,500							
PS&zE	\$256,000	90	%	\$230,400	\$25,600							
Subtotal - PE	\$341,000	90	%	\$306,900	\$34,100							
	Right of W	Vay (ROW)	Phas	e								
Right of Way Engineering	\$45,000	90	%	\$40,500	\$4,500							
Appraisals, Acquisitions & Utilities	\$45,000	90	%	\$40,500	\$4,500							
Subtotal - Right of Way (ROW)	\$90,000	90	%	\$81,000	\$9,000							
	Construct	tion (CON) I	Phase	2								
Construction Engineering (CE)	\$256,000	90	%	\$230,400	\$25,600							
Construction Items	\$1,957,900 (Read only - from Section I)	90	%	\$1,762,110	\$195,790							
Subtotal - Construction	\$2,213,900	90	%	\$1,992,510	\$221,390							
PROJECT TOTAL	\$2,644,900	90	%	\$2,380,410	\$264,490							

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.



COLLISION DIAGRAM INTERSECTION OF AUBERRY ROAD AND FRAZIER ROAD



Collision Summary Report

County of Fresno

Public Works and Planning Department

Maintenance and Operations Division

Traffic Engneering

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	ure iter Kil. (CM#)
Sor	rted By:		Severity, Da	ate, Time									Cour Neas
Dis	tance (max).	:	410 feet										7 -
Dat	tes:		4/1/2016 - 5	5/16/2019									
Loc	cation:		AUBERRY	& FRAZIER									
Fat	al Collisions	5 <i>2</i>	2										
Inju	iry Collision	s:	7										
Tot	al Collisions	S:	12										
Dat	te of Report:		9/7/2022										
Rep	oort Source:		CROSSRO	ADS database									
	-	_											

SEV	FRITY	Fatal
	L I\II I .	i atai

•=•=•											
1 943520169 416	10/8/16	5:58 PM	AUBERRY & 100 South FRAZIER (E)	Hit Object	Fixed Object	Unsafe Speed	Fatal	Daylight	0	2	R17
		Dir. of Travel	Movement Preceding Collision								
	Party 1	South	Ran Off Road								
2 943520171 3854	8/13/17	1:30 AM	AUBERRY & 30 South FRAZIER (E)	Hit Object	Fixed Object	Driving Under Influence	Fatal	Dark - No Street Lights	1	1	R17
		Dir. of Travel	Movement Preceding Collision								
	Party 1	South	Other Unsafe Turning								

SEVERITY: Severe Injury

1	943520163 309	4/1/16	6:45 PM	AUBERRY & FRAZIER (W)	28	South	Hit Obje	ect	Fixed Object	Improper Turning	Severe Injury	Daylight	1	0	R17
			Dir. of Travel	Movement F	Precedi	ng Collisi	on								
		Party 1	South	Other l	Jnsafe T	Turning									
2	90418379	3/14/17	7:15 PM	AUBERRY & FRAZIER (E)	10	South	Hit Obje	ect	Fixed Object	Driving Under Influence	Severe Injury	Dark - No Street Lights	1	0	R17
			Dir. of Travel	Movement F	Movement Preceding Collision										
		Party 1	South	Ra	Ran Off Road										

Lo Da Dis So	Location: Dates: Distance (max): Sorted By:		AUBERRY & 4/1/2016 - 5/ 410 feet Severity, Dat	: FRAZIER (16/2019 te, Time											Cour Meas	
#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type o Collisi	of on	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	lnj.	Kil.	ure (CM#)	
SE	VERITY: Oth	er Visible	Injury													
1	943520168 710	8/23/16	4:20 PM	AUBERRY & FRAZIER (W)	15	South	Overturr	ned	Non-Collision	Driving Under Influence	Other Visible Injury	Daylight	1	0	R17	
			Dir. of Travel	Movement P	recedir	ng Collisio	n									
		Party 1	South	Other U	nsafe T	urning										
2	90288376	10/1/16	1:30 PM	AUBERRY & FRAZIER (E)	95	South	Overturr	ned	Non-Collision	Improper Turning	Other Visible Injury	Daylight	2	0	R17	
			Dir. of Travel	Movement P	recedir	ng Collisio	n									
		Party 1	South	Ran	Off Ro	ad										
3	943520190 1958	5/16/19	12:20 AM	AUBERRY & FRAZIER (E)	161	South	Overturr	ned	Fixed Object	Driving Under Influence	Other Visible Injury	Dark - No Street Lights	1	0	R17	
			Dir. of Travel	Movement P	recedir	ng Collisio	n									
		Party 1	South	Ran	Off Ro	ad										
SE	VERITY: Con	nplaint of	Pain													

	-								Street Lights		
		Dir. of Travel	Movement P	recedin	ng Collision						
	Party 1	North	Making Left Turn								
	Party 2	East	Proceeding Straight								

Location: Dates: Distance (max):		AUBERRY & 4/1/2016 - 5/ 410 feet	FRAZIER (16/2019														
5	Sorte	d By:		Severity, Dat	te, Time											Cou Mea)
_	# I	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type Collis	of sion	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	lnj.	Kil	sure (CM#	‡)
S	EVE	RITY: Prop	perty Dam	age Only													
	1 94	43520163 718	4/26/16	9:00 PM	AUBERRY & FRAZIER (W)	410	South	Hit Ob	oject	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0	R17	,
				Dir. of Travel	Movement F	recedi	ng Collision	1				-	-				
		Party 1 South Other Unsafe Turning				urning											
	2 94	43520169 460	10/10/16	6 9:50 PM	AUBERRY & FRAZIER (E)	1	South	Overtu	irned	Non-Collision	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0	R17	,
		Dir. of Travel Movement Preceding Collision		1													
			Party 1	South	Ra	n Off Ro	ad										
	3 94	43520171 2068	4/7/17	8:45 PM	AUBERRY & FRAZIER (W)	170	South	Hit Ob	oject	Fixed Object	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0	R17	,
		Dir. of Travel Movement Preceding Collision		1													
			Party 1	South Other Unsafe Turning													
	4 94	43520171 3381	7/4/17	2:00 AM	AUBERRY & FRAZIER (E)	80	South	Hit Ob	oject	Fixed Object	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0	R17	,
				Dir. of Travel	Movement F	Precedi	ng Collision	1									
			Party 1	South	Other l	Jnsafe 1	urning										
			Party 2	West	West Parked												

Loc Dai Dis Sol	Location: Dates: Distance (max): Sorted By:		AUBERRY & 4/1/2016 - 5/1 410 feet Severity, Date	FRAZIER 6/2019 e, Time									Coun Meast
#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Tre fer Kil. (CM#)
					Colli	isions by	y CM / Sev	/erity / Type / P	CF / Lighting				
				(Counterme	asure (CN	I):						
						NS18	3		1				
						R17			11				
				_				Total:	12	_			
				(Counterme	asure (CN	I) / Severity:						
						NS18	3 Compla	aint of Pain	1				
						R17	Fatal		2				
						R17 Severe In		Injury	2				
						R17	Other V	isible Injury	3				
				_		R17		y Damage Only	4	_			
								Total:	12				
				H	Highest De	gree of Inj	ury (severity):					
						Fatal			2				
						Severe Injury			2				
						Other Visible Injury			3				
						Complaint of Pain			1				
					Prop	erty Damage	Only	4	_				
						Total:	12						
				(Collision Type:								
						Broa	dside		1				
						Hit O	bject		7				
						Over	turned		4				

Location: Dates: Distance (max): Sorted By:		AUBERRY & FRAZ 4/1/2016 - 5/16/201 410 feet Severity, Date, Tim	lER 9 e									Coun Meas	
#	Report#	Date	Time Loc	ation	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	ure ter Kil. (CM#)
								Total:	12	-			
				Pr	imary Col	lision Fa	actor (PCF):						
						Driv	ing Under Influ	ence	7				
						Imp	roper Turning		3				
						Traf	fic Signals and	Signs	1				
						Uns	afe Speed		1				
								Total:	12	_			
			Lig	ghting (Da	ay / Nigh	t):							
						Dar	k - No Street Li	ghts	8				
						Day	light		4				
								Total:	12	_			
SET	TINGS FOR	QUER	Y:										
Loa	tion:		AUBERRY & FRAZ	IER									
Dat	es:		4/1/2016 - 5/16/201	9									
Dis	tance (max)	:	410 feet										

Sorted By:

Severity, Date, Time