STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

APPLICATION FORM FOR LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

LAPG 9-A (REV 04/2022)

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	Application Number	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

APPLICATION FORM FOR LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Application ID 06-Fresno County-1

Basic Information

Date: Sep 12, 2022

Caltrans District: 06

MPO: FCOG

Agency: Fresno County

County: Fresno County

Total number of applications being submitted by your agency: 2

Application Number (each application must have a unique number): 1

☐ 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): Nakagawa, Wendy

Position/Title of Contact Person: Supervising Engineer

Email: Wnakagawa@fresnocountyca.gov

Telephone: (559) 600-4265

Extension:

Address: 2220 Tulare St, 6th Floor

City: Fresno

Zip Code: CA 93721 (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 Road Intersection Realignment

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 Application Form Instructions

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)

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

16.46

APPLICATION FORM FOR LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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.

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

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 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 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: _____

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

11. **Additional narration, documentation, letters of support:**

Engineer's Initials: MA

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

Signature and Stamp Page

Licensed Engineer:

Name: Mohammad Alimi, Ph.D., P.E.

Title: Design Engineer

Engineer License Number: 67156

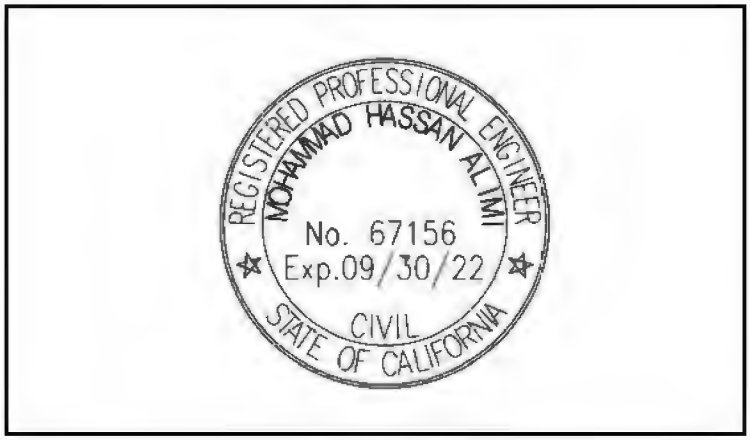
Signature:

Date: Sep 12, 2022

Email: malimi@fresnocountyca.gov

Phone: 559-600-4505

Engineer's Stamp:



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

By signing this application, the manager is attesting to:

1. All data in the application is accurate and represents the total scope of the planned project;

2. The agency understands the Project Delivery Requirements for the HSIP Program and is prepared to deliver the project per these requirements; and

3. The agency understands if Caltrans staff determine that any of the above requirements are not met, or data is inaccurate, or the application fails to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive HSIP funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to the Application Instructions for more information.

Transportation Manager:

Name: Alimi Mohammad

Title: Design Engineer

Signature:

Date: Sep 12, 2022

Engineers Checklist

Final Audit Report 2022-09-12

Created:	2022-09-12
By:	Diana Nuttman (dnuttman@fresnocountyca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAaLuw|0Jh-owWn8a0IeaD3e3|kqDUHvTK

"Engineers Checklist" History

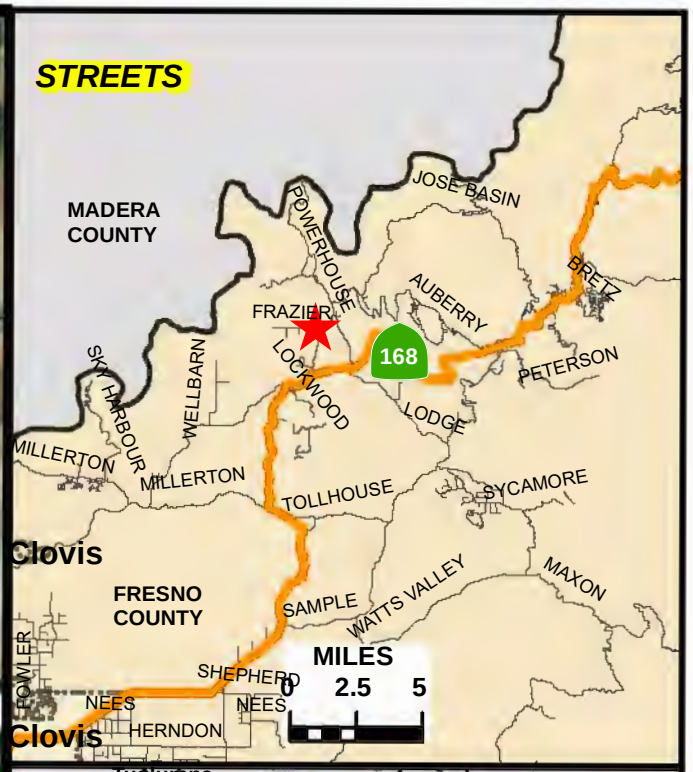
Document created by Diana Nuttman (dnuttman@fresnocountyca.gov)
2022-09-12 - 10:02:18 PM GMT- IP address: 64.171.224.83

Document emailed to Alimi Mohammad (malimi@fresnocountyca.gov) for signature
2022-09-12 - 10:02:47 PM GMT

Email viewed by Alimi Mohammad (malimi@fresnocountyca.gov)
2022-09-12 - 10:49:48 PM GMT- IP address: 104.47.64.254

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



Prepared By: Diana Nuttman, Staff Analyst
Date: 09/01/2022
Agency: County of Fresno
Department: Public Works & Planning
Division: Design/Project Development

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

SCALE IN FEET

Feet
0 100 200

DEPARTMENT OF PUBLIC WORKS & PLANNING

HSIP CANDIDATE
AUBERRY RD & FRAZIER RD
INTERSECTION IMPROVEMENTS

EXISTING CONDITIONS

	DATE
SURVEYED LV, SA, GD	01/19
DRAWN LV, MM	01/19
CHECKED MM	01/19

Contour Interval	Scale in Feet
Minor 1.0 Foot Major 5.0 Feet	0 50 100 Feet

REVISION

FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS

PROJECT

INTERSECTION OF
AUBERRY ROAD AND FRAZIER ROAD

Road No. Bridge No.

THE COUNTY OF FRESNO

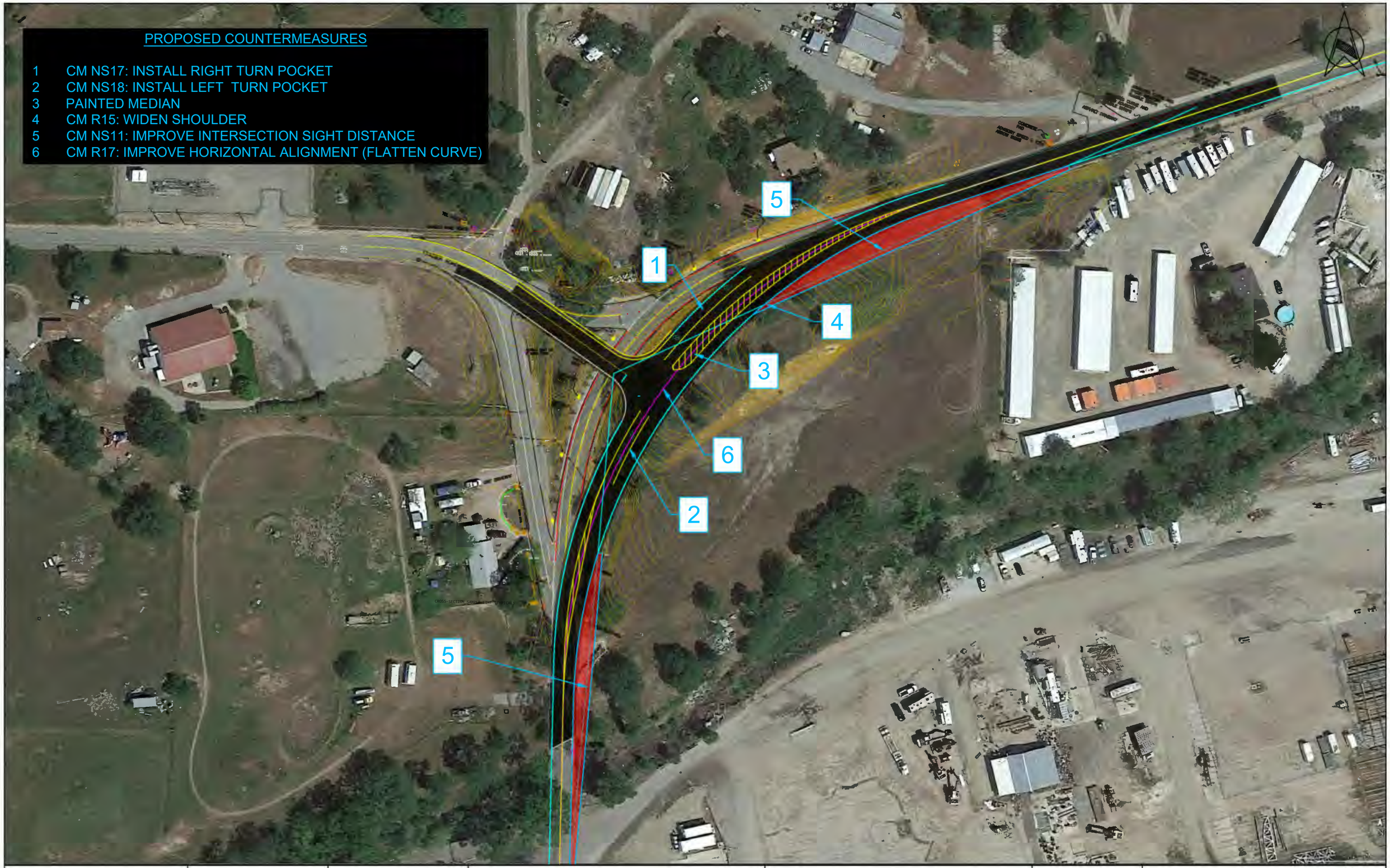
DEPARTMENT OF PUBLIC WORKS & PLANNING

EXISTING CONDITIONS EXHIBIT

Drawing No. Sheet No. 1 Total 2

PROPOSED COUNTERMEASURES

1 CM NS17: INSTALL RIGHT TURN POCKET
2 CM NS18: INSTALL LEFT TURN POCKET
3 PAINTED MEDIAN
4 CM R15: WIDEN SHOULDER
5 CM NS11: IMPROVE INTERSECTION SIGHT DISTANCE
6 CM R17: IMPROVE HORIZONTAL ALIGNMENT (FLATTEN CURVE)



	DATE
SURVEYED LV, SA, GD	01/19
DRAWN LV, MM	01/19
CHECKED MM	01/19

Contour Interval
Minor 1.0 Foot
Major 5.0 Feet

Scale in Feet
0 50 100 Feet

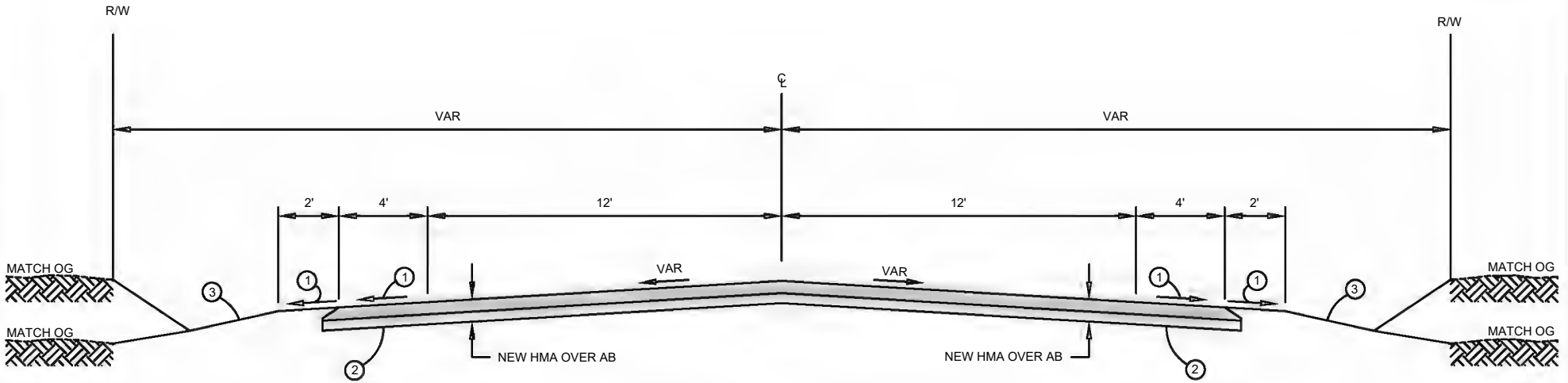
REVISION

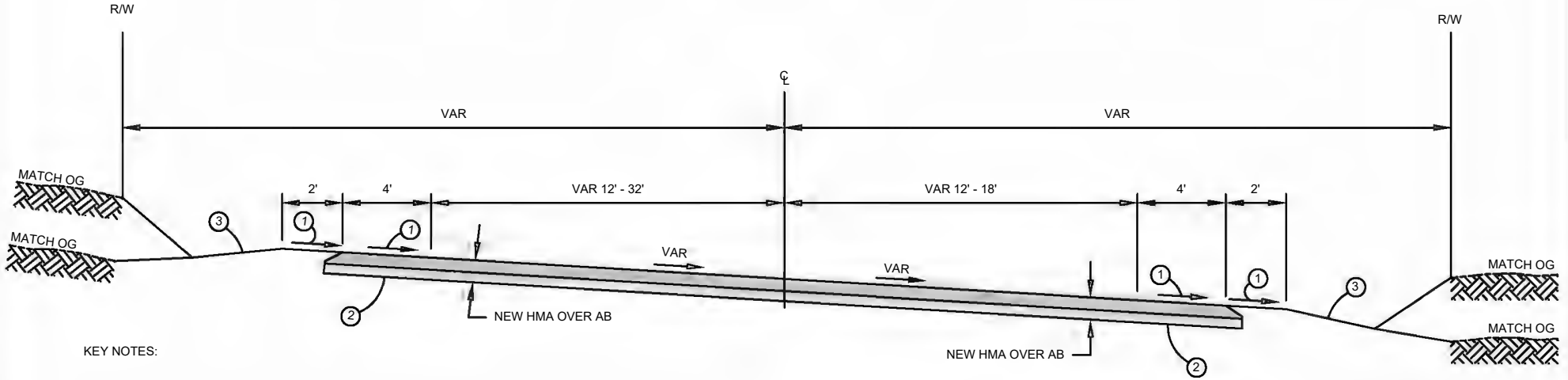
FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS

PROJECT
INTERSECTION OF
AUBERRY ROAD AND FRAZIER ROAD
Road No. Bridge No.

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS & PLANNING
RE-ALIGNMENT EXHIBIT
Drawing No. Sheet No. 1 Total 2





KEY NOTES:

1. PAVED AND GRADED SHOULDER CROSS SLOPE TO MATCH ADJACENT PAVEMENT CROSS SLOPE
2. PLACE AC OVER AB OVER COMPACTED NATIVE SOIL
3. SHLDR BACKING TO MATCH EXIST GROUND AT 4:1 SLOPE OR FLATTER

		DATE:	SCALE: NTS		DEPARTMENT OF PUBLIC WORKS AND PLANNING
DESIGNED:	D.K.	09/22	DRAWING NO. N/A		INTERSECTION OF AUBERRY ROAD AND FRAZIER ROAD
DRAWN:	R.O.	09/22			SUPERELEVATION CROSS SECTION
CHECKED:	S.A.	09/22			

PHOTOS OF EXISTING CONDITIONS
AUBERRY RD & FRAZIER RD

Figure 1: Looking north from southern approach to fork.

Figure 2: Looking north from south end of fork.

PHOTOS OF EXISTING CONDITIONS
AUBERRY RD & FRAZIER RD

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

Figure 4: Looking south from northwest fork..

PHOTOS OF EXISTING CONDITIONS
AUBERRY RD & FRAZIER RD

Figure 5: Looking west from NE side of fork.

Figure 6: Looking south from north end of fork.

PHOTOS OF EXISTING CONDITIONS
AUBERRY RD & FRAZIER RD

Figure 7: Looking west from NW side of fork.

Figure 8: Looking west at Frazier Road approach.

PHOTOS OF EXISTING CONDITIONS
AUBERRY RD & FRAZIER RD

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

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

PHOTOS OF EXISTING CONDITIONS
AUBERRY RD & FRAZIER RD

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

Figure 12: Looking east from NW side of fork.

PHOTOS OF EXISTING CONDITIONS
AUBERRY RD & FRAZIER RD

CRASH PHOTOS

PHOTOS OF EXISTING CONDITIONS
AUBERRY RD & FRAZIER RD

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: (limited to 250 characters)	Auberry Road and Frazier Road in eastern Fresno County
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 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) 3,700 AADT (Minor Road) 700 Year of AADT 2019

Posted Speed Limit (mph): 40

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.

- [x] Intersections
- [x] Lane Departures
- [ ] Pedestrians
- [ ] Bicyclists
- [ ] Emergency Response
- [ ] Emerging Technologies
- [ ] Work Zones
- [x] Speed Management/ Aggressive Driving

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

Jurisdiction-wide safety analysis

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

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

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

Not Systemic

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%

Section II: Project Schedule

The local agency is expected to deliver the project per the HSIP Program Delivery requirements. Assuming the HSIP Cycle 11 projects selected for funding will be programmed by January 1, 2023, please enter your best estimated dates for the following implementation milestones. Leave blank if not applicable.

Will this project use HSIP funds for Preliminary Engineering (PE) Phase?	Yes
Will an external consultant be hired to do the PE work?	Yes

Delivery Milestones to be met: PE Authorization by 9/30/2023; CON Authorization by 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 10 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)? No

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

Does this application include Roadway Segments (R)? Yes

** 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 crashes; 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 crashes; Life=10 yrs; FE=90%)
	9	NS08: Install Flashing Beacons at Stop-Controlled Intersections (CRF=0.15 for All crashes; Life=10 yrs; FE=90%)
	10	NS09: 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	NS13: Install splitter-islands on the minor road approaches (CRF=0.4 for All crashes; Life=20 yrs; FE=90%)
	15	NS14: 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-turns 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	NS17: Install right-turn lane (NS.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 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 and markings only) (CRF=0.25 for Ped & Bike crashes; Life=10 yrs; FE=90%)
	22	NS21PB: Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) (CRF=0.35 for Ped & Bike crashes; Life=20 yrs; FE=90%)
	23	NS22PB: Install Rectangular Rapid Flashing Beacon (RRFB) (CRF=0.35 for Ped & Bike crashes; Life=20 yrs; FE=90%)
	24	NS23PB: Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK)) (CRF=0.55 for Ped & Bike crashes; Life=20 yrs; FE=90%)

Roadways (R):

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	R01: Add segment lighting (CRF=0.35 for Night crashes; Life=20 yrs; FE=90%)
	2	R02: Remove or relocate fixed objects outside of Clear Recovery Zone (CRF=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=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=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 Ped & 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=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; Life=20 yrs; FE=90%)
✓	17	R17: Improve horizontal alignment (flatten curves) (CRF=0.5 for All crashes; 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; FE=90%)
	20	R20: Convert from two-way to one-way traffic (CRF=0.35 for All crashes; Life=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 warning) (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; Life=10 yrs; FE=90%)
	24	R24: Install curve advance warning signs (CRF=0.25 for All crashes; Life=10 yrs; FE=90%)
	25	R25: Install curve advance warning signs (flashing beacon) (CRF=0.3 for All crashes; Life=10 yrs; FE=90%)
	26	R26: Install dynamic/variable speed warning signs (CRF=0.3 for All crashes; 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 yrs; 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=10 yrs; FE=90%)
	31	R31: Install edgeline rumble strips/stripes (CRF=0.15 for All crashes; Life=10 yrs; FE=90%)
	32	R32PB: Install bike lanes (CRF=0.35 for Ped & Bike crashes; Life=20 yrs; FE=90%)
	33	R33PB: Install Separated Bike Lanes (CRF=0.45 for Ped & Bike crashes; Life=20 yrs; FE=90%)
	34	R34PB: Install sidewalk/pathway (to avoid walking along roadway) (CRF=0.8 for Ped & Bike crashes; Life=20 yrs; FE=90%)
	35	R35PB: Install/upgrade pedestrian crossing (with enhanced safety features) (CRF=0.35 for Ped & Bike crashes; Life=20 yrs; FE=90%)
	36	R36PB: Install raised pedestrian crossing (CRF=0.35 for Ped & Bike crashes; Life=20 yrs; FE=90%)
	37	R37PB: Install Rectangular Rapid Flashing Beacon (RRFB) (CRF=0.35 for Ped & Bike crashes; Life=20 yrs; FE=90%)
	38	R38: Install animal fencing (CRF=0.8 for Animal 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)					
1				NS11	NS17	NS18	
	+ -	NSI_1	Auberry Road and Frazier Road	●	●	●	
		(Roadway Segments)					
1				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

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: ALL								
No.	Location No : Description (from Step 2)	Fatal (ALL)	Severe Injury (ALL)	Other Visible Injury (ALL)	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	11	
	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:

Benefit 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	$0	$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:

- 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	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	TACK COAT	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 CMs	% for OS	% for NS
+ -	21	SURVEY MONUMENT	EA	2	$750.00	1,500		0 %	0 %	100 %
+ -	22	MOBILIZATION	LS	1	100,000	100,000		0 %	0 %	100 %
		Weighted Average (%)						91%	1%	8%
		Total ($)				$1,702,520				

Contingencies, as % of the above "Total" of the construction items: 15 % $255,378
(e.g. enter 10 for 10%)

Total Construction Cost (Con Items & Contingencies): $1,957,900
(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): 90 %

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

Description	Total Cost	HISP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	$85,000	90 %	$76,500	$8,500
PS&E	$256,000	90 %	$230,400	$25,600
Subtotal - PE	**$341,000**	**90 %**	**$306,900**	**$34,100**
Right of Way (ROW) Phase				
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**
Construction (CON) Phase				
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.

Section VI. Summary

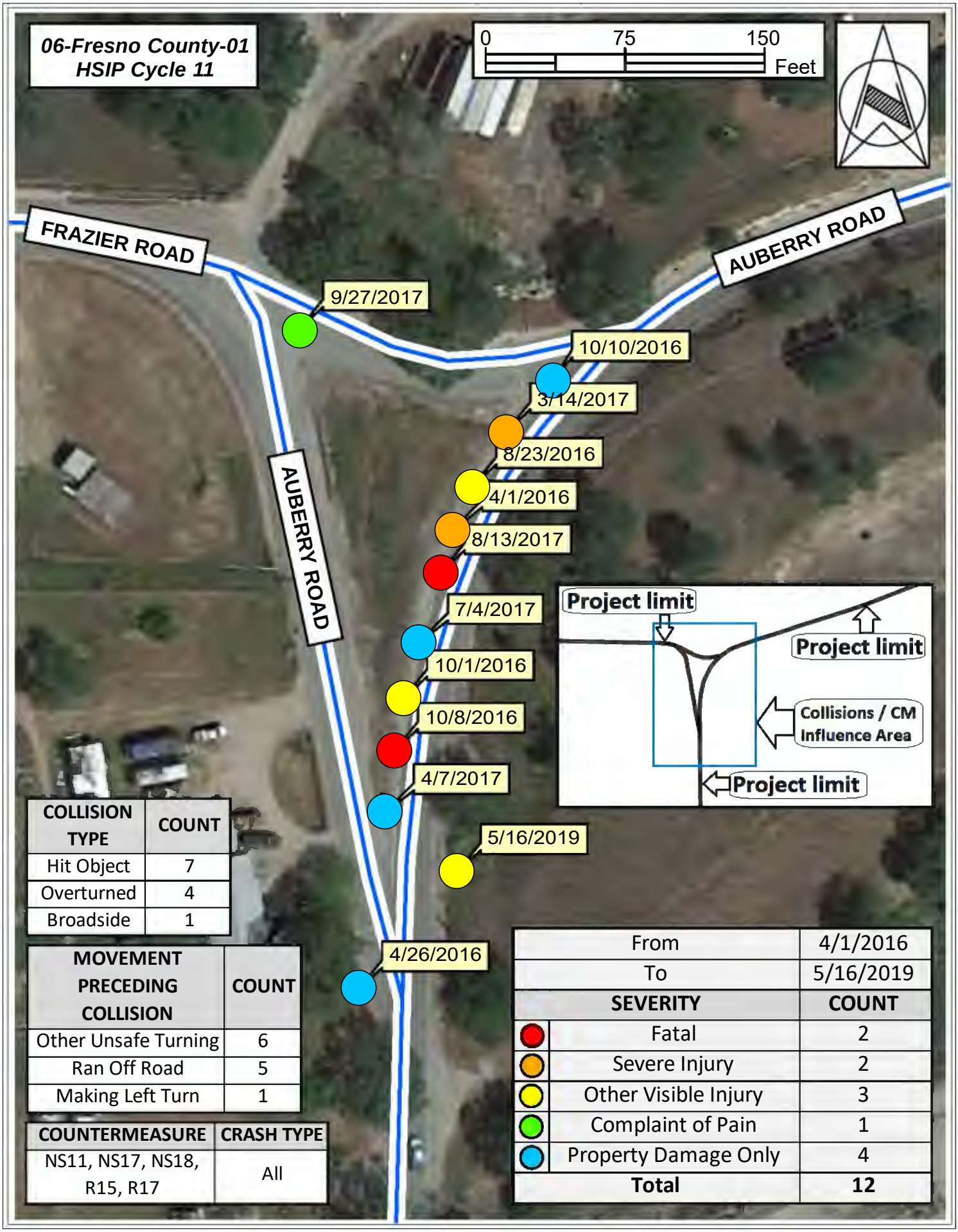
Transfer the "Total Project Cost" , "HSIP Funds Requested" and the BCR to Page 2 of the HSIP Application Form.

Cost, FRR, Benefit and BCR:

Total Project Cost	HSIP Funds Requested	Max. FRR
$2,644,900	$2,380,410	90%

Total Expected Benefit	Benefit Cost Ratio (BCR)
43,527,878	16.46

COLLISION DIAGRAM
INTERSECTION OF AUBERRY ROAD AND FRAZIER ROAD



COLLISION TYPE	COUNT
Hit Object	7
Overturned	4
Broadside	1

MOVEMENT PRECEDING COLLISION	COUNT
Other Unsafe Turning	6
Ran Off Road	5
Making Left Turn	1

COUNTERMEASURE	CRASH TYPE
NS11, NS17, NS18, R15, R17	All

From	4/1/2016
To	5/16/2019
SEVERITY	**COUNT**
Fatal	2
Severe Injury	2
Other Visible Injury	3
Complaint of Pain	1
Property Damage Only	4
Total	**12**

Collision Summary Report

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

Report Source: *CROSSROADS database*
Date of Report: *9/7/2022*
Total Collisions: *12*
Injury Collisions: *7*
Fatal Collisions: *2*
Location: *AUBERRY & FRAZIER*
Dates: *4/1/2016 - 5/16/2019*
Distance (max): *410 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.	Counter Measure (CM#)
SEVERITY: Fatal														
1	943520169416	10/8/16	5:58 PM	AUBERRY & FRAZIER (E)	100	South	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 & FRAZIER (E)	30	South	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	943520163309	4/1/16	6:45 PM	AUBERRY & FRAZIER (W)	28	South	Hit Object	Fixed Object	Improper Turning	Severe Injury	Daylight	1	0	**R17**
		Dir. of Travel	**Movement Preceding Collision**											
		Party 1	South	Other Unsafe Turning										
2	90418379	3/14/17	7:15 PM	AUBERRY & FRAZIER (E)	10	South	Hit Object	Fixed Object	Driving Under Influence	Severe Injury	Dark - No Street Lights	1	0	**R17**
		Dir. of Travel	**Movement Preceding Collision**											
		Party 1	South	Ran Off Road										

Location: *AUBERRY & FRAZIER*
Dates: *4/1/2016 - 5/16/2019*
Distance (max): *410 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.	Counter Measure (CM#)
SEVERITY: Other Visible Injury														
1	9435201687 10	8/23/16	4:20 PM	AUBERRY & FRAZIER (W)	15	South	Overturned	Non-Collision	Driving Under Influence	Other Visible Injury	Daylight	1	0	**R17**
		Dir. of Travel	**Movement Preceding Collision**											
	Party 1	South	Other Unsafe Turning											
2	90288376	10/1/16	1:30 PM	AUBERRY & FRAZIER (E)	95	South	Overturned	Non-Collision	Improper Turning	Other Visible Injury	Daylight	2	0	**R17**
		Dir. of Travel	**Movement Preceding Collision**											
	Party 1	South	Ran Off Road											
3	9435201901 958	5/16/19	12:20 AM	AUBERRY & FRAZIER (E)	161	South	Overturned	Fixed Object	Driving Under Influence	Other Visible Injury	Dark - No Street Lights	1	0	**R17**
		Dir. of Travel	**Movement Preceding Collision**											
	Party 1	South	Ran Off Road											
SEVERITY: Complaint of Pain														
1	9435201714 579	9/27/17	8:30 PM	FRAZIER & AUBERRY (W)	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Complaint of Pain	Dark - No Street Lights	1	0	**NS18**
		Dir. of Travel	**Movement Preceding Collision**											
	Party 1	North	Making Left Turn											
	Party 2	East	Proceeding Straight											

Location: *AUBERRY & FRAZIER*
Dates: *4/1/2016 - 5/16/2019*
Distance (max): *410 feet*
Sorted By: *Severity, Date, Time*

SEVERITY: Property Damage Only

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.	Counter Measure (CM#)
1	943520163718	4/26/16	9:00 PM	AUBERRY & FRAZIER (W)	410	South	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - No Street Lights	0	0	**R17**

	Dir. of Travel	Movement Preceding Collision
Party 1	South	Other Unsafe Turning

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.	Counter Measure (CM#)
2	943520169460	10/10/16	9:50 PM	AUBERRY & FRAZIER (E)	1	South	Overturned	Non-Collision	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0	**R17**

	Dir. of Travel	Movement Preceding Collision
Party 1	South	Ran Off Road

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.	Counter Measure (CM#)
3	943520171 2068	4/7/17	8:45 PM	AUBERRY & FRAZIER (W)	170	South	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0	**R17**

	Dir. of Travel	Movement Preceding Collision
Party 1	South	Other Unsafe Turning

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.	Counter Measure (CM#)
4	943520171 3381	7/4/17	2:00 AM	AUBERRY & FRAZIER (E)	80	South	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0	**R17**

	Dir. of Travel	Movement Preceding Collision
Party 1	South	Other Unsafe Turning
Party 2	West	Parked

Location: *AUBERRY & FRAZIER*
Dates: *4/1/2016 - 5/16/2019*
Distance (max): *410 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.	Counter Measure (CM#)

Collisions by CM / Severity / Type / PCF / Lighting

Countermeasure (CM):

NS18	1
R17	11
Total:	**12**

Countermeasure (CM) / Severity:

NS18	Complaint of Pain	1
R17	Fatal	2
R17	Severe Injury	2
R17	Other Visible Injury	3
R17	Property Damage Only	4
Total:		**12**

Highest Degree of Injury (severity):

Fatal	2
Severe Injury	2
Other Visible Injury	3
Complaint of Pain	1
Property Damage Only	4
Total:	**12**

Collision Type:

Broadside	1
Hit Object	7
Overturned	4

Location: *AUBERRY & FRAZIER*
Dates: *4/1/2016 - 5/16/2019*
Distance (max): *410 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.	Counter Measure (CM#)

	Total:	**12**
Primary Collision Factor (PCF):		
Driving Under Influence		7
Improper Turning		3
Traffic Signals and Signs		1
Unsafe Speed		1
	Total:	**12**
Lighting (Day / Night):		
Dark - No Street Lights		8
Daylight		4
	Total:	**12**

SETTINGS FOR QUERY:

Loation: *AUBERRY & FRAZIER*
Dates: *4/1/2016 - 5/16/2019*
Distance (max): *410 feet*
Sorted By: *Severity, Date, Time*