

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

LAPG 9-A (REV 05/2020)

Page 1 of 4

**APPLICATION SUMMARY**

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

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

**Application ID** 06-Fresno County-2

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

**Submitted By (Agency)**

Fresno County

**Application Category**

Benefit Cost Ratio (BCR)

**Caltrans District**

06

**Application Number**

2

**Out of**

3

**Project Location**

The Intersection of Clinton Ave. and Maple Ave.

**Project Description**

Install protected left turn phase for all approaches, and improve signal hardware.

**Total Project Cost**

\$1,382,700

**HSIP Funds Requested**

\$1,382,700

**Benefit Cost Ratio (BCR)**

4.38

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

(Enter only a 5-digit number)

**Application Category:** **Project Information**

Project Title:

-Be Brief (Limited to 100 Characters)

Project Location:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)

Project Description:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)**Total Project Cost**

\$1,382,700

**HSIP Funds Requested**

\$1,382,700

**Benefit Cost Ratio (BCR)**

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

4.38

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**1. Project Identification**

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

(Limited to 5,000 characters)

The project is located in a county "island" surrounded by the City of Fresno. Both Fresno and Fresno County share jurisdiction of the intersection. The area is mostly residential with available on-street parking. Both Clinton Ave. and Maple Ave. consist of 4 lanes of traffic with posted speed limit of 40 MPH. Left-turn movements from all approaches are permissive, and are not protected by left-turn phasing. Left versus through movement collisions accounted for thirty-five percent of all collisions. Westbound left versus eastbound through movements had the highest number of collisions, with a total of four. Accident data was provided by SWITRS, CHP, and City of Fresno Police Department. According to the CHP accident report, in the April 4, 2018 fatal accident, the driver heading west on Clinton Ave. approaching Maple Ave. failed to stop for the red light signal, at the intersection of Maple Ave. and collided into a vehicle waiting to turn left onto eastbound Clinton Ave. from southbound Maple Ave. As a result of the fatal collision, Fresno County conducted a traffic study. Based on the study, the installation of W3-3 SIGNAL AHEAD sign and pavement markings were recommended. Both Fresno and Fresno County installed and completed the installation of the W3-3 in their respective jurisdiction. Broad-side collisions accounted for fifty-eight percent of all collision types. On November 2, 2016, a pedestrian was struck by a vehicle while walking eastbound in the crosswalk, on the south side of the intersection. The driver who hit the pedestrian did not notice the pedestrian in the crosswalk when turning left to southbound Maple Ave. This collision could have been prevented had there been left-turn phasing on the approach. Daylight collisions accounted for seventy-seven percent of all collisions.

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

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

(Limited to 5,000 characters)

N/A

**3. Other Comments**

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

(Limited to 5,000 characters)

N/A

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**Application Attachments (See [Application Form Instructions](#))**Please attach all files as needed. **Note: files may not be attachable if file is open. Close before attach.****1. Engineer's Checklist (Required for all projects)**

1 Engineer's Checklist-2.pdf

**2. Vicinity map/Location map (Required for all projects)**

2 Vicinity Map Location Map-2.pdf

**3. Project maps/plans showing existing and proposed conditions (Required for all projects)**

3 Project maps plans showing existing and proposed conditions-2.pdf

**4. Pictures of Existing Condition (Required for all projects)**

4 Pictures of existing conditions-2.pdf

**5. HSIP Analyzer (Required for all projects)**

5 HA06-Fresno County-2.pdf

**6. Collision diagram(s) (Required for a BCR application)**

6 Collision diagrams-2.pdf

**7. Collision List(s) (Required for a BCR application)**

7 Collision Lists-2.pdf

**Warrant Studies**

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

8. Warrant Studies (Not required for this project)

**Work on the State Highway System**

Does the project include improvements on the State Highway System?

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

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

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

10a Letter of Support-2.pdf

## HSIP Cycle 10 Application – Engineer's Checklist (For BCR applications)

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

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

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

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

#### 1. Vicinity map /Location map

Engineer's Initials: MA

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

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

Engineer's Initials: MA

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

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

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



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

Engineer's Initials: MA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Signature and Stamp Page

**Licensed Engineer:**

Name:

Title:

Engineer License Number:

Signature:

Date:

Email:

Phone:

**Engineer's Stamp:**



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

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

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

**Transportation Manager:**

Name:

Title:

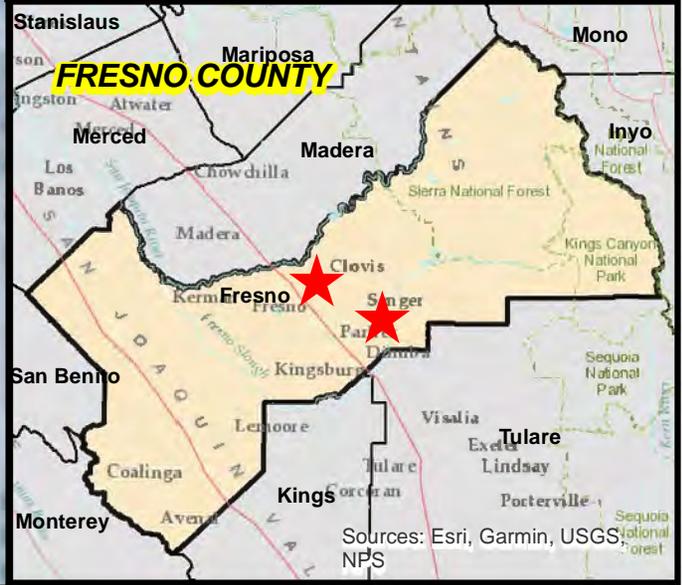
Signature:

Date:

# CLINTON AND MAPLE AVENUES VICINITY MAP

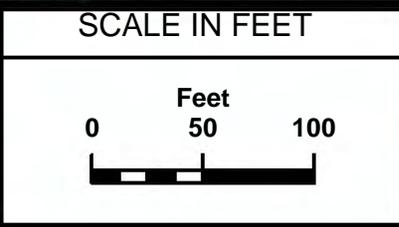


**LOCATION DETAIL**



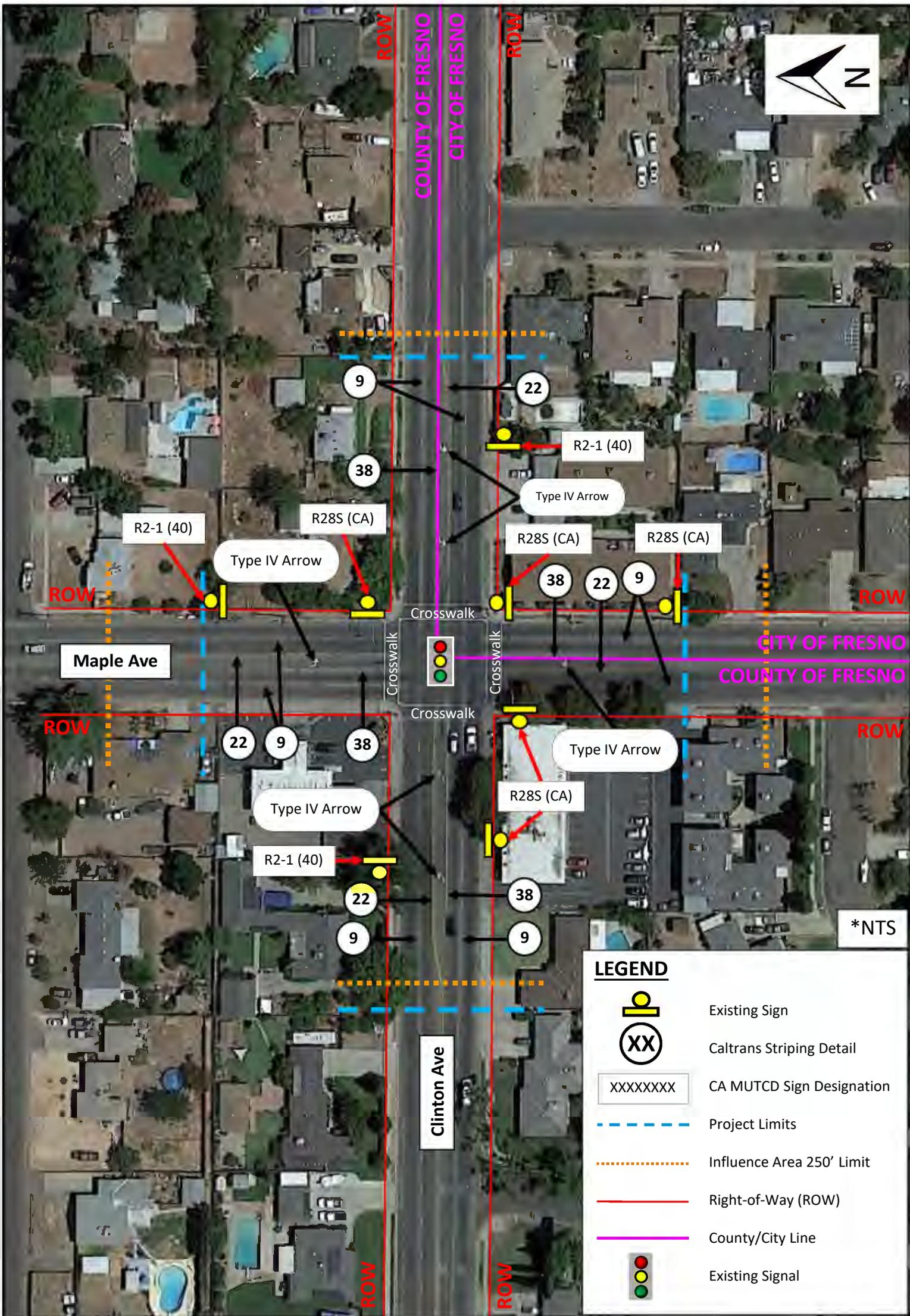
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Prepared By: Diana Nuttman, Staff Analyst  
 Date: 08/30/2020  
 Agency: County of Fresno  
 Department: Public Works & Planning  
 Division: Design/Transportation Planning  
 2220 TULARE STREET, 6TH FLOOR, FRESNO, CA 93721  
 Phone: (559) 600-4109 | Fax: (559) 600-4544



**DEPARTMENT OF PUBLIC WORKS & PLANNING**

**HSIP CANDIDATE - MAPLE AND CLINTON TRAFFIC SIGNAL IMPROVEMENTS**

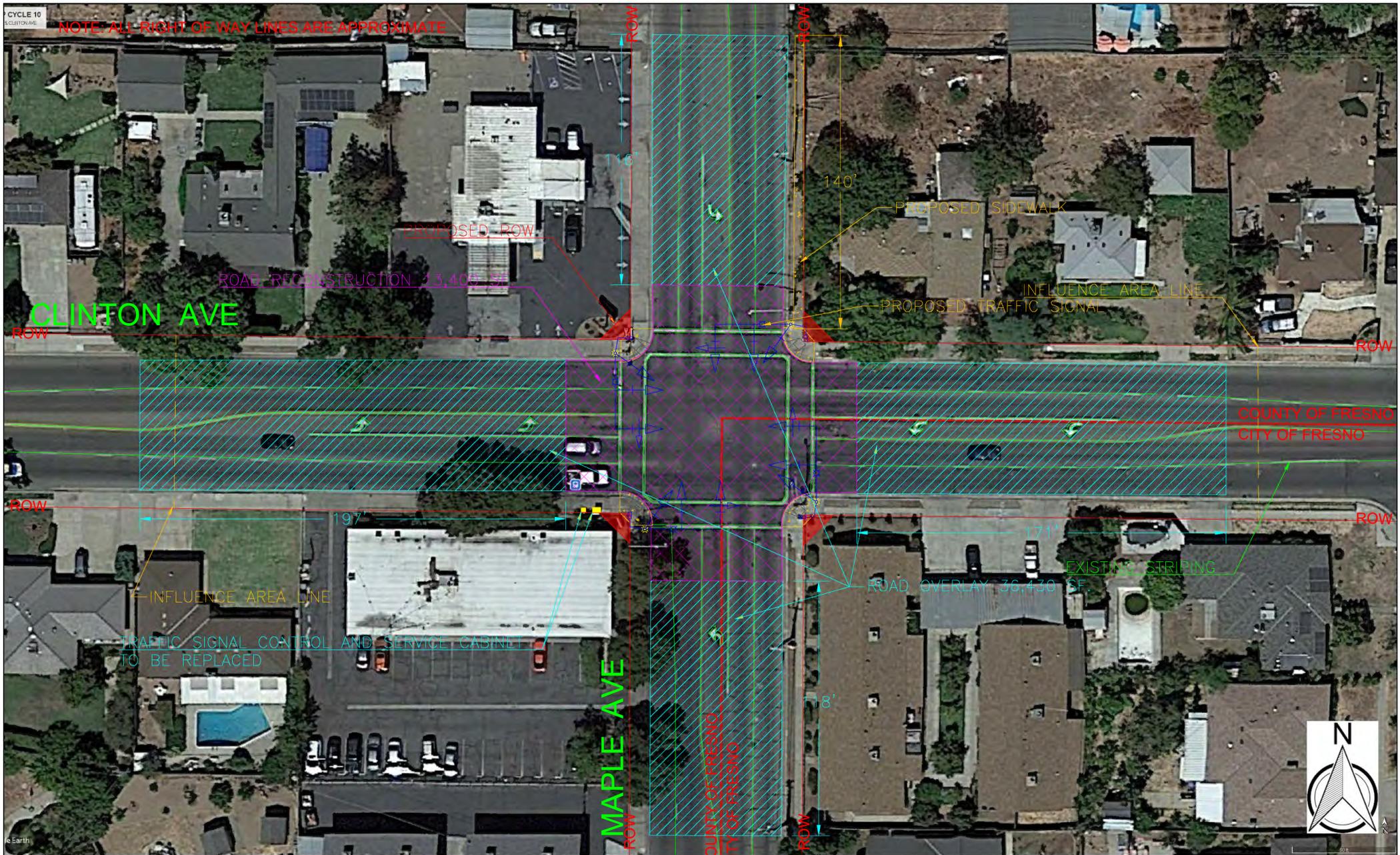


# Clinton and Maple Avenues Existing Conditions

HSIP Cycle 10

\*NTS

NOTE: ALL RIGHT OF WAY LINES ARE APPROXIMATE



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

**PROPOSED CONDITIONS**

|   |            |
|---|------------|
| PROJECT   |            |
| TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS<br>MAPLE AVE AND CLINTON AVE |            |
| Road No.  | Bridge No. |



|                                       |             |         |
|---------------------------------------|-------------|---------|
| DEPARTMENT OF PUBLIC WORKS & PLANNING |             |         |
| EXHIBIT                               |             |         |
| Drawing No.                           | Sheet No. 1 | Total 1 |

**PHOTOS OF EXISTING CONDITIONS  
CLINTON & MAPLE TRAFFIC SIGNAL IMPROVEMENTS**



*Figure 1: Maple Ave looking north from south side of Clinton Ave intersection.*



*Figure 2: Maple Ave looking south from north side of Clinton Ave intersection.*

**PHOTOS OF EXISTING CONDITIONS  
CLINTON & MAPLE TRAFFIC SIGNAL IMPROVEMENTS**



*Figure 3: Clinton Ave looking east from west side of Maple Ave intersection.*



*Figure 4: Clinton Ave looking west from east side of Maple Ave intersection.*

# HSIP ANALYZER

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

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

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

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

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

Application ID:

Project Location:   
(limited to 250 characters)

Project Description:   
(limited to 250 characters)

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

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

Type of project locations:

Number of Intersections/Miles:

Number of countermeasures for the project:

CM No. 1:

CM No. 2:

### 3. Project information

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

Urban / Rural Area:

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

Annual Average Daily Traffic (see instructions):

AADT (Major Road)  AADT (Minor Road)  Year of AADT

Posted Speed Limit (mph):

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

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

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?

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

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

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

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

#### 4. Project schedule

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

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

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

**Delivery Milestones to be met: PE Authorization by 9/30/2021; CON Authorization by 6/30/2024.**

**PE Authorization Date:**

Environmental Clearance Date:

Right of Way Clearance Date:

Final PS&E Date:

**CON Authorization Date:**

Construction Contract Award Date:

Construction Completion Date:

**Project Close-Out Date:**

## Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

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

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

Number of countermeasures: 2

1. S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number; HSIP Funding Eligibility: 100%
2. S07: Provide protected left turn phase (left turn lane already exists); HSIP Funding Eligibility: 100%

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

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

|        | No. | Item Description                                    | Unit | Quantity | Unit Cost  | Total  | %<br>for CM#1<br>(S02) | %<br>for CM#1<br>(S07) | (Not Used) | % for<br>OS* | % for<br>NS** |
|--------|-----|---|------|----------|------------|--------|------------------------|------------------------|------------|--------------|---------------|
| +<br>- | 1   | SUPPLEMENTAL WORK<br>(PRICE INDEX FLUCTUATION)      | LS   | 1        | \$50000.00 | 50,000 | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 2   | LEAD COMPLIANCE PLAN                                | LS   | 1        | \$4000.00  | 4,000  | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 3   | CONSTRUCTION PROJECT<br>FUNDING SIGN                | EA   | 2        | \$1000.00  | 2,000  | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 4   | PORTABLE CHANGEABLE<br>SIGN                         | EA   | 2        | \$4000.00  | 8,000  | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 5   | TRAFFIC CONTROL SYSTEM                              | LS   | 1        | \$75000.00 | 75,000 | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 6   | JOB SITE MANAGEMENT                                 | LS   | 1        | \$5000.00  | 5,000  | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 7   | PREPARE STORM WATER<br>POLLUTION PREVENTION<br>PLAN | LS   | 1        | \$1500.00  | 1,500  | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 8   | STORM WATER POLLUTION<br>PREVENTION PLAN            | LS   | 1        | \$1500.00  | 1,500  | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 9   | STORM WATER ANNUAL<br>REPORT                        | EA   | 1        | \$1500.00  | 1,500  | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 10  | REMOVE ROADSIDE SIGN                                | EA   | 1        | \$200.00   | 200    | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 11  | FINISHING ROADWAY                                   | EA   | 1        | \$2000.00  | 2,000  | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 12  | COLD PLANE ASPHALT<br>CONCRETE PAVEMENT             | SY   | 540      | \$10.00    | 5,400  | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 13  | CLEARING AND GRUBBING                               | LS   | 1        | \$15000.00 | 15,000 | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 14  | ROADWAY EXCAVATION                                  | CY   | 1,020    | \$55.00    | 56,100 | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 15  | ROADWAY EXCAVATION<br>(UNSUITABLE MATERIAL)         | CY   | 102      | \$55.00    | 5,610  | %                      | %                      | %          | 100 %        | 0 %           |

|        | No. | Item Description                               | Unit | Quantity | Unit Cost  | Total     | %<br>for CM#1<br>(S02) | %<br>for CM#1<br>(S07) | (Not Used) | % for<br>OS* | % for<br>NS** |
|--------|-----|--|------|----------|------------|-----------|------------------------|------------------------|------------|--------------|---------------|
| +<br>- | 16  | FINISHING ROADWAY                              | LS   | 1        | \$15000.00 | 15,000    | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 17  | CLASS 2 AGGREGATE BASE                         | CY   | 328      | \$65.00    | 21,320    | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 18  | HOT MIX ASPHALT (TYPE A)                       | TON  | 1,541    | \$90.00    | 138,690   | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 19  | PLACE HOT MIX ASPHALT<br>(MISCELLANEOUS AREAS) | SY   | 100      | \$80.00    | 8,000     | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 20  | TACK COAT                                      | TON  | 2        | \$1500.00  | 3,000     | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 21  | MOBILIZATION                                   | LS   | 1        | \$60000.00 | 60,000    | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 22  | NEW SIGNAL AND LIGHTING<br>SYSTEM              | LS   | 1        | 325,000    | 325,000   | 50 %                   | 50 %                   | %          | %            | 0 %           |
| +<br>- | 23  | SIGNING AND STRIPING                           | LS   | 1        | \$20000.00 | 20,000    | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 24  | SURVEY MONUMENT                                | EA   | 1        | \$1000.00  | 1,000     | %                      | %                      | %          | 50 %         | 50 %          |
| +<br>- | 25  | MINOR CONCRETE (CURB<br>RAMP)                  | EA   | 4        | \$5000.00  | 20,000    | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 26  | MINOR CONCRETE<br>(SIDEWALK)                   | SF   | 700      | \$8.00     | 5,600     | %                      | %                      | %          | 100 %        | 0 %           |
| +<br>- | 27  | MINOR CONCRETE (CURB<br>AND GUTTER)            | LF   | 240      | \$35.00    | 8,400     | %                      | %                      | %          | 100 %        | 0 %           |
|        |     | Weighted Average (%)<br>Total (\$)             |      |          |            | \$858,820 | 19%                    | 19%                    |            | 53%          | 9%            |

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

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

Contingencies, as % of the above "Total" of the construction items:

(e.g. enter 10 for 10%)

15 %

\$128,823

Total Construction Cost (Con Items & Contingencies):

(Rounded up to the nearest hundreds)

\$987,700

### I.3 Funding Reimbursement Ratio

Project's Maximum Funding Reimbursement Ratio = 100.0%

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

## Section II. Project Cost Estimate

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

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

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

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

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

| Description                               | Total Cost   | HSIP/Total (%) | HSIP Funds         | Local/Other Funds |
|---|--|----------------|--------------------|-------------------|
| <b>Preliminary Engineering (PE) Phase</b> |  |                |                    |                   |
| Environmental                             | \$10,000   | 100 %          | \$10,000           | \$0               |
| PS&E                                      | \$187,000  | 100 %          | \$187,000          | \$0               |
| <b>Subtotal - PE</b>                      | <b>\$197,000</b>   | <b>100 %</b>   | <b>\$197,000</b>   | <b>\$0</b>        |
| <b>Right of Way (ROW) Phase</b>           |  |                |                    |                   |
| Right of Way Engineering                  | \$25,000   | 100 %          | \$25,000           | \$0               |
| Appraisals, Acquisitions & Utilities      | \$25,000   | 100 %          | \$25,000           | \$0               |
| <b>Subtotal - Right of Way (ROW)</b>      | <b>\$50,000</b>  | <b>100 %</b>   | <b>\$50,000</b>    | <b>\$0</b>        |
| <b>Construction (CON) Phase</b>           |  |                |                    |                   |
| Construction Engineering (CE)             | \$148,000  | 100 %          | \$148,000          | \$0               |
| Construction Items                        | \$987,700<br><small>(Read only - from Section I)</small> | 100 %          | \$987,700          | \$0               |
| <b>Subtotal - Construction</b>            | <b>\$1,135,700</b>                                       | <b>100 %</b>   | <b>\$1,135,700</b> | <b>\$0</b>        |
| <b>PROJECT TOTAL</b>                      | <b>\$1,382,700</b>                                       | <b>100 %</b>   | <b>\$1,382,700</b> | <b>\$0</b>        |

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

### Interactive Warning/Error Messages:

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

## Section III. Crash Data

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

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

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

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

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

Crossroads (including SWITRS), and City of Fresno Police Department.

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

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

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

### III.1 List of Project Locations

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

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

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

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

|  | Location No. | Location Description<br>(Intersection Name or Road Limit or General Description) |
|--|--------------|--|
|  |              | <b>Location type for this project:</b> S (Signalized Intersections)              |
|  |              | <b>GROUP No. 1</b>   |
| <input type="button" value="+"/><br><input type="button" value="-"/> | 1            | Intersection of Clinton Ave. and Maple Ave.                                      |

### III.2: Countermeasures and Crash Data

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

[Hide Group Details](#)

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

|   | No. | Countermeasure (CM) Name   | CM Type* | Crash Reduction Factor (CRF) | Expected Life (Years) | Crash Type | Federal Funding Eligibility |
|---|-----|--|----------|------------------------------|-----------------------|------------|-----------------------------|
| <input checked="" type="checkbox"/>   | 1   | S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number | S        | 0.15                         | 10                    | All        | 100%                        |
| <input checked="" type="checkbox"/>   | 2   | S07: Provide protected left turn phase (left turn lane already exists)                                     | S        | 0.3                          | 20                    | All        | 100%                        |
| *CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway. |     |  |          |                              |                       |            |                             |

Step 2: Provide crash data.

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

from (MM/DD/YYYY):  To (MM/DD/YYYY):  Crash Data Period (years) = 3.69

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

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

(1) All

Crash Data Table for Crash Type: ALL

| No. | Location (from Table III.1)                 | Fatal (ALL) | Severe Injury (ALL) | Other Visible Injury (ALL) | Complaint of Pain (ALL) | PDO (ALL) | Total |
|-----|---|-------------|---------------------|----------------------------|-------------------------|-----------|-------|
| 1   | Intersection of Clinton Ave. and Maple Ave. | 1           | 0                   | 5                          | 9                       | 11        | 26    |
|     | Total                                       | 1           | 0                   | 5                          | 9                       | 11        | 26    |

## Section IV. Calculation and Results

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

### Benefit Summary:

| Information/Data*   | Benefit from CM #1 | Benefit from CM #2 | Benefit from CM #3 | Total Benefit      |
|---|--------------------|--------------------|--------------------|--------------------|
| Location type: S (Signalized Intersections)<br>Number of location(s): 1<br>Number of selected countermeasure(s): 2 ( S02 S07)<br>Crash Data Information:<br>Crash data period (years): 3.7<br>Number of crashes(F/SI/OVI/I-CP/PDO)*:<br>All: 1,0,5,9,11 | \$1,160,924        | \$4,901,677        | \$0                | \$6,062,601        |
| <b>Sum</b>  | <b>\$1,160,924</b> | <b>\$4,901,677</b> | <b>\$0</b>         | <b>\$6,062,601</b> |

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

### BCR and other key information:

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

#### Safety Countermeasure Information

Number of countermeasures: 2

S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number

S07: Provide protected left turn phase (left turn lane already exists)

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

|  |  |                                   |
|--|--|-----------------------------------|
| Total Project Cost                       | HSIP Funds Requested                     | Max. FRR                          |
| <input type="text" value="\$1,382,700"/> | <input type="text" value="\$1,382,700"/> | <input type="text" value="100%"/> |
| Total Expected Benefit                   | Benefit Cost Ratio (BCR)                 |                                   |
| <input type="text" value="\$6,062,601"/> | <input type="text" value="4.38"/>        |                                   |

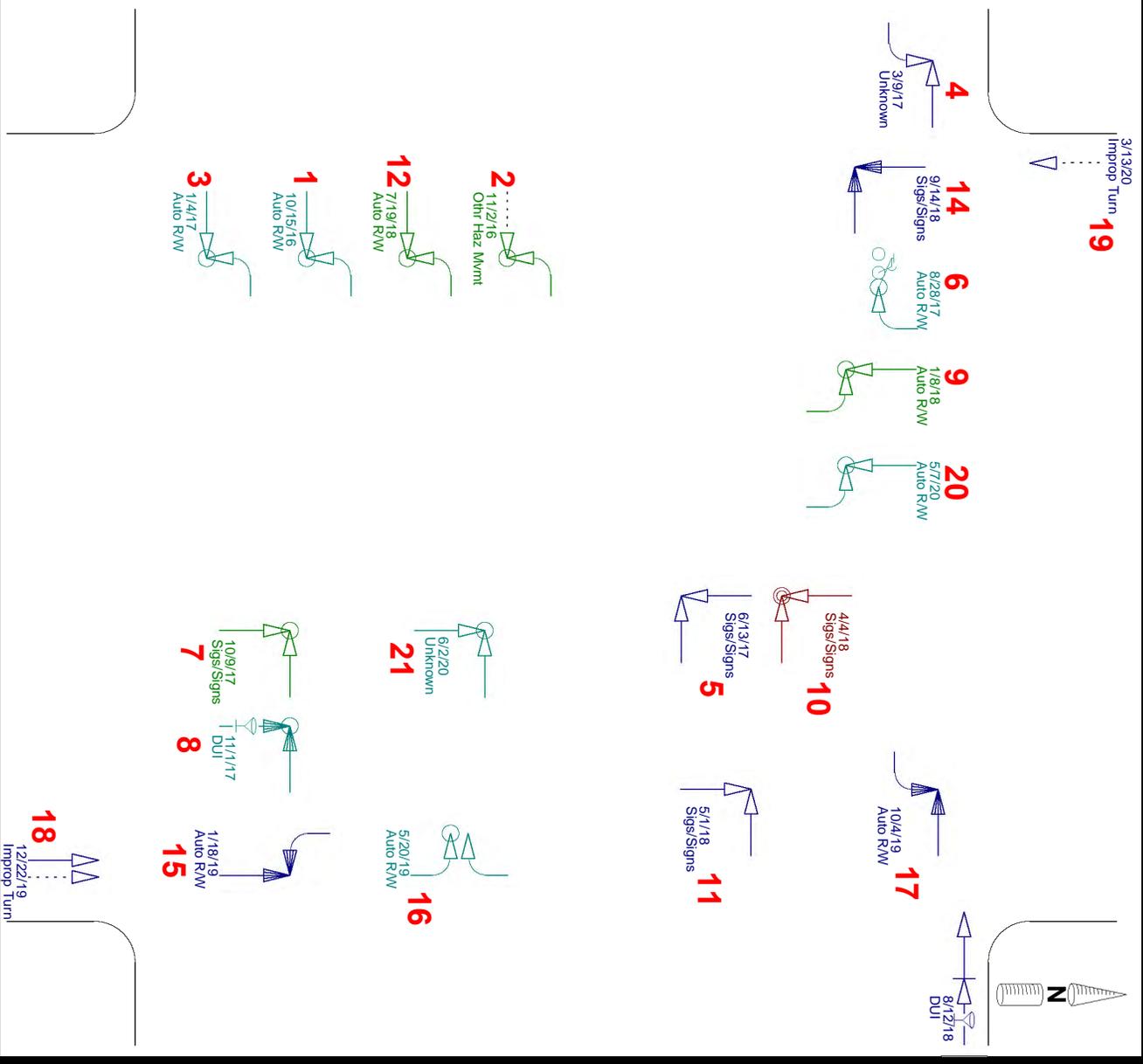
# Collision Diagram

Horizontal Street: **CLINTON**

From: **9/23/2016** To: **6/2/2020**

Vertical Street: **MAPLE**

Date Prepared: **10/16/2020**



**Number of Collisions**

|    |                      |
|----|----------------------|
| 9  | Property Damage Only |
| 7  | Complaint of Pain    |
| 4  | Other Visible Injury |
| 0  | Severe Injury        |
| 1  | Fatal                |
| 21 | Total Collisions     |

**Legend**

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

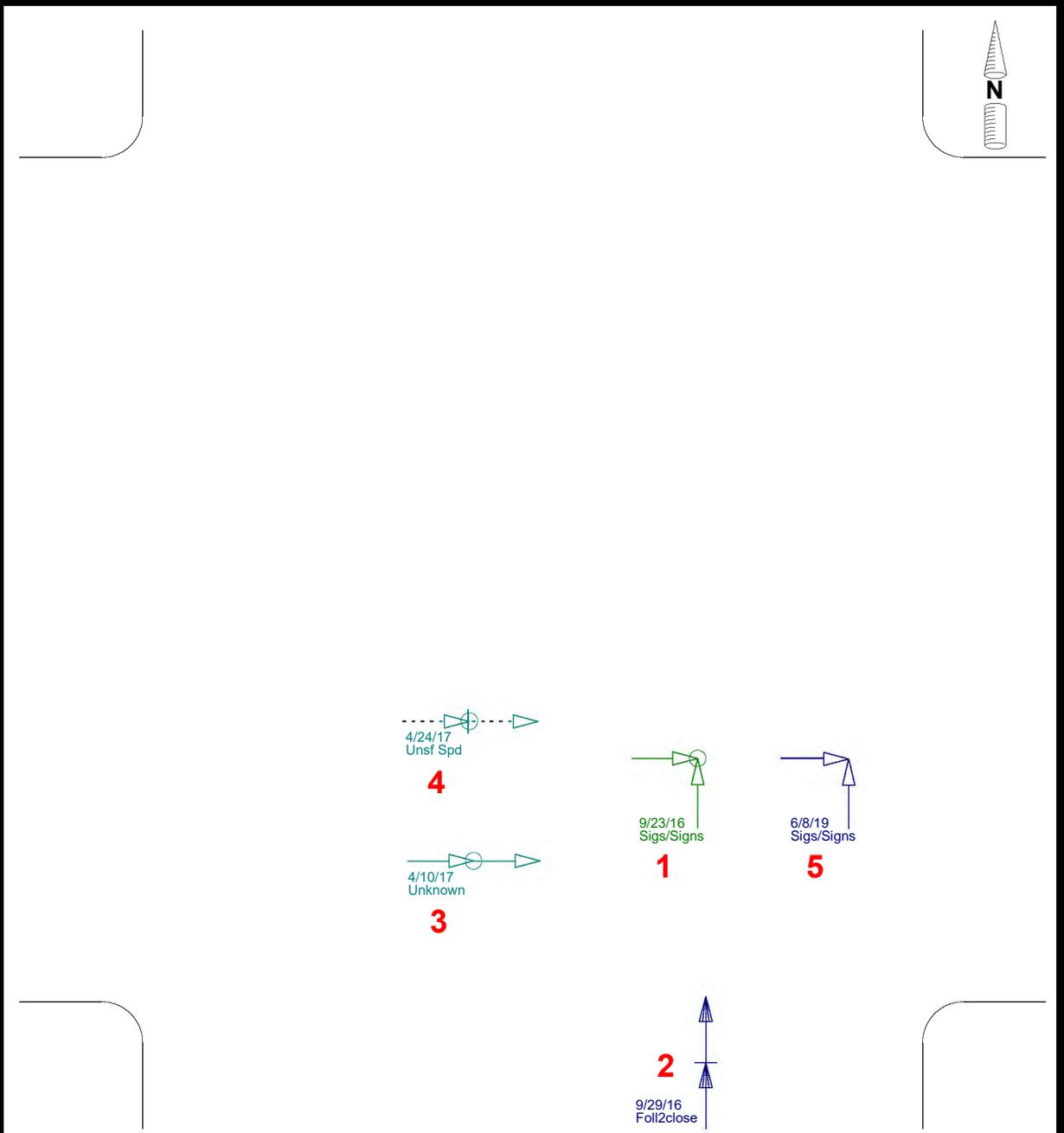
# Collision Diagram

Horizontal Street: CLINTON

From: 9/23/2016 To: 6/2/2020

Vertical Street: MAPLE

Date Prepared: 10/16/2020



**Number of Collisions**

|   |                      |
|---|----------------------|
| 2 | Property Damage Only |
| 2 | Complaint of Pain    |
| 1 | Other Visible Injury |
| 0 | Severe Injury        |
| 0 | Fatal                |
| 5 | Total Collisions     |

**Legend**

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

## Collision Summary Report

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

**Data Source:** County of Fresno CROSSROADS database  
**Date of Report:** 10/23/2020  
**Total Collisions:** 21  
**Injury Collisions:** 12  
**Fatal Collisions:** 1  
**Street & Cross Street:** CLINTON & MAPLE  
**Collision Dates:** 9/23/2016 - 6/2/2020  
**Within Distance of:** 250 ft

| # | Report#           | Date     | Time     | Location        | Dist. (ft) | Dir.       | Type of Collision    | Motor Vehicle Involved With | Primary Collision Factor (PCF) | Severity / Extent    | Lighting | Inj. | Kil. | Counter Measure (CM#) |                    |                              |
|---|-------------------|----------|----------|-----------------|------------|------------|----------------------|-----------------------------|--------------------------------|----------------------|----------|------|------|-----------------------|--------------------|------------------------------|
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Dir. of Travel     | Movement Preceding Collision |
| 1 | 943520169<br>529  | 10/15/16 | 10:33 AM | CLINTON & MAPLE | 0          | Not Stated | Broadside            | Other Motor Vehicle         | Auto R/W Violation             | Complaint of Pain    | Daylight | 3    | 0    | S07                   |                    |                              |
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Dir. of Travel     | Movement Preceding Collision |
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Party 1<br>Party 2 | West<br>East                 |
| 2 | 943520169<br>804  | 11/2/16  | 3:57 PM  | CLINTON & MAPLE | 0          | Not Stated | Vehicle - Pedestrian | Pedestrian                  | Other Hazardous Movement       | Other Visible Injury | Daylight | 1    | 0    | S07                   |                    |                              |
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Dir. of Travel     | Movement Preceding Collision |
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Party 1<br>Party 2 | West<br>East                 |
| 3 | 90370024          | 1/4/17   | 4:20 PM  | CLINTON & MAPLE | 0          | Not Stated | Broadside            | Other Motor Vehicle         | Auto R/W Violation             | Complaint of Pain    | Daylight | 1    | 0    | S07                   |                    |                              |
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Dir. of Travel     | Movement Preceding Collision |
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Party 1<br>Party 2 | West<br>East                 |
| 4 | 943520171<br>1616 | 3/9/17   | 8:00 AM  | CLINTON & MAPLE | 100        | West       | Head-On              | Other Motor Vehicle         | Unknown                        | Property Damage Only | Daylight | 0    | 0    | S07                   |                    |                              |
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Dir. of Travel     | Movement Preceding Collision |
|   |                   |          |          |                 |            |            |                      |                             |                                |                      |          |      |      |                       | Party 1<br>Party 2 | West<br>East                 |

Street & Cross Street: CLINTON & MAPLE  
 Collision Dates: 9/23/2016 - 6/2/2020  
 Within Distance of: 250 ft

| #  | Report#           | Date    | Time     | Location        | Dist. (ft)     | Dir.       | Type of Collision            | Motor Vehicle Involved With | Primary Collision Factor (PCF) | Severity / Extent    | Lighting             | Inj. | Kil. | Counter Measure (CM#) |
|----|-------------------|---------|----------|-----------------|----------------|------------|------------------------------|-----------------------------|--------------------------------|----------------------|----------------------|------|------|-----------------------|
| 5  | 943520171<br>3054 | 6/13/17 | 2:00 PM  | CLINTON & MAPLE | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Traffic Signals and Signs      | Property Damage Only | Daylight             | 0    | 0    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | West       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | South      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 3        | East       | Stopped In Road              |                             |                                |                      |                      |      |      |                       |
| 6  | 943520171<br>4096 | 8/28/17 | 2:40 PM  | CLINTON & MAPLE | 0              | Not Stated | Broadside                    | Bicycle                     | Auto R/W Violation             | Complaint of Pain    | Daylight             | 1    | 0    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | South      | Making Right Turn            |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | South      | Entering Traffic             |                             |                                |                      |                      |      |      |                       |
| 7  | 943520171<br>4772 | 10/9/17 | 4:55 PM  | MAPLE & CLINTON | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Traffic Signals and Signs      | Other Visible Injury | Daylight             | 1    | 0    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | North      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | West       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
| 8  | 943520171<br>5131 | 11/1/17 | 10:40 PM | MAPLE & CLINTON | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Driving Under Influence        | Complaint of Pain    | Dark - Street Lights | 1    | 0    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | North      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | West       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
| 9  | 943520180<br>0094 | 1/8/18  | 10:32 AM | MAPLE & CLINTON | 0              | Not Stated | Head-On                      | Other Motor Vehicle         | Auto R/W Violation             | Other Visible Injury | Daylight             | 1    | 0    | S07                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | North      | Making Left Turn             |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | South      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
| 10 | 943520180<br>1320 | 4/4/18  | 12:55 PM | CLINTON & MAPLE | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Traffic Signals and Signs      | Fatal                | Daylight             | 1    | 1    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | West       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | South      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
| 11 | 943520180<br>1744 | 5/1/18  | 6:56 PM  | CLINTON & MAPLE | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Traffic Signals and Signs      | Property Damage Only | Daylight             | 0    | 0    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | West       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | North      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |

Street & Cross Street: CLINTON & MAPLE  
 Collision Dates: 9/23/2016 - 6/2/2020  
 Within Distance of: 250 ft

| #  | Report#           | Date    | Time     | Location        | Dist. (ft)     | Dir.       | Type of Collision            | Motor Vehicle Involved With | Primary Collision Factor (PCF) | Severity / Extent    | Lighting             | Inj. | Kil. | Counter Measure (CM#) |
|----|-------------------|---------|----------|-----------------|----------------|------------|------------------------------|-----------------------------|--------------------------------|----------------------|----------------------|------|------|-----------------------|
| 12 | 943520180<br>2878 | 7/19/18 | 3:49 PM  | CLINTON & MAPLE | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Auto R/W Violation             | Other Visible Injury | Daylight             | 2    | 0    | S07                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | West       | Making Left Turn             |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | East       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
| 13 | 943520180<br>3197 | 8/12/18 | 3:45 PM  | CLINTON & MAPLE | 25             | East       | Rear-End                     | Other Motor Vehicle         | Driving Under Influence        | Property Damage Only | Daylight             | 0    | 0    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | West       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | West       | Stopped In Road              |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 3        | North      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
| 14 | 943520180<br>3762 | 9/14/18 | 11:29 PM | MAPLE & CLINTON | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Traffic Signals and Signs      | Property Damage Only | Dark - Street Lights | 0    | 0    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | South      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | West       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
| 15 | 943520190<br>0221 | 1/18/19 | 7:10 PM  | MAPLE & CLINTON | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Auto R/W Violation             | Property Damage Only | Dark - Street Lights | 0    | 0    | S07                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | South      | Making Left Turn             |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | North      | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |
| 16 | 943520190<br>2011 | 5/20/19 | 10:50 AM | MAPLE & CLINTON | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Auto R/W Violation             | Complaint of Pain    | Daylight             | 1    | 0    | S02                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | North      | Making Left Turn             |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | South      | Making Right Turn            |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 3        | East       | Stopped In Road              |                             |                                |                      |                      |      |      |                       |
| 17 | 943520191<br>2752 | 10/4/19 | 7:30 PM  | CLINTON & MAPLE | 0              | Not Stated | Broadside                    | Other Motor Vehicle         | Auto R/W Violation             | Property Damage Only | Dark - Street Lights | 0    | 0    | S07                   |
|    |                   |         |          |                 | Dir. of Travel |            | Movement Preceding Collision |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 1        | East       | Making Left Turn             |                             |                                |                      |                      |      |      |                       |
|    |                   |         |          |                 | Party 2        | West       | Proceeding Straight          |                             |                                |                      |                      |      |      |                       |

Street & Cross Street: CLINTON & MAPLE  
 Collision Dates: 9/23/2016 - 6/2/2020  
 Within Distance of: 250 ft

| #  | Report#           | Date     | Time    | Location        | Dist. (ft)            | Dir.       | Type of Collision                   | Motor Vehicle Involved With | Primary Collision Factor (PCF) | Severity / Extent    | Lighting | Inj. | Kil. | Counter Measure (CM#) |
|----|-------------------|----------|---------|-----------------|-----------------------|------------|-------------------------------------|-----------------------------|--------------------------------|----------------------|----------|------|------|-----------------------|
| 18 | 943520191<br>4019 | 12/22/19 | 4:00 PM | MAPLE & CLINTON | 50                    | South      | Sideswipe                           | Other Motor Vehicle         | Improper Turning               | Property Damage Only | Daylight | 0    | 0    | S02                   |
|    |                   |          |         |                 | <b>Dir. of Travel</b> |            | <b>Movement Preceding Collision</b> |                             |                                |                      |          |      |      |                       |
|    |                   |          |         |                 | Party 1               | North      | Other                               |                             |                                |                      |          |      |      |                       |
|    |                   |          |         |                 | Party 2               | North      | Proceeding Straight                 |                             |                                |                      |          |      |      |                       |
| 19 | 943520200<br>0964 | 3/13/20  | 2:50 PM | CLINTON & MAPLE | 0                     | Not Stated | Hit Object                          | Other Object                | Improper Turning               | Property Damage Only | Daylight | 0    | 0    | S02                   |
|    |                   |          |         |                 | <b>Dir. of Travel</b> |            | <b>Movement Preceding Collision</b> |                             |                                |                      |          |      |      |                       |
|    |                   |          |         |                 | Party 1               | South      | Other Unsafe Turning                |                             |                                |                      |          |      |      |                       |
| 20 | 943520200<br>1466 | 5/7/20   | 4:35 PM | MAPLE & CLINTON | 0                     | Not Stated | Head-On                             | Other Motor Vehicle         | Auto R/W Violation             | Complaint of Pain    | Daylight | 2    | 0    | S07                   |
|    |                   |          |         |                 | <b>Dir. of Travel</b> |            | <b>Movement Preceding Collision</b> |                             |                                |                      |          |      |      |                       |
|    |                   |          |         |                 | Party 1               | North      | Making Left Turn                    |                             |                                |                      |          |      |      |                       |
|    |                   |          |         |                 | Party 2               | South      | Proceeding Straight                 |                             |                                |                      |          |      |      |                       |
| 21 | 943520200<br>1783 | 6/2/20   | 4:35 PM | CLINTON & MAPLE | 0                     | Not Stated | Broadside                           | Other Motor Vehicle         | Unknown                        | Complaint of Pain    | Daylight | 3    | 0    | S02                   |
|    |                   |          |         |                 | <b>Dir. of Travel</b> |            | <b>Movement Preceding Collision</b> |                             |                                |                      |          |      |      |                       |
|    |                   |          |         |                 | Party 1               | West       | Proceeding Straight                 |                             |                                |                      |          |      |      |                       |
|    |                   |          |         |                 | Party 2               | North      | Proceeding Straight                 |                             |                                |                      |          |      |      |                       |

**Street & Cross Street:** CLINTON & MAPLE  
**Collision Dates:** 9/23/2016 - 6/2/2020  
**Within Distance of:** 250 ft

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

**Collisions by Type / Lighting / Severity / PCF**

**Collision Type:**

|                      |    |
|----------------------|----|
| Broadside            | 14 |
| Head-On              | 3  |
| Hit Object           | 1  |
| Rear-End             | 1  |
| Sideswipe            | 1  |
| Vehicle - Pedestrian | 1  |

**Total: 21**

**Lighting (Day / Night):**

|                      |    |
|----------------------|----|
| Dark - Street Lights | 4  |
| Daylight             | 17 |

**Total: 21**

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

|                      |   |
|----------------------|---|
| Complaint of Pain    | 7 |
| Fatal                | 1 |
| Other Visible Injury | 4 |
| Property Damage Only | 9 |

**Total: 21**

**Primary Collision Factor (PCF):**

|                         |   |
|-------------------------|---|
| Auto R/W Violation      | 9 |
| Driving Under Influence | 2 |
| Improper Turning        | 2 |

**Street & Cross Street:** CLINTON & MAPLE  
**Collision Dates:** 9/23/2016 - 6/2/2020  
**Within Distance of:** 250 ft

| # | Report# | Date | Time | Location | Dist. (ft) | Dir. | Type of Collision         | Motor Vehicle Involved With | Primary Collision Factor (PCF) | Severity / Extent | Lighting | Inj. | Kil. | Counter Measure (CM#) |  |
|---|---------|------|------|----------|------------|------|---------------------------|-----------------------------|--------------------------------|-------------------|----------|------|------|-----------------------|--|
|   |         |      |      |          |            |      | Other Hazardous Movement  |                             | 1                              |                   |          |      |      |                       |  |
|   |         |      |      |          |            |      | Traffic Signals and Signs |                             | 5                              |                   |          |      |      |                       |  |
|   |         |      |      |          |            |      | Unknown                   |                             | 2                              |                   |          |      |      |                       |  |
|   |         |      |      |          |            |      |                           |                             | <b>Total:</b>                  | <b>21</b>         |          |      |      |                       |  |

**SETTINGS FOR QUERY:**

**Street & Cross Street:** CLINTON & MAPLE  
**Collision Dates:** 9/23/2016 - 6/2/2020  
**Within Distance of:** 250 ft  
**Sorted By:** Date and Time

## Collision Summary Report

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

**Data Source:** City of Fresno POLICE DEPARTMENT database (collisions shown here are not reported in County of Fresno CROSSROADS database)  
**Date of Report:** 10/16/2020  
**Total Collisions:** 5  
**Injury Collisions:** 3  
**Fatal Collisions:** 0  
**Street & Cross Street:** CLINTON & MAPLE  
**Collision Dates:** 9/23/2016 - 6/2/2020  
**Within Distance of:** 250 ft

| # | Case ID# | Date    | Time | Location                | Dist. (ft)            | Dir.    | Type of Collision                   | Motor Vehicle Involved With | Primary Collision Factor (PCF) | Severity / Extent    | Lighting             | Inj. | Kil. | Counter Measure (CM#) |
|---|----------|---------|------|-------------------------|-----------------------|---------|-------------------------------------|-----------------------------|--------------------------------|----------------------|----------------------|------|------|-----------------------|
| 1 | 16061926 | 9/23/16 | 1139 | Clinton Ave & Maple Ave | 0                     | In Int. | Broadside                           | Other Motor Vehicle         | Traffic Signals and Signs      | Other Visible Injury | Daylight             | 2    | 0    | S02                   |
|   |          |         |      |                         | <b>Dir. of Travel</b> |         | <b>Movement Preceding Collision</b> |                             |                                |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 1               |         | East                                |                             | Proceeding Straight            |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 2               |         | North                               |                             | Proceeding Straight            |                      |                      |      |      |                       |
| 2 | 16063287 | 9/29/16 | 1820 | Maple Ave & Clinton Ave | 0                     | In Int. | Rear-End                            | Other Motor Vehicle         | Following Too Closely          | Property Damage Only | Dark - Street Lights | 0    | 0    | S02                   |
|   |          |         |      |                         | <b>Dir. of Travel</b> |         | <b>Movement Preceding Collision</b> |                             |                                |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 1               |         | North                               |                             | Proceeding Straight            |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 2               |         | North                               |                             | Stopped In Road                |                      |                      |      |      |                       |
| 3 | 17023521 | 4/10/17 | 1506 | Maple Ave & Clinton Ave | 0                     | In Int. | Rear-End                            | Other Motor Vehicle         | Unknown                        | Complaint of Pain    | Daylight             | 1    | 0    | S02                   |
|   |          |         |      |                         | <b>Dir. of Travel</b> |         | <b>Movement Preceding Collision</b> |                             |                                |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 1               |         | East                                |                             | Proceeding Straight            |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 2               |         | East                                |                             | Slowing/Stopping               |                      |                      |      |      |                       |
| 4 | 17026471 | 4/24/17 | 755  | Maple Ave & Clinton Ave | 0                     | In Int. | Not Stated                          | Not Stated                  | Unsafe Speed                   | Complaint of Pain    | Not Stated           | 2    | 0    | S02                   |
|   |          |         |      |                         | <b>Dir. of Travel</b> |         | <b>Movement Preceding Collision</b> |                             |                                |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 1               |         |                                     |                             | Proceeding Straight            |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 2               |         |                                     |                             | Stopped In Road                |                      |                      |      |      |                       |
| 5 | 19038110 | 6/8/19  | 830  | Maple Ave & Clinton Ave | 0                     | In Int. | Head-On                             | Other Motor Vehicle         | Traffic Signals and Signs      | Property Damage Only | Daylight             | 0    | 0    | S02                   |
|   |          |         |      |                         | <b>Dir. of Travel</b> |         | <b>Movement Preceding Collision</b> |                             |                                |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 1               |         | East                                |                             | Proceeding Straight            |                      |                      |      |      |                       |
|   |          |         |      |                         | Party 2               |         | North                               |                             | Proceeding Straight            |                      |                      |      |      |                       |

Street & Cross Street: CLINTON & MAPLE  
 Collision Dates: 9/23/2016 - 6/2/2020  
 Within Distance of: 250 ft

| # | Case ID# | Date | Time | Location | Dist. (ft) | Dir. | Type of Collision | Motor Vehicle Involved With | Primary Collision Factor (PCF) | Severity / Extent | Lighting | Inj. | Kil. | Counter Measure (CM#) |
|---|----------|------|------|----------|------------|------|-------------------|-----------------------------|--------------------------------|-------------------|----------|------|------|-----------------------|
|---|----------|------|------|----------|------------|------|-------------------|-----------------------------|--------------------------------|-------------------|----------|------|------|-----------------------|

Collisions by Type / Lighting / Severity / PCF

**Collision Type:**

|               |          |
|---------------|----------|
| Broadside     | 1        |
| Head-On       | 1        |
| Not Stated    | 1        |
| Rear-End      | 2        |
| <b>Total:</b> | <b>5</b> |

**Lighting (Day / Night):**

|                      |          |
|----------------------|----------|
| Dark - Street Lights | 1        |
| Daylight             | 3        |
| Not Stated           | 1        |
| <b>Total:</b>        | <b>5</b> |

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

|                      |          |
|----------------------|----------|
| Complaint of Pain    | 2        |
| Other Visible Injury | 1        |
| Property Damage Only | 2        |
| <b>Total:</b>        | <b>5</b> |

**Primary Collision Factor (PCF):**

|                           |          |
|---------------------------|----------|
| Following Too Closely     | 1        |
| Traffic Signals and Signs | 2        |
| Unknown                   | 1        |
| Unsafe Speed              | 1        |
| <b>Total:</b>             | <b>5</b> |

**Street & Cross Street:** CLINTON & MAPLE  
**Collision Dates:** 9/23/2016 - 6/2/2020  
**Within Distance of:** 250 ft

| # | Case ID# | Date | Time | Location | Dist.<br>(ft) | Dir. | Type of<br>Collision | Motor Vehicle<br>Involved With | Primary Collision<br>Factor (PCF) | Severity /<br>Extent | Lighting | Inj. | Kil. | Counter<br>Measure<br>(CM#) |
|---|----------|------|------|----------|---------------|------|----------------------|--------------------------------|-----------------------------------|----------------------|----------|------|------|-----------------------------|
|---|----------|------|------|----------|---------------|------|----------------------|--------------------------------|-----------------------------------|----------------------|----------|------|------|-----------------------------|

**SETTINGS FOR QUERY:**

**Street & Cross Street:** CLINTON & MAPLE  
**Collision Dates:** 9/23/2016 - 6/2/2020  
**Within Distance of:** 250 ft  
**Sorted By:** Date and Time