

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

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-1

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

**Submitted By (Agency)**

Fresno County

**Application Category**

Benefit Cost Ratio (BCR)

**Caltrans District**

06

**Application Number**

1

**Out of**

3

**Project Location**

The Intersection of Lac Jac Ave. with Manning Ave.

**Project Description**

Install protected left turn phase for northbound and southbound Lac Jac Ave, and improve signal hardware.

**Total Project Cost**

\$1,824,300

**HSIP Funds Requested**

\$1,824,300

**Benefit Cost Ratio (BCR)**

3.57

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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**

\$1,824,300

**HSIP Funds Requested**

\$1,824,300

**Benefit Cost Ratio (BCR)**

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

3.57

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

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**1. Project Identification**

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

(Limited to 5,000 characters)

The project is among the County's highest safety priorities. Sight distance is limited due to the crest in the road profile on S. Lac Jac. Ave., and the sag on E. Manning Ave. Countywide, the project had the third highest number of accidents in a recent 5-year period. Only two other signalized intersections had more collisions. Broadsided and rear-end represented the majority of collision types, with forty-six and thirty-six percent, respectively. Eighty-two percent of the collisions occurred during the daytime, and approximately three-quarters resulted in property damage only. An elementary school is located north of the project site. During the peak hours, vehicles waiting to turn left spill into the through lane on S. Lac Jac Ave. north of E. Manning Ave. Left turn movement for northbound and southbound traffic must yield to right turn and through movements on S. Lac Jac. Ave. Motorists reported having to wait several green cycles to turn left from southbound S. Lac Jac Ave. to westbound E. Manning Ave. Upon review of videos sent over to Fresno County, the wait time is up to four traffic cycles. This is due to the high approach volumes on S. Lac Jac Ave. from the south. Motorists have also complained about the difficulties of seeing approaching traffic on S. Lac Jac. Ave., when waiting to turn left to eastbound W. Manning Ave. There have been a handful of collisions involving left versus through turn movements due driver's ability to see approaching traffic.

**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-1.pdf

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

2 Vicinity map Location Map-1.pdf

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

3 Project maps plans showing existing &amp; propoed conditions-1.pdf

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

4 Pictures of Exisitng Conditions-1.pdf

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

5 HA06-Fresno County-1.pdf

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

6 Collision diagrams-1.pdf

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

7 Collision Lists-1.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)

## 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:

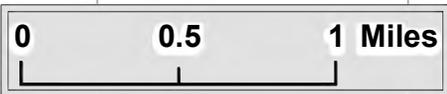
# LAC JAC AND MANNING AVENUES VICINITY MAP



**Project Location**

**LEGEND**

-  County of Fresno
-  City of Parlier
-  City of Reedley
-  Project Location



**LOCATION DETAIL**

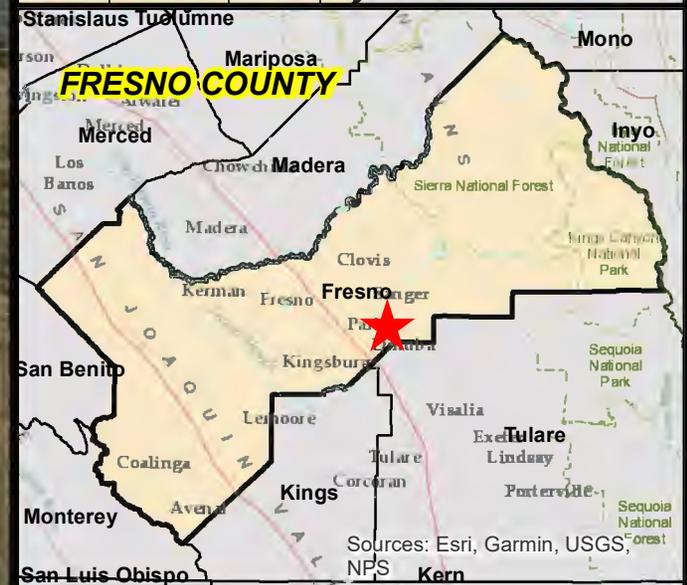
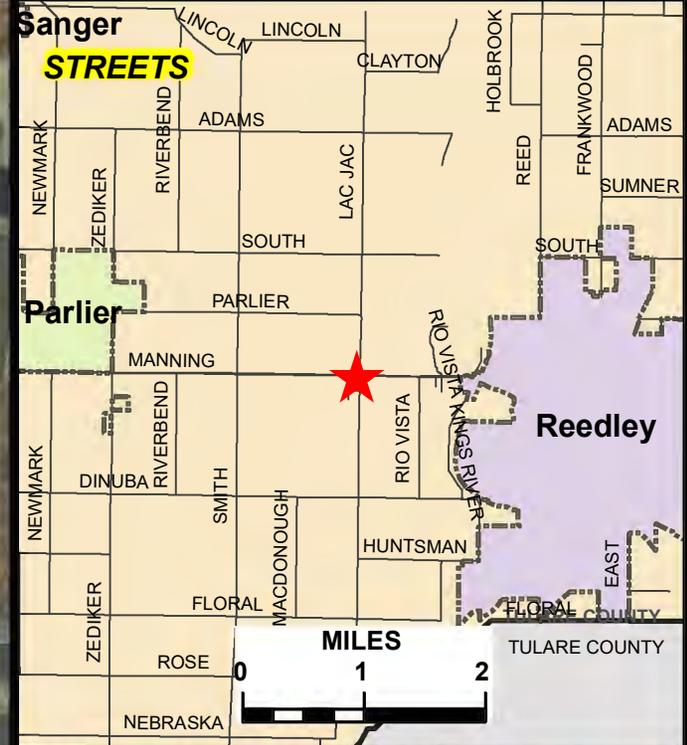
**PROJECT AREA**

S. LAC JAC AVE

E MANNING AVE

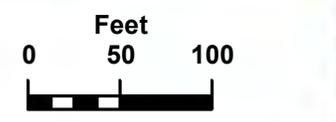


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Prepared By: Diana Nuttman, Staff Analyst  
 Date: 08/27/2020  
 Agency: County of Fresno  
 Department: Public Works & Planning  
 Division: Design/Transportation Planning

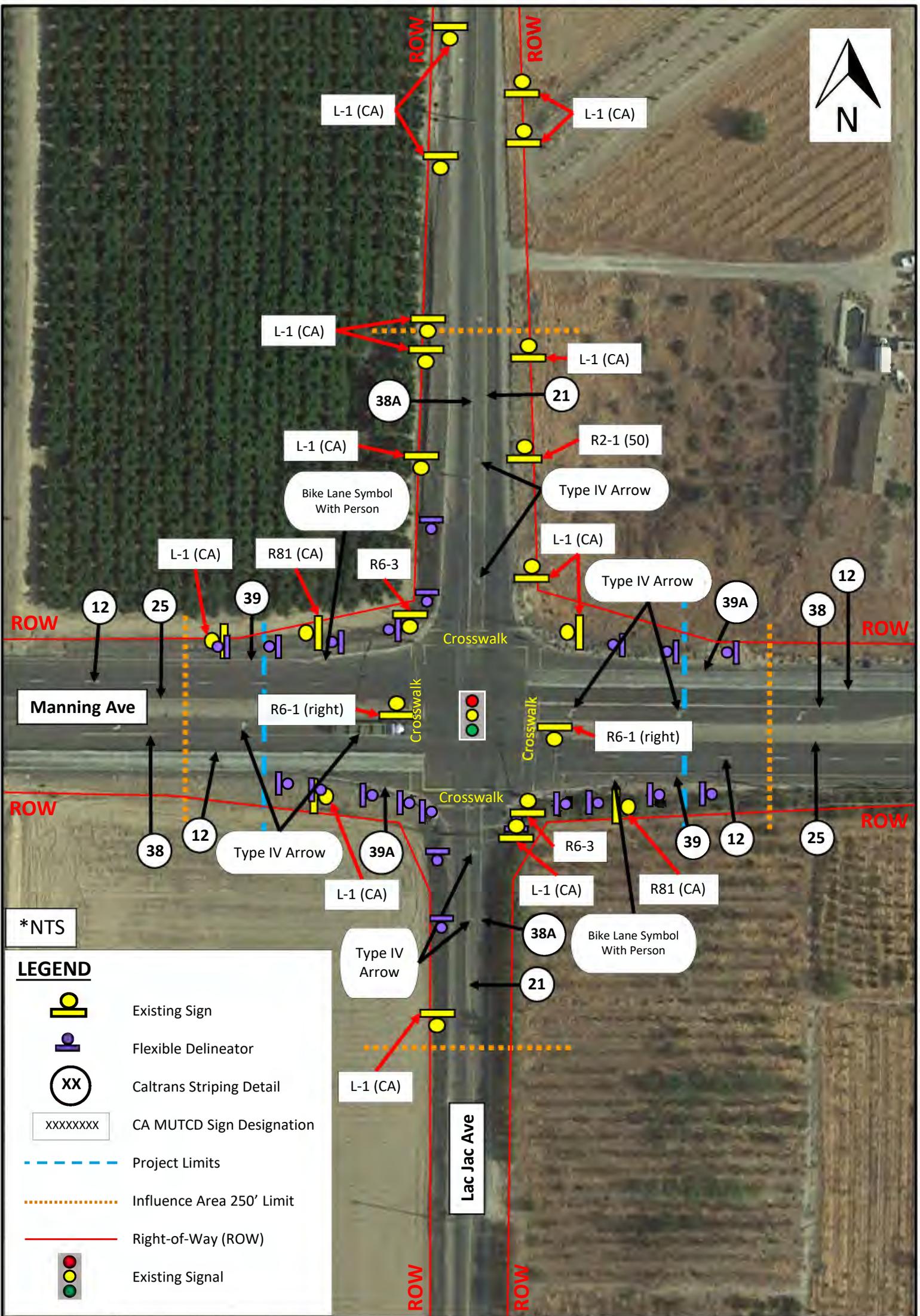
SCALE IN FEET



DEPARTMENT OF PUBLIC WORKS & PLANNING

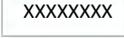
**HSIP CANDIDATE - LAC JAC & MANNING  
 TRAFFIC SIGNAL IMPROVEMENTS**

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



\*NTS

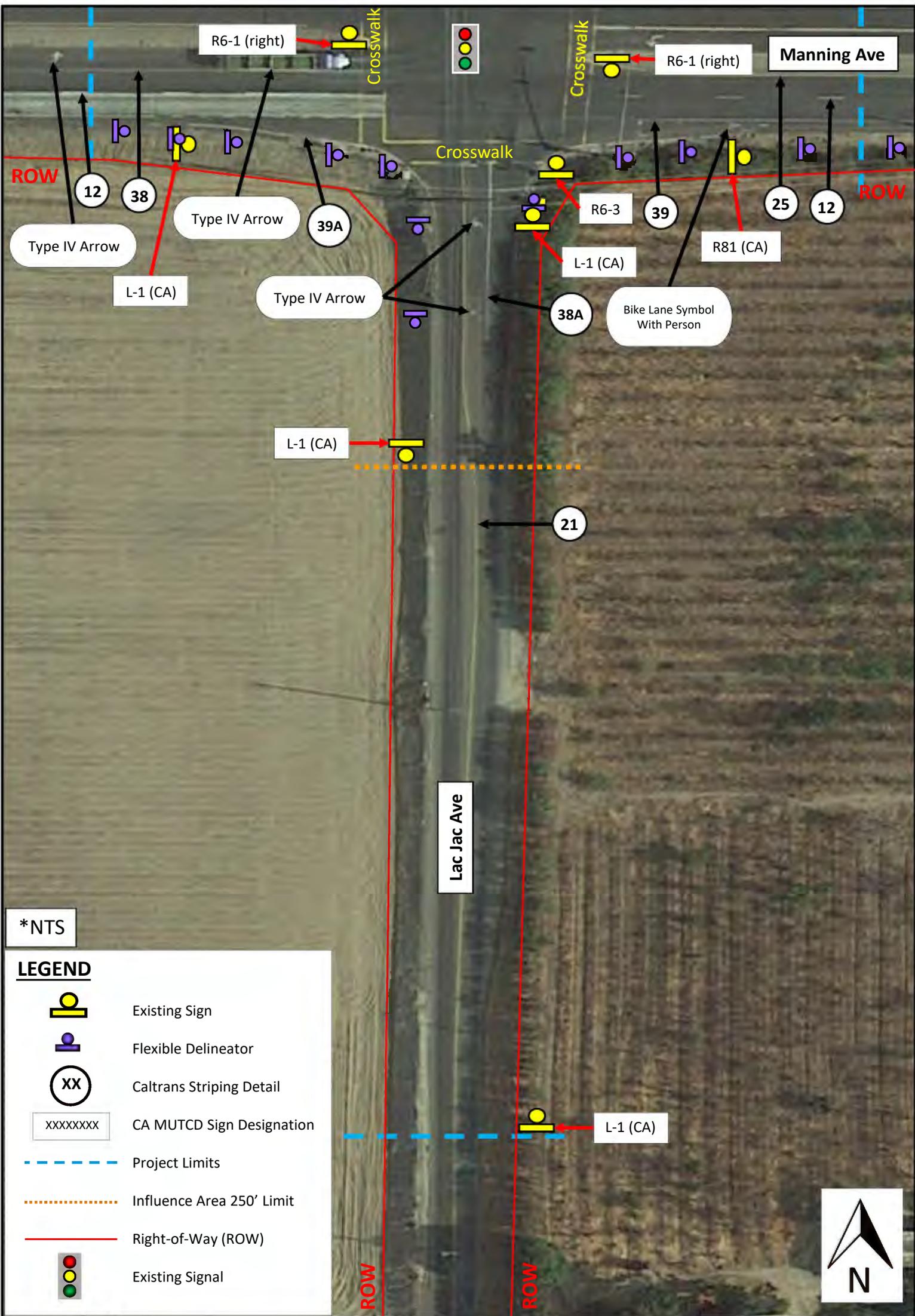
**LEGEND**

-  Existing Sign
-  Flexible Delineator
-  Caltrans Striping Detail
-  CA MUTCD Sign Designation
-  Project Limits
-  Influence Area 250' Limit
-  Right-of-Way (ROW)
-  Existing Signal



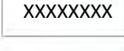
# Lac Jac and Manning Avenues Existing Conditions

HSIP Cycle 10



\*NTS

**LEGEND**

-  Existing Sign
-  Flexible Delineator
-  Caltrans Striping Detail
-  CA MUTCD Sign Designation
-  Project Limits
-  Influence Area 250' Limit
-  Right-of-Way (ROW)
-  Existing Signal



*Lac Jac and Manning Avenues Existing Conditions*  
*HSIP Cycle 10*

**LEGEND**

-  Existing Sign
-  Flexible Delineator
-  Caltrans Striping Detail
-  CA MUTCD Sign Designation
-  Project Limits
-  Influence Area 250' Limit
-  Right-of-Way (ROW)
-  Existing Signal



Riverview Elementary School

\*NTS



*Lac Jac and Manning Avenues Existing Conditions*  
 HSIP Cycle 10

NOTE: ALL RIGHT OF WAY LINES ARE APPROXIMATE



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

**PROPOSED CONDITIONS**

PROJECT	
TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS LAC JAC AND MANNING AVE	
Road No. _____	Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING		
PLAN VIEW		
Drawing No. _____	Sheet No. 1	Total 1

MANNING AVE

ROW

ROW

INFLUENCE AREA LINE

PROPOSED ROAD OVERLAY

INFLUENCE AREA LINE

STRIPING

TRAFFIC SIGNAL CONTROL AND SERVICE CABINET TO BE REPLACED

150  
250

INFLUENCE AREA LINE

PROPOSED LEFT TURN LANE EXTENSION TO 250'

PROPOSED ROAD WIDENING AREA  
4,600 SF

LAC JAC AVE

ROW

ROW

NOTE: ALL RIGHT OF WAY LINES ARE APPROXIMATE



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

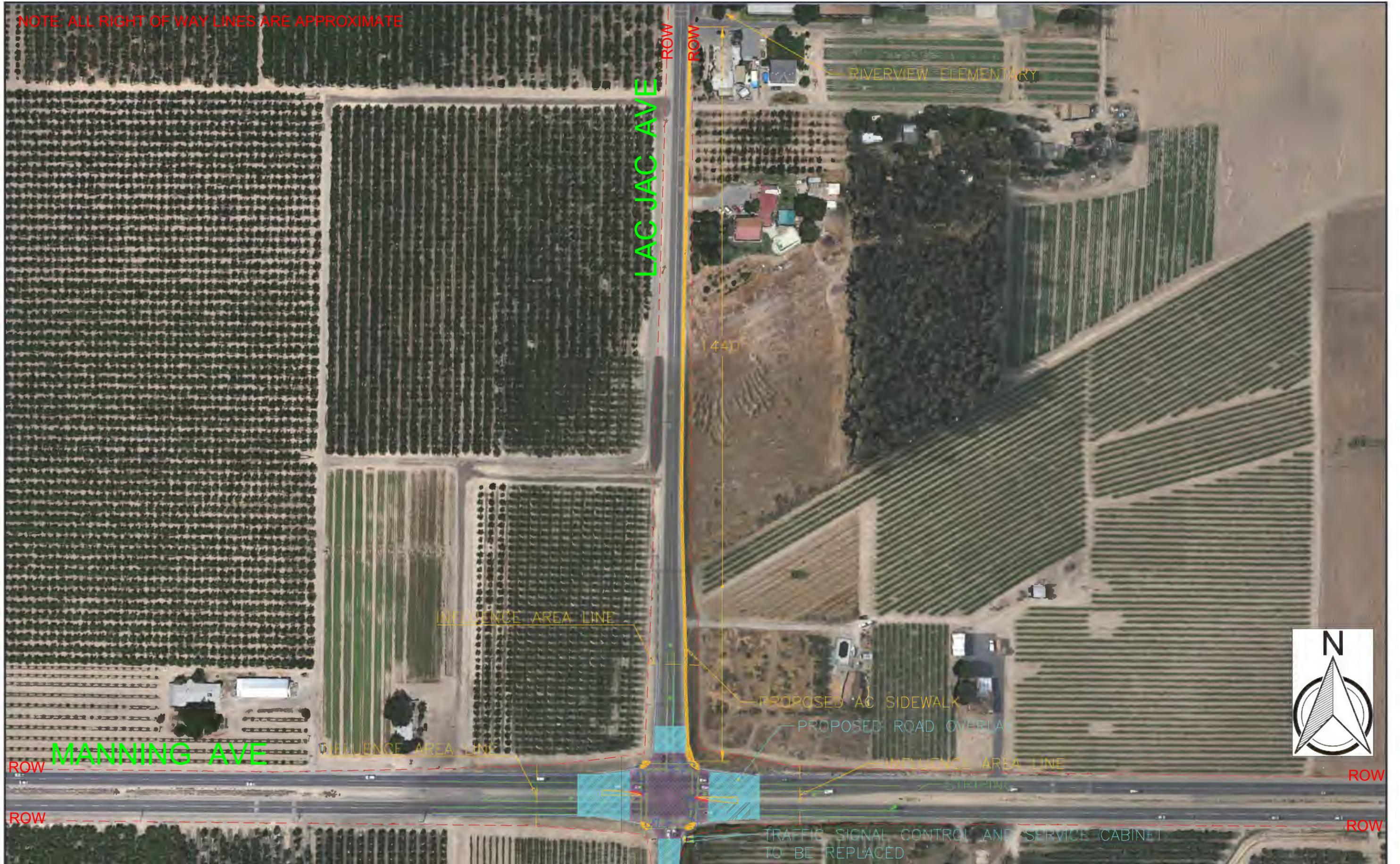
**PROPOSED CONDITIONS**

PROJECT	
TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS LAC JAC AND MANNING AVE	
Road No. _____	Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING		
PLAN VIEW		
Drawing No. _____	Sheet No. 1	Total 1

NOTE: ALL RIGHT OF WAY LINES ARE APPROXIMATE



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

## PROPOSED CONDITIONS

PROJECT	
TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS LAC JAC AND MANNING AVE	
Road No. _____	Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING		
PLAN VIEW		
Drawing No. _____	Sheet No. <b>1</b>	Total <b>1</b>

**PHOTOS OF EXISTING CONDITIONS  
LAC JAC & MANNING TRAFFIC SIGNAL IMPROVEMENTS**

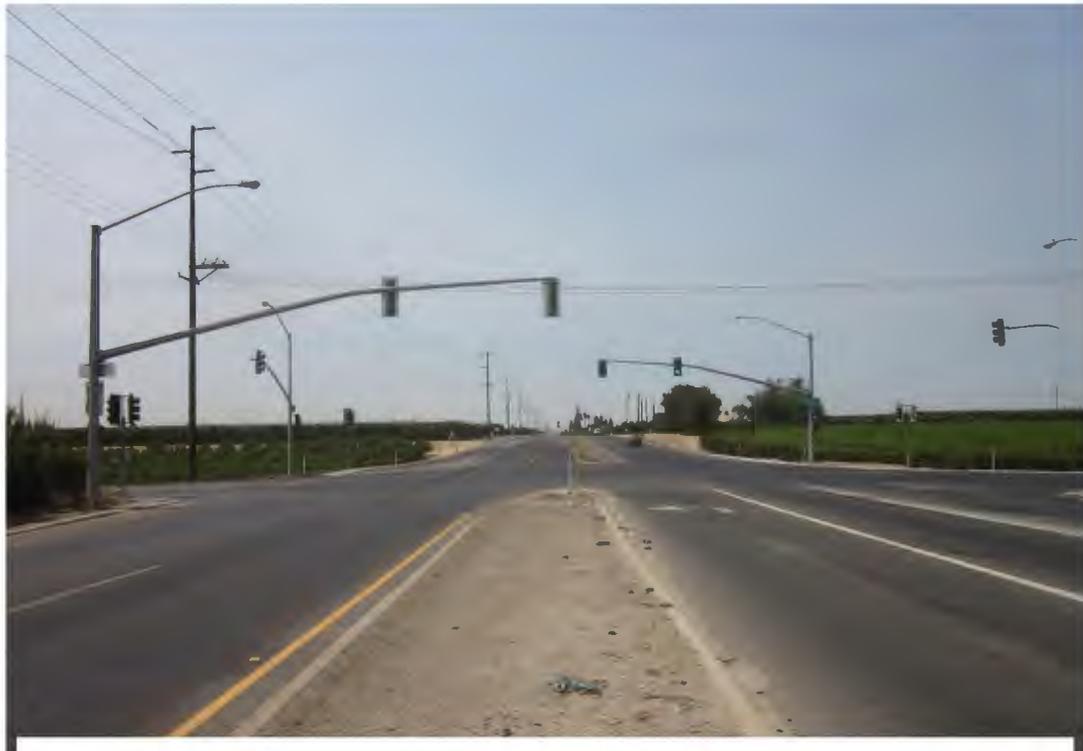


*Figure 1: Lac Jac Ave looking north from south side of Manning Ave intersection.*



*Figure 2: Lac Jac Ave looking south from north side of Manning Ave intersection.*

**PHOTOS OF EXISTING CONDITIONS  
LAC JAC & MANNING TRAFFIC SIGNAL IMPROVEMENTS**



*Figure 3: Manning Ave looking west from east side of Lac Jac Ave intersection.*



*Figure 4: Manning Ave looking east from west side of Lac Jac 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	% for CM#1 (S02)	% for CM#1 (S07)	(Not Used)	% for OS*	% for NS**
+ -	1	SUPPLEMENTAL WORK (PRICE INDEX FLUCTUATION)	EA	1	\$50000.00	50,000	%	%	%	50 %	50 %
+ -	2	LEAD COMPLIANCE PLAN	LS	2	\$4000.00	8,000	%	%	%	50 %	50 %
+ -	3	CONSTRUCTION PROJECT FUNDING SIGN	EA	2	\$1000.00	2,000	%	%	%	50 %	50 %
+ -	4	PORTABLE CHANGEABLE SIGN	EA	1	\$4000.00	4,000	%	%	%	50 %	50 %
+ -	5	TRAFFIC CONTROL SYSTEM	LS	1	\$75000.00	75,000	%	%	%	50 %	50 %
+ -	6	JOB SITE MANAGEMENT	LS	1	\$5000.00	5,000	%	%	%	50 %	50 %
+ -	7	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$1500.00	1,500	%	%	%	50 %	50 %
+ -	8	STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$1500.00	1,500	%	%	%	50 %	50 %
+ -	9	STORM WATER ANNUAL REPORT	EA	1	\$1500.00	1,500	%	%	%	50 %	50 %
+ -	10	REMOVE ROADSIDE SIGN	EA	1	\$200.00	200	%	%	%	100 %	0 %
+ -	11	TEMPORARY MAILBOX AND NEWSPAPER ASSEMBLY	EA	1	\$2000.00	2,000	%	%	%	100 %	0 %
+ -	12	COLD PLANE ASPHALT CONCRETE PAVEMENT	SY	1,725	\$10.00	17,250	%	%	%	100 %	0 %
+ -	13	CLEARING AND GRUBBING	LS	1	\$40000.00	40,000	%	%	%	100 %	0 %
+ -	14	EMBANKMENT CONSTRUCTION	CY	1,400	\$50.00	70,000	%	%	%	100 %	0 %
+ -	15	ROADWAY EXCAVATION	CY	1,335	\$55.00	73,425	%	%	%	100 %	0 %
+ -	16	ROADWAY EXCAVATION (UNSUITABLE MATERIAL)	CY	134	\$55.00	7,370	%	%	%	100 %	0 %
+ -	17	SHOULDER BACKING	CY	161	\$25.00	4,025	%	%	%	100 %	0 %
+ -	18	FINISHING ROADWAY	LS	1	\$15000.00	15,000	%	%	%	100 %	0 %
+ -	19	CLASS 2 AGGREGATE BASE	CY	525	\$65.00	34,125	%	%	%	100 %	0 %

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (S02)	% for CM#1 (S07)	(Not Used)	% for OS*	% for NS**
+ -	20	HOT MIX ASPHALT (TYPE A)	TON	1,903	\$90.00	171,270	%	%	%	100 %	0 %
+ -	21	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	1,980	\$10.00	19,800	%	%	%	100 %	0 %
+ -	22	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREAS)	SY	500	\$80.00	40,000	%	%	%	100 %	0 %
+ -	23	TACK COAT	TON	2	\$1500.00	3,000	%	%	%	100 %	0 %
+ -	24	MOBILIZATION	LS	1	\$60000.00	60,000	%	%	%	100 %	0 %
+ -	25	NEW SIGNAL	LS	1	325,000	325,000	100 %	%	%	%	0 %
+ -	26	SIGNING AND STRIPING	LS	1	\$20000.00	20,000	%	100 %	%	%	0 %
+ -	27	SURVEY MONUMENT	EA	1	\$1000.00	1,000	%	%	%	50 %	50 %
+ -	28	MINOR CONCRETE (CURB RAMP)	EA	4	\$5000.00	20,000	%	%	%	50 %	50 %
+ -	29	MINOR CONCRETE (CURB AND GUTTER)	LF	240	\$35.00	8,400	%	%	%	100 %	0 %
+ -	30	MINOR CONCRETE (CURB)	LF	420	\$22.00	9,240	%	%	%	100 %	0 %
+ -	31	REMOVE CURB	LF	340	\$10.00	3,400	%	%	%	100 %	0 %
+ -	32	TUBULAR HANDRAILING	LF	200	\$110.00	22,000	%	%	%	100 %	0 %
		Weighted Average (%)					29%	2%		61%	8%
		Total (\$)				\$1,115,005					

\* % 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 %

\$167,251

Total Construction Cost (Con Items & Contingencies):

(Rounded up to the nearest hundreds)

\$1,282,300

### 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	\$246,000	100 %	\$246,000	\$0
<b>Subtotal - PE</b>	<b>\$256,000</b>	<b>100 %</b>	<b>\$256,000</b>	<b>\$0</b>
<b>Right of Way (ROW) Phase</b>				
Right of Way Engineering	\$47,000	100 %	\$47,000	\$0
Appraisals, Acquisitions & Utilities	\$47,000	100 %	\$47,000	\$0
<b>Subtotal - Right of Way (ROW)</b>	<b>\$94,000</b>	<b>100 %</b>	<b>\$94,000</b>	<b>\$0</b>
<b>Construction (CON) Phase</b>				
Construction Engineering (CE)	\$192,000	100 %	\$192,000	\$0
Construction Items	\$1,282,300 <small>(Read only - from Section I)</small>	100 %	\$1,282,300	\$0
<b>Subtotal - Construction</b>	<b>\$1,474,300</b>	<b>100 %</b>	<b>\$1,474,300</b>	<b>\$0</b>
<b>PROJECT TOTAL</b>	<b>\$1,824,300</b>	<b>100 %</b>	<b>\$1,824,300</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).

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 (Intersection Name or Road Limit or General Description)
		<b>Location type for this project:</b> S (Signalized Intersections)
		<b>GROUP No. 1</b>
+	1	Intersection of Lac Jac Ave. and Manning 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) = 4.63

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 Lac Jac Ave. and Manning Ave.	1	1	1	7	29	39
	Total	1	1	1	7	29	39

## 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) Number of location(s): 1 Number of selected countermeasure(s): 2 ( S02 S07) Crash Data Information: Crash data period (years): 4.64 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 1,1,1,7,29	\$1,246,250	\$5,261,942	\$0	\$6,508,192
<b>Sum</b>	<b>\$1,246,250</b>	<b>\$5,261,942</b>	<b>\$0</b>	<b>\$6,508,192</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
\$1,824,300	\$1,824,300	100%
Total Expected Benefit	Benefit Cost Ratio (BCR)	
\$6,508,192	3.57	

# Collision Diagram

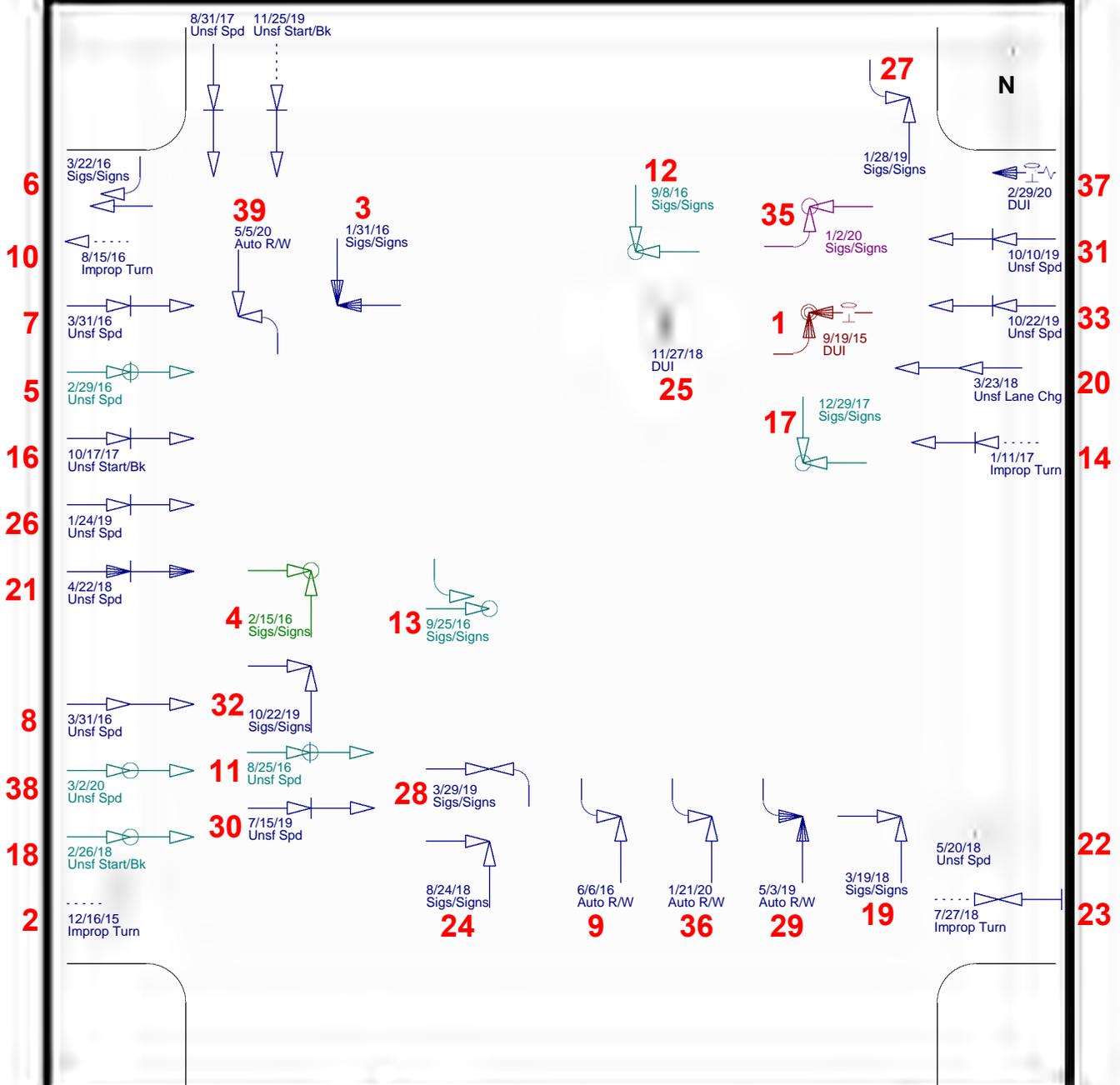
Horizontal Street: **MANNING**

From: **9/19/2015** To: **5/5/2020**

Vertical Street: **LAC JAC**

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

**15 34**



**Number of Collisions**

- 29** Property Damage Only
- 7** Complaint of Pain
- 1** Other Visible Injury
- 1** Severe Injury
- 1** Fatal
- 39** Total Collisions

**Legend**

- ← Moving Vehicle
- ←| Stopped Vehicle
- ←→ Backing Vehicle
- ←~ Ran Off Road
- ←····· Movement Unknown
- ↗ Right Turn
- ↖ Left Turn
- ↔ Sideswipe
- ↔ Day
- ↔ Night

- Pedestrian
- Fixed Object
- Bicycle
- DUI
- 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:** 10/16/2020  
**Total Collisions:** 39  
**Injury Collisions:** 10  
**Fatal Collisions:** 1  
**Street & Cross Street:** LAC JAC & MANNING  
**Collision Dates:** 9/19/2015 - 5/5/2020  
**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#)		
1	943520150 589	9/19/15	1:45 AM	MANNING & LAC JAC	0	Not Stated	Broadside	Other Motor Vehicle	Driving Under Influence	Fatal	Dark - Street Lights	1	1	S02		
															Dir. of Travel	Movement Preceding Collision
															Party 1 Party 2	West East
2	943520151 883	12/16/15	8:55 PM	MANNING & LAC JAC	0	Not Stated	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - Street Lights	0	0	S02		
															Dir. of Travel	Movement Preceding Collision
															Party 1	East
3	943520162 452	1/31/16	12:10 AM	LAC JAC & MANNING	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 Party 2	South West
4	943520162 617	2/15/16	6:35 AM	MANNING & LAC JAC	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Other Visible Injury	Daylight	2	0	S02		
															Dir. of Travel	Movement Preceding Collision
															Party 1 Party 2	East North
5	943520162 798	2/29/16	10:10 AM	MANNING & LAC JAC	20	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Complaint of Pain	Daylight	1	0	S02		
															Dir. of Travel	Movement Preceding Collision
															Party 1 Party 2	East East

**Street & Cross Street:** LAC JAC & MANNING  
**Collision Dates:** 9/19/2015 - 5/5/2020  
**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#)
6	943520163 138	3/22/16	7:30 AM	MANNING & LAC JAC	9	West	Broadside	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		South							
					Party 2		West							
							Making Right Turn							
							Proceeding Straight							
7	943520163 268	3/31/16	10:30 AM	MANNING & LAC JAC	20	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0	S02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1		East							
					Party 2		East							
							Proceeding Straight							
							Stopped In Road							
8	943520163 241	3/31/16	6:35 PM	MANNING & LAC JAC	20	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0	S02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1		East							
					Party 2		East							
							Proceeding Straight							
							Slowing/Stopping							
9	943520164 242	6/6/16	2:55 PM	LAC JAC & MANNING	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0	S07
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1		South							
					Party 2		North							
							Making Left Turn							
							Proceeding Straight							
10	943520168 591	8/15/16	6:24 PM	MANNING & LAC JAC	72	West	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Daylight	0	0	S02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1		West							
							Other Unsafe Turning							
11	943520168 738	8/25/16	2:15 PM	MANNING & LAC JAC	164	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Complaint of Pain	Daylight	1	0	S02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1		East							
					Party 2		East							
							Proceeding Straight							
							Stopped In Road							
12	943520168 937	9/8/16	7:45 AM	LAC JAC & MANNING	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Complaint of Pain	Daylight	2	0	S02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1		West							
					Party 2		South							
							Proceeding Straight							
							Proceeding Straight							

Street & Cross Street: LAC JAC & MANNING

Collision Dates: 9/19/2015 - 5/5/2020

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#)
13	943520169 178	9/25/16	6:55 AM	LAC JAC & MANNING	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Complaint of Pain	Daylight	3	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		Making Left Turn							
					Party 2		Proceeding Straight							
14	90368991	1/11/17	7:55 AM	MANNING & LAC JAC	36	East	Broadside	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		Other Unsafe Turning							
					Party 2		Stopped in Road							
15	943520171 4156	8/31/17	3:10 PM	LAC JAC & MANNING	20	North	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0	S07
					Dir. of Travel		Movement Preceding Collision							
					Party 1		Proceeding Straight							
					Party 2		Stopped In Road							
16	943520171 4896	10/17/17	3:00 PM	MANNING & LAC JAC	100	West	Rear-End	Other Motor Vehicle	Unsafe Starting or Backing	Property Damage Only	Daylight	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		Proceeding Straight							
					Party 2		Stopped In Road							
					Party 3		Stopped In Road							
17	943520171 6026	12/29/17	8:45 AM	MANNING & LAC JAC	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Complaint of Pain	Daylight	1	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		Proceeding Straight							
					Party 2		Proceeding Straight							
18	943520180 0862	2/26/18	10:25 AM	MANNING & LAC JAC	35	West	Rear-End	Other Motor Vehicle	Unsafe Starting or Backing	Complaint of Pain	Daylight	1	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		Proceeding Straight							
					Party 2		Proceeding Straight							
19	943520180 1167	3/19/18	6:30 AM	LAC JAC & MANNING	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		Proceeding Straight							
					Party 2		Proceeding Straight							

Street & Cross Street: LAC JAC & MANNING  
 Collision Dates: 9/19/2015 - 5/5/2020  
 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#)
20	943520180 1146	3/23/18	7:50 AM	MANNING & LAC JAC	138	East	Hit Object	Fixed Object	Unsafe Lane Change	Property Damage Only	Daylight	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		West							
					Party 2		West							
21	943520180 1600	4/22/18	8:00 PM	MANNING & LAC JAC	100	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Dark - No Street Lights	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		East							
					Party 2		East							
22	943520180 2014	5/20/18	2:45 PM	MANNING & LAC JAC	10	East	Hit Object	Fixed Object	Unsafe Speed	Property Damage Only	Daylight	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		East							
23	943520180 2985	7/27/18	5:30 AM	MANNING & LAC JAC	20	East	Broadside	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		West							
					Party 2		East							
24	943520180 3406	8/24/18	12:35 PM	MANNING & LAC JAC	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		East							
					Party 2		North							
25	943520180 4971	11/27/18	12:45 AM	MANNING & LAC JAC	0	Not Stated	Hit Object	Fixed Object	Driving Under Influence	Property Damage Only	Dark - Street Lights	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		West							
					Party 2		North							
26	943520190 0318	1/24/19	5:05 PM	MANNING & LAC JAC	30	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		East							
					Party 2		East							

Street & Cross Street: LAC JAC & MANNING  
 Collision Dates: 9/19/2015 - 5/5/2020  
 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#)
27	943520190 0516	1/28/19	7:55 AM	LAC JAC & MANNING	10	North	Other	Non-Collision	Traffic Signals and Signs	Property Damage Only	Daylight	0	0	S07
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1	South	Making Left Turn							
					Party 2	North	Proceeding Straight							
					Party 3	South	Stopped In Road							
					Party 4	South	Stopped In Road							
28	943520190 1283	3/29/19	5:29 PM	MANNING & LAC JAC	0	Not Stated	Broadside	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	Making Left Turn							
29	943520190 1789	5/3/19	8:30 PM	LAC JAC & MANNING	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0	S07
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1	South	Making Left Turn							
					Party 2	North	Proceeding Straight							
30	943520190 2814	7/15/19	12:33 PM	MANNING & LAC JAC	10	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0	S02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1	East	Proceeding Straight							
					Party 2	East	Stopped In Road							
31	943520191 2867	10/10/19	8:15 AM	MANNING & LAC JAC	100	East	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0	S02
					<b>Dir. of Travel</b>		<b>Movement Preceding Collision</b>							
					Party 1	West	Proceeding Straight							
					Party 2	West	Stopped In Road							
32	943520191 3035	10/22/19	7:10 AM	MANNING & LAC JAC	0	Not Stated	Broadside	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: LAC JAC & MANNING

Collision Dates: 9/19/2015 - 5/5/2020

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#)
33	943520191 3059	10/22/19	8:03 AM	MANNING & LAC JAC	25	East	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		West							
					Party 2		West							
					Party 1		Proceeding Straight							
					Party 2		Stopped In Road							
34	943520191 3587	11/25/19	12:10 PM	LAC JAC & MANNING	35	North	Rear-End	Other Motor Vehicle	Unsafe Starting or Backing	Property Damage Only	Daylight	0	0	S07
					Dir. of Travel		Movement Preceding Collision							
					Party 1		South							
					Party 2		South							
					Party 1		Other							
					Party 2		Stopped In Road							
35	943520200 0007	1/2/20	8:36 AM	MANNING & LAC JAC	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Severe Injury	Daylight	1	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		West							
					Party 2		East							
					Party 1		Proceeding Straight							
					Party 2		Making Left Turn							
36	943520200 0233	1/21/20	6:45 AM	LAC JAC & MANNING	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0	S07
					Dir. of Travel		Movement Preceding Collision							
					Party 1		South							
					Party 2		North							
					Party 1		Making Left Turn							
					Party 2		Proceeding Straight							
37	943520200 0744	2/29/20	12:02 AM	LAC JAC & MANNING	47	North	Overtaken	Non-Collision	Driving Under Influence	Property Damage Only	Dark - Street Lights	0	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		West							
					Party 1		Ran Off Road							
38	943520200 0785	3/2/20	1:32 PM	MANNING & LAC JAC	0	Not Stated	Rear-End	Other Motor Vehicle	Unsafe Speed	Complaint of Pain	Daylight	1	0	S02
					Dir. of Travel		Movement Preceding Collision							
					Party 1		East							
					Party 2		East							
					Party 3		West							
					Party 1		Proceeding Straight							
					Party 2		Slowing/Stopping							
					Party 3		Making Left Turn							
39	943520200 1444	5/5/20	4:58 PM	LAC JAC & MANNING	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0	S07
					Dir. of Travel		Movement Preceding Collision							
					Party 1		North							
					Party 2		South							
					Party 1		Making Left Turn							
					Party 2		Proceeding Straight							

**Street & Cross Street:** LAC JAC & MANNING  
**Collision Dates:** 9/19/2015 - 5/5/2020  
**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#)
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**Collisions by Type / Lighting / Severity / PCF**

**Collision Type:**

Broadside	18
Hit Object	5
Other	1
Overtaken	1
Rear-End	14

**Total: 39**

**Lighting (Day / Night):**

Dark - No Street Lights	1
Dark - Street Lights	6
Daylight	32

**Total: 39**

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

Complaint of Pain	7
Fatal	1
Other Visible Injury	1
Property Damage Only	29
Severe Injury	1

**Total: 39**

**Primary Collision Factor (PCF):**

Auto R/W Violation	4
Driving Under Influence	3

**Street & Cross Street:** LAC JAC & MANNING  
**Collision Dates:** 9/19/2015 - 5/5/2020  
**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#)
							Improper Turning		4					
							Traffic Signals and Signs		12					
							Unsafe Lane Change		1					
							Unsafe Speed		12					
							Unsafe Starting or Backing		3					
<b>Total:</b>									<b>39</b>					

**SETTINGS FOR QUERY:**

**Street & Cross Street:** LAC JAC & MANNING  
**Collision Dates:** 9/19/2015 - 5/5/2020  
**Within Distance of:** 250 ft  
**Sorted By:** Date and Time