

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-3

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

3

Out of

3

Project Location

Intersection of Central Ave and Chestnut Ave just south of the unincorporated community of Malaga.

Project Description

Replace existing electrical system with new signal and lighting system: Provide protected left turn phase; convert the pedestal mounted signal to mast arm; improve the hardware, lenses, backplates, signal head size, and number of heads.

Total Project Cost

\$1,024,000

HSIP Funds Requested

\$921,600

Benefit Cost Ratio (BCR)

26.7

Basic Information

Date: Sep 9, 2024

Caltrans District: 06

MPO: FCOG

Agency: Fresno County

County: Fresno County

Total number of applications being submitted by your agency: 3

Application Number (each application must have a unique number): 3

☐ 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): Mohammad Alimi

Position/Title of Contact Person: Design Engineer

Email: malimi@fresnocountyca.gov

Telephone: (559) 600-4505

Extension:

Address: 2220 Tulare Street. 6th Floor

City: Fresno

Zip Code: CA 93721

(Enter only a 5-digit number)

Application Category: Benefit Cost Ratio (BCR)

Project Information

Project Title:
-Be Brief (Limited to 100 Characters)

Central Ave and Chestnut Ave Traffic Signal Modification

Project Location:
-Be Brief (Limited to 250 Characters)
-See [Application Form Instructions](#)

Intersection of Central Ave and Chestnut Ave just south of the unincorporated community of Malaga.

Project Description:
-Be Brief (Limited to 250 Characters)
-See [Application Form Instructions](#)

Replace existing electrical system with new signal and lighting system: Provide protected left turn phase; convert the pedestal mounted signal to mast arm; improve the hardware, lenses, backplates, signal head size, and number of heads.

Total Project Cost
\$1,024,000
HSIP Funds Requested
\$921,600
Benefit Cost Ratio (BCR)
(Required for a BCR application. Skip for Funding Set-Aside application)
26.7

1. Project Identification

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest fatal and injury crash concentrations and types of crashes?
(Limited to 5,000 characters)

The intersection of Central Avenue and Chestnut Avenue is a heavily congested intersection in a mostly industrially zoned, urban area of Fresno County. It is located between two major roads: State Route 99 to the west, and Golden State Boulevard to the east, which is the historic, former US 99. The intersection is near the unincorporated community of Malaga, an underserved area where 92% of residents are Hispanic and 80% live below the poverty line. The left-turn phasing on east-bound and west-bound Central Avenue is not protected and has a large average percentage of trucks and buses. The left-turn delay typically allows for only one truck, bus, or 2-3 cars per cycle. The traffic on both SR 99 from the south and Golden State Boulevard to the east, as well as the railroad that runs parallel, add to the traffic congestion.

The intersection has experienced 70 collisions in the five-year period between 4/11/2014 - 4/28/2015 and 3/19/2021 - 10/21/2023 (Attachment H). There was 1 fatality - which was a pedestrian - and 19 injury collisions, 2 of which were severe injuries. This intersection also experienced 35 broadside collisions during the 5-year period with 10 sideswipes and 6 head-on crashes. There were 14 Left-Turn collisions (an average of 6 per year); therefore, in consideration of the CAMUTCD, Section 4D.19 guidelines, the section on implementing protected left-turn phases, the County chose to apply countermeasure S106, "Provide protected left turn phase (left turn lane already exists)." According to the Local Road Safety Manual, Version 1.7, released in April of 2024, "Left-turn lanes allow separation of left-turn and through-traffic streams, thus reducing the potential for rear-end collisions. Left-turn phasing also provides a safer opportunity for drivers to make a left-turn. The combination of left-turn storage and a left turn signal has the potential to reduce many collisions between left-turning vehicles and through vehicles and/or non-motorized road users."

In May of 2024, the Fresno Bee issued a survey to its readers asking them to identify the most dangerous intersections in Fresno. The intersection of Chestnut and Central was at the top of that list. The article regarding the results of the poll and the intersection are attached as Attachment I, or can be accessed at <https://www.fresnobee.com/news/local/article288302785.html>.

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)

The project was submitted to the Carbon Reduction Program (CRP) in Cycle 1 in the Fall of 2023 and was awarded funding for Preliminary Engineering and Right-of-way (\$148,815). The CRP opened Cycle 2 in the Spring of 2024, and the project was submitted for \$1,000,000 in Construction funding, although the signal required unforeseen modifications following the award. The request for \$921,600 with this application is to supplement the CRP funding to make the necessary modifications to the signal and complete the funding for the project.

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

Application Attachments (See [Application Form Instructions](#))

Please attach all files as needed. **Note:** files may not be attachable if file is open. Close before attach.

1. Local Roadway Safety Plan (LRSP) Certification (Required for all projects) A_LRSPCertification2024 - signed.pdf
2. Engineer's Checklist (Required for all projects) ATTACHMENT B_engr-checkList-bcr2024 - signed.pdf
3. Vicinity Map/Location Map (Required for all projects) ATTACHMENT C - LOCATION MAP.pdf
4. Project Maps/Plans Showing Existing and Proposed Conditions (Required for all projects) ATTACHMENT D- PRELIMINARY DRAWING.pdf
5. Pictures of Existing Condition (Required for all projects) ATTACHMENT E- PHOTOS OF EXISTING CONDITIONS.pdf
6. HSIP Analyzer (Required for all projects) ATTACHMENT F - HA06-Fresno County-3.pdf
7. Collision Diagram(s) (Required for a BCR application) ATTACHMENT G - COLLISION DIAGRAM.pdf
8. Collision List(s) (Required for a BCR application) ATTACHMENT H - COLLISION LISTS.pdf

Warrant Studies

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

9. Warrant Studies (Not required for this project)
--

Work on the State Highway System

Does the project include improvements on the State Highway System?

☐ Yes, and the project will be jointly-funded with Caltrans
(Must be jointly-funded if the project is for intersection safety improvement involving SHS).
A formal Letter of Support from Caltrans District Traffic is required. The letter should include estimates of cost sharing.

☐ Yes, but the project will not be jointly-funded with Caltrans.
A written correspondence from Caltrans District Traffic is required. The correspondence should indicate that Caltrans does not see issues that would prevent the proposed project from receiving an encroachment permit.

☒ No.

10. Letter/Email of Support from Caltrans (Not required for this project)
11. Additional Narration, Documentation, Letters of Support, Etc. (Optional) ATTACHMENT I- ADDITIONAL ATTACHMENTS.pdf

Local Roadway Safety Plan (LRSP) Certification



Date: September 9, 2024

To: [Caltrans Local Assistance](#)

In order to apply for the local Highway Safety Improvement Program (HSIP) funds, an agency must have completed their Local Roadway Safety Plan (LRSP) or an equivalent of the LRSP, such as Systemic Safety Analysis Report (SSAR), Vision Zero Action Plan or Comprehensive Safety Action Plan. The LRSP or its equivalent must be updated and validated at least every five years. It is strongly recommended that the LRSP (or its equivalent) and its update be approved by the agency's Board or Council.

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

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

Signature: 

Title: Mohammad Alimi, Design Engineer

HSIP Cycle 12 Application – Engineer's Checklist (For BCR Applications)

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

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

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

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

1. Vicinity map /Location map

Engineer's Initials: MA

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

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

Engineer's Initials: MA

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

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

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



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

Engineer's Initials: MA

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

4. Countermeasure Selection:Engineer's Initials: MA

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

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

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

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

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

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

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

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

- a. All likely construction costs associated with the project are identified and included in Section IV (Construction Cost Estimate and Cost Breakdown)
- b. Each of the main project elements are broken out into separate construction items. The costs for the construction items are based on calculated quantities and appropriate corresponding unit costs
- c. For each non-general construction item, the "Countermeasure(s)", "Other Safety" and "Non-safety" components must be properly identified and accounted for
- d. The Total Construction Cost in Section IV must match the "Construction Items – Total Cost" in Section V (Project Cost Estimate) (automatic in the HSIP Analyzer)
- e. The project costs of all phases must be properly accounted for in Section V

9. Benefit Calculation (HSIP Analyzer – Sections III)Engineer's Initials: MA

- a. The CMs applied are selected properly based on the proposed work for safety improvements;
- b. The crash data time period should be a minimum of 3 years and a maximum of 5 years and the most recent available crash data should be used (Note: COVID pandemic may have impacted traffic volumes and crash patterns at the project sites. Applicants are allowed to use crash data prior to COVID pandemic if desired).
- c. The data in the crash data tables for each location must include only the crashes for the specified crash types and must match those in the Collision Diagrams and the Collision Lists.
- d. The totals for each Location match the totals shown in the Collision Diagrams and Collision Lists
- e. The data transferred to the application form must match the data in the HSIP Analyzer

10. Warrant studies/guidance (Check if not applicable)

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

Engineer's Initials: MA

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

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

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

Signature and Stamp Page

Licensed Engineer:Name: Mohammad AlimiTitle: Design EngineerEngineer License Number: 67156Signature: Date: Sep 9, 2024Email: malimi@fresnocountyca.govPhone: (559) 600-4505**Engineer's Stamp:**

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

By signing this application, the manager is attesting to:

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

Transportation Manager:

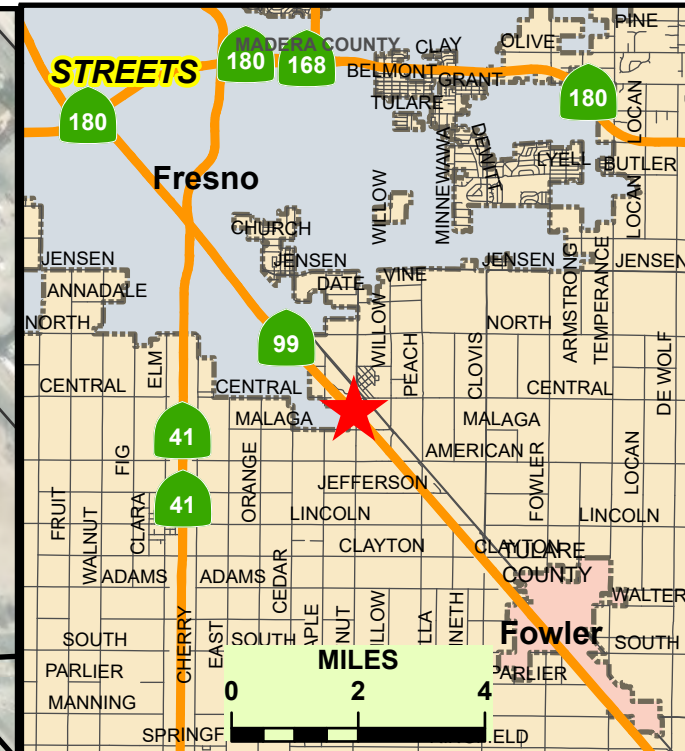
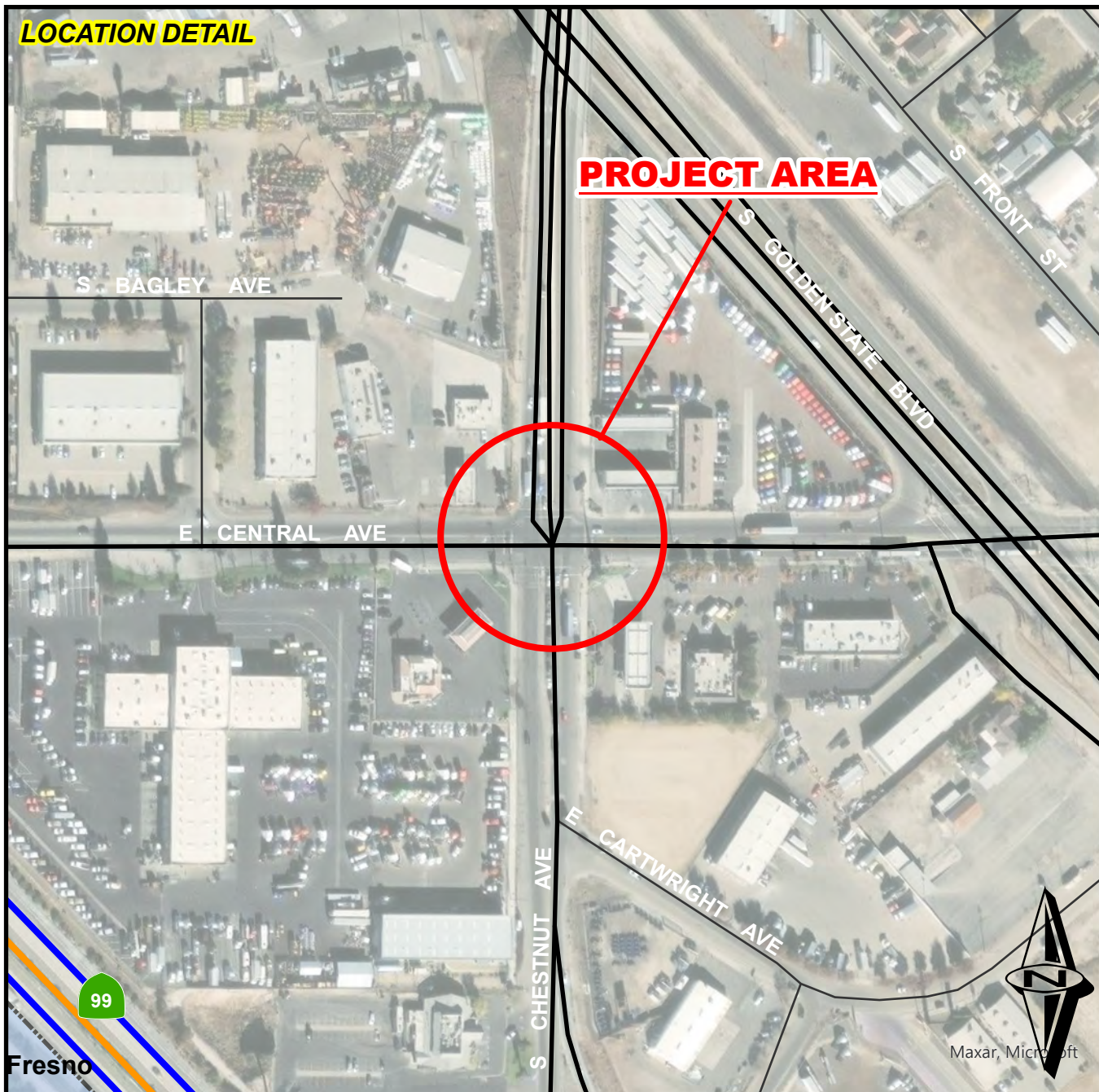
Name: _____

Title: _____

Signature: _____

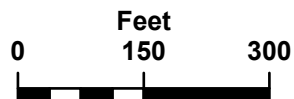
Date: _____

LOCATION DETAIL



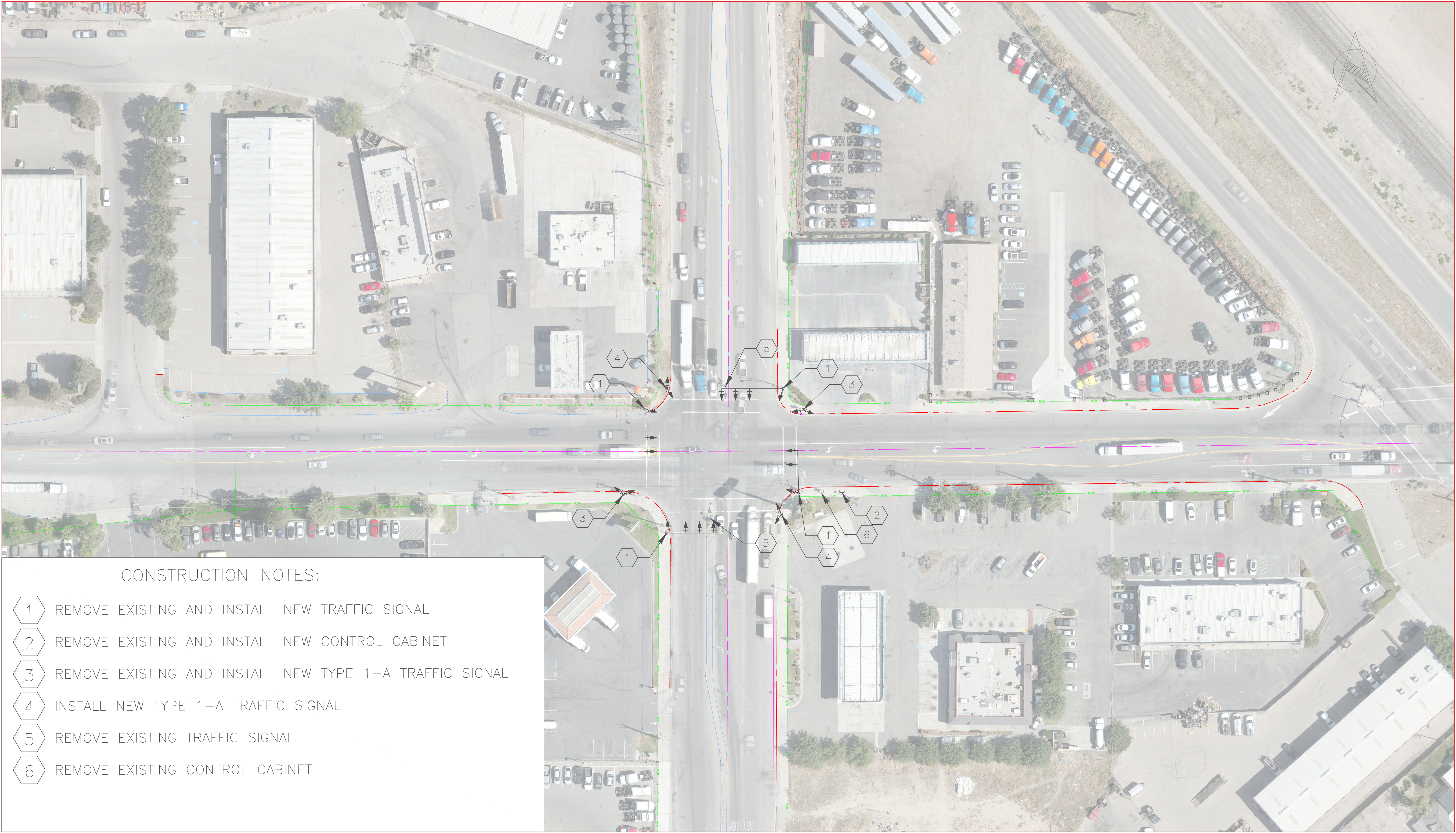
Prepared By: Diana Nuttman, Staff Analyst
 Date: 09/06/2024 (revised)
 Agency: County of Fresno
 Department: Public Works & Planning
 Division: Design

SCALE IN FEET




DEPARTMENT OF PUBLIC WORKS & PLANNING

ATTACHMENT C CENTRAL AVE & CHESTNUT AVE TRAFFIC SIGNAL MODIFICATIONS



CONSTRUCTION NOTES:

- 1 REMOVE EXISTING AND INSTALL NEW TRAFFIC SIGNAL
- 2 REMOVE EXISTING AND INSTALL NEW CONTROL CABINET
- 3 REMOVE EXISTING AND INSTALL NEW TYPE 1-A TRAFFIC SIGNAL
- 4 INSTALL NEW TYPE 1-A TRAFFIC SIGNAL
- 5 REMOVE EXISTING TRAFFIC SIGNAL
- 6 REMOVE EXISTING CONTROL CABINET

		DATE	RECORD DRAWING		SCALE		<div>TENTATIVE PLANS FOR DESIGN STUDY ONLY</div>		PROJECT			DEPARTMENT OF PUBLIC WORKS AND PLANNING			
DESIGNED: #####		####	RESIDENT ENGINEER		DATE	050100 Feet			CENTRAL AVE AND CHESTNUT AVE			EXHIBIT			
DRAWN: #####		####													
CHECKED: #####		####													
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.															
									ROAD NO.		BRIDGE NO.				

ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS

CHESTNUT AVE & CENTRAL AVE INTERSECTION IMPROVEMENTS



Figure 1: Chestnut Avenue facing north.



Figure 2: Chestnut Avenue facing south.

PHOTOS OF EXISTING CONDITIONS CHESTNUT AVE & CENTRAL AVE INTERSECTION IMPROVEMENTS



Figure 3: Central Avenue facing east.

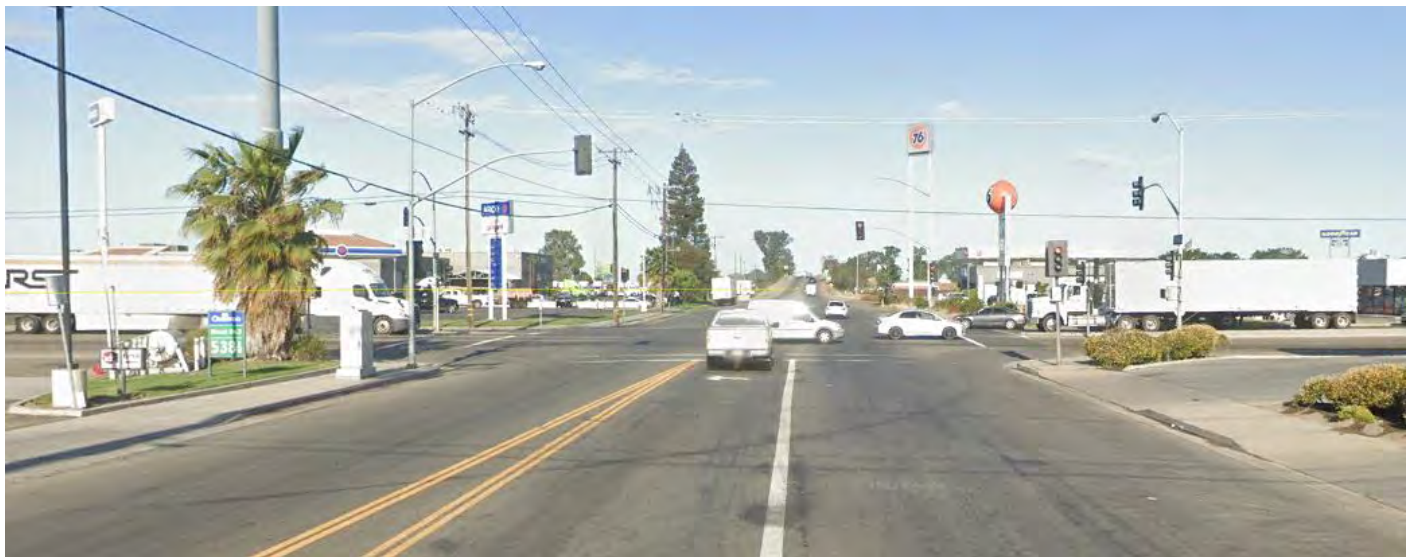


Figure 4: Central Avenue facing west.

HSIP ANALYZER (for BCR Applications)

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

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

This is a dynamic form (i.e. later steps vary depending on the data entered in earlier steps). If any error messages appear, please fix the errors prior to proceeding to the next steps.

Save this file using "HA" +Application ID as the file name (e.g. "HA03-Sacramento-01.pdf").

Section I: General Information

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

Application ID:

06-Fresno County-3

Project Location:
(limited to 250 characters)

Intersection of Central Ave and Chestnut Ave just south of the unincorporated community of Malaga.

Project Description:
(limited to 250 characters)

Replace existing electrical system with new signal and lighting system.

Number of Signalized Intersections:

1

Number of Non-signalized Intersections:

0

Miles of Roadways*:

0

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

Functional Classification (FC): Other Principal Arterial

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

Urban / Rural Area: Rural

What is the approximate total cost percentage that is HR3 eligible? 100%

Annual Average Daily Traffic (see instructions):

AADT (Major Road) 13,800

AADT (Minor Road) 9,900

Year of AADT 2023

Posted Speed Limit (mph): 40

Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily? Multiple Challenge Areas may be checked. For example, if this project is for pedestrian safety at intersections, both "Intersections" and "Pedestrians" should be checked. For more information on the SHSP and its Challenge Areas, click [here](#).

☒ Intersections☐ Lane Departures☒ Pedestrians☐ Bicyclists☐ Emergency Response☐ Emerging Technologies☐ Work Zones☒ Speed Management/
Aggressive Driving

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

Spot-location Safety Analysis

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

LRSP

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

Spot location(s)

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

Upgrade/Modify/Remove Traffic Signal

What is the primary mode of travel intended to be benefited by this project?

Motorized users

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

90%

Based on project location(s), please provide:

State Senate District(s):

14

(Use commas to separate if multiple)

State Assembly District(s):

31

(Use commas to separate if multiple)

Section II: Project Schedule

The local agency is expected to deliver the project per [the HSIP Program Delivery requirements](#). Assuming the HSIP Cycle 12 projects selected for funding will be programmed by January 1, 2025, please enter your best estimated dates for the following implementation milestones. Leave blank if not applicable.

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

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

Delivery Milestones to be met: PE Authorization by 9/30/2025; CON Authorization by 6/30/2028.

PE Authorization Date:

Environmental Clearance Date:

Right of Way Clearance Date:

Final PS&E Date:

CON Authorization Date:

Construction Contract Award Date:

Construction Completion Date:

Project Close-Out Date:

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

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

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

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

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

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

SWITRS, Crossroads.

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

Countermeasure R15 (Widen shoulder), R16 (Curve shoulder widening (outside only)), R17 (Improve horizontal alignment (flatten curves)) and R18 (Flatten crest vertical curve) are not eligible unless they are done as the last step of an "incremental approach". Applicants need to document they have already installed lower cost and lower impact CMs but the crash rate is unacceptably high. What safety improvements have been pursued and installed at the project sites within the last ten years?

N/A

Step 1: Select safety countermeasures

Does this application include Signalized Intersections (SI)?

Yes

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

No

Does this application include Roadway Segments (R)?

No

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

Signalized Intersections (SI):
Click the check box in the 1st column to select up to 3 countermeasures.

Hide unselected countermeasures

View all countermeasures

Select	No.	Countermeasure Name
✓	6	SI06: Provide protected left turn phase (left turn lane already exists) (CRF=0.3 for All crashes; Life=20 yrs; FE=90%)
✓	7	SI07: Convert signal to mast arm (from pedestal-mounted) (CRF=0.3 for All crashes; Life=20 yrs; FE=90%)

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

Click to Generate Table for Project Locations Entry

CMs have been selected. Ok to proceed.

+/- Line	Location No.	Location Description (Intersection Name or Road Limit or General Description)	Click to select Countermeasures			Error Messages (must resolve)
	(Signalized Intersections)					
			SI06	SI07		
<div><div>+</div><div>-</div></div>	SI_1	Intersection of Central Ave. & Chestnut Ave.	●	●		

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

Click to Generate Tables for Crash Data Entry

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

Crash Data Period 1:from (MM/DD/YYYY):04/11/2014To (MM/DD/YYYY):04/28/2015

Crash Data Period 2 :from (MM/DD/YYYY):03/19/2021To (MM/DD/YYYY):10/21/2023

Combined Crash Data Period (years) = 3.64

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

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

Crash Data Table for Crash Type: ALL							
No.	Location No : Description (from Step 2)	Fatal (ALL)	Severe Injury (ALL)	Other Visible Injury (ALL)	Complaint of Pain (ALL)	PDO (ALL)	Total
1	SL1: Intersection of Central Ave. & Chestnut Ave.	1	2	6	11	50	70
	Total	1	2	6	11	50	70

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

Click to Perform Benefit Calculation

Benefit Summary:

Benefit by Locations							
Location No : Description	[CM1 ID]	[CM1] Benefit	[CM2 ID]	[CM2] Benefit	[CM3 ID]	[CM3] Benefit	Total Benefit
SI_1: Intersection of Central Ave. & Chestnut Ave.	[SI06]	\$13,672,494	[SI07]	\$13,672,494	[None]	\$0	\$27,344,988
Total							\$27,344,988

Benefit by Countermeasures		
No.	Countermeasure	Benefit
1	SI06: Provide protected left turn phase (left turn lane already exists)	\$13,672,494
2	SI07: Convert signal to mast arm (from pedestal-mounted)	\$13,672,494
	TOTAL	\$27,344,988

Section IV. Construction Cost Estimate and Cost Breakdown

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

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

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

	No.	Item Description	Unit	Quantity	Unit Cost	Total	General Item? (Click center to check)	% for CMs	% for OS	% for NS
+ -	1	MOBILIZATION	LS	1	\$50000.00	50,000	✕	0 %	0 %	0 %
+ -	2	TRAFFIC CONTROL	LS	1	\$80000.00	80,000	✕	0 %	0 %	0 %
+ -	3	PREPARE WATER POLLUTION CONTROL PLAN	LS	1	\$1500.00	1,500	✕	0 %	0 %	0 %
+ -	4	CONSTRUCTION PROJECT FUNDING SIGN	LS	1	\$1000.00	1,000	✕	0 %	0 %	0 %
+ -	5	JOB SITE MANAGEMENT	LS	1	\$2500.00	2,500	✕	0 %	0 %	0 %
+ -	6	FINISHING ROADWAY	LS	1	\$5000.00	5,000		100 %	0 %	0 %
+ -	7	REMOVE EXISTING ELECTRICAL SYSTEM	LS	1	\$26000.00	26,000		100 %	0 %	0 %
+ -	8	SIGNAL AND LIGHTING SYSTEM	LS	1	550,000	550,000		100 %	0 %	0 %
		Weighted Average (%)						100%		
		Total (\$)				\$716,000				

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

10 %

\$71,600

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

\$787,600

IV.2 Funding Reimbursement Ratio

Project's Maximum Funding Reimbursement Ratio = 90.0%

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

Section V. Project Cost Estimate

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

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

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

90 %

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

Set

Description	Total Cost	HISP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$0	90 %	\$0	\$0
PS&E	\$118,200	90 %	\$106,380	\$11,820
Subtotal - PE	\$118,200	90 %	\$106,380	\$11,820
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	0 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	0 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$118,200	90 %	\$106,380	\$11,820
Construction Items	\$787,600 (Read only - from Section I)	90 %	\$708,840	\$78,760
Subtotal - Construction	\$905,800	90 %	\$815,220	\$90,580
PROJECT TOTAL	\$1,024,000	90 %	\$921,600	\$102,400

☐

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

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

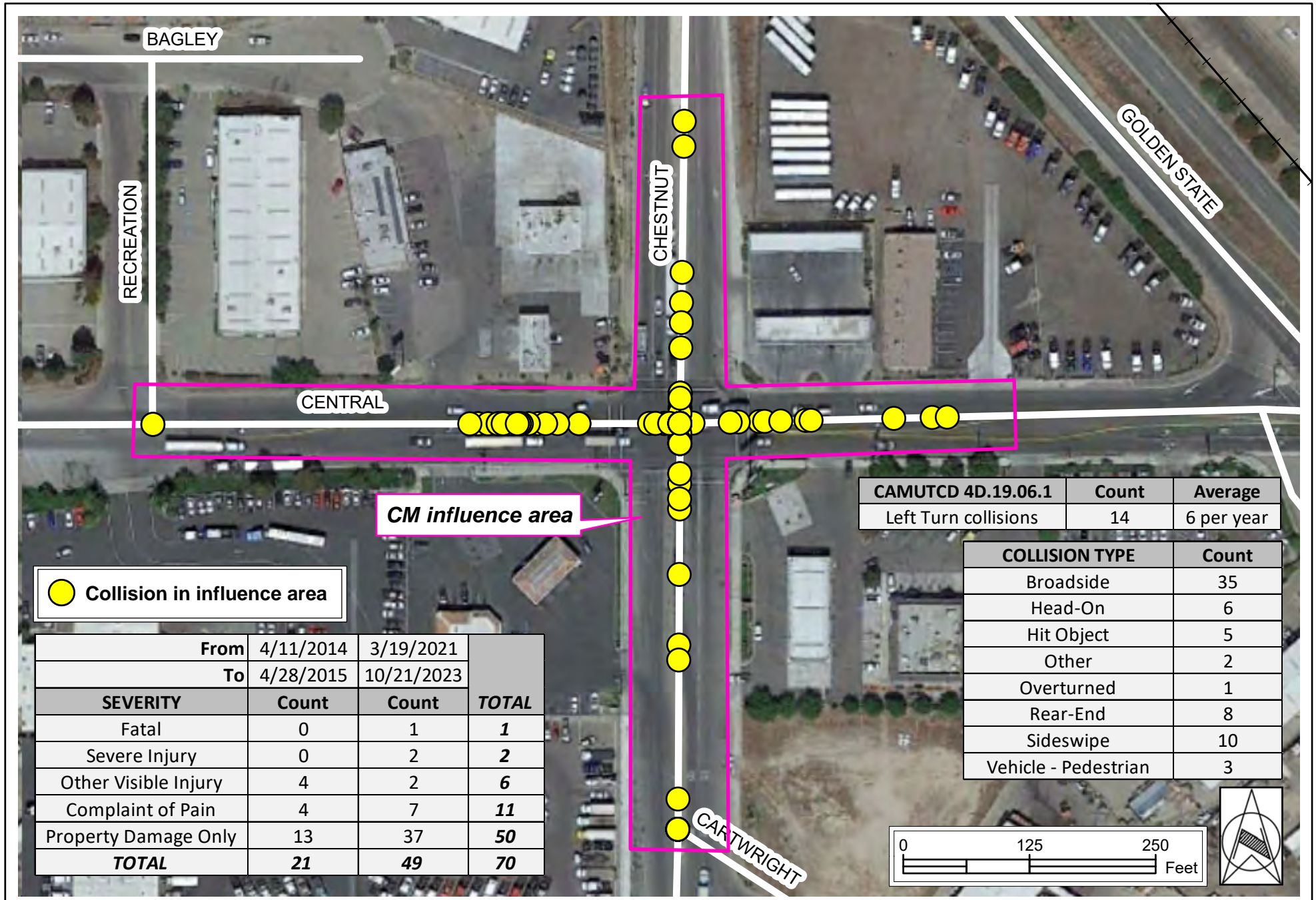
Section VI. Summary

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

Cost, FRR, Benefit and BCR:

Total Project Cost	HSIP Funds Requested	Max. FRR
\$1,024,000	\$921,600	90%
Total Expected Benefit	Benefit Cost Ratio (BCR)	
27,344,988	26.70	

COLLISION DIAGRAM - HSIP CYCLE 12 - FRESNO COUNTY INTERSECTION OF CENTRAL AVENUE & CHESTNUT AVENUE



Collision Summary Report

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

Report Source: CROSSROADS database, SWITRS.
Date of Report: 8/30/2024
Total Collisions: 70
Injury Collisions: 19
Fatal Collisions: 1
Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.	
SEVERITY: Fatal													(Count = 1)	
1	92127997	6/13/23	2:55 AM	CHESTNUT & CENTRAL	0	Not Stated	Vehicle - Pedestrian	Pedestrian	Pedestrian Violation	Fatal	Dark - Street Lights	0	1	
		Dir. of Travel		Movement Preceding Collision										
Party 1		East		Not Stated										
Party 2		North		Proceeding Straight										
SEVERITY: Severe Injury													(Count = 2)	
1	943520210 1043	3/19/21	7:10 AM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Severe Injury	Daylight	3	0	
		Dir. of Travel		Movement Preceding Collision										
Party 1		North		Proceeding Straight										
Party 2		East		Proceeding Straight										
Party 3		West		Proceeding Straight										
2	92234173	10/21/23	4:05 AM	CENTRAL & CHESTNUT	0	Not Stated	Vehicle - Pedestrian	Pedestrian	Ped R/W Violation	Severe Injury	Daylight	1	0	
		Dir. of Travel		Movement Preceding Collision										
Party 1		West		Not Stated										
Party 2		North		Proceeding Straight										

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
SEVERITY: Other Visible Injury												(Count = 6)	
1	201404026 9	4/21/14	11:45 AM	CHESTNUT & CENTRAL	0	Not Stated	Overtaken	Non-Collision	Improper Turning	Other Visible Injury	Daylight	1	0
			Dir. of Travel	Movement Preceding Collision									
			Party 1	South	Making Right Turn								
			Party 2	South	Proceeding Straight								
2	201410026 0	10/23/14	10:35 PM	CENTRAL & CHESTNUT	0	Not Stated	Head-On	Other Motor Vehicle	Auto R/W Violation	Other Visible Injury	Dark - Street Lights	1	0
			Dir. of Travel	Movement Preceding Collision									
			Party 1	East	Making Left Turn								
			Party 2	West	Proceeding Straight								
3	2015-02- 0207	2/18/15	7:55 AM	CHESTNUT & CENTRAL	150	North	Hit Object	Fixed Object	Improper Turning	Other Visible Injury	Daylight	1	0
			Dir. of Travel	Movement Preceding Collision									
			Party 1	South	Other Unsafe Turning								
			Party 2	East	Parked								
4	201504034 8	4/28/15	2:42 PM	CHESTNUT & CENTRAL	12	North	Vehicle - Pedestrian	Pedestrian	Ped R/W Violation	Other Visible Injury	Daylight	1	0
			Dir. of Travel	Movement Preceding Collision									
			Party 1	South									
			Party 2	East									
5	91747003	4/4/22	1:25 PM	CENTRAL & CHESTNUT	180	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Other Visible Injury	Daylight	2	0
			Dir. of Travel	Movement Preceding Collision									
			Party 1	North	Crossed Into Opposing Lane - Unplanned								
			Party 2	East	Making Right Turn								
6	91753929	4/12/22	10:35 AM	CENTRAL & CHESTNUT	265	East	Sideswipe	Other Motor Vehicle	Wrong Side of Road	Other Visible Injury	Daylight	2	0
			Dir. of Travel	Movement Preceding Collision									
			Party 1	West	Proceeding Straight								
			Party 2	West	Making Left Turn								

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
SEVERITY: Complaint of Pain												(Count = 11)	
1	6434339	4/11/14	5:55 AM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Dark - Street Lights	1	0
				Dir. of Travel	Movement Preceding Collision								
				Party 1	East	Making Left Turn							
				Party 2	West	Proceeding Straight							
2	201405033 7	5/30/14	7:20 PM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Daylight	3	0
				Dir. of Travel	Movement Preceding Collision								
				Party 1	North	Making Left Turn							
				Party 2	West	Proceeding Straight							
3	201501024 9	1/23/15	1:10 PM	CHESTNUT & CENTRAL	60	South	Rear-End	Other Motor Vehicle	Unsafe Speed	Complaint of Pain	Daylight	1	0
				Dir. of Travel	Movement Preceding Collision								
				Party 1	North	Proceeding Straight							
				Party 2	North	Stopped In Road							
4	6870229	3/24/15	8:00 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Daylight	1	0
				Dir. of Travel	Movement Preceding Collision								
				Party 1	West	Proceeding Straight							
				Party 2	North	Proceeding Straight							
5	91613430	8/21/21	10:30 PM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Driving Under Influence	Complaint of Pain	Dark - No Street Lights	1	0
				Dir. of Travel	Movement Preceding Collision								
				Party 1	East	Proceeding Straight							
				Party 2	South	Proceeding Straight							
6	91712120	2/22/22	4:35 PM	CENTRAL & CHESTNUT	208	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Daylight	1	0
				Dir. of Travel	Movement Preceding Collision								
				Party 1	South	Making Right Turn							
				Party 2	West	Proceeding Straight							

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
7	91876481	9/24/22	3:25 PM	CHESTNUT & CENTRAL	75	North	Rear-End	Other Motor Vehicle	Unsafe Speed	Complaint of Pain	Daylight	1	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South	Proceeding Straight								
		Party 2		South	Stopped in Road								
8	91929335	11/26/22	6:10 AM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Other Hazardous Movement	Complaint of Pain	Dark - Street Lights	1	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		East	Making Left Turn								
		Party 2		West	Proceeding Straight								
9	91949094	12/15/22	6:15 PM	CENTRAL & CHESTNUT	0	Not Stated	Head-On	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Dark - Street Lights	1	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		West	Making Left Turn								
		Party 2		East	Proceeding Straight								
10	92120181	7/11/23	2:05 AM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Complaint of Pain	Dark - Street Lights	1	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Proceeding Straight								
		Party 2		West	Proceeding Straight								
11	92157144	8/18/23	11:24 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Improper Passing	Complaint of Pain	Daylight	1	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Passing Other Vehicle								
		Party 2		South	Making Left Turn								

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
SEVERITY: Property Damage Only												(Count = 50)	
1	201404033 4	4/29/14	6:43 PM	CHESTNUT & CENTRAL	10	North	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South									
		Party 2		South									
				Proceeding Straight									
				Stopped In Road									
2	201505035 5	5/29/14	6:00 AM	CENTRAL & CHESTNUT	5	East	Sideswipe	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		West									
		Party 2		West									
3	201408020 3	8/16/14	5:30 AM	CHESTNUT & CENTRAL	100	North	Head-On	Other Motor Vehicle	Driving Under Influence	Property Damage Only	Dusk - Dawn	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North									
		Party 2		South									
				Proceeding Straight									
				Proceeding Straight									
4	201408019 9	8/16/14	5:31 AM	CHESTNUT & CENTRAL	300	North	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Dark - Street Lights	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South									
		Party 2		South									
				Proceeding Straight									
				Stopped In Road									
5	201408024 2	8/20/14	9:20 AM	CENTRAL & CHESTNUT	79	East	Other	Other Motor Vehicle	Unsafe Starting or Backing	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		West									
		Party 2		West									
				Backing									
				Stopped In Road									
6	201409023 8	9/22/14	8:03 AM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		East									
		Party 2		West									
				Making Left Turn									
				Proceeding Straight									

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
7	201409024 5	9/23/14	1:57 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		South									
		Party 2		North									
				Making Left Turn									
				Proceeding Straight									
8	201410011 9	10/10/14	3:18 AM	CHESTNUT & CENTRAL	220	South	Broadside	Other Motor Vehicle	Driving Under Influence	Property Damage Only	Dark - Street Lights	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North									
		Party 2		North									
				Other Unsafe Turning									
				Proceeding Straight									
9	201410016 9	10/16/14	5:20 PM	CENTRAL & CHESTNUT	125	East	Broadside	Other Motor Vehicle	Wrong Side of Road	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		West									
		Party 2		West									
				Making Left Turn									
				Proceeding Straight									
10	201501006 3	1/8/15	11:40 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North									
		Party 2		North									
				Proceeding Straight									
				Proceeding Straight									
11	201501014 0	1/14/15	6:55 AM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		West									
		Party 2		East									
				Making Left Turn									
				Proceeding Straight									
12	201501015 3	1/14/15	10:50 AM	CHESTNUT & CENTRAL	50	South	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		South									
		Party 2		South									
				Proceeding Straight									
				Slowing/Stopping									

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
13	201504004 3	4/5/15	3:30 AM	CENTRAL & CHESTNUT	175	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Dark - Street Lights	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		West Making Right Turn									
		Party 2		West Proceeding Straight									
14	943520210 1406	4/13/21	4:35 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Sideswipe	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		West Making Right Turn									
		Party 2		North Proceeding Straight									
15	943520210 1770	5/8/21	11:04 AM	CENTRAL & CHESTNUT	84	East	Broadside	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		West Other Unsafe Turning									
		Party 2		West Slowing/Stopping									
16	91502554	6/12/21	12:18 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North Other Unsafe Turning									
		Party 2		North Proceeding Straight									
17	91527340	7/13/21	12:00 PM	CHESTNUT & CENTRAL	10	South	Hit Object	Other Object	Improper Turning	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North Other Unsafe Turning									
18	91537818	7/27/21	8:50 AM	CHESTNUT & CENTRAL	30	North	Sideswipe	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		South Passing Other Vehicle									
		Party 2		South Making Right Turn									

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
19	91572926	9/10/21	10:35 AM	CENTRAL & CHESTNUT	24	West	Sideswipe	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North Making Left Turn									
		Party 2		North Making Left Turn									
20	91593937	10/5/21	5:25 PM	CENTRAL & CHESTNUT	0	Not Stated	Hit Object	Fixed Object	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		West Other Unsafe Turning									
21	91613844	10/30/21	10:30 AM	CHESTNUT & CENTRAL	20	South	Broadside	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North Other Unsafe Turning									
		Party 2		North Proceeding Straight									
22	91624962	11/8/21	11:00 AM	CHESTNUT & CENTRAL	18	South	Other	non-collision	Other Than Driver or Ped	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North Proceeding Straight									
23	91640777	11/29/21	4:25 PM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North Proceeding Straight									
		Party 2		South Making Left Turn									
24	91644511	11/30/21	10:12 AM	CHESTNUT & CENTRAL	275	North	Rear-End	Other Motor Vehicle	Other Hazardous Movement	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		North Slowing/Stopping									
		Party 2		North Proceeding Straight									
25	91651815	12/7/21	8:40 AM	CENTRAL & CHESTNUT	121	West	Sideswipe	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1		East Entering Traffic									
		Party 2		West Proceeding Straight									

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
26	91668193	12/29/21	2:30 AM	CENTRAL & CHESTNUT	0	Not Stated	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - Street Lights	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1	West	Making Left Turn									
27	91676526	1/5/22	8:50 AM	CENTRAL & CHESTNUT	0	Not Stated	Sideswipe	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1	East	Making Right Turn									
		Party 2	East	Proceeding Straight									
28	91678715	1/10/22	3:30 PM	CENTRAL & CHESTNUT	0	Not Stated	Head-On	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1	West	Proceeding Straight									
		Party 2	East	Stopped in Road									
29	91738927	3/25/22	1:30 PM	CENTRAL & CHESTNUT	133	West	Rear-End	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1	East	Other Unsafe Turning									
		Party 2	East	Stopped in Road									
30	91772483	4/28/22	1:30 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1	South	Proceeding Straight									
		Party 2	North	Making Left Turn									
31	91788702	5/25/22	1:45 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Head-On	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
		Dir. of Travel		Movement Preceding Collision									
		Party 1	South	Proceeding Straight									
		Party 2	North	Making U Turn									

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
32	91816453	7/6/22	6:46 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		West	Making Left Turn								
		Party 2		North	Proceeding Straight								
33	91826951	7/26/22	10:15 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Dark - Street Lights	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Proceeding Straight								
		Party 2		East	Proceeding Straight								
34	91833427	7/29/22	11:55 AM	CENTRAL & CHESTNUT	159	West	Broadside	Motor Vehicle on Other Roadway	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Entering Traffic								
		Party 2		South	Making Left Turn								
35	91866362	9/6/22	12:55 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Passing Other Vehicle								
		Party 2		South	Making Left Turn								
36	91882659	9/27/22	7:05 AM	CENTRAL & CHESTNUT	150	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		West	Making Left Turn								
		Party 2		East	Proceeding Straight								
37	91885398	10/5/22	6:35 PM	CHESTNUT & CENTRAL	0	Not Stated	Head-On	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		West	Making Left Turn								
		Party 2		East	Proceeding Straight								

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
38	91895492	10/10/22	5:52 AM	CENTRAL & CHESTNUT	180	West	Sideswipe	Other Motor Vehicle	Improper Turning	Property Damage Only	Dark - Street Lights	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		East	Proceeding Straight								
		Party 2		East	Proceeding Straight								
39	91899966	10/18/22	12:00 PM	CHESTNUT & CENTRAL	10	North	Sideswipe	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South	Making Left Turn								
		Party 2		South	Stopped in Road								
40	91912416	10/28/22	10:40 PM	CHESTNUT & CENTRAL	75	South	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Proceeding Straight								
		Party 2		North	Making Right Turn								
41	91984057	1/30/23	7:50 PM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		West	Making Left Turn								
		Party 2		East	Proceeding Straight								
42	91986419	2/1/23	2:25 PM	CENTRAL & CHESTNUT	175	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South	Making Left Turn								
		Party 2		North	Making Left Turn								
43	92048542	4/13/23	4:15 PM	CHESTNUT & CENTRAL	0	Not Stated	Sideswipe	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South	Making Right Turn								
		Party 2		South	Making Right Turn								

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
44	92053775	4/20/23	9:00 AM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Making Left Turn								
		Party 2		South	Proceeding Straight								
45	92060567	4/21/23	8:15 AM	CHESTNUT & CENTRAL	0	Not Stated	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Making Right Turn								
46	92088255	6/7/23	7:55 AM	CENTRAL & CHESTNUT	161	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South	Making Left Turn								
		Party 2		East	Proceeding Straight								
47	92098089	6/10/23	5:15 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Driving Under Influence	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		North	Proceeding Straight								
		Party 2		West	Slowing/Stopping								
48	92172923	9/7/23	10:15 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South	Making Left Turn								
		Party 2		North	Proceeding Straight								
49	92198499	10/5/23	1:50 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
		Party 1		South	Proceeding Straight								
		Party 2		West	Proceeding Straight								

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
50	92203652	10/12/23	4:40 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
				Dir. of Travel	Movement Preceding Collision								
				Party 1	South								
				Party 2	West								
				Party 3	East								

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

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

Highest Degree of Injury (severity):

Fatal	1
Severe Injury	2
Other Visible Injury	6
Complaint of Pain	11
Property Damage Only	50

Total: 70
Collision Type:

Broadside	35
Head-On	6
Hit Object	5
Other	2
Overtaken	1
Rear-End	8
Sideswipe	10
Vehicle - Pedestrian	3

Total: 70
Primary Collision Factor (PCF):

Auto R/W Violation	24
Driving Under Influence	4
Improper Passing	7

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
							Improper Turning		12				
							Other Hazardous Movement		2				
							Other Than Driver or Ped		1				
							Ped R/W Violation		2				
							Pedestrian Violation		1				
							Traffic Signals and Signs		8				
							Unsafe Speed		6				
							Unsafe Starting or Backing		1				
							Wrong Side of Road		2				
Total:									70				
Lighting (Day / Night):													
							Dark - No Street Lights		1				
							Dark - Street Lights		15				
							Daylight		53				
							Dusk - Dawn		1				
Total:									70				

SETTINGS FOR QUERY:

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet
Sorted By: Severity, Date, Time

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

County of Fresno

Public Works and Planning Department

Maintenance and Operations Division

Traffic Engineering

Report Source: CROSSROADS database, SWITRS.

Date of Report: 9/4/2024

Total Collisions: 70

Injury Collisions: 19

Fatal Collisions: 1

Location: CENTRAL & CHESTNUT

Dates (period 1): 4/11/2014 - 4/28/2015

Dates (period 2): 3/19/2021 - 10/21/2023

Distance (within): 522 feet

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
1	6434339	4/11/14	5:55 AM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Dark - Street Lights	1	0
2	201404026 9	4/21/14	11:45 AM	CHESTNUT & CENTRAL	0	Not Stated	Overtaken	Non-Collision	Improper Turning	Other Visible Injury	Daylight	1	0
3	201404033 4	4/29/14	6:43 PM	CHESTNUT & CENTRAL	10	North	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0
4	201505035 5	5/29/14	6:00 AM	CENTRAL & CHESTNUT	5	East	Sideswipe	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
5	201405033 7	5/30/14	7:20 PM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Daylight	3	0
6	201408020 3	8/16/14	5:30 AM	CHESTNUT & CENTRAL	100	North	Head-On	Other Motor Vehicle	Driving Under Influence	Property Damage Only	Dusk - Dawn	0	0
7	201408019 9	8/16/14	5:31 AM	CHESTNUT & CENTRAL	300	North	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Dark - Street Lights	0	0
8	201408024 2	8/20/14	9:20 AM	CENTRAL & CHESTNUT	79	East	Other	Other Motor Vehicle	Unsafe Starting or Backing	Property Damage Only	Daylight	0	0
9	201409023 8	9/22/14	8:03 AM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
10	201409024 5	9/23/14	1:57 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
11	201410011 9	10/10/14	3:18 AM	CHESTNUT & CENTRAL	220	South	Broadside	Other Motor Vehicle	Driving Under Influence	Property Damage Only	Dark - Street Lights	0	0
12	201410016 9	10/16/14	5:20 PM	CENTRAL & CHESTNUT	125	East	Broadside	Other Motor Vehicle	Wrong Side of Road	Property Damage Only	Daylight	0	0
13	201410026 0	10/23/14	10:35 PM	CENTRAL & CHESTNUT	0	Not Stated	Head-On	Other Motor Vehicle	Auto R/W Violation	Other Visible Injury	Dark - Street Lights	1	0
14	201501006 3	1/8/15	11:40 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
15	201501014 0	1/14/15	6:55 AM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
16	2015010153	1/14/15	10:50 AM	CHESTNUT & CENTRAL	50	South	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Daylight	0	0
17	2015010249	1/23/15	1:10 PM	CHESTNUT & CENTRAL	60	South	Rear-End	Other Motor Vehicle	Unsafe Speed	Complaint of Pain	Daylight	1	0
18	2015-02-0207	2/18/15	7:55 AM	CHESTNUT & CENTRAL	150	North	Hit Object	Fixed Object	Improper Turning	Other Visible Injury	Daylight	1	0
19	6870229	3/24/15	8:00 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Daylight	1	0
20	2015040043	4/5/15	3:30 AM	CENTRAL & CHESTNUT	175	West	Rear-End	Other Motor Vehicle	Unsafe Speed	Property Damage Only	Dark - Street Lights	0	0
21	2015040348	4/28/15	2:42 PM	CHESTNUT & CENTRAL	12	North	Vehicle - Pedestrian	Pedestrian	Ped R/W Violation	Other Visible Injury	Daylight	1	0
22	9435202101043	3/19/21	7:10 AM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Severe Injury	Daylight	3	0
23	9435202101406	4/13/21	4:35 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Sideswipe	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
24	9435202101770	5/8/21	11:04 AM	CENTRAL & CHESTNUT	84	East	Broadside	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
25	91502554	6/12/21	12:18 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
26	91527340	7/13/21	12:00 PM	CHESTNUT & CENTRAL	10	South	Hit Object	Other Object	Improper Turning	Property Damage Only	Daylight	0	0
27	91537818	7/27/21	8:50 AM	CHESTNUT & CENTRAL	30	North	Sideswipe	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
28	91613430	8/21/21	10:30 PM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Driving Under Influence	Complaint of Pain	Dark - No Street Lights	1	0
29	91572926	9/10/21	10:35 AM	CENTRAL & CHESTNUT	24	West	Sideswipe	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
30	91593937	10/5/21	5:25 PM	CENTRAL & CHESTNUT	0	Not Stated	Hit Object	Fixed Object	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
31	91613844	10/30/21	10:30 AM	CHESTNUT & CENTRAL	20	South	Broadside	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
32	91624962	11/8/21	11:00 AM	CHESTNUT & CENTRAL	18	South	Other	non-collision	Other Than Driver or Ped	Property Damage Only	Daylight	0	0
33	91640777	11/29/21	4:25 PM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
34	91644511	11/30/21	10:12 AM	CHESTNUT & CENTRAL	275	North	Rear-End	Other Motor Vehicle	Other Hazardous Movement	Property Damage Only	Daylight	0	0
35	91651815	12/7/21	8:40 AM	CENTRAL & CHESTNUT	121	West	Sideswipe	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
36	91668193	12/29/21	2:30 AM	CENTRAL & CHESTNUT	0	Not Stated	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Dark - Street Lights	0	0

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
37	91676526	1/5/22	8:50 AM	CENTRAL & CHESTNUT	0	Not Stated	Sideswipe	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
38	91678715	1/10/22	3:30 PM	CENTRAL & CHESTNUT	0	Not Stated	Head-On	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
39	91712120	2/22/22	4:35 PM	CENTRAL & CHESTNUT	208	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Daylight	1	0
40	91738927	3/25/22	1:30 PM	CENTRAL & CHESTNUT	133	West	Rear-End	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
41	91747003	4/4/22	1:25 PM	CENTRAL & CHESTNUT	180	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Other Visible Injury	Daylight	2	0
42	91753929	4/12/22	10:35 AM	CENTRAL & CHESTNUT	265	East	Sideswipe	Other Motor Vehicle	Wrong Side of Road	Other Visible Injury	Daylight	2	0
43	91772483	4/28/22	1:30 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
44	91788702	5/25/22	1:45 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Head-On	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
45	91816453	7/6/22	6:46 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
46	91826951	7/26/22	10:15 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Dark - Street Lights	0	0
47	91833427	7/29/22	11:55 AM	CENTRAL & CHESTNUT	159	West	Broadside	Motor Vehicle on Other Roadway	Auto R/W Violation	Property Damage Only	Daylight	0	0
48	91866362	9/6/22	12:55 PM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
49	91876481	9/24/22	3:25 PM	CHESTNUT & CENTRAL	75	North	Rear-End	Other Motor Vehicle	Unsafe Speed	Complaint of Pain	Daylight	1	0
50	91882659	9/27/22	7:05 AM	CENTRAL & CHESTNUT	150	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
51	91885398	10/5/22	6:35 PM	CHESTNUT & CENTRAL	0	Not Stated	Head-On	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
52	91895492	10/10/22	5:52 AM	CENTRAL & CHESTNUT	180	West	Sideswipe	Other Motor Vehicle	Improper Turning	Property Damage Only	Dark - Street Lights	0	0
53	91899966	10/18/22	12:00 PM	CHESTNUT & CENTRAL	10	North	Sideswipe	Other Motor Vehicle	Improper Turning	Property Damage Only	Daylight	0	0
54	91912416	10/28/22	10:40 PM	CHESTNUT & CENTRAL	75	South	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0
55	91929335	11/26/22	6:10 AM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Other Hazardous Movement	Complaint of Pain	Dark - Street Lights	1	0
56	91949094	12/15/22	6:15 PM	CENTRAL & CHESTNUT	0	Not Stated	Head-On	Other Motor Vehicle	Auto R/W Violation	Complaint of Pain	Dark - Street Lights	1	0
57	91984057	1/30/23	7:50 PM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0

ATTACHMENT H

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet

#	Report#	Date	Time	Location	Dist. (ft)	Dir.	Type of Collision	Motor Vehicle Involved With	Primary Collision Factor (PCF)	Severity	Lighting	Inj.	Kil.
58	91986419	2/1/23	2:25 PM	CENTRAL & CHESTNUT	175	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
59	92048542	4/13/23	4:15 PM	CHESTNUT & CENTRAL	0	Not Stated	Sideswipe	Other Motor Vehicle	Improper Passing	Property Damage Only	Daylight	0	0
60	92053775	4/20/23	9:00 AM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
61	92060567	4/21/23	8:15 AM	CHESTNUT & CENTRAL	0	Not Stated	Hit Object	Fixed Object	Improper Turning	Property Damage Only	Daylight	0	0
62	92088255	6/7/23	7:55 AM	CENTRAL & CHESTNUT	161	West	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
63	92098089	6/10/23	5:15 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Driving Under Influence	Property Damage Only	Daylight	0	0
64	92127997	6/13/23	2:55 AM	CHESTNUT & CENTRAL	0	Not Stated	Vehicle - Pedestrian	Pedestrian	Pedestrian Violation	Fatal	Dark - Street Lights	0	1
65	92120181	7/11/23	2:05 AM	CENTRAL & CHESTNUT	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Complaint of Pain	Dark - Street Lights	1	0
66	92157144	8/18/23	11:24 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Improper Passing	Complaint of Pain	Daylight	1	0
67	92172923	9/7/23	10:15 AM	CHESTNUT & CARTWRIGHT	0	Not Stated	Broadside	Other Motor Vehicle	Auto R/W Violation	Property Damage Only	Daylight	0	0
68	92198499	10/5/23	1:50 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
69	92203652	10/12/23	4:40 PM	CHESTNUT & CENTRAL	0	Not Stated	Broadside	Other Motor Vehicle	Traffic Signals and Signs	Property Damage Only	Daylight	0	0
70	92234173	10/21/23	4:05 AM	CENTRAL & CHESTNUT	0	Not Stated	Vehicle - Pedestrian	Pedestrian	Ped R/W Violation	Severe Injury	Daylight	1	0

SETTINGS FOR QUERY:

Location: CENTRAL & CHESTNUT
Dates (period 1): 4/11/2014 - 4/28/2015
Dates (period 2): 3/19/2021 - 10/21/2023
Distance (within): 522 feet



LOCAL

Bee readers select this heavily-used intersection as Fresno's most dangerous

BY BRYANT-JON ANTEOLA

MAY 12, 2024 5:30 AM

See what intersection Bee readers voted as the most dangerous



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Fresno Bee readers voted this intersection in southeast Fresno as the most dangerous in the area.
BY CRAIG KOHLRUSS



Only have a minute? Listen instead

Powered by **Trinity Audio**

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The most dangerous intersection in the Fresno area based on a Fresno Bee readers poll is located just beyond city limits on the southeast side of town.

Statistically, it is not the deadliest.

Nonetheless, there have been an alarming number of crashes during the past five years at the intersection of South Chestnut and Central avenues.

Almost a year ago, a man was struck and killed there.

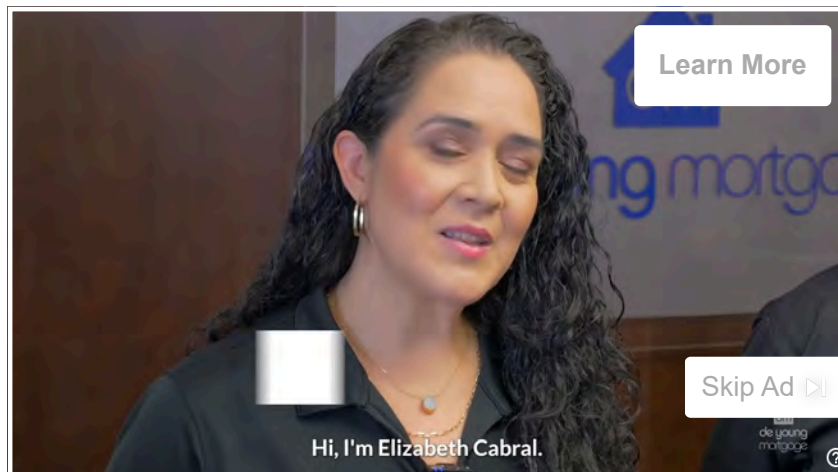
Located in the nearby small Fresno County community of Malaga, the Chestnut-Central crossing received the most votes (21%) from a week-long Fresno Bee poll that asked readers to choose the most dangerous intersection.

The northeast Fresno intersection of Friant and Shepherd, AKA “The Friant Roulette” because of the frequent number of crashes as well as close-call collisions, received the second most votes (18%) among nearly 800 votes tallied.

The intersection at Shaw and Golden State in northwest Fresno and the southeast Fresno crossing of Tulare and Minnewawa tied for the third most votes (18%).

TOP VIDEOS

AD



The intersection at Shaw and Polk (8%) rounded out the Fresno area's top five most dangerous intersections based on reader votes.



Trucks roll through the intersection of Chestnut and Central avenues south of Fresno on Wednesday, May 8, 2024. The intersection has been deemed the most dangerous by Fresno Bee readers. CRAIG KOHLRUSS ckohlruss@fresnobee.com

MANY BIG RIGS NEAR INTERSECTION

What makes the Chestnut-Central intersection such a hazard?

The intersection often is heavily congested and finds itself in the middle of two major roads: Highway 99 to the west and Golden State Boulevard to the east.

It's also in a mostly industrial zone and a high traffic area for 18-wheel trucks.

The Fresno Truck Center, which carries a fleet of big rigs, is located at the Chestnut-Central intersection. Mid California Truck School is nearby, as well.

A little farther to the west, there are other trucking businesses.

Not that big rig trucks are the cause for all accidents in the area.

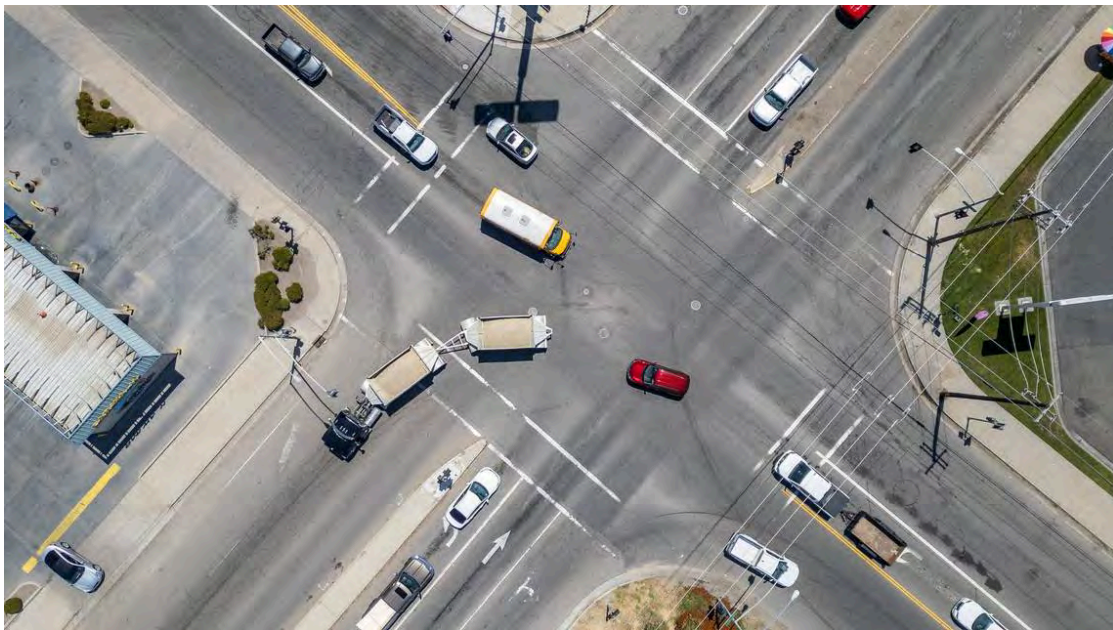
But the presence of larger vehicles does sometimes create impatience among drivers.

Since 2019, there have been 83 crashes at the Chestnut-Central intersection. Of those, injuries were sustained in 22 of the collisions.

There also was one fatality, which happened in June 2023.

A driver heading north on Chestnut and approaching Central struck and killed a 20-year-old man whom the California Highway Patrol said ran out in front of the car around 3 in the morning.

CHP said the driver was not impaired and tried swerving, but was unable to avoid the man.



The intersection of Chestnut and Central avenues south of Fresno has been deemed the most unsafe by Fresno Bee readers. CRAIG KOHLRUSS ckohlruss@fresnobee.com

OTHER ISSUES AT CHESTNUT-CENTRAL


Fresno County officials with the public works and planning division are well aware of the issues at Chestnut and Central.

The Fresno County public works and planning website states that:

Join the Conversation!

What are your priorities for our local community colleges?

LEARN MORE

A photograph of four healthcare professionals (three women and one man) standing in a clinical setting. They are all wearing red scrubs and have stethoscopes around their necks. In the background, there is a computer monitor displaying medical data and a patient lying in a bed. A logo for a community college is visible in the upper left corner of the photo.

The left-turn phasing on eastbound and westbound Central Avenue does not have a protective green-arrow light, and has a large average percentage of trucks and buses.

The left-turn delay typically allows for only one truck, bus, or two to three cars to pass through per cycle.

The traffic coming from southbound Highway 99 as vehicles take the Chestnut Avenue exit, as well as traffic coming from Golden State Boulevard to the east add to

the congestion.

The railroad tracks positioned near the Chestnut-Central intersection also presents challenges in traffic piling up.

ANY CHANCE OF FIXING?

Fresno County officials in September applied for a carbon reduction program grant to help make improvements to the intersection.

The improvements program are driven more by the idea of reducing pollution than safety.

Nonetheless, the project would include fully replacing the traffic signal to install left-turn phasing on all four lanes of the intersection.

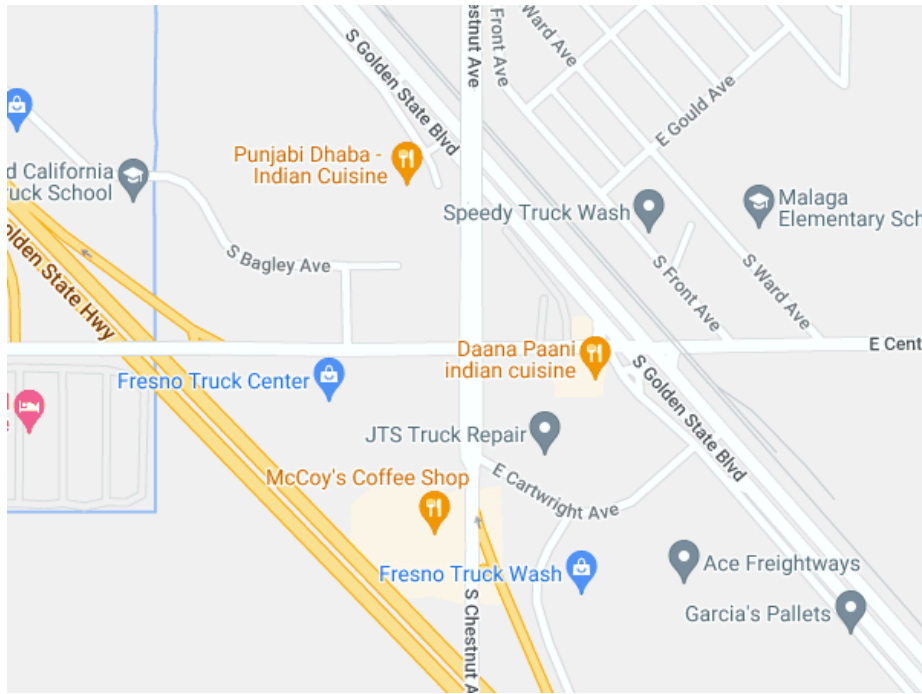
High visibility backplates and accessible pedestrian signal (APS) push buttons also would be installed.

Right-turn lanes also would be added on the west, south and east legs of the intersection.

And ADA curb ramps with curb and gutter would be constructed on all four corners.

Fresno County said the project improvements would reduce carbon emissions by installing protected left-turn phasing at the intersection. The county added that the measure would prevent left-turning vehicles in the existing unprotected left-turn lane from having to wait for a gap in oncoming traffic, which can lead to congestion and increased emissions.

The project is expected to cost \$1.3 million.



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Bryant-Jon Anteola is a multimedia reporter for The Fresno Bee, writing stories and producing videos about sports, news and random topics relatable to those in the Fresno area. He's won a McClatchy President's Award and received honorable mention by the Associated Press Sports Editors. He enjoys sports because of the competition, camaraderie and energy, and views sports as a microcosm of society.

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