



Highway Factors Factual Attachment:

FDOT 3R Safety Review Report

Delray Beach, Florida

HWY19FH008

(56 pages)

3R SAFETY REVIEW

SR-7 / US-441

FROM SOUTH OF SR-806 (ATLANTIC AVENUE) TO
SR-804 (BOYNTON BEACH BOULEVARD)

SECTION NUMBER: **93 210 000**

MILE POST START: **8.570**

MILE POST END: **13.756**

TASK WORK ORDER NO. **#32**

CONTRACT NO. **C9E65**

FM No. **429650-2-32-01**

Prepared for:

Florida Department of Transportation, District 4



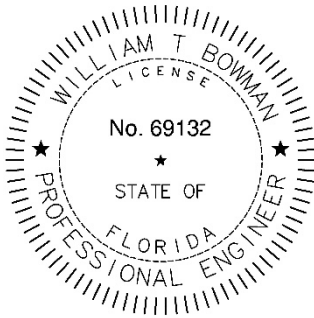
AUGUST 2016



I, W. T. Bowman, P.E. #69132, certify that I currently hold an active Professional Engineer License in the State of Florida and am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this plan, print, specification, or report.

I further certify that this 3R Safety Study was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions, and recommendations made herein are true and correct to the best of my knowledge and ability.

Study Roadway: SR-7/US-441 from South of SR-806 (Atlantic Avenue) to
SR-804 (Boynton Beach Boulevard)
Section No: 93 210 000
Project Start: Milepost 8.570
Project End: Milepost 13.756
Project Location: Palm Beach County



This item has been electronically signed and sealed by W. T. Bowman, PE on August 8, 2016 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature must be verified on electronic copies

EXECUTIVE SUMMARY

Florida Department of Transportation (FDOT) District 4 (D4) requested Tindale Oliver to undertake a safety review of an upcoming resurfacing, reconstruction, and rehabilitation (3R) project along SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard).

The 3R project (item #: 437836-1) is to resurface 5.186 miles of SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard) [Section: 93 210 000; MP: 8.570 to MP: 13.756]. The letting date for the project is February 27, 2019, and is scheduled for completion in May 2019. The project description is included in Appendix A.

The purpose of this study is to determine if there are significant crash patterns and recommend actions aimed at enhancing safety or identifying crash problems that may require additional study.

Based on the crash data and field observations, the following is recommended for the study area with the 3R improvements:

- To reduce run-off-road crashes, installation of rumble striping is recommended. Due to noise concerns with adjacent home owners, prior to initiating this improvement, coordinate with the nearby homeowners associations in case the home owners are opposed to the improvement. Per Appendix D, this recommendation will be implemented.
- There were no pedestrian or bicycle crashes at the intersection of SR-7/US-441 at SR-806 (Atlantic Avenue) but there was 1 bicycle crash at the intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard). Consider enhancing pedestrian features at the intersections by adding detectable warning surfaces and separating the push buttons for the pedestrian signals as they currently share the same pole. Per Appendix D, this recommendation will be implemented wherever applicable.
- 48 rear-ends were reported at the two signalized intersections. Consider installing backplates with yellow retro-reflective borders for all signal heads at the intersections of SR-7/US-441 at SR-806 (Atlantic Avenue) and SR-7/US-441 at SR-804 (Boynton Beach Boulevard). Per Appendix D, this recommendation will be implemented.

INTRODUCTION

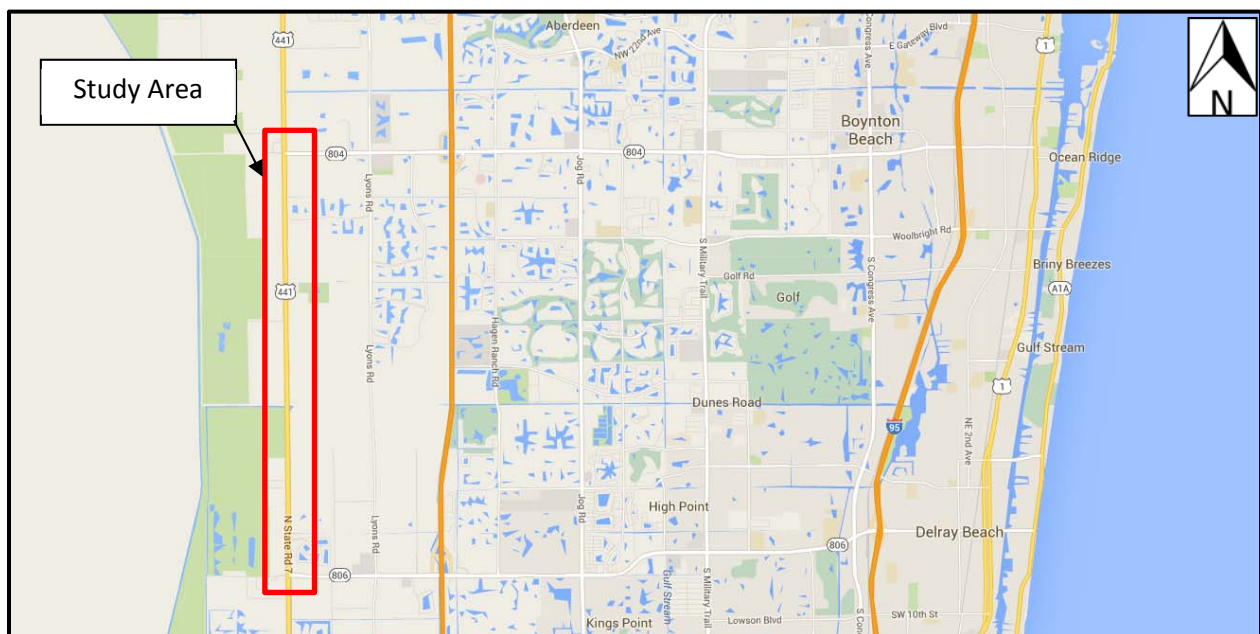
Florida Department of Transportation (FDOT) District 4 (D4) requested Tindale Oliver to undertake a safety review of a resurfacing, reconstruction, and rehabilitation (3R) project for SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard). The purpose of this study is to identify significant crash patterns and recommend actions aimed at enhancing safety at this programmed 3R project.

The 3R project (item #: 437836-1) is to resurface 5.186 miles of SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard) [Section 93 210 000 from MP 8.570 to MP 13.576]. The letting date for the project is February 27, 2019, and is scheduled to be complete in May 2019. The project description is included in Appendix A.

EXISTING CONDITIONS

SR-7/US-441 is a 4-lane divided north-south rural roadway from south of SR-806 (Atlantic Avenue) to just south of SR-804 (Boynton Beach Boulevard) and widens to a 6-lane divided roadway. The surrounding land uses are primarily for agriculture with some residential communities to the east. The surrounding land uses at the intersection of SR-7/US-441 at SR-806 (Atlantic Avenue) are agriculture properties and at the intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard) the land uses are agriculture properties to the south and commercial properties to the north. A map of the study area is depicted in Figure 1.

Figure 1: Map of Study Area



SR-7/US-441 has a posted speed limit of 55 miles per hour (mph) for both directions. There are sidewalks along the west side and guardrail along the east side to prevent vehicles from driving into the canal. Based on the traffic information from the Telemetered Traffic Monitoring Sites (TTMS) and the

Portable Traffic Monitoring Sites (PTMS), the roadway has the following Annual Average Daily Traffic (AADT) within the study area:

- Count Site ID 930391 (PTMS): SR-7/US-441 just south of Atlantic Avenue; 24,500 AADT
- Count Site ID 930099 (TTMS): SR-7/US-441 just north of Atlantic Avenue; 19,105 AADT
- Count Site ID 930694 (PTMS): SR-7/US-441 just north of Atlantic Avenue; 20,400 AADT
- Count Site ID 930031 (PTMS): SR-7/US-441 just south of SR-804; 22,000 AADT
- Count Site ID 930716 (PTMS): SR-7/US-441 just north of SR-804; 26,500 AADT.

CRASH DATA REVIEW

Five years of crash data, from January 1, 2010 to December 31, 2014, were extracted from the State's Crash Analysis Reporting System (CARS) along SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard) [Section 93 210 000 from MP 8.570 to MP 13.576]. The five years of crash data was reviewed to identify potential crash patterns that could be addressed as part of the upcoming 3R project.

During the 2010–2014 analysis period, a total of 146 crashes occurred along SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard). The crash data is included in Appendix B. Table 1 provides the overall number of crashes per study year crash type, lighting, surface conditions, and injury severity.

Table 1: Crash Distribution

		Number of Crashes					Total Crashes	Mean Crashes	%
		2010	2011	2012	2013	2014			
Crash Type	Angle	1	3	1	8	1	14	2.8	9.6%
	Backing	0	0	1	1	1	3	0.6	2.1%
	Bicycle	1	0	0	1	0	2	0.4	1.4%
	Fixed Object	1	0	1	2	3	7	1.4	4.8%
	Front to Rear (Rear End)	4	3	13	21	24	65	13	44.5%
	Head On	0	0	0	1	0	1	0.2	0.7%
	Left Turn	1	0	2	3	1	7	1.4	4.8%
	Off Road	1	0	0	2	2	5	1	3.4%
	Other	3	2	0	6	4	15	3	10.3%
	Pedestrian	0	0	1	0	0	1	0.2	0.7%
	Right Turn	0	0	0	2	1	3	0.6	2.1%
	Rollover	3	1	1	4	1	10	2	6.8%
	Sideswipe, same direction	0	3	4	5	1	13	2.6	8.9%
Total	15	12	24	56	39	146	29.2	100.0%	
Injury Severity	Fatal	0	0	2	1	1	4	0.8	2.7%
	Incapacitating	1	1	1	1	3	7	1.4	4.8%
	Non-Incapacitating/Possible	12	7	6	16	5	46	9.2	31.5%
	None	2	4	15	38	30	89	17.8	61.0%
	Total	15	12	24	56	39	146	29.2	100.0%
Lighting Condition	Daylight	9	11	17	42	31	110	22	75.3%
	Dawn	0	0	0	0	1	1	0.2	0.7%
	Dusk	0	1	2	0	2	5	1	3.4%
	Dark - Lighted	4	0	1	5	3	13	2.6	8.9%
	Dark - Not Lighted	2	0	4	8	1	15	3	10.3%
	Unknown	0	0	0	1	1	2	0.4	1.4%
	Total	15	12	24	56	39	146	29.2	100.0%
Surface Conditions	Dry	13	8	23	37	23	104	20.8	71.2%
	Unknown	0	0	1	1	2	4	0.8	2.7%
	Wet	2	4	0	18	14	38	7.6	26.0%
	Total	15	12	24	56	39	146	29.2	100.0%

As shown in Table 1, the following crash trends were identified within the study area:

- Rear-end crashes have increased and represent 65 (44.5%) of overall crashes.
- Angle crashes were more frequent in 2013 than the other four years combined.
- Within the study area, 34 (23.3%) crashes occurred during the night (dusk till dawn), which is less than the statewide average of 30.15%.
- There is a trend of crashes occurring during wet roadway conditions; 38 (26.0%) crashes occurred during wet roadway conditions compared to the statewide average of 18.62%.

A total of 2 bicyclist crashes and 1 pedestrian crash were reported. These crashes are summarized in Table 2.

Table 2: Pedestrian and Bike Crashes

	Date, Day, Time, Lighting	Location	Road Conditions	Summary
Bicycle	01/18/2010, Monday, 8:40 AM, Daylight	0.1 miles north of SR-804 (Boynton Beach Boulevard)	Dry	A northbound bicyclist struck a piece of wood on the road and then hit the curb.
	10/7/2013, Monday, 2:41 AM, Dark - Not Lighted	0.1 miles south of 120th Street on SR-7/US-441	Dry	A vehicle was travelling northbound on SR-7 and hit a bicyclist with the vehicle's mirror. The bicyclist was reported travelling southbound without lights on.
Pedestrian	04/21/2012, Saturday, 9:28 PM, Dark - Not Lighted	1.5 miles south of SR-804 (Boynton Beach Boulevard)	Dry	A pedestrian was standing in the northbound lanes and was struck by a northbound vehicle. The crash was reported as a fatality.

A total of 4 crashes with a fatality and 7 crashes with an incapacitating injury were reported in the study area. Note two of the crashes with a fatality occurred just south of the study area. Due to the proximity of the crashes, these fatal crashes were included. These crashes are summarized in Table 3.

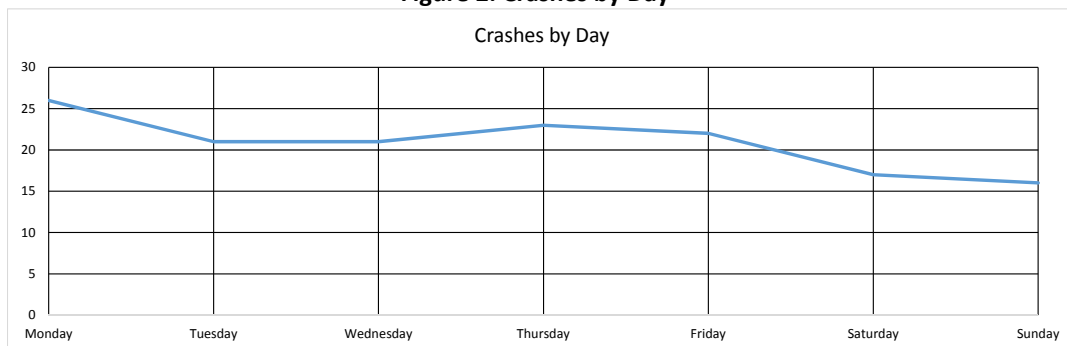
Table 3: Fatalities and Incapacitating Injury Crashes

	Date, Day, Time, Lighting	Location	Road Conditions	Crash Type	Summary
Crashes with a Fatality	2/18/2012, Saturday, 4:24 AM, Dark - Not Lighted	0.25 miles north of SR-7 at SR-806 (Atlantic Avenue)	Dry	Front to Rear (Rear End)	The crash was a result of a high-speeding vehicle rear-ending a larger vehicle. It was reported that the speeding vehicle did not take evasive action to avoid the crash. The driver of the speeding vehicle died on the scene.
	4/21/2012, Saturday, 9:28 PM, Dark - Not Lighted	1.5 miles south of SR-804 (Boynton Beach Boulevard)	Dry	Pedestrian	A pedestrian was standing in the northbound lanes and was struck by a northbound vehicle.
	3/14/2013, Thursday, 4:52 PM, Daylight	0.6 miles south of SR-7 at SR-806 (Atlantic Avenue) [Just South of Study Area]	Dry	Rollover	The crash occurred as the driver attempted to change lanes from the inside lane to the outside lane and did not see that the lane had a slower moving farm truck in the lane. The driver took evasive action, swerved to the right, overcorrected, and the vehicle rolled over. The driver died on March 26, 2013 from injuries sustained in the crash.
	10/2/2014, Thursday, 1:48 AM, Dark - Not Lighted	0.32 miles south of SR-7 at SR-806 (Atlantic Avenue) [Just South of Study Area]	Wet	Rollover	For unknown reasons the driver was reported making a hard left turn which caused the vehicle to rotate and then rollover. The crash resulted in a fatality. During the autopsy it was reported that the driver had amphetamines in his system.
Crashes with an Incapacitating Injury	1/5/2010, Tuesday, 8:45 AM, Daylight	SR-7 at SR-804 (Boynton Beach Boulevard)	Dry	Front to Rear (Rear End)	A southbound vehicle switched lanes from the center lane to the left-turn lane and rear-ended a stopped vehicle.
	1/2/2011, Sunday, 3:45 PM, Daylight	SR-7 at Lee Road	Dry	Angle	The angle crash was the result of an eastbound motorcyclist that failed to yield the right of way to a southbound vehicle at the intersection of SR-7/US-441 at Lee Road.
	2/5/2012, Sunday, 12:03 AM, Dark - Lighted	SR-7 at SR-806 (Atlantic Avenue)	Dry	Front to Rear (Rear End)	The rear-end was reported as distracted driving.
	11/4/2013, Monday, 10:20 PM, Dark - Not Lighted	2.0 miles south of SR-804 (Boynton Beach Boulevard)	Wet	Fixed Object	For unknown reasons the driver veered left and struck a sign and then struck a vehicle head on.
	6/19/2014, Thursday, 2:32 PM, Daylight	SR-7 at 120th Street	Wet	Front to Rear (Rear End)	The rear-end was reported as distracted driving.
	6/24/2014, Tuesday, 5:00 PM, Daylight	0.1 miles east of SR-7 at SR-804 (Boynton Beach Boulevard)	Dry	Off Road	A motorcyclist was travelling westbound on SR-804 (Boynton Beach Boulevard) and attempted to pass a truck in the right-turn lane. The right-turn lane ended and the motorcyclist hit the curb, flew off the motorcycle, and landed in the grass shoulder.
	7/17/2014, Thursday, 12:00 PM, Daylight	10 feet north of SR-7 at SR-806 (Atlantic Avenue)	Wet	Front to Rear (Rear End)	A southbound vehicle failed to stop in time and rear-ended two other vehicles that were stopped at the red light.

Other crash trends and statistics included:

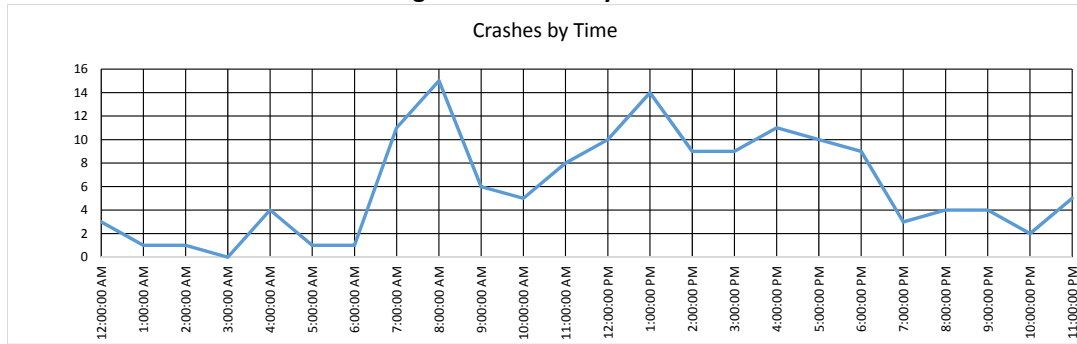
- Crashes generally occurred Monday through Friday.

Figure 2: Crashes by Day



- Crashes peaked at 8:00 AM, 1:00 PM, and 4:00 PM.

Figure 3: Crashes by Time



- The study area was not on the department’s high crash lists for segments or intersections.

The general locations of the 146 crashes by mile post (MP) are summarized in Figure 4, and crash types by MP are summarized in Table 4.

Figure 4: Crashes by MP

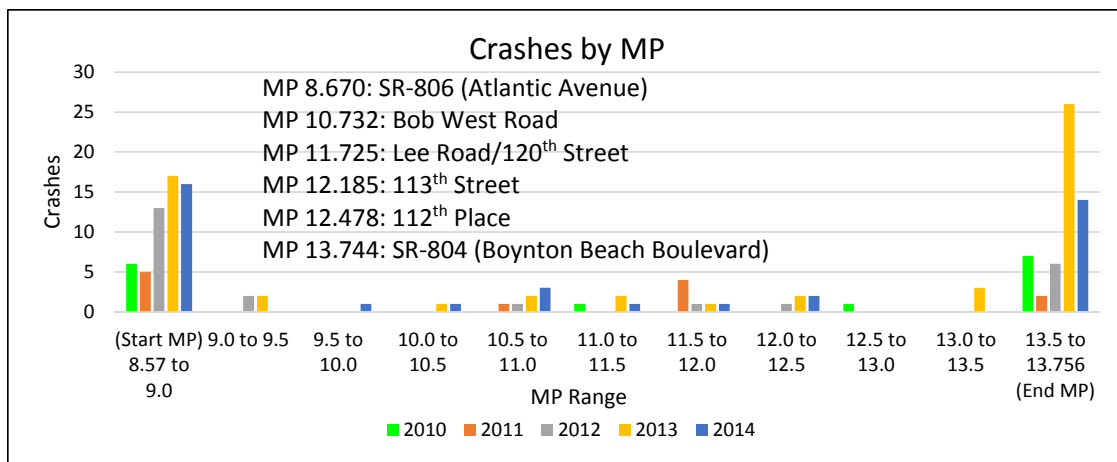


Table 4: Crash Type by MP

Crash Type	MP Range											Grand Total
	(Start MP) 8.57 to 9.0	9.0 to 9.5	9.5 to 10.0	10.0 to 10.5	10.5 to 11.0	11.0 to 11.5	11.5 to 12.0	12.0 to 12.5	12.5 to 13.0	13.0 to 13.5	13.5 to 13.756 (End MP)	
Angle	6	2	0	1	0	0	3	0	0	0	2	14
Backing	0	0	0	0	2	0	0	1	0	0	0	3
Bicycle	0	0	0	0	0	0	0	1	0	0	1	2
Fixed Object	3	0	0	0	1	2	0	0	0	0	1	7
Front to Rear (Rear End)	27	1	1	0	3	0	3	1	0	3	26	65
Head On	0	0	0	0	0	0	0	0	0	0	1	1
Left Turn	6	0	0	0	0	0	0	0	0	0	1	7
Off Road	0	0	0	0	0	0	0	0	0	0	5	5
Other	2	0	0	1	1	0	0	0	1	0	10	15
Pedestrian	0	0	0	0	0	0	0	0	0	0	1	1
Right Turn	1	0	0	0	0	0	0	0	0	0	2	3
Rollover	8	1	0	0	0	0	0	0	0	0	1	10
Sideswipe, same direction	4	0	0	0	0	2	1	2	0	0	4	13
Total	57	4	1	2	7	4	7	5	1	3	55	146

As show in Figure 4 and Table 4, the top crash segment for the study area was between MP 8.57 and 9.0 and includes the intersection of SR-806 (Atlantic Avenue), with approximately 57 (39.0%) of the 146 crashes. Note 2 of the 57 crashes were crashes with a fatality just south of the study area. Crashes also peaked between MP 13.5 and 13.756 and includes the intersection of SR-804 (Boynton Beach Boulevard), with approximately 55 of the 141 crashes (39.0%).

The remainder of the study area had concentration of 7 crashes or less per half-mile span for the five years.

Crashes at SR-7 at SR-806 (Atlantic Avenue) [MP 8.67]

Specifically at the intersection of SR-7 at SR-806 (Atlantic Avenue) [MP 8.67], from MP 8.57 to MP 8.77, there were 50 crashes. Table 5 provides the overall number of crashes per study year, crash type, lighting, surface conditions, and injury severity.

Table 5: Crash Distribution at SR-7/US-441 at SR-806 (Atlantic Avenue)

		Number of Crashes					Total Crashes	Mean Crashes	%
		2010	2011	2012	2013	2014			
Crash Type	Angle	1	1	1	2	1	6	1.2	12.0%
	Backing	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	0	0	1	2	0	3	0.6	6.0%
	Front to Rear (Rear End)	1	1	5	4	12	23	4.6	46.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	2	3	1	6	1.2	12.0%
	Off Road	0	0	0	0	0	0	0	0.0%
	Other	0	1	0	0	0	1	0.2	2.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	1	1	0.2	2.0%
	Rollover	3	1	0	2	0	6	1.2	12.0%
	Sideswipe, same direction	0	1	2	1	0	4	0.8	8.0%
	Total	5	5	11	14	15	50	10	100.0%
Injury Severity	Fatal	0	0	0	0	0	0	0	0.0%
	Incapacitating	0	0	1	0	1	2	0.4	4.0%
	Non-Incapacitating/Possible	5	3	2	7	1	18	3.6	36.0%
	None	0	2	8	7	13	30	6	60.0%
	Total	5	5	11	14	15	50	10	100.0%
Lighting Condition	Daylight	3	4	9	8	13	37	7.4	74.0%
	Dawn	0	0	0	0	1	1	0.2	2.0%
	Dusk	0	1	1	0	0	2	0.4	4.0%
	Dark - Lighted	2	0	1	4	1	8	1.6	16.0%
	Dark - Not Lighted	0	0	0	2	0	2	0.4	4.0%
	Unknown	0	0	0	0	0	0	0	0.0%
	Total	5	5	11	14	15	50	10	100.0%
Surface Conditions	Dry	3	4	10	6	6	29	5.8	58.0%
	Unknown	0	0	1	0	1	2	0.4	4.0%
	Wet	2	1	0	8	8	19	3.8	38.0%
	Total	5	5	11	14	15	50	10	100.0%

Specifically at the intersection of SR-7/US-441 at SR-806 (Atlantic Avenue) there were no crashes with fatalities and 2 crashes with incapacitating injuries occur directly at the intersection. The intersection had no bicycle or pedestrian crashes reported. There is a trend of crashes occurring during wet roadway

conditions; 19 (38.0%) crashes occurred during wet roadway conditions compared to the statewide average of 18.62%.

Crashes at SR-7/US-441 at SR-804 (Boynton Beach Boulevard) [MP 13.744]

Specifically at the intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard) [MP 13.744], from MP 13.734 to MP 13.754, there were 53 crashes. Table 6 provides the overall number of crashes per study year, crash type, lighting, surface conditions, and injury severity.

Table 6: Crash Distribution at SR-7/US-441 at SR-804 (Boynton Beach Boulevard)

		Number of Crashes					Total Crashes	Mean Crashes	%
		2010	2011	2012	2013	2014			
Crash Type	Angle	0	0	0	2	0	2	0.4	3.8%
	Backing	0	0	0	0	0	0	0	0.0%
	Bicycle	1	0	0	0	0	1	0.2	1.9%
	Fixed Object	0	0	0	0	1	1	0.2	1.9%
	Front to Rear (Rear End)	2	0	3	12	8	25	5	47.2%
	Head On	0	0	0	1	0	1	0.2	1.9%
	Left Turn	1	0	0	0	0	1	0.2	1.9%
	Off Road	1	0	0	2	2	5	1	9.4%
	Other	2	1	0	4	3	10	2	18.9%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	2	0	2	0.4	3.8%
	Rollover	0	0	0	1	0	1	0.2	1.9%
	Sideswipe, same direction	0	1	1	2	0	4	0.8	7.5%
	Total	7	2	4	26	14	53	10.6	100.0%
Injury Severity	Fatal	0	0	0	0	0	0	0	0.0%
	Incapacitating	1	0	0	1	1	3	0.6	5.7%
	Non-Incapacitating/Possible	5	2	0	2	2	11	2.2	20.8%
	None	1	0	4	23	11	39	7.8	73.6%
	Total	7	2	4	26	14	53	10.6	100.0%
Lighting Condition	Daylight	5	2	4	21	11	43	8.6	81.1%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dusk	0	0	0	0	2	2	0.4	3.8%
	Dark - Lighted	2	0	0	1	1	4	0.8	7.5%
	Dark - Not Lighted	0	0	0	3	0	3	0.6	5.7%
	Unknown	0	0	0	1	0	1	0.2	1.9%
	Total	7	2	4	26	14	53	10.6	100.0%
Surface Conditions	Dry	7	2	4	17	11	41	8.2	77.4%
	Unknown	0	0	0	1	0	1	0.2	1.9%
	Wet	0	0	0	8	3	11	2.2	20.8%
	Total	7	2	4	26	14	53	10.6	100.0%

Specifically at the intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard) there was no crashes with a fatality and 3 crashes with incapacitating injuries occur directly at the intersection. The intersection had one bicycle crash and no pedestrian crashes reported. There is a trend of crashes occurring during wet roadway conditions; 11 (20.8%) crashes occurred during wet roadway conditions compared to the statewide average of 18.62%.

Crash Rates

The crashes along this corridor were compared to the statewide averages for this type of facility. SR-7/US-441 widens from a 4-lane divided roadway to a 6-lane divided roadway just south of SR-806 (Boynton Beach Boulevard). According to CARS, a 4-lane divided (raised median), rural highway has a

statewide average crash rate of 0.643 crashes per million vehicle miles traveled (MVMT) and a 6-lane divided (raised median), rural highway has a statewide average crash rate of 1.013 crashes per MVMT.

SR-7/US-441 from MP 8.57 to 13.0 has 4 lanes. 88 crashes were reported along this segment with 50 of these crashes occurring at the intersection of SR-7/US-441 at SR-806 (Atlantic Avenue). Based on the Count Site ID: 930694 (SR-7/US-441 just north of Atlantic Avenue), this section of roadway carries approximately 20,400 average annual daily traffic (AADT). The crash rate was calculated as follows:

$$MVMT = \left(\frac{AADT}{1,000,000} \right) * Years * 365 * Length$$

$$Crash Rate = \frac{Crashes}{MVMT}$$

Including SR-806 (Atlantic Avenue) from MP 8.57 to 13.0 there are 88 crashes:

$$MVMT = \left(\frac{20,400}{1,000,000} \right) * 5 * 365 * 4.33 = 161.2$$

$$Crash Rate = \frac{88}{161.2} = 0.546$$

Without SR-806 (Atlantic Avenue) from MP 9.0 to 13.0 there are 31 crashes:

$$MVMT = \left(\frac{20,400}{1,000,000} \right) * 5 * 365 * 4.0 = 148.9$$

$$Crash Rate = \frac{31}{148.9} = 0.208$$

Therefore, with or without the intersection of SR-806 (Atlantic Avenue), this segment is below the statewide average for this type of facility. Without Atlantic Avenue, this corridor is roughly 1/3 of the statewide crash rate for this type of facility.

MP 13.0 to 13.756, SR-7/US-441 has 6 lanes and 58 crashes. Based on the Count Site ID: 930031 (SR-7/US-441 just south of SR-804) and Count Site ID: 930716 (SR-7/US-441 just north of SR-804), this section of roadway carries approximately 22,000 to 26,500 AADT. The crash rate was calculated using both AADTs as follows:

MP 13.0 to 13.756: AADT=22,000; 58 crashes:

$$MVMT = \left(\frac{22,000}{1,000,000} \right) * 5 * 365 * 0.756 = 30.353$$

$$Crash Rate = \frac{58}{30.353} = 1.911$$

MP 13.0 to 13.756: AADT=26,500; 58 crashes:

$$MVMT = \left(\frac{26,500}{1,000,000} \right) * 5 * 365 * 0.756 = 36.562$$

$$Crash Rate = \frac{58}{36.562} = 1.586$$

SR-7/US-441 from MP 13.0 to 13.756 is above the statewide average for this type of facility. This can largely be attributed to analyzing a short segment with a signalized intersection and is not interpreted to indicate that this segment is unsafe compared to similar facilities. An excerpt from the CAR Segment Based Crash Rate Statistics is included as Figure 5.

Figure 5: CAR Segment-Based Crash Rate Statistics

REPORT..CARPJ85-		FLORIDA - DEPARTMENT OF TRANSPORTATION										PAGE NO 278	
DATE...01/25/2016		C A R - CRASH ANALYSIS REPORTING SYSTEM											
TIME...15:32:35		SEGMENT BASED CRASH RATE STATISTICS										AS OF: 2015-11-24	
COMMENT:		DISTRICT: ALL COUNTY: ALL FOR 2012 - 2014											
		USERID: KNTOALM											
I/A	CRASH	CRASHES	MV MILES	CRASH RATE	AVG/YEAR	\$/CRASH@CRA	C-NO-INJ	C-POSSIBLE	C-N-INCAP	C-INCAP	C-FATAL	C-NT-FATAL	
					CL MILES	\$/CRASH@INJ	P-NO-INJ	P-POSSIBLE	P-N-INCAP	P-INCAP	P-FATAL	P-NT-FATAL	
17	- RURAL	2-3LN 2WY DIVD PAVD											
	503	2,493	1,676.521	1.787	206.805	311,445	1,467	677	537	254	61	0	
						334,312	5,466	1,423	874	362	69	1	
18	- RURAL	2-3LN 2WY UNDIVD											
	881	10,422	16,194.157	0.697	3,801.393	431,329	5,584	2,026	2,126	1,206	352	9	
						468,667	17,134	4,013	3,332	1,775	413	9	
20	- URBAN	4-5LN 2WY DIVD RASD											
	11,493	55,216	21,226.103	3.142	876.970	129,278	38,944	15,419	9,238	2,714	371	23	
						124,463	145,460	26,080	12,644	3,351	385	31	
21	- URBAN	4-5LN 2WY DIVD PAVD											
	12,133	49,372	11,817.996	5.204	487.528	102,266	39,474	12,645	7,140	1,994	242	10	
						97,821	137,971	21,326	9,547	2,428	257	17	
22	- URBAN	4-5LN 2WY UNDIVD											
	1,333	8,283	1,642.235	5.855	93.458	110,537	6,207	1,913	1,092	357	44	3	
						105,053	21,590	3,156	1,479	423	47	4	
23	- SUBURBAN	4-5LN 2WY DIVD RASD											
	2,981	41,337	28,184.433	1.572	1,090.780	204,477	23,199	10,640	7,196	2,758	500	25	
						207,240	91,778	19,701	10,445	3,706	536	32	
24	- SUBURBAN	4-5LN 2WY DIVD PAVD											
	538	5,201	2,801.249	2.048	100.915	162,276	3,306	1,319	804	258	49	3	
						158,701	12,779	2,289	1,115	342	51	4	
25	- SUBURBAN	4-5LN 2WY UNDIVD											
	27	185	140.899	1.504	9.737	161,537	97	45	50	19	1	0	
						151,388	476	83	70	20	1	0	
26	- RURAL	4-5LN 2WY DIVD RASD											
	217	6,511	10,456.830	0.643	896.091	398,517	3,232	1,304	1,328	667	189	8	
						426,886	10,665	2,646	2,197	953	216	10	
34	- SUBURBAN	6+LN 2WY DIVD PAVD											
	31	851	786.966	1.120	11.897	169,013	558	180	102	33	9	0	
						167,421	1,875	296	134	43	10	0	
35	- SUBURBAN	6+LN 2WY UNDIVD											
	0	0	0.000	0.000	0.153	0	0	0	0	0	0	0	
						0	0	0	0	0	0	0	
36	- RURAL	6+LN 2WY DIVD RASD											
	10	196	203.254	1.013	11.930	188,287	97	51	47	9	2	0	
						184,013	482	116	64	9	2	0	

FIELD REVIEW WITH SAFETY RECOMMENDATIONS

The study area was observed on Wednesday, March 30, 2016, from 4:00–5:00 PM. The field review was observed at this time as it was raining and the corridor was identified as having higher crash trend during wet roadway conditions, and 4:00 PM was one of the crash peaks identified. The observations and recommendations are indicated below, and field photos are included in the Appendix C. Email correspondence regarding recommendations are included in Appendix D.

- SR-7/US-441 is used by heavy vehicles, as there are mostly agricultural uses along the corridor.
 - Large trucks were observed leaving driveways carefully and not pulling out in front of other vehicles.
 - Crashes were reported of vehicles passing slower vehicles at higher speeds. The speed limit is 55 mph along SR-7/US-441, and vehicles were observed traveling 45–60 mph depending on weather conditions.
- SR-7/US-441 within the study limits had 7 fixed-object crashes and 10 rollovers crashes.
 - A guardrail protects vehicles from the ditch on the east side of SR-7/US-441. Crashes were reported of vehicles hitting the guardrail, but no issues were observed with the ditch or the guardrail in field observations.
 - SR-7/US-441 has a shoulder with a marked bike lane along both sides of the roadway. However, there are no rumble stripes along the corridor. Per Volume 1 Chapter 7.6.1.2 of the *Plans Preparation Manual* (PPM) dated January 1, 2016, rumble striping provides an audible and vibratory effect and is used on asphalt pavement as a countermeasure for lane departure and centerline crossover crashes. The rumble striping should divide the bike lane from the travel lane per 8.4.3 of the PPM. However, rumble striping may be disruptive to local resident living near SR-7/US-441. Therefore, consider first coordinating with the homeowners associations in case the home owners are opposed to the improvement. **To reduce run-off-road crashes, installation of rumble striping is recommended. Due to noise concerns with adjacent home owners, prior to initiating this improvement, coordinate with the nearby homeowners associations in case the home owners are opposed to the improvement.** *Per Appendix D, this recommendation will be implemented.*
- Most crashes occurred during the day, and the study area had 34 (23.3%) nighttime crashes which is less than the statewide average of 30.15%. Lighting exists near the intersections of SR-7/US-441 at SR-806 (Atlantic Avenue) and SR-7/US-441 at SR-804 (Boynton Beach Boulevard). No issues were observed regarding lighting.
- It can be difficult to turn left or right from the side streets due to traffic on SR-7/US-441 and rain, but gaps do become available after some time.
 - There were no curves or sight distance issues observed during the field visit along SR-7/US-441 that would limit visibility of SR-7/US-441 to side-street traffic.
 - The majority of side streets are T-intersections that have appropriate signage per FDOT.
- A total of 38 (26.0%) crashes in the study area occurred during wet roadway conditions, which is higher than the statewide average of 18.62%. During the field observation, the study area was

driven during heavy rain, and the majority of traffic was observed slowing down from 55 mph to 45 mph. However, some vehicles were observed passing at around 60 mph.

- No issues or conflicts were observed with motorists driving during wet roadway conditions.
- There did not appear to be an issue with ponding on the roadways. The resurfacing of SR-7/US-441 should reduce crashes occurring during wet roadway conditions.

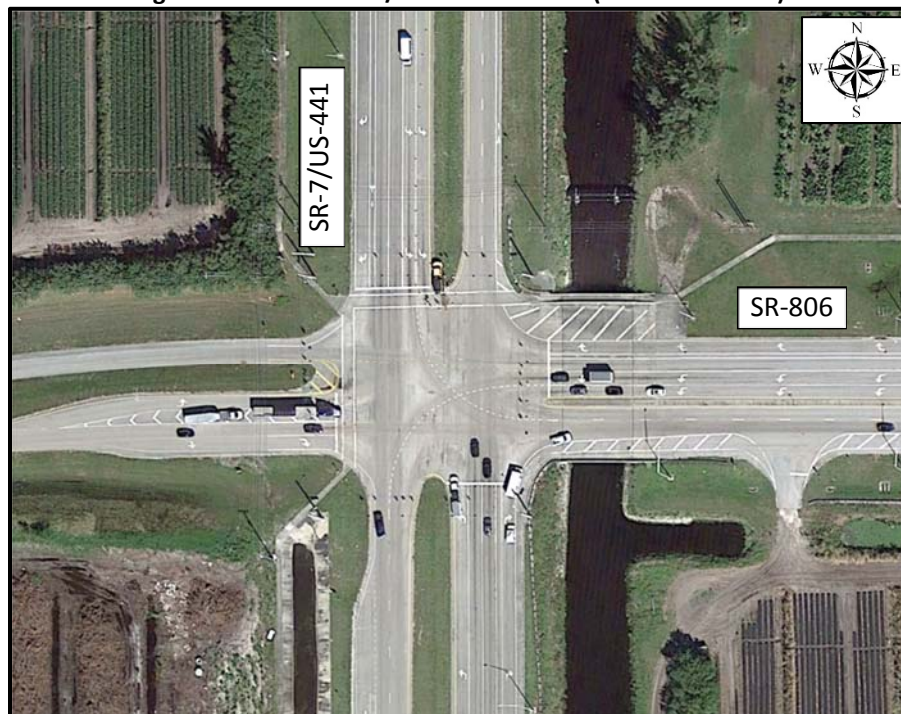
Figure 6: SR-7/US-441 during Wet Roadway Conditions



SR-7/US-441 at SR-806 (Atlantic Avenue):

50 crashes were reported at the signalized intersection of SR-7/US-441 at SR-806 (Atlantic Avenue). Figure 7 is an aerial of the intersection depicting the canal, sidewalks, bike lanes, lane geometry, and existing crosswalks at the intersection. Agriculture properties are adjacent to the intersection. As shown on the aerial, there are sidewalks on the west side of SR-7/US-441 and there are crosswalks at the north and west legs of the intersection.

Figure 7: Aerial of SR-7/US-441 at SR-806 (Atlantic Avenue)



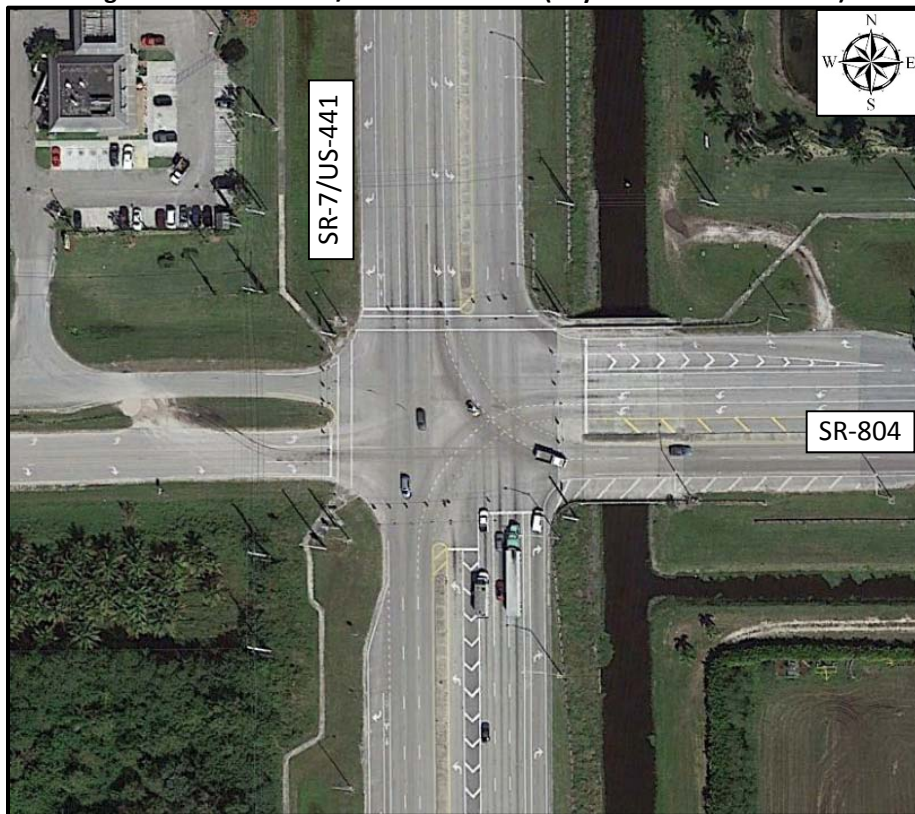
The intersection has protected left-turn phasing and a right-turn overlap phase. There are pedestrian signals for both the west and north crosswalks. The observations and recommendations for SR-7/US-441 at SR-806 (Atlantic Avenue) are indicated below, and field photos are included in the Appendix C:

- There were no crashes with a fatality within 500-feet of the intersection. However, three crashes with a fatality did occur less than a mile from the intersection.
- A total of 50 crashes with 2 of these crashes having incapacitating injuries were reported at the intersection of SR-7/US-441 at SR-806 (Atlantic Avenue). As expected, the signalized intersection has a high proportion of the corridor crashes. As would be expected, at this locations, the primary crash type is Rear End. No additional study is needed as the crash frequency is not considered to be high and this location is not on the high crash spot list, and there does not appear to be a high frequency or pattern to any severe and fatal injury crashes.
- Eastbound SR-806 (Atlantic Avenue) volumes were observed to be low, and there is no outlet west of the intersection.
- As the time approached 5:00 PM, northbound and southbound phase failures were observed and vehicles were observed running the red light. The eastbound and westbound signal phases seemed longer than needed. In addition 6 angle crashes and 6 left-turn crashes were reported at the intersection. Palm Beach County determined on that day the average split for the eastbound movement was 29 seconds while on a typical day the average split ranges from 15 to 20 seconds. This extra time to the eastbound movement could have been due to a stuck detector which would have caused unusual delays for the northbound and southbound movements. **There are no further recommendations related to the signal timings.**
- There were no pedestrian crashes and no bicycle crashes at the intersection. During observations, no pedestrians or bicyclists were observed. Pedestrian signals are along the north and west legs of the intersections.
 - The northwest curb ramp does not have detectable warning surfaces to properly align pedestrians to the designated crosswalks. Although there are no pedestrian or bike crashes, **consider enhancing pedestrian features at the intersection by adding detectable warning surfaces.** *Per Appendix D, this recommendation will be implemented.*
 - The pushbuttons for the pedestrian signal share the same pole. For easy reach of pedestrians who intend to cross each crosswalk and to make it obvious which pushbutton is associated with each crosswalk, **the push buttons for the pedestrian signals should be separated and placed as close to the intended crosswalk per 4E.08 of the MUTCD.** *Per Appendix D, this recommendation will be implemented, where applicable.*
- SR-7/US-441 has a speed limit of 55 mph and the intersection has advance “Atlantic Ave NEXT SIGNAL” signs approaching the intersection and overhead guide signs that say “EAST SR-806,” “TO I-95,” and “FLORIDA’S TURNPIKE.”
- The intersection had 23 rear-ends. **Consider installing backplates with yellow retro-reflective borders for all signal heads at this intersection.** *Per Appendix D, this recommendation will be implemented.*

SR-7/US-441 at SR-804 (Boynton Beach Boulevard):

53 crashes were reported at the signalized intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard). Figure 8 is an aerial of the intersection depicting the canal, sidewalks, bike lanes, lane geometry, and existing crosswalks at the intersection. Agriculture properties are to the south of the intersection and commercial properties are along the north. As shown on the aerial, there are sidewalks on the west side of SR-7/US-441 and there are crosswalks at the north and west legs of the intersection.

Figure 8: Aerial of SR-7/US-441 at SR-804 (Boynton Beach Boulevard)



The intersection has protected left-turn phasing for each approach. In addition, each approach, with the exception of the eastbound approach, has a right-turn overlap phase. There are pedestrian signals for both the west and north crosswalks. The observations and recommendations for SR-7/US-441 at SR-804 (Boynton Beach Boulevard) are indicated below, and field photos are included in the Appendix C:

- Eastbound SR-804 (Boynton Beach Boulevard) volumes were observed to be low, and there is no outlet west of the intersection. Southbound left turns are prohibited from the gas station on the northwest corner of the intersection. Instead of vehicles going west to the appropriate U-turn locations, there are two locations where it is obvious vehicles are turning across the median. There is not a safety issue related to this and this section of Boynton Beach Boulevard, west of SR-7/US-441, is outside the state roadway system. However, it is **recommended that the issue be forwarded to the appropriate agency with jurisdiction over this portion of the road so the agency may consider a treatment to prohibit this movement.** *Per Appendix D, this recommendation was forwarded to Palm Beach County.*

- A total of 53 crashes, no crashes with a fatality, and 3 crashes with an incapacitating injury were reported at the intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard). As expected, the signalized intersection has a high proportion of the corridor crashes. As would be expected, at this locations, the primary crash type is Rear End. No additional study is needed as the crash frequency is not considered to be high and this location is not on the high crash spot list, and there does not appear to be a high frequency or pattern to any severe and fatal injury crashes.
- No pedestrian crashes and 1 bicyclist crash occurred at the intersection. During observations, no pedestrians or bicyclists were observed. Pedestrian signals are along the north and west legs of the intersections.
 - The northwest curb ramp does not have detectable warning surfaces to properly align pedestrians to the designated crosswalks. Although there are no pedestrian or bike crashes, **consider enhancing pedestrian features at the intersection by adding detectable warning surfaces.** *Per Appendix D, this recommendation will be implemented.*
 - The pushbuttons for the pedestrian signal share the same pole. For easy reach of pedestrians who intend to cross each crosswalk and to make it obvious which pushbutton is associated with each crosswalk, **the push buttons for the pedestrian signals should be separated and placed as close to the intended crosswalk per 4E.08 of the MUTCD.** *Per Appendix D, this recommendation will be implemented, where applicable.*
- SR-7/US-441 has a speed limit of 55 mph and the intersection has advance “Boynton Beach Blvd NEXT SIGNAL” signs approaching the intersection and overhead guide signs that say “EAST SR-804,” “TO I-95,” and “FLORIDA’S TURNPIKE.”
- The intersection had 25 rear-ends. **Consider installing backplates with yellow retro-reflective borders for all signal heads at this intersection.** *Per Appendix D, this recommendation will be implemented.*

CONCLUSION

Based on the crash data and field observations, the following is recommended for consideration with the 3R improvements for the study area of SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard):

- To reduce run-off-road crashes, installation of rumble striping is recommended. Due to noise concerns with adjacent home owners, prior to initiating this improvement, coordinate with the nearby homeowners associations in case the home owners are opposed to the improvement. *Per Appendix D, this recommendation will be implemented.*
- There were no pedestrian or bicycle crashes at the intersection of SR-7/US-441 at SR-806 (Atlantic Avenue) but there was 1 bicycle crash at the intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard). Consider enhancing pedestrian features at the intersections by adding detectable warning surfaces and separating the push buttons for the pedestrian signals as they currently share the same pole. *Per Appendix D, this recommendation will be implemented wherever applicable.*
- 48 rear-ends were reported at the two signalized intersections. Consider installing backplates with yellow retro-reflective borders for all signal heads at the intersections of SR-7/US-441 at SR-806 (Atlantic Avenue) and SR-7/US-441 at SR-804 (Boynton Beach Boulevard). *Per Appendix D, this recommendation will be implemented.*

APPENDIX A: 3R PROJECT DESCRIPTION

All Enterprise Documents (Click to collapse)

No Documents Found

Approved Scope (Click to collapse)

Current Approved Project Scope (Click to collapse)

Scope Definition:	This RRR project is a four lane divided section, urban other principal arterial, with bike lanes, and continuous sidewalk on the left side. Limits are from south of Atlantic Avenue (MP 8.570) to SR-804/Boynton Beach Blvd (MP 13.756).	
Scope Elements:	ADA	Approximately 72 curb returns need detectable warnings installed at pedestrian landings. Possible need for handrail at sidewalk areas where the slope to the drainage swale exceeds maximum allowable grade and along the concrete drainage swale at the SW corner of Atlantic Avenue.
	Context Sensitive Solutions	To assist the department in helping to meet stakeholders expectations regarding miscellaneous aesthetics and decorative features, as well as pedestrian, bicyclist and transit friendly options. This process will emphasize and encourage discussions among inter- disciplinary professions, local government officials, homeowners and business associations and other local interest groups regarding but not limited to; miscellaneous aesthetics, decorative features, and pedestrian friendly options.
	Drainage	The existing drainage system consists of swales on each side and within the median which collect sheet flow off of the roadway. Drainage swales are connected via culverts under driveways and side streets.
	Environment	LWDD E-1 Canal runs adjacent to SR-7/US-441 on the right side.
	Landscaping/Hardscape	Grass medians contain landscaping. Irrigation lines were not verified.
	Lighting	Standard Cobra Head street lighting is present for approximately 1000' on each leg of Atlantic Ave and Boynton Beach Blvd intersections. Street lighting is also attached to the strain poles at Atlantic Ave.
	Miscellaneous	LWDD E-1 Canal runs adjacent to SR-7/US-441 on the right side. All driveways and side streets contain a bridge crossing for this canal. Guardrail on the right side corners need to be reset to correct height at Boynton Beach Blvd.
	School Zone	There is a school zone approximately half a mile east on Boynton Beach Blvd.
	Signalization	There are two signalized intersections within the project limits. One is located at Atlantic Ave and the other at Boynton Beach Blvd. Both include concrete strain poles with pedestrian signal with countdown timers and pushbutton detectors mounted either on the concrete strain poles or separate poles. Existing loop detection to be upgraded to video at both intersections.
	Signing and Marking	Existing signs to be replaced only based on condition and reflectivity. Pavement markings to be replaced due to milling and resurfacing and upgraded to current standards.
	Typical Section	From the beginning of the project to approximately 1400' south of Boynton Beach Blvd, four 12' travel lanes, with a varying 46'-58' grass median, with 4' inside shoulders, and 4' outside shoulders/bike lanes. From approximately 1400' south of Boynton Beach Blvd to approximately 850' south of Boynton Beach Blvd, four 12' travel lanes, with a 36' grass median, with 4' inside shoulders, and 4' outside shoulders/bike lanes. From approximately 850' south of Boynton Beach Blvd to Boynton Beach Blvd, six 12' travel lanes, a 36' grass median with curb and gutter, 4' outside shoulders/bike lanes, and 4' paved inside shoulders.
	Utilities	Overhead utilities are present throughout the project limits on the left side near the right of way. Underground utilities including water, and buried fiber optic were observed.
	Roadway	Mill 3.25" and resurface 3.25" (final pavement design will be determined during the design phase)
	Sidewalks	5' Sidewalk is present throughout the project limits on the left side near the right of way.

PSEE Scope Change Request Documents (Click to collapse)

<u>EDMS Doc No</u>	<u>Created Date</u>	<u>Document Name</u>	<u>Description</u>	<u>Type</u>
4211123	7/30/2015	437836-1 SR7 US441- CHECK LIST FOR FIELD REVIEW.doc	Consolidation of field review checklist notes and other data collection (this unedited/reviewed document is and for information purposes only	REQUEST View

APPENDIX B: CRASH DATA

#	HSMV Report Number	Crash Date	Crash Time	Crash Type	Fatalities	Injuries	Light Condition	Road Surf Cond	Crashes By Location
1	81321803	1/5/2010	8:45 AM	Front to Rear (Rear End)	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
2	813221080	1/18/2010	8:40 AM	Bicycle	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
3	813220320	1/27/2010	12:00 PM	Left Turn	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
4	81321445	2/5/2010	7:50 PM	Front to Rear (Rear End)	0	1	Dark - Not Lighted	Dry	(Start MP) 8.67 to 9.0
5	81321979	2/14/2010	2:54 PM	Rollover	0	1	Daylight	Dry	(Start MP) 8.67 to 9.0
6	813227520	4/11/2010	9:14 PM	Rollover	0	1	Dark - Lighted	Wet	(Start MP) 8.67 to 9.0
7	81322752	4/11/2010	9:14 PM	Rollover	0	1	Dark - Lighted	Dry	(Start MP) 8.57 to 9.0
8	81323969	4/24/2010	1:50 PM	Other	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
9	90760606	4/26/2010	10:25 PM	Other	0	0	Dark - Not Lighted	Dry	12.5 to 13.0
10	10762624	6/11/2010	1:36 PM	Front to Rear (Rear End)	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
11	81326498	8/17/2010	2:05 PM	Angle	0	1	Daylight	Dry	(Start MP) 8.67 to 9.0
12	90760342	8/22/2010	6:13 AM	Off Road	0	0	Dark - Lighted	Dry	13.5 to 13.756 (End MP)
13	81325427	8/26/2010	9:00 PM	Other	0	1	Dark - Lighted	Dry	13.5 to 13.756 (End MP)
14	81327552	10/12/2010	4:22 PM	Fixed Object	0	1	Daylight	Dry	11.0 to 11.5
15	81327676	11/1/2010	6:16 PM	Front to Rear (Rear End)	0	3	Daylight	Wet	(Start MP) 8.67 to 9.0
16	73845784	1/2/2011	3:45 PM	Angle	0	1	Daylight	Dry	11.5 to 12.0
17	81327240	2/5/2011	7:38 AM	Other	0	5	Daylight	Dry	13.5 to 13.756 (End MP)
18	76474819	2/20/2011	4:55 PM	Other	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
19	81330723	3/1/2011	4:10 PM	Front to Rear (Rear End)	0	1	Daylight	Wet	10.5 to 11.0
20	10766802	7/8/2011	8:28 PM	Rollover	0	1	Dusk	Wet	(Start MP) 8.67 to 9.0
21	81334813	8/22/2011	7:20 AM	Sideswipe, same direction	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
22	81334656	8/25/2011	7:25 AM	Front to Rear (Rear End)	0	1	Daylight	Dry	11.5 to 12.0
23	81335200	9/7/2011	8:10 AM	Front to Rear (Rear End)	0	1	Daylight	Dry	(Start MP) 8.67 to 9.0
24	82003290	10/19/2011	7:45 AM	Angle	0	0	Daylight	Wet	11.5 to 12.0
25	81336648	10/31/2011	11:35 AM	Sideswipe, same direction	0	0	Daylight	Wet	11.5 to 12.0
26	81335389	12/20/2011	9:30 AM	Angle	0	1	Daylight	Dry	(Start MP) 8.67 to 9.0
27	81337642	12/30/2011	3:24 PM	Sideswipe, same direction	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
28	81331936	2/5/2012	12:03 AM	Front to Rear (Rear End)	0	3	Dark - Lighted	Dry	(Start MP) 8.67 to 9.0
29	81334982	2/13/2012	5:11 AM	Rollover	0	1	Dark - Not Lighted	Dry	9.0 to 9.5
30	81329759	2/18/2012	4:24 AM	Front to Rear (Rear End)	1	2	Dark - Not Lighted	Dry	(Start MP) 8.67 to 9.0
31	81338765	2/20/2012	6:46 PM	Sideswipe, same direction	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
32	81337402	3/13/2012	11:57 PM	Front to Rear (Rear End)	0	2	Dark - Not Lighted	Dry	13.5 to 13.756 (End MP)
33	81339205	4/10/2012	8:30 AM	Fixed Object	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
34	81329763	4/21/2012	9:28 PM	Pedestrian	1	0	Dark - Not Lighted	Dry	13.5 to 13.756 (End MP)
35	82003804	4/23/2012	8:40 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
36	81340691	5/31/2012	5:20 PM	Front to Rear (Rear End)	0	1	Daylight	Dry	11.5 to 12.0
37	81343575	7/18/2012	9:57 AM	Left Turn	0	2	Daylight	Dry	(Start MP) 8.67 to 9.0
38	81348428	9/13/2012	1:56 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
39	81339294	9/20/2012	12:00 PM	Sideswipe, same direction	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
40	81349817	10/2/2012	9:30 AM	Left Turn	0	2	Daylight	Dry	(Start MP) 8.67 to 9.0
41	81349699	10/5/2012	4:00 PM	Backing	0	0	Daylight	Dry	10.5 to 11.0
42	81348376	10/7/2012	11:26 AM	Sideswipe, same direction	0	0	Daylight	Dry	12.0 to 12.5
43	81345410	10/15/2012	6:16 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
44	81343264	10/16/2012	6:19 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
45	813387780	10/23/2012	5:50 PM	Front to Rear (Rear End)	0	1	Dusk	Dry	(Start MP) 8.67 to 9.0
46	81346337	11/2/2012	7:20 PM	Angle	0	0	Dusk	Dry	(Start MP) 8.67 to 9.0
47	81352197	11/7/2012	7:45 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	9.0 to 9.5
48	81353166	11/16/2012	8:53 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
49	81350015	11/19/2012	7:54 AM	Front to Rear (Rear End)	0	0	Daylight	Unknown	(Start MP) 8.67 to 9.0
50	81353847	11/30/2012	2:40 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
51	81354475	12/28/2012	11:41 AM	Sideswipe, same direction	0	0	Daylight	Dry	(Start MP) 8.57 to 9.0
52	81356531	1/8/2013	8:35 AM	Front to Rear (Rear End)	0	0	Daylight	Wet	(Start MP) 8.67 to 9.0
53	81354787	1/19/2013	2:28 PM	Front to Rear (Rear End)	0	0	Daylight	Wet	13.5 to 13.756 (End MP)
54	81358502	2/1/2013	5:15 PM	Other	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
55	81357759	2/7/2013	4:26 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
56	81350835	2/8/2013	4:48 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.0 to 13.5
57	81350836	2/9/2013	4:37 PM	Sideswipe, same direction	0	1	Daylight	Dry	11.0 to 11.5
58	81359758	2/14/2013	3:35 PM	Angle	0	0	Daylight	Wet	(Start MP) 8.67 to 9.0
59	81359168	2/15/2013	8:50 PM	Front to Rear (Rear End)	0	0	Dark - Lighted	Wet	(Start MP) 8.67 to 9.0
60	81359820	2/15/2013	8:15 AM	Front to Rear (Rear End)	0	0	Daylight	Wet	13.5 to 13.756 (End MP)
61	81361121	3/6/2013	1:28 PM	Front to Rear (Rear End)	0	1	Daylight	Dry	13.0 to 13.5
62	81360335	3/14/2013	4:52 PM	Rollover	1	0	Daylight	Dry	(Start MP) 8.67 to 9.0
63	81361938	3/20/2013	8:00 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
64	81363283	4/3/2013	7:07 AM	Left Turn	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
65	81363272	4/6/2013	12:34 PM	Off Road	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
66	81360502	4/11/2013	7:00 PM	Angle	0	1	Daylight	Dry	9.0 to 9.5
67	81364204	4/16/2013	12:45 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
68	81363911	4/17/2013	3:30 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
69	81364302	4/19/2013	3:20 PM	Front to Rear (Rear End)	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
70	81364796	4/30/2013	4:32 AM	Other	0	0	Dark - Not Lighted	Dry	13.5 to 13.756 (End MP)
71	81366239	5/20/2013	3:00 PM	Angle	0	0	Daylight	Wet	13.5 to 13.756 (End MP)
72	813607390	5/26/2013	4:36 AM	Front to Rear (Rear End)	0	2	Dark - Not Lighted	Dry	(Start MP) 8.67 to 9.0
73	813664380	5/26/2013	4:36 AM	Other	0	0	Dark - Not Lighted	Dry	(Start MP) 8.67 to 9.0
74	81363528	5/30/2013	8:15 AM	Front to Rear (Rear End)	0	0	Daylight	Wet	13.5 to 13.756 (End MP)
75	81366734	6/1/2013	5:05 PM	Left Turn	0	0	Daylight	Wet	(Start MP) 8.67 to 9.0

3R Safety Reviews: SR-7/US-441 from South of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard)

#	HSMV Report Number	Crash Date	Crash Time	Crash Type	Fatalities	Injuries	Light Condition	Road Surf Cond	Crashes By Location
76	81366367	6/10/2013	2:33 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
77	81368701	6/23/2013	1:40 PM	Angle	0	0	Daylight	Dry	10.0 to 10.5
78	81368777	6/27/2013	11:45 AM	Angle	0	3	Daylight	Wet	9.0 to 9.5
79	81368065	6/29/2013	6:24 PM	Sideswipe, same direction	0	0	Daylight	Wet	13.5 to 13.756 (End MP)
80	81367948	7/5/2013	2:45 PM	Front to Rear (Rear End)	0	0	Daylight	Wet	13.5 to 13.756 (End MP)
81	81369647	7/16/2013	4:14 PM	Backing	0	0	Daylight	Dry	12.0 to 12.5
82	81370609	7/30/2013	10:30 AM	Angle	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
83	813563320	8/1/2013	11:15 PM	Fixed Object	0	1	Dark - Not Lighted	Dry	(Start MP) 8.67 to 9.0
84	81367879	8/11/2013	1:25 PM	Front to Rear (Rear End)	0	4	Daylight	Dry	13.5 to 13.756 (End MP)
85	81368223	8/25/2013	1:20 PM	Head On	0	0	Unknown	Unknown	13.5 to 13.756 (End MP)
86	813725870	8/29/2013	12:23 AM	Rollover	0	2	Dark - Lighted	Wet	(Start MP) 8.67 to 9.0
87	81372587	8/29/2013	12:23 AM	Rollover	0	2	Dark - Lighted	Wet	(Start MP) 8.57 to 9.0
88	81372507	8/31/2013	11:38 PM	Sideswipe, same direction	0	1	Dark - Not Lighted	Wet	(Start MP) 8.67 to 9.0
89	81372963	9/3/2013	10:28 AM	Angle	0	1	Daylight	Dry	11.5 to 12.0
90	81373052	9/9/2013	7:30 AM	Sideswipe, same direction	0	0	Daylight	Dry	11.0 to 11.5
91	813731350	9/11/2013	11:03 AM	Fixed Object	0	1	Daylight	Wet	(Start MP) 8.67 to 9.0
92	81374204	9/24/2013	8:57 AM	Front to Rear (Rear End)	0	0	Daylight	Wet	10.5 to 11.0
93	81374297	9/25/2013	11:48 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.0 to 13.5
94	81366471	10/7/2013	2:41 AM	Bicycle	0	1	Dark - Not Lighted	Dry	12.0 to 12.5
95	81372311	10/7/2013	9:10 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
96	81375347	10/8/2013	4:00 PM	Other	0	0	Daylight	Dry	10.5 to 11.0
97	81376249	10/21/2013	2:10 PM	Rollover	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
98	81359600	10/30/2013	10:41 AM	Angle	0	2	Daylight	Dry	(Start MP) 8.67 to 9.0
99	81375434	11/4/2013	10:20 PM	Off Road	0	2	Dark - Not Lighted	Wet	13.5 to 13.756 (End MP)
100	81377701	11/9/2013	12:42 PM	Other	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
101	81376584	11/14/2013	10:38 AM	Right Turn	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
102	81373874	11/18/2013	11:00 PM	Front to Rear (Rear End)	0	1	Dark - Lighted	Dry	(Start MP) 8.67 to 9.0
103	81377824	11/19/2013	1:45 PM	Sideswipe, same direction	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
104	81376967	11/29/2013	3:25 PM	Right Turn	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
105	81377030	11/30/2013	8:41 PM	Other	0	0	Dark - Not Lighted	Dry	13.5 to 13.756 (End MP)
106	81381130	12/22/2013	8:55 AM	Left Turn	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
107	81324812	12/28/2013	6:48 PM	Front to Rear (Rear End)	0	0	Dark - Lighted	Wet	13.5 to 13.756 (End MP)
108	81380653	1/5/2014	3:58 PM	Front to Rear (Rear End)	0	0	Daylight	Wet	(Start MP) 8.67 to 9.0
109	81379298	1/8/2014	1:34 PM	Right Turn	0	0	Daylight	Wet	(Start MP) 8.67 to 9.0
110	82003304	1/29/2014	7:00 AM	Front to Rear (Rear End)	0	1	Daylight	Dry	10.5 to 11.0
111	81384363	2/11/2014	9:10 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
112	81385076	2/21/2014	3:19 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
113	81383760	3/1/2014	5:40 PM	Front to Rear (Rear End)	0	0	Dusk	Dry	13.5 to 13.756 (End MP)
114	813857970	3/3/2014	8:10 AM	Angle	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
115	81389310	4/16/2014	12:21 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
116	81388676	5/12/2014	11:15 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
117	81387381	5/22/2014	6:20 PM	Sideswipe, same direction	0	4	Daylight	Dry	12.0 to 12.5
118	81390015	5/30/2014	7:10 AM	Front to Rear (Rear End)	0	0	Daylight	Wet	13.5 to 13.756 (End MP)
119	81393962	6/16/2014	12:00 PM	Other	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
120	81394506	6/19/2014	2:32 PM	Front to Rear (Rear End)	0	2	Daylight	Wet	11.5 to 12.0
121	81394790	6/24/2014	5:00 PM	Off Road	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
122	81391371	6/25/2014	11:30 PM	Fixed Object	0	0	Unknown	Unknown	11.0 to 11.5
123	81394613	6/28/2014	1:50 PM	Backing	0	0	Dark - Lighted	Dry	10.5 to 11.0
124	81387979	7/7/2014	8:20 AM	Front to Rear (Rear End)	0	0	Dawn	Wet	(Start MP) 8.67 to 9.0
125	81396285	7/16/2014	5:25 PM	Front to Rear (Rear End)	0	0	Dusk	Dry	13.5 to 13.756 (End MP)
126	81395344	7/17/2014	12:00 PM	Front to Rear (Rear End)	0	1	Daylight	Wet	(Start MP) 8.57 to 9.0
127	81397280	7/31/2014	4:48 PM	Front to Rear (Rear End)	0	1	Daylight	Wet	(Start MP) 8.67 to 9.0
128	81396303	8/2/2014	1:20 PM	Other	0	0	Daylight	Wet	10.0 to 10.5
129	81397604	8/8/2014	1:38 PM	Other	0	0	Daylight	Wet	13.5 to 13.756 (End MP)
130	813955490	8/9/2014	5:00 PM	Fixed Object	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
131	81398334	9/1/2014	1:55 PM	Fixed Object	0	0	Daylight	Dry	10.5 to 11.0
132	81399637	9/8/2014	6:15 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
133	81396740	9/24/2014	10:59 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	12.0 to 12.5
134	81397853	9/25/2014	5:45 PM	Front to Rear (Rear End)	0	0	Daylight	Wet	(Start MP) 8.67 to 9.0
135	81401048	9/26/2014	8:15 AM	Front to Rear (Rear End)	0	0	Daylight	Wet	(Start MP) 8.67 to 9.0
136	81400890	9/26/2014	8:25 AM	Front to Rear (Rear End)	0	0	Daylight	Wet	(Start MP) 8.67 to 9.0
137	81401436	10/1/2014	7:39 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
138	81385415	10/2/2014	1:48 AM	Rollover	1	1	Dark - Not Lighted	Wet	(Start MP) 8.67 to 9.0
139	81402513	10/16/2014	9:25 AM	Front to Rear (Rear End)	0	0	Daylight	Dry	(Start MP) 8.67 to 9.0
140	81393192	10/19/2014	11:44 AM	Front to Rear (Rear End)	0	0	Daylight	Unknown	(Start MP) 8.67 to 9.0
141	81402560	10/20/2014	1:00 PM	Front to Rear (Rear End)	0	1	Daylight	Dry	13.5 to 13.756 (End MP)
142	81397076	12/3/2014	5:32 PM	Other	0	0	Dark - Lighted	Wet	13.5 to 13.756 (End MP)
143	81388417	12/11/2014	6:40 PM	Left Turn	0	0	Dark - Lighted	Dry	(Start MP) 8.57 to 9.0
144	81406723	12/15/2014	2:40 PM	Front to Rear (Rear End)	0	2	Daylight	Dry	13.5 to 13.756 (End MP)
145	81406484	12/17/2014	12:07 PM	Off Road	0	0	Daylight	Dry	13.5 to 13.756 (End MP)
146	81389781	12/26/2014	12:17 PM	Front to Rear (Rear End)	0	0	Daylight	Dry	9.5 to 10.0

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          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR
CCCCCCCCC      AAA      AAA      RRR      RRR

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C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

I/O NAME: ..... CAR0112
PROGRAM ID: ..... CARPJ12
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... RMT20
# COPIES: ..... 01
ACCOUNT #: ..... 5590762
SUBMIT W/HOLD? ..... N
USERID: ..... KNT0AAC
DETAIL SORT ORDER: ..... -
PRINT SEGMENTS? ..... Y
PRINT INTERSECTIONS? .... N
SUMMARY FORMAT: ..... 2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 06
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:...
# OF LEGS: .....

```

REPORT..CARPJ12-1
 DATE...2016-07-08
 TIME...09:50:27:7
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS

FROM: 01/01/2010 TO 12/31/2010
 FROM CO/SEC/SUB: 93 210 000
 TO CO/SEC/SUB: 93 210 000

MP: 008.570
 MP: 013.756

RAMPS INCL INFL INCL CR/OS INCL
 OVERRIDE VALUES: MAX # OF BREAKS => 6
 CRASH RATE CATEGORY =>
 AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
04	93	210	000	8.570	13.597	SR	7	5.027	23	7	20222	0.189	0.859	19.21	0	8	1	\$ 1,776,124
04	93	210	000	13.597	13.756	SR	7	0.159	33	3	22000	2.350	1.971	18.75	0	3	0	\$ 460,290
04	93	210	000	8.570	13.756	SR	7	5.186	23	10	20277	0.261	0.859	30.31	0	11	1	\$ 2,537,320

REPORT..CARPJ12-1
 DATE...2016-07-08
 TIME...09:50:27:7
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS

FROM: 01/01/2010 TO 12/31/2010 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
 FROM CO/SEC/SUB: 93 210 000 MP: 008.570 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 93 210 000 MP: 013.756 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.756	SR	7	5.186	23	10	20277	0.261	0.859	30.31	0	11	1	\$	2,537,320

CRASHES PER MONTH

1	JANUARY	2	FEBRUARY	0	MARCH	3	APRIL	0	MAY	1	JUNE
0	JULY	1	AUGUST	0	SEPTEMBER	1	OCTOBER	1	NOVEMBER	0	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT

#	1ST	%	CATEGORY DESCRIPTION	*	CRASHES PER DAY AND HOUR							TOT	%		
					MON	TUE	WED	THU	FRI	SAT	SUN				
			UNKNOWN/NOT CODED	*	** AM **										
				*	MIDNT - 1:59								0.00		
3		30.00	COLL. W/MV IN TRANS. REAR-END	*	2:00 - 3:59								0.00		
1		10.00	COLL. W/MV IN TRANS. HEAD-ON	*	4:00 - 5:59								0.00		
			COLL. W/MV IN TRANS. ANGLE	*	6:00 - 7:59								0.00		
1		10.00	COLL. W/MV IN TRANS. LFT-TURN	*	8:00 - 9:59							1	10.00		
			COLL. W/MV IN TRANS. RGT-TURN	*	10:00 - 11:59								0.00		
			COLL. W/MV IN TRANS. SIDESWIP	*											
			COLL. W/MV IN TRANS. BAKD INTO	*	AM TOTAL							1	10.00		
			COLL. W/PARKED CAR	*											
			COLLISION WITH MV ON ROADWAY	*	** PM **										
			COLL. W/ PEDESTRIAN	*											
			COLL. W/ BICYCLE	*	NOON - 1:59							2	20.00		
			COLL. W/ BICYCLE (BIKE LANE)	*	2:00 - 3:59							1	20.00		
			COLL. W/ MOPED	*	4:00 - 5:59							1	10.00		
			COLL. W/ TRAIN	*	6:00 - 7:59							2	20.00		
1		10.00	COLL. W/ ANIMAL	*	8:00 - 9:59							1	10.00		
			MV HIT SIGN/SIGN POST	*	10:00 - 11:59							1	10.00		
			MV HIT UTILITY POLE/LIGHT POLE	*											
1		10.00	MV HIT GUARDRAIL	*	PM TOTAL							9	90.00		
			MV HIT FENCE	*	UNKNOWN							0	0.00		
			MV HIT CONCRETE BARRIER WALL	*											
			MV HIT BRDGE/PIER/ABUTMNT/RAIL	*	** TOTAL **							10	100.00		
			MV HIT TREE/SHRUBBERY	*											
			COLL. W/CONSTRCTN BARRICDE/SGN	*	**	%	**	20.00	30.00	0.00	0.00	20.00	10.00	20.00	100.00

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
7	70.00	DAYLIGHT	1	10.00	DARK (STREET LIGHT)
0	0.00	DUSK	2	20.00	DARK (NO STREET LIGHT)
0	0.00	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
8	80.00	DRY	1	10.00	WET
1	10.00	SLIPPERY	0	0.00	ICY
0	0.00	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
5	50.00	CLEAR	4	40.00	CLOUDY
1	10.00	RAIN	0	0.00	FOG
0	0.00	ALL OTHER	0	0.00	UNKNOWN

REPORT..CARPJ12-1
 DATE...2016-07-08
 TIME...09:50:27:7
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED ***

FROM: 01/01/2010 TO 12/31/2010 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
 FROM CO/SEC/SUB: 93 210 000 MP: 008.570 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 93 210 000 MP: 013.756 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.756	SR	7	5.186	23	10	20277	0.261	0.859	30.31	0	11	1	\$	2,537,320

TRAFFICWAY CHARACTER (PER CRASH)				DIRECTION OF TRAVEL (PER VEHICLE)					
TOTAL	%	DESCRIPTION	*	TOTAL	%	DESCRIPTION	%	DESCRIPTION	
10	100.00	STRAIGHT-LEVEL	*	2	11.76	EAST	8	47.05	NORTH
0	0.00	STRAIGHT-UPGRADE/DOWNGRADE	*	0	0.00	OFF-ROAD	5	29.41	SOUTH
0	0.00	CURVE-LEVEL	*	0	0.00	UNNWN			
0	0.00	CURVE-UPGRADE/DOWNGRADE	*						

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)					VISION OBSTRUCTED (PER CRASH)				
1ST	%	2ND	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
0	0.00	10	100.00	UNKNOWN/NOT CODED	0	0.00	10	100.00	UNKNOWN/NOT CODED
10	100.00	0	0.00	NO DEFECTS	9	90.00	0	0.00	VISION NOT OBSCURED
0	0.00	0	0.00	OBSTRUCTION WITH WARNING	1	10.00	0	0.00	INCLEMENT WEATHER
0	0.00	0	0.00	OBSTRUCTION WITHOUT WARNING	0	0.00	0	0.00	PARKED/STOPPED VEHICLE
0	0.00	0	0.00	ROAD UNDER REPAIR/CONSTRUCTI	0	0.00	0	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	LOOSE SURFACE MATERIALS	0	0.00	0	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	SHOULDERS SOFT/LOW/HIGH	0	0.00	0	0.00	BUILDING/FIXED OBJECT
0	0.00	0	0.00	HOLES/RUTS/UNSAFE PAVED EDGE	0	0.00	0	0.00	SIGNS/BILLBOARDS
0	0.00	0	0.00	STANDING WATER	0	0.00	0	0.00	FOG
0	0.00	0	0.00	WORN/POLISHED/ROAD SURFACE	0	0.00	0	0.00	SMOKE
0	0.00	0	0.00	ALL OTHER (EXPLAIN)	0	0.00	0	0.00	GLARE
					0	0.00	0	0.00	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)				TRAFFIC CONTROL (PER CRASH)				
TOTAL	%	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
3	30.00	NOT AT INTERSECTION/RRX/BRIDGE	*	0	0.00	8	80.00	NOT APPLICABLE
4	40.00	AT INTERSECTION	*	2	20.00	0	0.00	NO CONTROL
2	20.00	INFLUENCED BY INTERSECTION	*	0	0.00	0	0.00	SPECIAL SPEED ZONE
1	10.00	DRIVEWAY ACCESS	*	3	30.00	1	10.00	SPEED CONTROL SIGN
0	0.00	RAILROAD CROSSING	*	0	0.00	0	0.00	SCHOOL ZONE
0	0.00	BRIDGE	*	4	40.00	0	0.00	TRAFFIC SIGNAL
0	0.00	ENTRANCE RAMP	*	0	0.00	1	10.00	STOP SIGN
0	0.00	EXIT RAMP	*	0	0.00	0	0.00	YIELD SIGN
0	0.00	PARKING LOT/TRAFFIC WAY	*	0	0.00	0	0.00	FLASHING LIGHT
0	0.00	PARKING LOT AISLE OR STALL	*	0	0.00	0	0.00	RAILROAD SIGNAL
0	0.00	PRIVATE PROPERTY	*	0	0.00	0	0.00	OFFICER/GUARD/FLAGMAN
0	0.00	TOLL BOOTH	*	0	0.00	0	0.00	POSTED NO U-TURN
0	0.00	PUBLIC BUS STOP ZONE	*	0	0.00	0	0.00	NO PASSING ZONE
0	0.00	ALL OTHER	*	1	10.00	0	0.00	ALL OTHER

SIDE OF ROAD (PER CRASH)				ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)				
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	END OF ST RD	0	0.00	INTERSECTION	2	11.76	UNKNOWN/NOT CODED
4	40.00	LEFT	2	20.00	MEDIAN	15	88.23	NOT DRINKING OR USING DRUGS
0	0.00	PARKING LOT/	4	40.00	RIGHT	0	0.00	ALCOHOL-UNDER INFLUENCE
0	0.00	SIDE RD RIGH	0	0.00	SIDE RD LEFT	0	0.00	DRUGS-UNDER INFLUENCE
						0	0.00	ALCOHOL & DRUGS-UNDER INFLUEN
						0	0.00	HAD BEEN DRINKING
						0	0.00	PENDING BAC TEST RESULTS

WORK AREA (PER VEHICLE/PEDESTRIAN)					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
17	100.00	NONE	0	0.00	NEARBY
0	0.00	ENTERED			

REPORT..CARPJ12-1
 DATE...2016-07-08
 TIME...09:50:27:7
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0112

*** SEGMENT RATES SELECTED ***

FROM: 01/01/2010 TO 12/31/2010 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
 FROM CO/SEC/SUB: 93 210 000 MP: 008.570 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 93 210 000 MP: 013.756 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.756	SR	7	5.186	23	10	20277	0.261	0.859	30.31	0	11	1	\$	2,537,320

VEHICLE MOVEMENT (PER VEHICLE)				CONTRIBUTING CAUSES - VEHICLE				
TOTAL	%	DESCRIPTION	*	1ST	%	2ND	%	DESCRIPTION
10	58.82	STRAIGHT AHEAD	*	15	88.23	0	0.00	NO DEFECTS
4	23.52	SLOWING/STOPPED/STALLED	*	0	0.00	0	0.00	DEFECTIVE BRAKES
2	11.76	MAKING LEFT TURN	*	0	0.00	0	0.00	WORN/SMOOTH TIRES
0	0.00	BACKING	*	0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
0	0.00	MAKING RIGHT TURN	*	0	0.00	0	0.00	PUNCTURE/BLOWOUT
1	5.88	CHANGING LANES	*	0	0.00	0	0.00	STEERING MECH.
0	0.00	ENTERING/LEAVING PARKING SPACE	*	0	0.00	0	0.00	WINDSHIELD WIPERS
0	0.00	PROPERLY PARKED	*	0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
0	0.00	IMPROPERLY PARKED	*	2	11.76	0	0.00	ALL OTHER
0	0.00	MAKING U-TURN	*	0	0.00	0	0.00	UNKNOWN
0	0.00	PASSING	*					
0	0.00	DRIVERLESS OR RUNAWAY VEH.	*					
0	0.00	NOT IN TRANSPORT	*					
0	0.00	ALL OTHERS	*					

VEHICLE SPEED (BEFORE CRASH)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
6	35.29	UNKNOWN	2	11.76	41-50	0	15	17	UNKNOWN/NOT CODED
1	5.88	STOPPED	2	11.76	51-60	8	0	0	NO IMPROPER DRIVING/ACTION
0	0.00	0-5	0	0.00	61-70	2	0	0	CARELESS DRIVING
0	0.00	6-10	1	5.88	71-80	0	1	0	FAILED TO YEILD RIGHT OF WAY
2	11.76	11-15	0	0.00	81-90	0	0	0	IMPROPER BACKING
0	0.00	16-20	0	0.00	91-100	1	0	0	IMPROPER LANE CHANGE
1	5.88	21-30	0	0.00	100+	0	0	0	IMPROPER TURN
2	11.76	31-40	0	0.00	PARKED	0	0	0	ALCOHOL-UNDER INFLUENCE

RESIDENCE (DRIVER AND PEDESTRIAN)				CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN			
TOTAL	%	DESCRIPTION	*	1ST	2ND	3RD	DESCRIPTION
14	82.35	CNTY OF CR	*	2	0	0	FOLLOWED TOO CLOSELY
1	5.88	ELSEWHERE	*	0	0	0	DISREGARDED TRAFFIC SIGNAL
0	0.00	NON-RES	*	0	0	0	EXCEEDED SAFE SPEED LIMIT
0	0.00	FOREIGN	*	0	1	0	DISREGARDED STOP SIGN
2	11.76	UNKNOWN	*	0	0	0	FAILED TO MAINTAIN EQUIP/VEH

SAFETY EQUIPMENT IN USE (PER PERSON)					CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN			
1ST	%	2ND	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
2	9.52	11	52.38	UNKNOWN	0	0	0	EXCEEDED STATED SPEED LIMIT
1	4.76	0	0.00	NOT IN USE	0	0	0	OBSTRUCTING TRAFFIC
16	76.19	0	0.00	SEAT BELT/SHOULDER HARNESS	0	0	0	IMPROPER LOAD
0	0.00	0	0.00	CHILD RESTRAINT	0	0	0	DISREGARDED OTHER TRAFFIC CO
1	4.76	2	9.52	AIR BAG - DEPLOYED	1	0	0	DRIVING WRONG SIDE/WAY
0	0.00	8	38.09	AIR BAG - NOT DEPLOYED	0	0	0	FLEEING POLICE
1	4.76	0	0.00	SAFETY HELMENT	0	0	0	VEHICLE MODIFIED
0	0.00	0	0.00	EYE PROTECTION	3	0	0	DRIVER DISTRACTION
0	0.00	0	0.00	OTHER	0	0	0	ALL OTHER (EXPLAIN)

TOTAL # OF VEHICLES: 17 TOTAL # OF DRIVERS: 17 TOTAL # OF PEDESTRIANS: 0
 TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 21

REPORT...CARPJ12-01
 DATE...07/08/2016
 TIME...09:50:28

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 5
 USERID: KNTAAC
 I/O.... CARO112

COMMENT:

FROM: 01/01/2010 TO 12/31/2010
 FROM CO/SEC/SUB: 93 210 000
 TO CO/SEC/SUB: 93 210 000

MP: 008.570
 MP: 013.756

RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2010	0	0	0	9	11	1	10	0	11	1	0
TOTAL	0	0	0	9	11	1	10	0	11	1	0

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ12-01
 DATE...07/08/2016
 TIME...09:50:28

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 6
 USERID: KNT0AAC
 I/O.... CAR0112

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2010	0	0	0	9	11	1	10	0	11	1	0
TOTAL	0	0	0	9	11	1	10	0	11	1	0

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          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAAAA      RRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR
CCCCCCCCC      AAA      AAA      RRR      RRR

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C R A S H R E P O R T I N G S Y S T E M

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I/O NAME: ..... CAR0121
PROGRAM ID: ..... CARPJ121
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... RMT20
# COPIES: ..... 01
ACCOUNT #: ..... 5590762
SUBMIT W/HOLD? ..... N
USERID: ..... KNT0AAC
DETAIL SORT ORDER: ..... 1 - COUNTY, ON-ROAD, INTERSECTING ROAD, DIR,DIST, DATE, CRASH RPT#
PRINT SEGMENTS? ..... Y
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... 2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 06
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:...
# OF LEGS: .....

```

REPORT..CARPJ121-1
 DATE...2016-07-13
 TIME...08:27:40:2
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0121

*** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS

FROM: 01/01/2011 TO 12/31/2014
 FROM CO/SEC/SUB: 93 210 000
 TO CO/SEC/SUB: 93 210 000

MP: 008.570
 MP: 013.756

RAMPS INCL INFL INCL CR/OS INCL
 OVERRIDE VALUES: MAX # OF BREAKS => 6
 CRASH RATE CATEGORY =>
 AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.174	SR	7	4.604	23	39	20277	0.286	1.004	28.46	2	33	15	\$	9,895,548
04	93	210	000	13.174	13.230	SR	7	0.056	33	0	22100	0.000	1.963	0.00	0	0	0	\$	0
04	93	210	000	13.230	13.315	SR	7	0.085	30	0	22100	0.000	3.521	0.00	0	0	0	\$	0
04	93	210	000	13.315	13.756	SR	7	0.441	33	12	22100	0.843	1.963	42.83	0	12	6	\$	1,841,160
04	93	210	000	8.570	13.756	SR	7	5.186	23	51	20481	0.329	1.004	32.72	2	45	21	\$	12,940,332

REPORT..CARPJ121-1
 DATE...2016-07-13
 TIME...08:27:40:2
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0121

*** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS

FROM: 01/01/2011 TO 12/31/2014 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
 FROM CO/SEC/SUB: 93 210 000 MP: 008.570 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 93 210 000 MP: 013.756 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.756	SR	7	5.186	23	51	20481	0.329	1.004	32.72	2	45	21	\$	12,940,332

CRASHES PER MONTH

3	JANUARY	7	FEBRUARY	5	MARCH	5	APRIL	3	MAY	2	JUNE
4	JULY	4	AUGUST	6	SEPTEMBER	5	OCTOBER	2	NOVEMBER	5	DECEMBER

#	%	CATEGORY DESCRIPTION	CRASHES PER DAY AND HOUR											TOT	%	
			MON	TUE	WED	THU	FRI	SAT	SUN							
		FIRST HARMFUL EVENT (PER CRASH)														
		NON-COLLISION														
		0.00 NOT CODED												1	2	3.92
3	5.88	OVERTURN/ROLLOVER														0.00
	0.00	FIRE/EXPLOSION	1		1			1	1				4	7.84		
	0.00	IMMERSION	2		1		1					1	5	9.80		
	0.00	JACKKNIFE	2	3	2								7	13.72		
	0.00	CARGO/EQUIPMENT LOSS OR SHIFT	1	1	1	1	1	1					5	9.80		
	0.00	FELL/JUMPED FROM MOTOR VEHICLE														
	0.00	THROWN OR FALLING OBJECT														
	0.00	RAN INTO WATER/CANAL														
	0.00	COLLISION W/ NON-FIXED OBJECT														
	0.00	OTHER NON-COLLISION	1		1		1	3				1	6	11.76		
1	1.96	PEDESTRIAN	2		1		2				2	1	7	13.72		
	0.00	PEDALCYCLE	2				2			1	1		2	3.92		
	0.00	RAILWAY VEHICLE (TRAIN, ENGINE)	2	1									3	5.88		
	0.00	ANIMAL														
42	82.35	MOTOR VEHICLE IN TRANSPORT														
	0.00	PARKED MOTOR VEHICLE														
	0.00	WORK ZONE/MAINTENANCE EQUIPMEN														
1	1.96	STRUCK BY FALLING, SHIFTING CA														
	0.00	COLLISION W/ FIXED OBJECT														
	0.00	OTHER NON-FIXED OBJECT														
	0.00	IMPACT ATTENUATOR/CRASH CUSION														
	0.00	BRIDGE OVERHEAD STRUCTURE	19		37.25								0	0.00		
	0.00	BRIDGE PIER OR SUPPORT	1		1.96								0	0.00		
	0.00	BRIDGE RAIL	15		29.41								9	17.64		
	0.00	CULVERT	5		9.80								2	3.92		
	0.00	CURB														
	0.00	DITCH														
	0.00	EMBANKMENT														
1	1.96	GUARDRAIL FACE														
	0.00	GUARDRAIL END	46		90.19								1	1.96		
	0.00	CABLE BARRIER	2		3.92								0	0.00		
	0.00	CONCRETE TRAFFIC BARRIER	0		0.00								1	1.96		
	0.00	OTHER TRAFFIC BARRIER	1		1.96								0	0.00		
	0.00	TREE (STANDING)	0		0.00								0	0.00		
	0.00	UTILITY POLE/LIGHT SUPPORT														
2	3.92	TRAFFIC SIGN SUPPORT														
	0.00	TRAFFIC SIGNAL SUPPORT														
	0.00	OTHER POST, POLE, OR SUPPORT														
	0.00	FENCE	49		96.07								0	0.00		
	0.00	MAILBOX	2		3.92								1	1.96		
1	1.96	OTHER FIXED OBJECT (WALL, BUIL														

REPORT..CARPJ121-1
 DATE...2016-07-13
 TIME...08:27:40:2
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0121

*** SEGMENT RATES SELECTED ***

FROM: 01/01/2011 TO 12/31/2014
 FROM CO/SEC/SUB: 93 210 000
 TO CO/SEC/SUB: 93 210 000

MP: 008.570
 MP: 013.756

RAMPS INCL INFL INCL CR/OS INCL
 OVERRIDE VALUES: MAX # OF BREAKS => 6
 CRASH RATE CATEGORY =>
 AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.756	SR	7	5.186	23	51	20481	0.329	1.004	32.72	2	45	21	\$	12,940,332

CRASHES BY LIGHTING CONDITION						CRASHES BY ROAD SURFACE CONDITION					
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESC	TOTAL	%	DESC
0	0.00	NOT CODED	7	13.72	DARK-NOT LIGHTED	0	0.00	NOT CODED	0	0.00	MUD, DIRT,
38	74.50	DAYLIGHT	0	0.00	DARK-UNKNOWN LIGHTI	37	72.54	DRY	0	0.00	SAND
2	3.92	DUSK	0	0.00	OTHER (EXPLAIN IN N	14	27.45	WET	0	0.00	WATER (STA
0	0.00	DAWN	0	0.00	UNKNOWN	0	0.00	ICE/FROST	0	0.00	OTHER EXPL
4	7.84	DARK-LIGHTED				0	0.00	OIL	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION						CONTRIBUTING CIRCUMSTANCES: ENVIRONMENT (PER CRASH)			
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
0	0.00	NOT CODED	0	0.00	SLEET, HAIL, FREE	0	51	51	NOT CODED
28	54.90	CLEAR	0	0.00	BLOWING SAND, SOI	47	0	0	NONE
12	23.52	CLOUDY	1	1.96	SEVERE CROSSWINDS	4	0	0	WEATHER CONDITIONS
10	19.60	RAIN	0	0.00	OTHER (SEE NARRAT	0	0	0	PHYSICAL OBSTRUCTION(S)
0	0.00	FOG, SMOG, SMOK				0	0	0	GLARE

CONTRIBUTING CIRCUMSTANCES: ROAD (PER CRASH)				CONTRIBUTING CIRCUMSTANCES: ENVIRONMENT (PER CRASH)			
1ST	2ND	3RD	DESCRIPTION	1ST	2ND	3RD	DESCRIPTION
0	51	51	NOT CODED	0	0	0	ALL OTHER (SEE NARRATIVE
48	0	0	NONE	0	0	0	UNKNOWN

CONTRIBUTING CIRCUMSTANCES: ROAD (PER CRASH)				FIRST HARMFUL EVENT RELATION TO JUNCTION (PER CRASH)		
1ST	2ND	3RD	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0	0	WORK ZONE (CONST/MNT/UTLTY)NTE	0	0.00	NOT CODED
0	0	0	SHOULDER (NONE, LOW, SOFT, HI)	32	62.74	NON-JUNCTION
0	0	0	RUT, HOLES, BUMPS	12	23.52	INTERSECTION
0	0	0	WORN, TRAVEL-POLISHED SURFACE	5	9.80	INTERSECTION-RELATED
2	0	0	RD SURFC (WET, ICY, SNOW, ETC)	1	1.96	DRIVEWAY/ALLEY ACCESS RELATED
0	0	0	OBSTRUCTION IN ROADWAY	0	0.00	RAILWAY GRADE CROSSING
0	0	0	DEBRIS	0	0.00	ENTRANCE/EXIT RAMP
0	0	0	TRAF DEV INOPER, MISSING, OBSC	0	0.00	CROSSOVER-RELATED
0	0	0	NON-HIGHWAY WORK	0	0.00	SHARED-USE PATH OR TRAIL
0	0	0	OTHER (SEE NARRATIVE)	0	0.00	ACCELERATION/DECELERATION LANE
0	0	0	UNKNOWN	1	1.96	THROUGH ROADWAY

WORK ZONE RELATED (PER CRASH)						TYPE OF WORK ZONE (PER CRASH)		
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	1	1.96	YES	0	0.00	UNKNOWN
50	98.03	NO	0	0.00	UNKNOWN			

CRASH IN WORK ZONE (PER CRASH)						TYPE OF WORK ZONE (PER CRASH)		
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
50	98.03	NOT CODED	0	0.00	LANE CLOSURE	0	0.00	LANE SHIFT/CROSSOVER
0	0.00	BEFORE THE FIRST WARNING SIGN	0	0.00	WORK ON SHOULDER OR MEDIAN	0	0.00	INTERMITTENT OR MOVING WORK
0	0.00	ADVANCE WARNING AREA	0	0.00	OTHER (SEE NARRATIVE)	1	1.96	
0	0.00	TRANSITION AREA						
1	1.96	ACTIVITY AREA						
0	0.00	TERMINATION AREA						

LAW ENFORCEMENT IN WORK ZONE (PER CRASH)						WORKERS IN WORK ZONE (PER CRASH)		
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESC
50	98.03	NOT CODED	1	1.96	OFFICER PRESENT	0	0.00	NO
0	0.00	NO	0	0.00	LAW ENFORCEMENT V	0	0.00	UNKNOWN

REPORT..CARPJ121-1
 DATE...2016-07-13
 TIME...08:27:40:2
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0121

*** SEGMENT RATES SELECTED ***

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
 FROM CO/SEC/SUB: 93 210 000 MP: 008.570 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 93 210 000 MP: 013.756 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.756	SR	7	5.186	23	51	20481	0.329	1.004	32.72	2	45	21	\$	12,940,332

VEHICLE BODY TYPE (PER VEHICLE)			TRAFFIC CONTROL (PER VEHICLE)		
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	0	0.00	NOT CODED
58	58.00	PASSENGER CAR	45	45.00	NO CONTROLS
4	4.00	PASSENGER VAN	0	0.00	SCHOOL ZONE SIGN/DEVICE
12	12.00	PICKUP	46	46.00	TRAFFIC CONTROL SIGNAL
0	0.00	MOTOR HOME	4	4.00	STOP SIGN
2	2.00	BUS	0	0.00	YIELD SIGN
3	3.00	MOTORCYCLE	0	0.00	FLASHING SIGNAL
0	0.00	MOPED	0	0.00	RAILWAY CROSSING DEVICE
0	0.00	ALL TERRAIN VEHICLE (ATV)	0	0.00	PERSON (INCLUDING FLAGMAN, OFF
0	0.00	LOW SPEED VEHICLE	0	0.00	WARNING SIGN
8	8.00	(SPORT) UTILITY VEHICLE	4	4.00	OTHER (SEE NARRATIVE)
2	2.00	CARGO VAN (10,000 LBS (4,536 K	1	1.00	UNKNOWN
1	1.00	MOTOR COACH			

ROADWAY ALIGNMENT (PER VEHICLE)			ROADWAY GRADE (PER VEHICLE)		
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	0	0.00	CURVE RIGHT
100	100.00	STRAIGHT	0	0.00	CURVE LEFT

TRAFFICWAY (PER VEHICLE)			VEHICLE DEFECTS (PER VEHICLE)		
TOTAL	%	DESCRIPTION	1ST	2ND	DESCRIPTION
0	0.00	NOT CODED	0	0.00	UPHILL
5	5.00	TWO-WAY, NOT DIVIDED	100	100.00	LEVEL
2	2.00	TWO-WAY, NOT DIV, W/CONT LTURN	0	0.00	HILLCREST
51	51.00	TWO-WAY, DIVIDED, UNPROTECTED	0	0.00	SAG (BOTTOM)
36	36.00	TWO-WAY, DIVIDED, POSITIVE MED	0	0.00	NOT CODED
4	4.00	ONE-WAY TRAFFICWAY	0	0.00	TIRES
2	2.00	UNKNOWN	0	0.00	LIGHTS (HEA

DIRECTION OF TRAVEL (PER VEHICLE)			VEHICLE MANEUVER ACTION (PER VEHICLE)		
TOTAL	%	DESC	TOTAL	%	DESCRIPTION
9	9.00	EAST	0	0.00	NOT CODED
33	33.00	SOUTH	1	1.00	OVERTAKING/PASSING
3	3.00	UNNWN	58	58.00	STRAIGHT AHEAD
0	0.00	OFF-ROAD	7	7.00	STOPPED IN TRAFFIC

VEHICLE SPEED BEFORE CRASH (PER VEHICLE)			VEHICLE DEFECTS (PER VEHICLE)		
TOTAL	%	SPEED	1ST	2ND	DESCRIPTION
1	1.00	UNKNOWN	0	0.00	WIPERS
16	16.00	41-50	0	0.00	EXHAUST SYS
26	26.00	STOPPED	0	0.00	BODY, DOORS
5	5.00	61-70	0	0.00	NOT CODED
0	0.00	71-80	1	1.00	TURNING LEFT
0	0.00	81-90	8	8.00	TURNING RIGHT
0	0.00	91-100	5	5.00	CHANGING LANES
0	0.00	100+	1	1.00	PARKED
1	1.00	PARKED	0	0.00	MAKING U-TURN

DIRECTION OF TRAVEL (PER VEHICLE)			VEHICLE DEFECTS (PER VEHICLE)		
TOTAL	%	DESC	1ST	2ND	DESCRIPTION
9	9.00	EAST	0	0.00	WIPERS
33	33.00	SOUTH	0	0.00	EXHAUST SYS
3	3.00	UNNWN	0	0.00	BODY, DOORS
0	0.00	OFF-ROAD	0	0.00	NOT CODED

REPORT..CARPJ121-1
 DATE...2016-07-13
 TIME...08:27:40:2
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0121

*** SEGMENT RATES SELECTED ***

FROM: 01/01/2011 TO 12/31/2014
 FROM CO/SEC/SUB: 93 210 000
 TO CO/SEC/SUB: 93 210 000

MP: 008.570
 MP: 013.756

RAMPS INCL INFL INCL CR/OS INCL
 OVERRIDE VALUES: MAX # OF BREAKS => 6
 CRASH RATE CATEGORY =>
 AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.756	SR	7	5.186	23	51	20481	0.329	1.004	32.72	2	45	21	\$	12,940,332

SUSPECTED DRUG USE (PER DRIVER/NON-MOTORIST)					SUSPECTED ALCOHOL USE (PER DRIVER/NON-MOTORIST)						
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION	TOTAL	%	DESC	TOTAL	%	DESC
0	0.00	NOT CODED	2	2.00	YES	0	0.00	NOT CODED	5	5.00	YES
86	86.00	NO	12	12.00	UNKNOWN	90	90.00	NO	5	5.00	UNKNOWN

DRIVERS ACTIONS AT TIME OF CRASH (PER DRIVER)					CONDITION AT TIME OF CRASH (PER DRIVER)		
1ST	2ND	3RD	4TH	DESCRIPTION	TOTAL	%	DESCRIPTION
0	88	96	99	NOT CODED	0	0.00	NOT CODED
51	0	0	0	NO CONTRIBUTING ACTION	87	87.87	APPARENTLY NORMAL
11	3	0	0	OPERATED MV IN CARELESS OR NEGL	2	2.02	ASLEEP OR FATIGUED
7	0	0	0	FAILED TO YIELD RIGHT-OF-WAY	0	0.00	ILL (SICK) OR FAINTED
1	0	1	0	IMPROPER BACKING	0	0.00	SEIZURE, EPILEPSY, BLACKOUT
0	0	1	0	IMPROPER TURN	1	1.01	PHYSICALLY IMPAIRED
7	0	0	0	FOLLOWED TOO CLOSELY	1	1.01	EMOTIONAL (DEPRESSION, ANGRY,
2	3	0	0	RAN RED LIGHT	2	2.02	UNDER THE INFL (RX, DRG, ALC)
1	0	0	0	DROVE TOO FAST FOR CONDITIONS	1	1.01	OTHER (SEE NARRATIVE)
0	0	0	0	RAN STOP SIGN	5	5.05	UNKNOWN
0	0	0	0	IMPROPER PASSING			
1	0	0	0	EXCEEDED POSTED SPEED			
1	0	0	0	WRONG SIDE OF WRONG WAY			
4	3	0	0	FAILED TO KEEP IN PROPER LANE	0	0.00	NOT CODED
0	1	1	0	RAN OFF ROADWAY	85	85.85	NOT DISTRACTED
0	0	0	0	DISREGARDED OTHER TRAFFIC SIGN	0	0.00	ELECTRONIC COMM DEVICE
0	0	0	0	DISREGARDED OTHER ROAD MARKING	0	0.00	OTHER ELECTRONIC DEVICE
0	0	0	0	OVER-CORRECTING/OVERSTEERING	1	1.01	OTHER INSIDE THE VEHICLE
2	0	0	0	SWERVED OR AVOIDED: DUE TO WI	2	2.02	EXTERNAL DISTRACTION (OUTSIDE
0	1	0	0	OPER MV AGRSIVE, ERATIC, RCKLS	0	0.00	TEXTING
11	0	0	0	OTHER CONTRIBUTING ACTION	1	1.01	INATENTIVE
					10	10.10	UNKNOWN

DRIVER VISION OBSTRUCTIONS (PER DRIVER)			DRIVER DISTRACTED BY (PER DRIVER)		
TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	0	0.00	NOT CODED
95	95.95	VISION NOT OBSCURED	85	85.85	NOT DISTRACTED
0	0.00	INCLEMENT WEATHER	0	0.00	ELECTRONIC COMM DEVICE
0	0.00	PARKED/STOPPED VEHICLE	0	0.00	OTHER ELECTRONIC DEVICE
0	0.00	TREES/CROPS/BUSHES	1	1.01	OTHER INSIDE THE VEHICLE
0	0.00	LOAD ON VEHICLE	2	2.02	EXTERNAL DISTRACTION (OUTSIDE
0	0.00	BUILDING/FIXED OBJECT	0	0.00	TEXTING
0	0.00	SIGNS/BILLBOARDS	1	1.01	INATENTIVE
0	0.00	FOG	10	10.10	UNKNOWN
0	0.00	SMOKE			
2	2.02	GLARE			
2	2.02	ALL OTHER (NARRTIVE MAY CONTAI			

RESTRAINT SYSTEM (PER DRIVER OR PASSENGER)		
TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
6	4.47	NOT APPLICABLE (NON-MOTORIST)
10	7.46	NONE USED-MOTOR VEHICLE OCCUPA
105	78.35	SHOULDER AND LAP BELT USED
2	1.49	SHOULDER BELT ONLY USED
3	2.23	LAP BELT ONLY USED
0	0.00	RESTRAINT USED - TYPE UNKNOWN
0	0.00	CHILD RESTRAINT SYSTEM-FORWARD
0	0.00	CHILD RESTRAINT SYSTEM- REAR F
0	0.00	BOOSTER SEAT
0	0.00	CHILD RESTRAINT TYPE UNKNOWN
8	5.97	OTHER (SEE NARRATIVE)

REPORT..CARPJ121-1
 DATE...2016-07-13
 TIME...08:27:40:2
 COMMENT:

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 CRASH LOCATION SUMMARY FOR STATE ROADS

I/O... CAR0121

*** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
 FROM CO/SEC/SUB: 93 210 000 MP: 008.570 INFL INCL CRASH RATE CATEGORY =>
 TO CO/SEC/SUB: 93 210 000 MP: 013.756 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON	LOSS
04	93	210	000	8.570	13.756	SR	7	5.186	23	51	20481	0.329	1.004	32.72	2	45	21	\$	12,940,332

NON-MOTORIST DESCRIPTION			*	NON-MOTORIST LOCATION AT TIME OF CRASH		
TOTAL	%	DESCRIPTION	*	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	*	0	0.00	INTERSECTION-MARKED CROSSWALK
1	100.00	PEDESTRIAN	*	0	0.00	INTERSECTION-UNMARKED CROSSWALK
0	0.00	OTHER PEDESTRIAN (WHEELCHAIR,	*	0	0.00	INTERSECTION-OTHER
0	0.00	BICYCLIST	*	0	0.00	MIDBLOCK-MARKED CROSSWALK
0	0.00	OTHER CYCLIST	*	1	100.00	TRAVEL LANE-OTHER LOCATION
0	0.00	OCC OF MV NOT IN TRANS (PRKED)	*	0	0.00	BICYCLE LANE
0	0.00	OCC OF NON-MOTOR VEH TRANS DEV	*	0	0.00	SHOULDER/ROADSIDE
0	0.00	UNKNOWN TYPE OF NON-MOTORIST	*	0	0.00	SIDEWALK

NON-MOTORIST ACTIONS/CIRCUMSTANCES					*
1ST	%	2ND	%	DESCRIPTION	*
0	0.00	1	100.00	NOT CODED	*
0	0.00	0	0.00	NO IMPROPER ACTION	*
0	0.00	0	0.00	DART/DASH	*
0	0.00	0	0.00	FAILURE TO YIELD RIGHT-OF-WAY	*
0	0.00	0	0.00	FAILURE TO OBEY TRAFFIC SIGNS,	*
1	100.00	0	0.00	IN ROADWAY IMPROPERLY (STANDIN	*
0	0.00	0	0.00	DISABLED VEHICLE RELATED (WORK	*
0	0.00	0	0.00	ENTERING/EXITING PARKED/STANDI	*
0	0.00	0	0.00	INATTENTIVE (TALKING, EATING,	*
0	0.00	0	0.00	NOT VISIBLE (DARK CLOTHING, NO	*
0	0.00	0	0.00	IMPROPER TURN/MERGE	*
0	0.00	0	0.00	IMPROPER PASSING	*
0	0.00	0	0.00	WRONG-WAY RIDING OR WALKING	*
0	0.00	0	0.00	OTHER, EXPLAIN IN NARRATIVE	*
0	0.00	0	0.00	UNKNOWN	*

NON-MOTORIST ACTION PRIOR TO CRASH			*
TOTAL	%	DESCRIPTION	*
0	0.00	CROSSING ROADWAY	*
0	0.00	WAITING TO CROSS ROADWAY	*
0	0.00	WALK/CYC ALONG RDWY WITH TRAF	*
0	0.00	WALK/CYC ALONG RDWY AGNST TRAF	*
0	0.00	WALKING/CYCLING ON SIDEWALK	*
0	0.00	IN ROADWAY-OTHER (WORK, PLAY)	*
0	0.00	ADJACENT TO ROADWAY	*
0	0.00	GOING TO OR FROM SCHOOL (K-12)	*
0	0.00	WRKNG IN TRAFWY (INCIDENT RESP)	*
0	0.00	NONE	*
0	0.00	OTHER (SEE NARRATIVE)	*

NON-MOTORIST SAFETY EQUIPMENT					*
1ST	%	2ND	%	DESCRIPTION	*
0	0.00	1	100.00	NOT CODED	*
0	0.00	0	0.00	NONE	*
0	0.00	0	0.00	HELMET	*
0	0.00	0	0.00	PROTECTIVE PADS USED (ELBOWS,	*
0	0.00	0	0.00	REFLECTIVE CLOTHING (JACKET, B	*
0	0.00	0	0.00	LIGHTING	*
1	100.00	0	0.00	NOT APPLICABLE	*
0	0.00	0	0.00	OTHER (SEE NARRATIVE)	*
0	0.00	0	0.00	UNKNOWN	*

TOTAL # OF VEHICLES:	100	TOTAL # OF DRIVERS:	99	TOTAL # OF NON-MOTORIST:	1
TOTAL # OF PASSENGERS:	35	TOTAL # OF PERSONS (NON-MOTORIST, DRIVERS, PASSENGERS):			135

REPORT...CARPJ121-01
 DATE...07/13/2016
 TIME...08:27:40

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 7
 USERID: KNT0AAC
 I/O.... CAR0121

COMMENT:

FROM: 01/01/2011 TO 12/31/2014
 FROM CO/SEC/SUB: 93 210 000
 TO CO/SEC/SUB: 93 210 000

MP: 008.570
 MP: 013.756
 RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	0	0	0	8	12	3	11	0	12	1	1
2012	2	2	2	6	11	5	13	2	13	2	0
2013	0	0	0	9	14	4	13	0	14	1	0
2014	0	0	0	5	6	9	14	0	6	4	0
TOTAL	2	2	2	28	43	21	51	2	45	8	1

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ121-01
 DATE...07/13/2016
 TIME...08:27:40

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 8
 USERID: KNT0AAC
 I/O.... CAR0121

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	0	0	0	8	12	3	11	0	12	1	1
2012	2	2	2	6	11	5	13	2	13	2	0
2013	0	0	0	9	14	4	13	0	14	1	0
2014	0	0	0	5	6	9	14	0	6	4	0
TOTAL	2	2	2	28	43	21	51	2	45	8	1

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          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR
CCCCCCCCC      AAA      AAA      RRR      RRR

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C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

I/O NAME: ..... CARI113
PROGRAM ID: ..... CARPJ13
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... RMT20
# COPIES: ..... 01
ACCOUNT #: ..... 5590762
SUBMIT W/HOLD? ..... N
USERID: ..... KNT0AAC
DETAIL SORT ORDER: ..... 1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ..... N
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... -
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 0
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:...
# OF LEGS: .....

```

REPORT...CARPJ13-01
DATE...07/07/2016
TIME...15:28:23

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 1
USERID: KNT0AAC
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT
RAMPS INCL
INFL INCL
CR/OS INCL

FROM: 01/01/2010 TO 12/31/2010
FROM CO/SEC/SUB: 93 210 000
TO CO/SEC/SUB: 93 210 000

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N
---	----------	---	---	---	-----	---	---	---	---	------	---	---	---	---	---	---	---	----	---	---	---	---	----	---	----	----	---	---	---	---	---	----	----	---	---	---	---

107626240	93200000	00.002	0469	804	014000	10	06	11	13	U-4DR	0	01	1	1	1	05	01	02	L	L	01	01	01	W	01	10	22	02	01	02	W	08	00	34	2	0	01	
813227520	93210000	08.594	0465	7	024000	10	04	11	21	S-4DR	0	31	4	2	3	05	01	03	M	M	01	01	02	N	16	01	61							00	00	1	0	01
813219790	93210000	08.632	0465	7	024000	10	02	14	14	S-4DR	0	77	1	1	1	03	01	03	M	M	01	01	01	S	01	21	00	11	01	01	N	13	00	54	2	0	01	
813276760	93210000	08.670	0465	7	024000	10	11	01	18	S-4DR	0	02	1	3	2	05	01	02	L	L	01	01	01	S	02	10	27	03	01	02	N	08	14	36	2	0	03	
813264980	93210000	08.720	0465	7	018920	10	08	17	14	S-4DR	0	04	1	2	1	03	01	04	L	1	00	00	03	E	00	02	00	01	01	S	01	03	18	2	0	01		
813214450	93210000	08.756	0465	7	018920	10	02	05	19	S-4DR	0	01	5	1	1	01	01	01	R	2	01	01	N	01	02	23	06	03	01	N	01	00	61	2	0	01		
813275520	93210000	11.232	3626	7	020000	10	10	12	16	S-4DR	0	18	1	2	1	03	01	01	R	S	03	01	01	N	13	77	33							00	00	1	0	01
907606060	93210000	12.756	4774	7	022000	10	04	26	22	S-4DR	0	15	5	2	1	01	01	01	R	2	01	01	01	N	14	01	31							00	00	1	0	00
813218030	93210000	13.756	0469	7	022000	10	01	05	08	S-6DR	0	01	1	1	1	05	01	02	L	L	01	01	06	S	14	05	55	06	03	02	S	18	00	31	2	0	01	
813239690	93210000	13.756	0469	7	022000	10	04	24	13	S-6DR	0	77	1	1	1	77	01	02	R	1	01	01	01	N	12	77	27	01	01	03	E	01	00	40	2	0	01	

REPORT...CARPJ13-01
 DATE...07/07/2016
 TIME...15:28:23

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 1 - SORT BY ROADWAY, MILE POINT

PAGE NO: 2
 USERID: KNTAAC
 I/O.... CARI113

COMMENT:
 FROM: 01/01/2010 TO 12/31/2010
 FROM CO/SEC/SUB: 93 210 000
 TO CO/SEC/SUB: 93 210 000

MP: 008.570
 MP: 013.756
 RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2010	0	0	0	9	11	1	10	0	11	1	0
TOTAL	0	0	0	9	11	1	10	0	11	1	0

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ13-01
 DATE...07/07/2016
 TIME...15:28:23

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 3
 USERID: KNT0AAC
 I/O.... CARI113

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2010	0	0	0	9	11	1	10	0	11	1	0
TOTAL	0	0	0	9	11	1	10	0	11	1	0

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          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR

```

C R A S H R E P O R T I N G S Y S T E M

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I/O NAME: ..... CARI122
PROGRAM ID: ..... CARPJ122
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... RMT20
# COPIES: ..... 01
ACCOUNT #: ..... 5590762
SUBMIT W/HOLD? ..... N
USERID: ..... KNT0AAC
DETAIL SORT ORDER: ..... 1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ..... N
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... 2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 06
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:...
# OF LEGS: .....

```


REPORT...CARPJ122-01
DATE...07/07/2016
TIME...15:21:36

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 2
USERID: KNT0AAC
I/O.... CAR0213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL
FROM CO/SEC/SUB: 93 210 000 MP: 008.570 INFL INCL
TO CO/SEC/SUB: 93 210 000 MP: 013.756 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#						
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N					
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C		N	N	T	G	M	M						M	V	K	I			
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N					
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	R	A	H	L	J		
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	A	G	C	L	U		
R	Y	O	O	S	T	E	C					R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R					
	N	N	T					Y	1	GS	S	S	EN	#	E	R	R	1	R	C	/	/R	/1	2	E	S	D	D													

813307230	93210000	10.732	3626		7	019800	11	03	01	16	S-4DR	0	14	88	01	03	02	01	02	L	2	S	20	01	01	03	67	S	01	01	01	01					87	2	0	01	
813730520	93210000	11.032	3626		7	021500	13	09	09	07	S-4DR	0	14	03	01	01	01	01	01	R	2	N	01	01	01	02	59	N	08	01	13	01					42	2	0	00	
813346560	93210000	11.668	0468		7	019800	11	08	25	07	S-4DR	0	14	01	01	02	01	01	01	L	2	S	01	88	01	02	60	S	08	12	13	01					63	2	0	01	
738457840	93210000	11.725	0468		7	019800	11	01	02	15	S-4DR	0	14	03	01	01	01	01	02	L	1	E	11	01	01	03	70	S	01	88	01	01					52	2	0	01	
813406910	93210000	11.725	0468		7	020000	12	05	31	17	S-4DR	0	14	01	01	02	01	01	02	I	M	N	03	01	77	10	46	N	03	01	77	01					31	2	0	01	
813729630	93210000	11.725	0468		7	021500	13	09	03	10	S-4DR	0	14	03	01	02	01	01	02	L	1	E	01	01	03	03	86	S	01	01	01	01					39	2	0	01	
813366480	93210000	11.755	0468		7	019800	11	10	31	11	S-4DR	0	14	04	01	02	02	01	01	R	1	N	01	01	01	25	22	N	20	01	01	01					56	2	0	00	
813754340	93210000	11.755	0468		7	021500	13	11	04	22	S-4DR	1	34	02	05	02	02	01	01	M	M	S	01	01	01	21	46	N	01	01	01	01					27	2	0	02	
813901620	93210000	11.755	0468		7	020400	14	04	23	16	S-4DR	0	14	01	01	01	01	01	04	L	1	S	01	01	01	10	20	S	01	01	01	01					73	2	0	00	
813297630	93210000	12.255	4774		7	020000	12	04	21	21	S-4DR	1	10	77	05	02	01	01	01	R	2	N	01	01	01	01	22	*	01	05	88	05	00					27	1	1	00
813611210	93210000	13.505	0469		7	025000	13	03	06	13	S-6DR	0	14	01	01	01	01	01	01	L	1	S	01	01	01	02	20	S	11	01	01	01					65	2	0	01	
813374020	93210000	13.660	0469		7	020400	12	03	13	23	S-6DR	1	14	01	05	01	01	01	01	R	2	N	01	01	01	01	31	N	01	01	01	01					21	2	0	02	
813643020	93210000	13.736	0469		7	025000	13	04	19	15	S-6DR	0	14	01	01	01	01	01	03	R	2	N	01	01	01	02	31	N	01	01	13	01					16	2	0	01	
814067230	93210000	13.746	0469		7	022000	14	12	15	14	S-6DR	0	14	01	01	01	01	01	02	R	3	N	01	01	06	25	32	N	01	01	01	01					18	2	0	02	
813376420	93210000	13.751	0469		7	021000	11	12	30	15	S-6DR	0	14	04	01	01	01	01	02	R	3	N	16	01	01	77	45	N	17	01	13	01					42	2	0	01	
813976040	93210000	13.753	0469		7	022000	14	08	08	13	S-6DR	0	14	03	01	03	02	01	02	R	2	N	01	01	77	02	26	U	02	03	08					00	2	0	00		
813723110	93210000	13.755	0469		7	025000	13	10	07	09	S-6DR	0	14	01	01	01	01	01	02	L	2	S	02	01	01	02	58	S	02	01	13	01					34	2	0	00	

REPORT...CARPJ122-01
 DATE...07/07/2016
 TIME...15:21:36

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 1 - SORT BY ROADWAY, MILE POINT

PAGE NO: 3
 USERID: KNT0AAC
 I/O.... CARI122

COMMENT:
 FROM: 01/01/2011 TO 12/31/2014
 FROM CO/SEC/SUB: 93 210 000
 TO CO/SEC/SUB: 93 210 000

MP: 008.570
 MP: 013.756
 RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	0	0	0	8	12	3	11	0	12	1	1
2012	2	2	2	6	11	5	13	2	13	2	0
2013	0	0	0	9	14	4	13	0	14	1	0
2014	0	0	0	5	6	9	14	0	6	4	0
TOTAL	2	2	2	28	43	21	51	2	45	8	1

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REPORT...CARPJ122-01
 DATE...07/07/2016
 TIME...15:21:36

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 4
 USERID: KNT0AAC
 I/O.... CARI122

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	0	0	0	8	12	3	11	0	12	1	1
2012	2	2	2	6	11	5	13	2	13	2	0
2013	0	0	0	9	14	4	13	0	14	1	0
2014	0	0	0	5	6	9	14	0	6	4	0
TOTAL	2	2	2	28	43	21	51	2	45	8	1

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APPENDIX C: FIELD PHOTOS



Picture 1: SR-7/US-441 Typical Section in Rain



Picture 2: Guardrail and Ditch on East Side of SR-7/US-441



Picture 3: SR-7/US-441 Speed Limit 55 mph



Picture 4: Waiting for Gap to Turn from Side Street



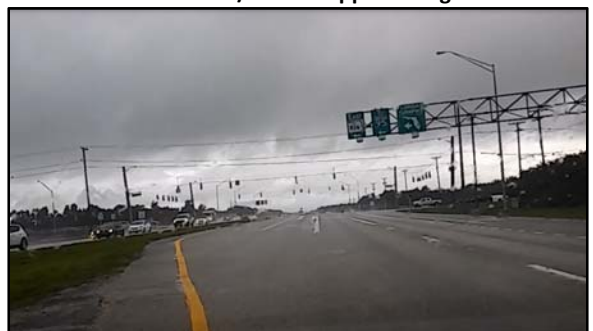
Picture 5: Westbound SR-806 at SR-7/US-441



Picture 6: Westbound SR-806 at SR-7/US-441



Picture 7: SB SR-7/US-441 Approaching SR-806



Picture 8: SB SR-7/US-441 Approaching SR-806



Picture 9: Curb Ramp at the Intersection of SR-7 at SR-804



Picture 10: Evidence of Vehicles Making Southbound Left-Turns from Gas Station on Boynton Beach Blvd



Picture 11: "Boynton Beach Blvd NEXT SIGNAL" Sign

APPENDIX D: EMAIL CORRESPONDANCE

Kevin Moderie

From: Anaya de Yeats, Maria : [REDACTED]
Sent: Thursday, July 28, 2016 4:03 PM
To: W.T. Bowman; Kevin Moderie
Subject: FW: 3R Safety Review for FM 437836-1 -SR 71 from south of Atlantic Avenue to Boynton Beach Blvd

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category

W.T./Kevin,

Below are additional comments from the design office. Please respond to these comments and submit a revised report.

Thank you,

Maria

Maria E. Anaya de Yeats, E.I.
District IV Safety Studies Specialist
Florida Department of Transportation
[REDACTED]

From: Lee Shue Ling, Brent
Sent: Wednesday, July 27, 2016 2:21 PM
To: Anaya de Yeats, Maria
Cc: Salisbury, Brad; Cheng, May P.
Subject: RE: 3R Safety Review for FM 437836-1 -SR 71 from south of Atlantic Avenue to Boynton Beach Blvd

Maria,

We're finished with reviewing the final draft safety review.

Here are some additional comments/responses to the recommendations:

Based on the crash data and field observations, the following is recommended for the study area with the 3R improvements:

To reduce run-off-road crashes, installation of rumble striping is recommended. Due to noise concerns with adjacent home owners, prior to initiating this improvement, coordinate with the nearby homeowners associations in case the home owners are opposed to the improvement.

-This will be done. It is already required based on the speed of this roadway as per design bulletin 15-03.

There were no pedestrian or bicycle crashes at the intersection of SR-7/US-441 at SR-806 (Atlantic Avenue) but there was 1 bicycle crash at the intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard). Consider enhancing

pedestrian features at the intersections by adding detectable warning surfaces and separating the push buttons (where applicable??) for the pedestrian signals as they currently share the same pole.

- Agree with adding detectable warnings. This will be done as part of the project.
- We separate the pedestrian push buttons whenever applicable. In this case, this project may be a good candidate, but depending on the final configuration of the crosswalks, it could possibly end up sharing the same pole.

48 rear-ends were reported at the two signalized intersections. Consider installing backplates with yellow retro-reflective borders for all signal heads at the intersections of SR-7/US-441 at SR-806 (Atlantic Avenue) and SR-7/US-441 at SR-804 (Boynton Beach Boulevard).

- Agree, we will consider adding these. It may trigger full replacement of the strain pole system to mast arms which we will discuss with Richard Creed for inclusion into the RRR project if needed.

If you have any questions or would like to discuss, please feel free to contact me or Brad.

Thanks,

Brent Lee-Shue-Ling, P.E.

Section Leader / Project Manager

FDOT - District 4

In-House Design Section 2

[REDACTED]
[REDACTED]

From: Lee Shue Ling, Brent

Sent: Monday, July 25, 2016 9:07 AM

To: Anaya de Yeats, Maria

Cc: Salisbury, Brad

Subject: RE: 3R Safety Review for FM 437836-1 -SR 71 from south of Atlantic Avenue to Boynton Beach Blvd

Maria,

I apologize but I didn't get a chance to have my team look at this just yet. I will let you know by the end of this week, but I do have some initial comments.

- Page 17 (Other considerations) – this section starts off by saying the following items should be looked into further, however the first 2 items state that no further study or recommendations are needed. Seems to be contradictory.
- Page 17 (Other considerations) – The third item under this section concerning the access management issue on the western leg of Boynton Beach Blvd. During the course of the safety study, I believe this should have already been brought to the attention of Palm Beach County. Is it possible to alert them to this situation now and remove the recommendation from the report?

Thanks,

Brent Lee-Shue-Ling, P.E.

Section Leader / Project Manager

FDOT - District 4

In-House Design Section 2

[REDACTED]
[REDACTED]

Kevin Moderie

From: George Webb - [REDACTED]
Sent: Thursday, August 04, 2016 8:01 AM
To: W.T. Bowman
Cc: Anaya de Yeats, Maria; Kevin Moderie
Subject: RE: SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard).

thanks for the info - we will be investigating

From: W.T. Bowman [REDACTED]
Sent: Wednesday, August 03, 2016 5:25 PM
To: George Webb
Cc: Anaya de Yeats, Maria; Kevin Moderie
Subject: SR-7/US-441 from south of SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard).

Mr. Webb,

As you may be aware, FDOT has a resurfacing project scheduled for the subject limits which is scheduled to let in 2019.

On behalf of Traffic Ops, we undertook a safety review of this section of roadway to identify crash patterns or other considerations which may be included in the scope of a 3R.

In our review, we developed the following recommendation. However, this is a County maintained section of roadway, so we wanted to forward to you for consideration as it will not be part of the 3R.

- Southbound left turns are prohibited from the gas station on the northwest corner of the intersection of SR-7/US-441 at SR-804 (Boynton Beach Boulevard). Instead of vehicles going west to the appropriate U-turn locations, there are two locations where it is obvious vehicles are turning across the median. There is not a safety issue related to this and this section of Boynton Beach Boulevard is outside the state roadway system. However, it is recommended that the issue be forwarded to the appropriate agency with jurisdiction over this portion of the road so the agency may consider a treatment to prohibit this movement.

I want to reiterate that we did not see a crash pattern history related to this, but we did want to point it out to you as an observation in case your office or County maintenance wanted to potentially prohibit this movement.



Thanks

WT

W. T. Bowman, P.E.
ASSOCIATE DIRECTOR OF
TRANSPORTATION ENGINEERING AND SAFETY

Tampa Headquarters
1000 N. Ashley Dr., Suite 400
Tampa, FL 33602
(813) 224-8862 ext. 1285
Fax (813) 226-2106

wbowman@tindaleoliver.com
www.tindaleoliver.com



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From: [W.T. Bowman](#)
To: [Anaya de Yeats, Maria](#); [Stephen Shreve](#); [Giridhar Jeedigunta](#)
Cc: [Xie, Yujing](#); [Kevin Moderie](#); [Lee Shue Ling, Brent](#); [Miller, Thomas](#)
Subject: Re: 3R Safety Report SR 7/US 441 from South of Atlantic Ave to SR 804/Boynton Beach Blvd
Date: Wednesday, May 18, 2016 11:15:18 AM

Absolutely, thank you for the information. I'm always glad to see simple solutions.

WT

From: Anaya de Yeats, Maria [REDACTED]
Sent: Wednesday, May 18, 2016 11:14 AM
To: Stephen Shreve; Giridhar Jeedigunta
Cc: Xie, Yujing; W.T. Bowman; Kevin Moderie; Lee Shue Ling, Brent; Miller, Thomas
Subject: RE: 3R Safety Report SR 7/US 441 from South of Atlantic Ave to SR 804/Boynton Beach Blvd

Thank you Steve!

W.T.,
Please include this information in the revised report

Thank you,

Maria

Maria E. Anaya de Yeats, E.I.
District IV Safety Studies Specialist
Florida Department of Transportation
[REDACTED]
[REDACTED]

From: Stephen Shreve [REDACTED]
Sent: Wednesday, May 18, 2016 9:15 AM
To: Anaya de Yeats, Maria; Giridhar Jeedigunta
Cc: Xie, Yujing; Bowman, W.T.; Kevin Moderie; Lee Shue Ling, Brent
Subject: RE: 3R Safety Report SR 7/US 441 from South of Atlantic Ave to SR 804/Boynton Beach Blvd

Maria,

On that day the average split for the eastbound movement was 29 seconds. On a typical day the average split ranges from 15 to 20 seconds. It looks like the detector was stuck that day and would have caused unusual delays for the northbound and southbound movements.

Steve

From: Anaya de Yeats, Maria [REDACTED]
Sent: Wednesday, May 18, 2016 9:04 AM
To: Stephen Shreve; Giridhar Jeedigunta
Cc: Xie, Yujing; Bowman, W.T.; Kevin Moderie; Lee Shue Ling, Brent
Subject: RE: 3R Safety Report SR 7/US 441 from South of Atlantic Ave to SR 804/Boynton Beach Blvd

Steve,

The field review was conducted on Wednesday, March 30, 2016, from 4:00 to 5:00 PM. The report states the following: **“As the time approached 5:00 PM, northbound and southbound phase failures were observed and vehicles were observed running the red light. The eastbound and westbound signal phases seemed longer than needed. Consider reviewing the adequacy of the existing signal timings in the context of operation and desired progression”**

Thank you,

Maria

Maria E. Anaya de Yeats, E.I.
District IV Safety Studies Specialist
Florida Department of Transportation
[REDACTED]
[REDACTED]

From: Stephen Shreve [REDACTED]
Sent: Wednesday, May 18, 2016 8:59 AM
To: Anaya de Yeats, Maria; Giridhar Jeedigunta
Cc: Xie, Yujing; Bowman, W.T.; Kevin Moderie; Lee Shue Ling, Brent
Subject: RE: 3R Safety Report SR 7/US 441 from South of Atlantic Ave to SR 804/Boynton Beach Blvd

Hi Maria,

We have not observed the phase failures you reported. When was the study conducted? I will check if there was anything happening that could have affected the operation.

Steve

From: Anaya de Yeats, Maria [REDACTED]
Sent: Wednesday, May 18, 2016 8:53 AM
To: Stephen Shreve; Giridhar Jeedigunta
Cc: Xie, Yujing; Bowman, W.T.; Kevin Moderie; Lee Shue Ling, Brent
Subject: RE: 3R Safety Report SR 7/US 441 from South of Atlantic Ave to SR 804/Boynton Beach Blvd

Hi Stephen,

Have you had the chance to review the request below?

Thank you,

Maria

Maria E. Anaya de Yeats, E.I.

District IV Safety Studies Specialist
Florida Department of Transportation

From: Anaya de Yeats, Maria

Sent: Thursday, May 12, 2016 9:53 AM

To: 'Stephen Shreve'; 'Giridhar Jeedigunta'

Cc: Xie, Yujing; Bowman, W.T.; Kevin Moderie; Lee Shue Ling, Brent

Subject: 3R Safety Report SR 7/US 441 from South of Atlantic Ave to SR 804/Boynton Beach Blvd

Good Morning,

The Department will perform a resurfacing, reconstruction, and rehabilitation (3R) project along SR-7/US-441 from SR-806 (Atlantic Avenue) to SR-804 (Boynton Beach Boulevard). A safety review was prepared for this project.

Field observations at the intersection of SR 7 and Atlantic Avenue revealed that as the time approached 5:00 PM, northbound and southbound phase failures were observed and vehicles were observed running the red light. The eastbound and westbound signal phases seemed longer than needed. The suggested recommendation is to review the adequacy of the existing signal timings in the context of operation and desired progression.

Could you please assist with this recommendation?

Thank you,

Maria

Maria E. Anaya de Yeats, E.I.

District IV Safety Studies Specialist
Florida Department of Transportation

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