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Safety Analysis Technical Memorandum

Florida Department of Transportation

District 5

LPGA Boulevard PD&E Study

Limits of Project: From US 92 (SR 600) to Williamson Boulevard

Volusia County, Florida

Financial Management Number: 448456-1

ETDM Number: 14332

Date: March 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.



LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY

FPID: 448456-1-22-01

Safety Analysis Technical Memorandum

Vol 1. Historical Crash Data Evaluation

Vol 2. Safety Predictive Analysis - from US 92 to Tournament Drive

**Vol 3. Safety Predictive Analysis - from Tournament Drive to Clyde
Morris Drive**

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.



LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY

FPID: 448456-1-22-01

Safety Analysis Technical Memorandum

Vol 1. Historic Crash Evaluation

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1.0 Safety Analysis Documentation

This Safety Analysis Technical Memorandum is a supporting document to the LPGA Boulevard Project Development and Environment (PD&E) Study from US 92 (SR 600) to Williamson Boulevard in Volusia County, Florida. The eastern PD&E study limit terminates at Williamson Boulevard, but the crash analysis study area was extended to the North Clyde Morris Boulevard intersection due to proposed improvements for the Build Alternative extending to this intersection. This memorandum will define the crash analysis study segments and limits, evaluate and analyze five (5) years of historic crash data for the study area and calculate existing segment and intersection crash rates.

The five-year crash history analysis conducted for the LPGA Boulevard PD&E Study used the roadway segmentation and limits listed in **Table 1.0**.

Table 1.0 | LPGA Boulevard Crash Segmentation

Roadway	Crash Segmentation Definition
LPGA Blvd	• LPGA Blvd from US92/SR 600 to N. Clyde Morris Blvd ○ US 92 intersection ○ Welshinger-Butler Circle South intersection ○ Welshinger-Butler Circle North intersection ○ International Golf Drive intersection ○ Tournament Drive intersection ○ Tymber Creek Road intersection ○ Champion Drive intersection ○ Tomoka Farms Road intersection ○ I-95 Southbound Ramps intersection ○ I-95 Northbound Ramps intersection ○ Technology/Outlet Boulevard intersection ○ Williamson Boulevard intersection ○ Clyde Morris Boulevard intersection
US 92	• 1500' east and west of the intersection at LPGA Blvd
I-95 at LPGA Blvd Interchange Ramps	• I-95 northbound off ramp to LPGA Blvd • I-95 southbound on ramp from eastbound LPGA Blvd • I-95 northbound on ramp from eastbound LPGA Blvd (Loop) • I-95 southbound on ramp from westbound LPGA Blvd (Loop) • I-95 southbound off ramp to LPGA Blvd • I-95 northbound on ramp from westbound LPGA Blvd
I-95	• I-95 from southbound CD On Road at SR-40 to LPGA Blvd interchange • I-95 from LPGA Blvd interchange to Southbound On ramp at US92

A five-year crash data analysis was completed for the years of 2015 to 2019, for crash data collected in December of 2021, in accordance with Part 2, Chapter 2 of the **Florida Department of Transportation (FDOT) PD&E Manual**. Crash data for the state-maintained roadways were extracted from the FDOT Crash Analysis Reporting System (CARS) database. Crash data from CARS was obtained by roadway segment and then refined to only include crashes that occurred within the study area limits by mile posts. Crash data for non-state maintained roadways was obtained from University of Florida's Signal Four Analytics website.

1.1 Overall Study Area

For the five-year crash analysis period, there were 1,354 crashes reported within the crash analysis limits of the study. From these 1,354 reported crashes, 22% were reported to occur in wet weather conditions and 27% of the crashes were reported to occur in dark conditions (**Table 1.1**). There were eleven reported fatal crashes, 414 injury crashes and 929 property damage only crashes reported for the overall study area.

Table 1.1 | Overall Study Area Crash Severity

	Year					Total
	2015	2016	2017	2018	2019	
Number of Fatal Crashes	2	2	2	2	3	11
Number of Injury Crashes	68	89	72	102	83	414
Number of Property Damage Only Crashes	139	184	187	205	214	929
Total Crashes	209	275	261	309	300	1354
Wet Weather Crashes	43	43	57	80	72	295
Dark Crashes	55	67	63	90	86	361

The most predominant crash type reported for the overall study area is rear end crashes (37%) with off road and sideswipe crashes (16%) as a second most predominant crash type. Crash types for the overall study area are shown in **Table 1.2**.

Table 1.2 | Overall Study Area Crash Types

Crash Type	Year					Total	Percentage
	2015	2016	2017	2018	2019		
Angle	15	21	19	24	22	101	7.5%
Animal	4	3	4	3	2	16	1.2%
Head On	1	2	4	4	2	13	1.0%
Left turn	9	12	15	12	15	63	4.7%
Off Road	42	47	44	46	40	219	16.2%
Pedestrian/Bicycle	0	3	1	1	1	6	0.4%
Rear End	71	95	91	122	125	501	37.2%
Right Turn	1	0	0	0	0	1	0.1%
Roll over	11	12	7	14	10	54	4.0%
Sideswipe	24	51	46	47	49	217	16.0%
Other/Unknown	31	29	30	36	34	160	11.7%
Total Crashes	209	275	261	309	300	1354	100%

Figure 1-1 shows a crash heat diagram of locations where crashes were reported within the study area. The most prominent location for crashes that occurred along LPGA Boulevard is within the limits of the I-95 interchange. Other study locations with a high concentration of crashes include the signalized intersection at LPGA Boulevard and Williamson Boulevard and at the signalized intersection of LPGA Boulevard and US 92 (SR 600). The 11 reported fatal crashes are depicted with a red circle in the heat diagram with two (2) fatal crashes clustered at the Clyde Morris Boulevard intersection and two (2) fatal crashes clustered on I-95 at the southbound on-ramp.

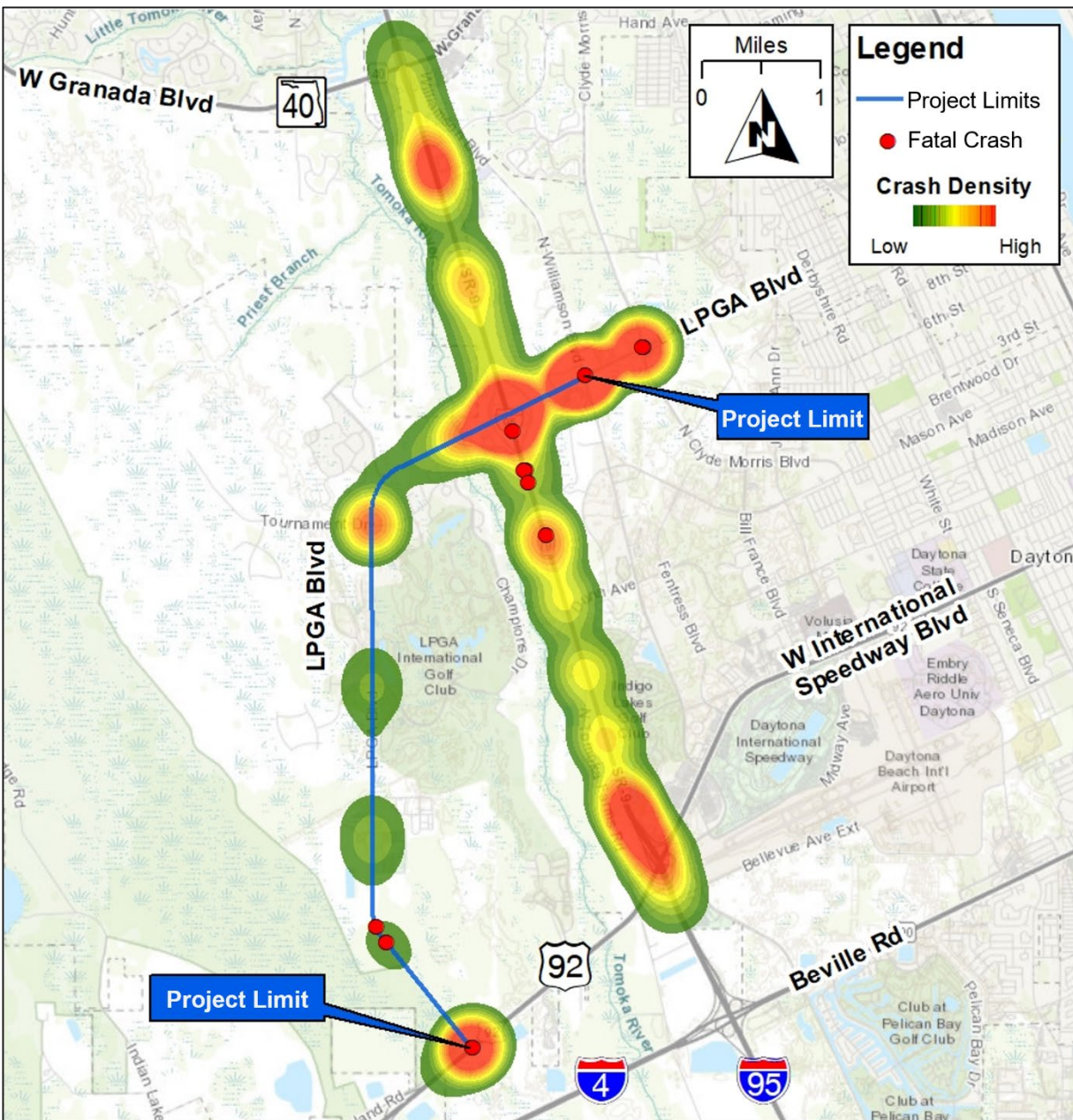


Figure 1-1 Heat Diagram of Crash Locations

1.2 LPGA Boulevard

The five-year crash data analysis found 583 total crashes reported to occur on LPGA Boulevard within the study area. From the 583 reported crashes on LPGA Boulevard, 13.7% were reported to occur in wet weather conditions and 18.9% of the crashes were reported to occur in dark conditions (**Table 1.3**). Both of these values are less than 2019 Florida Highway Safety and Motor Vehicles (FLHSMV) statewide averages of 14% for wet weather crashes and 24% for dark crashes (**Attachment A**).

Table 1.3 | LPGA Boulevard Crash Severity

	Year					Total
	2015	2016	2017	2018	2019	
Number of Fatal Crashes	1	0	2	0	3	6
Number of Injury Crashes	28	39	27	44	42	180
Number of Property Damage Only Crashes	60	75	78	90	94	397
Total Crashes	89	114	107	134	139	583
Wet weather crashes	11	11	15	22	22	81
Dark crashes	13	22	19	35	22	111

There were six (6) reported fatal crashes, 180 injury crashes and 397 property damage only crashes reported on LPGA Boulevard for the five-year analysis period. The six (6) reported fatal crashes are summarized as follows:

1. 2015 - Three vehicles were traveling north on LPGA Boulevard (1 mile north of US 92) where there was a flag man for Volusia County controlling in the roadway who motioned for vehicle three to stop. Vehicle three stopped and vehicle two stopped behind but vehicle one struck vehicle two in the rear forcing vehicle two into the rear of vehicle three. Vehicle two ran off the road to the right and vehicle three ran off the road to the left.
2. 2017 - Vehicle one was traveling westbound on LPGA toward the intersection of Clyde Morris Boulevard while vehicle two went to make a left turn as vehicle one ran the red light crashing into vehicle two and rolling on top of vehicle three.
3. 2017 - Vehicle one was traveling east on US 92 and turned left in front of vehicle two traveling west on US 92 to go north on LPGA Boulevard. Vehicle two struck the passenger side of vehicle one. Both drivers of the vehicles were transported to hospitals and the passenger of vehicle one was pronounced dead at the scene.
4. 2019 - Vehicle one was traveling north on Williamson Boulevard and vehicle two was traveling west on LPGA Boulevard. Vehicle one failed to stop for the traffic control device resulting in a crash.
5. 2019 - Vehicle one was traveling eastbound on LPGA Boulevard and made a left turn onto Clyde Morris Boulevard in front of vehicle two causing a crash. Vehicle two was traveling westbound on LPGA Boulevard.

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- 2019 - Vehicle one was driving southbound on LPGA toward US 92 with excessive speed failing to negotiate a curve in the roadway, crashing into a sign and being ejected from the car landing in a retention pond near Welshinger-Butler Circle.

The fatal crashes that occurred along LPGA Boulevard are summarized in **Table 1.4**.

Table 1.4 | LPGA Boulevard Fatal Crashes Summary

Year	Location	Crash Type	Road Conditions	Cause of Crash
2015	US 92 / International Speedway	Rear End	Daylight/Dry	Motor vehicle in transport
2017	Clyde Morris Blvd	Left Turn	Daylight/Dry	Motor vehicle in transport
2017	US 92/LPGA Blvd	Angle	Daylight/Dry	Operated in a careless or negligent manner
2019	Williamson Blvd	Right Angle	Dark/Dry	Motor vehicle in transport
2019	Clyde Morris Blvd	Left Turn	Daylight/Dry	Motor vehicle in transport
2019	Welshinger-Butler Circle	Single Vehicle-Other	Daylight/Dry	Other non-fixed object

Table 1.5 lists the crashes along LPGA Boulevard by reported crash type. As shown in **Table 1.5**, the most predominant crash type recorded for this roadway segment was rear end crashes (52%) with left turn crashes (11%) as the second most predominant crash type for the reported period. Signal Four Analytics crash data does not provide reported cause of crash, so this data is not available for analysis on LPGA Boulevard.

Table 1.5 | LPGA Boulevard Crash Types

Crash Type	Year					Total	Percent of Total
	2015	2016	2017	2018	2019		
Angle	8	9	8	13	8	46	7.9%
Animal	3	2	4	2	2	13	2.2%
Head On	0	1	2	4	1	8	1.3%
Left turn	9	12	15	11	15	62	11.4%
Off Road	5	5	4	1	5	20	3.0%
Pedestrian/Bicycle	0	2	1	1	0	4	0.7%
Rear End	43	58	49	69	79	298	51.9%
Right turn	1	0	0	0	0	1	0.2%
Roll over	1	2	2	3	3	11	1.5%
Sideswipe	4	10	9	15	16	54	8.2%
Other/Unknown	15	13	13	15	10	66	11.9%
Total Crashes	89	114	107	134	139	583	100%

Table 1.6 summarizes the monetary property damage total amounts reported for the property damage only crashes. This table only covers LPGA Blvd crashes with US 92 crashes not included. This is because LPGA Blvd crashes were from the Signal4 database which includes property damage costs while the US 92 crashes were from the CARS database which does not include the property damage costs.

Table 1.6 | LPGA Boulevard Property Damage Amounts

Total Damage Amount	Year					Total	Percent of Total
	2015	2016	2017	2018	2019		
\$0-\$4,999	57	59	58	78	83	335	65%
\$5,000-\$9,999	8	16	20	22	18	84	16%
\$10,000-\$14,999	7	10	12	7	13	49	10%
\$15,000-\$19,999	2	2	2	2	8	16	3%
\$20,000-\$24,999	1	3	3	2	5	14	3%
\$25,000-\$29,999	0	1	2	4	0	7	1%
Greater than \$30,000	1	2	3	1	2	9	2%

Crash history at each of the intersections along LPGA Boulevard were further analyzed. **Table 1.7** summarizes the crash type at each intersection for the LPGA Boulevard study corridor for year 2015 to year 2019. The Clyde Morris Boulevard intersection is included in the LPGA Boulevard analysis due to proposed improvements extending to this intersection. Data was collected for each approach of the intersection for a length of 250 feet or to the turn lane taper, whichever was longer. **Table 1.7** shows the predominant crash type for most intersections was reported as rear end crashes. The intersection of Champion Drive had animal crashes as the most predominant crash type. The US 92 intersection had a high percentage of reported angle crashes with 22% of the crashes. The Tournament Drive, Tomoka Farms Road and Clyde Morris Boulevard intersections had a high number of reported left turn crashes with 22%, 18% and 24% respectively.

Table 1.8 summarizes the severity of the crashes and shows that wet weather and dark crashes for LPGA Boulevard are lower than statewide averages of 14% for wet weather crashes and 24% for dark crashes.

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Table 1.7 | LPGA Boulevard Crash Types by Intersection

Crash Type	US 92	Welshinger-Butler Circle South	Welshinger-Butler Circle North	International Golf Drive	Tournament Drive	Tymber Creek Road	Champion Drive	Tomoka Farms Road	I-95 Southbound Off Ramp	I-95 Northbound Off Ramp	Technology / Outlet Boulevard	Williamson Boulevard	Clyde Morris Boulevard	Total	Percent of Total
Angle	18	-	-	1	4	-	-	7	2	2	3	3	4	44	8.4%
Animal	-	1	1	-	1	-	4	-	-	-	-	1	-	8	1.5%
Head on	1	-	1	-	1	-	-	-	-	1	1	1	1	7	1.3%
Left turn	5	-	1	1	11	-	-	9	5	-	-	7	24	63	12.0%
Off Road	-	-	-	-	2	-	1	2	-	-	1	1	1	8	1.5%
Pedestrian/Bicycle	-	-	-	-	1	-	-	-	-	-	-	-	1	2	0.4%
Rear end	48	-	2	1	22	3	2	16	11	15	27	88	45	280	53.2%
Right Turn	-	-	-	-	-	-	-	1	-	-	-	1	-	2	0.4%
Roll Over	-	-	-	-	1	-	-	-	-	-	-	3	-	4	0.8%
Sideswipe	1	-	-	1	3	-	-	5	-	-	4	14	9	37	7.0%
Other/Unknown	10	-	3	2	4	-	3	9	3	4	-	20	13	71	13.5%
Total Crashes	83	1	8	6	50	3	10	49	21	22	36	139	98	526	100%

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Table 1.8 | LPGA Boulevard Crash Severity by Intersection

	US 92	Welshinger-Butler South	Welshinger-Butler North	International Golf Drive	Tournament Drive	Tymber Creek Road	Champion Drive	Tomoka Farms Road	I-95 Southbound Off Ramp	I-95 Northbound Off Ramp	Technology / Outlet Boulevard	Williamson Boulevard	Clyde Morris Boulevard	Total
Pedestrian Involved	-	-	-	-	1	-	-	-	-	-	-	1	-	2
Bicyclist Involved	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Number of Fatal Crashes	1	-	-	-	-	-	-	-	-	-	-	1	2	4
Number of Injury Crashes	43	-	3	3	13	2	3	14	6	9	28	26	33	183
Number of Property Damage Only Crashes	39	1	5	3	37	1	7	35	15	13	8	112	63	339
Total Crashes	83	1	8	6	50	3	10	49	21	22	36	139	98	526
Wet weather crashes	19	-	2	1	6	1	-	5	5	1	6	14	7	67
Dark crashes	17	-	3	3	9	-	3	6	5	5	7	23	16	97

1.3 US 92/SR 600 Segment

The five-year crash data analysis found nine (9) total reported crashes for the US 92/SR 600 roadway segment, within the area of influence, which does not include the crashes at the LPGA Boulevard intersection. From the nine (9) reported crashes on US 92/SR 600, 0% were reported to occur in wet weather and dark lighting conditions. **Table 1.9** shows that there were zero (0) fatal crashes, four (4) injury and five (5) property damage crashes reported along US 92. The number of reported injury crashes is 44% of the total crashes reported for this segment.

Table 1.9 | US 92/SR 600 Crash Severity

	Year					Total
	2015	2016	2017	2018	2019	
Number of Fatal Crashes	0	0	0	0	0	0
Number of Injury Crashes	0	0	1	3	0	4
Number of Property Damage Only Crashes	2	1	0	1	1	5
Total Crashes	2	1	1	4	1	9
Wet Weather Crashes	0	0	0	0	0	0
Dark Crashes	0	0	1	0	0	0

As shown in **Table 1.10**, the most predominant crash type recorded for this roadway segment was rear end crashes (67%) and second most predominant crash type was angle crashes and left turn crashes (11%) for the reported five-year time period. In **Table 1.11** the predominant cause of crash reported for US 92/SR 600 is shown to be operated motor vehicle in a careless or negligent manner (44%).

Table 1.10 | US 92/SR 600 Crash Types

Crash Type	Year					Total	Percent of Total
	2015	2016	2017	2018	2019		
Angle	1	0	0	0	0	1	11%
Left Turn	0	0	0	1	0	1	11%
Rear End	1	1	1	3	0	6	67%
Total	2	1	1	4	1	9	100%

Table 1.11 | US 92/SR 600 Cause of Crash

Cause of Crash	Year					Total	Percent of Total
	2015	2016	2017	2018	2019		
Failed to Keep in Proper Lane	1	0	0	1	0	2	22%
Followed Too Closely	1	0	0	1	0	2	22%
Operated MV in Careless or Neglect	0	1	1	2	0	4	44%
Unknown	0	0	0	0	1	1	11%
Total Crashes	2	1	1	4	1	9	100%

1.4 I-95 at LPGA Blvd Interchange Ramps

I-95 at LPGA Boulevard interchange is an existing partial cloverleaf interchange, or parclo interchange, with six (6) ramps - two (2) off ramps and four (4) on ramps. The crash severity and crash type recorded for each ramp during the five (5) year period is shown in **Table 1.12**. This analysis includes crashes that occurred on the ramp segment and not the ramp terminal intersection. Ramp terminal intersection crashes are included in the LPGA Blvd crash analysis. In **Table 1.12**, it is shown that the I-95 southbound off ramp had the greatest number of reported crashes with 34 total reported crashes and 12 injury crashes. The I-95 northbound off ramp had the second highest number of reported crashes with 22 total reported crashes and 9 injury crashes. The ramps with the least number of reported crashes were the I-95 southbound on ramp from eastbound LPGA Boulevard and I-95 northbound on ramp from westbound LPGA Boulevard with two (2) reported crashes each.

The five-year analysis for the I-95 interchange ramps at LPGA Boulevard found 68 total reported crashes. There were no fatal crashes reported along the six (6) ramps at the interchange. Shown in **Table 1.13**, 19% of the crashes that occurred at the interchange ramps reported were wet weather crashes and 31% were reported to occur in dark conditions. Both of these values are higher than the 2019 statewide averages of 14% for wet weather crashes and 24% for dark crashes, according to FLHSMV statistics.

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Table 1.12 | I-95 Ramps at LPGA Blvd Crash Severity

Location			Year					Total
			2015	2016	2017	2018	2019	
I-95 NB Off Ramp	Overall		2	5	3	8	4	22
	Severity	Injury	0	4	1	2	2	9
		Property Damage Only	2	1	2	6	2	13
	Crash Type	Angle	0	1	0	0	0	1
		Head On	0	1	0	0	0	1
		Rear end	2	0	2	6	4	14
		Rollover	0	0	1	2	0	3
		Off Road	0	3	0	0	0	3
I-95 SB On Ramp (EB LPGA)	Overall		1	1	0	0	0	2
	Severity	Property Damage Only	1	1	0	0	0	2
	Crash Type	Off road	1	1	0	0	0	2
I-95 NB On Ramp (EB LPGA Blvd)	Overall		0	1	1	1	0	3
	Severity	Injury	0	0	0	1	0	1
		Property Damage Only	0	1	1	0	0	2
	Crash Type	Angle	0	0	0	1	0	1
		Rollover	0	1	0	0	0	1
		Rear End	0	0	1	0	0	1
I-95 SB On Ramp (WB LPGA Blvd)	Overall		0	2	2	0	1	5
	Severity	Property Damage Only	0	2	2	0	1	5
	Crash Type	Rollover	0	1	0	0	0	1
		Off road	0	1	2	1	0	4
I-95 SB Off Ramp	Overall		2	10	5	10	7	34
	Severity	Injury	1	4	3	4	0	12
		Property Damage Only	1	6	2	6	7	22
	Crash Type	Angle	0	1	0	1	0	2
		Off road	0	1	1	1	2	5
		Rear end	1	4	2	4	5	16
		Rollover	1	1	2	1	0	5
		Sideswipe	0	2	0	3	0	5
		Unknown	0	1	0	0	0	1
I-95 NB On Ramp (WB LPGA Blvd)	Overall		0	0	1	1	0	2
	Severity	Property Damage Only	0	0	1	1	0	2
	Crash Type	Rear End	0	0	1	1	0	2
		Sideswipe	0	0	1	0	0	1

Table 1.13 | I-95 Ramps at LPGA Blvd Wet Weather and Dark Crashes

	Year					Total
	2015	2016	2017	2018	2019	
Wet weather crashes	1	5	1	4	2	13
Dark crashes	2	6	5	5	3	21

As shown in the **Table 1.14** the most predominant crash type recorded for the ramps collectively was rear end crashes (47%) with off road crashes (21%) as the second most predominant crash type for the reported period. In **Table 1.15** the predominant cause of crash is operated motor vehicle in a careless or negligent manner (40%) with other (10%) as the second most predominant causes of crashes.

Table 1.14 | I-95 Ramps at LPGA Blvd Crash Types

Crash Type	Year					Total	Percent of Total
	2015	2016	2017	2018	2019		
Angle	0	2	1	1	0	4	6%
Head On	0	1	0	0	0	1	1%
Off Road	1	6	3	1	3	14	21%
Rear End	3	4	4	12	9	32	47%
Rollover	1	3	3	3	0	10	15%
Sideswipe	0	2	1	3	0	6	9%
Other/Unknown	0	1	0	0	0	1	1%
Total Crashes	5	19	12	20	12	68	100%

Table 1.15 | I-95 Ramps at LPGA Blvd Cause of Crash

Cause of Crash	Year					Total	Percent of Total
	2015	2016	2017	2018	2019		
Drove too Fast for Conditions	0	3	0	0	1	4	6%
Failed to Keep in Proper Lane	0	1	2	1	1	5	7%
Failed to yield Right-Of-Way	0	0	1	0	0	1	1%
Followed Too Closely	1	1	0	3	1	6	9%
No Contributing Action	0	2	1	1	2	6	9%
Operated MV in Careless or Neglect	0	5	6	10	6	27	40%
Ran Off Roadway	2	1	0	2	0	5	7%
Ran Red Light	0	1	1	2	0	4	6%
Unknown	2	1	0	0	1	4	6%
Other	0	4	1	1	0	6	9%
Total Crashes	5	19	12	20	12	68	100%

1.5 I-95 Mainline

The five-year crash data analysis found 694 total reported crashes for the roadway segment of I-95 mainline within the study limits. From the 694 reported crashes on I-95 mainline, 29% were reported to occur in wet weather conditions and 32% of the crashes were reported to occur in dark conditions (**Table 1.16**). Both of these values are higher than the 2019 statewide averages of 14% for wet weather crashes and 24% for dark crashes, according to FLHSMV statistics.

The FDOT CARS database does not provide dollar amounts for property damage crashes.

Table 1.16 | I-95 Mainline Crash Severity

	Year					Total
	2015	2016	2017	2018	2019	
Number of Fatal Crashes	1	2	0	2	0	5
Number of Injury Crashes	39	42	40	48	39	208
Number of Property Damage Only Crashes	73	97	101	101	109	481
Total Crashes	113	141	141	151	148	694
Wet Weather Crashes	30	27	40	54	48	199
Dark Crashes	40	38	36	48	60	222

There were five (5) reported fatal crashes, 208 injury crashes and 481 property damage only crashes reported on I-95 mainline for the five-year analysis period. The five (5) reported fatal crashes were:

1. 2015 - Driver one was driving a motorcycle and made an evasive changing lane from the outside lane to the middle lane when the vehicle was overturned and threw driver one to the inside lane. Driver one was reported fatal on the scene.
2. 2016 - Vehicle one was traveling south on I-95 in the outside lane when it struck a pedestrian walking north along the outside I-95 lane. The police report listed no contributing action from driver one of vehicle one as a cause of crash, but the pedestrian was reported to have a positive drug test.
3. 2016 - Vehicle one lost control for unknown reasons making the vehicle spin out of control across the roadway before crashing into the tree line and overturning.
4. 2018 - Vehicle one was traveling at a high-speed southbound on I-95 in the center lane when vehicle two entered the southbound center lane due to a lane merge. Vehicle one failed to slow in time and collided with vehicle two. Driver of vehicle one was pronounced deceased on the scene.
5. 2018 - Vehicle one experienced a front right tire blow in the middle lane traveling south on I-95, causing vehicle one to leave its travel lane and enter vehicle two travel lane, the outside lane, causing left rear of vehicle one strike the front of vehicle two. After the collision, vehicle one rolled onto the roof and vehicle two entered the median, struck the guardrail causing vehicle two to become airborne into the northbound lanes on I-95 rolling onto its left side. Passenger of vehicle two was pronounced deceased two days after the crash was reported.

The fatal crashes are summarized in **Table 1.17**.

Table 1.17 | I-95 Mainline Fatal Crash Summary

Year	Location	Crash Type	Road Conditions	Cause of Crash
2015	I-95 northbound	Rollover	Wet	Swerved or avoided
2016	I-95 southbound	Pedestrian	Dark	No contributing action reported for driver of vehicle one
2016	I-95 northbound	Off road	Wet	Failed to keep in proper lane
2018	I-95 southbound	Rear end	Dark	Operated motor vehicle in a careless or negligent manner
2018	I-95 southbound	Sideswipe	Dark	Failed to keep in proper lane

As shown in the **Table 1.18** the most predominant crash type recorded for this roadway segment was off road crashes (27%) with rear end crashes (24%) as the second most predominant crash type for the reported period. The significant amount of rear end crashes on the I-95 mainline could be attributed to congestion and capacity issues of the roadway.

Table 1.18 | I-95 Mainline Crash Types

Crash Type	Year					Total	Percent of Total
	2015	2016	2017	2018	2019		
Angle	6	10	10	10	14	50	7.2%
Animal	1	1	0	1	0	3	0.4%
Head on	1	0	2	0	1	4	0.6%
Off Road	36	36	37	44	32	185	26.7%
Pedestrian/Bicycle	0	1	0	0	1	2	0.3%
Rear End	24	32	37	38	37	168	24.1%
Rollover	9	7	2	8	7	33	4.8%
Sideswipe	20	39	36	29	33	157	22.6%
Other/Unknown	16	15	17	21	23	92	13.3%
Total Crashes	113	141	141	151	148	694	100%

In **Table 1.19** it is shown that the predominant cause of crash reported is operated motor vehicle in a careless or negligent manner (24%) with failed to keep proper lane (23%) as the second most predominant cause of crash.

All crash data used in the crash data evaluation is provided in **Attachment B**.

Table 1.19 | I-95 Mainline Cause of Crash

Cause of Crash	Year					Total	Percent of Total
	2015	2016	2017	2018	2019		
Drove too Fast for Conditions	5	4	10	14	7	40	5.8%
Failed to Keep in Proper Lane	19	28	34	40	36	157	22.6%
Failed to Yield Right-Of-Way	1	6	6	1	6	20	2.8%
Followed Too Closely	1	0	4	4	2	11	1.6%
Improper Backing	0	0	1	0	0	1	0.1%
Improper Passing	0	2	2	2	2	8	1.2%
Improper Turning	0	0	0	1	0	1	0.1%
No Contributing Action	23	30	25	24	29	131	18.9%
Operated MV in Careless or Neglect	27	39	30	41	32	169	24.3%
Over-Correcting/Over Steering	3	1	0	1	2	7	1.0%
Ran Off Roadway	6	3	7	7	10	33	4.8%
Swerved or Avoided	3	3	0	0	0	6	0.9%
Unknown	18	18	13	12	18	79	11.4%
Other	7	7	9	4	4	31	4.5%
Total Crashes	113	141	141	151	148	694	100%

2.0 Crash Rates

Crash rates for the study area were calculated in million vehicle miles traveled (MVMT) and then compared to statewide crash rate averages for similar facilities. The entire study area falls within the Federal Highway Administration (FHWA) urban boundary limits so urban statewide crash rates averages were utilized in the analysis. Statewide crash rates are provided in **Attachment A**.

Crash rates were calculated based on the number of crashes that occurred within the five-year crash analysis period, length of roadway and annual average daily traffic (AADT) volumes. Existing year (2021) AADT volumes used to calculate crash rates and were obtained from the *Project Traffic Forecast Memorandum* prepared for this PD&E study.

The following equations were used to develop the crash rates for this study:

$$\text{Crash Rate of Segment} = \frac{\text{Total Number of Crashes} \times 1,000,000}{\text{AADT} \times 365 \times \text{Number of Years} \times \text{Length of Roadway Segment}}$$

Crash Rate of Intersection

$$= \frac{\text{Total Number of Crashes} \times 1,000,000}{\text{Total Intersection Entering Volume Per Day} \times \text{Number of Years} \times 365}$$

The segment crash rates calculated for the LPGA Boulevard PD&E Study are shown in **Table 2.1** and include twenty segments. The segment from Williamson Boulevard to Clyde Morris Boulevard is included in the analysis due to proposed improvements in the Build scenario extending into this segment. The segment of LPGA Boulevard from I-95 Southbound off ramp to I-95 Northbound off ramp resulted in the highest crash rate for the study area with a rate of 3.42 MVMT. This crash rate is lower than the statewide average for similar facilities. The I-95 southbound off ramp to LPGA Boulevard had the second highest crash rate with a crash rate of 3.24 MVMT. Statewide crash rates for interchange ramps is not provided. The third, fourth and fifth highest segment crash rates for the study area are the I-95 eastbound to southbound on ramp, westbound to southbound on ramp, and the northbound off ramp, respectively. High number of crashes could be occurring within this area due to traffic congestion in the interchange area which could be relieved by reconstruction of the interchange to improve operation, decrease delay and queuing and reducing conflict points.

LPGA Boulevard from US 92 (SR 600) to Williamson Boulevard PD&E Study

Safety Analysis Technical Memorandum

Table 2.1 | Crash Rates for all Segments

Segment	Description	Length (Miles)	Crash Rate							
			Total Crash		2021 AADT	Annual Crash Frequency	Crash Rate (MVMT)		State Avg Crash Rate for Similar Facilities	Exceed State Avg
			Value	Ranking			Value	Ranking		
1	LPGA Blvd (US 92 to Welshinger-Butler Circle South)	1.54	8	7	9400	1.6	0.30	18	3.654	No
2	LPGA Blvd (Welshinger-Butler Circle South to Welshinger-Butler Circle North)	0.30	5	12	9400	1.0	0.97	7	3.654	No
3	LPGA Blvd (Welshinger-Butler Circle North to International Golf Drive)	1.09	8	7	9400	1.6	0.43	14	3.654	No
4	LPGA Blvd (International Golf Drive to Tournament Drive)	1.17	2	17	8200	0.4	0.11	20	3.654	No
5	LPGA Blvd (Tournament Drive to Tymber Creek Road)	0.36	4	14	12000	0.8	0.51	10	3.654	No
6	LPGA Blvd (Tymber Creek Road to Champion Drive)	0.50	6	9	15000	1.2	0.44	13	3.654	No
7	LPGA Blvd (Champion Drive to Tomoka Farms Road)	0.21	2	17	19000	0.4	0.27	19	3.654	No
8	LPGA Blvd (Tomoka Farms Road to I-95 Southbound Off Ramp)	0.21	4	14	27000	0.8	0.39	15	3.654	No
9	LPGA Blvd (I-95 Southbound Off Ramp to I-95 Northbound Off Ramp)	0.28	62	3	35500	12.4	3.42	1	3.634	No
10	LPGA Blvd (I-95 Northbound Off Ramp to Technology/Outlet Boulevard)	0.23	6	9	44000	1.2	0.32	16	3.634	No
11	LPGA Blvd (Technology/Outlet Boulevard to Williamson Boulevard)	0.24	6	9	32000	1.2	0.44	12	3.634	No
12	LPGA Blvd (Williamson Boulevard to Clyde Morris Blvd)	0.48	24	5	34500	4.8	0.79	8	3.634	No
13	I-95 (South of LPGA Blvd)	2.37	449	1	88000	89.8	1.18	6	0.976	Yes
14	I-95 (North of LPGA Blvd)	2.96	245	2	90500	49.0	0.50	11	0.976	no
15	I-95 NB Off Ramp	0.60	22	6	12000	4.4	1.67	5	N/A	N/A
16	LPGA Blvd EB-SB on Ramp	0.40	2	17	1200	0.4	2.28	3	N/A	N/A
17	LPGA Blvd EB-NB on Ramp	0.30	3	16	2700	0.6	0.61	9	N/A	N/A
18	LPGA Blvd WB-SB on Ramp	0.20	5	12	8000	1.0	1.71	4	N/A	N/A
19	I-95 SB off Ramp	0.50	34	4	11500	6.8	3.24	2	N/A	N/A
20	LPGA Blvd WB-NB on Ramp	0.40	2	17	9000	0.4	0.30	17	N/A	N/A

LPGA Boulevard from US 92 (SR 600) to Williamson Boulevard PD&E Study

Safety Analysis Technical Memorandum

The intersections crash rates calculated for the LPGA Boulevard PD&E Study are shown in **Table 2.2** and include twelve intersections. The Clyde Morris Boulevard intersection is included in the crash rate analysis due to proposed improvements in the Build scenario extending to this intersection. The intersection with the highest crash rate is the LPGA Boulevard and Tournament Drive intersection with a rate of 1.17 MVMT. This rate exceeds the statewide average for similar facilities. The second highest intersection crash rate was found at the LPGA Boulevard and Williamson Boulevard intersection with a rate of 0.74 MVMT. This rate exceeds the statewide average for similar facilities. The LPGA Boulevard and US 92 intersection also has a calculated crash rate that exceeds the statewide average for similar facilities with a crash rate of 0.69 MVMT. The LPGA Boulevard and Tomoka Farms Road intersection also exceeds the statewide average crash rate for similar facilities with a crash rate of 0.52 MVMT. Improvements will be evaluated for all the study intersections in the Build scenario to improve safety and decrease possible future crashes.

Table 2.2 | Crash Rates for Intersections

Crash Rate for Intersection							
Number	Road Intersecting LPGA Boulevard	Total Crash Value	2021 AADT	Annual Crash Frequency	Crash Rate (MVMT)	State Avg Crash Rate for Similar Facilities	Exceed State Avg
1	US 92	83	66,000	16.6	0.69	0.333	Yes
2	Welshinger Butler Circle (North)	8	19,000	1.6	0.23	0.367	No
3	International Tennis Dr/ International Golf Dr	6	21,700	1.2	0.15	0.367	No
4	Tournament Dr	50	23,400	10	1.17	0.367	Yes
5	Tymber Creek Rd	3	33,300	0.6	0.05	0.333	No
6	Champion Dr	10	37,000	2.0	0.15	0.333	No
7	Tomoka Farms Rd	49	51,700	9.8	0.52	0.367	Yes
8	I-95 Southbound Off Ramp	21	114,000	4.4	0.11	0.419	No
9	I-95 Northbound Off Ramp	22	114,000	4.2	0.10	0.419	No
10	Technology Blvd/ Outlet Blvd	36	94,000	7.2	0.21	0.623	No
11	Williamson Blvd	139	102,300	27.8	0.74	0.623	Yes
12	Clyde Morris Blvd	98	98,000	1.6	0.04	0.623	No

Attachment A

FLHSMV Statewide Crash Statistics



Traffic Crash Facts

Annual Report 2019

Providing Highway Safety and Security through Excellence in Service, Education, and Enforcement

Environmental Factors & Injury Levels

Note: The environmental factor titled "Road Contributing Circumstance" can be listed on the crash report with more than one value per crash event. Therefore injury totals may differ from the true count of fatalities and injuries found in the summary on pages 7 & 8.

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries	Total
Weather Conditions	Blowing Sand, Soil, Dirt	0	1	3	1	52	
	Clear	2,424	13,901	57,586	122,303	559,909	
	Cloudy	531	2,807	10,958	23,900	95,126	
	Fog, Smog, Smoke	37	92	260	386	1,817	
	Not Specified	0	0	2	12	186	
	Other, Explain in Narrative	5	10	38	150	1,256	
	Rain	188	1,250	6,486	14,654	64,894	
	Severe Crosswinds	0	1	7	4	16	
	Sleet/Hail/Freezing Rain	0	1	1	2	11	
	Unknown	0	0	0	0	0	
	Total	3,185	18,063	75,341	161,412	723,267	
Road Surface Condition	Dry	2,794	15,859	64,629	137,541	619,257	
	Ice/Frost	0	2	3	5	53	
	Mud, Dirt, Gravel	11	67	140	137	872	
	Not Specified	0	0	0	0	150	
	Oil	0	1	7	20	55	
	Other, Explain in Narrative	1	18	29	63	248	
	Sand	1	12	31	39	184	
	Unknown	7	11	44	170	1,499	
	Water (standing/moving)	0	1	22	31	147	
	Wet	371	2,092	10,436	23,401	100,802	137,042
	Total	3,185	18,063	75,341	161,412	723,267	981,268

Statewide Average=(137,042/981,268)=14.0%

Environmental Factors & Injury Levels

Note: The environmental factor titled "Road Contributing Circumstance" can be listed on the crash report with more than one value per crash event. Therefore injury totals may differ from the true count of fatalities and injuries found in the summary on pages 7 & 8.

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries	Total
Lighting Condition	Dark-Lighted	921	3,754	15,468	31,218	134,433	185,794
	Dark-Not Lighted	802	2,148	5,725	8,405	35,326	52,406
	Dark-Unknown Lighting	11	33	129	294	1,574	2,041
	Dawn	70	337	1,335	2,791	12,523	
	Daylight	1,278	11,210	50,095	113,146	514,753	
	Dusk	98	564	2,543	5,311	22,205	
	Not Specified	0	0	1	5	153	
	Other, Explain in Narrative	3	6	13	59	361	
	Unknown	2	11	32	183	1,939	
	Total	3,185	18,063	75,341	161,412	723,267	981,268
Road Contributing Circumstance	Debris	3	14	105	139	973	
	None	Statewide average: (185,794+53,406+2,406)/981,268=24.5%				721,821	
	Non-Highway Work	0	1	31	21	129	
	Obstruction in Roadway	9	32	164	300	1,653	
	Other, Explain in Narrative	15	111	496	940	4,803	
	Road Surface Condition (wet, icy, snow, slush, etc.)	65	494	2,482	5,234	21,723	
	Rut, Holes, Bumps	4	28	73	55	329	
	Shoulders (none, low, soft, high)	3	12	28	32	167	
	Traffic Control Device Inoperative, Missing or Obscured	2	15	87	206	568	
	Unknown	28	99	288	688	4,190	
	Work Zone (construction/maintenance/utility)	13	68	355	708	3,765	
	Worn, Travel Polished Surface	1	7	27	40	145	
	Total	3,279	18,689	78,728	169,042	760,266	

Florida Average Crash Rates for Urban Spots							
Crash Rates Per Million Vehicles							
CC	Category	2013	2014	2015	2016	2017	5 Year Average
40	One Way 3 Legs	0.844	1.008	0.991	1.056	1.080	1.018
40	One Way 4 Legs	0.923	1.074	1.073	1.071	1.156	1.071
40	One Way 5 Legs	1.319	1.584	1.123	1.577	1.423	1.416
40	One Way 6 Legs	0.400	0.200	0.200	0.833	0.200	0.385
10	2-3 Lanes 2wy Div Rasd 3 Legs	0.634	0.631	0.678	0.658	0.707	0.660
10	2-3 Lanes 2wy Div Rasd 4 Legs	0.568	0.587	0.553	0.676	0.638	0.624
10	2-3 Lanes 2wy Div Rasd 5 Legs	0.000	0.000	0.091	0.286	0.263	0.258
10	2-3 Lanes 2wy Div Rasd 6 Legs	0.000	0.000	0.000	0.000	0.125	0.325
11	2-3 Lanes 2wy Div Pavd 3 Legs	0.401	0.436	0.496	0.513	0.454	0.452
11	2-3 Lanes 2wy Div Pavd 4 Legs	0.510	0.617	0.699	0.763	0.714	0.674
11	2-3 Lanes 2wy Div Pavd 5 Legs	1.159	1.935	1.313	1.673	1.063	1.243
11	2-3 Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
12	2-3 Lanes 2wy Undivided 3 Legs	0.314	0.334	0.305	0.333	0.348	0.333
12	2-3 Lanes 2wy Undivided 4 Legs	0.350	0.331	0.321	0.352	0.397	0.367
12	2-3 Lanes 2wy Undivided 5 Legs	0.281	0.316	0.346	0.364	0.280	0.266
12	2-3 Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
20	4-5 Lanes 2wy Div Rasd 3 Legs	0.361	0.395	0.438	0.440	0.448	0.419
20	4-5 Lanes 2wy Div Rasd 4 Legs	0.532	0.592	0.632	0.650	0.669	0.623
20	4-5 Lanes 2wy Div Rasd 5 Legs	0.642	0.598	0.730	0.769	0.849	0.750
20	4-5 Lanes 2wy Div Rasd 6 Legs	1.365	1.442	1.423	1.434	1.349	1.403
21	4-5 Lanes 2wy Div Pavd 3 Legs	0.455	0.539	0.551	0.547	0.559	0.533
21	4-5 Lanes 2wy Div Pavd 4 Legs	0.649	0.743	0.807	0.805	0.831	0.769
21	4-5 Lanes 2wy Div Pavd 5 Legs	1.049	1.325	1.270	1.239	1.223	1.210
21	4-5 Lanes 2wy Div Pavd 6 Legs	1.039	0.837	0.944	1.028	0.981	0.966
22	4-5 Lanes 2wy Undivided 3 Legs	0.519	0.519	0.596	0.581	0.603	0.563
22	4-5 Lanes 2wy Undivided 4 Legs	0.730	0.795	0.799	0.818	0.879	0.800
22	4-5 Lanes 2wy Undivided 5 Legs	0.761	0.514	0.914	0.627	0.986	0.730
22	4-5 Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
30	6+ Lanes 2wy Div Rasd 3 Legs	0.409	0.456	0.494	0.519	0.515	0.479
30	6+ Lanes 2wy Div Rasd 4 Legs	0.755	0.850	0.921	0.940	0.938	0.884
30	6+ Lanes 2wy Div Rasd 5 Legs	0.909	1.058	1.168	1.274	1.233	1.139
30	6+ Lanes 2wy Div Rasd 6 Legs	1.146	1.375	1.149	1.262	1.182	1.215
31	6+ Lanes 2wy Div Pavd 3 Legs	0.419	0.473	0.458	0.512	0.537	0.473
31	6+ Lanes 2wy Div Pavd 4 Legs	0.664	0.747	0.768	0.725	0.750	0.686
31	6+ Lanes 2wy Div Pavd 5 Legs	0.738	0.882	0.872	0.948	1.060	0.901
31	6+ Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
32	6+ Lanes 2wy Undivided 3 Legs	3.857	4.222	2.556	3.136	1.550	1.821
32	6+ Lanes 2wy Undivided 4 Legs	4.200	5.947	5.250	4.885	2.263	2.582
32	6+ Lanes 2wy Undivided 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
32	6+ Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
1	Interstate 3 Legs	0.155	0.159	0.166	0.171	0.177	0.166
1	Interstate 4 Legs	0.143	0.136	0.147	0.146	0.117	0.137
3	Toll Road 3 Legs	0.143	0.143	0.145	0.138	0.138	0.142
3	Toll Road 4 Legs	0.219	0.166	0.113	0.146	0.118	0.133
7	Ramp 3 Legs	1.330	1.603	1.548	1.505	1.478	1.507
7	Ramp 4 Legs	1.333	1.222	2.346	2.111	1.808	1.746
7	Ramp 5 Legs	2.667	4.889	4.000	4.400	3.700	3.979
5	Other Limited access 3 Legs	0.311	0.328	0.302	0.285	0.298	0.302
5	Other Limited access 4 Legs	1.550	1.430	1.781	1.488	1.845	1.632
5	Other Limited access 5 Legs	6.700	4.500	5.000	3.700	2.750	4.566

Florida Average Crash Rates for Rural Spots

Crash Rates Per Million Vehicles

CC	Category	2013	2014	2015	2016	2017	5 Year Average
42	One Way 3 Legs	2.324	0.905	0.950	1.232	0.986	1.091
42	One Way 4 Legs	1.500	1.250	2.000	2.000	2.286	2.097
42	One Way 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
42	One Way 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
16	2-3 Lanes 2wy Div Rasd 3 Legs	0.385	0.404	0.310	0.423	0.509	0.456
16	2-3 Lanes 2wy Div Rasd 4 Legs	0.207	0.109	0.158	0.274	0.250	0.265
16	2-3 Lanes 2wy Div Rasd 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
16	2-3 Lanes 2wy Div Rasd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
17	2-3 Lanes 2wy Div Pavd 3 Legs	0.274	0.253	0.279	0.296	0.293	0.265
17	2-3 Lanes 2wy Div Pavd 4 Legs	0.447	0.435	0.493	0.400	0.418	0.366
17	2-3 Lanes 2wy Div Pavd 5 Legs	0.000	0.000	0.500	0.000	0.286	0.188
17	2-3 Lanes 2wy Div Pavd 6 Legs	0.429	0.429	0.429	0.375	0.000	0.000
18	2-3 Lanes 2wy Undivided 3 Legs	0.164	0.160	0.180	0.195	0.199	0.191
18	2-3 Lanes 2wy Undivided 4 Legs	0.219	0.188	0.217	0.227	0.261	0.229
18	2-3 Lanes 2wy Undivided 5 Legs	0.615	0.000	0.333	0.375	0.444	0.410
18	2-3 Lanes 2wy Undivided 6 Legs	0.111	0.500	0.000	0.000	0.000	0.125
26	4-5 Lanes 2wy Div Rasd 3 Legs	0.180	0.193	0.213	0.213	0.223	0.202
26	4-5 Lanes 2wy Div Rasd 4 Legs	0.230	0.230	0.220	0.246	0.211	0.210
26	4-5 Lanes 2wy Div Rasd 5 Legs	0.920	0.857	1.174	0.583	1.120	0.921
26	4-5 Lanes 2wy Div Rasd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
27	4-5 Lanes 2wy Div Pavd 3 Legs	0.138	0.121	0.203	0.175	0.098	0.136
27	4-5 Lanes 2wy Div Pavd 4 Legs	0.073	0.073	0.048	0.125	0.103	0.096
27	4-5 Lanes 2wy Div Pavd 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
27	4-5 Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
28	4-5 Lanes 2wy Undivided 3 Legs	0.000	0.000	0.000	0.000	0.333	0.077
28	4-5 Lanes 2wy Undivided 4 Legs	0.000	0.000	0.000	0.000	6.667	3.300
28	4-5 Lanes 2wy Undivided 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
28	4-5 Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
36	6+ Lanes 2wy Div Rasd 3 Legs	0.139	0.038	0.000	0.082	0.017	0.059
36	6+ Lanes 2wy Div Rasd 4 Legs	0.288	0.079	0.145	0.250	0.098	0.136
36	6+ Lanes 2wy Div Rasd 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
36	6+ Lanes 2wy Div Rasd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
37	6+ Lanes 2wy Div Pavd 3 Legs	0.000	0.000	0.000	0.000	0.000	0.000
37	6+ Lanes 2wy Div Pavd 4 Legs	0.000	0.000	0.000	0.000	0.000	0.000
37	6+ Lanes 2wy Div Pavd 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
37	6+ Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
38	6+ Lanes 2wy Undivided 3 Legs	0.000	0.000	0.000	0.000	0.000	0.000
38	6+ Lanes 2wy Undivided 4 Legs	0.000	0.000	0.000	0.000	0.000	0.000
38	6+ Lanes 2wy Undivided 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
38	6+ Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
2	Interstate 3 Legs	0.086	0.091	0.122	0.124	0.112	0.107
2	Interstate 4 Legs	0.040	0.070	0.052	0.047	0.041	0.051
4	Toll Road 3 Legs	0.094	0.079	0.119	0.120	0.118	0.109
4	Toll Road 4 Legs	0.032	0.025	0.069	0.021	0.052	0.040
8	Ramp 3 Legs	1.629	1.522	1.588	1.511	1.517	1.533
8	Ramp 4 Legs	2.067	2.020	2.027	2.069	2.404	2.179
8	Ramp 5 Legs	0.000	5.667	3.500	6.000	3.250	4.588
6	Other Limited access 3 Legs	0.100	0.043	0.138	0.071	0.033	0.075
6	Other Limited access 4 Legs	0.188	0.182	0.000	0.000	0.000	0.185

Florida Average Crash Rates for Suburban Spots							
Crash Rates Per Million Vehicles							
CC	Category	2013	2014	2015	2016	2017	5 Year Average
41	One Way 3 Legs	0.627	0.564	0.725	0.726	0.672	0.680
41	One Way 4 Legs	0.608	0.475	0.849	0.873	0.762	0.797
41	One Way 5 Legs	1.000	1.000	1.182	0.385	0.583	0.817
41	One Way 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
13	2-3 Lanes 2wy Div Rasd 3 Legs	0.458	0.453	0.454	0.509	0.542	0.493
13	2-3 Lanes 2wy Div Rasd 4 Legs	0.511	0.620	0.563	0.687	0.769	0.667
13	2-3 Lanes 2wy Div Rasd 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
13	2-3 Lanes 2wy Div Rasd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
14	2-3 Lanes 2wy Div Pavd 3 Legs	0.260	0.270	0.279	0.299	0.291	0.276
14	2-3 Lanes 2wy Div Pavd 4 Legs	0.470	0.474	0.500	0.542	0.562	0.517
14	2-3 Lanes 2wy Div Pavd 5 Legs	0.458	0.760	1.000	1.545	1.333	1.250
14	2-3 Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
15	2-3 Lanes 2wy Undivided 3 Legs	0.158	0.173	0.193	0.209	0.210	0.194
15	2-3 Lanes 2wy Undivided 4 Legs	0.258	0.257	0.298	0.299	0.309	0.293
15	2-3 Lanes 2wy Undivided 5 Legs	0.154	0.450	0.516	0.364	0.630	0.543
15	2-3 Lanes 2wy Undivided 6 Legs	0.000	0.167	0.111	0.000	0.000	0.071
23	4-5 Lanes 2wy Div Rasd 3 Legs	0.248	0.261	0.284	0.279	0.282	0.270
23	4-5 Lanes 2wy Div Rasd 4 Legs	0.494	0.510	0.541	0.546	0.532	0.517
23	4-5 Lanes 2wy Div Rasd 5 Legs	1.019	1.187	1.103	1.089	0.978	1.031
23	4-5 Lanes 2wy Div Rasd 6 Legs	1.154	1.231	1.000	2.071	3.000	1.677
24	4-5 Lanes 2wy Div Pavd 3 Legs	0.293	0.299	0.394	0.399	0.310	0.314
24	4-5 Lanes 2wy Div Pavd 4 Legs	0.501	0.515	0.620	0.687	0.592	0.542
24	4-5 Lanes 2wy Div Pavd 5 Legs	0.000	0.125	0.125	0.556	0.111	0.195
24	4-5 Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
25	4-5 Lanes 2wy Undivided 3 Legs	0.107	0.196	0.176	0.204	0.234	0.195
25	4-5 Lanes 2wy Undivided 4 Legs	0.153	0.174	0.179	0.195	0.192	0.188
25	4-5 Lanes 2wy Undivided 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
25	4-5 Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
33	6+ Lanes 2wy Div Rasd 3 Legs	0.300	0.321	0.356	0.356	0.358	0.343
33	6+ Lanes 2wy Div Rasd 4 Legs	0.648	0.698	0.798	0.807	0.779	0.749
33	6+ Lanes 2wy Div Rasd 5 Legs	1.413	1.771	2.450	1.951	1.838	1.861
33	6+ Lanes 2wy Div Rasd 6 Legs	0.167	0.294	0.619	0.650	0.368	0.432
34	6+ Lanes 2wy Div Pavd 3 Legs	0.063	0.092	0.090	0.131	0.148	0.156
34	6+ Lanes 2wy Div Pavd 4 Legs	0.482	0.328	0.279	0.336	0.380	0.415
34	6+ Lanes 2wy Div Pavd 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
34	6+ Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
35	6+ Lanes 2wy Undivided 3 Legs	0.000	0.000	0.000	0.000	0.000	0.000
35	6+ Lanes 2wy Undivided 4 Legs	0.000	0.000	0.000	0.000	0.000	0.000
35	6+ Lanes 2wy Undivided 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
35	6+ Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000

LEGEND	
Rasd	Raised Median
Pavd	Painted Median
OLA	Other Limited access
INT	Interstate
TOL	Toll Road

Florida Average Crash Rates for Urban Segments							
Crash Rates Per Million Vehicle Miles							
CC	Category	2013	2014	2015	2016	2017	5 Year Average
40	One Way	9.821	10.833	10.623	11.002	11.932	10.842
10	2-3 Lanes 2wy Div Rasd	6.128	6.502	7.647	8.106	8.701	7.436
11	2-3 Lanes 2wy Div Pavd	4.751	5.619	6.410	6.892	6.550	6.054
12	2-3 Lanes 2wy Undivided	3.200	3.498	3.450	3.890	4.246	3.654
20	4-5 Lanes 2wy Div Rasd	3.165	3.529	3.744	3.792	3.911	3.634
21	4-5 Lanes 2wy Div Pavd	5.121	5.782	6.129	6.128	6.244	5.885
22	4-5 Lanes 2wy Undivided	6.091	6.339	7.072	7.092	7.500	6.815
30	6+ Lanes 2wy Div Rasd	4.089	4.538	4.869	5.021	5.000	4.714
31	6+ Lanes 2wy Div Pavd	4.749	5.229	5.491	5.391	5.469	5.273
32	6+ Lanes 2wy Undivided	54.148	71.186	68.039	68.097	62.600	65.018
1	Interstate	0.887	0.908	0.992	1.040	1.038	0.976
3	Toll Road	0.767	0.766	0.785	0.740	0.778	0.767
7	Ramp	0.000	0.000	0.000	0.000	0.000	0.000
5	Other Limited access	1.795	1.936	2.089	1.981	2.056	1.970

Florida Average Crash Rates for Rural Segments							
Crash Rates Per Million Vehicle Miles							
CC	Category	2013	2014	2015	2016	2017	5 Year Average
42	One Way	13.488	3.116	3.670	4.007	2.859	3.786
16	2-3 Lanes 2wy Div Rasd	1.545	0.865	0.908	2.110	2.084	1.317
17	2-3 Lanes 2wy Div Pavd	1.883	1.772	1.840	1.714	1.830	1.809
18	2-3 Lanes 2wy Undivided	0.720	0.733	0.777	0.801	0.808	0.768
26	4-5 Lanes 2wy Div Rasd	0.685	0.665	0.717	0.737	0.755	0.715
27	4-5 Lanes 2wy Div Pavd	0.637	0.532	0.499	0.558	0.627	0.577
28	4-5 Lanes 2wy Undivided	0.000	0.000	0.000	0.000	2.389	2.196
36	6+ Lanes 2wy Div Rasd	1.031	0.369	0.793	1.268	0.547	0.863
37	6+ Lanes 2wy Div Pavd	0.000	0.000	0.000	0.000	0.000	0.000
38	6+ Lanes 2wy Undivided	0.000	0.000	0.000	0.000	0.000	0.000
2	Interstate	0.438	0.416	3.670	0.467	0.463	0.457
4	Toll Road	0.427	0.371	0.454	0.456	0.501	0.444
8	Ramp	0.000	0.000	0.000	0.000	0.000	0.000
6	Other Limited access	0.503	0.819	1.224	1.689	1.685	1.040

Florida Average Crash Rates for Suburban Segments							
Crash Rates Per Million Vehicle Miles							
CC	Category	2013	2014	2015	2016	2017	5 Year Average
41	One Way	2.037	1.946	2.490	2.539	2.143	2.238
13	2-3 Lanes 2wy Div Rasd	2.505	3.444	3.488	4.245	4.294	3.589
14	2-3 Lanes 2wy Div Pavd	2.486	2.628	2.721	2.865	2.883	2.725
15	2-3 Lanes 2wy Undivided	1.025	1.097	1.233	1.312	1.328	1.202
23	4-5 Lanes 2wy Div Rasd	1.653	1.678	1.770	1.782	1.757	1.730
24	4-5 Lanes 2wy Div Pavd	2.039	2.146	2.616	2.823	2.400	2.397
25	4-5 Lanes 2wy Undivided	1.179	1.927	1.623	2.058	2.688	1.845
33	6+ Lanes 2wy Div Rasd	2.417	2.549	2.899	2.826	2.818	2.711
34	6+ Lanes 2wy Div Pavd	1.186	0.813	0.832	1.168	1.422	1.118
35	6+ Lanes 2wy Undivided	0.000	0.000	0.000	0.000	0.000	0.000

LEGEND	
Rasd	Raised Median
Pavd	Painted Median
OLA	Other Limited access
INT	Interstate
TOL	Toll Road

Attachment B

Crash Analysis Data

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	ROAD_SURFACE_CONDITION	FIRST_HARMFUL_EVENT	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_FATALITY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
87962079	2018	10/19/2018 20:21	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	Injury	2	1	0	0	0	3000
89124032	2019	7/21/2019 13:03	N CLYDE MORRIS BLVD	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Angle	Serious Injury	1	1	0	0	0	10000
89124786	2019	9/30/2019 4:55	LPGA BLVD	CONCIERGE BLVD	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	Injury	1	2	0	0	0	16500
88669945	2019	3/8/2019 20:27	LPGA BLVD.	WILLIAMSON BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Angle	Fatality	0	2	1	0	0	20000
86766391	2017	4/10/2017 9:39	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2000
87961445	2018	9/17/2018 8:50	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Pedalcycle	Bicycle	No Injury	3	0	0	0	0	1600
87554586	2017	12/18/2017 10:48	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1500
86211037	2016	2/12/2016 16:46	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	4200
89123309	2019	5/21/2019 13:57	LPGA BLVD	N CLYDE MORRIS BLVD	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	10000
87027487	2017	8/22/2017 6:25	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	5500
87555930	2018	6/17/2018 18:02	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	1100
86764367	2017	3/17/2017 12:14	LPGA BLVD.	N. CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	1550
87961443	2018	9/17/2018 8:45	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1250
88669149	2019	3/23/2019 13:47	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1500
86209774	2015	11/17/2015 18:57	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	1000
85642427	2015	3/17/2015 16:46	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	0	2	0	0	0	21000
86208452	2015	9/10/2015 19:52	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	13000
85899816	2015	6/10/2015 10:55	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	700
85898996	2015	4/20/2015 8:15	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	6	0	0	0	0	15200
86208608	2015	8/26/2015 12:03	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	2	0	0	0	0	1500
89124740	2019	9/25/2019 10:10	N CLYDE MORRIS BLVD	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Fatality	0	1	1	0	0	10000
85898991	2015	4/16/2015 17:13	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	3700
89123058	2019	5/2/2019 12:32	LPGA BLVD	N CLYDE MORRIS BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	750
87028083	2017	9/7/2017 8:27	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2000
86492376	2016	8/27/2016 12:35	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	3000
86209901	2016	9/7/2016 15:21	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	500
86491142	2016	5/26/2016 11:05	SR 483 / CLYDE MORRIS BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	6500
87963278	2018	12/17/2018 10:51	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
86210291	2015	1/27/2015 17:24	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dusk	Wet	Motor Vehicle in Transp	Unknown	No Injury	2	0	0	0	0	2000
85900043	2015	6/22/2015 11:44	LPGA		Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	2250
86765716	2017	3/8/2017 8:46	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	2500
87961658	2018	7/30/2018 21:05	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Lighted	Wet	Motor Vehicle in Transp	Left Turn	Injury	0	3	0	0	0	18000
87963477	2019	1/4/2019 12:26	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	4	1	0	0	0	15000
85900402	2015	8/11/2015 10:25	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	400
87554555	2018	12/5/2018 17:20	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dusk	Dry	Motor Vehicle in Transp	Rear End	Injury	5	2	0	0	0	6000
86766067	2017	4/14/2017 11:20	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	700
87026084	2017	5/3/2017 13:40	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Fatality	2	1	1	0	0	13000
87028583	2017	10/20/2017 23:04	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Left Turn	Injury	2	1	0	0	0	10000
86210946	2016	2/26/2016 21:41	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	30000
86490697	2016	8/22/2016 17:30	LPGA BLVD.		Daylight	Mud, Dirt, Gravel	Motor Vehicle in Transp	Other	No Injury	1	0	0	0	0	500
86490894	2016	6/8/2016 12:26	LPGA BLVD.	SR 483/CLYDE MORRIS BLVD	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	Injury	1	1	0	0	0	14000
86211044	2016	2/12/2016 8:00	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	4	0	0	0	0	12500
87554675	2017	12/28/2017 21:32	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Left Turn	Injury	2	1	0	0	0	20000
87553295	2017	10/17/2017 14:30	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Wet	Motor Vehicle in Transp	Left Turn	No Injury	6	0	0	0	0	15000
86211325	2016	2/26/2016 16:39	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	0	3	0	0	0	25000
87750794	2018	12/19/2018 16:04	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	1	1	0	0	0	5250
89124784	2019	9/28/2019 20:50	LPGA BLVD	N CLYDE MORRIS BLVD	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	1000
87554748	2017	12/20/2017 7:39	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	3000
85641753	2015	4/17/2015 8:56	LPGA BLVD.	N. CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	2
86763889	2017	4/7/2017 14:07	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	1050
85641489	2015	2/10/2015 19:02	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	Injury	0	2	0	0	0	7500
89123516	2019	5/15/2019 7:33	LPGA BLVD	N CLYDE MORRIS BLVD	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	2000
87963257	2019	1/8/2019 8:59	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	5500
87027401	2017	7/18/2017 15:24	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	8100
87963167	2018	12/12/2018 10:54	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	4000
86763653	2016	10/20/2016 17:14	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	6000
87556154	2018	7/1/2018 0:41	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Unknown	No Injury	2	0	0	0	0	6000
86766373	2017	4/11/2017 8:58	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	400
86490265	2016	3/30/2016 13:22	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1500
87553924	2018	4/20/2018 12:20	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Head On	Injury	0	1	0	0	0	1000
86492172	2016	8/18/2016 9:09	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	0	2	0	0	0	2500
87553210	2017	11/10/2017 16:59	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dusk	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	500
86766096	2017	4/3/2017 14:03	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	0	3	0	0	0	6000
86766298	2017	4/5/2017 12:24	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	4	2	0	0	0	27000
86765802	2017	3/8/2017 13:45	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	50
87961336	2018	12/5/2018 19:35	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Left Turn	Injury	2	1	0	0	0	6000
87554832	2018	1/29/2018 15:05	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	3000
85900241	2015	7/21/2015 12:44	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	13500
86491222	2016	7/21/2016 9:52	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	2000
86490995	2016	7/15/2016 7:06	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Angle	Injury	0	2	0	0	0	4200
87750733	2018	5/24/2018 9:07	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	3	0	0	0	0	300
89124085	2019	7/29/2019 14:32	LPGA BLVD	N CLYDE MORRIS BLVD	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	1	3	0	0	0	20000
87027627	2017	8/10/2017 19:30	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	Injury	0	1	0	0	0	3000
86490140	2016	3/26/2016 14:58	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1300
89123861	2019	7/8/2019 11:30	N CLYDE MORRIS BLVD	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	0	2	0	0	0	10000

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	ROAD_SURFACE_CONDITION	FIRST_HARMFUL_EVENT	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_FATALITY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
89123756	2019	6/29/2019 13:49	N CLYDE MORRIS BLVD	LPGA BLVD	Daylight	Wet	Motor Vehicle in Transp Left Turn	Injury		0	2	0	0	0	8000
89125318	2019	11/12/2019 20:28	N CLYDE MORRIS BLVD	LPGA BLVD	Dark - Lighted	Dry	Motor Vehicle in Transp Left Turn	Injury		2	1	0	0	0	5000
87553814	2017	12/12/2017 18:02	LPGA BLVD.	CONCIERGE BLVD	Dark - Not Lighted	Dry	Motor Vehicle in Transp Left Turn	No Injury		3	0	0	0	0	10000
87961560	2019	1/10/2019 17:01	LPGA BLVD.	CONCIERGE BLVD	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	5000
89124401	2019	8/27/2019 10:30	LPGA BLVD	CONCIERGE BLVD	Daylight	Dry	Motor Vehicle in Transp Other	Injury		0	2	0	0	0	7000
89125324	2019	11/13/2019 8:00	LPGA BLVD	CONCIERGE BLVD	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	1000
89124659	2019	9/14/2019 15:47	LPGA BLVD	CONCIERGE BLVD	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	5000
89123329	2019	5/24/2019 8:19	LPGA BLVD	N CLYDE MORRIS BLVD	Daylight	Dry	Motor Vehicle in Transp Sideswipe	Injury		2	1	0	0	0	22000
89837127	2019	12/12/2019 16:10	LPGA BLVD	N CLYDE MORRIS BLVD	Daylight	Wet	Motor Vehicle in Transp Rear End	Injury		1	1	0	0	0	6000
89125072	2019	10/18/2019 3:57	LPGA BLVD	CONCIERGE BLVD	Dark - Not Lighted	Dry	Animal	Animal	No Injury	0	0	0	0	0	300
89125178	2019	10/31/2019 17:02	LPGA BLVD	N CLYDE MORRIS BLVD	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	15000
85642649	2015	4/10/2015 17:22	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		6	0	0	0	0	12500
85641437	2015	1/26/2015 7:56	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Wet	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	3000
86210035	2015	12/16/2015 17:24	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dawn	Dry	Motor Vehicle in Transp Rear End	Injury		0	4	0	0	0	9000
86208420	2015	8/17/2015 15:08	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	Injury		3	1	0	0	0	2700
85226808	2016	1/19/2016 7:00	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4009 (WILLIAMSON BLVD)	Dark - Not Lighted	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	5000
89122781	2019	1/29/2019 14:00	LPGA BLVD	CONCIERGE BLVD	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	600
89123918	2019	7/12/2019 16:45	LPGA BLVD	WILLIAMSON BLVD N	Daylight	Wet	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	400
86209483	2015	10/20/2015 17:14	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	4000
89124918	2019	10/8/2019 17:31	LPGA BLVD	CONCIERGE BLVD	Daylight	Dry	Motor Vehicle in Transp Sideswipe	No Injury		3	0	0	0	0	1000
87027438	2017	7/18/2017 15:18	LPGA BLVD.	CONCIERGE BL	Daylight	Wet	Motor Vehicle in Transp Left Turn	No Injury		2	0	0	0	0	2500
85899351	2015	5/8/2015 16:38	LPGA	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	550
85423744	2016	12/5/2016 0:50	WILLIAMSON BOULEVARD	LPGA BOULEVARD	Dark - Lighted	Dry	Motor Vehicle in Transp Sideswipe	No Injury		4	0	0	0	0	4000
89122784	2019	4/10/2019 13:20	N WILLIAMSON BLVD	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp Other	Injury		2	1	0	0	0	20000
89123263	2019	5/16/2019 18:20	LPGA BLVD	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp Sideswipe	No Injury		3	0	0	0	0	50035
85641584	2015	1/27/2015 7:45	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	300
87028544	2017	10/19/2017 16:12	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Sideswipe	No Injury		3	0	0	0	0	5000
87961545	2017	12/5/2017 15:52	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Angle	No Injury		2	0	0	0	0	1000
86490355	2017	4/29/2017 12:45	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Left Turn	No Injury		2	0	0	0	0	2000
86490322	2016	6/10/2016 6:25	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	2
86490799	2016	5/17/2016 14:54	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	1000
86491767	2016	8/16/2016 19:23	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Left Turn	Injury		0	5	0	0	0	10000
86492162	2016	8/9/2016 12:35	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Parked Motor Vehicle	Other	No Injury	1	0	0	0	0	5000
86764653	2016	12/28/2016 13:05	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Other	Injury		2	3	0	0	0	3000
86210592	2016	1/12/2016 14:20	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	1500
86764521	2017	4/19/2017 1:00	WILLIAMSON BLVD.	LPGA BLVD.	Dark - Lighted	Dry	Traffic Sign Support	Off Road	No Injury	1	0	0	0	0	1500
87026976	2017	6/15/2017 15:52	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Wet	Motor Vehicle in Transp Other	No Injury		2	0	0	0	0	800
87026024	2017	4/28/2017 12:10	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	400
87028056	2017	9/29/2017 7:47	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	200
86765142	2017	1/31/2017 12:03	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	15500
86765522	2017	2/22/2017 12:44	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Wet	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	2200
86766430	2017	4/14/2017 21:30	LPGA BLVD.	WILLIAMSON BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	10000
86210341	2015	12/23/2015 7:37	LPGA BLVD.	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp Left Turn	No Injury		2	0	0	0	0	5000
87028354	2017	10/11/2017 16:33	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	400
87028546	2017	10/5/2017 6:46	WILLIAMSON BLVD.	LPGA BLVD.	Dark - Lighted	Wet	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	6000
86489826	2017	2/12/2017 11:40	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Left Turn	Injury		0	4	0	0	0	12000
88670444	2019	3/28/2019 14:44	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	1500
86490366	2016	4/21/2016 1:10	LPGA BLVD.	WILLIAMSON BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp Rear End	Injury		0	3	0	0	0	15000
86491018	2016	6/24/2016 22:00	LPGA BLVD.	WILLIAMSON BLVD.	Dark - Lighted	Dry	Overturn/Rollover	Rollover	Injury	0	3	0	0	0	10000
86209907	2016	3/2/2016 19:14	WILLIAMSON BLVD.	LPGA BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp Other	No Injury		3	0	0	0	0	110
86208895	2016	9/9/2016 15:31	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	1250
86491162	2016	6/3/2016 16:53	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	400
86211315	2016	2/26/2016 11:25	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	400
87961335	2018	12/5/2018 17:15	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	6000
89122825	2019	4/13/2019 7:52	LPGA BLVD	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp Rear End	Injury		1	1	0	0	0	30000
86210179	2015	12/9/2015 13:23	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp Other	No Injury		2	0	0	0	0	1500
86209476	2015	11/28/2015 9:39	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp Unknown	No Injury		2	0	0	0	0	3500
86209344	2016	8/29/2016 10:16	N. WILLIAMSON BLVD	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	2500
87961338	2019	1/2/2019 12:14	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Other	No Injury		2	0	0	0	0	1000
86765398	2017	2/16/2017 14:52	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Angle	No Injury		2	0	0	0	0	2250
88669175	2019	2/25/2019 17:30	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	2050
88669785	2019	3/19/2019 15:16	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Left Turn	No Injury		2	0	0	0	0	11000
87027824	2017	8/24/2017 17:40	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	10000
86491919	2016	8/5/2016 19:53	LPGA BLVD.	WILLIAMSON BLVD.	Dusk	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	300
87751335	2018	8/12/2018 8:55	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		10	0	0	0	0	1100
86492010	2016	8/4/2016 10:20	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	Injury		0	2	0	0	0	1000
89124315	2019	8/20/2019 6:31	CR-4019	CR-4009	Daylight	Dry	Motor Vehicle in Transp Left Turn	Injury		1	3	0	0	0	3000
87554754	2018	3/21/2018 16:34	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp Rear End	Injury		2	2	0	0	0	2000
86210439	2016	1/24/2016 20:05	CR4009/WILLIAMSON BLVD.	LPGA BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	200
87750746	2018	5/23/2018 20:15	N WILLIAMSON BLVD	LPGA BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	1000
87960914	2018	11/3/2018 12:56	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		3	0	0	0	0	2000
86765411	2017	5/20/2017 12:56	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	Injury		0	2	0	0	0	2000
87028058	2017	9/29/2017 15:15	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Rear End	No Injury		2	0	0	0	0	500
87026911	2017	6/28/2017 15:10	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp Sideswipe	No Injury		2	0	0	0	0	1500

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	ROAD_SURFACE_CONDITION	FIRST_HARMFUL_EVENT	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_FATILITY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
87963377	2019	3/14/2019 17:09	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1500
87554596	2018	2/8/2018 15:14	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	3000
87963645	2019	3/29/2019 15:57	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	9000
86209497	2016	5/8/2016 19:54	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	200
86492206	2016	8/15/2016 11:43	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	510
87751387	2018	10/20/2018 6:30	LPGA BLVD.	WILLIAMSON BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	30000
87961322	2018	9/4/2018 12:31	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Head On	No Injury	4	0	0	0	0	300
82286019	2018	7/6/2018 12:04	LPGA BLVD.	CONCIERGE BLVD	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	4	0	0	0	0	12000
87962429	2018	11/8/2018 7:53	LPGA BLVD.	CONCIERGE DR	Daylight	Dry	Motor Vehicle in Transp	Angle	Injury	1	1	0	0	0	13000
87751313	2018	10/2/2018 20:20	LPGA BLVD.	CONCERGIE BLVD	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Left Turn	Injury	1	1	0	0	0	28000
87555147	2018	3/14/2018 17:18	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	600
87750828	2018	11/28/2018 17:23	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Dusk	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	3000
87962827	2018	12/7/2018 15:26	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	4000
87962338	2018	12/7/2018 9:44	LPGA BLVD.	SR 483 / CLYDE MORRIS BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1000
87961551	2019	1/13/2019 13:01	LPGA BLVD.	CR 4009	Daylight	Dry	Overturn/Rollover	Rollover	No Injury	3	0	0	0	0	3000
85900242	2015	7/21/2015 15:18	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	1000
85899952	2015	7/12/2015 15:54	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	200
86209566	2016	9/14/2016 9:35	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	10000
87025766	2017	4/26/2017 7:15	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	100
88669351	2019	2/10/2019 14:08	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	10	0	0	0	0	1500
86491486	2016	6/18/2016 13:09	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	12000
86490386	2016	4/4/2016 13:57	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	1000
85642342	2015	3/20/2015 14:56	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	1000
87553619	2017	12/10/2017 13:00	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	300
87554805	2018	8/10/2018 17:32	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	5	0	0	0	0	750
87961717	2018	12/11/2018 18:59	LPGA BLVD.	WILLIAMSON BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1500
87961019	2018	10/17/2018 13:15	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	400
87961784	2018	10/1/2018 17:45	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	800
87961228	2018	11/2/2018 20:19	LPGA BLVD.	WILLIAMSON BLVD.	Dark - Lighted	Wet	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	25000
87961354	2018	7/2/2018 17:28	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	400
87961485	2018	8/3/2018 17:20	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	750
87554851	2018	1/11/2018 19:20	WILLIAMSON BLVD.	LPGA BLVD.	Dark - Lighted	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	500
87554783	2018	1/28/2018 19:00	WILLIAMSON BLVD.	LPGA BLVD.	Dark - Lighted	Wet	Motor Vehicle in Transp	Other	Injury	2	1	0	0	0	5000
87554785	2018	2/20/2018 12:20	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	4500
87554905	2018	3/19/2018 15:15	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Wet	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	4000
87554936	2018	1/19/2018 15:10	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1500
87555021	2018	3/7/2018 17:04	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2500
87555103	2018	1/25/2018 17:00	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	3	2	0	0	0	10100
87553864	2018	1/21/2018 13:56	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Wet	Motor Vehicle in Transp	Sideswipe	No Injury	4	0	0	0	0	9000
87962326	2018	10/8/2018 17:30	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	1000
87962662	2018	11/6/2018 15:15	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	200
87962826	2018	11/29/2018 17:20	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	Injury	0	2	0	0	0	10000
87963471	2018	12/27/2018 11:35	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1050
87554597	2018	2/13/2018 17:12	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	4000
86490124	2016	4/2/2016 10:27	LPGA BLVD.	WILLIAMSON BLVD.	Dusk	Wet	Motor Vehicle in Transp	Rear End	Injury	4	1	0	0	0	5000
87751075	2018	5/11/2018 12:21	WILLIAMSON BLVD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Unknown	No Injury	2	0	0	0	0	2000
87750818	2018	10/21/2018 8:50	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	5500
87751049	2018	7/5/2018 17:01	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	2000
87556158	2018	7/19/2018 11:43	LPGA BLVD		Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	1000
85642168	2015	3/19/2015 19:54	LPGA BLVD.		Dark - Lighted	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	2200
89123313	2019	5/21/2019 15:10	LPGA BLVD	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
86491926	2016	7/15/2016 14:47	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Overturn/Rollover	Rollover	No Injury	2	0	0	0	0	100
86490677	2016	4/28/2016 9:46	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	3001
89125627	2019	11/29/2019 11:40	LPGA BLVD	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	4000
89123968	2019	7/18/2019 11:29	LPGA BLVD	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	500
87961624	2018	7/24/2018 11:16	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2550
87028246	2017	10/3/2017 7:05	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	2000
86489651	2016	3/3/2016 16:38	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	1000
87750981	2018	4/20/2018 15:54	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	1	0	0	0	0	3000
89124774	2019	9/28/2019 18:05	LPGA BLVD	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	100
89123596	2019	6/14/2019 18:16	LPGA BLVD	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	30
89124870	2019	10/7/2019 7:40	LPGA BLVD	N WILLIAMSON BLVD	Daylight	Wet	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	2500
87962877	2019	2/12/2019 9:30	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
86764377	2016	12/20/2016 16:36	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	550
87553268	2017	10/18/2017 10:30	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	2	1	0	0	0	2000
89124953	2019	10/14/2019 6:00	LPGA BLVD	N WILLIAMSON BLVD	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	4000
85900150	2015	7/13/2015 18:22	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	3000
85642407	2015	3/17/2015 23:24	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1800
85642230	2015	3/18/2015 8:54	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	600
83887631	2018	6/14/2018 7:45	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2500
89122687	2019	4/2/2019 18:07	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	500
89124651	2019	9/17/2019 8:05	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
89123437	2019	6/1/2019 13:15	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1200
89125442	2019	11/25/2019 9:08	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Other Post, Pole or Supl Off Road		No Injury	1	0	0	0	0	1000
87960908	2018	9/13/2018 14:11	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	8000

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	ROAD_SURFACE_CONDITION	FIRST_HARMFUL_EVENT	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_FATILITY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
86208726	2016	8/30/2016 8:36	LPGA BLVD.	N WILLIAMSON BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	0	3	0	0	0	6500
85899139	2015	5/10/2015 14:31	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	1	0	0	0	0	300
85641455	2015	2/18/2015 19:51	LPGA BLVD.		Dark - Lighted	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	1000
89124566	2019	9/12/2019 7:50	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	700
85900685	2015	8/28/2015 7:46	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2500
87961258	2018	9/29/2018 14:56	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	3000
86490671	2016	4/21/2016 8:07	LPGA BLVD.	WILLIAMSON BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1400
86209755	2015	11/11/2015 16:34	LPGA BLVD.		Daylight	Dry	Parked Motor Vehicle	Other	No Injury	1	0	0	0	0	1000
87553776	2017	12/9/2017 17:18	LPGA BLVD.	TECHNOLOGY BOULEVARD	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	Injury	0	3	0	0	0	6000
89125335	2019	11/10/2019 15:34	TECHNOLOGY BLVD	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	0	3	0	0	0	2000
87553467	2017	11/13/2017 14:07	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	2	0	0	0	0	8000
86210496	2016	9/15/2016 16:30	TECHNOLOGY BOULEVARD	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	300
87751250	2018	7/18/2018 17:00	TECHNOLOGY BOULEVARD	LPGA BLVD.	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
89123609	2019	6/16/2019 14:37	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	5	0	0	0	0	1000
89124321	2019	8/20/2019 16:06	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	600
89123055	2019	5/1/2019 13:15	LPGA BLVD	OUTLET BLVD	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	2	0	0	0	0	800
89124937	2019	10/11/2019 19:43	LPGA BLVD	TECHNOLOGY BLVD	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
89124894	2019	10/8/2019 15:15	LPGA BLVD	N I-95	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	350
89124885	2019	10/8/2019 8:53	LPGA BLVD	N I-95	Daylight	Wet	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	3500
89123103	2019	5/5/2019 12:24	LPGA BLVD	N I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	2	0	0	0	2000
89123886	2019	7/10/2019 9:02	LPGA BLVD	N I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
89122893	2019	4/18/2019 19:55	RAMP FROM LPGA BLVD TO LF	LPGA BLVD	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
89124400	2019	8/27/2019 11:00	LPGA BLVD	N I-95	Daylight	Dry	Work Zone/Maintenanc	Other	No Injury	1	0	0	0	0	25
89124773	2019	9/28/2019 18:22	RAMP FROM I-95 N TO LPGA B	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	2	1	0	0	0	400
86210847	2016	1/28/2016 8:03	LPGA BLVD.	CORNERSTONE BOULEVARD	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2300
87750817	2018	11/30/2018 18:31	LPGA BLVD.	TECHNOLOGY BOULEVARD	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	Injury	4	2	0	0	0	7000
87963296	2019	2/26/2019 19:53	LPGA BLVD.	TECHNOLOGY BOULEVARD	Dark - Lighted	Wet	Motor Vehicle in Transp	Angle	No Injury	1	0	0	0	0	0
87554698	2018	1/28/2018 16:30	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	3	1	0	0	0	1000
89124184	2019	8/7/2019 13:11	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	5	0	0	0	0	600
85900401	2015	8/11/2015 7:58	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	700
86208361	2015	8/11/2015 15:13	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	700
86209730	2016	9/6/2016 14:31	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	1200
86210521	2016	2/19/2016 18:00	LPGA BLVD.	TECHNOLOGY BOULEVARD	Dusk	Dry	Motor Vehicle in Transp	Rear End	Injury	5	1	0	0	0	1000
87556072	2018	5/7/2018 7:52	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	5000
89124917	2019	10/10/2019 11:38	LPGA BLVD	N I-95	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	1000
86491171	2016	5/26/2016 6:31	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	15000
89125574	2019	12/5/2019 15:54	LPGA BLVD	N I-95	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	2000
89125586	2019	11/26/2019 10:15	LPGA BLVD	TECHNOLOGY BLVD	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	1000
87961696	2019	2/12/2019 17:13	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	200
87961252	2018	10/17/2018 19:25	LPGA BLVD.	TECHNOLOGY BOULEVARD	Dark - Lighted	Wet	Motor Vehicle in Transp	Rear End	Injury	2	2	0	0	0	50
89125553	2019	12/3/2019 17:50	LPGA BLVD	TECHNOLOGY BLVD	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	4000
89837248	2019	12/23/2019 21:20	LPGA BLVD	TECHNOLOGY BLVD	Dark - Lighted	Wet	Motor Vehicle in Transp	Rear End	No Injury	5	0	0	0	0	1000
87961722	2019	2/14/2019 14:25	LPGA BLVD.	TECHNOLOGY BOULEVARD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	4000
89125173	2019	10/31/2019 6:44	LPGA BLVD	N I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	6000
89124112	2019	7/31/2019 20:33	LPGA BLVD	N I-95	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	7000
87028364	2018	1/27/2018 11:50	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	2	1	0	0	0	1500
87556014	2018	5/30/2018 0:33	LPGA BLVD.	I-95	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	4500
87751155	2018	8/15/2018 8:30	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	4	0	0	0	0	10100
85450702	2017	5/26/2017 9:00	COUNTY ROAD 4011 (OLD DIXI	INTERSTATE 95 (SR 9) NB RAMP	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	4	0	0	0	0	1300
87027953	2017	10/5/2017 7:42	LPGA BLVD.	I-95	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	700
87555299	2018	2/13/2018 16:51	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	2	0	0	0	0	6000
86766073	2017	9/9/2017 8:36	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	100
86766248	2017	4/13/2017 17:03	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	12000
86765754	2017	3/6/2017 17:14	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2200
87962109	2018	11/10/2018 13:21	LPGA BLVD.	I-95	Daylight	Dry	Overturn/Rollover	Rollover	Injury	0	1	0	0	0	5000
87960906	2018	8/16/2018 18:57	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	5	0	0	0	0	2000
87555025	2018	3/10/2018 18:10	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	3	1	0	0	0	17000
86210983	2016	2/5/2016 23:07	LPGA BLVD.	I-95	Dark - Not Lighted	Dry	Pedestrian	Pedestrian	Serious Injury	1	1	0	0	1	2000
87962821	2018	11/20/2018 17:21	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	0	4	0	0	0	27500
86490431	2016	4/16/2016 17:43	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2000
86491614	2016	7/3/2016 0:03	LPGA BLVD.	I-95	Dark - Lighted	Dry	Motor Vehicle in Transp	Left Turn	Injury	2	1	0	0	0	5000
87553270	2017	10/23/2017 17:51	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	2500
85164069	2015	11/30/2015 19:31	COUNTY ROAD 4011(OLD DIXI	RAMP	Dusk	Dry	Motor Vehicle in Transp	Angle	Injury	1	1	0	0	0	11000
86490742	2016	6/4/2016 14:26	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	4000
86211313	2016	2/25/2016 9:02	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	2	1	0	0	0	8000
86210209	2015	12/20/2015 16:11	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	6000
88091725	2019	4/26/2019 8:10	COUNTY ROAD 4011 (OLD DIXI	INTERSTATE 95 (278 EXIT RAMP)	Daylight	Dry	Motor Vehicle in Transp	Angle	Serious Injury	0	2	0	0	0	9000
87555587	2018	4/11/2018 20:41	LPGA BLVD.	I-95	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	750
87555965	2018	3/17/2018 21:30	LPGA BLVD.	I-95	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2500
87555812	2018	9/28/2018 12:31	LPGA BLVD (ON RAMP)	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1500
87282413	2018	9/24/2018 14:25	LPGA BLVD	INTERSTATE 95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1500
87961259	2018	10/4/2018 6:49	C.R 4011/ LPGA BLVD	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	4	1	0	0	0	1700
88669894	2019	3/29/2019 15:09	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	8000

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	ROAD_SURFACE_CONDITION	FIRST_HARMFUL_EVENT	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_FATILITY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
87962565	2018	12/20/2018 5:45	LPGA BLVD.	INTERSTATE 95	Dark - Lighted	Wet	Motor Vehicle in Transp	Sideswipe	Injury	2	1	0	0	0	2000
87554295	2017	12/8/2017 16:57	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	6000
85899694	2015	7/10/2015 9:02	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Serious Injury	1	1	0	0	0	8000
86490739	2016	4/28/2016 8:00	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	1	0	0	0	0	100
87962185	2018	11/24/2018 12:39	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	9	0	0	0	0	5500
84565518	2019	6/1/2019 9:09	INTERSTATE 95 (STATE ROAD 9) NB	L.P.G.A. BOULEVARD	Daylight	Dry	Other Non-Fixed Object	Other	No Injury	1	0	0	0	0	3500
85307227	2016	11/29/2016 7:25	COUNTY ROAD 4011 (OLD DIXIE RAMP	INTERSTATE 95 (STATE ROAD 9) NB	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	300
86210286	2016	2/15/2016 6:22	LPGA BLVD.	I-95	Dawn	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	10000
89123081	2019	5/3/2019 17:19	LPGA BLVD	S I-95	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	2000
85307638	2016	8/9/2016 20:10	INTERSTATE 95 (STATE ROAD 9) MM265		Dark - Not Lighted	Wet	Other Fixed Object	Off Road	Injury	0	1	0	0	0	5000
85168600	2016	1/28/2016 8:45	INTERSTATE 95 (STATE ROAD 9) MM265		Daylight	Wet	Bridge Pier or Support	Off Road	No Injury	1	0	0	0	0	3500
85443356	2017	3/23/2017 8:00	INTERSTATE 95 (STATE ROAD 9) MM 266		Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	9200
85511243	2017	5/12/2017 2:34	INTERSTATE 95 (STATE ROAD 9) MM 264		Dark - Not Lighted	Dry	Guardrail Face	Off Road	No Injury	2	0	0	0	0	4000
85511295	2017	8/27/2017 9:11	INTERSTATE95(STATE ROAD 9) MM 265		Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	3500
87153649	2018	3/5/2018 6:00	INTERSTATE 95 (STATE ROAD 9) MM 265		Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	5500
85220117	2016	6/7/2016 7:10	INTERSTATE 95 (STATE ROAD 9) MM265		Daylight	Wet	Motor Vehicle in Transp	Unknown	Injury	2	1	0	0	0	37000
88108428	2019	6/28/2019 1:50	INTERSTATE 9 (STATE ROAD 9) LPGA BLVD		Dark - Lighted	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	4	0	0	0	0	900
85382798	2017	1/29/2017 10:28	INTERSTATE 95(STATE ROAD 9) MILE MARKER 265		Daylight	Wet	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	7000
85555007	2017	10/20/2017 4:00	LPGA BLVD	INTERSTATE 95 (STATE ROAD 9)	Unknown	Unknown	Bridge Overhead Struct	Off Road	No Injury	1	0	0	0	0	5000
87027913	2017	8/28/2017 18:29	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	50
84521720	2016	2/21/2016 8:45	LPGA BLVD	SR 9	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	6500
87962595	2019	1/7/2019 7:50	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	6	0	0	0	0	4000
86764601	2017	1/30/2017 17:15	LPGA BLVD.	I-95	Daylight	Dry	Overturn/Rollover	Rollover	No Injury	2	0	0	0	0	10000
86208421	2015	8/18/2015 13:11	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Unknown	No Injury	3	0	0	0	0	1000
86210936	2016	4/15/2016 14:13	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	7	0	0	0	0	1500
86492471	2016	9/30/2016 15:49	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	800
86490200	2016	5/19/2016 7:18	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	0	2	0	0	0	2000
85598563	2017	11/4/2017 12:02	INTERSTATE 95 ((STATE ROAD MM 263		Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	5	0	0	0	0	4800
85641550	2015	1/27/2015 7:52	LPGA BLVD.	I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	700
89123620	2019	6/17/2019 8:02	LPGA BLVD	S I-95	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	1	1	0	0	0	1000
89124801	2019	9/30/2019 14:18	LPGA BLVD	S I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2000
89124640	2019	9/17/2019 20:14	LPGA BLVD	S I-95	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	10000
89124248	2019	8/13/2019 14:55	LPGA BLVD	S I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1100
88130438	2019	5/13/2019 12:00	INTERSTATE 95 (STATE ROAD 9) MM266		Daylight	Wet	Tree (standing)	Off Road	No Injury	1	0	0	0	0	2500
87153693	2018	7/2/2018 21:52	INTERSTATE 95 (STATE ROAD 9) MM 265		Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	900
87255552	2018	8/31/2018 14:47	INTERSTATE 95 (STATE ROAD 9) MM 263		Daylight	Dry	Struck by Falling, Shiftin	Rear End	No Injury	2	0	0	0	0	2000
89124117	2019	7/30/2019 10:07	LPGA BLVD	S I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
82004436	2015	5/23/2015 22:05	STATE ROAD 9 SOUTHBOUND	LPGA BLVD	Dark - Not Lighted	Wet	Bridge Pier or Support	Off Road	No Injury	2	0	0	0	0	3500
89125374	2019	11/19/2019 9:17	LPGA BLVD	S I-95	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	Injury	1	1	0	0	0	600
89125452	2019	11/25/2019 16:55	LPGA BLVD	S I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	15000
89123227	2019	5/14/2019 8:56	RAMP FROM I-95 S TO LPGA B	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	450
89125311	2019	11/12/2019 7:36	RAMP FROM I-95 S TO LPGA B	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1000
89123044	2019	4/30/2019 15:10	LPGA BLVD	S I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	1	0	0	0	0	500
89837200	2019	12/18/2019 10:40	LPGA BLVD	S I-95	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	2000
84650876	2018	10/10/2018 12:45	LPGA BLVD.	CHAMPIONS DRIVE	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	3500
87961986	2019	1/23/2019 8:25	TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	3	0	0	0	0	1500
87962684	2019	3/9/2019 11:55	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	3700
86209085	2015	9/29/2015 15:53	TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Wet	Motor Vehicle in Transp	Rear End	Injury	3	1	0	0	0	800
86491038	2016	5/29/2016 14:41	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	3500
85642157	2015	3/4/2015 16:34	LPGA BLVD.	PRIVATE DRIVE (HALIFAX HUMANE SOCIETY ENTRANCE)	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	800
87750537	2018	8/3/2018 9:05	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	3100
86491221	2016	7/19/2016 15:06	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	400
86208419	2015	8/17/2015 12:10	LPGA BLVD.		Daylight	Dry	Parked Motor Vehicle	Other	No Injury	3	0	0	0	0	2000
86208698	2015	8/30/2015 13:36	LPGA BLVD.		Daylight	Dry	Other Fixed Object	Off Road	No Injury	5	0	0	0	0	550
86211187	2016	2/23/2016 14:32	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2000
87028414	2017	11/4/2017 17:55	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	6	2	0	0	0	11000
87555557	2018	4/11/2018 14:59	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	10000
87751476	2018	12/17/2018 6:12	LPGA BLVD.	TOMOKA FARMS RD.	Dark - Not Lighted	Wet	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	500
87554839	2018	1/24/2018 14:50	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Other Non-Collision	Other	Injury	0	2	0	0	0	500
86209231	2015	10/16/2015 15:55	TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1500
86210533	2015	12/30/2015 18:59	LPGA BLVD.	TOMOKA FARMS RD.	Dark - Lighted	Wet	Motor Vehicle in Transp	Right Turn	No Injury	2	0	0	0	0	10500
85641948	2015	2/18/2015 15:53	LPGA BLVD.	HUMANE SOCIETY ENTRANCE	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	3	0	0	0	0	4000
86210489	2016	1/13/2016 22:31	LPGA BLVD.	TOMOKA FARMS RD.	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Left Turn	Injury	1	1	0	0	0	20000
87027774	2017	10/20/2017 13:16	TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	2000
87027973	2017	8/31/2017 16:30	N TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	3	0	0	0	0	1000
87027308	2017	9/14/2017 14:57	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Angle	Injury	5	2	0	0	0	9150
87555282	2018	6/3/2018 23:03	LPGA BLVD.	TOMOKA FARMS RD.	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Left Turn	Injury	5	1	0	0	0	7000
86764978	2017	1/19/2017 14:18	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Angle	Injury	0	8	0	0	0	25000
87961671	2018	7/31/2018 16:32	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Wet	Motor Vehicle in Transp	Angle	Injury	0	2	0	0	0	8500
87961428	2018	9/12/2018 15:00	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Angle	Injury	2	3	0	0	0	9000
87963346	2019	2/14/2019 15:24	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	3000
87555853	2018	5/31/2018 21:19	LPGA BLVD.	TOMOKA FARMS RD.	Dark - Lighted	Wet	Motor Vehicle in Transp	Angle	Injury	2	1	0	0	0	7000
88669567	2019	3/8/2019 15:49	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Angle	Injury	2	2	0	0	0	10000

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	ROAD_SURFACE_CONDITION	FIRST_HARMFUL_EVENT	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_FATALITY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
87554923	2018	3/28/2018 23:08	N TOMOKA FARMS RD	LPGA BLVD.	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Unknown	No Injury	2	0	0	0	0	25000
87962365	2018	11/28/2018 17:54	LPGA BLVD.	TOMOKA FARMS RD.	Dusk	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	20000
87963258	2018	12/28/2018 12:18	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	4	0	0	0	0	1000
87553543	2018	8/29/2018 17:15	TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	3	0	0	0	0	500
87027541	2017	8/12/2017 11:37	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	0	3	0	0	0	10000
86491933	2016	7/18/2016 8:38	TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Dry	Fence	Off Road	No Injury	3	0	0	0	0	3000
89124381	2019	8/26/2019 8:44	N TOMOKA FARMS RD	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	17000
85900628	2015	8/28/2015 14:05	TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	510
86491009	2016	5/28/2016 19:11	N. TOMOKA FARMS RD	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	9000
89123254	2019	5/16/2019 14:18	N TOMOKA FARMS RD	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	15000
85641759	2015	5/11/2015 11:15	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	50
87554844	2018	1/19/2018 13:50	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	700
86210709	2016	1/29/2016 8:45	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1100
85641299	2015	1/2/2015 12:20	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	5	0	0	0	0	100
86490637	2016	4/19/2016 11:20	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	750
87961449	2018	7/11/2018 8:56	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	3000
89125225	2019	11/4/2019 15:18	LPGA BLVD	W INTERNATIONAL SPEEDWAY BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
83654435	2015	6/17/2015 19:15	CR4019 LPGA BLVD	STATE ROAD 600 (INTL SPDWY BLVD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	600
89837239	2019	12/23/2019 10:38	W INTERNATIONAL SPEEDWAY	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	500
87028492	2017	10/5/2017 11:40	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Wet	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	1000
87553208	2017	10/13/2017 17:31	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	7000
87553634	2017	10/28/2017 19:41	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	6	0	0	0	0	2000
88669342	2019	2/24/2019 9:05	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	2	1	0	0	0	2000
87554824	2017	12/21/2017 13:18	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	2000
87554834	2017	12/21/2017 14:38	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	Injury	2	1	0	0	0	45000
87554730	2018	1/8/2018 13:17	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Animal	Animal	No Injury	2	0	0	0	0	300
89124396	2019	8/23/2019 22:33	LPGA BLVD	WELSHINGER-BUTLER CIR	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	7	0	0	0	0	3500
87555348	2018	9/8/2018 16:57	LPGA BLVD.		Daylight	Dry	Motor Vehicle in Transp	Unknown	No Injury	3	0	0	0	0	300
86209701	2015	11/7/2015 14:03	LPGA BLVD.		Daylight	Dry	Fence	Off Road	No Injury	1	0	0	0	0	25
85899041	2018	9/28/2018 22:36	LPGA BLVD.		Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	1750
84528556	2015	2/2/2015 17:02	COUNTY ROAD 4019 (LPGA BLVD)	WELSHINGER BUTLER CIRCLE	Daylight	Dry	Animal	Animal	No Injury	1	0	0	0	0	500
89123794	2019	7/2/2019 15:22	LPGA BLVD	WELSHINGER-BUTLER CIR	Daylight	Dry	Other Non-Fixed Object	Other	Fatality	0	0	1	0	0	2000
87963780	2019	2/21/2019 17:19	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Tree (standing)	Off Road	No Injury	1	0	0	0	0	5000
86491387	2016	6/29/2016 2:42	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Dark - Not Lighted	Dry	Fell/Jumped From Motc	Other	No Injury	1	0	0	0	0	10000
85899740	2015	6/11/2015 14:07	LPGA BLVD.	US92 / INTERNATIONAL SPEEDWAY BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Fatality	1	2	1	0	1	32500
86766241	2017	1/12/2017 16:58	LPGA BLVD.	WELSHINGER-BUTLER CIR	Daylight	Dry	Motor Vehicle in Transp	Head On	No Injury	2	0	0	0	0	30000
89123638	2019	6/18/2019 14:00	LPGA BLVD		Daylight	Wet	Tree (standing)	Off Road	Injury	1	1	0	0	0	9000
87555487	2018	6/8/2018 15:01	LPGA BLVD.	WELSHINGER-BUTLER CIRCLE	Daylight	Wet	Overturn/Rollover	Rollover	Injury	0	1	0	0	0	4000
89837141	2019	12/11/2019 7:51	LPGA BLVD	WELSHINGER-BUTLER CIR	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	13000
89125139	2019	10/26/2019 16:48	LPGA BLVD	WELSHINGER-BUTLER CIR	Daylight	Wet	Motor Vehicle in Transp	Unknown	No Injury	4	0	0	0	0	1500
87026983	2017	8/1/2017 18:45	LPGA BLVD.	WELSHINGER-BUTLER BLVD.	Daylight	Dry	Motor Vehicle in Transp	Other	Injury	2	2	0	0	0	10000
86766383	2017	4/15/2017 23:32	LPGA BLVD.	WELSHINGER-BUTLER CIR	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Other	Injury	0	1	0	0	0	5000
86209263	2015	10/24/2015 19:22	LPGA BLVD.	WELSHINGER-BUTLER CRL	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	1	0	0	0	0	1000
86763710	2016	11/29/2016 15:43	LPGA BLVD.	WELSHINGER BUTLER CIR	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	1	1	0	0	0	20000
87028202	2017	10/10/2017 4:15	LPGA BLVD.	WELSHINGER-BUTLER CIRCLE	Dark - Not Lighted	Dry	Animal	Animal	No Injury	1	0	0	0	0	1500
87554320	2017	11/28/2017 15:00	LPGA BLVD.	WELSHINGER-BUTLER CIR	Daylight	Dry	Motor Vehicle in Transp	Head On	No Injury	2	0	0	0	0	9000
89123361	2019	5/26/2019 20:55	LPGA BLVD	WELSHINGER-BUTLER CIR	Dark - Not Lighted	Dry	Overturn/Rollover	Rollover	Injury	0	1	0	0	0	15000
86209582	2015	11/6/2015 15:50	LPGA BLVD.	WELSHINGER BUTLER CIR	Daylight	Dry	Overturn/Rollover	Rollover	Injury	0	1	0	0	0	10000
86489637	2016	3/8/2016 12:12	LPGA BLVD.	WELSHINGER-BUTLER CIR	Daylight	Dry	Other Non-Collision	Other	Injury	0	1	0	0	0	5000
86491444	2016	6/12/2016 5:50	LPGA BLVD.	WELSHINGER-BUTLER CIRCLE	Dark - Not Lighted	Dry	Pedestrian	Pedestrian	Injury	1	1	0	0	1	100
86765024	2017	2/8/2017 0:56	LPGA BLVD.	CHAMPIONS DRIVE	Dark - Not Lighted	Wet	Motor Vehicle in Transp	Other	No Injury	7	0	0	0	0	10000
89124925	2019	10/10/2019 21:24	LPGA BLVD	CHAMPIONS DR	Dark - Not Lighted	Dry	Animal	Animal	No Injury	3	0	0	0	0	4000
85641566	2015	2/7/2015 5:48	LPGA BLVD.		Dark - Not Lighted	Dry	Animal	Animal	No Injury	1	0	0	0	0	3000
89837120	2019	12/12/2019 7:33	LPGA BLVD	CHAMPIONS DR	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	2200
87553636	2017	11/16/2017 16:33	LPGA BLVD.	CHAMPIONS DRIVE	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	6	0	0	0	0	7600
85641407	2015	1/20/2015 14:26	LPGA BLVD.	CHAMPIONS DRIVE	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1000
86492355	2017	1/12/2017 4:41	LPGA BLVD.	CHAMPIONS DRIVE	Dark - Not Lighted	Dry	Animal	Animal	No Injury	1	0	0	0	0	4000

REPORT_NUMB ER	CRASH YEAR	CRASH DATE AND TIME	ON STREET ROAD HIGHWAY	FROM INTERSECTION OF	LIGHT CONDITION	ROAD SURFACE COND ITION	FIRST HARMFUL EVENT	S4_CRASH_TYPE SIMPLIFIED	S4_CRASH_SEVERI TY	S4_NONE_INJURY_C OUNT	S4_INJURY_CO UNT	S4_FATALITY_CO UNT	S4_BICYCLIST_CO UNT	S4_PEDESTRIAN_C OUNT	S4_VEHICLE_DAMAGE_ AMOUNT
87963393	2019	1/11/2019 11:53	LPGA BLVD.	CHAMPIONS DRIVE	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	2	1	0	0	0	3500
85513169	2017	7/9/2017 19:47	CR-4097 (JACOBS RD)	CR-4092 (E PLYMOUTH AVE)	Dusk	Wet	Motor Vehicle in Transp	Angle	No Injury	2	0	0	0	0	21000
85459060	2017	5/24/2017 8:30	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	3	0	0	0	0	8000
85456465	2017	5/17/2017 14:16	COUNTY ROAD 4015(DERBYSHIRE ROAD)	COUNTY ROAD 4019(LPGA BLVD)	Daylight	Dry	Parked Motor Vehicle	Other	Injury	0	1	0	0	0	2000
85453394	2017	3/10/2017 19:27	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Dusk	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	4000
86765200	2017	3/4/2017 12:10	LPGA BLVD.	TOURNAMENT DRIVE	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	Injury	1	1	0	0	0	40000
84181463	2016	7/11/2016 21:25	LPGA BLVD/N NOVA RD	LPGA BLVD/N NOVA RD	Dark - Lighted	Dry	Motor Vehicle in Transp	Left Turn	Injury	1	2	0	0	0	20000
87028245	2017	9/22/2017 22:40	LPGA BLVD.	TOURNAMENT DRIVE	Dark - Lighted	Dry	Other Fixed Object	Off Road	No Injury	1	0	0	0	0	5000
85453429	2017	6/16/2017 13:42	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2100
85162372	2015	11/14/2015 11:50	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	COUNTY ROAD 4019 (LPGA BLVD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	3500
85140814	2015	7/25/2015 12:58	COUNTY ROAD 4015(DERBYSHIRE ROAD)	COUNTY ROAD 4019(LPGA BLVD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2000
85394042	2016	10/27/2016 7:20	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2000
85541649	2017	8/3/2017 16:00	COUNTY ROAD 4019(LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	6	0	0	0	0	7500
85248241	2016	1/26/2016 16:59	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	9000
85226813	2016	2/9/2016 17:25	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Head On	Injury	1	4	0	0	0	6500
85900664	2015	9/10/2015 6:12	TOURNAMENT DRIVE	LPGA BLVD.	Dawn	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	4500
89125234	2019	11/5/2019 16:25	LPGA BLVD	TOURNAMENT DR	Daylight	Wet	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	1000
89125218	2019	11/3/2019 14:47	LPGA BLVD	TYMBER CREEK RD	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	3	1	0	0	0	11000
89123210	2019	5/13/2019 8:41	LPGA BLVD	TOURNAMENT DR	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	6500
85541654	2017	8/12/2017 21:58	COUNTY ROAD 4019(LPGA BLVD)	COUNTY ROAD 4015(DERBYSHIRE ROAD)	Dark - Not Lighted	Dry	Animal	Animal	No Injury	1	0	0	0	0	2500
85545176	2017	8/15/2017 12:05	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	COUNTY ROAD 4019 (LPGA BLVD)	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	300
85459024	2017	2/8/2017 8:00	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	COUNTY ROAD 4019 (LPGA BLVD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	5500
87212481	2018	4/16/2018 10:51	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Struck by Falling, Shiftin	Other	No Injury	2	0	0	0	0	2000
87198292	2018	4/26/2018 16:57	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	4	0	0	0	0	1500
87961426	2018	9/24/2018 7:38	TOURNAMENT DRIVE	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	3	0	0	0	0	2000
88019009	2018	11/21/2018 18:22	COUNTY ROAD 4015(DERBYSHIRE ROAD)	COUNTY ROAD 4019(LPGA BLVD)	Dusk	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	6000
87555136	2018	3/13/2018 21:28	LPGA BLVD.	TOURNAMENT DRIVE	Dark - Lighted	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	600
85607642	2017	10/3/2017 16:50	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	COUNTY ROAD 4019 (LPGA BLVD)	Daylight	Dry	Pedestrian	Pedestrian	Injury	1	1	0	0	1	500
85132921	2015	8/29/2015 18:25	COUNTY ROAD-4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Serious Injury	1	1	0	0	0	10000
85194924	2016	1/4/2016 10:00	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	2	0	0	0	0	2000
85229376	2016	5/8/2016 10:25	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	2	0	0	0	0	10000
87110738	2018	2/23/2018 8:33	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1000
85456462	2017	5/5/2017 11:33	COUNTY ROAD 4015(DERBYSHIRE ROAD)	COUNTY ROAD 4019(LPGA BLVD)	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	3000
85304911	2016	6/29/2016 15:33	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	7020
85374656	2016	9/21/2016 15:02	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	9	0	0	0	0	300
87750732	2018	5/24/2018 7:41	TOURNAMENT DR	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	300
87961066	2018	10/20/2018 21:55	TOURNAMENT DRIVE	LPGA BLVD.	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Left Turn	Serious Injury	0	2	0	0	0	6000
87553857	2017	12/8/2017 14:53	LPGA BLVD.	TOURNAMENT DRIVE	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	20000
86210337	2016	1/4/2016 15:54	LPGA BLVD.	TOURNAMENT DRIVE	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	3	0	0	0	0	6000
85131491	2015	8/12/2015 11:36	COUNTY ROAD 4015 (1110 DEER CREEK RD)	COUNTY ROAD 4019 (LPGA BLVD)	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	2	0	0	0	0	100
85311281	2016	5/31/2016 14:55	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Left Turn	No Injury	6	0	0	0	0	4000
85195014	2015	11/12/2015 17:10	CR-4015(DERBYSHIRE RD)	CR-4019(LPGA BLVD)	Daylight	Dry	Motor Vehicle in Transp	Unknown	No Injury	4	0	0	0	0	2000
85900537	2018	2/12/2018 19:30	LPGA BLVD.	TOURNAMENT DRIVE	Dark - Not Lighted	Dry	Overturn/Rollover	Rollover	No Injury	1	0	0	0	0	3000
86766286	2017	4/3/2017 7:05	LPGA BLVD.	CHAMPIONS DRIVE	Daylight	Dry	Animal	Animal	No Injury	1	0	0	0	0	500
87751157	2018	9/1/2018 22:42	LPGA BLVD.	CHAMPIONS DRIVE	Dark - Not Lighted	Dry	Animal	Animal	No Injury	1	0	0	0	0	500
86490201	2016	6/24/2016 10:10	LPGA BLVD.	CHAMPIONS DRIVE	Daylight	Dry	Other Non-Collision	Other	No Injury	1	0	0	0	0	10000
86764362	2016	12/24/2016 21:10	LPGA BLVD.	CHAMPIONS DRIVE	Dark - Lighted	Dry	Animal	Animal	Injury	0	1	0	0	0	1000
87963011	2019	1/18/2019 15:30	LPGA BLVD.	CHAMPIONS DRIVE	Daylight	Dry	Motor Vehicle in Transp	Other	Injury	1	1	0	0	0	8000
86210056	2016	3/9/2016 11:17	CHAMPIONS DRIVE	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	0
86491760	2016	7/13/2016 8:53	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Other Fixed Object	Off Road	No Injury	1	0	0	0	0	2000
84505232	2016	1/4/2016 21:43	COUNTY ROAD 4019 (LPGA BLVD)	CHAMPIONS DRIVE	Dark - Not Lighted	Dry	Animal	Animal	No Injury	1	0	0	0	0	2000

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	ROAD_SURFACE_CONDITION	RISK_HARMFUL_EVENT	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_FATILITY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
89124649	2019	9/17/2019 12:19	LPGA BLVD	CHAMPIONS DR	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	4	1	0	0	0	22000
89124269	2019	8/14/2019 16:45	LPGA BLVD	N TOMOKA FARMS RD	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	4500
88669889	2019	3/25/2019 10:30	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Other Non-Collision	Other	No Injury	2	0	0	0	0	1000
89837164	2019	12/15/2019 11:30	LPGA BLVD	N TOMOKA FARMS RD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	5	0	0	0	0	10000
84285742	2015	9/20/2015 18:10	LPGA BLVD.	TOMOKA FARMS RD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	2	0	0	0	5000
89122891	2019	4/18/2019 18:08	LPGA BLVD	N TOMOKA FARMS RD	Dusk	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	4000
89124549	2019	9/11/2019 15:09	N TOMOKA FARMS RD	LPGA BLVD	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	7	0	0	0	0	600
85183088	2015	10/26/2015 11:52	COUNTY ROAD 4019 (LPGA BLVD)	N TOMOKA FARMS ROAD	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	0	2	0	0	0	8000
85642597	2015	3/31/2015 12:31	TOMOKA FARMS RD.	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	3500
84860085	2015	3/20/2015 17:00	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2100
85153224	2015	7/14/2015 14:00	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Angle	No Injury	1	0	0	0	0	3000
89122746	2019	4/7/2019 20:49	LPGA BLVD	TOURNAMENT DR	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	Injury	4	2	0	0	0	12000
89125597	2019	12/4/2019 16:32	LPGA BLVD	TOURNAMENT DR	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	3100
86209881	2015	11/29/2015 20:45	LPGA BLVD.	TOURNAMENT DRIVE	Dark - Not Lighted	Dry	Animal	Animal	No Injury	1	0	0	0	0	500
85899383	2015	5/10/2015 15:47	LPGA BLVD.	TOURNAMENT DRIVE	Daylight	Dry	Ditch	Off Road	Injury	0	1	0	0	0	8000
87555171	2018	2/10/2018 13:23	LPGA BLVD.	TOURNAMENT DRIVE	Daylight	Dry	Motor Vehicle in Transp	Head On	Injury	0	2	0	0	0	11000
86765190	2017	2/6/2017 7:53	TOURNAMENT DRIVE	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	300
84568995	2015	2/5/2015 1:35	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Dark - Lighted	Wet	Utility Pole/Light Suppo	Off Road	No Injury	1	0	0	0	0	10000
89122844	2019	4/14/2019 2:21	LPGA BLVD	TOURNAMENT DR	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	18000
85541676	2017	9/15/2017 10:29	COUNTY ROAD 4019(LPGA BLVD)	COUNTY ROAD 4015(DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	1500
87220708	2018	5/19/2018 18:38	CR-4019 (LPGA BLVD)	CR-4015 (DERBYSHIRE RD)	Daylight	Wet	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	4500
84898178	2015	5/10/2015 14:00	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	Injury	1	1	0	0	0	2000
82004470	2015	8/15/2015 7:55	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	3	0	0	0	0	1500
85503977	2017	6/5/2017 22:32	COUNTY ROAD 4019 (LPGA BLVD)	COUNTY ROAD 4015 (DERBYSHIRE ROAD)	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Rear End	Serious Injury	2	1	0	0	0	1550
89124557	2019	9/11/2019 15:50	LPGA BLVD	INTERNATIONAL TENNIS DR	Daylight	Dry	Motor Vehicle in Transp	Left Turn	Injury	4	2	0	0	0	11500
86764936	2017	2/2/2017 7:47	LPGA BLVD.	INTERNATIONAL TENNIS DRIVE	Daylight	Dry	Motor Vehicle in Transp	Other	No Injury	3	0	0	0	0	4000
86492222	2017	11/26/2017 13:17	INTERNATIONAL GOLF DRIVE	LPGA BLVD.	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	2	0	0	0	0	2000
89125107	2019	10/26/2019 2:46	LPGA BLVD	INTERNATIONAL TENNIS DR	Dark - Lighted	Dry	Motor Vehicle in Transp	Angle	Injury	0	2	0	0	0	10000
88130431	2019	4/30/2019 11:28	INTERSTATE 95 (STATE ROAD 5)	MM 265	Daylight	Dry	Motor Vehicle in Transp	Rear End	Serious Injury	1	1	0	0	0	7200
88130439	2019	5/13/2019 9:04	INTERSTATE 95 (STATE ROAD 5)	MM 264	Daylight	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	6	0	0	0	0	3500
87962744	2019	1/25/2019 7:12	LPGA BLVD.	INTERNATIONAL GOLF DR	Daylight	Dry	Motor Vehicle in Transp	Head On	No Injury	2	0	0	0	0	5000
85166724	2016	3/25/2016 17:30	LPGA BLVD	INTERNATIONAL GOLF DR	Daylight	Wet	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	700
87553715	2018	3/31/2018 15:30	LPGA BLVD.	INTERNATIONAL TENNIS DRIVE	Daylight	Dry	Motor Vehicle in Transp	Rear End	No Injury	4	0	0	0	0	500
87962361	2018	12/15/2018 1:27	LPGA BLVD.	INTERNATIONAL GOLF DR	Dark - Not Lighted	Wet	Motor Vehicle in Transp	Other	Injury	0	1	0	0	0	5000
87751267	2018	8/25/2018 0:08	LPGA BLVD.	INTERNATIONAL GOLF DR	Dark - Not Lighted	Dry	Motor Vehicle in Transp	Sideswipe	No Injury	2	0	0	0	0	2000
86766031	2018	12/20/2018 5:45	LPGA BLVD.	INTERNATIONAL TENNIS DRIVE	Dark - Not Lighted	Wet	Tree (standing)	Off Road	Injury	0	1	0	0	0	5000

YEAR	CRASH_NUM BER	CRASH_DATE	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY_NAME	INT_ROADWAY_NAME	LOCMP	FRST_HARM_LOC_CD	INJSEVER	LGHT_CON_D_CD	COND_C_D	MOST_HARM_EVNT_CD	IMPCT_TY_P_CD	D1_FRST_DR_ACTN_CD_TXT	NUMBER_OF_INJURED	NUMBER_OF_KILLED	NUMBER_OF_SERIOUS_INJURIES	NUMBER_OF_PEDESTRIANS	NUMBER_OF_BICYCLISTS
2015	851617860	2015-12-07	1325	MONDAY	US 92 / SR 600 / Int'l Speedway Blvd	LPGA BLVD	13.743	01	1	01	01	14	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	862084010	2015-10-12	1726	MONDAY	US 92 / SR 600 / Int'l Speedway Blvd	LPGA BLVD	14.182	01	1	01	01	14	01	FOLLOWED TOO CLOSELY	0	0	0	0	0
2016	864916280	2016-08-23	1251	TUESDAY	US 92 / SR 600 / Int'l Speedway Blvd	LPGA BLVD	14.182	01	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	870258780	2017-04-27	1717	THURSDAY	US 92 / SR 600 / Int'l Speedway Blvd	LPGA BLVD	13.709	01	4	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	1
2018	871705950	2018-03-30	1148	FRIDAY	US 92 / SR 600 / Int'l Speedway Blvd	FRONTAGE RD	13.806	01	1	01	01	14	01	FOLLOWED TOO CLOSELY	0	0	0	0	0
2018	872360050	2018-07-23	0735	MONDAY	US 92 / SR 600 / Int'l Speedway Blvd	LPGA BLVD	13.78	01	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	3	0	0	0	0
2018	872824180	2018-09-30	1647	SUNDAY	US 92 / SR 600 / Int'l Speedway Blvd	LPGA BLVD	13.719	01	2	01	01	14	04	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2018	872844100	2018-11-25	1312	SUNDAY	US 92 / SR 600 / Int'l Speedway Blvd	LPGA BLVD	13.78	01	3	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2019	880190330	2019-01-07	2036	MONDAY	US 92 / SR 600 / Int'l Speedway Blvd	LPGA BLVD	13.719	03	0	05	01	34	77	NOT CODED	0	0	0	0	0

YEAR	CRASH N UMBER	CRASH DATE	H_TIM E	WEEKDAY TXT	ON ROADW AY NAME	INT. ROADWA Y NAME	DIST ANC	ROADWAYID	LOCPM	FRST_HARM LOC_CD	INJSEVE R	LIGHT_CO ND_CD	RD_SRFC COND_CD	MOST_HARM EVNT_CD	IMPCT_TY P_CD	D1_FRST DR ACTN CD TXT	NUMBER OF INJURED	NUMBER OF F KILLED	NUMBER OF SERI OUS INJURIES	NUMBER OF PEDE STRIANS	NUMBER OF BI CYCLISTS
2015	845065090	42044	1755	MONDAY	I95	MM 265	0.79002070	0.36	03	1	01	02	21	77	77	RAN OFF ROADWAY	0	0	0	0	0
2015	848635190	42077	0432	SATURDAY	I95	LPGA BLVD	0.579002071	0.466	01	1	05	01	14	01	01	NOT CODED	0	0	0	0	0
2015	848815250	42152	0717	THURSDAY	I95	LPGA BLVD	0.0179002072	0.006	01	1	01	01	14	01	01	NOT CODED	0	0	0	0	0
2015	862088730	42262	0701	TUESDAY	I95	LPGA BLVD	0.79002071	0.466	01	1	01	01	14	01	01	FOLLOWED TOO CLOSELY	0	0	0	0	0
2015	852179180	42340	2015	WEDNESDAY	I95	LPGA BLVD	0.179002072	0.297	01	2	05	01	01	01	77	RAN OFF ROADWAY	1	0	0	0	0
2015	862089090	42378	0145	SATURDAY	I95	LPGA BLVD	0.0279002074	0.193	02	0	04	02	01	77	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2015	852086773	42390	0555	THURSDAY	I95	LPGA BLVD	0.79002074	0.212	03	0	03	01	37	77	77	NOT CODED	0	0	0	0	0
2015	851686005	42397	0845	THURSDAY	I95	MM265	0.79002070	0.361	02	1	01	02	21	77	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2015	862113130	42425	0902	THURSDAY	I95	LPGA BLVD	0.79002071	0.466	01	3	01	01	14	03	03	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2015	864901940	42454	1450	FRIDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	01	01	14	01	01	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2015	851686110	42455	2215	SATURDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	05	02	14	04	04	NO CONTRIBUTING ACTION	0	0	0	0	0
2015	852293560	42462	0631	SATURDAY	I95	MM 265	0.79002072	0.02	1	03	03	01	01	77	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	864903050	42468	2119	FRIDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	04	01	14	77	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	864904860	42483	1910	SATURDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	01	01	14	04	04	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2015	864908660	42495	1445	THURSDAY	I95	LPGA BLVD	0.79002072	0.392	01	3	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	864902000	42509	0718	THURSDAY	I95	LPGA BLVD	0.0279002072	0.373	01	3	01	01	14	03	03	OTHER CONTRIBUTING ACTION	2	0	0	0	0
2015	864916140	42554	0003	SUNDAY	I95	LPGA BLVD	0.79002071	0.466	01	2	04	01	14	02	02	RAN RED LIGHT	1	0	0	0	0
2015	864915830	42559	1713	FRIDAY	I95	LPGA BLVD	0.79002072	0.392	01	2	01	01	14	01	01	FOLLOWED TOO CLOSELY	1	0	0	0	0
2015	862086600	42613	2135	WEDNESDAY	I95	LPGA BLVD	0.79002071	0.466	03	2	04	02	31	77	77	NO CONTRIBUTING ACTION	1	0	0	0	0
2015	853746550	42633	1843	TUESDAY	I95	LPGA BLVD	0.3879002072	0.013	03	4	02	01	26	77	77	RAN OFF ROADWAY	1	0	0	0	0
2015	853322720	42641	1740	WEDNESDAY	I95	MM265	0.579002071	0.466	03	1	01	01	19	77	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	864923530	42643	2030	SUNDAY	I95	LPGA BLVD	0.3179002071	0.452	01	3	05	01	19	77	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	851667470	42700	1153	SATURDAY	I95	LPGA BLVD	0.0179002072	0.387	01	1	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	853940670	42729	1400	SUNDAY	I95	MILE 265	0.1779002075	0.11	02	1	01	02	01	77	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2015	867649570	42752	1957	TUESDAY	I95	LPGA BLVD	0.179002072	0.297	03	1	05	01	01	77	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	867646010	42765	1715	MONDAY	I95	LPGA BLVD	0.79002071	0.466	01	1	01	01	01	03	03	RAN RED LIGHT	0	0	0	0	0
2015	867649860	42768	0915	THURSDAY	I95	LPGA BLVD	0.79002071	0.466	01	2	01	01	14	01	01	OTHER CONTRIBUTING ACTION	1	0	0	0	0
2015	870256850	42843	1618	TUESDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	870260590	42864	1150	TUESDAY	I95	LPGA BLVD	0.79002072	0.392	01	2	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2015	852823600	42951	2300	FRIDAY	I95	LPGA BLVD	0.0979002072	0.301	02	2	05	02	01	77	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	855064050	42962	1717	TUESDAY	I95	LPGA BLVD	0.79002075	0.28	01	1	01	01	14	03	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	870276600	42966	2336	SATURDAY	I95	LPGA BLVD	0.79002071	0.466	01	1	05	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	855451920	42991	1505	WEDNESDAY	I95	LPGA BLVD	0.279002072	0.193	02	2	01	01	08	77	77	NO CONTRIBUTING ACTION	1	0	0	0	0
2015	855550070	43028	0400	FRIDAY	I95	LPGA BLVD	0.79002074	0.212	02	1	88	88	20	77	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	871151260	43035	0151	FRIDAY	I95	LPGA BLVD	0.79002073	0.387	01	1	05	01	14	04	04	FAILED TO YIELD RIGHT-OF-WAY	0	0	0	0	0
2015	875540970	43091	0146	FRIDAY	I95	LPGA BLVD	0.79002074	0.03	03	1	05	01	25	77	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	875540990	43108	2032	MONDAY	I95	LPGA BLVD	0.0479002073	0.038	01	1	05	01	14	01	01	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2015	855568680	43117	0605	WEDNESDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	05	01	14	04	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	875552990	43144	1651	TUESDAY	I95	LPGA BLVD	0.79002072	0.392	02	1	01	01	14	03	03	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	877505810	43162	1544	SATURDAY	I95	LPGA BLVD	0.79002072	0.004	01	3	01	01	14	01	01	FOLLOWED TOO CLOSELY	1	0	0	0	0
2015	875550250	43169	1810	SATURDAY	I95	LPGA BLVD	0.79002071	0.466	01	3	01	01	14	01	01	RAN RED LIGHT	1	0	0	0	0
2015	871366080	43207	0738	TUESDAY	I95	LPGA BLVD	0.0479002072	0.038	01	2	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	871684340	43212	2100	SUNDAY	I95	MM 265	0.79002075	0.278	01	2	05	02	14	01	01	FAILED TO KEEP IN PROPER LANE	3	0	0	0	0
2015	875535850	43225	1655	SATURDAY	I95	LPGA BLVD	0.0479002072	0.354	01	3	01	02	25	77	77	NO CONTRIBUTING ACTION	1	0	0	0	0
2015	875538240	43227	0758	MONDAY	I95	LPGA BLVD	0.79002071	0.466	01	1	01	01	14	01	01	FOLLOWED TOO CLOSELY	0	0	0	0	0
2015	875558470	43234	1015	MONDAY	I95	LPGA BLVD	0.79002072	0.39	01	1	01	02	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	871706140	43239	1110	SATURDAY	I95	LPGA BLVD	0.179002071	0.371	02	3	01	01	01	77	77	RAN OFF ROADWAY	1	0	0	0	0
2015	877508380	43287	1023	FRIDAY	I95	LPGA BLVD	0.79002072	0.002	01	1	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	877514440	43320	1425	WEDNESDAY	I95	LPGA BLVD	0.0179002071	0.457	01	1	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	877509603	43323	1813	SATURDAY	I95	LPGA BLVD	0.79002071	0.466	01	1	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	877511550	43327	0630	WEDNESDAY	I95	LPGA BLVD	0.79002071	0.466	01	1	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	879612960	43335	0758	THURSDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	01	01	14	04	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	875539720	43345	1030	SUNDAY	I95	LPGA BLVD	0.79002071	0.464	01	1	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	879626660	43412	1029	THURSDAY	I95	LPGA BLVD	0.79002071	0.465	01	1	01	01	14	01	01	FOLLOWED TOO CLOSELY	0	0	0	0	0
2015	880190220	43448	0329	FRIDAY	I95	MILE MARKER	0.0179002072	0.005	03	1	04	01	01	77	77	RAN OFF ROADWAY	0	0	0	0	0
2015	879625650	43454	0545	THURSDAY	I95	LPGA BLVD	0.79002072	0.392	01	3	04	02	14	04	04	RAN RED LIGHT	1	0	0	0	0
2015	879621720	43530	0530	WEDNESDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	05	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	879621740	43536	0926	TUESDAY	I95	LPGA BLVD	0.79002072	0.392	01	1	01	01	14	01	01	NO CONTRIBUTING ACTION	0	0	0	0	0
2015	886704390	43551	0955	WEDNESDAY	I95	LPGA BLVD	0.79002072	0.391	01	1	01	02	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	881083840	43571	1600	TUESDAY	I95	LPGA BLVD	0.0279002071	0.447	01	1	01	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	881075700	43643	2309	THURSDAY	I95	LPGA BLVD	0.1979002072	0.203	01	1	04	01	14	01	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	891238260	43651	0929	FRIDAY	I95	LPGA BLVD	0.0879002071	0.388	01	2	01	01	14	01	01	NOT CODED	1	0	0	0	0
2015	891238860	43656	0902	WEDNESDAY	I95	LPGA BLVD	0.0179002071	0.456	01	1	01	01	14	01	01	FOLLOWED TOO CLOSELY	0	0	0	0	0
2015	891247730	43736	1822	SATURDAY	I95	LPGA BLVD	0.0579002071	0.413	01	2	01	01	14	01	01	NO CONTRIBUTING ACTION	1	0	0	0	0
2015	881879210	43760	1307																		

YEAR	CRASH_NUM BER	CRASH_DATE E	CRASH_TIME TIME	WEEKDAY_TXT TEXT	ON_ROADWAY Y NAME	INT_ROADWAY NAME	REFDISTANCE E MI	LOCMP LOC CD	FRST_HARM LOC CD	SPEED_LIMIT MIT	INJSEV ER	LGHT_CON D_CD	RD_SRFC_C OND_CD	MOST_H ARM_EV NT_CD	IMPCT TYP_CD	D1_FRST_DR_ACTN_CD_T XT	NUMBER_OF_I NJURED	NUMBER_O F_KILLED	NUMBER_OF SERIOUS_IN JURIES	NUMBER_O F_PEDESTRI ANS	NUMBER OF_BICYCL ISTS
2015	845064970	2015-01-11	1932	SUNDAY	195	MM 261	0.5	29.046	02	65	1	02	02	27	77	RAN OFF ROADWAY OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	837862120	2015-01-16	0258	FRIDAY	195	SR 40	2	33.319	04	65	1	05	02	27	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	845170150	2015-01-16	0739	FRIDAY	195	SR 40	0.25	35.069	01	65	4	01	01	14	03	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2015	845050500	2015-01-25	0430	SUNDAY	195	LPGA BLVD	0.5	33.175	04	65	0	05	01	27	77	NOT CODED	0	0	0	0	0
2015	845170200	2015-01-27	0931	TUESDAY	195	MM 265	0.25	32.245	02	65	1	01	01	25	77	NO CONTRIBUTING OTHER CONTRIBUTING	0	0	0	0	0
2015	837862210	2015-01-28	2130	WEDNESDAY	195	US 92	1	30.232	01	65	1	05	01	14	04	ACTION	0	0	0	0	0
2015	845170230	2015-02-08	1024	SUNDAY	195	MM 264	0.25	31.307	01	65	1	01	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2015	848604020	2015-02-16	1750	MONDAY	195	SR 40	1	34.319	02	65	1	02	01	27	03	NOT CODED	0	0	0	0	0
2015	845050600	2015-02-18	0835	WEDNESDAY	195	SR 40	0.5	34.819	04	65	4	01	02	27	77	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2015	845178930	2015-02-21	1245	SATURDAY	195	SR 40	1	34.319	01	65	2	01	01	14	03	PROPER LANE OPERATED MV IN	2	0	0	0	0
2015	845690100	2015-02-21	0300	SATURDAY	195	MM 268	0	34.509	01	65	2	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	856418550	2015-02-24	2353	TUESDAY	195	LPGA BLVD	2	30.655	01	65	2	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2015	845690130	2015-02-25	0053	WEDNESDAY	195	MM 265 MILE MARKER	0.1	32.395	01	65	1	05	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	845170350	2015-03-02	0636	MONDAY	195	#268 R	0.25	34.259	01	65	1	01	01	17	77	ACTION FAILED TO KEEP IN	0	0	0	0	0
2015	845050640	2015-03-05	1225	THURSDAY	195	US 92	2	31.232	01	65	4	01	01	14	04	PROPER LANE OVER- CORRECTING/OVERSTEER	1	0	1	0	0
2015	845004960	2015-03-08	1939	SUNDAY	195	MILE MARKER #268 L	0	34.509	01	65	4	05	01	01	77	ING NO CONTRIBUTING	1	0	1	0	0
2015	848600760	2015-03-13	2100	FRIDAY	195	MILE MARKER #265 R	0.019	32.476	01	65	1	05	01	18	07	ACTION	0	0	0	0	0
2015	845004990	2015-03-14	1653	SATURDAY	195	MILE MARKER #264 L	0	31.557	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2015	836544230	2015-03-15	1711	SUNDAY	195	SR 600 MILE MARKER	0.4	29.527	01	65	2	01	01	14	03	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	848635220	2015-03-15	2333	SUNDAY	195	#262 L	0	29.605	01	65	2	05	01	14	03	NOT CODED	1	0	0	0	0
2015	844990110	2015-03-19	0037	THURSDAY	195	SR 600 MILE MARKER	0.17	29.297	01	65	1	04	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	848600870	2015-03-21	1700	SATURDAY	195	#264 R MILE MARKER	0.019	31.538	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	848814890	2015-03-23	0718	MONDAY	195	#265 R	0.25	32.245	06	65	3	01	02	36	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	848604230	2015-03-26	1741	THURSDAY	195	US 92	3	32.127	01	65	1	01	01	09	77	NO CONTRIBUTING	0	0	0	0	0
2015	848731480	2015-04-07	1145	TUESDAY	195	US 92	1.5	30.627	01	65	1	01	01	17	77	NOT CODED	0	0	0	0	0
2015	848752150	2015-04-11	1310	SATURDAY	195	US 92	0.095	29.137	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	848752160	2015-04-11	1410	SATURDAY	195	SR 40	2	33.319	01	65	4	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	2	0	1	0	0
2015	845178990	2015-04-12	0530	SUNDAY	195	LPGA BLVD	1	31.655	01	65	1	06	01	13	77	NO CONTRIBUTING	0	0	0	0	0
2015	820044190	2015-04-13	0725	MONDAY	195	LPGA BLVD	0.005	32.65	04	65	0	01	01	31	77	NOT CODED	0	0	0	0	0
2015	848845650	2015-04-13	0730	MONDAY	195	US 92	0.095	29.327	01	65	2	01	02	14	01	OTHER CONTRIBUTING ACTION	2	0	0	0	0
2015	845690470	2015-04-15	1255	WEDNESDAY	195	MM 265	0	32.495	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	845690490	2015-04-23	0815	THURSDAY	195	MM 267 MILE MARKER	0	34.5	01	65	1	01	01	18	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	848688910	2015-04-26	0329	SUNDAY	195	#264 R	0	31.557	01	65	1	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	848731560	2015-04-26	0015	SUNDAY	195	US 92 MILE MARKER	0.1	29.132	03	65	3	04	02	33	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2015	848815100	2015-04-28	1248	TUESDAY	195	#265 L MILE MARKER	0.5	32.995	01	65	1	01	02	14	02	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	849981690	2015-05-01	1515	FRIDAY	195	#268 R	0.019	34.528	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	848604500	2015-05-05	1501	TUESDAY	195	SR 40	0.379	34.94	01	65	1	01	01	18	77	NOT CODED	0	0	0	0	0
2015	848752370	2015-05-10	2150	SUNDAY	195	SR 40	2	33.319	01	65	4	05	01	01	77	NO CONTRIBUTING	2	0	2	0	0
2015	848752380	2015-05-10	2152	SUNDAY	195	SR 40	2	33.319	01	65	4	05	01	14	77	NO CONTRIBUTING	1	0	1	0	0
2015	820044260	2015-05-11	1043	MONDAY	195	LPGA BLVD MILE MARKER	2	30.655	01	65	2	01	01	18	77	NO CONTRIBUTING	1	0	0	0	0
2015	848815210	2015-05-13	1029	WEDNESDAY	195	#268 L	0.25	34.259	04	65	1	01	01	27	77	ACTION	0	0	0	0	0
2015	820044360	2015-05-23	2205	SATURDAY	195	LPGA BLVD	0.001	32.712	04	65	1	05	02	21	77	NO CONTRIBUTING	0	0	0	0	0
2015	848731740	2015-05-29	0845	FRIDAY	195	LPGA BLVD	1	31.655	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2015	848716730	2015-06-01	2159	MONDAY	195	MM 266	0.5	33.998	01	65	1	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	820484440	2015-06-02	1020	TUESDAY	195	LPGA BLVD	1	31.655	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	848604680	2015-06-02	1824	TUESDAY	195	US 92	0.189	29.316	03	65	1	02	02	27	77	NO CONTRIBUTING	0	0	0	0	0
2015	820044450	2015-06-03	2130	WEDNESDAY	195	LPGA BLVD	1	31.655	01	65	1	05	01	14	04	NO CONTRIBUTING	0	0	0	0	0
2015	848845870	2015-06-05	0930	FRIDAY	195	SR 40	1	34.319	02	65	3	01	01	25	77	NO CONTRIBUTING OPERATED MV IN	1	0	0	0	0
2015	845514070	2015-06-11	1315	THURSDAY	195	SR 40	0.5	34.819	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	845514080	2015-06-12	1110	FRIDAY	195	SR 40	0.5	34.819	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	851129510	2015-06-12	1040	FRIDAY	195	MM 268 NB	0	34.509	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	851532140	2015-06-26	1445	FRIDAY	195	MM 265	0.019	32.514	02	65	2	01	01	27	77	PROPER LANE	1	0	0	0	0
2015	848928850	2015-06-26	2121	FRIDAY	195	MM 265	0.25	32.545	01	65	1	05	01	14	01	NOT CODED	0	0	0	0	0
2015	820044610	2015-06-28	1140	SUNDAY	195	US 92	2	31.127	01	65	3	01	01	17	77	NO CONTRIBUTING OPERATED MV IN	1	0	0	0	0
2015	848846040	2015-07-06	0705	MONDAY	195	SR 40	0.1	35.219	02	65	3	01	01	01	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	851368650	2015-07-11	1859	SATURDAY	195	LPGA BLVD	2	30.655	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2015	851368670	2015-07-17	0103	FRIDAY	195	I 4 MILE MARKER	2	30.074	01	65	1	05	01	17	77	NOT CODED	0	0	0	0	0
2015	851532380	2015-07-22	1915	WEDNESDAY	195	#265 L	0.019	32.514	01	65	1	01	01	05	77	NOT CODED	0	0	0	0	0

YEAR	CRASH_NUMBER	CRASH_DATE	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY_NAME	INT_ROADWAY_NAME	REFDISTANCE_MI	LOCMP	FRST_HARM_LOC_CD	SPEED_LIMIT	INJSEVER	LGHT_COND_CD	RD_SRFC_COND_CD	MOST_HARM_EVNT_CD	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_TXT	NUMBER_OF_INJURED	NUMBER_OF_F_KILLED	NUMBER_OF_SERIOUS_INJURIES	NUMBER_OF_F_PEDESTRIANS	NUMBER_OF_BICYCLISTS
2015	851616750	2015-07-27	1950	MONDAY	195	US 92	0.25	29.377	01	65	2	02	01	14	01	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2015	851129780	2015-07-28	2135	TUESDAY	195	US 92	0	29.232	03	65	1	04	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	851368810	2015-08-06	2234	THURSDAY	195	SR 40	0	35.319	01	65	1	04	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	851408270	2015-08-08	2103	SATURDAY	195	MILE MARKER #265 R	0.095	32.4	04	65	1	05	02	27	77	RAN OFF ROADWAY	0	0	0	0	0
2015	851314930	2015-08-13	0804	THURSDAY	195	MILE MARKER #265 L	0.019	32.514	03	65	3	01	01	27	77	RAN OFF ROADWAY	1	0	0	0	0
2015	851830450	2015-08-15	2016	SATURDAY	195	MM 266	0.076	33.575	01	65	1	05	02	14	04	NOT CODED	0	0	0	0	0
2015	851408350	2015-08-16	1832	SUNDAY	195	MILE MARKER #261 R	0.284	28.83	04	65	1	02	01	14	77	RAN OFF ROADWAY	0	0	0	0	0
2015	851616930	2015-08-17	2046	MONDAY	195	US 92	0.17	28.981	04	65	1	04	02	27	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2015	851368870	2015-08-18	2029	TUESDAY	195	US 92	0.189	29.421	03	65	1	04	02	25	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2015	820044730	2015-08-21	1109	FRIDAY	195	US 92	0.019	29.132	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2015	851617000	2015-08-27	1330	THURSDAY	195	US 92	0	29.081	01	65	1	01	02	30	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2015	851368910	2015-08-28	1249	FRIDAY	195	LPGA BLVD	2	34.675	01	65	1	01	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2015	851834990	2015-08-28	1140	FRIDAY	195	LPGA BLVD	1	31.655	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	851844690	2015-09-02	0717	WEDNESDAY	195	MILE MARKER #265 L	0	32.495	01	65	3	01	01	01	77	OTHER CONTRIBUTING ACTION	1	0	0	0	0
2015	851568500	2015-09-07	1956	MONDAY	195	MM 261	0.25	28.795	03	65	1	04	02	27	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	851844700	2015-09-07	1319	MONDAY	195	MM 265	0.095	32.4	01	65	1	01	02	14	04	SWERVED OR AVOIDED: DUE TO WI	0	0	0	0	0
2015	851623390	2015-09-11	1024	FRIDAY	195	US 92	0.189	28.892	01	65	1	01	01	14	04	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2015	851568550	2015-09-13	1126	SUNDAY	195	MM 263	0	30.536	01	65	3	01	02	01	77	FOLLOWED TOO CLOSELY	1	0	0	0	0
2015	851532770	2015-09-16	2040	WEDNESDAY	195	TOMOKA FARMS RD	2.3	33.397	01	65	1	05	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	837979800	2015-09-16	0648	WEDNESDAY	195	MM 261	0.5	29.046	04	65	2	01	02	27	77	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2015	851568590	2015-09-19	0849	SATURDAY	195	MM 268	0.25	34.759	02	65	2	01	01	32	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2015	851408570	2015-09-30	1622	WEDNESDAY	195	MILE MARKER #263 L	0.5	30.036	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	851532810	2015-10-01	1715	THURSDAY	195	MILE MARKER #268 L	0.019	34.528	01	65	1	01	01	17	77	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2015	851617230	2015-10-06	2330	TUESDAY	195	BEVILLE RD	0	28.854	01	65	4	04	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2015	851830790	2015-10-09	1548	FRIDAY	195	MILE MARKER #261 L	1	29.545	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2015	851408600	2015-10-13	0727	TUESDAY	195	MILE MARKER #268 R	0.5	35.009	01	65	2	01	01	14	01	NO CONTRIBUTING ACTION	2	0	0	0	0
2015	851617260	2015-10-13	1957	TUESDAY	195	US 92	1	30.127	01	65	1	05	01	18	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2015	851623500	2015-10-15	1225	THURSDAY	195	SR 40	1	34.319	01	65	1	01	01	01	77	OVER-CORRECTING/OVERSTEERING	0	0	0	0	0
2015	851844860	2015-10-18	0607	SUNDAY	195	MM 265	0	32.495	01	65	3	03	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2015	851623540	2015-10-18	0640	SUNDAY	195	MM 265	0	32.495	01	65	3	05	01	14	03	OTHER CONTRIBUTING ACTION	2	0	0	0	0
2015	851646760	2015-10-21	2025	WEDNESDAY	195	LPGA BLVD	0.189	32.466	03	65	4	05	02	14	01	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2015	851631060	2015-10-23	2356	FRIDAY	195	MILE MARKER #268 L	0	34.509	03	65	1	04	01	27	77	OVER-CORRECTING/OVERSTEERING	0	0	0	0	0
2015	851647620	2015-10-24	1540	SATURDAY	195	MM 268	0.038	34.471	01	65	2	01	01	14	04	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2015	852179000	2015-10-28	2110	WEDNESDAY	195	US 92	0.1	29.051	03	65	1	04	02	27	77	EXCEEDED POSTED SPEED	0	0	0	0	0
2015	852179090	2015-11-15	1640	SUNDAY	195	LPGA BLVD	1	31.655	01	65	1	01	01	04	77	NO CONTRIBUTING	0	0	0	0	0
2015	851640610	2015-11-16	1458	MONDAY	195	MILE MARKER #268 L	0.5	35.009	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2015	852179100	2015-11-18	1850	WEDNESDAY	195	SR 40	1	34.319	01	65	1	04	01	14	03	NOT CODED	0	0	0	0	0
2015	851623740	2015-11-21	1315	SATURDAY	195	MM 262	0	29.605	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	852179120	2015-11-21	2030	SATURDAY	195	LPGA BLVD	0.5	33.175	04	65	2	05	02	27	77	RAN OFF ROADWAY	1	0	0	0	0
2015	862099450	2015-11-25	1220	WEDNESDAY	195	US 92	0.028	29.053	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	851830980	2015-11-26	0745	THURSDAY	195	MILE MARKER #261 L	0.25	28.795	04	65	1	01	02	27	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2015	852179160	2015-11-29	1400	SUNDAY	195	LPGA BLVD	1	31.655	02	65	1	01	01	25	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	852179150	2015-11-29	1400	SUNDAY	195	SR 40	3	32.319	04	65	1	01	02	27	77	RAN OFF ROADWAY	0	0	0	0	0
2015	851791850	2015-11-29	2340	SUNDAY	195	US 92	0.028	29.155	04	65	1	04	01	30	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2015	852179170	2015-12-02	1538	WEDNESDAY	195	US 92	0.095	29.222	01	65	2	01	01	30	77	SWERVED OR AVOIDED: DUE TO WI	2	0	0	0	0
2015	851831040	2015-12-05	1303	SATURDAY	195	MILE MARKER #265 L	0.25	32.745	04	65	4	01	02	01	77	NO CONTRIBUTING ACTION	3	0	1	0	0
2015	852179190	2015-12-05	1840	SATURDAY	195	US 92	0.5	29.627	04	65	1	05	01	25	77	SWERVED OR AVOIDED: DUE TO WI	0	0	0	0	0
2015	820038900	2015-12-05	1138	SATURDAY	195	LPGA BLVD	0.5	32.155	01	65	5	01	02	01	77	OTHER CONTRIBUTING ACTION	0	1	0	0	0
2015	837980180	2015-12-05	1135	SATURDAY	195	MM 264	0.5	31.057	01	65	3	01	02	01	77	FAILED TO KEEP IN PROPER LANE	2	0	0	0	0
2015	837980210	2015-12-12	0936	SATURDAY	195	MM 262	0.1	29.641	03	65	2	01	01	30	77	OTHER CONTRIBUTING ACTION	1	0	0	0	0
2015	851830330	2015-12-20	0422	SUNDAY	195	MILE MARKER #265 L	0.038	32.533	01	65	1	05	01	14	04	NOT CODED	0	0	0	0	0
2015	848990450	2015-12-21	1025	MONDAY	195	US 92	0.25	29.377	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0

YEAR	CRASH_NUMBER	CRASH_DATE	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY_NAME	INT_ROADWAY_NAME	REFDISTANCE MI	LOCMP	FRST_HARM_LOC_CD	SPEED_LIMIT	INJSEVER	LGHT_CON_D_CD	RD_SRFC_COND_CD	MOST_HARM_EVNT_CD	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_TXT	NUMBER_OF_INJURED	NUMBER_OF_F_KILLED	NUMBER_OF_SERIOUS_INJURIES	NUMBER_OF_F_PEDESTRIANS	NUMBER_OF_BICYCLISTS
2015	851862590	2015-12-29	0630	TUESDAY	I95	US 92 MILE MARKER #267 R	0.5	29.627 03		65	1	03	01	30	77	FAILED TO KEEP IN PROPER LANE FAILED TO YIELD RIGHT-OF-WAY	0	0	0	0	0
2015	851830410	2015-12-31	0226	THURSDAY	I95	MILE MARKER #268 R	0.047	34.556 03		65	2	04	01	27	77	FAILED TO KEEP IN PROPER LANE OTHER CONTRIBUTING ACTION	1	0	0	0	0
2016	851699730	2016-01-02	0845	SATURDAY	I95	LPGA BLVD	1	33.675 01		65	1	01	02	14	04	OPERATED MV IN CARELESS OR NEGL NOT CODED	0	0	0	0	0
2016	851699750	2016-01-03	1128	SUNDAY	I95	LPGA BLVD	0	32.655 01		65	3	01	02	14	03	OPERATED MV IN CARELESS OR NEGL NOT CODED	4	0	0	0	0
2016	852066490	2016-01-04	1141	MONDAY	I95	MM 261 MILE MARKER #262 R	0.25	28.795 01		65	1	01	01	14	04	NOT CODED NO CONTRIBUTING ACTION	0	0	0	0	0
2016	837980250	2016-01-04	0526	MONDAY	I95	MILE MARKER #261 L	0.5	29.041 03		65	2	05	02	30	77	FAILED TO KEEP IN PROPER LANE OTHER CONTRIBUTING ACTION	4	0	0	0	1
2016	852282940	2016-01-08	0001	FRIDAY	I95	MILE MARKER #262 R	0.25	28.795 01		65	1	04	01	14	03	OF-WAY NO CONTRIBUTING ACTION	0	0	0	0	0
2016	852560580	2016-01-12	1144	TUESDAY	I95	MILE MARKER #262 R	0.5	30.041 01		65	1	01	01	17	77	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2016	851685980	2016-01-15	1125	FRIDAY	I95	US 92 MILE MARKER #262 R	0.25	28.831 01		65	1	01	02	14	01	OPERATED MV IN CARELESS OR NEGL NO CONTRIBUTING ACTION	0	0	0	0	0
2016	852268060	2016-01-16	1426	SATURDAY	I95	US 92 MILE MARKER #268 R	0.057	29.484 01		65	2	01	01	14	01	OPERATED MV IN CARELESS OR NEGL NO CONTRIBUTING ACTION	1	0	0	0	0
2016	852255600	2016-01-25	2255	MONDAY	I95	MILE MARKER #268 R	0.189	29.421 04		65	1	04	01	30	77	NOT CODED OTHER CONTRIBUTING ACTION	0	0	0	0	0
2016	852499420	2016-01-26	1658	TUESDAY	I95	US 92	0	34.509 01		65	3	02	01	17	77	NOT CODED	1	0	0	0	0
2016	851699810	2016-01-27	0750	WEDNESDAY	I95	SR 40	1	29.127 01		65	2	01	02	14	01	NOT CODED	1	0	0	0	0
2016	852255640	2016-01-30	1902	SATURDAY	I95	MILE MARKER #265 R	1	34.319 01		65	1	02	01	14	04	NOT CODED FAILED TO KEEP IN PROPER LANE FAILED TO YIELD RIGHT-OF-WAY	0	0	0	0	0
2016	851465820	2016-02-02	0930	TUESDAY	I95	SR 600	0	32.495 01		65	3	01	01	14	03	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2016	845060470	2016-02-05	1319	FRIDAY	I95	US 92 MILE MARKER #265 R	0.25	29.377 01		65	1	01	01	14	04	NOT CODED OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	851686050	2016-02-12	1140	FRIDAY	I95	MILE MARKER #265 R	0.5	29.732 01		65	3	01	01	14	04	OPERATED MV IN CARELESS OR NEGL	2	0	0	0	0
2016	852438330	2016-02-14	2100	SUNDAY	I95	MILE MARKER #265 R	0.019	32.476 01		65	1	03	01	14	04	NOT CODED OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852438350	2016-02-16	0740	TUESDAY	I95	MM 261	0.019	32.514 01		65	2	01	02	14	01	FAILED TO KEEP IN PROPER LANE OPERATED MV IN CARELESS OR NEGL	2	0	0	0	0
2016	852482660	2016-02-17	1909	WEDNESDAY	I95	LPGA BLVD	1	29.546 01		65	1	04	01	14	04	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852255720	2016-02-17	2012	WEDNESDAY	I95	SR 40	1	33.675 01		65	4	05	01	14	01	OPERATED MV IN CARELESS OR NEGL	2	0	2	0	0
2016	851699880	2016-02-19	0630	FRIDAY	I95	MILE MARKER #268 L	0	35.319 01		65	1	01	01	18	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2016	852283210	2016-02-23	1400	TUESDAY	I95	LPGA BLVD	0.25	34.759 01		65	1	01	01	05	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852189300	2016-02-24	0500	WEDNESDAY	I95	MM 267	1	31.655 01		65	2	05	01	14	04	NOT CODED OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2016	852482760	2016-02-26	2039	FRIDAY	I95	MM 267	0.095	34.595 01		65	1	05	01	17	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852179370	2016-02-28	1950	SUNDAY	I95	US 92	0.75	29.877 04		65	1	05	01	27	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	851686080	2016-03-02	0945	WEDNESDAY	I95	DUNN AVE MILE MARKER #262 R	0.057	31.165 01		65	2	01	01	14	01	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2016	852560820	2016-03-03	2042	THURSDAY	I95	MILE MARKER #263 L	0.5	30.041 01		65	2	05	01	14	01	NOT CODED FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2016	852499630	2016-03-04	0241	FRIDAY	I95	LPGA BLVD	0.5	31.036 01		65	1	05	02	14	04	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	851699950	2016-03-04	0830	FRIDAY	I95	MILE MARKER #261 R	0.095	32.56 01		65	1	01	01	14	01	NOT CODED FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2016	852560840	2016-03-05	0802	SATURDAY	I95	MM 262	0.5	29.046 01		65	2	01	01	14	04	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2016	852361480	2016-03-07	1235	MONDAY	I95	MILE MARKER #268 L	0	29.541 01		65	1	01	01	14	04	NOT CODED NO CONTRIBUTING ACTION	0	0	0	0	0
2016	852825670	2016-03-12	0729	SATURDAY	I95	MILE MARKER #265 L	0.25	34.759 01		65	1	01	01	27	77	SWERVED OR AVOIDED: DUE TO W/ OTHER CONTRIBUTING ACTION	0	0	0	0	0
2016	852482900	2016-03-13	1753	SUNDAY	I95	MM 268	0.095	32.59 02		65	3	01	01	01	77	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2016	852361540	2016-03-15	1110	TUESDAY	I95	MM 262	0	34.509 01		65	1	01	01	17	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852361560	2016-03-16	0700	WEDNESDAY	I95	MM 262	0	29.605 01		65	2	05	01	14	04	OPERATED MV IN CARELESS OR NEGL	2	0	0	0	0
2016	852002300	2016-03-18	0740	FRIDAY	I95	MM 264	0	31.557 01		65	4	01	01	01	77	NO CONTRIBUTING ACTION	2	0	1	0	0
2016	852499780	2016-03-19	2353	SATURDAY	I95	MILE MARKER #265 R	0.189	32.306 03		65	2	05	01	27	77	SWERVED OR AVOIDED: DUE TO W/ OTHER CONTRIBUTING ACTION	1	0	0	0	0
2016	837086200	2016-03-23	2245	WEDNESDAY	I95	LPGA BLVD	0.5	32.155 01		65	1	05	01	13	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852400530	2016-03-24	0023	THURSDAY	I95	SR 600	1	30.127 04		65	1	05	01	27	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852400560	2016-03-25	0245	FRIDAY	I95	SR 600 MILE MARKER #265 L	1	30.127 03		65	1	05	02	30	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852825790	2016-03-25	1610	FRIDAY	I95	MILE MARKER #265 L	0.002	32.497 04		65	1	01	02	27	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	851699990	2016-03-26	0855	SATURDAY	I95	US 92	0.5	29.627 04		65	1	01	01	27	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	851686130	2016-03-27	0230	SUNDAY	I95	MILE MARKER #267 L	0.25	34.75 03		65	2	05	02	27	03	OPERATED MV IN CARELESS OR NEGL	8	0	0	0	0
2016	852179480	2016-03-28	2010	MONDAY	I95	LPGA BLVD	0.019	32.694 01		65	1	05	01	14	04	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852179490	2016-03-29	1745	TUESDAY	I95	LPGA BLVD	0.25	32.925 01		65	1	01	01	14	01	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	853075730	2016-04-03	0350	SUNDAY	I95	MILE MARKER #266 R	0.038	33.46 01		65	2	05	01	14	01	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2016	852179500	2016-04-04	1745	MONDAY	I95	US 92 MILE MARKER #261 R	0.028	29.26 01		65	3	01	01	14	01	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2016	852826000	2016-04-11	1122	MONDAY	I95	MILE MARKER #265 L	0.25	28.796 01		65	1	01	01	14	04	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852768650	2016-04-13	1740	WEDNESDAY	I95	US 92	0.028	32.523 01		65	1	01	01	30	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	851700080	2016-04-13	0840	WEDNESDAY	I95	MILE MARKER #262 L	0.189	29.27 01		65	1	01	01	14	03	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852768670	2016-04-14	1751	THURSDAY	I95	MILE MARKER #262 R	0.009	29.614 03		65	1	01	02	27	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	853075820	2016-04-17	2120	SUNDAY	I95	MILE MARKER #262 R	0.057	29.484 02		65	1	05	01	27	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2016	852807270	2016-04-18	0430	MONDAY	I95	MM 265	0.5	32.995 01		65	1	05	02	18	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0

YEAR	CRASH_NUM MBER	CRASH_DATE E	CRASH_TIME TIME	WEEKDAY_TXT TEXT	ON_ROADWAY Y NAME	INT_ROADWAY NAME	REFDISTANCE E MI	LOCMP LOC CD	FRST_HARM LOC CD	SPEED_LIMIT MIT	INJSEVER ER	LGHT_CON D_CD	RD_SRFC_C OND_CD	MOST_H ARM_EV NT_CD	IMPCT_T TYP_CD	D1_FRST_DR_ACTN_CD_T XT	NUMBER_OF_I NJURED	NUMBER_O F_KILLED	NUMBER_OF SERIOUS_IN JURIES	NUMBER_O F_PEDESTRI ANS	NUMBER OF_BICYCL ISTS
2016	851700100	2016-04-22	2300	FRIDAY	195	US 92	0	29.232	01	65	1	04	01	14	04	NOT CODED	0	0	0	0	0
2016	852826170	2016-05-05	1051	THURSDAY	195	MILE MARKER #263 L	0.009	30.545	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	852768780	2016-05-11	2037	WEDNESDAY	195	MILE MARKER #261 L	1	29.545	01	65	1	04	01	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2016	852826200	2016-05-11	1133	WEDNESDAY	195	MILE MARKER #263 R	0.25	30.786	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2016	853104490	2016-05-16	2054	MONDAY	195	MILE MARKER #267 R	0.009	34.491	01	65	2	05	01	01	77	OPER MV AGRSIVE, ERATIC, RCKLS	1	0	0	0	0
2016	853075930	2016-05-17	1615	TUESDAY	195	MILE MARKER #262 L	0.076	29.529	02	65	2	01	02	27	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2016	853112700	2016-05-22	1756	SUNDAY	195	US 92	2	31.127	01	65	1	01	01	18	77	NO CONTRIBUTING FAILED TO YIELD RIGHT-	0	0	0	0	0
2016	853129620	2016-05-24	1203	TUESDAY	195	US 92	0	29.155	01	65	1	01	01	14	03	OF-WAY	0	0	0	0	0
2016	852886150	2016-05-29	2321	SUNDAY	195	MILE MARKER #268 L	0.028	34.537	01	65	1	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853061730	2016-06-01	1500	WEDNESDAY	195	MILE MARKER #266 R	0.25	33.748	02	65	0	01	01	37	77	NOT CODED	0	0	0	0	0
2016	852361750	2016-06-07	0740	TUESDAY	195	MM 265	0	32.495	01	65	2	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2016	853129650	2016-06-07	0941	TUESDAY	195	LPGA BLVD MILE MARKER	1	33.675	01	65	1	01	01	14	03	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	852201170	2016-06-07	0710	TUESDAY	195	#265 L MILE MARKER	0.014	32.481	01	65	3	01	02	14	03	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2016	853061780	2016-06-09	1905	THURSDAY	195	#265 R	0.095	32.4	01	65	1	02	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853112870	2016-06-11	1859	SATURDAY	195	LPGA BLVD MILE MARKER	1	31.655	03	65	1	01	01	26	77	NO CONTRIBUTING OPERATED MV IN	0	0	0	0	0
2016	853104670	2016-06-16	0150	THURSDAY	195	#267 R	0.019	34.519	01	65	3	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	4	0	0	0	0
2016	853438220	2016-06-18	1035	SATURDAY	195	US 92	0.085	29.212	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853346510	2016-06-22	1438	WEDNESDAY	195	US 92	0.028	29.123	01	65	1	01	01	14	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2016	852881480	2016-06-28	0133	TUESDAY	195	SR 40	1	34.319	01	65	1	05	01	06	77	NO CONTRIBUTING FAILED TO KEEP IN	0	0	0	0	0
2016	853549980	2016-07-05	0634	TUESDAY	195	MILE MARKER #265 L	0.095	32.59	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853438330	2016-07-07	0840	THURSDAY	195	US 92	0	29.151	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853049200	2016-07-14	1910	THURSDAY	195	MILE MARKER #263 R	1	31.536	01	65	1	03	01	36	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2016	853346640	2016-07-17	1510	SUNDAY	195	SR 40	1	34.319	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2016	848643210	2016-07-17	0530	SUNDAY	195	LPGA BLVD	0.5	32.155	01	65	5	05	01	10	77	NO CONTRIBUTING	0	1	0	1	0
2016	853438400	2016-07-18	1015	MONDAY	195	US 92	0	29.151	03	65	1	01	01	16	77	NOT CODED	0	0	0	0	0
2016	853550080	2016-07-20	2139	WEDNESDAY	195	MILE MARKER #265 R	0.038	32.457	01	65	1	05	01	14	04	FAILED TO YIELD RIGHT-	0	0	0	0	0
2016	853113050	2016-07-20	1427	WEDNESDAY	195	US 92	4	33.127	01	65	1	01	01	14	04	OF-WAY	0	0	0	0	0
2016	853438420	2016-07-23	0915	SATURDAY	195	US 92	0	29.127	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2016	853438440	2016-07-24	0730	SUNDAY	195	US 92	0	29.127	01	65	1	01	01	14	01	NO CONTRIBUTING	0	0	0	0	0
2016	853491530	2016-07-25	1135	MONDAY	195	MM 268	0	34.509	04	65	3	01	01	27	77	RAN OFF ROADWAY FAILED TO KEEP IN	1	0	0	0	0
2016	853076320	2016-07-26	1630	TUESDAY	195	MILE MARKER #265 L	0.038	32.457	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853076350	2016-08-02	1455	TUESDAY	195	MILE MARKER #262 R	0.038	29.503	01	65	1	01	02	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2016	853520420	2016-08-05	1314	FRIDAY	195	MILE MARKER #261 L	0.25	28.795	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853746260	2016-08-07	2014	SUNDAY	195	SR 40	0.095	35.224	01	65	1	02	01	17	77	NOT CODED	0	0	0	0	0
2016	853076380	2016-08-09	2010	TUESDAY	195	MILE MARKER #265 L	0.002	32.493	02	65	2	05	02	39	77	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2016	853346800	2016-08-11	1950	THURSDAY	195	US 92	0.25	29.482	01	65	4	02	01	14	01	OPER MV AGRSIVE, ERATIC, RCKLS	2	0	2	0	0
2016	853491590	2016-08-15	0855	MONDAY	195	MM 263	0	30.536	02	65	4	01	01	34	77	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2016	853438470	2016-08-17	1125	WEDNESDAY	195	US 92	0	29.127	01	65	1	01	01	14	04	OTHER CONTRIBUTING	0	0	0	0	0
2016	853204180	2016-08-28	1815	SUNDAY	195	LPGA BLVD	1	31.655	02	65	5	02	02	32	77	OPERATED MV IN CARLESS OR NEGL	0	2	0	0	0
2016	853346910	2016-08-28	1830	SUNDAY	195	LPGA BLVD	1	31.655	01	65	1	01	01	14	04	IMPROPER PASSING	0	0	0	0	0
2016	853346940	2016-08-30	1645	TUESDAY	195	LPGA BLVD	0.5	32.155	02	65	1	01	01	25	77	RAN OFF ROADWAY	0	0	0	0	0
2016	853438540	2016-09-01	0650	THURSDAY	195	SR 40	0.114	35.205	04	65	1	01	02	27	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853063800	2016-09-02	2253	FRIDAY	195	LPGA BLVD	0	32.655	01	65	4	05	01	01	77	OPERATED MV IN CARLESS OR NEGL	3	0	3	0	0
2016	853438560	2016-09-02	0915	FRIDAY	195	US 92	0	29.232	03	65	2	01	02	30	77	NO CONTRIBUTING FAILED TO KEEP IN	1	0	0	0	0
2016	853346950	2016-09-03	1620	SATURDAY	195	LPGA BLVD	0.5	33.175	01	65	1	01	02	14	03	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853438570	2016-09-06	0745	TUESDAY	195	LPGA BLVD MILE MARKER	0	32.655	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853520660	2016-09-08	1529	THURSDAY	195	#261 L	0.25	28.795	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	853746500	2016-09-13	1928	TUESDAY	195	LPGA BLVD	1	33.675	02	65	1	02	02	01	77	RAN OFF ROADWAY	0	0	0	0	0
2016	853072110	2016-09-23	1205	FRIDAY	195	DUNN AVE	0.284	30.811	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2016	853746580	2016-09-26	1620	MONDAY	195	US 92	1	30.127	01	65	1	01	02	14	04	NOT CODED	0	0	0	0	0
2016	853130100	2016-09-27	2341	TUESDAY	195	US 92	1	30.151	01	65	2	05	02	30	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2016	853438590	2016-09-28	0735	WEDNESDAY	195	LPGA BLVD MILE MARKER	0	32.655	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2016	853827380	2016-10-04	0657	TUESDAY	195	#268 L	0.5	34.009	01	65	1	03	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2016	854015110	2016-10-09	1650	SUNDAY	195	LPGA BLVD	0.75	31.905	01	65	1	01	01	14	04	OTHER CONTRIBUTING	0	0	0	0	0
2016	853550480	2016-10-11	1455	TUESDAY	195	MILE MARKER #262 L	0.095	29.7	01	65	1	01	01	14	04	ACTION	0	0	0	0	0
2016	853827420	2016-10-13	0527	THURSDAY	195	MILE MARKER #266 L	0	33.499	04	65	0	03	02	27	77	NOT CODED	0	0	0	0	0

YEAR	CRASH_NUM BER	CRASH_DATE	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY Y NAME	INT_ROADWAY NAME	REFDISTANCE E MI	LOCMP	FRST_HARM LOC CD	SPEED_LIMIT	INJSEVER	LGHT_CON D_CD	RD_SRFC_C OND_CD	MOST_H ARM_EV NT_CD	IMPCT TYP_CD	D1_FRST_DR_ACTN_CD_T XT	NUMBER_OF_I NJURED	NUMBER_O F_KILLED	NUMBER_OF SERIOUS_IN JURIES	NUMBER_O F_PEDESTRI ANS	NUMBER OF_BICYCL ISTS
2016	853866610	2016-10-13	1720	THURSDAY	195	MM 261 MILE MARKER #266 L	0.25	28.796 01		65 2	01	01		14	04	FAILED TO YIELD RIGHT- OF-WAY NO CONTRIBUTING ACTION	1	0	0	0	0
2016	853633520	2016-10-13	0414	THURSDAY	195	US 92	0.114	28.869 01		65 1	05	01		18	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	854062730	2016-10-15	0914	SATURDAY	195	US 92	0	29.127 04		65 1	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853438620	2016-10-17	0725	MONDAY	195	US 92	0	29.127 04		65 1	01	01		27	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	854015210	2016-10-20	1600	THURSDAY	195	LPGA BLVD LPGA BLVD MILE MARKER #265 R	0.1	32.775 01 31.655 03		65 1 65 1	01 01	01 01		14 32	04 77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0 0	0 0	0 0	0 0	0 0
2016	853550600	2016-10-31	1405	MONDAY	195	MILE MARKER #264 R	0.057	32.438 01		65 1	01	01		27	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853940440	2016-11-01	1915	TUESDAY	195	MILE MARKER #264 R	0.038	31.595 01		65 1	05	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853586490	2016-11-04	1246	FRIDAY	195	US 92 MILE MARKER #263 L	0.25	29.377 01		65 1	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853832180	2016-11-07	1603	MONDAY	195	US 92	0.019	30.555 02		65 1	01	01		26	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	832504360	2016-11-10	1245	THURSDAY	195	US 92	0.057	29.212 01		65 1	01	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853491890	2016-11-11	0730	FRIDAY	195	MM 265 MILE MARKER #262 R	0	32.495 04		65 1	01	01		27	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853866850	2016-11-20	0101	SUNDAY	195	MILE MARKER #268 L	0.1	29.441 03		65 1	04	01		30	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	854237320	2016-11-23	1515	WEDNESDAY	195	MILE MARKER #261 L	0.019	34.528 01		65 4	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	2	0	2	0	0
2016	853072260	2016-11-25	1120	FRIDAY	195	MILE MARKER #261 L	0.5	29.045 01		65 3	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	5	0	0	0	0
2016	853746870	2016-11-27	0431	SUNDAY	195	US 92 MILE MARKER #267 L	1	30.151 02		65 4	05	01		01	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	1	0	0
2016	853827620	2016-12-01	1351	THURSDAY	195	MILE MARKER #267 L	0.095	34.405 01		65 1	01	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	838212450	2016-12-03	0935	SATURDAY	195	US 92 MILE MARKER #264 L	0.25	29.401 03		65 1	01	01		16	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853940610	2016-12-06	1255	TUESDAY	195	MILE MARKER #264 L	0.038	31.519 01		65 2	01	02		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	2	0	0	0	0
2016	853832350	2016-12-07	1650	WEDNESDAY	195	MILE MARKER #264 L	0.005	31.562 02		65 1	01	01		01	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	854015340	2016-12-08	1342	THURSDAY	195	US 92	0.019	29.062 01		65 3	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	0	0	0
2016	854015350	2016-12-12	1455	MONDAY	195	US 92 MILE MARKER #263 R	0.75	29.877 01		65 1	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853940620	2016-12-13	1140	TUESDAY	195	MILE MARKER #263 R	0.038	30.574 02		65 1	01	01		27	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853746900	2016-12-13	1521	TUESDAY	195	US 92	0.189	29.316 01		65 1	01	01		14	03	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853438850	2016-12-14	0110	WEDNESDAY	195	US 92 MILE MARKER #268 R	0.057	29.184 03		65 1	05	01		27	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853072360	2016-12-15	1030	THURSDAY	195	US 92	0.25	34.259 01		65 1	01	01		18	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	838212500	2016-12-17	1328	SATURDAY	195	US 92	0.047	29.279 01		65 1	01	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	853908260	2016-12-17	2215	SATURDAY	195	SR 600	2	31.127 01		65 1	05	01		14	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	838212530	2016-12-21	1315	WEDNESDAY	195	US 92	2	31.151 01		65 3	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	0	0	0
2016	854015410	2016-12-27	1418	TUESDAY	195	US 92	0.019	29.146 03		65 3	01	01		27	03	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	0	0	0
2016	852692470	2016-12-30	1700	FRIDAY	195	SR 40	3	32.319 01		65 2	05	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	0	0	0
2016	854541770	2016-12-30	1110	FRIDAY	195	US 92	0	29.415 01		65 1	01	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2016	854541790	2016-12-31	1215	SATURDAY	195	US 92	0	29.415 01		65 1	01	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	838212610	2017-01-01	0155	SUNDAY	195	SR 40 MILE MARKER #268 R	0.095	35.224 01		65 3	04	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	0	0	0
2017	853827780	2017-01-02	1448	MONDAY	195	MILE MARKER #268 R	0.5	35.009 01		65 1	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	853827800	2017-01-03	1828	TUESDAY	195	MILE MARKER #268 R	0.5	34.009 04		65 1	02	02		27	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	853827830	2017-01-05	0801	THURSDAY	195	MILE MARKER #264 L	0.5	31.057 03		65 1	01	01		37	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	853866900	2017-01-06	1042	FRIDAY	195	MILE MARKER #261 L	0.5	29.045 01		65 1	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	853866910	2017-01-06	1208	FRIDAY	195	MILE MARKER #263 L	0.1	30.436 01		65 2	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	0	0	0
2017	854541860	2017-01-07	1050	SATURDAY	195	LGPA BLVD MM 264	0.5	32.155 01 31.557 01		65 1 65 4	01 01	02 01		14 09	04 77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0 3	0 0	0 2	0 0	0 0
2017	854541870	2017-01-08	0835	SUNDAY	195	LPGA BLVD BELLEVUE AVE EXT	1	31.655 01		65 1	01	01		18	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	853956720	2017-01-12	0000	THURSDAY	195	MILE MARKER #262 L	0.023	28.826 01		65 1	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	853827890	2017-01-16	1452	MONDAY	195	MILE MARKER #262 L	0.047	29.558 01		65 1	01	01		14	01	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	854590190	2017-01-17	1200	TUESDAY	195	MILE MARKER #268 R	0	34.509 01		65 1	01	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	854384040	2017-01-18	1048	WEDNESDAY	195	LPGA BLVD MILE MARKER #261 L	0.014	32.689 04		65 1	01	01		27	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	853827910	2017-01-18	1040	WEDNESDAY	195	MILE MARKER #261 L	0.5	29.045 01		65 1	01	01		18	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	854533640	2017-01-18	1405	WEDNESDAY	195	LPGA BLVD	1	33.675 01		65 1	01	01		14	03	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	838212700	2017-01-21	2245	SATURDAY	195	SR 40	0.5	34.819 01		65 1	05	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0
2017	836441980	2017-01-23	1625	MONDAY	195	SR 600 MILE MARKER #267 R	2	31.232 01		65 2	01	01		14	04	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	0	0	0
2017	854506610	2017-01-23	1240	MONDAY	195	US 92	0.024	34.476 04		65 2	01	01		27	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	1	0	0	0	0
2017	854063240	2017-01-24	0913	TUESDAY	195	US 92	2	31.127 01		65 1	01	01		19	77	OPERATED MV IN CARLESS OR NEGL OPERATED MV IN CARLESS OR NEGL SWERVED OR AVOIDED: DUE TO W1	0	0	0	0	0

YEAR	CRASH_NUM BER	CRASH_DATE E	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY Y NAME	INT_ROADWAY NAME	REFDISTANCE E MI	LOCMP	FRST_HARM LOC CD	SPEED_LIMIT MIT	INJSEVER ER	LIGHT_CONDITION D_CD	RD_SRFC_COND CD	MOST_HARM EVNT_CD	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_T XT	NUMBER_OF_INJURED J	NUMBER_OF_FATALLY_KILLED O	NUMBER_OF_SERIOUS_INJURIES N	NUMBER_OF_FATALLY_PEDESTRIANS F	NUMBER_OF_BICYCLISTS C
2017	853827980	2017-01-29	1028	SUNDAY	195	MILE MARKER #265 L	0.003	32.492	01	65	1	01	02	14	04	NO CONTRIBUTING ACTION OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	854542000	2017-02-06	1035	MONDAY	195	SR 600	0.379	29.611	01	65	3	01	01	14	01	NO CONTRIBUTING ACTION OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2017	854015530	2017-02-10	1525	FRIDAY	195	SR 600	0.057	29.024	01	65	1	01	01	14	04	NO CONTRIBUTING ACTION OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	854533770	2017-02-12	1654	SUNDAY	195	US 92	0.189	28.892	01	65	4	01	01	14	01	NOT CODED	1	0	1	0	0
2017	854533810	2017-02-17	1620	FRIDAY	195	US 92	1	30.127	01	65	4	01	01	14	03	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2017	854063330	2017-02-21	2216	TUESDAY	195	SR 600	2	31.232	01	65	1	05	01	14	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	854063320	2017-02-21	2213	TUESDAY	195	SR 40	0.095	35.254	03	65	4	04	01	27	77	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2017	851146240	2017-03-06	0152	MONDAY	195	SR 600	2	31.232	03	65	1	05	01	15	01	IMPROPER BACKING OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	854506670	2017-03-07	2245	TUESDAY	195	MILE MARKER #263 R	0.5	31.036	03	65	1	05	01	31	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	854564360	2017-03-07	0221	TUESDAY	195	MILE MARKER #262 R	0.095	29.636	01	65	2	04	01	14	01	RAN OFF ROADWAY FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2017	854729320	2017-03-11	1535	SATURDAY	195	MM 268	0.002	34.511	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2017	854015740	2017-03-17	1715	FRIDAY	195	SR 40	0.75	34.569	01	65	4	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2017	854729420	2017-03-20	0750	MONDAY	195	MM 263	0.057	30.593	01	65	2	01	01	14	01	FOLLOWED TOO CLOSELY OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2017	854433560	2017-03-23	0800	THURSDAY	195	MILE MARKER #266 L	0	33.499	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	854542180	2017-03-25	1205	SATURDAY	195	SR 40	0.076	35.425	01	65	3	01	01	14	04	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2017	854590410	2017-04-03	0220	MONDAY	195	MM 265	0	32.495	04	65	3	05	01	09	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2017	854729490	2017-04-04	1429	TUESDAY	195	MILE MARKER #265 L	0.057	32.438	02	65	2	01	02	39	77	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2017	855065380	2017-04-07	1621	FRIDAY	195	SR 40	0.057	35.406	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855131220	2017-04-21	1446	FRIDAY	195	DUNN AVE	0.44	31.548	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855065510	2017-04-28	1707	FRIDAY	195	MILE MARKER #264 R	0	31.557	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2017	854775280	2017-04-28	1625	FRIDAY	195	MILE MARKER #262 L	0	29.605	01	65	1	01	01	14	01	NOT CODED	0	0	0	0	0
2017	854729630	2017-04-30	0605	SUNDAY	195	MILE MARKER #268 L	0.076	34.433	02	65	1	05	01	27	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	854558360	2017-05-07	1401	SUNDAY	195	MM 264	0.009	31.548	01	65	1	01	01	18	77	NOT CODED	0	0	0	0	0
2017	854931560	2017-05-12	1019	FRIDAY	195	SR 600	0.076	29.308	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855112430	2017-05-12	0234	FRIDAY	195	MILE MARKER #264 R	0	31.557	01	65	1	05	01	27	77	FAILED TO YIELD RIGHT-OF-WAY	0	0	0	0	0
2017	854506980	2017-05-15	1200	MONDAY	195	SR 600	0.2	29.432	01	65	2	01	01	14	03	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2017	855128050	2017-05-17	1611	WEDNESDAY	195	MILE MARKER #263 R	0.095	30.441	01	65	1	01	01	27	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	854729710	2017-05-18	2000	THURSDAY	195	MM 265	0.057	32.552	02	65	2	05	01	01	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2017	854534190	2017-06-05	1617	MONDAY	195	SR 600	0.038	29.27	03	65	1	01	02	30	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2017	854564700	2017-06-10	1353	SATURDAY	195	MILE MARKER #265 L	0.5	31.995	01	65	1	01	01	14	01	NOT CODED	0	0	0	0	0
2017	855067950	2017-06-12	1510	MONDAY	195	SR 600	0.066	29.298	01	65	1	01	02	30	77	RAN OFF ROADWAY	0	0	0	0	0
2017	855067970	2017-06-13	1630	TUESDAY	195	SR 600	0.047	29.034	01	65	3	01	02	14	03	NOT CODED	1	0	0	0	0
2017	855067990	2017-06-14	1755	WEDNESDAY	195	SR 40	0.047	35.396	03	65	3	01	02	27	77	RAN OFF ROADWAY	1	0	0	0	0
2017	854534310	2017-06-17	1913	SATURDAY	195	SR 600	0.189	29.421	01	65	1	01	01	14	03	NOT CODED	0	0	0	0	0
2017	854590730	2017-06-19	0545	MONDAY	195	MILE MARKER #265 R	0	32.495	01	65	1	05	01	14	04	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2017	854590750	2017-06-19	1205	MONDAY	195	MILE MARKER #265 R	0	32.495	01	65	1	01	01	09	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855072210	2017-06-19	0436	MONDAY	195	LPGA BLVD	0.5	32.155	01	65	4	05	01	14	04	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2017	852652100	2017-06-19	1950	MONDAY	195	LPGA BLVD	1	31.655	02	65	3	05	02	27	77	NO CONTRIBUTING ACTION	1	0	0	0	0
2017	855068050	2017-06-25	1940	SUNDAY	195	SR 600	2	31.232	01	65	1	02	01	14	04	NO CONTRIBUTING ACTION	0	0	0	0	0
2017	854564740	2017-06-26	1357	MONDAY	195	MILE MARKER #263 L	0.5	30.036	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	854564760	2017-06-27	1636	TUESDAY	195	MILE MARKER #267 L	0.019	34.519	04	65	1	01	01	27	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855072260	2017-06-27	1130	TUESDAY	195	US 92	1.25	30.482	01	65	1	01	01	14	04	RAN OFF ROADWAY FAILED TO YIELD RIGHT-OF-WAY	0	0	0	0	0
2017	852652160	2017-06-30	0420	FRIDAY	195	LPGA BLVD	1	31.655	01	65	3	05	01	05	77	OTHER CONTRIBUTING ACTION	4	0	0	0	0
2017	855039940	2017-07-08	2245	SATURDAY	195	MM 268	0.057	34.566	03	65	1	05	01	15	01	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855451500	2017-07-15	0650	SATURDAY	195	MILE MARKER #268 L	0.284	34.793	02	65	1	01	01	27	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855063860	2017-07-17	1811	MONDAY	195	SR 600	0.379	29.611	04	65	1	02	02	30	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2017	855072350	2017-07-18	1249	TUESDAY	195	SR 40	2	33.319	01	65	2	01	01	14	04	NO CONTRIBUTING ACTION	1	0	0	0	0
2017	855063880	2017-07-18	1909	TUESDAY	195	SR 40	0.379	34.94	03	65	1	02	02	14	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2017	855507550	2017-07-22	1429	SATURDAY	195	MILE MARKER #261 L	0.5	29.045	01	65	1	01	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855063890	2017-07-23	1730	SUNDAY	195	US 92	0.189	28.962	01	65	4	01	01	14	04	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2017	855140200	2017-07-27	2207	THURSDAY	195	MILE MARKER #268 R	0.114	34.395	01	65	1	04	01	14	04	NOT CODED	0	0	0	0	0
2017	855072390	2017-08-01	0845	TUESDAY	195	US 92	0.75	29.982	04	65	1	01	01	27	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2017	855128420	2017-08-02	1700	WEDNESDAY	195	MILE MARKER #262 L	0.019	29.624	01	65	1	01	02	27	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2017	854995300	2017-08-03	1825	THURSDAY	195	SR 600	0.25	29.482	01	65	2	01	02	30	77	NO CONTRIBUTING ACTION	1	0	0	0	0

YEAR	CRASH_NUMBER	CRASH_DATE	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY_NAME	INT_ROADWAY_NAME	REFDISTANCE MI	LOCMP	FRST_HARM_LOC_CD	SPEED_LIMIT	INJSEVER	LGHT_CON_D_CD	RD_SRFC_COND_CD	MOST_HARM_EVNT_CD	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_TXT	NUMBER_OF_INJURED	NUMBER_OF_F_KILLED	NUMBER_OF_SERIOUS_INJURIES	NUMBER_OF_F_PEDESTRIANS	NUMBER_OF_BICYCLISTS
2017	855716070	2017-08-07	1045	MONDAY	195	MILE MARKER #266 L	0	33.499	02	65	2	01	02	09	77	FAILED TO YIELD RIGHT-OF-WAY	2	0	0	0	0
2017	855568140	2017-08-11	1015	FRIDAY	195	MM 268	0.095	34.604	01	65	1	01	02	17	77	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2017	869523060	2017-08-11	1754	FRIDAY	195	SR 40	0.005	35.314	01	65	1	01	01	14	01	ACTION	0	0	0	0	0
2017	855549850	2017-08-13	1340	SUNDAY	195	SR 600	0.5	29.732	01	65	1	01	01	14	04	NO CONTRIBUTING	0	0	0	0	0
2017	855064070	2017-08-18	1956	FRIDAY	195	US 92	0.379	29.506	03	65	1	02	02	14	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2017	855112930	2017-08-20	1028	SUNDAY	195	MILE MARKER #262 L	0	29.605	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855072500	2017-08-27	0840	SUNDAY	195	LPGA BLVD	0.019	32.582	01	65	4	01	02	14	03	DROVE TOO FAST FOR CONDITIONS	2	0	1	0	0
2017	855549720	2017-08-27	2031	SUNDAY	195	MILE MARKER #268 R	0.5	34.009	04	65	4	05	02	27	77	FAILED TO KEEP IN PROPER LANE	2	0	2	0	0
2017	855416640	2017-08-27	2113	SUNDAY	195	MILE MARKER #267 R	0.028	34.472	01	65	1	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855178640	2017-08-31	1623	THURSDAY	195	SR 600	1	30.232	01	65	3	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2017	855068330	2017-09-05	1626	TUESDAY	195	LPGA BLVD	1	31.655	01	65	1	01	01	14	04	NO CONTRIBUTING	0	0	0	0	0
2017	855416700	2017-09-07	1358	THURSDAY	195	MILE MARKER #268 R	0.5	35.009	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855416710	2017-09-08	0640	FRIDAY	195	MILE MARKER #264 R	0.5	31.057	04	65	1	01	01	27	77	NO CONTRIBUTING	0	0	0	0	0
2017	855416720	2017-09-08	1715	FRIDAY	195	MILE MARKER #262 L	0.5	29.105	01	65	1	01	02	14	03	ACTION	0	0	0	0	0
2017	855451890	2017-09-08	1710	FRIDAY	195	MILE MARKER #264 R	0.095	31.462	01	65	1	01	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855973080	2017-09-09	1239	SATURDAY	195	SR 600	0.25	29.482	02	65	1	01	02	30	77	NO CONTRIBUTING	0	0	0	0	0
2017	855072570	2017-09-09	0645	SATURDAY	195	SR 600	0.25	29.482	02	65	1	01	02	30	77	NO CONTRIBUTING	0	0	0	0	0
2017	855716290	2017-09-16	1055	SATURDAY	195	MILE MARKER #263 R	0	30.536	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855824280	2017-09-22	2110	FRIDAY	195	MILE MARKER #262 R	0.5	29.041	02	65	1	04	01	01	77	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2017	853410360	2017-09-25	1650	MONDAY	195	LPGA BLVD	1	31.655	01	65	1	01	01	14	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	870283280	2017-10-01	2124	SUNDAY	195	MILE MARKER #262 L	0	29.605	01	65	3	05	02	31	77	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2017	845074560	2017-10-01	1105	SUNDAY	195	MILE MARKER #265 L	0	32.495	04	65	2	01	02	27	77	OTHER CONTRIBUTING ACTION	1	0	0	0	0
2017	870283270	2017-10-01	2124	SUNDAY	195	MILE MARKER #262 L	0	29.605	01	65	3	04	02	14	02	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	856087620	2017-10-01	2155	SUNDAY	195	MILE MARKER #263 L	0.019	30.555	01	65	1	05	02	14	01	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2017	855568340	2017-10-03	0940	TUESDAY	195	MM 266	0.095	33.593	01	65	1	01	01	17	77	NO CONTRIBUTING	0	0	0	0	0
2017	855824430	2017-10-04	1655	WEDNESDAY	195	MILE MARKER #263 L	0.028	30.564	01	65	1	01	01	14	01	FOLLOWED TOO CLOSELY	0	0	0	0	0
2017	855416820	2017-10-04	0937	WEDNESDAY	195	MILE MARKER #262 R	0.038	29.503	01	65	1	01	01	18	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2017	855178830	2017-10-05	2331	THURSDAY	195	US 92	1	30.127	02	65	1	05	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855824480	2017-10-05	1805	THURSDAY	195	MILE MARKER #265 L	0.047	32.542	01	65	1	03	02	14	02	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855178810	2017-10-05	0413	THURSDAY	195	LPGA BLVD	0.25	32.925	01	65	1	05	02	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855389840	2017-10-05	1455	THURSDAY	195	SR 600	0.518	29.75	03	65	1	01	02	30	03	NOT CODED	0	0	0	0	0
2017	855824470	2017-10-05	1530	THURSDAY	195	MILE MARKER #266 R	0.047	33.545	01	65	1	01	02	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	856087670	2017-10-07	0825	SATURDAY	195	MILE MARKER #265 R	0.019	32.476	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855518790	2017-10-08	1620	SUNDAY	195	SR 600	1	30.232	01	65	1	01	01	17	77	NOT CODED	0	0	0	0	0
2017	855973180	2017-10-09	0735	MONDAY	195	LPGA BLVD	0.5	33.175	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2017	855973210	2017-10-11	0340	WEDNESDAY	195	LPGA BLVD	1	31.655	01	65	1	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855518810	2017-10-13	1431	FRIDAY	195	LPGA BLVD	0.095	32.77	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2017	855518840	2017-10-14	2033	SATURDAY	195	LPGA BLVD	0.189	32.864	01	65	1	02	01	17	77	NO CONTRIBUTING	0	0	0	0	0
2017	855973240	2017-10-16	0350	MONDAY	195	SR 40	2	33.319	02	65	1	05	02	25	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2017	855824590	2017-10-17	1450	TUESDAY	195	MILE MARKER #268 L	0.028	34.537	01	65	1	01	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855416920	2017-10-26	1718	THURSDAY	195	MILE MARKER #268 L	0.066	34.443	01	65	2	01	01	27	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2017	856076620	2017-10-28	2350	SATURDAY	195	MILE MARKER #265 L	0.006	32.489	02	65	3	05	02	30	77	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2017	855973310	2017-11-01	0000	WEDNESDAY	195	SR 600	0.5	29.732	01	65	1	05	01	14	04	IMPROPER PASSING	0	0	0	0	0
2017	855716590	2017-11-02	1000	THURSDAY	195	MILE MARKER #268 L	0	34.509	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855985630	2017-11-04	1202	SATURDAY	195	MILE MARKER #263 L	0	30.536	01	65	1	01	01	14	01	NOT CODED	0	0	0	0	0
2017	855973360	2017-11-10	0921	FRIDAY	195	LPGA BLVD	0.038	32.617	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855716670	2017-11-17	1145	FRIDAY	195	MILE MARKER #263 L	0	30.536	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	851650820	2017-11-18	1215	SATURDAY	195	MILE MARKER #264 R	0	31.557	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2017	855973450	2017-11-19	1130	SUNDAY	195	SR 600	0.095	29.327	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	871151440	2017-11-23	1426	THURSDAY	195	SR 40	1	34.319	02	65	1	01	02	25	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855507080	2017-11-24	0719	FRIDAY	195	SR 600	1	30.232	03	65	1	01	02	30	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2017	855958350	2017-11-24	1109	FRIDAY	195	MM 267	0	34.5	01	65	1	01	02	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0

YEAR	CRASH_NUM BER	CRASH_DATE E	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY Y NAME	INT_ROADWAY NAME	REFDISTANCE E MI	LOCMP	FRST_HARM LOC CD	SPEED_LIMIT MIT	INJSEVER ER	LGHT_CONDITION D_CD	RD_SRFC_CONDITION OND_CD	MOST_HARM NT_CD	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_T XT	NUMBER_OF_INJURED JURED	NUMBER_OF_FATALLY_KILLED F_KILLED	NUMBER_OF_SERIOUS_INJURIES SERIOUS_INJURIES	NUMBER_OF_FATALLY_PEDESTRIANS F_PEDESTRIANS	NUMBER_OF_BICYCLISTS OF_BICYCLISTS
2017	856007850	2017-11-24	1850	FRIDAY	195	MILE MARKER #265 R	0.028	32.467 01		65 1	04	01		14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855973520	2017-11-25	1100	SATURDAY	195	LPGA BLVD	0.189	32.864 01		65 1	01	01		14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	855973540	2017-11-26	0945	SUNDAY	195	SR 600	0.25	29.482 01		65 1	01	01		14	04	FOLLOWED TOO CLOSELY	0	0	0	0	0
2017	871151500	2017-11-29	2046	WEDNESDAY	195	LPGA BLVD	1	33.675 01		65 1	05	01		18	77	NO CONTRIBUTING	0	0	0	0	0
2017	855568520	2017-12-02	1140	SATURDAY	195	MM 262	0	29.541 01		65 1	01	01		14	04	IMPROPER PASSING	0	0	0	0	0
2017	855973620	2017-12-08	1150	FRIDAY	195	SR 600	1	30.232 01		65 1	01	01		14	04	FAILED TO YIELD RIGHT-OF-WAY	0	0	0	0	0
2017	851635390	2017-12-09	1930	SATURDAY	195	SR 600	2	31.232 01		65 1	05	01		14	04	NOT CODED	0	0	0	0	0
2017	855973630	2017-12-10	1035	SUNDAY	195	LPGA BLVD	0.25	32.405 01		65 1	01	01		14	03	NO CONTRIBUTING	0	0	0	0	0
2017	871365660	2017-12-10	2124	SUNDAY	195	LPGA BLVD	1	31.655 01		65 3	05	01		14	01	CARELESS OR NEGL FAILED TO YIELD RIGHT-OF-WAY	1	0	0	0	0
2017	855973670	2017-12-12	1155	TUESDAY	195	SR 600	0.25	29.482 01		65 1	01	01		14	04	OF-WAY	0	0	0	0	0
2017	855973680	2017-12-15	0752	FRIDAY	195	SR 600	0.057	29.289 01		65 3	01	01		14	01	FOLLOWED TOO CLOSELY	1	0	0	0	0
2017	855758530	2017-12-16	2210	SATURDAY	195	SR 40	2	33.319 01		65 1	05	01		18	77	NO CONTRIBUTING	0	0	0	0	0
2017	855986900	2017-12-20	0345	WEDNESDAY	195	SR 600	0.25	29.482 01		65 1	04	01		14	04	NO CONTRIBUTING	0	0	0	0	0
2017	871404420	2017-12-23	1750	SATURDAY	195	MILE MARKER #264 L	0.028	31.585 01		65 1	05	01		14	01	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2017	871404430	2017-12-24	1725	SUNDAY	195	MILE MARKER #263 R	0.028	30.508 02		65 1	01	01		14	03	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2017	871143520	2017-12-29	1006	FRIDAY	195	MILE MARKER #262 R	0.5	30.041 01		65 1	01	01		14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	855973700	2018-01-01	1300	MONDAY	195	US 92	0.028	29.179 01		65 1	01	02		14	04	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2018	855985970	2018-01-03	0234	WEDNESDAY	195	MM 262	0	29.541 01		65 1	04	02		14	01	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2018	871107090	2018-01-04	1303	THURSDAY	195	MM 263	0.5	30.036 01		65 2	01	01		14	01	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2018	856077030	2018-01-06	0930	SATURDAY	195	MILE MARKER #268 L	0.057	34.452 02		65 2	01	01		01	77	NO CONTRIBUTING ACTION	1	0	0	0	0
2018	871367710	2018-01-09	0750	TUESDAY	195	MM 267	0	34.5 03		65 3	01	01		09	77	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2018	855987010	2018-01-09	1705	TUESDAY	195	LPGA BLVD	1	31.655 01		65 1	01	02		14	01	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2018	871365790	2018-01-10	0918	WEDNESDAY	195	14	1	29.074 03		65 1	01	02		33	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871467190	2018-01-11	1407	THURSDAY	195	MILE MARKER #264 R	0.75	32.307 03		65 2	01	01		14	77	NO CONTRIBUTING ACTION	1	0	0	0	0
2018	871404580	2018-01-20	1928	SATURDAY	195	MM 267	0	34.5 04		65 1	05	01		14	77	RAN OFF ROADWAY	0	0	0	0	0
2018	871107240	2018-01-27	0852	SATURDAY	195	MILE MARKER #266 R	0.5	32.998 01		65 1	01	01		05	77	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2018	871683940	2018-02-03	2120	SATURDAY	195	MILE MARKER #268 R	0.057	34.452 02		65 1	05	01		25	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871404680	2018-02-05	1410	MONDAY	195	MM 265	0	32.495 03		65 1	01	01		15	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871467330	2018-02-09	2208	FRIDAY	195	MILE MARKER #265 R	0.25	32.245 01		65 1	05	01		14	01	NOT CODED	0	0	0	0	0
2018	855068360	2018-02-12	1510	MONDAY	195	US 92	0.5	29.651 01		65 1	01	01		14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871195790	2018-02-13	1527	TUESDAY	195	US 92	0.25	28.831 01		65 4	01	02		19	77	OPERATED MV IN CARELESS OR NEGL	1	0	1	0	0
2018	871404790	2018-02-14	1330	WEDNESDAY	195	MM 268	0	34.509 01		65 1	01	01		14	01	FOLLOWED TOO CLOSELY	0	0	0	0	0
2018	871467360	2018-02-18	0336	SUNDAY	195	MILE MARKER #265 R	0.005	32.5 01		65 1	05	01		14	01	NOT CODED	0	0	0	0	0
2018	871467370	2018-02-19	2151	MONDAY	195	MILE MARKER #264 L	0.5	31.057 03		65 2	05	01		01	77	NO CONTRIBUTING ACTION	1	0	0	0	0
2018	871705720	2018-02-23	0000	FRIDAY	195	SR 40	2	33.319 04		65 1	05	01		28	77	NO CONTRIBUTING	0	0	0	0	0
2018	871367840	2018-02-26	0740	MONDAY	195	MM 266	0	33.499 01		65 1	01	01		14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871536490	2018-03-05	0600	MONDAY	195	MM 265	0	32.495 01		65 1	05	01		14	01	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2018	871865790	2018-03-11	1358	SUNDAY	195	LPGA BLVD	0.5	32.155 04		65 1	01	01		27	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871705800	2018-03-12	0000	MONDAY	195	LPGA BLVD	0.057	32.598 01		65 1	05	01		13	77	NO CONTRIBUTING	0	0	0	0	0
2018	871705810	2018-03-16	0025	FRIDAY	195	LPGA BLVD	1	33.675 01		65 4	05	01		14	01	OPERATED MV IN CARELESS OR NEGL	3	0	2	0	0
2018	871385160	2018-03-17	1328	SATURDAY	195	MM 265	0.5	31.995 01		65 2	01	01		01	77	NO CONTRIBUTING	1	0	0	0	0
2018	871385170	2018-03-18	1146	SUNDAY	195	MM 268	0.5	35.009 01		65 3	01	01		14	01	NO CONTRIBUTING	1	0	0	0	0
2018	871595580	2018-03-19	0835	MONDAY	195	MILE MARKER #261 R	0.5	29.046 01		65 1	01	02		30	77	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2018	871982630	2018-03-21	1336	WEDNESDAY	195	LPGA BLVD	1	31.655 01		65 1	01	01		14	03	NO CONTRIBUTING	0	0	0	0	0
2018	871459840	2018-03-24	1931	SATURDAY	195	US 92	2	31.127 01		65 1	02	01		14	03	IMPROPER TURN	0	0	0	0	0
2018	851650910	2018-03-26	1045	MONDAY	195	MM 268	0	34.509 02		65 1	01	02		01	77	NO CONTRIBUTING	0	0	0	0	0
2018	871652420	2018-03-29	1725	THURSDAY	195	MM 262	0	29.541 01		65 1	01	01		14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871895460	2018-03-31	0040	SATURDAY	195	US 92	0.038	29.165 01		65 3	04	02		30	77	OPERATED MV IN CARELESS OR NEGL	1	0	0	0	0
2018	871982790	2018-04-07	1332	SATURDAY	195	US 92	0.189	29.34 01		65 1	01	01		14	01	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2018	871982820	2018-04-08	1810	SUNDAY	195	LPGA BLVD	1	31.655 01		65 1	02	01		14	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871595720	2018-04-09	2355	MONDAY	195	US 92	0.25	29.233 03		65 2	04	02		30	77	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2018	871982830	2018-04-09	1553	MONDAY	195	US 92	0.189	29.316 03		65 1	01	02		14	88	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2018	871865990	2018-04-09	2335	MONDAY	195	US 92	0.1	28.883 03		65 1	04	02		30	77	RAN OFF ROADWAY	0	0	0	0	0
2018	871595740	2018-04-11	2115	WEDNESDAY	195	MM 264	0	31.557 01		65 1	05	01		14	04	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2018	871472260	2018-04-15	2040	SUNDAY	195	US 92	1	30.127 01		65 1	04	01		30	77	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	0
2018	871368030	2018-04-16	1045	MONDAY	195	MM 265	0	32.495 01		65 1	01	01		14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871705990	2018-04-19	0950	THURSDAY	195	LPGA BLVD	1	33.675 01		65 1	01	01		18	77	NO CONTRIBUTING	0	0	0	0	0

YEAR	CRASH_NUM BER	CRASH_DATE E	CRASH_TIME TIME	WEEKDAY_TXT	ON_ROADWAY Y NAME	INT_ROADWAY NAME	REFDISTANCE E MI	LOCMP	FRST_HARM LOC CD	SPEED_LIMIT MIT	INJSEVER ER	LGHT_CON D CD	RD_SRFC_C OND CD	MOST_H ARM_EV NT CD	IMPCT TYP CD	D1_FRST_DR_ACTN_CD_T XT	NUMBER_OF_I NJURED	NUMBER_O F KILLED	NUMBER_OF SERIOUS_IN JURIES	NUMBER_O F PEDESTRI ANS	NUMBER OF BICYCL ISTS
2018	871770140	2018-04-22	1910	SUNDAY	195	MM 265	0	32.495	01	65	4	01	02	14	01	FOLLOWED TOO CLOSELY FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2018	871684330	2018-04-22	0215	SUNDAY	195	MM 268	0.227	34.736	02	65	1	05	01	27	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871770150	2018-04-23	1317	MONDAY	195	MM 266 MILE MARKER	0	33.498	02	65	1	01	01	01	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871467690	2018-04-24	1114	TUESDAY	195	MM 263 R	0.5	30.036	01	65	1	01	01	17	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2018	871706030	2018-04-25	1040	WEDNESDAY	195	LPGA BLVD	1.5	31.155	01	65	1	01	01	14	04	FAILED TO YIELD RIGHT- OF-WAY	0	0	0	0	0
2018	871472320	2018-04-26	0055	THURSDAY	195	LPGA BLVD	1	33.675	01	65	1	05	01	14	04	NOT CODED	0	0	0	0	0
2018	836442020	2018-05-03	0550	THURSDAY	195	LPGA BLVD MILE MARKER	1	33.675	01	65	1	05	01	18	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2018	871467740	2018-05-05	1821	SATURDAY	195	MM 265 R	0.006	32.489	03	65	2	01	01	06	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2018	820264480	2018-05-07	0350	MONDAY	195	LPGA	0.182	32.857	01	65	1	05	01	15	03	OPER MV AGRSIVE, ERATIC, RCKLS	0	0	0	0	0
2018	871472380	2018-05-07	0248	MONDAY	195	LPGA BLVD	0.2	32.455	01	65	5	05	01	14	01	FAILED TO KEEP IN PROPER LANE	0	1	0	0	0
2018	871668010	2018-05-08	2210	TUESDAY	195	US 92	0.25	29.401	01	65	1	05	01	14	04	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2018	820264490	2018-05-14	0825	MONDAY	195	US 92	0.5	29.627	03	65	1	01	02	30	77	RAN OFF ROADWAY	0	0	0	0	0
2018	820264500	2018-05-14	0850	MONDAY	195	US 92	0.75	29.901	02	65	1	01	02	25	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2018	871866190	2018-05-15	1945	TUESDAY	195	US 92	0.25	29.482	04	65	4	05	02	30	77	DROVE TOO FAST FOR CONDITIONS	2	0	1	0	0
2018	851635450	2018-05-16	1805	WEDNESDAY	195	US 92	0.5	29.732	01	65	1	01	02	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	872125070	2018-05-20	2126	SUNDAY	195	MM 265	0.1	32.395	01	65	1	05	02	14	04	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2018	871368170	2018-05-21	0830	MONDAY	195	MM 262 MILE MARKER	0	29.605	02	65	1	01	02	25	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2018	871684490	2018-05-22	1250	TUESDAY	195	MM 265 R	0.189	32.684	01	65	1	01	02	14	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2018	871536800	2018-05-22	1250	TUESDAY	195	MM 262	0	30.536	04	65	2	01	02	30	77	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2018	871983070	2018-05-24	2201	THURSDAY	195	SR 40	1	34.319	01	65	1	05	01	17	77	NO CONTRIBUTING OPERATED MV IN	0	0	0	0	0
2018	871595930	2018-05-26	1010	SATURDAY	195	MM 268	0.25	34.259	04	65	1	01	01	27	77	CARLESS OR NEGL	0	0	0	0	0
2018	871668020	2018-05-26	1915	SATURDAY	195	US 92	0.25	29.377	01	65	0	02	02	30	77	NOT CODED	0	0	0	0	0
2018	871760120	2018-05-28	0323	MONDAY	195	MILE MARKER #264 L	0.5	31.057	01	65	2	05	01	14	04	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2018	871866280	2018-05-30	2125	WEDNESDAY	195	US 92	0.095	29.222	01	65	1	05	02	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	871866290	2018-05-31	1700	THURSDAY	195	LPGA BLVD MILE MARKER	0.002	32.677	01	65	2	01	02	14	03	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2018	871760190	2018-06-21	1439	THURSDAY	195	MM 262 R MILE MARKER	0	29.541	04	65	1	01	02	27	77	RAN OFF ROADWAY FAILED TO KEEP IN	0	0	0	0	0
2018	872256260	2018-06-29	2026	FRIDAY	195	MM 266 L	0	33.499	01	65	2	01	02	14	04	PROPER LANE FAILED TO KEEP IN	1	0	0	0	0
2018	872163390	2018-07-03	2154	TUESDAY	195	MM 265 MILE MARKER	0.44	32.055	01	65	5	05	01	14	04	PROPER LANE NO CONTRIBUTING	2	1	2	0	0
2018	871852530	2018-07-04	1759	WEDNESDAY	195	MM 268 L MILE MARKER	0.28	34.789	01	65	2	01	01	06	77	ACTION	1	0	0	0	0
2018	871852560	2018-07-07	1610	SATURDAY	195	MM 268 R	0.75	35.259	04	65	1	01	01	27	77	RAN OFF ROADWAY	0	0	0	0	0
2018	871900180	2018-07-08	0135	SUNDAY	195	LPGA BLVD	1	33.675	02	65	4	05	01	25	77	NOT CODED	1	0	1	0	0
2018	872390220	2018-07-11	0038	WEDNESDAY	195	MM 265 MILE MARKER	0	32.495	01	65	1	05	01	14	01	FOLLOWED TOO CLOSELY OPERATED MV IN	0	0	0	0	0
2018	871596060	2018-07-11	0730	WEDNESDAY	195	MM 262 L	0.5	30.105	01	65	1	01	01	14	04	CARLESS OR NEGL	0	0	0	0	0
2018	871706270	2018-07-15	1055	SUNDAY	195	LPGA BLVD MILE MARKER	1	33.675	04	65	4	01	01	27	77	IMPROPER PASSING FAILED TO KEEP IN	1	0	1	0	0
2018	872380920	2018-07-20	1446	FRIDAY	195	MM 268 R	0	34.509	01	65	1	01	02	14	77	PROPER LANE DROVE TOO FAST FOR	0	0	0	0	0
2018	872555180	2018-07-20	1515	FRIDAY	195	MM 268	0	34.509	01	65	1	01	02	14	01	CONDITIONS FAILED TO KEEP IN	0	0	0	0	0
2018	872173810	2018-07-22	2151	SUNDAY	195	MM 263	0	30.536	02	65	1	05	02	32	77	PROPER LANE	0	0	0	0	0
2018	872555210	2018-07-23	1439	MONDAY	195	MM 262	0	29.541	01	65	1	01	02	14	04	NO CONTRIBUTING	0	0	0	0	0
2018	871706320	2018-07-25	1155	WEDNESDAY	195	US 92 MILE MARKER	0.5	29.651	01	65	1	01	02	04	77	RAN OFF ROADWAY DROVE TOO FAST FOR	0	0	0	0	0
2018	872360110	2018-07-28	1820	SATURDAY	195	MM 268 R	0.189	34.698	02	65	2	01	01	22	77	CONDITIONS OPERATED MV IN	2	0	0	0	0
2018	872589500	2018-07-29	1300	SUNDAY	195	BELLVUE AVE MILE MARKER	0.038	28.811	01	65	1	01	01	14	04	CARLESS OR NEGL	0	0	0	0	0
2018	872530030	2018-07-30	1213	MONDAY	195	MM 265 R	0.028	32.467	01	65	1	01	01	14	04	NOT CODED OPERATED MV IN	0	0	0	0	0
2018	879613800	2018-07-30	1748	MONDAY	195	MM 262	0	29.541	01	65	3	01	02	14	77	CARLESS OR NEGL OPERATED MV IN	3	0	0	0	0
2018	872729220	2018-08-03	0640	FRIDAY	195	LPGA BLVD	0.189	32.466	04	65	1	03	02	27	77	CARLESS OR NEGL OPERATED MV IN	0	0	0	0	0
2018	872729240	2018-08-03	0815	FRIDAY	195	LPGA BLVD	1	33.675	01	65	1	01	01	14	01	CARLESS OR NEGL	0	0	0	0	0
2018	872589510	2018-08-04	0915	SATURDAY	195	LPGA BLVD	0.095	32.77	02	65	3	01	01	01	77	NO CONTRIBUTING OPERATED MV IN	2	0	0	0	0
2018	872458320	2018-08-11	0555	SATURDAY	195	MM 267 MILE MARKER	0	34.5	02	65	1	05	01	09	77	CARLESS OR NEGL OPER MV AGRSIVE,	0	0	0	0	0
2018	872449880	2018-08-11	1426	SATURDAY	195	MM 262 R	0	29.541	01	65	1	01	01	14	01	ERATIC, RCKLS FAILED TO KEEP IN	0	0	0	0	0
2018	872390370	2018-08-13	2010	MONDAY	195	MM 263	0	30.536	01	65	1	04	02	14	77	PROPER LANE FAILED TO KEEP IN	0	0	0	0	0
2018	872173890	2018-08-13	1923	MONDAY	195	MM 262	0.5	30.041	02	65	1	04	02	25	77	PROPER LANE FAILED TO KEEP IN	0	0	0	0	0
2018	872390430	2018-08-17	1320	FRIDAY	195	MM 262	0	29.541	01	65	1	01	01	14	01	PROPER LANE FAILED TO KEEP IN	0	0	0	0	0
2018	872541980	2018-08-17	2233	FRIDAY	195	US 92	0.189	29.34	03	65	2	04	01	30	77	PROPER LANE	1	0	0	0	0
2018	872542060	2018-08-29	0005	WEDNESDAY	195	US 92 MILE MARKER	3	32.151	01	65	1	05	01	14	01	NOT CODED FAILED TO KEEP IN	0	0	0	0	0
2018	872611690	2018-08-29	1831	WEDNESDAY	195	MM 262 L	0	29.605	01	65	1	01	01	14	04	PROPER LANE	0	0	0	0	0

YEAR	CRASH_NUMBER	CRASH_DATE	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY_NAME	INT_ROADWAY_NAME	REFDISTANCE_MI	LOCMP	FRST_HARM_LOC_CD	SPEED_LIMIT	INJSEVER	LGHT_COND_CD	RD_SRFC_COND_CD	MOST_HARM_EVNT_CD	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_TXT	NUMBER_OF_INJURED	NUMBER_OF_F_KILLED	NUMBER_OF_SERIOUS_INJURIES	NUMBER_OF_F_PEDESTRIANS	NUMBER_OF_BICYCLISTS
2018	872272840	2018-08-30	0557	THURSDAY	I95	MM 264	0	31.557	03	65	1	05	01	15	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	872542080	2018-08-30	0355	THURSDAY	I95	LPGA BLVD	0.095	32.56	01	65	4	05	01	14	03	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2018	872613340	2018-08-31	1208	FRIDAY	I95	LPGA BLVD	2	30.655	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	872613350	2018-09-01	0659	SATURDAY	I95	US 92	1	30.127	03	65	1	01	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	872611800	2018-09-09	1747	SUNDAY	I95	MILE MARKER #265 L	0.095	32.59	01	65	2	01	01	14	03	NO CONTRIBUTING ACTION	2	0	0	0	0
2018	872293940	2018-09-11	0746	TUESDAY	I95	MILE MARKER #266 L	0.5	32.999	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	872555670	2018-09-16	1607	SUNDAY	I95	MM 268	0	34.509	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2018	872293970	2018-09-18	0752	TUESDAY	I95	MM 266	0.5	32.999	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	872824110	2018-09-23	1457	SUNDAY	I95	MILE MARKER #265 R	0	32.495	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2018	879619210	2018-10-02	1730	TUESDAY	I95	US 92	0.5	29.732	01	65	2	01	01	14	01	FOLLOWED TOO CLOSELY	1	0	0	0	0
2018	872324710	2018-10-04	0555	THURSDAY	I95	MILE MARKER #266 R	0	33.498	04	65	2	05	02	14	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2018	872803350	2018-10-09	0235	TUESDAY	I95	MM 265	0.246	32.741	02	65	1	05	02	27	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	872843840	2018-10-09	1001	TUESDAY	I95	MM 266	0	33.499	03	65	1	01	02	27	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	880157980	2018-10-10	1005	WEDNESDAY	I95	MM 267	0	34.5	01	65	1	01	01	18	01	NO CONTRIBUTING ACTION	0	0	0	0	0
2018	872803490	2018-10-21	2030	SUNDAY	I95	MILE MARKER #264 L	0.189	31.746	02	65	1	05	01	37	77	NOT CODED OVER-CORRECTING/OVERSTEERING	0	0	0	0	0
2018	872729300	2018-10-23	1645	TUESDAY	I95	LPGA BLVD	1	33.675	04	65	1	01	02	27	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2018	872653170	2018-10-25	1700	THURSDAY	I95	SR 600	0.5	29.655	03	65	2	01	02	27	03	FAILED TO KEEP IN PROPER LANE	3	0	0	0	0
2018	851635670	2018-10-25	1430	THURSDAY	I95	US 92	0.2	29.351	04	65	1	01	02	30	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	851635660	2018-10-25	1645	THURSDAY	I95	LPGA BLVD	1	31.655	01	65	2	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	5	0	0	0	0
2018	872891260	2018-11-02	1823	FRIDAY	I95	MILE MARKER #262 R	0	29.541	01	65	1	01	02	14	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	872925760	2018-11-07	1330	WEDNESDAY	I95	LPGA BLVD	1	33.675	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	879621090	2018-11-10	1321	SATURDAY	I95	LPGA BLVD	0	32.292	02	65	3	01	01	01	77	RAN OFF ROADWAY	1	0	0	0	0
2018	880084950	2018-11-10	1654	SATURDAY	I95	MILE MARKER #266 L	0	33.499	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2018	880100050	2018-11-11	2146	SUNDAY	I95	MILE MARKER #267 R	0.1	34.4	01	65	1	04	01	14	04	NO CONTRIBUTING ACTION	0	0	0	0	0
2018	880084980	2018-11-11	2043	SUNDAY	I95	MILE MARKER #266 R	0	33.498	02	65	2	05	01	01	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2018	880394820	2018-11-16	1815	FRIDAY	I95	MILE MARKER #263 R	0.189	30.725	01	65	2	05	01	14	77	DROVE TOO FAST FOR CONDITIONS	2	0	0	0	0
2018	851635710	2018-11-19	1845	MONDAY	I95	LPGA BLVD	0.5	33.175	01	65	1	05	01	18	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2018	880100130	2018-11-19	2112	MONDAY	I95	MM 262	0.1	29.441	01	65	2	05	01	15	04	OTHER CONTRIBUTING ACTION	1	0	0	0	0
2018	880394870	2018-11-20	1535	TUESDAY	I95	MILE MARKER #268 L	0.284	34.793	02	65	2	01	01	39	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2018	880190130	2018-11-25	1428	SUNDAY	I95	MILE MARKER #267 R	0.75	35.25	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	880175920	2018-11-30	1237	FRIDAY	I95	SR 40	0.114	35.205	01	65	1	01	01	09	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2018	880250780	2018-12-03	2002	MONDAY	I95	LPGA BLVD	1	31.655	01	65	4	02	02	14	03	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2018	880250770	2018-12-03	1856	MONDAY	I95	US 92	0.189	29.316	04	65	1	02	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	880174970	2018-12-05	1616	WEDNESDAY	I95	MILE MARKER #265 R	0	32.495	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2018	872324930	2018-12-06	0810	THURSDAY	I95	MM 268	0.5	35.009	01	65	2	01	01	14	04	NOT CODED	1	0	0	0	0
2018	880247790	2018-12-06	1031	THURSDAY	I95	MILE MARKER #264 L	0.002	31.555	01	65	4	01	01	14	01	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2018	880190210	2018-12-11	0131	TUESDAY	I95	MILE MARKER #266 L	0.25	33.249	04	65	2	05	01	27	77	NO CONTRIBUTING ACTION	1	0	0	0	0
2018	880175120	2018-12-13	1317	THURSDAY	I95	MILE MARKER #263 L	0	30.536	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	880250920	2018-12-13	1610	THURSDAY	I95	US 92	1	30.127	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	880395110	2018-12-15	1650	SATURDAY	I95	MM 263	0	30.536	02	65	2	01	02	25	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2018	880247940	2018-12-18	1033	TUESDAY	I95	MILE MARKER #262 R	0.1	29.441	01	65	4	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	3	0	2	0	0
2018	872325010	2018-12-18	1015	TUESDAY	I95	MILE MARKER #262 R	0	29.541	01	65	1	01	01	14	01	NOT CODED	0	0	0	0	0
2018	872325020	2018-12-18	1015	TUESDAY	I95	MILE MARKER #262 R	0	29.541	01	65	1	01	01	30	77	NO CONTRIBUTING ACTION	0	0	0	0	0
2018	880247960	2018-12-20	0633	THURSDAY	I95	MILE MARKER #262 L	0.25	29.355	01	65	1	04	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	872646840	2018-12-20	1220	THURSDAY	I95	US 92	0.17	29.297	01	65	2	01	02	30	77	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	0
2018	880248000	2018-12-20	1255	THURSDAY	I95	MILE MARKER #264 L	0.25	31.807	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	880247990	2018-12-20	1219	THURSDAY	I95	MM 262	0.25	29.291	03	65	1	01	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	880250970	2018-12-20	1424	THURSDAY	I95	LPGA BLVD	0.189	32.466	04	65	1	01	02	27	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	853153450	2018-12-20	0837	THURSDAY	I95	US 92	0.189	29.34	01	65	1	01	02	30	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2018	880248010	2018-12-21	0746	FRIDAY	I95	MM 262	0.5	30.041	01	65	1	01	01	14	04	IMPROPER PASSING	0	0	0	0	0

YEAR	CRASH_NUM BER	CRASH_DATE	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY Y NAME	INT_ROADWAY NAME	REFDISTANCE E MI	LOCMP	FRST_HARM LOC CD	SPEED_LIMIT	INJSEVER	LGHT_CON D CD	RD_SRFC_COND CD	MOST_HARM NT CD	IMPCT_T YP CD	D1_FRST_DR_ACTN_CD_T XT	NUMBER_OF_I NJURED	NUMBER_OF F KILLED	NUMBER_OF SERIOUS_IN JURIES	NUMBER_OF PEDESTRIANS	NUMBER_OF BICYCLISTS
2018	880248020	2018-12-21	1137	FRIDAY	195	MM 268	0.5	34.009	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2018	880632360	2018-12-22	1450	SATURDAY	195	MM 268	0	34.509	01	65	3	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	3	0	0	0	0
2018	880251000	2018-12-25	1510	TUESDAY	195	LPGA BLVD	0.189	32.466	01	65	4	01	01	14	03	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2018	880307440	2018-12-28	1915	FRIDAY	195	MILE MARKER #265 L	0	32.495	01	65	1	05	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2018	880505900	2018-12-29	1603	SATURDAY	195	MILE MARKER #265 L	0	32.495	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2018	880654160	2018-12-29	1332	SATURDAY	195	MM 262	0.1	29.441	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	836442150	2019-01-02	0545	WEDNESDAY	195	US 92	0.095	29.222	03	65	1	05	02	27	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	880654290	2019-01-08	1134	TUESDAY	195	MM 264	0.1	31.518	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	880632460	2019-01-11	1748	FRIDAY	195	MILE MARKER #262 R	0	29.665	01	65	3	01	01	30	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2019	880190460	2019-01-18	1428	FRIDAY	195	MM 262	0.5	29.165	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2019	880654390	2019-01-19	1014	SATURDAY	195	MM 264	0.5	32.118	01	65	3	01	01	14	04	FAILED TO YIELD RIGHT- OF-WAY	2	0	0	0	0
2019	880786100	2019-01-20	1850	SUNDAY	195	SR 40	1	34.248	01	65	1	02	01	14	01	NOT CODED	0	0	0	0	0
2019	880796010	2019-01-21	1354	MONDAY	195	MM 268	0.25	34.259	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2019	880796020	2019-01-22	1738	TUESDAY	195	MM 265	0.5	33.118	03	65	1	01	01	32	77	RAN OFF ROADWAY	0	0	0	0	0
2019	880654420	2019-01-24	0535	THURSDAY	195	MM 263	0.5	31.118	01	65	1	04	02	14	04	IMPROPER PASSING	0	0	0	0	0
2019	851635780	2019-01-27	1545	SUNDAY	195	US 92	0.1	28.963	04	65	1	01	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	880654480	2019-01-27	0808	SUNDAY	195	MM 262	0.5	29.165	02	65	3	01	02	30	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2019	880786160	2019-01-27	1611	SUNDAY	195	US 92	0.189	29.316	01	65	1	01	02	14	01	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	880786150	2019-01-27	1421	SUNDAY	195	US 92	0.189	29.316	01	65	1	01	02	14	03	NOT CODED	0	0	0	0	0
2019	880654470	2019-01-27	0618	SUNDAY	195	MM 261	0.5	29.129	01	65	1	05	02	30	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	880262300	2019-01-27	0751	SUNDAY	195	MILE MARKER #261 L	0.5	29.129	01	65	4	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2019	836442170	2019-01-28	0530	MONDAY	195	LPGA BLVD	1	33.609	01	65	1	05	02	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	880796140	2019-02-02	1920	SATURDAY	195	MM 265	0.009	32.627	01	65	1	02	01	14	04	NO CONTRIBUTING	0	0	0	0	0
2019	880395510	2019-02-07	1940	THURSDAY	195	MM 262	0.189	29.854	01	65	4	04	01	16	77	FAILED TO KEEP IN PROPER LANE	1	0	1	0	0
2019	880654590	2019-02-09	1032	SATURDAY	195	MM 264	0.2	31.418	01	65	2	01	01	14	03	RAN OFF ROADWAY	1	0	0	0	0
2019	851635800	2019-02-10	2015	SUNDAY	195	LPGA BLVD	1	33.609	01	65	1	05	02	14	01	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2019	880654660	2019-02-15	0849	FRIDAY	195	MILE MARKER #268 R	0.25	33.38	01	65	2	01	01	14	04	RAN OFF ROADWAY	1	0	0	0	0
2019	851635820	2019-02-17	2005	SUNDAY	195	LPGA BLVD	0.2	32.809	01	65	1	05	01	14	04	NOT CODED	0	0	0	0	0
2019	880796290	2019-02-17	1923	SUNDAY	195	MM 265	0.004	32.614	04	65	1	02	01	27	77	NO CONTRIBUTING	0	0	0	0	0
2019	880632900	2019-02-17	2030	SUNDAY	195	MM 268	0	34.509	01	65	1	04	01	14	04	NOT CODED	0	0	0	0	0
2019	851635840	2019-02-18	1700	MONDAY	195	US 92	0.1	29.083	01	65	1	02	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	880176240	2019-02-19	2159	TUESDAY	195	US 92	0.189	28.874	01	65	1	04	01	14	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	880786400	2019-02-25	0013	MONDAY	195	SR 40	0.189	35.059	01	65	1	05	01	17	77	NO CONTRIBUTING	0	0	0	0	0
2019	880176330	2019-03-02	1251	SATURDAY	195	LPGA BLVD	1	31.586	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	880745300	2019-03-04	0751	MONDAY	195	MM 266	0	33.63	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	880796440	2019-03-04	0809	MONDAY	195	MM 266	0.5	33.13	01	65	1	01	02	14	04	NOT CODED	0	0	0	0	0
2019	880706430	2019-03-08	1442	FRIDAY	195	MM 266	0	33.63	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	880706440	2019-03-08	1442	FRIDAY	195	MM 266	0	33.63	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881053740	2019-03-12	1757	TUESDAY	195	MM 265	0.5	33.118	01	65	1	01	01	14	01	NOT CODED	0	0	0	0	0
2019	880924410	2019-03-13	2249	WEDNESDAY	195	MM 266	0.1	33.73	01	65	2	05	01	14	04	NO CONTRIBUTING	1	0	0	0	0
2019	881083680	2019-03-17	1340	SUNDAY	195	MM 268	0	34.509	01	65	2	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2019	880796590	2019-03-19	0656	TUESDAY	195	MILE MARKER #265 R	0.057	32.561	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2019	880924500	2019-03-26	1234	TUESDAY	195	MM 265	0.1	32.518	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2019	881075190	2019-03-30	0538	SATURDAY	195	US 92	2	31.127	01	65	1	05	01	39	77	NO CONTRIBUTING	0	0	0	0	0
2019	881052470	2019-04-05	2057	FRIDAY	195	MILE MARKER #264 R	0.25	31.368	02	65	1	04	01	09	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881075340	2019-04-13	0721	SATURDAY	195	LPGA BLVD	0.189	32.798	03	65	3	01	01	14	77	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2019	880529630	2019-04-13	2152	SATURDAY	195	MM 268	0	34.509	04	65	3	04	01	27	77	CORRECTING/OVERSTEER	1	0	0	0	0
2019	845104630	2019-04-20	1040	SATURDAY	195	LPGA BLVD	1	31.586	01	65	1	01	01	14	03	ING	0	0	0	0	0
2019	880529680	2019-04-20	1145	SATURDAY	195	MM 262	0	29.665	03	65	1	01	01	16	77	IMPROPER PASSING	0	0	0	0	0
2019	880529700	2019-04-22	0400	MONDAY	195	MILE MARKER #268 R	0	34.509	01	65	2	04	01	27	77	OPER MV AGRSIVE, ERATIC, RCKLS	1	0	0	0	0
2019	881075400	2019-04-23	0553	TUESDAY	195	US 92	1	30.127	01	65	1	05	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881304310	2019-04-30	1128	TUESDAY	195	MILE MARKER #265 L	0	32.618	03	65	4	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2019	845104650	2019-05-02	1117	THURSDAY	195	US 92	1	30.127	02	65	1	01	01	09	77	NO CONTRIBUTING	0	0	0	0	0
2019	880917300	2019-05-02	1240	THURSDAY	195	MM 268	0.189	34.32	01	65	1	01	01	14	04	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2019	880924730	2019-05-04	0545	SATURDAY	195	MM 268	0.1	34.609	01	65	1	04	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	845104690	2019-05-08	1015	WEDNESDAY	195	US 92	0.2	29.327	01	65	1	01	01	14	04	NO CONTRIBUTING	0	0	0	0	0
2019	881160960	2019-05-08	2358	WEDNESDAY	195	MM 266	0.095	33.535	01	65	1	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0

YEAR	CRASH_NUM MBER	CRASH_DATE E	CRASH_TIME TIME	WEEKDAY_TXT TEXT	ON_ROADWAY Y NAME	INT_ROADWAY NAME	REFDISTANCE E MI	LOCMP	FRST_HARM LOC CD	SPEED_LIMIT MIT	INJSEVER ER	LGHT_CON D_CD	RD_SRFC_C OND_CD	MOST_H ARM_EV NT_CD	IMPCT TYP_CD	D1_FRST_DR_ACTN CD_T_XT	NUMBER_OF_I NJURED	NUMBER_O F_KILLED	NUMBER_OF SERIOUS_IN JURIES	NUMBER_O F_PEDESTRI ANS	NUMBER OF_BICYCL ISTS
2019	881160990	2019-05-10	0302	FRIDAY	195	MM 265	0.038	32.656	01	65	1	04	01	14	04	NO CONTRIBUTING	0	0	0	0	0
2019	880917390	2019-05-13	1150	MONDAY	195	MILE MARKER #265 L	0.189	32.429	02	65	2	01	02	33	77	RAN OFF ROADWAY	1	0	0	0	0
2019	881304380	2019-05-13	1200	MONDAY	195	MM 266	0	33.63	03	65	1	01	02	32	77	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881304390	2019-05-13	0904	MONDAY	195	MM 264	0	31.618	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	880917400	2019-05-14	0830	TUESDAY	195	MM 265	0.189	32.429	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	2	0	0	0	0
2019	881161080	2019-05-25	0855	SATURDAY	195	MM 265	0.75	33.368	03	65	2	01	01	01	77	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2019	881053360	2019-05-26	2010	SUNDAY	195	MM 265	0.5	33.118	01	65	1	04	01	27	77	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881075540	2019-05-30	2352	THURSDAY	195	US 92	1	30.127	03	65	3	04	01	14	01	OTHER CONTRIBUTING ACTION	1	0	0	0	0
2019	881118210	2019-06-01	1100	SATURDAY	195	MM 263	0.1	30.718	01	65	1	01	01	17	77	OTHER CONTRIBUTING ACTION	0	0	0	0	0
2019	880786730	2019-06-02	1829	SUNDAY	195	US 92	0.189	29.316	04	65	1	02	02	27	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881111890	2019-06-08	0138	SATURDAY	195	MM 262	0.038	29.627	01	65	1	05	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881084140	2019-06-09	1530	SUNDAY	195	MILE MARKER #268 R	0	34.509	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881111930	2019-06-11	0203	TUESDAY	195	MILE MARKER #265 R	0.057	32.675	01	65	1	05	01	01	77	OVER- CORRECTING/OVERSTEER ING	0	0	0	0	0
2019	881054380	2019-06-11	1317	TUESDAY	195	MILE MARKER #265 L	0.25	32.868	02	65	1	01	01	30	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2019	871903110	2019-06-13	1825	THURSDAY	195	SR 40	0.095	35.373	04	65	3	01	02	01	77	NO CONTRIBUTING	1	0	0	0	0
2019	881054420	2019-06-13	1734	THURSDAY	195	MILE MARKER #266 L	1	32.63	02	65	1	02	02	30	77	ACTION	0	0	0	0	0
2019	872325160	2019-06-16	1045	SUNDAY	195	MM 267	0	34.637	01	65	1	01	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	891236260	2019-06-17	2026	MONDAY	195	SR 600	0.086	28.977	01	65	3	04	02	39	00	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	2	0	0	0	0
2019	881356600	2019-06-18	2020	TUESDAY	195	MM 263	1	31.618	02	65	2	04	02	14	77	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2019	881118300	2019-06-18	1254	TUESDAY	195	MM 265	0.1	32.518	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2019	881105980	2019-06-19	1835	WEDNESDAY	195	US 92	0.5	29.563	02	65	1	01	02	27	77	NO CONTRIBUTING	0	0	0	0	0
2019	881626570	2019-06-21	1812	FRIDAY	195	LPGA BLVD	1	33.609	01	65	1	01	01	17	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881626580	2019-06-24	1421	MONDAY	195	LPGA BLVD	0.095	32.704	01	65	1	01	01	14	03	NO CONTRIBUTING	0	0	0	0	0
2019	881118330	2019-06-26	1154	WEDNESDAY	195	MM 264	0.5	32.118	01	65	1	01	01	14	04	NO CONTRIBUTING	0	0	0	0	0
2019	881161160	2019-06-27	1150	THURSDAY	195	MILE MARKER #264 L	0.5	31.118	03	65	1	01	01	33	77	OPERATED MV IN CARLESS OR NEGL FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881623540	2019-06-28	1612	FRIDAY	195	MM 264	0.5	31.118	01	65	1	01	01	14	03	NO CONTRIBUTING	0	0	0	0	0
2019	881053600	2019-06-29	1537	SATURDAY	195	MM 265	0	32.618	01	65	1	01	02	14	03	FAILED TO YIELD RIGHT- OF-WAY	0	0	0	0	0
2019	881084290	2019-06-29	0050	SATURDAY	195	MM 268	0	34.509	01	65	1	04	02	14	05	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881623560	2019-06-29	1721	SATURDAY	195	MILE MARKER #268 L	0.25	34.759	02	65	1	01	01	27	77	EXCEEDED POSTED SPEED	0	0	0	0	0
2019	881084330	2019-07-05	0002	FRIDAY	195	MILE MARKER #266 R	0	33.63	01	65	4	05	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	1	0	0
2019	845655390	2019-07-05	0527	FRIDAY	195	US 92	0.3	29.427	02	65	1	04	01	25	77	NO CONTRIBUTING	0	0	0	0	0
2019	881356720	2019-07-12	1621	FRIDAY	195	MM 268	0.25	34.759	01	65	2	01	01	14	04	NOT CODED	1	0	0	0	0
2019	881252290	2019-07-14	2330	SUNDAY	195	MILE MARKER #265 L	0.5	33.118	01	65	4	04	01	14	01	OPERATED MV IN CARLESS OR NEGL FAILED TO YIELD RIGHT- OF-WAY	1	0	1	0	0
2019	881304790	2019-07-23	2125	TUESDAY	195	MM 268	0	33.63	01	65	1	05	01	14	04	FAILED TO YIELD RIGHT- OF-WAY	0	0	0	0	0
2019	881549000	2019-08-01	1025	THURSDAY	195	MILE MARKER #261 R	0.189	28.818	01	65	2	01	02	30	77	RAN OFF ROADWAY	1	0	0	0	0
2019	881549120	2019-08-18	0203	SUNDAY	195	MILE MARKER #268 L	0.189	34.698	02	65	1	05	01	37	77	RAN OFF ROADWAY	0	0	0	0	0
2019	881496680	2019-08-18	0520	SUNDAY	195	MILE MARKER #262 R	0.25	29.415	03	65	1	04	01	33	77	RAN OFF ROADWAY	0	0	0	0	0
2019	881291920	2019-09-03	1252	TUESDAY	195	US 92	0.5	29.627	04	65	1	01	02	27	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2019	881694430	2019-09-11	2053	WEDNESDAY	195	MM 264	0.25	31.368	01	65	1	04	01	09	77	NO CONTRIBUTING	0	0	0	0	0
2019	881879870	2019-09-13	1956	FRIDAY	195	US 92	0.25	29.377	03	65	1	04	02	30	77	NO CONTRIBUTING	0	0	0	0	0
2019	871903270	2019-09-15	2000	SUNDAY	195	SR 40	0.2	35.048	01	65	1	05	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	871903280	2019-09-15	2000	SUNDAY	195	SR 40	0.2	35.078	01	65	1	05	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	871903290	2019-09-15	2000	SUNDAY	195	SR 40	0.2	35.048	01	65	1	05	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	881624010	2019-09-15	2000	SUNDAY	195	MM 268	0.2	34.309	01	65	1	05	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	881716500	2019-09-15	2000	SUNDAY	195	MM 268	0.2	34.309	01	65	1	05	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	881716510	2019-09-15	2000	SUNDAY	195	MM 268	0.2	34.309	01	65	1	04	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	881716520	2019-09-15	2000	SUNDAY	195	MM 268	0.2	34.309	01	65	1	05	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	881624000	2019-09-15	2002	SUNDAY	195	MM 268	0.2	34.309	01	65	1	05	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	881493060	2019-09-17	0754	TUESDAY	195	MM 262	0.038	29.627	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881959570	2019-09-23	1940	MONDAY	195	MM 265	0.25	32.868	01	65	1	02	01	14	04	NOT CODED	0	0	0	0	0
2019	881644500	2019-10-01	0814	TUESDAY	195	LPGA BLVD	0.189	32.397	01	65	1	01	01	14	03	FAILED TO YIELD RIGHT- OF-WAY	0	0	0	0	0
2019	881496820	2019-10-02	0807	WEDNESDAY	195	MM 268	0.75	33.759	03	65	3	01	01	10	77	NO CONTRIBUTING	1	0	0	1	0
2019	881694560	2019-10-04	1332	FRIDAY	195	MILE MARKER #264 R	0.25	31.368	02	65	1	01	01	14	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881496870	2019-10-06	1152	SUNDAY	195	MM 267	0.5	34.137	01	65	1	01	01	14	04	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881603760	2019-10-06	0157	SUNDAY	195	MM 263	0	30.618	01	65	1	05	01	14	04	NOT CODED	0	0	0	0	0
2019	881716650	2019-10-08	1520	TUESDAY	195	MM 264	0.4	32.018	01	65	1	01	02	14	88	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	854438260	2019-10-09	0954	WEDNESDAY	195	MM 263	1	31.618	02	65	1	01	02	25	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0

YEAR	CRASH_NUMBER	CRASH_DATE	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY_NAME	INT_ROADWAY_NAME	REFDISTANCE_MI	LOCMP	FRST_HARM_LOC_CD	SPEED_LIMIT	INJSEVER	LGHT_COND_CD	RD_SRFC_COND_CD	MOST_HARM_EVNT_CD	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_TXT	NUMBER_OF_INJURED	NUMBER_OF_F_KILLED	NUMBER_OF_SERIOUS_INJURIES	NUMBER_OF_F_PEDESTRIANS	NUMBER_OF_BICYCLISTS
2019	881496880	2019-10-09	0745	WEDNESDAY	I95	MM 265 MILE MARKER #262 R	0.25	32.868	01	65	2	01	02	14	03	FAILED TO KEEP IN PROPER LANE FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2019	881496890	2019-10-09	0905	WEDNESDAY	I95		0.25	29.915	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881879180	2019-10-09	1545	WEDNESDAY	I95	MM 263	0.057	30.675	01	65	2	01	02	14	01	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2019	881644530	2019-10-09	2133	WEDNESDAY	I95	US 92	1	30.127	01	65	1	04	02	14	03	NO CONTRIBUTING OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881292020	2019-10-14	1025	MONDAY	I95	SR 40	0.2	35.478	01	65	1	01	01	18	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881959700	2019-10-16	1705	WEDNESDAY	I95	MM 268	0.1	34.409	01	65	3	01	02	14	01	FAILED TO KEEP IN PROPER LANE	2	0	0	0	0
2019	881644580	2019-10-17	0316	THURSDAY	I95	SR 40	0.114	35.134	03	65	1	04	01	27	77	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881644620	2019-10-19	2354	SATURDAY	I95	US 92	1	30.127	03	65	1	04	02	33	77	RAN OFF ROADWAY	0	0	0	0	0
2019	881467140	2019-10-19	1227	SATURDAY	I95	MM 262	0	29.665	01	65	1	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881572960	2019-10-22	1221	TUESDAY	I95	SR 400	2	30.019	02	65	3	01	01	32	77	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2019	881572970	2019-10-24	0600	THURSDAY	I95	SR 40	4	31.248	01	65	1	03	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881496990	2019-11-01	1009	FRIDAY	I95	MM 264	0.25	31.368	01	65	1	01	01	14	04	NOT CODED	0	0	0	0	0
2019	881633460	2019-11-07	0327	THURSDAY	I95	US 92	0.019	29.146	01	65	1	04	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	882381710	2019-11-08	1710	FRIDAY	I95	MM 263 MILE MARKER #265 L	0.2	30.818	01	65	1	04	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881497030	2019-11-10	1100	SUNDAY	I95		0.5	33.118	01	65	2	01	01	14	03	NO CONTRIBUTING ACTION	2	0	0	0	0
2019	881954540	2019-11-10	1200	SUNDAY	I95	SR 40	1	34.278	01	65	1	01	01	14	04	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881880300	2019-11-11	2016	MONDAY	I95	MM 262	0.25	29.415	01	65	1	04	02	01	77	DROVE TOO FAST FOR CONDITIONS	0	0	0	0	0
2019	881753860	2019-11-12	0428	TUESDAY	I95	US 92	2	31.127	01	65	1	05	01	18	77	NO CONTRIBUTING	0	0	0	0	0
2019	881879520	2019-11-24	1415	SUNDAY	I95	MM 265	0.1	32.518	01	65	1	01	01	14	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881792550	2019-11-29	1110	FRIDAY	I95	MM 262	0	29.665	01	65	2	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2019	882355050	2019-11-29	1150	FRIDAY	I95	MM 265	0.189	32.429	01	65	2	01	01	14	01	FOLLOWED TOO CLOSELY	8	0	0	0	0
2019	882381850	2019-11-30	2355	SATURDAY	I95	MM 265 MILE MARKER #264 L	0.004	32.614	02	65	1	04	01	01	77	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	882355060	2019-11-30	1035	SATURDAY	I95		0.189	31.807	01	65	4	01	01	14	01	FOLLOWED TOO CLOSELY	23	0	2	0	0
2019	881789100	2019-12-01	1312	SUNDAY	I95	MM 267	0.038	34.599	01	65	1	01	01	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881805650	2019-12-01	1431	SUNDAY	I95	MM 267	0	34.637	01	65	1	01	01	14	03	FAILED TO KEEP IN PROPER LANE	0	0	0	0	0
2019	881753960	2019-12-04	1743	WEDNESDAY	I95	LPGA BLVD	0.1	32.709	01	65	2	04	01	14	02	OPERATED MV IN CARLESS OR NEGL	1	0	0	0	0
2019	882355120	2019-12-11	0605	WEDNESDAY	I95	MM 265	0.189	32.429	02	65	1	01	01	27	77	NOT CODED	0	0	0	0	0
2019	881960100	2019-12-16	1855	MONDAY	I95	MM 262	0.25	29.415	01	65	1	04	01	14	04	NOT CODED	0	0	0	0	0
2019	882355180	2019-12-18	1300	WEDNESDAY	I95	MM 268	0.189	34.32	01	65	1	01	01	14	04	NO CONTRIBUTING	0	0	0	0	0
2019	882628290	2019-12-22	1907	SUNDAY	I95	MM 265	0.25	32.868	01	65	1	04	02	14	01	FAILED TO YIELD RIGHT-OF-WAY	0	0	0	0	0
2019	881760160	2019-12-23	1113	MONDAY	I95	MM 263	0.002	30.616	01	65	1	01	01	14	01	NOT CODED	0	0	0	0	0
2019	882578750	2019-12-23	1725	MONDAY	I95	SR 40	0.1	35.148	01	65	1	04	02	14	04	NOT CODED	0	0	0	0	0
2019	881760170	2019-12-24	1043	TUESDAY	I95	MM 266	0.25	33.88	03	65	1	01	02	01	77	RAN OFF ROADWAY	0	0	0	0	0
2019	882674710	2019-12-24	1129	TUESDAY	I95	LPGA BLVD	0.028	32.637	01	65	3	01	02	14	01	OPERATED MV IN CARLESS OR NEGL	2	0	0	0	0
2019	882355200	2019-12-26	0615	THURSDAY	I95	MM 268	0.189	34.32	01	65	1	04	01	14	01	NOT CODED	0	0	0	0	0
2019	882381970	2019-12-27	1817	FRIDAY	I95	MM 265	0.189	32.807	01	65	1	04	02	14	01	OPERATED MV IN CARLESS OR NEGL	0	0	0	0	0
2019	881760200	2019-12-28	0139	SATURDAY	I95	MM 268 MILE MARKER #264 R	0.25	34.759	03	65	2	05	02	01	77	FAILED TO KEEP IN PROPER LANE	1	0	0	0	0
2019	882159460	2019-12-28	0700	SATURDAY	I95	MM 264 R MILE MARKER #264 R	0.038	31.656	01	65	1	05	02	14	03	FAILED TO YIELD RIGHT-OF-WAY	0	0	0	0	0
2019	882355210	2019-12-28	0655	SATURDAY	I95		0.189	31.807	02	65	4	01	02	27	77	OPERATED MV IN CARLESS OR NEGL	2	0	1	0	0
2019	882083140	2019-12-29	1837	SUNDAY	I95	MM 263	0.1	30.718	01	65	2	05	01	14	01	RAN OFF ROADWAY	2	0	0	0	0



Florida Department of Transportation District 5

Environmental Management Office

719 S. Woodland Blvd.

DeLand, FL 32720



LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY

FPID: 448456-1-22-01

Vol 2. Safety Predictive Analysis – LPGA Boulevard from US 92 to Tournament Drive

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

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Appendix A HSM SPF Spreadsheets and Calculations

9.0 Future Safety Analysis

A safety analysis was conducted for the future conditions of LPGA Boulevard from US 92 to south of Tournament Drive utilizing the Highway Safety Manual (HSM) predictive methods Part C. HSM predictive method Part C provides an outline for applying Safety Performance Functions (SPFs) to predict crash frequency and severity and according to roadway geometry, intersection geometry, and traffic volumes.

The future safety conditions analysis consisted of the following segments and intersections:

- Segment of LPGA Boulevard from US 92 to North Welshinger Butler Circle
- Segment of LPGA Boulevard from North Welshinger Butler Circle to International Golf/Tennis Drive
- Segment of LPGA Boulevard from International Golf/Tennis Drive to Tournament Drive
- Intersection of LPGA Boulevard at US 92
- Intersection of LPGA Boulevard at North Welshinger Butler Circle
- Intersection of LPGA Boulevard at International Golf/Tennis Drive

The following sections detail the input factors, procedure and output results from the HSM predictive method to estimate the expected average crash frequency and severity by facility type. The FDOT HSM spreadsheet tools were utilized to forecast future average crash frequency for both the No-Build and Build condition are provided in **Appendix A**. The Calibration Factor (C) for both the No-Build and Build for 2030 and 2050 were utilized from the *FDOT Design Manual 2022 Chapter 122 Table 122.6.3*.

The period of study for the predictive method analysis consisted of Opening Year 2030 and Design Year 2050. Inputs used in the evaluation included roadway geometry (lane widths, shoulder widths and type, horizontal curve data, driveway density and intersection layout) and traffic volumes. The LPGA Boulevard traffic volumes for these analysis years are summarized in **Table 9.1**. **Table 9.2** summarizes the Opening Year 2030 and Design Year 2050 annual average daily traffic (AADT) values for the side streets along LPGA Boulevard used in the analysis. AADT values for the major and minor approaches that varied on each side of the intersection were averaged. AADT values are the same for both the No-Build and Build scenarios.

Table 9.1 | LPGA Boulevard AADT - 2030 and 2050

From	To	2030 AADT	2050 AADT
US 92	Welshinger Butler Circle N	16,500	32,000
Welshinger Butler Circle N	International Golf/Tennis Dr	16,500	32,000
International Golf/Tennis Dr	Tournament Drive	14,000	27,000

Table 9.2 | Side Streets AADT - 2030 and 2050

Side Streets	2030 AADT	2050 AADT
US 92	31,500	38,000
North Welshinger Butler Circle	3,700	7,000
International Golf/Tennis Drive	2,900	6,500

9.1 No-Build Scenario

For the No-Build scenario, the predictive method analysis consisted of using the HSM 1st Edition, Volume 2, Chapter 10: Predictive Method for Rural Two-Lane, Two-Way Roads spreadsheets. A limitation occurred when using the HSM Chapter Rural Two-Lane 10 spreadsheet tool with the AADT values. The Chapter 10 Rural Two-Lane spreadsheet has an AADT max value of 17,800 vehicles per day for segment analysis and 14,700 vehicles per day on the major approach for four-way unsignalized intersections. The study opening and design year AADT values exceeded this max value and calculations separate from the HSM spreadsheet based on the HSM Chapter 10 model equations were performed. In HSM Chapter 10 for Rural Two-Lane roadways, Figure 10-3 shows a linear relationship between AADT and predicted crash frequency per mile. Calculations outside the HSM spreadsheet were performed using the HSM equations with the study AADT volumes (that exceeded the spreadsheet max limit) to continue the linear function to predict crashes (provided in **Appendix A**).

For LPGA Boulevard roadway segments, **HSM Equation 10-2** was used to calculate the predicted average crash frequency for individual study segments. From the equation the predicted crash frequency is determined from the safety performance function for the base condition multiplied by a calibration factor (C) and crash modification factor (CMF). **HSM Equation 10-6** was used to calculate the N_{SPF} variable for the roadway segment base conditions, where N_{SPF} is the average crash frequency of the base condition.

HSM Equation 10-2:
$$N_{predicted\ rs} = N_{spf\ rs} \times C_r \times (CMF_{1r} \times CMF_{2r} \times \dots \times CMF_{12r})$$

HSM Equation 10-6:
$$N_{spf\ rs} = AADT \times L \times 365 \times 10^{-6} \times e^{-0.312}$$

The predicted average crash frequency for individual intersections was calculated using **HSM Equation 10-3**. The N_{SPF} variable for this equation was determined using **HSM Equations 10-8**, **10-9**, and **10-10** depending on the base conditions of each intersection: **HSM Equation 10-9** for Four-Leg Stop-Controlled Intersections, and **HSM Equation 10-10** for Four-Leg Signalized Intersections. A SPF equation is not provided for a Three-Leg Signalized Intersection so **HSM Equation 10-10** was used for the LPGA Boulevard and US 92 intersection.

HSM Equation 10-3:
$$N_{predicted\ int} = N_{spf\ int} \times C_i \times (CMF_{1i} \times CMF_{2i} \times \dots \times CMF_{12i})$$

HSM Equation 10-9:
$$N_{spf\ 4ST} = e[-8.56 + 0.60 \times \ln(AADT\ major) + 0.61 \times \ln(AADT\ minor)]$$

HSM Equation 10-10:
$$N_{spf\ 4ST} = e[-5.13 + 0.60 \times \ln(AADT\ major) + 0.20 \times \ln(AADT\ minor)]$$

The input values used in the hand calculations for the predictive method for the No-Build scenario for analysis years 2030 and 2050 are shown in **Table 9.3** for roadway segments and **Table 9.4** for intersections. The CMF values used in the calculations outside of the HSM spreadsheets for the No-Build scenario were obtained from the HSM Chapter 10 Rural Two-Lane spreadsheet since this value is not dependent on AADT and are provided in **Appendix A**. The calibration factors used were obtained from the FDOT Design Manual (FDM).

Table 9.3 | SPF Input Values for No-Build Segments - 2030 and 2050

Input Variable	US 92 to North Welshinger Butler Circle N		North Welshinger Butler Circle N to International Tennis/Golf Drive		International Tennis/Golf Dr to Tournament Drive	
	2030	2050	2030	2050	2030	2050
Nspf	6.613	12.824	4.849	9.404	4.489	8.656
CMF (combined)	1.284	1.284	1.065	1.095	1.129	1.129
Calibration Factor	1.000	1.000	1.000	1.065	1.000	1.000
Total Predicted Crashes (crashes/year)	8.252	16.004	5.164	10.015	5.067	9.773

Table 9.4 | SPF Input Values for No-Build Intersections - 2030 and 2050

Input Variable	US 92		North Welshinger Butler Circle N		International Tennis/Golf Dr	
	2030	2050	2030	2050	2030	2050
Nspf	20.633	26.361	9.762	21.431	8.025	19.508
CMF (combined)	0.920	0.920	0.380	0.380	0.380	0.380
Calibration Factor	0.920*	0.920*	0.740	0.740	0.740	0.740
Total Predicted Crashes (crashes/year)	17.463	22.312	2.745	6.026	2.256	5.485

*Calibration factor for four-leg signalized intersection since no factor for three-leg signalized intersection is provided

The overall predicted crashes for the LPGA Boulevard study segment from US 92 to Tournament Drive in the No-Build scenario are summarized in **Table 9.5**. Summary tables of the No-Build predictive method and expected crashes calculations are provided in **Appendix A**.

Table 9.5 | Predicted Crashes for No-Build – 2030 and 2050

Year	Total	K	A	B	C	PDO
2030	40.9	0.5	2.2	4.5	5.9	27.8
2050	69.6	0.9	3.8	7.6	10.1	47.3

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO).
Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

9.2 Build Scenario

The Build scenario for analysis years 2030 and 2050 utilized the HSM 1st Edition, Volume 2, Chapter 12: Predictive Method for Urban and Suburban Arterials spreadsheets to calculate the number of predicted future crashes.

In the Build scenario the intersection of International Tennis/Golf Drive is proposed to be a roundabout. The HSM Chapter 12 spreadsheets do not include an intersection type for roundabout configurations. According to HSM Chapter 12, sufficient research has not yet been conducted to form the basis for development of a predictive method for roundabouts and an applicable CMF to use is 0.56 for conversion of a two-way stop-controlled intersection to a modern roundabout.

Due to LPGA Boulevard being widened to a four-lane roadway in the Build alternative, calculating the expected crash frequency by the Empirical Bayes Method is not applicable. **Table 9.6** summarizes the predicted average crashes per year for the Build scenario in analysis years 2030 and 2050.

Table 9.6 | Predicted Crashes for Build - 2030 and 2050

Year	Total	K	A	B	C	PDO
2030	41.0	0.3	1.9	5.8	9.6	23.4
2050	80.7	0.6	3.7	11.5	18.9	46.1

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO).
Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

9.3 Future Predicted Crash Comparison

The predicted crashes for the No-Build and Build scenarios for Opening Year (2030) were compared and are summarized in **Table 9.7**. The total number of predicted crashes for the No-Build scenario is slightly lower than the Build scenario for Opening Year (2030).

Table 9.7 | Predicted Crash Comparison for Opening Year 2030

	Total	K	A	B	C	PDO
No-Build	40.9	0.5	2.2	4.5	5.9	27.8
Build	41.0	0.3	1.9	5.8	9.6	23.4

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO). Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

The predicted crashes for the No-Build and Build scenarios for Design Year (2050) were compared and are summarized in **Table 9.8**. The predicted frequency of annual crashes for Design Year (2050) is predicted to be 69.6 crashes per year in the No-Build scenario and 80.7 crashes per year in the Build scenario. The total number of predicted crashes for the Build scenario is 16% higher than the No-Build scenario.

The No-Build scenario could be showing a lower frequency of predicted crashes due to the limitations of the SPF spreadsheet tool. Since calculations outside the HSM spreadsheet were performed for the No-Build condition due to design year segment AADT volumes being larger than the HSM Chapter 10 Rural Two-Lane spreadsheet volume maximum, results from the SPF could be less precise than what would occur in real world conditions. The Build alternative is proposing to provide additional capacity and a roundabout configuration at the International Golf/Tennis Drive intersection which will reduce vehicle conflict points and increase safety.

Table 9.8 | Predicted Crash Comparison for Design Year 2050

	Total	K	A	B	C	PDO
No-Build	69.6	0.9	3.8	7.6	10.1	47.3
Build	80.7	0.6	3.7	11.5	18.9	46.1

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO). Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

Future predicted crash costs were calculated for the No-Build and Build predicted crash frequency for the Design Year (2050). The average cost per crash and the crash severity distribution factors were obtained from the 2022 FDM Section 122.6 and are shown in **Table 9.9** and **Table 9.10**, respectively.

Table 9.9 | FDOT KABCO Crash 2022 Present Day Costs

Crash Severity	Comprehensive Crash Cost
Fatal (K)	\$10,890,000
Severe Injury (A)	\$888,030
Moderate Injury (B)	\$180,180
Minor Injury (C)	\$103,950
Property Damage Only	\$7,700

Source: 2022 FDOT Design Manual Table 122.6.2 FDOT KABCO Crash Cost

Table 9.10 | HSM Crash Severity Distribution for Florida Roadways

Crash Severity	Crash Distribution	
	Rural 2-lane Undivided	Urban 4-lane Divided
Fatal (K)	0.028	0.008
Severe Injury (A)	0.094	0.046
Moderate Injury (B)	0.181	0.142
Minor Injury (C)	0.187	0.234
Property Damage Only	0.509	0.571

Source: 2022 FDOT Design Manual Table 122.6.4 HSM Crash Distribution for Florida

Table 9.11 shows that the predicted total crash costs in present day dollars for the Build scenario is predicted to result in an approximate \$5.7 million less crash severity costs than the No-Build scenario in Design Year 2050. Even though the Build scenario did have a higher frequency of total crashes per year, the severity and cost difference between the two scenarios show less predicted cost for the Build scenario. The crash severity distribution for the Build scenario differs from the No-Build due to the roadway facility type which resulted in a lower cost for the crashes in the Build scenario.

Table 9.11 | LPGA Boulevard Predicted Present Day Cost of Crashes Design Year 2050

Crash Severity	Predicted Cost of Crashes in year 2050	
	No-Build	Build
Total Crashes	\$20,230,172.51	\$14,515,761.60
Fatal and injury (FI)	\$20,044,789.62	\$14,313,073.73
Property damage only (PDO)	\$185,382.89	\$202,687.87

A cumulative predicted crash cost comparison was completed for the twenty-one year analysis period from Opening Year (2030) to Design Year (2050) using present day costs provided in the FDM. Due to the limitations of the HSM spreadsheets, predicted costs of crashes between analysis years cannot be calculated. So an average cost was developed based on the 2030 and 2050 costs. This average cost was then multiplied by the total number of years for the analysis period (21 years). **Table 9-12** shows the Build scenario is predicted to result in approximately \$107 million less crash severity costs than the No-Build scenario.

Table 9.12 | LPGA Boulevard Cumulative Predicted Present Day Cost of Crashes (2030 – 2050)

Crash Severity	Cumulative Predicted Cost of Crashes (2030 - 2050)	
	No-Build	Build
Total Crashes	\$337,200,353.37	\$229,942,471.93
Fatal and injury (FI)	\$337,109,789.36	\$226,733,980.10
Property damage only (PDO)	\$3,090,564.02	\$3,208,491.83

Appendix A

HSM SPF Spreadsheets and Calculations

Segments No-Build Rural 2030

Segment	1	2	3
From	US 92	North Welshinger	International Golf/Tennis
To	North Welsinger	International Golf/Tennis	Tournament
Length of Segment (mi)	1.5	1.1	1.2
AADT (veh/day)	16500	16500	14000
N_spf_rs	6.612538131	4.849194629	4.488510731
Calibration (FDM)	1	1	1
CMF combined	1.248	1.065	1.129
Total predicted crashes	8.252447587	5.16439228	5.067528615
Fatal and Injury (FI)	2.649035675	1.657769922	1.626676686
Property Damage Only (PDO)	5.603411912	3.506622358	3.44085193
Observed crashes	2.6	1.6	0.4
k	0.157	0.215	0.197
N_w0	10.69215391	5.734253739	5.058929715
N_w1	1.138259316	1.053728779	0.999151208
W_0	0.435609458	0.473856319	0.500424576
N_0	5.062259628	3.289009804	2.735746028
w_1	0.878788751	0.830539038	0.835305103
N_1	7.567307353	4.560366934	4.298810471
N_p/comb	6.314783491	3.924688369	3.51727825

Intersections No-Build Rural 2030

Intersection	1	2	3
Intersection Name	US 92	N Welshinger Butler	International Golf/Tennis
Type	4SG	4ST	4ST
Equation	10-10	10-9	10-9
AADT_Maj	31500	16500	15250
AADT_Min	16500	3700	2900
N_spf	20.63252733	9.761861758	8.025348854
Calibration (FDM)	0.92	0.74	0.74
CMF combined	0.92	0.38	0.38
Total	17.46337113	2.745035526	2.256728098
Fatal and Injury (FI)	5.605742132	0.881156404	0.724409719
Property Damage Only (PDO)	11.857629	1.863879122	1.532318378
Observed crashes	2.8	1.6	1.2
k	0.11	0.24	0.24
N_w0	33.54662643	1.80845281	1.22227721
N_w1	1.385990918	0.811670208	0.735944796
W_0	0.34235193	0.602842332	0.648670496
N_0	7.820033411	2.290275887	1.885468339
w_1	0.926470142	0.771791577	0.754084451
N_1	16.38517553	2.483728774	1.996862228
N_p/comb	12.10260447	2.38700233	1.941165283

Summary No-Build 2030

	Segments			Intersection			Sum
	1	2	3	1	2	3	
From	US 92	North Welshinger	International Golf/Tennis				
To	North Welshinger	International Golf/Tennis	Tournament	US 92	N Welshinger Butler Cir	International Golf/Tennis Dr	
Total predicted crashes	8.252447587	5.16439228	5.067528615	17.46337113	2.745035526	2.256728098	40.9495
Fatal and Injury (FI)	2.649035675	1.657769922	1.626676686	5.605742132	0.881156404	0.724409719	13.14479
Property Damage Only (PDO)	5.603411912	3.506622358	3.44085193	11.857629	1.863879122	1.532318378	27.80471
Observed crashes	2.6	1.6	0.4	2.8	1.6	1.2	10.2
k	0.157	0.215	0.197	0.11	0.24	0.24	
N_w0	10.69215391	5.734253739	5.058929715	33.54662643	1.80845281	1.22227721	58.06269
N_w1	1.138259316	1.053728779	0.999151208	1.385990918	0.811670208	0.735944796	6.124745
W_0	0.435609458	0.473856319	0.500424576	0.34235193	0.602842332	0.648670496	3.003755
N_0	5.062259628	3.289009804	2.735746028	7.820033411	2.290275887	1.885468339	23.08279
w_1	0.878788751	0.830539038	0.835305103	0.926470142	0.771791577	0.754084451	4.996979
N_1	7.567307353	4.560366934	4.298810471	16.38517553	2.483728774	1.996862228	37.29225
N_p/comb	6.314783491	3.924688369	3.51727825	12.10260447	2.38700233	1.941165283	30.18752

Crash severity level	N_predicted	N_expected
Total	40.9	30.2
Fatal (K)	0.53	0.39
Incapacitating Injury (A)	2.21	1.63
Non-incapacitating Injury (B)	4.46	3.29
Possible (or minor) Injury (C)	5.94	4.38
Property damage only (PDO)	27.80	20.50

Crash Distribution	
K	0.013
A	0.054
B	0.109
C	0.145
PDO	0.679

Note: From table 10-3 in HSM.

Segments No-Build Rural 2050

Segment	1	2	3
From	US 92	North Welshinger	International Golf/Tennis
To	North Welshinger	International Golf/Tennis	Tournament
Length of Segment (mi)	1.5	1.1	1.2
AADT (veh/day)	32000	32000	27000
N_spf_rs	12.82431637	9.404498675	8.656413553
Calibration (FDM)	1	1	1
CMF combined	1.248	1.065	1.129
Total predicted crashes	16.00474684	10.01579109	9.773090901
Fatal and Injury (FI)	5.137523734	3.215068939	3.137162179
Property Damage Only (PDO)	10.8672231	6.800722149	6.635928722
Observed crashes	2.6	1.6	0.4
k	0.157	0.215	0.197
N_w0	40.21585164	21.56795529	18.81612124
N_w1	1.585164109	1.467445087	1.387551407
W_0	0.284677632	0.317118526	0.341845408
N_0	6.416031585	4.268803263	3.604148088
w_1	0.909882198	0.872209797	0.875674592
N_1	14.79674052	8.940335433	8.607777552
N_p/comb	10.60638605	6.604569348	6.10596282

Intersections No-Build Rural 2050

Intersection	1	2	3
Intersection Name	US 92	N Welshinger Butler Cir	International Golf/Tennis Dr
Type	4SG	4ST	4ST
HSM Equation	10-10	10-9	10-9
AADT_Maj	38000	32000	29500
AADT_Min	32000	7000	6500
N_spf	26.36146012	21.43083173	19.50785829
Calibration (FDM)	0.92	0.74	0.74
CMF combined	0.92	0.38	0.38
Total	22.31233985	6.026349882	5.48560975
Fatal and Injury (FI)	7.16226109	1.934458312	1.76088073
Property Damage Only (PDO)	15.15007875	4.09189157	3.724729021
Observed crashes	2.8	1.6	1.2
k	0.11	0.24	0.24
N_w0	54.76245603	8.716054297	7.22205944
N_w1	1.566638881	1.202632102	1.147408532
W_0	0.289489445	0.408776602	0.431677097
N_0	8.448616423	3.409388263	3.049999577
w_1	0.934392551	0.833637419	0.827015623
N_1	21.032185	5.289970891	4.74426622
N_p/comb	14.74040071	4.349679577	3.897132899

Summary No-Build 2050

	Segments			Intersection			Sum
	1	2	3	1	2	3	
From	US 92	North Welshinger	International Golf/Tennis		N Welshinger	International	
To	North Welshinger	International Golf/Tennis	Tournament	US 92	Butler Cir	Golf/Tennis Dr	
Total predicted crashes	16.00474684	10.01579109	9.773090901	22.31233985	6.026349882	5.48560975	69.61793
Fatal and Injury (FI)	5.137523734	3.215068939	3.137162179	7.16226109	1.934458312	1.76088073	22.34735
Property Damage Only (PDO)	10.8672231	6.800722149	6.635928722	15.15007875	4.09189157	3.724729021	47.27057
Observed crashes	2.6	1.6	0.4	2.8	1.6	1.2	10.2
k	0.157	0.215	0.197	0.11	0.24	0.24	
N_w0	40.21585164	21.56795529	18.81612124	54.76245603	8.716054297	7.22205944	151.3005
N_w1	1.585164109	1.467445087	1.387551407	1.566638881	1.202632102	1.147408532	8.35684
W_0	0.284677632	0.317118526	0.341845408	0.289489445	0.408776602	0.431677097	2.073585
N_0	6.416031585	4.268803263	3.604148088	8.448616423	3.409388263	3.049999577	29.19699
w_1	0.909882198	0.872209797	0.875674592	0.934392551	0.833637419	0.827015623	5.252812
N_1	14.79674052	8.940335433	8.607777552	21.032185	5.289970891	4.74426622	63.41128
N_p/comb	10.60638605	6.604569348	6.10596282	14.74040071	4.349679577	3.897132899	46.30413

Crash severity level	N_predicted	N_expected
Total	69.6	46.3
Fatal (K)	0.91	0.60
Incapacitating Injury (A)	3.76	2.50
Non-incapacitating Injury (B)	7.59	5.05
Possible (or minor) Injury (C)	10.09	6.71
Property damage only (PDO)	47.27	31.44

Crash Distribution	
K	0.013
A	0.054
B	0.109
C	0.145
PDO	0.679

Note: From table 10-3 in HSM.

2030 No-Build

General Information		Location Information					
Analyst	Darlene Lam American 06/16/22	Roadway		LPGA (US 92 to Wels North)			
Agency or Company		Roadway Section		1			
Date Performed		Jurisdiction		FDOT			
		Analysis Year		2030			
Input Data		Base Conditions		Site Conditions			
Length of segment, L (mi)		--		1.5			
AADT (veh/day)		AADT _{MAX} = 17,800 (veh/day)		16,500			
Lane width (ft)		12		12			
Shoulder width (ft)		6		Right Shld:	3	Left Shld:	3
Shoulder type		Paved		Right Shld:	Paved	Left Shld:	Paved
Length of horizontal curve (mi)		0		0.3			
Radius of curvature (ft)		0		1942			
Spiral transition curve (present/not present)		Not Present		Not Present			
Superelevation variance (ft/ft)		< 0.01		0			
Grade (%)		0		2			
Driveway density (driveways/mile)		5		2.00			
Centerline rumble strips (present/not present)		Not Present		Not Present			
Passing lanes [present (1 lane) /present (2 lane) / not present)]		Not Present		Not Present			
Two-way left-turn lane (present/not present)		Not Present		Not Present			
Roadside hazard rating (1-7 scale)		3		3			
Segment lighting (present/not present)		Not Present		Not Present			
Auto speed enforcement (present/not present)		Not Present		Not Present			
Calibration Factor, Cr		1		1.00			

[illegible]

2030 No-Build

General Information		Location Information				
Analyst	Darlene Lam American 06/16/22	Roadway		LPGA (Welsh North to International)		
Agency or Company		Roadway Section		3		
Date Performed		Jurisdiction		FDOT		
		Analysis Year		2030		
Input Data		Base Conditions	Site Conditions			
Length of segment, L (mi)		--	1.1			
AADT (veh/day)		AADT _{MAX} = 17,800 (veh/day)	16,500			
Lane width (ft)		12	12			
Shoulder width (ft)		6	3	6	Left Shld:	3
Shoulder type		Paved	Right Shld:	Paved	Left Shld:	Paved
Length of horizontal curve (mi)		0	0.0			
Radius of curvature (ft)		0	0			
Spiral transition curve (present/not present)		Not Present	Not Present			
Superelevation variance (ft/ft)		< 0.01	0			
Grade (%)		0	2			
Driveway density (driveways/mile)		5	1.00			
Centerline rumble strips (present/not present)		Not Present	Not Present			
Passing lanes [present (1 lane) /present (2 lane) / not present]]		Not Present	Not Present			
Two-way left-turn lane (present/not present)		Not Present	Not Present			
Roadside hazard rating (1-7 scale)		3	3			
Segment lighting (present/not present)		Not Present	Not Present			
Auto speed enforcement (present/not present)		Not Present	Not Present			
Calibration Factor, Cr		1	1.00			

[illegible]

2030 No-Build

General Information								Location Information			
Analyst	Darlene Lam American 06/16/22			Roadway		LPGA (International to Tournament)					
Agency or Company				Roadway Section							
Date Performed				Jurisdiction							
				Analysis Year		FDOT 2030					
Input Data				Base Conditions		Site Conditions					
Length of segment, L (mi)				--		1.2					
AADT (veh/day)		AADT _{MAX} = 17,800 (veh/day)		--		16,500					
Lane width (ft)				12		12					
Shoulder width (ft)				6		Right Shld:	3	Left Shld:	3		
Shoulder type				Paved		Right Shld:	Paved	Left Shld:	Paved		
Length of horizontal curve (mi)				0		0.0					
Radius of curvature (ft)				0		0					
Spiral transition curve (present/not present)				Not Present		Not Present					
Superelevation variance (ft/ft)				< 0.01		0					
Grade (%)				0		2					
Driveway density (driveways/mile)				5		0.00					
Centerline rumble strips (present/not present)				Not Present		Not Present					
Passing lanes [present (1 lane) /present (2 lane) / not present]				Not Present		Not Present					
Two-way left-turn lane (present/not present)				Not Present		Not Present					
Roadside hazard rating (1-7 scale)				3		3					
Segment lighting (present/not present)				Not Present		Not Present					
Auto speed enforcement (present/not present)				Not Present		Not Present					
Calibration Factor, Cr				1		1.00					

[illegible]

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Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections						
General Information			Location Information			
Analyst	Darlene Lam		Roadway	LPGA		
Agency or Company	American		Intersection	US 92		
Date Performed	06/16/22		Jurisdiction	FDOT		
			Analysis Year	2030		
Input Data			Base Conditions	Site Conditions		
Intersection type (3ST, 4ST, 4SG)			--	4SG		
AADT _{major} (veh/day)		AADT _{MAX} = 25,200 (veh/day)	--	25,200		
AADT _{minor} (veh/day)		AADT _{MAX} = 12,500 (veh/day)	--	12,500		
Intersection skew angle (degrees)		[If 4ST, does skew differ for minor legs?] No	0	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)			0	0		
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)			0	2		
Intersection lighting (present/not present)			Not Present	Not Present		
Calibration Factor, C _i			1.00	0.92		

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.92	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.92

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Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections						
General Information				Location Information		
Analyst	Darlene Lam		Roadway Intersection Jurisdiction Analysis Year	LPGA		
Agency or Company	American			N Welshinger		
Date Performed	06/16/22			FDOT		
				2030		
Input Data			Base Conditions	Site Conditions		
Intersection type (3ST, 4ST, 4SG)			--	4ST		
AADT _{major} (veh/day)		AADT _{MAX} = 14,700 (veh/day)	--	14,700		
AADT _{minor} (veh/day)		AADT _{MAX} = 3,500 (veh/day)	--	3,500		
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?] No			0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0	
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)			0	4		
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)			0	4		
Intersection lighting (present/not present)			Not Present	Not Present		
Calibration Factor, C _i			1.00	0.74		

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 0.52	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.74	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.38

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Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Golf_Tennis	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2030	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4ST	
AADT _{major} (veh/day)	AADT _{MAX} = 14,700 (veh/day)	--	14,700	
AADT _{minor} (veh/day)	AADT _{MAX} = 3,500 (veh/day)	--	3,500	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	4	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	4	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.74	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 0.52	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.74	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.38

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Worksheet 1A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Segments								
General Information				Location Information				
Analyst	Darlene Lam American 06/16/22			Roadway		LPGA (US 92 to Wels North)		
Agency or Company				Roadway Section				
Date Performed				Jurisdiction				
				Analysis Year		FDOT 2050		
Input Data				Base Conditions	Site Conditions			
Length of segment, L (mi)				--	1.5			
AADT (veh/day)		AADT _{MAX} = 17,800 (veh/day)		--	17,800			
Lane width (ft)				12	12			
Shoulder width (ft)				6	Right Shld:	3	Left Shld:	3
Shoulder type				Paved	Right Shld:	Paved	Left Shld:	Paved
Length of horizontal curve (mi)				0	0.3			
Radius of curvature (ft)				0	1942			
Spiral transition curve (present/not present)				Not Present	Not Present			
Superelevation variance (ft/ft)				< 0.01	0			
Grade (%)				0	2			
Driveway density (driveways/mile)				5	2.00			
Centerline rumble strips (present/not present)				Not Present	Not Present			
Passing lanes [present (1 lane) /present (2 lane) / not present]]				Not Present	Not Present			
Two-way left-turn lane (present/not present)				Not Present	Not Present			
Roadside hazard rating (1-7 scale)				3	3			
Segment lighting (present/not present)				Not Present	Not Present			
Auto speed enforcement (present/not present)				Not Present	Not Present			
Calibration Factor, Cr				1	1.00			

[illegible]

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Worksheet 1A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Segments						
General Information			Location Information			
Analyst	Darlene Lam		Roadway		LPGA (Welsh North to International)	
Agency or Company	American		Roadway Section		3	
Date Performed	06/16/22		Jurisdiction		FDOT	
			Analysis Year		2050	
Input Data			Base Conditions	Site Conditions		
Length of segment, L (mi)			--	1.1		
AADT (veh/day)			AADT _{MAX} = 17,800 (veh/day)	17,800		
Lane width (ft)			12	12		
Shoulder width (ft)			6	3 Right Shld:	6	Left Shld: 3
Shoulder type			Paved		Paved	Left Shld: Paved
Length of horizontal curve (mi)			0	0.0		
Radius of curvature (ft)			0	0		
Spiral transition curve (present/not present)			Not Present	Not Present		
Superelevation variance (ft/ft)			< 0.01	0		
Grade (%)			0	2		
Driveway density (driveways/mile)			5	1.00		
Centerline rumble strips (present/not present)			Not Present	Not Present		
Passing lanes [present (1 lane) /present (2 lane) / not present]			Not Present	Not Present		
Two-way left-turn lane (present/not present)			Not Present	Not Present		
Roadside hazard rating (1-7 scale)			3	3		
Segment lighting (present/not present)			Not Present	Not Present		
Auto speed enforcement (present/not present)			Not Present	Not Present		
Calibration Factor, Cr			1	1.00		

[illegible]

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General Information								Location Information			
Analyst		Darlene Lam American 06/16/22		Roadway		LPGA (International to Tournament)					
Agency or Company				Roadway Section							
Date Performed				Jurisdiction							
				Analysis Year		FDOT 2050					
Input Data				Base Conditions		Site Conditions					
Length of segment, L (mi)				--		1.2					
AADT (veh/day)		AADT _{MAX} = 17,800 (veh/day)		--		17,800					
Lane width (ft)				12		12					
Shoulder width (ft)				6		Right Shld:	3	Left Shld:	3		
Shoulder type				Paved		Right Shld:	Paved	Left Shld:	Paved		
Length of horizontal curve (mi)				0		0.0					
Radius of curvature (ft)				0		0					
Spiral transition curve (present/not present)				Not Present		Not Present					
Superelevation variance (ft/ft)				< 0.01		0					
Grade (%)				0		2					
Driveway density (driveways/mile)				5		0.00					
Centerline rumble strips (present/not present)				Not Present		Not Present					
Passing lanes [present (1 lane) /present (2 lane) / not present]]				Not Present		Not Present					
Two-way left-turn lane (present/not present)				Not Present		Not Present					
Roadside hazard rating (1-7 scale)				3		3					
Segment lighting (present/not present)				Not Present		Not Present					
Auto speed enforcement (present/not present)				Not Present		Not Present					
Calibration Factor, Cr				1		1.00					

[illegible]

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Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	US 92	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2050	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 25,200 (veh/day)	--	25,200	
AADT _{minor} (veh/day)	AADT _{MAX} = 12,500 (veh/day)	--	12,500	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	0	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	2	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.92	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.92	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.92

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Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	N Welshinger	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2050	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4ST	
AADT _{major} (veh/day)	AADT _{MAX} = 14,700 (veh/day)	--	14,700	
AADT _{minor} (veh/day)	AADT _{MAX} = 3,500 (veh/day)	--	3,500	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	4	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	4	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.74	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 0.52	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.74	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.38

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Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Golf_Tennis	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2050	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4ST	
AADT _{major} (veh/day)	AADT _{MAX} = 14,700 (veh/day)	--	14,700	
AADT _{minor} (veh/day)	AADT _{MAX} = 3,500 (veh/day)	--	3,500	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	4	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	4	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.74	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 0.52	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.74	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.38

HSM Urban and Suburban Arterial Predictive Method
Build 2030
LPGA Blvd Segment US 92 to Welshinger North

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	US 92 to Wels North	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2030	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	1.8	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	16,500	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	50	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	0	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	0	
Major residential driveways (number)			--	1	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.96	1.00	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	4.284	1.000	4.284	0.96	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	1.294	(4) _{FI} /((4) _{FI} +(4) _{PDO})	1.220	0.96	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	3.252	(5) _{TOTAL} -(5) _{FI}	3.064	0.96	1.63
					0.715			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	1.909	1.000	4.795	6.704
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	1.588	0.662	3.174	4.762
Head-on collision	0.020	0.038	0.007	0.034	0.072
Angle collision	0.040	0.076	0.036	0.173	0.249
Sideswipe, same direction	0.050	0.095	0.223	1.069	1.165
Sideswipe, opposite direction	0.010	0.019	0.001	0.005	0.024
Other multiple-vehicle collision	0.048	0.092	0.071	0.340	0.432

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	1.107	1.000	1.107	0.96	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.180	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.181	0.96	1.63
					0.164			
Property Damage Only (PDO)	-5.04	0.45	1.06	0.921	(5) _{TOTAL} -(5) _{FI}	0.926	0.96	1.63
					0.836			

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.284	1.000	1.449	1.733
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.091	0.092
Collision with fixed object	0.500	0.142	0.813	1.178	1.320
Collision with other object	0.028	0.008	0.016	0.023	0.031
Other single-vehicle collision	0.471	0.134	0.108	0.157	0.290

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	1	0.018	1.106	0.020	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.020	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.020	1.000	0.020	0.96	1.63	0.031
Fatal and injury (FI)	--	0.284	0.006	0.96	1.63	0.009
Property damage only (PDO)	--	0.716	0.014	0.96	1.63	0.022

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	6.704	1.733	0.031	8.468	0.019	0.161
Fatal and injury (FI)	--	--	--	--	--	0.161

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	6.704	1.733	0.031	8.468	0.005	0.042
Fatal and injury (FI)	--	--	--	--	--	0.042

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	1.588	3.174	4.762
Head-on collisions (from Worksheet 1D)	0.038	0.034	0.072
Angle collisions (from Worksheet 1D)	0.076	0.173	0.249
Sideswipe, same direction (from Worksheet 1D)	0.095	1.069	1.165
Sideswipe, opposite direction (from Worksheet 1D)	0.019	0.005	0.024
Driveway-related collisions (from Worksheet 1H)	0.009	0.022	0.031
Other multiple-vehicle collision (from Worksheet 1D)	0.092	0.340	0.432
Subtotal	1.918	4.817	6.735
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.091	0.092
Collision with fixed object (from Worksheet 1F)	0.142	1.178	1.320
Collision with other object (from Worksheet 1F)	0.008	0.023	0.031
Other single-vehicle collision (from Worksheet 1F)	0.134	0.157	0.290
Collision with pedestrian (from Worksheet 1I)	0.161	0.000	0.161
Collision with bicycle (from Worksheet 1J)	0.042	0.000	0.042
Subtotal	0.487	1.449	1.936
Total	2.405	6.266	8.671

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	8.7	1.80	4.8
Fatal and injury (FI)	2.4	1.80	1.3
Property damage only (PDO)	6.3	1.80	3.5

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Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	Wels North to International	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2030	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	1.1	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	16,500	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	50	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	1	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	2	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.96	1.00	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	2.618	1.000	2.618	0.96	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	0.791	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.745	0.96	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	1.987	(5) _{TOTAL} -(5) _{FI}	1.873	0.96	1.63
					0.715			
								2.930

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	1.166	1.000	2.930	4.097
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	0.970	0.662	1.940	2.910
Head-on collision	0.020	0.023	0.007	0.021	0.044
Angle collision	0.040	0.047	0.036	0.105	0.152
Sideswipe, same direction	0.050	0.058	0.223	0.653	0.712
Sideswipe, opposite direction	0.010	0.012	0.001	0.003	0.015
Other multiple-vehicle collision	0.048	0.056	0.071	0.208	0.264

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	0.677	1.000	0.677	0.96	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.110	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.111	0.96	1.63
					0.164			
Property Damage Only (PDO)	-5.04	0.45	1.06	0.563	(5) _{TOTAL} -(5) _{FI}	0.566	0.96	1.63
					0.836			

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.173	1.000	0.886	1.059
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.056	0.056
Collision with fixed object	0.500	0.087	0.813	0.720	0.807
Collision with other object	0.028	0.005	0.016	0.014	0.019
Other single-vehicle collision	0.471	0.082	0.108	0.096	0.177

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	1	0.033	1.106	0.037	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	2	0.005	1.106	0.011	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.048	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.048	1.000	0.048	0.96	1.63	0.075
Fatal and injury (FI)	--	0.284	0.014	0.96	1.63	0.021
Property damage only (PDO)	--	0.716	0.034	0.96	1.63	0.054

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	4.097	1.059	0.075	5.230	0.019	0.099
Fatal and injury (FI)	--	--	--	--	--	0.099

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	4.097	1.059	0.075	5.230	0.005	0.026
Fatal and injury (FI)	--	--	--	--	--	0.026

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.970	1.940	2.910
Head-on collisions (from Worksheet 1D)	0.023	0.021	0.044
Angle collisions (from Worksheet 1D)	0.047	0.105	0.152
Sideswipe, same direction (from Worksheet 1D)	0.058	0.653	0.712
Sideswipe, opposite direction (from Worksheet 1D)	0.012	0.003	0.015
Driveway-related collisions (from Worksheet 1H)	0.021	0.054	0.075
Other multiple-vehicle collision (from Worksheet 1D)	0.056	0.208	0.264
Subtotal	1.188	2.984	4.171
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.056	0.056
Collision with fixed object (from Worksheet 1F)	0.087	0.720	0.807
Collision with other object (from Worksheet 1F)	0.005	0.014	0.019
Other single-vehicle collision (from Worksheet 1F)	0.082	0.096	0.177
Collision with pedestrian (from Worksheet 1I)	0.099	0.000	0.099
Collision with bicycle (from Worksheet 1J)	0.026	0.000	0.026
Subtotal	0.299	0.886	1.184
Total	1.487	3.869	5.356

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	5.4	1.10	4.9
Fatal and injury (FI)	1.5	1.10	1.4
Property damage only (PDO)	3.9	1.10	3.5

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Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	International to Tournament	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2030	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	1.2	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	14,000	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	50	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	0	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	0	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.96	1.00	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	2.284	1.000	2.284	0.96	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	0.699	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.658	0.96	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	1.728	(5) _{TOTAL} -(5) _{FI}	1.626	0.96	1.63
					0.712			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	1.030	1.000	2.545	3.574
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	0.857	0.662	1.684	2.541
Head-on collision	0.020	0.021	0.007	0.018	0.038
Angle collision	0.040	0.041	0.036	0.092	0.133
Sideswipe, same direction	0.050	0.051	0.223	0.567	0.619
Sideswipe, opposite direction	0.010	0.010	0.001	0.003	0.013
Other multiple-vehicle collision	0.048	0.049	0.071	0.181	0.230

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments									
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr	Predicted N _{brsv}
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	0.683	1.000	0.683	0.96	1.63	1.069
Fatal and Injury (FI)	-8.71	0.66	0.28	0.108	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.109	0.96	1.63	0.170
					0.159				
Property Damage Only (PDO)	-5.04	0.45	1.06	0.570	(5) _{TOTAL} -(5) _{FI}	0.575	0.96	1.63	0.899
					0.841				

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.170	1.000	0.899	1.069
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.057	0.057
Collision with fixed object	0.500	0.085	0.813	0.731	0.816
Collision with other object	0.028	0.005	0.016	0.014	0.019
Other single-vehicle collision	0.471	0.080	0.108	0.097	0.177

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.000	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.000	1.000	0.000	0.96	1.63	0.000
Fatal and injury (FI)	--	0.284	0.000	0.96	1.63	0.000
Property damage only (PDO)	--	0.716	0.000	0.96	1.63	0.000

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	3.574	1.069	0.000	4.644	0.019	0.088
Fatal and injury (FI)	--	--	--	--	--	0.088

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	3.574	1.069	0.000	4.644	0.005	0.023
Fatal and injury (FI)	--	--	--	--	--	0.023

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.857	1.684	2.541
Head-on collisions (from Worksheet 1D)	0.021	0.018	0.038
Angle collisions (from Worksheet 1D)	0.041	0.092	0.133
Sideswipe, same direction (from Worksheet 1D)	0.051	0.567	0.619
Sideswipe, opposite direction (from Worksheet 1D)	0.010	0.003	0.013
Driveway-related collisions (from Worksheet 1H)	0.000	0.000	0.000
Other multiple-vehicle collision (from Worksheet 1D)	0.049	0.181	0.230
Subtotal	1.030	2.545	3.574
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.057	0.057
Collision with fixed object (from Worksheet 1F)	0.085	0.731	0.816
Collision with other object (from Worksheet 1F)	0.005	0.014	0.019
Other single-vehicle collision (from Worksheet 1F)	0.080	0.097	0.177
Collision with pedestrian (from Worksheet 1I)	0.088	0.000	0.088
Collision with bicycle (from Worksheet 1J)	0.023	0.000	0.023
Subtotal	0.282	0.899	1.181
Total	1.311	3.444	4.755

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	4.8	1.20	4.0
Fatal and injury (FI)	1.3	1.20	1.1
Property damage only (PDO)	3.4	1.20	2.9

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	US 92	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2030	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3SG	
AADT _{major} (veh/day)	AADT _{MAX} = 58,100 (veh/day)	--	31,500	
AADT _{minor} (veh/day)	AADT _{MAX} = 16,400 (veh/day)	--	16,400	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration factor, C _i		1.00	2.58	
Data for unsignalized intersections only:		--	--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	0	
Data for signalized intersections only:		--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	2	
Type of left-turn signal phasing for Leg #1		Permissive	Protected	
Type of left-turn signal phasing for Leg #2		--	Protected	
Type of left-turn signal phasing for Leg #3		--	Not Applicable	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0	
Intersection red light cameras (present/not present)		Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only		--	1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})		--	6	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF _{1i}	CMF _{2i}	CMF _{3i}	CMF _{4i}	CMF _{5i}	CMF _{6i}	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.86	0.88	0.92	1.00	1.00	1.00	0.70

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bimv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bimv}
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL} * (5)$	(7) from Worksheet 2B		$(6) * (7) * (8)$
	a	b	c							
Total	-12.13	1.11	0.26	0.33	6.622	1.000	6.622	0.70	2.58	11.965
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	1.887	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$	1.990	0.70	2.58	3.596
						0.301				
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	4.390	$(5)_{TOTAL} - (5)_{FI}$	4.632	0.70	2.58	8.369
						0.699				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type (PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	3.596	1.000	8.369	11.965
		(2) * (3) _{FI}		(4) * (5) _{PDO}	(3) + (5)
Rear-end collision	0.549	1.974	0.546	4.569	6.544
Head-on collision	0.038	0.137	0.020	0.167	0.304
Angle collision	0.280	1.007	0.204	1.707	2.714
Sideswipe	0.076	0.273	0.032	0.268	0.541
Other multiple-vehicle collision	0.057	0.205	0.198	1.657	1.862

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N _{bisv}	Proportion of Total Crashes	Adjusted N _{bimv}	Combined CMFs	Calibration Factor, C _i	Predicted N _{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-9.02	0.42	0.40	0.36	0.455	1.000	0.455	0.70	2.58	0.822
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.135	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.142	0.70	2.58	0.257
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.296	(5) _{TOTAL} -(5) _{FI}	0.313	0.70	2.58	0.565
						0.687				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.257	1.000	0.565	0.822
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.001	0.001
Collision with animal	0.001	0.000	0.003	0.002	0.002
Collision with fixed object	0.653	0.168	0.895	0.506	0.673
Collision with other object	0.091	0.023	0.069	0.039	0.062
Other single-vehicle collision	0.045	0.012	0.018	0.010	0.022
Single-vehicle noncollision	0.209	0.054	0.014	0.008	0.062

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N _{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-6.60	0.05	0.24	0.41	0.09	0.009
Fatal and Injury (FI)	--	--	--	--	--	0.009

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	11.965	0.822	12.787	0.011	0.141
Fatal and injury (FI)	--	--	--	--	0.141

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.974	4.569	6.544
Head-on collisions (from Worksheet 2D)	0.137	0.167	0.304
Angle collisions (from Worksheet 2D)	1.007	1.707	2.714
Sideswipe (from Worksheet 2D)	0.273	0.268	0.541
Other multiple-vehicle collision (from Worksheet 2D)	0.205	1.657	1.862
Subtotal	3.596	8.369	11.965
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 2F)	0.168	0.506	0.673
Collision with other object (from Worksheet 2F)	0.023	0.039	0.062
Other single-vehicle collision (from Worksheet 2F)	0.012	0.010	0.022
Single-vehicle noncollision (from Worksheet 2F)	0.054	0.008	0.062
Collision with pedestrian (from Worksheet 2G or 2I)	0.009	0.000	0.009
Collision with bicycle (from Worksheet 2J)	0.141	0.000	0.141
Subtotal	0.406	0.565	0.971
Total	4.003	8.933	12.936

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	12.9
Fatal and injury (FI)	4.0
Property damage only (PDO)	8.9

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections						
General Information				Location Information		
Analyst		Darlene Lam		Roadway		LPGA
Agency or Company		American		Intersection		N Welshinger
Date Performed		06/16/22		Jurisdiction		FDOT
				Analysis Year		2030
Input Data				Base Conditions		Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)				--		4SG
AADT _{major} (veh/day)		AADT _{MAX} = 67,700 (veh/day)		--		16,500
AADT _{minor} (veh/day)		AADT _{MAX} = 33,400 (veh/day)		--		3,700
Intersection lighting (present/not present)				Not Present		Not Present
Calibration factor, C _i				1.00		2.27
Data for unsignalized intersections only:				--		--
Number of major-road approaches with left-turn lanes (0,1,2)				0		2
Number of major-road approaches with right-turn lanes (0,1,2)				0		2
Data for signalized intersections only:				--		--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0		0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0		0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]				--		0
Type of left-turn signal phasing for Leg #1				Permissive		Not Applicable
Type of left-turn signal phasing for Leg #2				--		Not Applicable
Type of left-turn signal phasing for Leg #3				--		Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)				--		Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]				0		0
Intersection red light cameras (present/not present)				Not Present		Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only						1
Maximum number of lanes crossed by a pedestrian (n _{lanesx})				--		4
Number of bus stops within 300 m (1,000 ft) of the intersection				0		0
Schools within 300 m (1,000 ft) of the intersection (present/not present)				Not Present		Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection				0		0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF _{1i}	CMF _{2i}	CMF _{3i}	CMF _{4i}	CMF _{5i}	CMF _{6i}	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	0.99	1.00	1.00	1.00	1.00	0.99

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bimv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bimv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bimv}
	from Table 12-10			from Table 12-10	from Equation 12-21		(4) _{TOTAL} * (5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	3.635	1.000	3.635	0.99	2.27	8.169
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.135	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$	1.182	0.99	2.27	2.655
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	2.357	$(5)_{TOTAL} - (5)_{FI}$	2.453	0.99	2.27	5.513
						0.325				
						0.675				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted $N_{bimv (FI)}$ (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted $N_{bimv (PDO)}$ (crashes/year)	(6) Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	2.655	1.000	5.513	8.169
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.450	1.195	0.483	2.663	3.858
Head-on collision	0.049	0.130	0.030	0.165	0.296
Angle collision	0.347	0.921	0.244	1.345	2.267
Sideswipe	0.099	0.263	0.032	0.176	0.439
Other multiple-vehicle collision	0.055	0.146	0.211	1.163	1.309

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1) Crash Severity Level	(2) SPF Coefficients			(3) Overdispersion Parameter, k	(4) Initial N_{bisv}	(5) Proportion of Total Crashes	(6) Adjusted N_{bisv}	(7) Combined CMFs	(8) Calibration Factor, C_i	(9) Predicted N_{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) _{TOTAL} * (5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.250	1.000	0.250	0.99	2.27	0.561
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.068	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$	0.068	0.99	2.27	0.153
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.181	$(5)_{TOTAL} - (5)_{FI}$	0.181	0.99	2.27	0.408
						0.273				
						0.727				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.153	1.000	0.408	0.561
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.001
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.114	0.870	0.355	0.469
Collision with other object	0.072	0.011	0.070	0.029	0.040
Other single-vehicle collision	0.040	0.006	0.023	0.009	0.015
Single-vehicle noncollision	0.141	0.022	0.034	0.014	0.035

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N _{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-9.53	0.40	0.26	0.45	0.04	0.007
Fatal and Injury (FI)	--	--	--	--	--	0.007

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	8.169	0.561	8.730	0.015	0.131
Fatal and injury (FI)	--	--	--	--	0.131

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.195	2.663	3.858
Head-on collisions (from Worksheet 2D)	0.130	0.165	0.296
Angle collisions (from Worksheet 2D)	0.921	1.345	2.267
Sideswipe (from Worksheet 2D)	0.263	0.176	0.439
Other multiple-vehicle collision (from Worksheet 2D)	0.146	1.163	1.309
Subtotal	2.655	5.513	8.169
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.001
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.114	0.355	0.469
Collision with other object (from Worksheet 2F)	0.011	0.029	0.040
Other single-vehicle collision (from Worksheet 2F)	0.006	0.009	0.015
Single-vehicle noncollision (from Worksheet 2F)	0.022	0.014	0.035
Collision with pedestrian (from Worksheet 2G or 2I)	0.007	0.000	0.007
Collision with bicycle (from Worksheet 2J)	0.131	0.000	0.131
Subtotal	0.291	0.408	0.699
Total	2.946	5.921	8.867

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	8.9
Fatal and injury (FI)	2.9
Property damage only (PDO)	5.9

Urban and Suburban Arterial Predictive Method
Build 2030
LPGA Blvd and International Golf/Tennis Intersection

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections							
General Information				Location Information			
Analyst	Darlene Lam American 06/16/22			Roadway	LPGA		
Agency or Company				Intersection			Golf_Tennis
Date Performed				Jurisdiction			FDOT
				Analysis Year	2030		
Input Data				Base Conditions	Site Conditions		
Intersection type (3ST, 3SG, 4ST, 4SG)				--	4ST		
AADT _{major} (veh/day)		AADT _{MAX} = 46,800 (veh/day)		--	14,000		
AADT _{minor} (veh/day)		AADT _{MAX} = 5,900 (veh/day)		--	2,900		
Intersection lighting (present/not present)				Not Present	Not Present		
Calibration factor, C _i				1.00	1.87		
Data for unsignalized intersections only:				--	--		
Number of major-road approaches with left-turn lanes (0,1,2)				0	2		
Number of major-road approaches with right-turn lanes (0,1,2)				0	2		
Data for signalized intersections only:				--	--		
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0	4		
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0	4		
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]				--	2		
Type of left-turn signal phasing for Leg #1				Permissive	Protected		
Type of left-turn signal phasing for Leg #2				--	Protected		
Type of left-turn signal phasing for Leg #3				--	Protected		
Type of left-turn signal phasing for Leg #4 (if applicable)				--	Not Applicable		
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]				0	0		
Intersection red light cameras (present/not present)				Not Present	Not Present		
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only					1		
Maximum number of lanes crossed by a pedestrian (n _{lanesx})				--	4		
Number of bus stops within 300 m (1,000 ft) of the intersection				0	0		
Schools within 300 m (1,000 ft) of the intersection (present/not present)				Not Present	Not Present		
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection				0	0		

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF _{1i}	CMF _{2i}	CMF _{3i}	CMF _{4i}	CMF _{5i}	CMF _{6i}	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.53	1.00	0.74	1.00	1.00	1.00	0.22

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bimv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bimv}
	from Table 12-10			from Table 12-10	from Equation 12-21		(4) _{TOTAL} * (5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-8.90	0.82	0.25	0.40	2.513	1.000	2.513	0.22	1.87	1.032
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.981	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$	0.970	0.22	1.87	0.398
						0.386				
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	1.560	$(5)_{TOTAL} - (5)_{FI}$	1.543	0.22	1.87	0.633
						0.614				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type _(PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	0.398	1.000	0.633	1.032
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.338	0.135	0.374	0.237	0.371
Head-on collision	0.041	0.016	0.030	0.019	0.035
Angle collision	0.440	0.175	0.335	0.212	0.387
Sideswipe	0.121	0.048	0.044	0.028	0.076
Other multiple-vehicle collision	0.060	0.024	0.217	0.137	0.161

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv}	Proportion of Total Crashes	Adjusted N_{bisv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) _{TOTAL} * (5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.294	1.000	0.294	0.22	1.87	0.121
Fatal and Injury (FI)	--	--	--	--	0.082	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$	0.086	0.22	1.87	0.035
						0.292				
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.200	$(5)_{TOTAL} - (5)_{FI}$	0.208	0.22	1.87	0.086
						0.708				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted N _{bisv (FI)} (crashes/year)	(4) Proportion of Collision Type _(PDO)	(5) Predicted N _{bisv (PDO)} (crashes/year)	(6) Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.035	1.000	0.086	0.121
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.002	0.002
Collision with fixed object	0.679	0.024	0.847	0.072	0.096
Collision with other object	0.089	0.003	0.070	0.006	0.009
Other single-vehicle collision	0.051	0.002	0.007	0.001	0.002
Single-vehicle noncollision	0.179	0.006	0.049	0.004	0.011

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1) Crash Severity Level	(2) Predicted N _{bimv}	(3) Predicted N _{bisv}	(4) Predicted N _{bi}	(5) f _{pedi}	(7)* Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	1.032	0.121	1.152	0.022	0.025
Fatal and injury (FI)	--	--	--	--	0.025

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1) Crash Severity Level	(2) SPF Coefficients					(7) Predicted N _{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	--	--	--	--	--	--
Fatal and Injury (FI)	--	--	--	--	--	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	1.032	0.121	1.152	0.018	0.021
Fatal and injury (FI)	--	--	--	--	0.021

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.135	0.237	0.371
Head-on collisions (from Worksheet 2D)	0.016	0.019	0.035
Angle collisions (from Worksheet 2D)	0.175	0.212	0.387
Sideswipe (from Worksheet 2D)	0.048	0.028	0.076
Other multiple-vehicle collision (from Worksheet 2D)	0.024	0.137	0.161
Subtotal	0.398	0.633	1.032
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 2F)	0.024	0.072	0.096
Collision with other object (from Worksheet 2F)	0.003	0.006	0.009
Other single-vehicle collision (from Worksheet 2F)	0.002	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.006	0.004	0.011
Collision with pedestrian (from Worksheet 2G or 2I)	0.025	0.000	0.025
Collision with bicycle (from Worksheet 2J)	0.021	0.000	0.021
Subtotal	0.081	0.086	0.167
Total	0.480	0.719	1.199

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	1.2
Fatal and injury (FI)	0.5
Property damage only (PDO)	0.7

No-Build 2030 Project Total

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban							
Arterials							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	Predicted average crash frequency (crashes/year)			Observed crashes, $N_{observed}$ (crashes/year)	Overdispersion Parameter, k	Weighted adjustment, w	Expected average crash frequency,
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	6.704	1.909	4.795	1.200	1.320	0.102	1.759
Segment 2	4.097	1.166	2.930	0.800	1.320	0.156	1.314
Segment 3	3.574	1.030	2.545	0.200	1.320	0.175	0.790
Segment 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Single-vehicle							
Segment 1	1.733	0.284	1.449	1.400	0.860	0.402	1.534
Segment 2	1.059	0.173	0.886	0.800	0.860	0.523	0.936
Segment 3	1.069	0.170	0.899	0.200	0.860	0.521	0.653
Segment 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.031	0.009	0.022	0.000	1.390	0.958	0.030
Segment 2	0.075	0.021	0.054	0.000	1.390	0.906	0.068
Segment 3	0.000	0.000	0.000	0.000	1.390	1.000	0.000
Segment 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment Totals:	18.342	4.762	13.580	4.600			7.083
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	11.965	3.596	8.369	2.800	0.330	0.202	4.652
Intersection 2	8.169	2.655	5.513	1.200	0.390	0.239	2.865
Intersection 3	1.032	0.398	0.633	1.000	0.400	0.708	1.022
Intersection 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 9	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 10	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Single-vehicle							
Intersection 1	0.822	0.257	0.565	0.000	0.360	0.772	0.634
Intersection 2	0.561	0.153	0.408	0.400	0.360	0.832	0.534
Intersection 3	0.121	0.035	0.086	0.200	0.650	0.927	0.127
Intersection 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 9	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 10	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection Totals:	22.669	7.095	15.573	5.600			9.834
COMBINED (sum of column)	41.011	11.858	29.153	10.200	--	--	16.917

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials		
(1)	(2)	(3)
Site Type	N _{ped}	N _{bike}
ROADWAY SEGMENTS		
Segment 1	0.161	0.042
Segment 2	0.099	0.026
Segment 3	0.088	0.023
Segment 4	0.000	0.000
Segment 5	0.000	0.000
Segment 6	0.000	0.000
Segment 7	0.000	0.000
Segment 8	0.000	0.000
INTERSECTIONS		
Intersection 1	0.009	0.141
Intersection 2	0.007	0.131
Intersection 3	0.025	0.021
Intersection 4	0.000	0.000
Intersection 5	0.000	0.000
Intersection 6	0.000	0.000
Intersection 7	0.000	0.000
Intersection 8	0.000	0.000
Intersection 9	0.000	0.000
Intersection 10	0.000	0.000
COMBINED (sum of column)	0.390	0.384

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials					
(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	N _{predicted}	N _{ped}	N _{bike}	N _{expected (VEHICLE)}	N _{expected}
Total	(2) _{COMB} from Worksheet 3A 41.011	(2) _{COMB} from Worksheet 3B 0.390	(3) _{COMB} from Worksheet 3B 0.384	(8) _{COMB} Worksheet 3A 16.917	(3)+(4)+(5) 17.691
Fatal and injury (FI)	(3) _{COMB} from Worksheet 3A 11.858	(2) _{COMB} from Worksheet 3B 0.390	(3) _{COMB} from Worksheet 3B 0.384	(5) _{TOTAL} * (2) _{FI} / (2) _{TOTAL} 4.891	(3)+(4)+(5) 5.665
Property damage only (PDO)	(4) _{COMB} from Worksheet 3A 29.153	-- 0.000	-- 0.000	(5) _{TOTAL} * (2) _{PDO} / (2) _{TOTAL} 12.026	(3)+(4)+(5) 12.026

HSM Urban and Suburban Arterial Predictive Method
Build 2050
LPGA Blvd Segment from US 92 to Welshinger North Blvd

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA Blvd	
Agency or Company	American		Roadway Section	US 92 to Wels North	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2050	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	1.5	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	32,000	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	50	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	0	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	1	
Major residential driveways (number)			--	2	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.96	1.00	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	8.788	1.000	8.788	0.96	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	2.518	(4) _{FI} /((4) _{FI} +(4) _{PDO})	2.385	0.96	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	6.759	(5) _{TOTAL} -(5) _{FI}	6.403	0.96	1.63
					0.729			
								10.019

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	3.733	1.000	10.019	13.752
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	3.106	0.662	6.633	9.738
Head-on collision	0.020	0.075	0.007	0.070	0.145
Angle collision	0.040	0.149	0.036	0.361	0.510
Sideswipe, same direction	0.050	0.187	0.223	2.234	2.421
Sideswipe, opposite direction	0.010	0.037	0.001	0.010	0.047
Other multiple-vehicle collision	0.048	0.179	0.071	0.711	0.891

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	1.260	1.000	1.260	0.96	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.233	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.231	0.96	1.63
					0.184			
Property Damage Only (PDO)	-5.04	0.45	1.06	1.034	(5) _{TOTAL} -(5) _{FI}	1.028	0.96	1.63
					0.816			

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.362	1.000	1.609	1.971
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.101	0.102
Collision with fixed object	0.500	0.181	0.813	1.308	1.489
Collision with other object	0.028	0.010	0.016	0.026	0.036
Other single-vehicle collision	0.471	0.171	0.108	0.174	0.344

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	1	0.005	1.106	0.012	
Major residential	2	0.018	1.106	0.083	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.095	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.095	1.000	0.095	0.96	1.63	0.148
Fatal and injury (FI)	--	0.284	0.027	0.96	1.63	0.042
Property damage only (PDO)	--	0.716	0.068	0.96	1.63	0.106

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	13.752	1.971	0.148	15.872	0.019	0.302
Fatal and injury (FI)	--	--	--	--	--	0.302

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	13.752	1.971	0.148	15.872	0.005	0.079
Fatal and injury (FI)	--	--	--	--	--	0.079

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	3.106	6.633	9.738
Head-on collisions (from Worksheet 1D)	0.075	0.070	0.145
Angle collisions (from Worksheet 1D)	0.149	0.361	0.510
Sideswipe, same direction (from Worksheet 1D)	0.187	2.234	2.421
Sideswipe, opposite direction (from Worksheet 1D)	0.037	0.010	0.047
Driveway-related collisions (from Worksheet 1H)	0.042	0.106	0.148
Other multiple-vehicle collision (from Worksheet 1D)	0.179	0.711	0.891
Subtotal	3.775	10.125	13.900
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.101	0.102
Collision with fixed object (from Worksheet 1F)	0.181	1.308	1.489
Collision with other object (from Worksheet 1F)	0.010	0.026	0.036
Other single-vehicle collision (from Worksheet 1F)	0.171	0.174	0.344
Collision with pedestrian (from Worksheet 1I)	0.302	0.000	0.302
Collision with bicycle (from Worksheet 1J)	0.079	0.000	0.079
Subtotal	0.743	1.609	2.352
Total	4.518	11.735	16.252

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	16.3	1.50	10.8
Fatal and injury (FI)	4.5	1.50	3.0
Property damage only (PDO)	11.7	1.50	7.8

HSM Urban and Suburban Arterial Predictive Method
Build 2050
LPGA Blvd Segment from Welshinger North Blvd to
International Golf/Tennis

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA Blvd	
Agency or Company	American		Roadway Section	Wels North to International	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2050	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	1.1	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	32,000	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	50	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	0	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	1	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.96	1.00	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	6.445	1.000	6.445	0.96	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	1.847	(4) _{FI} /((4) _{FI} +(4) _{PDO})	1.749	0.96	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	4.957	(5) _{TOTAL} -(5) _{FI}	4.695	0.96	1.63
					0.729			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	2.737	1.000	7.347	10.085
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	2.277	0.662	4.864	7.141
Head-on collision	0.020	0.055	0.007	0.051	0.106
Angle collision	0.040	0.109	0.036	0.265	0.374
Sideswipe, same direction	0.050	0.137	0.223	1.638	1.775
Sideswipe, opposite direction	0.010	0.027	0.001	0.007	0.035
Other multiple-vehicle collision	0.048	0.131	0.071	0.522	0.653

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	0.924	1.000	0.924	0.96	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.171	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.170	0.96	1.63
					0.184			
Property Damage Only (PDO)	-5.04	0.45	1.06	0.758	(5) _{TOTAL} -(5) _{FI}	0.754	0.96	1.63
					0.816			

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.266	1.000	1.180	1.446
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.074	0.075
Collision with fixed object	0.500	0.133	0.813	0.959	1.092
Collision with other object	0.028	0.007	0.016	0.019	0.026
Other single-vehicle collision	0.471	0.125	0.108	0.127	0.253

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	1	0.005	1.106	0.012	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.012	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.012	1.000	0.012	0.96	1.63	0.018
Fatal and injury (FI)	--	0.284	0.003	0.96	1.63	0.005
Property damage only (PDO)	--	0.716	0.008	0.96	1.63	0.013

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	10.085	1.446	0.018	11.548	0.019	0.219
Fatal and injury (FI)	--	--	--	--	--	0.219

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	10.085	1.446	0.018	11.548	0.005	0.058
Fatal and injury (FI)	--	--	--	--	--	0.058

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	2.277	4.864	7.141
Head-on collisions (from Worksheet 1D)	0.055	0.051	0.106
Angle collisions (from Worksheet 1D)	0.109	0.265	0.374
Sideswipe, same direction (from Worksheet 1D)	0.137	1.638	1.775
Sideswipe, opposite direction (from Worksheet 1D)	0.027	0.007	0.035
Driveway-related collisions (from Worksheet 1H)	0.005	0.013	0.018
Other multiple-vehicle collision (from Worksheet 1D)	0.131	0.522	0.653
Subtotal	2.742	7.360	10.103
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.074	0.075
Collision with fixed object (from Worksheet 1F)	0.133	0.959	1.092
Collision with other object (from Worksheet 1F)	0.007	0.019	0.026
Other single-vehicle collision (from Worksheet 1F)	0.125	0.127	0.253
Collision with pedestrian (from Worksheet 1I)	0.219	0.000	0.219
Collision with bicycle (from Worksheet 1J)	0.058	0.000	0.058
Subtotal	0.543	1.180	1.723
Total	3.285	8.540	11.826

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	11.8	1.10	10.8
Fatal and injury (FI)	3.3	1.10	3.0
Property damage only (PDO)	8.5	1.10	7.8

HSM Urban and Suburban Arterial Predictive Method
Build 2050
LPGA Blvd Segment from International GolfTennis to Tournament

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA Blvd	
Agency or Company	American	Roadway Section	International to Tournament	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2050	
Input Data		Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)		--	4D	
Length of segment, L (mi)		--	1.2	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)	--	27,000	
Type of on-street parking (none/parallel/angle)		None	None	
Proportion of curb length with on-street parking		--	0	
Median width (ft) - for divided only		15	50	
Lighting (present / not present)		Not Present	Not Present	
Auto speed enforcement (present / not present)		Not Present	Not Present	
Major commercial driveways (number)		--	0	
Minor commercial driveways (number)		--	0	
Major industrial / institutional driveways (number)		--	0	
Minor industrial / institutional driveways (number)		--	0	
Major residential driveways (number)		--	0	
Minor residential driveways (number)		--	0	
Other driveways (number)		--	0	
Speed Category		--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)		0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	30	
Calibration Factor, Cr		1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.96	1.00	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	5.580	1.000	5.580	0.96	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	1.621	(4) _{FI} /((4) _{FI} +(4) _{PDO})	1.533	0.96	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	4.277	(5) _{TOTAL} -(5) _{FI}	4.047	0.96	1.63
					0.725			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	2.400	1.000	6.332	8.732
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	1.996	0.662	4.192	6.188
Head-on collision	0.020	0.048	0.007	0.044	0.092
Angle collision	0.040	0.096	0.036	0.228	0.324
Sideswipe, same direction	0.050	0.120	0.223	1.412	1.532
Sideswipe, opposite direction	0.010	0.024	0.001	0.006	0.030
Other multiple-vehicle collision	0.048	0.115	0.071	0.450	0.565

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	0.931	1.000	0.931	0.96	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.166	(4) _{FI} /((4) _{FI} +(4) _{PDO}) 0.178	0.166	0.96	1.63
Property Damage Only (PDO)	-5.04	0.45	1.06	0.766	(5) _{TOTAL} -(5) _{FI} 0.822	0.765	0.96	1.63

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.260	1.000	1.196	1.456
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.075	0.076
Collision with fixed object	0.500	0.130	0.813	0.973	1.103
Collision with other object	0.028	0.007	0.016	0.019	0.026
Other single-vehicle collision	0.471	0.122	0.108	0.129	0.252

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.000	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.000	1.000	0.000	0.96	1.63	0.000
Fatal and injury (FI)	--	0.284	0.000	0.96	1.63	0.000
Property damage only (PDO)	--	0.716	0.000	0.96	1.63	0.000

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	8.732	1.456	0.000	10.188	0.019	0.194
Fatal and injury (FI)	--	--	--	--	--	0.194

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	8.732	1.456	0.000	10.188	0.005	0.051
Fatal and injury (FI)	--	--	--	--	--	0.051

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	1.996	4.192	6.188
Head-on collisions (from Worksheet 1D)	0.048	0.044	0.092
Angle collisions (from Worksheet 1D)	0.096	0.228	0.324
Sideswipe, same direction (from Worksheet 1D)	0.120	1.412	1.532
Sideswipe, opposite direction (from Worksheet 1D)	0.024	0.006	0.030
Driveway-related collisions (from Worksheet 1H)	0.000	0.000	0.000
Other multiple-vehicle collision (from Worksheet 1D)	0.115	0.450	0.565
Subtotal	2.400	6.332	8.732
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.075	0.076
Collision with fixed object (from Worksheet 1F)	0.130	0.973	1.103
Collision with other object (from Worksheet 1F)	0.007	0.019	0.026
Other single-vehicle collision (from Worksheet 1F)	0.122	0.129	0.252
Collision with pedestrian (from Worksheet 1I)	0.194	0.000	0.194
Collision with bicycle (from Worksheet 1J)	0.051	0.000	0.051
Subtotal	0.504	1.196	1.701
Total	2.904	7.529	10.432

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	10.4	1.20	8.7
Fatal and injury (FI)	2.9	1.20	2.4
Property damage only (PDO)	7.5	1.20	6.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections						
General Information			Location Information			
Analyst	Darlene Lam		Roadway	LPGA		
Agency or Company	American		Intersection	US 92		
Date Performed	06/16/22		Jurisdiction	FDOT		
			Analysis Year	2050		
Input Data			Base Conditions	Site Conditions		
Intersection type (3ST, 3SG, 4ST, 4SG)			--	3SG		
AADT _{major} (veh/day)		AADT _{MAX} = 58,100 (veh/day)	--	38,000		
AADT _{minor} (veh/day)		AADT _{MAX} = 16,400 (veh/day)	--	32,000		
Intersection lighting (present/not present)			Not Present	Not Present		
Calibration factor, C _i			1.00	2.58		
Data for unsignalized intersections only:			--	--		
Number of major-road approaches with left-turn lanes (0,1,2)			0	0		
Number of major-road approaches with right-turn lanes (0,1,2)			0	0		
Data for signalized intersections only:			--	--		
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	2		
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	2		
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]			--	2		
Type of left-turn signal phasing for Leg #1			Permissive	Protected		
Type of left-turn signal phasing for Leg #2			--	Protected		
Type of left-turn signal phasing for Leg #3			--	Not Applicable		
Type of left-turn signal phasing for Leg #4 (if applicable)			--	Not Applicable		
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]			0	0		
Intersection red light cameras (present/not present)			Not Present	Not Present		
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only				1		
Maximum number of lanes crossed by a pedestrian (n _{lanesx})			--	6		
Number of bus stops within 300 m (1,000 ft) of the intersection			0	0		
Schools within 300 m (1,000 ft) of the intersection (present/not present)			Not Present	Not Present		
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection			0	0		

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	CMF 2i	CMF 3i	CMF 4i	CMF 5i	CMF 6i	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.86	0.88	0.92	1.00	1.00	1.00	0.70

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bimv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bimv}
	from Table 12-10			from Table 12-10	from Equation 12-21		(4) _{TOTAL} * (5)	(7) from Worksheet 2B		(6) * (7) * (8)
	a	b	c							
Total	-12.13	1.11	0.26	0.33	9.703	1.000	9.703	0.70	2.58	17.532
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	2.559	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$	2.698	0.70	2.58	4.875
						0.278				
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	6.644	$(5)_{TOTAL} - (5)_{FI}$	7.005	0.70	2.58	12.656
						0.722				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type _(PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	4.875	1.000	12.656	17.532
		(2) * (3) _{FI}		(4) * (5) _{PDO}	(3) + (5)
Rear-end collision	0.549	2.677	0.546	6.910	9.587
Head-on collision	0.038	0.185	0.020	0.253	0.438
Angle collision	0.280	1.365	0.204	2.582	3.947
Sideswipe	0.076	0.371	0.032	0.405	0.776
Other multiple-vehicle collision	0.057	0.278	0.198	2.506	2.784

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv}	Proportion of Total Crashes	Adjusted N_{bisv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) _{TOTAL} * (5)	(7) from Worksheet 2B		(6) * (7) * (8)
	a	b	c							
Total	-9.02	0.42	0.40	0.36	0.643	1.000	0.643	0.70	2.58	1.162
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.199	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$	0.213	0.70	2.58	0.385
						0.332				
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.402	$(5)_{TOTAL} - (5)_{FI}$	0.430	0.70	2.58	0.777
						0.668				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.385	1.000	0.777	1.162
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.001	0.001
Collision with animal	0.001	0.000	0.003	0.002	0.003
Collision with fixed object	0.653	0.252	0.895	0.695	0.947
Collision with other object	0.091	0.035	0.069	0.054	0.089
Other single-vehicle collision	0.045	0.017	0.018	0.014	0.031
Single-vehicle noncollision	0.209	0.081	0.014	0.011	0.091

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N _{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-6.60	0.05	0.24	0.41	0.09	0.010
Fatal and Injury (FI)	--	--	--	--	--	0.010

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	17.532	1.162	18.694	0.011	0.206
Fatal and injury (FI)	--	--	--	--	0.206

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	2.677	6.910	9.587
Head-on collisions (from Worksheet 2D)	0.185	0.253	0.438
Angle collisions (from Worksheet 2D)	1.365	2.582	3.947
Sideswipe (from Worksheet 2D)	0.371	0.405	0.776
Other multiple-vehicle collision (from Worksheet 2D)	0.278	2.506	2.784
Subtotal	4.875	12.656	17.532
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.002	0.003
Collision with fixed object (from Worksheet 2F)	0.252	0.695	0.947
Collision with other object (from Worksheet 2F)	0.035	0.054	0.089
Other single-vehicle collision (from Worksheet 2F)	0.017	0.014	0.031
Single-vehicle noncollision (from Worksheet 2F)	0.081	0.011	0.091
Collision with pedestrian (from Worksheet 2G or 2I)	0.010	0.000	0.010
Collision with bicycle (from Worksheet 2J)	0.206	0.000	0.206
Subtotal	0.601	0.777	1.378
Total	5.476	13.433	18.909

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	18.9
Fatal and injury (FI)	5.5
Property damage only (PDO)	13.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections						
General Information				Location Information		
Analyst	Darlene Lam American 06/16/22			Roadway	LPGA N Welshinger FDOT 2050	
Agency or Company				Intersection		
Date Performed				Jurisdiction		
				Analysis Year		
Input Data				Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)				--	4SG	
AADT _{major} (veh/day)		AADT _{MAX} = 67,700 (veh/day)		--	32,000	
AADT _{minor} (veh/day)		AADT _{MAX} = 33,400 (veh/day)		--	7,000	
Intersection lighting (present/not present)				Not Present	Not Present	
Calibration factor, C _i				1.00	2.27	
Data for unsignalized intersections only:				--	--	
Number of major-road approaches with left-turn lanes (0,1,2)				0	2	
Number of major-road approaches with right-turn lanes (0,1,2)				0	2	
Data for signalized intersections only:				--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0	0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0	0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]				--	0	
Type of left-turn signal phasing for Leg #1				Permissive	Not Applicable	
Type of left-turn signal phasing for Leg #2				--	Not Applicable	
Type of left-turn signal phasing for Leg #3				--	Not Applicable	
Type of left-turn signal phasing for Leg #4 (if applicable)				--	Not Applicable	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]				0	0	
Intersection red light cameras (present/not present)				Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only					1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})				--	4	
Number of bus stops within 300 m (1,000 ft) of the intersection				0	0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)				Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection				0	0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF _{1i}	CMF _{2i}	CMF _{3i}	CMF _{4i}	CMF _{5i}	CMF _{6i}	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	0.99	1.00	1.00	1.00	1.00	0.99

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N _{bimv}	Proportion of Total Crashes	Adjusted N _{bimv}	Combined CMFs	Calibration Factor, C _i	Predicted N _{bimv}
	from Table 12-10			from Table 12-10	from Equation 12-21	(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)	
	a	b	c							
Total	-10.99	1.07	0.23	0.39	8.550	1.000	8.550	0.99	2.27	19.215
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	2.853	(4) _{FI} /((4) _{FI} +(4) _{PDO})	2.957	0.99	2.27	6.646
						0.346				
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	5.397	(5) _{TOTAL} -(5) _{FI}	5.593	0.99	2.27	12.570
						0.654				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type _(PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	6.646	1.000	12.570	19.215
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	$(3)+(5)$
Rear-end collision	0.450	2.991	0.483	6.071	9.062
Head-on collision	0.049	0.326	0.030	0.377	0.703
Angle collision	0.347	2.306	0.244	3.067	5.373
Sideswipe	0.099	0.658	0.032	0.402	1.060
Other multiple-vehicle collision	0.055	0.366	0.211	2.652	3.018

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12- 24 or 12-27		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.465	1.000	0.465	0.99	2.27	1.045
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.108	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$	0.109	0.99	2.27	0.244
						0.234				
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.355	$(5)_{TOTAL}-(5)_{FI}$	0.356	0.99	2.27	0.801
						0.766				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.244	1.000	0.801	1.045
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.001	0.001
Collision with animal	0.002	0.000	0.002	0.002	0.002
Collision with fixed object	0.744	0.182	0.870	0.697	0.879
Collision with other object	0.072	0.018	0.070	0.056	0.074
Other single-vehicle collision	0.040	0.010	0.023	0.018	0.028
Single-vehicle noncollision	0.141	0.034	0.034	0.027	0.062

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	$N_{pedbase}$	Combined CMF	Calibration factor, C_i	Predicted N_{pedi}
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.004	1.00	2.27	0.009
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.009

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	19.215	1.045	20.261	0.015	0.304
Fatal and injury (FI)	--	--	--	--	0.304

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	2.991	6.071	9.062
Head-on collisions (from Worksheet 2D)	0.326	0.377	0.703
Angle collisions (from Worksheet 2D)	2.306	3.067	5.373
Sideswipe (from Worksheet 2D)	0.658	0.402	1.060
Other multiple-vehicle collision (from Worksheet 2D)	0.366	2.652	3.018
Subtotal	6.646	12.570	19.215
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 2F)	0.182	0.697	0.879
Collision with other object (from Worksheet 2F)	0.018	0.056	0.074
Other single-vehicle collision (from Worksheet 2F)	0.010	0.018	0.028
Single-vehicle noncollision (from Worksheet 2F)	0.034	0.027	0.062
Collision with pedestrian (from Worksheet 2G or 2I)	0.009	0.000	0.009
Collision with bicycle (from Worksheet 2J)	0.304	0.000	0.304
Subtotal	0.557	0.801	1.358
Total	7.203	13.370	20.573

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	20.6
Fatal and injury (FI)	7.2
Property damage only (PDO)	13.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections						
General Information			Location Information			
Analyst	Darlene Lam		Roadway	LPGA		
Agency or Company	American		Intersection	Golf_Tennis		
Date Performed	06/16/22		Jurisdiction	FDOT		
			Analysis Year	2050		
Input Data			Base Conditions	Site Conditions		
Intersection type (3ST, 3SG, 4ST, 4SG)			--	4SG		
AADT _{major} (veh/day)	AADT _{MAX} = 67,700 (veh/day)		--	29,500		
AADT _{minor} (veh/day)	AADT _{MAX} = 33,400 (veh/day)		--	6,500		
Intersection lighting (present/not present)			Not Present	Not Present		
Calibration factor, C _i			1.00	1.87		
Data for unsignalized intersections only:			--	--		
Number of major-road approaches with left-turn lanes (0,1,2)			0	0		
Number of major-road approaches with right-turn lanes (0,1,2)			0	0		
Data for signalized intersections only:			--	--		
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	4		
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	4		
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]			--	2		
Type of left-turn signal phasing for Leg #1			Permissive	Protected		
Type of left-turn signal phasing for Leg #2			--	Protected		
Type of left-turn signal phasing for Leg #3			--	Protected		
Type of left-turn signal phasing for Leg #4 (if applicable)			--	Not Applicable		
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]			0	0		
Intersection red light cameras (present/not present)			Not Present	Not Present		
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only				1		
Maximum number of lanes crossed by a pedestrian (n _{lanesx})			--	4		
Number of bus stops within 300 m (1,000 ft) of the intersection			0	0		
Schools within 300 m (1,000 ft) of the intersection (present/not present)			Not Present	Not Present		
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection			0	0		

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF _{1i}	CMF _{2i}	CMF _{3i}	CMF _{4i}	CMF _{5i}	CMF _{6i}	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.87	0.85	1.00	1.00	1.00	0.27

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bimv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bimv}
	from Table 12-10			from Table 12-10	from Equation 12-21		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	7.705	1.000	7.705	0.27	1.87	3.957
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	2.550	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.343	2.645	0.27	1.87	1.358
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	4.880	$(5)_{TOTAL}-(5)_{FI}$ 0.657	5.060	0.27	1.87	2.599

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type (PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	1.358	1.000	2.599	3.957
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.450	0.611	0.483	1.255	1.866
Head-on collision	0.049	0.067	0.030	0.078	0.145
Angle collision	0.347	0.471	0.244	0.634	1.105
Sideswipe	0.099	0.134	0.032	0.083	0.218
Other multiple-vehicle collision	0.055	0.075	0.211	0.548	0.623

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N _{bisv}	Proportion of Total Crashes	Adjusted N _{bimv}	Combined CMFs	Calibration Factor, C _i	Predicted N _{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.431	1.000	0.431	0.27	1.87	0.221
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.102	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.103	0.27	1.87	0.053
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.327	(5) _{TOTAL} -(5) _{FI}	0.328	0.27	1.87	0.169
						0.762				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.053	1.000	0.169	0.221
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.039	0.870	0.147	0.186
Collision with other object	0.072	0.004	0.070	0.012	0.016
Other single-vehicle collision	0.040	0.002	0.023	0.004	0.006
Single-vehicle noncollision	0.141	0.007	0.034	0.006	0.013

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N _{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-9.53	0.40	0.26	0.45	0.04	0.007
Fatal and Injury (FI)	--	--	--	--	--	0.007

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	3.957	0.221	4.178	0.015	0.063
Fatal and injury (FI)	--	--	--	--	0.063

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.611	1.255	1.866
Head-on collisions (from Worksheet 2D)	0.067	0.078	0.145
Angle collisions (from Worksheet 2D)	0.471	0.634	1.105
Sideswipe (from Worksheet 2D)	0.134	0.083	0.218
Other multiple-vehicle collision (from Worksheet 2D)	0.075	0.548	0.623
Subtotal	1.358	2.599	3.957
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.039	0.147	0.186
Collision with other object (from Worksheet 2F)	0.004	0.012	0.016
Other single-vehicle collision (from Worksheet 2F)	0.002	0.004	0.006
Single-vehicle noncollision (from Worksheet 2F)	0.007	0.006	0.013
Collision with pedestrian (from Worksheet 2G or 2I)	0.007	0.000	0.007
Collision with bicycle (from Worksheet 2J)	0.063	0.000	0.063
Subtotal	0.123	0.169	0.291
Total	1.481	2.767	4.248

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	4.2
Fatal and injury (FI)	1.5
Property damage only (PDO)	2.8

Build 2050

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban

Arterials							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	Predicted average crash frequency (crashes/year)			Observed crashes, N_{observed} (crashes/year)	Overdispersion Parameter, k	Weighted adjustment, w Equation A-5 from Part C Appendix	Expected average crash frequency Equation A-4 from Part C Appendix
	$N_{\text{predicted}}$ (TOTAL)	$N_{\text{predicted}}$ (FI)	$N_{\text{predicted}}$ (PDO)				
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	13.752	3.733	10.019	1.200	1.320	0.052	1.855
Segment 2	10.085	2.737	7.347	0.800	1.320	0.070	1.449
Segment 3	8.732	2.400	6.332	0.200	1.320	0.080	0.881
Segment 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 9	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 10	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 11	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 12	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Single-vehicle							
Segment 1	1.971	0.362	1.609	1.400	0.860	0.371	1.612
Segment 2	1.446	0.266	1.180	0.800	0.860	0.446	1.088
Segment 3	1.456	0.260	1.196	0.200	0.860	0.444	0.758
Segment 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 9	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 10	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 11	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 12	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Multiple-vehicle driveway-related							
Segment 1	0.148	0.042	0.106	0.000	1.390	0.829	0.123
Segment 2	0.018	0.005	0.013	0.000	1.390	0.975	0.018
Segment 3	0.000	0.000	0.000	0.000	1.390	1.000	0.000
Segment 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 9	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 10	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 11	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment 12	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Segment Totals:	37.608	9.804	27.804	4.600			7.783
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	17.532	4.875	12.656	2.800	0.330	0.147	4.971
Intersection 2	19.215	6.646	12.570	1.200	0.390	0.118	3.321
Intersection 3	3.957	1.358	2.599	1.000	0.390	0.393	2.163
Intersection 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 9	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 10	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Single-vehicle							
Intersection 1	1.162	0.385	0.777	0.000	0.360	0.705	0.819
Intersection 2	1.045	0.244	0.801	0.400	0.360	0.727	0.869
Intersection 3	0.221	0.053	0.169	0.200	0.360	0.926	0.220
Intersection 4	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 5	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 6	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 7	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 8	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 9	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection 10	0.000	0.000	0.000	0.000	0.000	1.000	0.000
Intersection Totals:	43.132	13.562	29.571	5.600			12.363
COMBINED (sum of column)	80.740	23.366	57.374	10.200	--	--	20.146

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials		
(1)	(2)	(3)
Site Type	N _{ped}	N _{bike}
ROADWAY SEGMENTS		
Segment 1	0.302	0.079
Segment 2	0.219	0.058
Segment 3	0.194	0.051
Segment 4	0.000	0.000
Segment 5	0.000	0.000
Segment 6	0.000	0.000
Segment 7	0.000	0.000
Segment 8	0.000	0.000
Segment 9	0.000	0.000
Segment 10	0.000	0.000
Segment 11	0.000	0.000
Segment 12	0.000	0.000
INTERSECTIONS		
Intersection 1	0.010	0.206
Intersection 2	0.009	0.304
Intersection 3	0.007	0.063
Intersection 4	0.000	0.000
Intersection 5	0.000	0.000
Intersection 6	0.000	0.000
Intersection 7	0.000	0.000
Intersection 8	0.000	0.000
Intersection 9	0.000	0.000
Intersection 10	0.000	0.000
COMBINED (sum of column)	0.741	0.760

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials					
(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	N _{predicted}	N _{ped}	N _{bike}	N _{expected (VEHICLE)}	N _{expected}
Total	(2) _{COMB} from Worksheet 3A	(2) _{COMB} from Worksheet 3B	(3) _{COMB} from Worksheet 3B	(8) _{COMB} Worksheet 3A	(3)+(4)+(5)
	80.740	0.741	0.760	20.146	21.647
Fatal and injury (FI)	(3) _{COMB} from Worksheet 3A	(2) _{COMB} from Worksheet 3B	(3) _{COMB} from Worksheet 3B	(5) _{TOTAL} * (2) _{FI} / (2) _{TOTAL}	(3)+(4)+(5)
	23.366	0.741	0.760	5.830	7.331
Property damage only (PDO)	(4) _{COMB} from Worksheet 3A	--	--	(5) _{TOTAL} * (2) _{PDO} / (2) _{TOTAL}	(3)+(4)+(5)
	57.374	0.000	0.000	14.316	14.316

Crash Severity (KABCO) Distribution

		K	A	B	C	PDO
Rural 2-Lane UD		0.013	0.054	0.109	0.145	0.679
	Total	K	A	B	C	PDO
2030	40.9	0.5	2.2	4.5	5.9	27.8
2050	69.6	0.9	3.8	7.6	10.1	47.3

		K	A	B	C	PDO
Urban 4-Lane D		0.008	0.046	0.142	0.234	0.571
	Total	K	A	B	C	PDO
2030	41.0	0.3	1.9	5.8	9.6	23.4
2050	80.7	0.6	3.7	11.5	18.9	46.1

Table 10-3. Default Distribution for Crash Severity Level on Rural Two-Lane, Two-Way Roadway Segments

Crash Severity Level	Percentage of Total Roadway Segment Crashes ^a
Fatal	1.3
Incapacitating Injury	5.4
Nonincapacitating injury	10.9
Possible injury	14.5
Total fatal plus injury	32.1
Property damage only	67.9
Total	100.0

^a Based on HSIS data for Washington (2002–2006)

Table 122.6.4 HSM Crash Distribution for Florida

Type Facility		Abbreviation	K	A	B	C	O
Rural Roadways	2-lane Undivided	R2U	0.028	0.094	0.181	0.187	0.509
	4-lane Undivided	R4U	0.033	0.093	0.164	0.186	0.524
	4-lane Divided	R4D	0.028	0.090	0.187	0.196	0.499
Urban & Suburban Arterials	2-lane Undivided	U2U	0.009	0.050	0.150	0.224	0.567
	3-lane TWLTL	U32LT	N/A				
	4-lane Undivided	U4U	0.004	0.031	0.110	0.204	0.650
	4-lane Divided	U4D	0.008	0.046	0.142	0.234	0.571
	5-lane TWLTL	U52LT	N/A				
Freeways	Rural		0.017	0.065	0.143	0.163	0.612
	Urban		0.006	0.035	0.113	0.206	0.641
	Ramps		0.004	0.032	0.107	0.210	0.647
All	All Roadways and Ramps		0.007	0.041	0.124	0.217	0.611
Notes: A - Incapacitating Injury C - Possible (or minor) Injury K – Fatality B - Non-incapacitating Injury O - Property Damage Only Data Source: Florida Department of Transportation, State Safety Office's Crash Analysis Reporting (CAR) database, analysis years 2015 through 2019. Publishing by FDOT State Safety Office on 2/23/2022.							

Avg Cost per crash based on KABCO factors and Costs per FDM Chapter 122

		No-Build R2U	Build U4D	
Fatal	\$ 10,890,000	0.028	0.008	K
Sev Injury	\$ 888,030	0.094	0.046	A
Mod Injury	\$ 180,180	0.181	0.142	B
Minor Injury	\$ 103,950	0.187	0.234	C
PDO	\$ 7,700	0.509	0.571	O

Avg Cost

FI		\$ 898,869.49	\$ 413,672.65
PDO		\$ 3,919	\$ 4,397

HSM Predictive Method Comparison
LPGA Blvd PD&E - Segment 1
Analysis Years: 2030 to 2050
Afrancavilla, 9/9/22

HSM Predicted Crashes ³			
Opening Year 2030			
	No-Build	Build	
Fatal/Injury	13.1	17.6	
Prop Damage Only	27.8	23.4	
Total	40.9	41.0	

Avg Cost per Fatal/Inj Crash ¹	\$ 898,869.49	\$ 413,672.65
Avg Cost per Prop Damage Only Crash ¹	\$ 3,919.30	\$ 4,396.70

Cost for all predicted Fatal/Inj Crash ¹	\$ 11,775,190.32	\$ 7,280,638.66
Cost for all predicted Prop Damage Only Crash ¹	\$ 108,956.54	\$ 102,882.78
Total	\$ 11,884,146.86	\$ 7,383,521.44

Design Year 2050			
	No-Build	Build	
Fatal/Injury	22.3	34.6	
Prop Damage Only	47.3	46.1	
Total	69.6	80.7	

Avg Cost per Fatal/Inj Crash ¹	\$ 898,869.49	\$ 413,672.65
Avg Cost per Prop Damage Only Crash ¹	\$ 3,919.30	\$ 4,396.70

Cost for all predicted Fatal/Inj Crash ¹	\$ 20,044,789.62	\$ 14,313,073.73
Cost for all predicted Prop Damage Only Crash ¹	\$ 185,382.89	\$ 202,687.87
Total	\$ 20,230,172.51	\$ 14,515,761.60

Cumulative Predicted Cost of Crash		
Crash Type	No Build	Build
Fatal/Injury	\$ 334,109,789.36	\$ 226,733,980.10
Prop. Damage Only	\$ 3,090,564.02	\$ 3,208,491.83
Total	\$ 337,200,353.37	\$ 229,942,471.93

¹ Crash costs and type factors from FDM Chapter 122



LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY

FPID: 448456-1-22-01

Vol 3. Safety Predictive Analysis – LPGA Boulevard From Tournament Drive up to Clyde Morris Blvd

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

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APPENDIX

Appendix A HSM SPF and ISATe Spreadsheets and Calculations

9.0 Future Safety Analysis

A safety analysis was conducted for the future conditions of LPGA Boulevard from Tournament Drive to Clyde Morris Boulevard and includes the I-95 interchange area. The safety predictive methods utilized in this evaluation were based on the Safety Performance Functions (SPFs) provided in the 2010 Highway Safety Manual (HSM) 1st Edition predictive methods Part C to forecast or predict the crash frequency for the Build and No-Build scenarios. The HSM Enhanced Interchange Safety Analysis Tool (ISATe) was used for the safety analysis of the I-95 interchange at LPGA Boulevard to predict crash frequency and severity and according to roadway geometry, intersection geometry, and traffic conditions. Predicted crash frequency for the LPGA Boulevard arterial segments and intersections was forecasted using the FDOT HSM spreadsheet tools available on the FDOT website. The ISATe and the FDOT HSM spreadsheets used to calculate the anticipated future crash frequencies are provided in **Appendix A**.

9.1 Interchange Predicted Crashes

The HSM ISATe spreadsheet tool was utilized in the predictive method safety analysis for the I-95 interchange area at LPGA Boulevard to forecast the average crash frequency for the No-Build and Build interchange scenarios. The analysis period of the interchange predicted crashes consisted of Opening Year (2030) to Design Year (2050). The interchange facility component segmentation (freeway, ramps and ramp terminals) of the No-Build and Build geometry layouts is also provided in **Appendix A**.

The interchange configuration for the Build scenario in this study is unique. The Build geometric configuration of the interchange consists of a signalized turbine interchange with six interchange ramps, five interchange ramp terminal intersections and bifurcated LPGA Boulevard (approximately 740 feet width at the widest point) throughout the interchange area. The Crash Modification Factors (CMFs) Clearinghouse website (developed by the US Department of Transportation Federal Highway Administration) does not provide any CMFs for this unique signalized turbine interchange geometric configuration.

The HSM 1st Edition does not include predictive methods for one-way urban/suburban arterials or interchanges. A limitation of the ISATe spreadsheet tool (based on the HSM) is that ramp terminal intersection configuration must have a crossroad that provides two-way traffic. In the proposed Build scenario of this study, the LPGA Boulevard crossroad is bifurcated throughout the interchange area only, creating five ramp terminal intersections with one-way traffic on the crossroads. Due to the limitations of the ISATe spreadsheet tool, predicted crashes for the ramp terminal intersections in the Build scenario were not able to be forecasted. In order to complete a quantitative safety analysis comparison of the proposed interchange improvements over the No-Build scenario, the ISATe spreadsheets were utilized only for the freeway and ramp segments with ramp terminal intersections removed from the analysis for both scenarios.

The overall cumulative predicted crashes for the 21-year analysis period (2030 to 2050) for the interchange area for the No-Build and Build scenarios are summarized in **Table 9.1** by facility component and crash severity. Ramp terminal crashes are not provided due to ISATe limitations.

Crash severity is defined as follows: fatalities (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), and property damage only (PDO).

Table 9.1 | I-95 at LPGA Boulevard Interchange Predicted Crashes by Facility Component (2030 – 2050)

	Facility Component	Total	K	A	B	C	PDO
No-Build	Freeway Segments	41,004.5	173.5	446.4	3,122.9	6,207.8	31,053.9
	Ramp Segments	195.6	2.4	7.3	35.0	42.8	108.0
Build	Freeway Segments	28,918.6	122.4	315.0	2,203.4	4,380.0	21,897.8
	Ramp Segments	195.3	2.1	6.5	30.9	41.1	114.7

In the Build scenario the forecasted crashes for the analysis period show a 29.5% decrease for freeway segments. A decrease in freeway segments crashes for the Build alternative freeway segments could be attributed to the reduction of ramp entrances and exits along the freeway segments in the Build condition. The interchange ramp segments are longer in the Build scenario and the additional ramp lengths could be contributing to the additional predicted crashes in the Build scenario for this facility component.

The cumulative overall predicted crashes for the freeway and ramp segments for the interchange area in the No-Build and Build scenarios for the analysis period (2030 to 2050) is summarized in **Table 9-2**. The cumulative overall predicted crashes did not include the ramp terminal crashes in the No-Build scenario. The Build scenario is predicted to reduce crashes by 29.3% for the analysis period.

Table 9.2 | I-95 at LPGA Boulevard Interchange Predicted Crashes for Overall Interchange (2030 – 2050)

Scenario	Time Period	Total	K	A	B	C	PDO
No-Build	Overall	41,200.1	175.9	453.7	3,157.9	6,250.6	31,161.9
	Average/Year	1,961.9	8.4	21.6	150.4	297.6	1,483.9
Build	Overall	29,113.9	124.6	321.5	2,234.3	4,421.1	22,012.5
	Average/Year	1,386.4	5.9	15.3	106.4	210.5	1,048.2

Operational analysis of the interchange Build scenario reported a failure year of 2037. Predicted crashes for the interchange were forecasted for this failure year using interpolated and balanced AADT volumes. The predicted crashes for the interchange No-Build and Build scenarios from opening year (2030) to build failure year (2037) are summarized in **Table 9.3**. The predicted crashes for the interchange No-Build and Build scenarios from the year after failure (2038) to design year (2050) are summarized in **Table 9.4**.

Table 9.3 | I-95 at LPGA Boulevard Interchange Predicted Crashes for Overall Interchange (2030 – 2037)

Scenario	Time Period	Total	K	A	B	C	PDO
No-Build	Overall	12,821.6	56.9	146.9	1,022.0	2,022.5	9,573.3
	Average/Year	1,602.7	7.1	18.4	127.8	252.8	1,196.7
Build	Overall	9,095.1	40.4	104.4	725.2	1,434.7	6,790.4
	Average/Year	1,136.9	5.1	13.0	90.6	179.3	848.4

Table 9.4 | I-95 at LPGA Boulevard Interchange Predicted Crashes for Overall Interchange (2038 – 2050)

Scenario	Time Period	Total	K	A	B	C	PDO
No-Build	Overall	28,378.5	119.0	306.9	2,135.9	4,228.1	21,588.6
	Average/Year	2,183.0	9.2	23.6	164.3	325.2	1,660.7
Build	Overall	20,018.8	84.1	217.1	1,509.1	2,986.4	15,222.1
	Average/Year	1,539.9	6.5	16.7	116.1	229.7	1,170.9

Currently SPF, CMFs and the ISATe tools do not account for the unique configuration of the signalized turbine interchange and one-way traffic flow on LPGA Boulevard through the interchange area. Due to this HSM Predictive Method Part C limitation, forecasted crashes at the ramp terminal intersections couldn't be completed. A qualitative analysis was completed for the ramp terminal intersections within the I-95 at LPGA Boulevard interchange area and concluded the following:

- Elimination of two-way traffic conflicts, including the reduction in a large number of potential conflicts at intersections in a two-way system,
- Reduction of crosswalk lengths and wait times for pedestrians at ramp terminal intersections,
- Simplification of intersection traffic control signal phases,
- Free-flow right turn movements from LPGA Boulevard onto I-95 on ramps are reduced in the Build scenario increasing safety for bicyclist and pedestrians.

9.2 Arterial Predictive Crashes

Predictive crash analysis was conducted for the arterial segments and intersections within the study limits surrounding the I-95 at LPGA Boulevard interchange area.

The area of influence (AOI) includes the LPGA mainline between Tomoka Farms Road and Clyde Morris Boulevard. The existing condition (and No-Build alternative) for this arterial is divided into a rural facility west of the I-95 interchange (Tournament Drive to Tomoka Farms Road) and an

urban facility east of the I-95 interchange (Technology/Outlet Boulevard to Clyde Morris Boulevard). Since build improvements do not extend into the intersection of Clyde Morris Boulevard, the predictive method analysis includes only the segment up to the Clyde Morris Boulevard intersection. The safety predictive method analysis consists of the following segments and intersections:

- Segment of LPGA Boulevard from Tournament Drive to Tymber Creek Road (Rural)
- Segment of LPGA Boulevard from Tymber Creek Road to Champions Drive (Rural)
- Segment of LPGA Boulevard from Champions Drive to Tomoka Farms Road (Rural)
- Segment of LPGA Boulevard from Technology/Outlet Boulevard to Williamson Boulevard (Urban)
- Segment of LPGA Boulevard from Williamson Boulevard to Clyde Morris Boulevard (Urban)
- Intersection of LPGA Boulevard and Tournament Drive (Rural)
- Intersection of LPGA Boulevard and Tymber Creek Road (Rural)
- Intersection of LPGA Boulevard and Champions Drive (Rural)
- Intersection of LPGA Boulevard and Technology/Outlet Boulevard (Urban)
- Intersection of LPGA Boulevard and Tomoka Farms Road (Urban)
- Intersection of LPGA Boulevard and Technology Boulevard (Urban)
- Intersection of LPGA Boulevard and Williamson Boulevard (Urban)

The AADT traffic volumes utilized for the crash predictions for LPGA Boulevard in Opening Year (2030) and Design Year (2050) are summarized in **Table 9.5** and the side street AADT traffic volumes are summarized in **Table 9.6**. AADT values for the major and minor approaches that varied on each side of the intersection were averaged for analysis purposes. No-Build and Build scenario AADT volumes were taken to be the same.

Table 9.5 | LPGA Boulevard Mainline 2030 AADT

From	To	2030 AADT	2050 AADT
Tournament Drive	Tymber Creek Road	19,500	36,000
Tymber Creek Road	Champions Drive	26,000	50,000
Champions Drive	Tomoka Farms Road	29,000	52,000
Technology Boulevard	Williamson Boulevard	40,000	60,000
Williamson Boulevard	Clyde Morris Boulevard	40,000	52,000

Table 9.6 | LPGA Boulevard Side Streets 2030 AADT

Side Streets	2030 AADT	2050 AADT
Tournament Drive	3,650	7,000
Tymber Creek Road	10,700	20,200
Champions Drive	2,350	4,000
Tomoka Farms Road	5,000	10,100
Technology Boulevard	13,500	23,500
Williamson Boulevard	23,500	35,500

9.2.1 No-Build Arterial Predictive Analysis

The No-Build scenario for the arterial predictive analysis was split into the rural arterial roadway segments and intersections west of the I-95 interchange and the urban arterial segments and intersections east of the I-95 interchange.

For the rural segments in the No-Build scenario, the predictive method analysis consisted of using the HSM 1st Edition, Volume 2, Chapter 10: Predictive Method for Rural Two-Lane, Two-Way Roads spreadsheets. A limitation occurred when using the HSM Chapter Rural Two-Lane 10 spreadsheet tool with the AADT values. The Chapter 10 Rural Two-Lane spreadsheet has an AADT max value of 17,800 vehicles per day for segment analysis. The study opening and design year AADT values exceeded this max value and calculations separate from the HSM spreadsheets based on the HSM Chapter 10 model equations were performed. In HSM Chapter 10 for Rural Two-Lane roadways, Figure 10-3 shows a linear relationship between AADT and predicted crash frequency per mile. The calculations separate from the HSM spreadsheets were performed using the HSM equations with the study AADT volumes (that exceeded the spreadsheet max limit) to continue the linear function to predict crashes.

For LPGA Boulevard roadway segments, **HSM Equation 10-2** was used to find the predicted average crash frequency for individual study segments. From the equation it can be seen that the predicted crash frequency is determined from the safety performance function for the base condition multiplied by a calibration factor (C) and crash modification factor (CMF). **HSM Equation 10-6** was used to calculate the N_{SPF} variable for the roadway segment base conditions, where N_{SPF} is the average crash frequency of the base condition.

HSM Equation 10-2:
$$N_{predicted\ rs} = N_{spf\ rs} \times C_r \times (CMF_{1r} \times CMF_{2r} \times \dots \times CMF_{12r})$$

HSM Equation 10-6:
$$N_{spf\ rs} = AADT \times L \times 365 \times 10^{-6} \times e^{-0.312}$$

The predicted average crash frequency for individual intersections was calculated using **HSM Equation 10-3**. The N_{SPF} variable for this equation was determined using **HSM Equations 10-8, 10-9, and 10-10** depending on the base conditions of each intersection: **HSM Equation 10-9** for

Four-Leg Stop-Controlled Intersections, and **HSM Equation 10-10** for Four-Leg Signalized Intersections.

HSM Equation 10-3: $N_{predicted\ int} = N_{spf\ int} \times C_i \times (CMF_{1i} \times CMF_{2i} \times \dots \times CMF_{12i})$

HSM Equation 10-9: $N_{spf\ 4ST} = e[-8.56 + 0.60 \times \ln(AADT\ major) + 0.61 \times \ln(AADT\ minor)]$

HSM Equation 10-10: $N_{spf\ 4ST} = e[-5.13 + 0.60 \times \ln(AADT\ major) + 0.20 \times \ln(AADT\ minor)]$

The input values used in the calculations separate from the HSM spreadsheets for the predictive method for the No-Build scenario for analysis years 2030 and 2050 are shown in **Table 9.7** for roadway segments and **Table 9.8** for intersections. The CMF values used in the calculations for the No-Build scenario were obtained from the HSM Chapter 10 Rural Two-Lane spreadsheet since this value is not dependent on AADT. The calibration factors used were obtained from the 2022 FDOT Design Manual (FDM) Chapter 122 Table 122.6.3.

Table 9.7 | SPF Input Values for No-Build Rural Segments - 2030 and 2050

Input Variable	Tournament Dr to Tymber Creek Rd		Tymber Creek Rd to Champions Dr		Champions Dr to Tomoka Farms Road	
	2030	2050	2030	2050	2030	2050
Nspf	7.294	13.466	3.473	6.679	1.550	2.779
CMF (combined)	1.204	1.204	1.129	1.129	1.129	1.129
Calibration Factor	1.000	1.000	1.000	1.000	1.000	1.000
Total Predicted Crashes (crashes/year)	8.782	16.212	3.921	5.120	1.750	3.137

Table 9.8 | SPF Input Values for No-Build Rural Intersections - 2030 and 2050

Input Variable	Tournament Dr		Tymber Creek Rd		Champions Dr		Tomoka Farms Rd	
	2030	2050	2030	2050	2030	2050	2030	2050
Nspf	11.443	18.831	15.564	25.895	12.879	20.750	16.557	25.845
CMF (combined)	0.850	0.850	0.880	0.880	0.850	0.850	0.850	0.850
Calibration Factor	0.920	0.920	0.920	0.920	0.920	0.920	0.920	0.920
Total Predicted Crashes (crashes/year)	8.949	14.726	12.601	20.965	10.071	16.227	12.948	20.210

The LPGA Boulevard predicted crashes between Tournament Drive and Tomoka Farms Road for the rural arterial segments and intersections are summarized in **Table 9.9**. Summary tables of the hand calculations performed for the No-Build predictive method analysis are provided in **Appendix A**.

Table 9.9 | LPGA Boulevard Predicted Crashes No-Build Rural - 2030 and 2050

	Total	K	A	B	C	PDO
2030	59.0	0.8	3.2	6.4	8.6	40.1
2050	99.0	1.3	5.3	10.8	14.4	67.2

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO).

The urban LPGA Boulevard segments and intersections from I-95 southbound ramp terminal intersection up to Clyde Morris Boulevard were predicted using the HSM Chapter 12 spreadsheets. The predicted crashes for the LPGA Boulevard urban segments and intersections for the No-Build scenario are shown in **Table 9.10**.

Table 9.10 | LPGA Boulevard Predicted Crashes No-Build Urban - 2030 and 2050

	Total	K	A	B	C	PDO
2030	52.6	0.4	2.4	7.5	12.3	30.0
2050	83.7	0.7	3.9	11.9	19.6	47.8

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO).

Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

The combined crash frequency totals for the rural and urban No-Build arterial segments and intersections are shown in **Table 9.11**.

Table 9.11 | LPGA Boulevard Predicted Crashes No-Build Overall - 2030 and 2050

	Total	K	A	B	C	PDO
2030	111.6	1.2	5.6	13.9	20.9	70.1
2050	182.7	2.0	9.2	22.7	33.9	115.0

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO).

Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

9.2.2 Build Arterial Predictive Analysis

The Build scenario consists of a proposed four lane typical section on LPGA Boulevard from Tournament Drive to Tymber Creek Road and a proposed six lane typical section from Tymber Creek Road to east of Williamson Boulevard. The proposed four lane typical section in the Build condition utilized the HSM Chapter 12 spreadsheets to complete a predictive method analysis for all arterial segments and intersections to forecast average annual crashes. Calibration factors were obtained from the 2022 FDM Chapter 122 Table 122.6.3.

HSM Chapter 12 does not address arterial facilities with six or more lanes or one way facilities. Due to this limitation of HSM Chapter 12 SPF spreadsheets, *National Cooperative Highway Research Program (NCHRP) Web-Only Document 318 Safety Prediction Models for Six-Lane and One-Way Urban and Suburban Arterials* was utilized to predict crashes on LPGA Boulevard

from Tymber Creek Road to east of Williamson Boulevard. Predicted crash rates from both of these SPF models were then combined to determine an overall predicted crash rate for the arterial segments and intersections within the AOI.

Due to LPGA Boulevard being widened to include an additional lane in each direction in the Build scenario, calculating the expected crash frequency by the Empirical Bayes Method is not applicable.

Table 9.12 summarizes the predicted average crashes per year for the Build scenario in analysis years 2030 and 2050.

Table 9.12 | LPGA Boulevard Arterial Predicted Crashes Build 2030 and 2050

Year	Scenario	Total	K	A	B	C	PDO
2030	4-Lanes	16.3	0.1	0.7	2.3	3.8	9.3
	6-Lanes	55.2	0.4	2.5	7.8	12.9	31.5
	Total	71.5	0.6	3.3	10.2	16.7	40.8
2050	4-Lanes	36.2	0.3	1.7	5.1	8.5	20.7
	6-Lanes	77.3	0.6	3.6	11.0	18.1	44.1
	Total	113.5	0.9	5.2	16.1	26.6	64.8

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO).

Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

9.2.3 No-Build and Build Arterial Predictive Analysis Comparison

The arterial predicted number of annual crashes for the No-Build and Build conditions were compared for Opening Year (2030) and summarized in **Table 9.13**. The No-Build condition resulted in a total number of 111.6 crashes per year and the Build condition forecasts 71.5 crashes per year, which is a 35.9% decrease in future crashes for the arterial segments and intersections.

Table 9.13 | LPGA Boulevard Predicted Crash Comparison for Opening Year 2030

	Total	K	A	B	C	PDO
No-Build	111.6	1.2	5.6	13.9	20.9	70.1
Build	71.5	0.6	3.3	10.2	16.7	40.8

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO).

Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

The predicted number of annual crashes for the No-Build and Build conditions were compared for Design Year (2050) and summarized in **Table 9.14**. The No-Build condition resulted in a total number of 182.7 crashes per year and the Build condition forecasts 113.5 crashes per year, which is a 37.8% decrease in future crashes for the arterial segments and intersections.

Table 9.14 | LPGA Boulevard Predicted Crash Comparison for Design Year 2050

	Total	K	A	B	C	PDO
No-Build	182.7	2.0	9.2	22.7	33.9	115.0
Build	113.5	0.9	5.2	16.1	26.6	64.8

Note: fatality (K), incapacitating injury (A), non-incapacitating injury (B), possible injury (C), property damage only (PDO).
Crash severity (KABCO) is based on the FDM Chapter 122 HSM crash distribution for facility type Urban 4-lane Divided.

9.3 Predictive Crash Cost Comparison

The average cost per crash and crash distribution factors for roadway facility types were obtained from the 2022 FDM Section 122.6, and are shown in **Table 9.15** and **Table 9.16**. The rural two (2)-lane undivided roadway facility type and the urban four (4)-lane divided roadway facility type were utilized for the analysis of LPGA Boulevard arterial segments and intersections. For the proposed six (6)-lane Build scenario, the all roadway crash distribution values were utilized. The freeway urban and ramp facility types were used for the I-95 interchange area of influence predicted crash cash analysis. The predictive crash cost comparison completed for the No-Build and Build alternatives is divided into two costs; the arterial LPGA Boulevard segments and intersections east and west of the I-95 interchange, and I-95 interchange area (including mainline freeway segments).

Table 9.15 | FDOT KABCO Crash Costs

Crash Severity	Comprehensive Crash Cost
Fatal (K)	\$10,890,000
Severe Injury (A)	\$888,030
Moderate Injury (B)	\$180,180
Minor Injury (C)	\$103,950
Property Damage Only	\$7,700

Source: 2022 FDOT Design Manual Table 122.6.2 FDOT KABCO Crash Cost

Table 9.16 | HSM Crash Distribution for Florida Roadway Facility Types

Crash Severity	Crash Distribution				
	Rural 2-lane Undivided	Urban 4-lane Divided	All Roadways	Freeway Urban	Freeway Ramps
Fatal (K)	0.028	0.008	0.007	0.006	0.004
Severe Injury (A)	0.094	0.046	0.041	0.035	0.032
Moderate Injury (B)	0.181	0.142	0.124	0.113	0.107
Minor Injury (C)	0.187	0.234	0.217	0.206	0.21
Property Damage Only	0.509	0.571	0.611	0.641	0.647

Source: 2022 FDOT Design Manual Table 122.6.4 HSM Crash Distribution for Florida

For the I-95 interchange area, the predictive method for the Build scenario forecasted less crashes than the No-Build scenario (cumulative analysis period from 2030 to 2050) and this decrease of predicted crashes is also reflected in the crash cost comparison shown in **Table 9.17**. The Build scenario is predicted to result in approximately 1.1 billion dollars of savings for the freeway segments and 2.2 million dollars of savings for the ramp segments. Overall the Build scenario is expected to decrease crash costs in the I-95 interchange area by approximately \$1.17 billion when compared to the No-Build. See **Appendix A** for a calculation of these costs.

Table 9.17 | Predicted Crash Cost - I-95 at LPGA Boulevard Interchange (2030 – 2050)

	Facility Component	Total	Fatal/Injury	PDO
No-Build	Freeway Segments	\$3,973,062,273.29	\$3,819,789,662.46	\$153,272,610.84
	Ramp Segments	\$28,595,173.49	\$28,056,932.89	\$538,240.60
Build	Freeway Segments	\$2,803,192,326.66	\$2,695,111,355.20	\$108,080,971.46
	Ramp Segments	\$26,392,129.40	\$25,820,705.47	\$571,423.93

Developing the predicted crash cost for No-Build scenario for the LPGA Boulevard arterial segments and intersections required two separate calculations due to both rural and urban facility types being present in the scenario. The predicted crash cost for both of these facility types were added together to develop a total No-Build crash cost for comparison of the arterial improvements throughout the study. The Build scenario for the LPGA Boulevard arterial segments and intersections were analyzed as an urban facility throughout and calculated for the four (4) lane and six (6) lane segments. The predicted crash costs are summarized to include total crashes, fatal/injury crashes and property damage only crashes as shown in **Table 9.18**. The Build scenario is predicted to incur in a \$23.8 million savings over the No-Build scenario. See **Appendix A** for a calculation of these costs.

Table 9.18 | Predicted Crash Cost - LPGA Boulevard Arterial Segments and Intersections (2050)

Crash Severity	Predicted (crashes/year) Design Year (2050)	
	No-Build Total (Rural and Urban)	Build Total (4 and 6 lanes)
Total Crashes	\$43,908,437.17	\$20,155,877.37
Fatal and injury (FI)	\$43,434,897.95	\$19,857,388.41
Property damage only (PDO)	\$473,539.22	\$298,488.96

A cumulative predicted crash cost comparison was completed for the twenty-one year analysis period from Opening Year (2030) to Design Year (2050) using present day costs provided in the FDM. Due to the limitations of the HSM spreadsheets, predicted costs of crashes between analysis years cannot be calculated. So an average cost was developed based on the 2030 and 2050 costs. This average cost was then multiplied by the total number of years for the analysis period (21 years). **Table 9.19** shows the Build scenario is predicted to result in approximately \$395.8 million less crash severity costs than the No-Build scenario. See **Appendix A** for a calculation of these costs.

Table 9.19 | Predicted Crash Cost - LPGA Boulevard Arterial Segments and Intersections (2030 – 2050)

Crash Severity	Cumulative Predicted Costs (crashes/year) (2030 – 2050)	
	No-Build Total (Rural and Urban)	Build Total (4 and 6 lanes)
Total Crashes	\$740,618,942.44	\$344,807,289.27
Fatal and injury (FI)	\$732,611,598.87	\$339,687,737.91
Property damage only (PDO)	\$8,007,343.58	\$5,119,551.36

A cumulative predicted crash cost comparison for the overall study area (including the interchange freeway and ramp segments and arterial segments and intersections) was completed for the twenty-one year analysis period from Opening Year (2030) to Design Year (2050) using present day costs provided in the FDM and is shown in **Table 9.20**. Due to limitations of the ISATe spreadsheet tool, predicted costs for crashes occurring at the ramp terminal intersections was not included. The Build scenario is forecasted to incur a lesser predicted crash cost by approximately \$1.6 billion than the No-Build scenario for the analysis period.

Table 9.20 | Predicted Total Crash Cost Overall Comparison (2030 – 2050)

Crash Severity	Cumulative Predicted Costs (crashes/year) (2030 – 2050)	
	No-Build	Build
Interchange Area	\$4,001,657,446.78	\$2,829,584,456.06
Arterial (east and west of interchange)	\$740,618,942.44	\$344,807,289.27
Total	\$4,742,276,389.22	\$3,174,391,745.33

Appendix A

HSM SPF and ISATe Spreadsheets and Calculations



Freeway 1 and 12 extends to SR 40.



LPGA BLVD

Freeway 6 and 7 extends to US 92.

- LEGEND**
- FREEWAY SEGMENT
 - SPEED CHANGE
 - RAMP SEGMENT
 - RAMP TERMINAL
 - CROSSROADS



Freeway 1 and 9 extends to
SR 40.



LPGA BLVD

Freeway 4 and 5 extends to
US 92.

LEGEND

- FREEWAY SEGMENT
- SPEED CHANGE
- RAMP SEGMENT
- CROSSROADS

Interchange - No-Build 2030, 2037, 2050

[illegible]

[illegible]

Input Worksheet for Ramp Segments												
Clear	Echo Input Values	Check Input Values	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10
(View results in Column CJ)		(View results in Advisory Messages)		Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data												
Number of through lanes (n):			1	1	1	1	1	1				
Ramp segment description:												
Segment length (L), mi:			0.49525	0.2312	0.47	0.53	0.3	0.5395				
Average traffic speed on the freeway (V_{fwp}), mi/h:												
Segment type (ramp or collector-distributor road):			Exit	Entrance	Entrance	Entrance	Entrance	Exit				
Type of control at crossroad ramp terminal:			Signal	Yield	Yield	Yield	Yield	Signal				
Alignment Data												
Horizontal Curve Data ← See notes →												
1	Horizontal curve?:		In Seg.	In Seg.	In Seg.	In Seg.	In Seg.	In Seg.				
	Curve radius (R_1), ft:		1214	276	334	613	333	1170.9				
	Length of curve (L_{c1}), mi:		0.153	0.0372	0.04375	0.07223	0.0938	0.22176				
	Length of curve in segment ($L_{c1,seg}$), mi:		0.153	0.0372	0.04072	0.06225	0.0938	0.22176				
	Ramp-mile of beginning of curve in direction of travel (X_1), mi:											
2	Horizontal curve?:		In Seg.	In Seg.	In Seg.	In Seg.	In Seg.	In Seg.				
	Curve radius (R_2), ft:		444	255	769	732.86	334	624				
	Length of curve (L_{c2}), mi:		0.066	0.113	0.0481	0.0611	0.10759	0.08				
	Length of curve in segment ($L_{c2,seg}$), mi:		0.066	0.113	0.0481	0.0611	0.10759	0.08				
	Ramp-mile of beginning of curve in direction of travel (X_2), mi:											
3	Horizontal curve?:		In Seg.	In Seg.	In Seg.	In Seg.	In Seg.	No				
	Curve radius (R_3), ft:		152	334	1851	1213	885.71					
	Length of curve (L_{c3}), mi:		0.031	0.0955	0.129	0.0845	0.09268					
	Length of curve in segment ($L_{c3,seg}$), mi:		0.031	0.0896	0.129	0.0845	0.09268					
	Ramp-mile of beginning of curve in direction of travel (X_3), mi:											
4	Horizontal curve?:		No	No	No	In Seg.	No					
	Curve radius (R_4), ft:					2064						
	Length of curve (L_{c4}), mi:					0.0777						
	Length of curve in segment ($L_{c4,seg}$), mi:					0.0777						
	Ramp-mile of beginning of curve in direction of travel (X_4), mi:											
5	Horizontal curve?:					No						
	Curve radius (R_5), ft:											
	Length of curve (L_{c5}), mi:											
	Length of curve in segment ($L_{c5,seg}$), mi:											
	Ramp-mile of beginning of curve in direction of travel (X_5), mi:											
Cross Section Data												
Lane width (W_l), ft:			15	15	15	15	16	15				
Right shoulder width (W_{rs}), ft:			5	5	5	5	6	5				
Left shoulder width (W_{ls}), ft:			3	3	3	3	4	4				
Presence of lane add or lane drop by taper:			No	No	No	No	No	Lane Add				
Length of taper in segment ($L_{add,seg}$ or $L_{drop,seg}$), mi:								0.3				
Roadside Data												
Presence of barrier on right side of roadway:			No	Yes	No	No	No	No				
1	Length of barrier ($L_{rb,1}$), mi:			0.0274								
	Distance from edge of traveled way to barrier face ($W_{off,1}$), ft:			43								
2	Length of barrier (											

Output Summary								
General Information								
Project description:	LPGA Blvd @ I-95 No Build							
Analyst:	DL	Date:	3/27/2023	Area type:	Urban			
First year of analysis:	2030							
Last year of analysis:	2050							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		41200.1	175.9	453.7	3157.9	6250.6	31161.9	
Estimated average crash freq. during Study Period, crashes/yr:		1961.9	8.4	21.6	150.4	297.6	1483.9	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		16	41004.5	173.5	446.4	3122.9	6207.8	31053.9
Ramp segments, crashes:		6	195.6	2.4	7.3	35.0	42.8	108.0
Crossroad ramp terminals, crashes:		0	0.0	0.0	0.0	0.0	0.0	0.0
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2030	1424.4	6.5	16.7	116.0	229.6	1055.5	
	2031	1473.8	6.6	17.2	119.3	236.1	1094.5	
	2032	1523.9	6.8	17.6	122.6	242.7	1134.1	
	2033	1574.9	7.0	18.1	126.0	249.3	1174.5	
	2034	1626.6	7.2	18.6	129.4	256.0	1215.5	
	2035	1679.1	7.4	19.1	132.8	262.7	1257.1	
	2036	1732.4	7.6	19.6	136.2	269.5	1299.5	
	2037	1786.4	7.8	20.1	139.7	276.4	1342.5	
	2038	1840.2	8.0	20.6	143.1	283.2	1385.4	
	2039	1894.6	8.2	21.1	146.5	290.0	1428.9	
	2040	1949.8	8.4	21.6	150.0	296.9	1473.0	
	2041	2005.7	8.5	22.1	153.5	303.8	1517.8	
	2042	2062.4	8.7	22.6	157.0	310.8	1563.3	
	2043	2119.7	8.9	23.1	160.5	317.8	1609.4	
	2044	2177.9	9.1	23.6	164.1	324.9	1656.1	
	2045	2236.7	9.3	24.1	167.7	332.0	1703.5	
	2046	2296.3	9.5	24.6	171.3	339.2	1751.6	
	2047	2356.6	9.7	25.1	175.0	346.4	1800.3	
	2048	2417.6	10.0	25.7	178.7	353.7	1849.6	
	2049	2479.3	10.2	26.2	182.4	361.0	1899.5	
	2050	2541.8	10.4	26.7	186.1	368.4	1950.2	
	2051							
	2052							
	2053							
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	134.1	1.3	3.4	23.7	47.0	58.8	
	Right-angle crashes:	818.8	5.1	13.1	91.5	181.9	527.2	
	Rear-end crashes:	27278.0	123.1	316.9	2216.2	4402.9	20218.8	
	Sideswipe crashes:	9490.9	29.5	76.0	531.7	1056.5	7797.1	
	Other multiple-vehicle crashes:	998.1	5.1	13.2	92.1	182.6	705.0	
	Total multiple-vehicle crashes:	38719.9	164.2	422.6	2955.2	5870.9	29307.0	
Single vehicle	Crashes with animal:	41.8	0.0	0.1	0.8	1.5	39.3	
	Crashes with fixed object:	1789.5	8.4	22.4	146.2	274.0	1338.3	
	Crashes with other object:	276.9	0.5	1.4	9.2	18.0	247.8	
	Crashes with parked vehicle:	38.5	0.2	0.4	2.9	5.6	29.3	
	Other single-vehicle crashes:	333.5	2.5	6.8	43.5	80.6	200.1	
	Total single-vehicle crashes:	2480.2	11.7	31.1	202.7	379.7	1854.9	
Total crashes:		41200.1	175.9	453.7	3157.9	6250.6	31161.9	

Input Worksheet for Freeway Segments													
Clear	Echo Input Values (View results in Column AV)	Check Input Values (View results in Advisory Messages)	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11
			Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data													
Number of through lanes (n):			4	4	4	5	4	4	4	4	4	4	4
Freeway segment description:			Freeway1	Freeway2	Freeway3	SpeedChange	Freeway4	Freeway5	Freeway6	SpeedChange	Freeway7	Freeway8	Freeway9
Segment length (L), mi:			1.6126	0.1656	0.975	0.2779	2.091	2.133	0.1398	0.0748	0.9769	0.2212	1.613
Alignment Data													
Horizontal Curve Data See note													
1	Horizontal curve in segment?:		No	No	No	No	No	No	No	No	No	No	No
	Curve radius (R ₁), ft:												
	Length of curve (L _{c1}), mi:												
	Length of curve in segment (L _{c1,seg}), mi:												
2	Horizontal curve in segment?:												
	Curve radius (R ₂), ft:												
	Length of curve (L _{c2}), mi:												
	Length of curve in segment (L _{c2,seg}), mi:												
3	Horizontal curve in segment?:												
	Curve radius (R ₃), ft:												
	Length of curve (L _{c3}), mi:												
	Length of curve in segment (L _{c3,seg}), mi:												
Cross Section Data													
Lane width (W _l), ft:			12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W _o), ft:			10	10	10	10	10	10	10	10	10	10	10
Inside shoulder width (W _{is}), ft:			10	10	10	10	10	10	10	10	10	10	10
Median width (W _m), ft:			20	20	20	20	20	20	20	20	20	20	20
Rumble strips on outside shoulders?:			No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Rumble strips on inside shoulders?:			No	No	No	No	No	No	No	No	No	No	No
Length of rumble strips for travel in increasing milepost direction, mi:													
Length of rumble strips for travel in decreasing milepost direction, mi:													
Presence of barrier in median:			Offset	Offset	Offset	Offset	Offset	Offset	Offset	Offset	Offset	Offset	Offset
1	Length of barrier (L _{b,1}), mi:		1.6126	0.1656	0.975	0.2779	2.091	2.133	0.1398	0.0748	0.9769	0.2212	0.613
	Distance from edge of traveled way to barrier face (W _{off,r,1}), ft:		10	10	10	10	10	10	10	10	10	10	10
2	Length of barrier (L _{b,2}), mi:												
	Distance from edge of traveled way to barrier face (W _{off,r,2}), ft:												
3	Length of barrier (L _{b,3}), mi:												
	Distance from edge of traveled way to barrier face (W _{off,r,3}), ft:												
4	Length of barrier (L _{b,4}), mi:												
	Distance from edge of traveled way to barrier face (W _{off,r,4}), ft:												
5	Length of barrier (L _{b,5}), mi:												
	Distance from edge of traveled way to barrier face (W _{off,r,5}), ft:												
Median barrier width (W _b), ft:													
Nearest distance from edge of traveled way to barrier face (W _{near}), ft:													
Roadside Data													
Clear zone width (W _{cz}), ft:			30	30	30	30	30	30	30	30	30	30	30
Presence of barrier on roadside:			None	None	None	None	None	None	None	None	None	None	None
1	Length of barrier (L _{rb,1}), mi:												
	Distance from edge of traveled way to barrier face (W _{off,o,1}), ft:												
	2	Length of barrier (L _{rb,2}), mi:											
		Distance from edge of traveled way to barrier face (W _{off,o,2}), ft:											
		3	Length of barrier (L _{rb,3}), mi:										
Distance from edge of traveled way to barrier face (W _{off,o,3}), ft:													

Traffic Data		Year												
Proportion of AADT during high-volume hours (P_{HV}):		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	
Freeway Segment Data		2030	99000	99000	97500	96000	96000	96000	96000	96000	97500	99000	99000	
Average daily traffic (AADT _{av}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2031												
		2032												
		2033												
		2034												
		2035												
		2036												
		2037	113000	113000	111000	109000	109000	109000	109000	109000	111000	113000	113000	
		2038												
		2039												
		2040												
		2041												
		2042												
		2043												
		2044												
		2045												
		2046												
		2047												
		2048												
		2049												
		2050	138000	138000	135500	133000	133000	133000	133000	133000	135500	138000	138000	
		2051												
		2052												
		2053												
Entrance Ramp Data for Travel in Increasing Milepost Dir.		Year												
Average daily traffic (AADT _{entr}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2030											15700	
		2031												
		2032												
		2033												
		2034												
		2035												
		2036												
		2037												
		2038									1900			
		2039												
		2040												
		2041												
		2042												
		2043												
		2044												
		2045												
		2046												
		2047												
		2048												
		2049												
		2050										25000		
		2051												
		2052												
		2053												
Exit Ramp Data for Travel in Increasing Milepost Direction		Year												
Average daily traffic (AADT _{exit}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2030									15500			
		2031												
		2032												
		2033												
		2034												
		2035												
		2036												
		2037									18000			
		2038												
		2039												
		2040												
		2041												
		2042												
		2043												
		2044												
		2045												
		2046												
		2047												
		2048												
		2049												
		2050									23000			
		2051												
		2052												
		2053												
Entrance Ramp Data for Travel in Decreasing Milepost Dir.		Year												
Average daily traffic (AADT _{entr}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2030				12300								
		2031												
		2032												
		2033												
		2034												
		2035												
		2036												
		2037				14000								
		2038												
		2039												
		2040												
		2041												
		2042												
		2043												
		2044												
		2045												
		2046												
		2047												
		2048												
		2049												
		2050				19000								
		2051												
		2052												
		2053												

[illegible]

Input Worksheet for Ramp Segments								
Clear	Echo Input Values	Check Input Values	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6
(View results in Column CJ) (View results in Advisory Messages)			Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data								
Number of through lanes (n):			1	1	2	1	1	1
Ramp segment description:			Ramp1_SB O	Ramp2_SB O	Ramp3_SB O	Ramp4_NB O	Ramp5_NB O	Ramp6_NB O
Segment length (L), mi:			0.5019	0.6295	0.4986	0.6599	0.5938	0.5222
Average traffic speed on the freeway (V_{fwy}), mi/h:								
Segment type (ramp or collector-distributor road):			Exit	Exit	Entrance	Exit	Exit	Entrance
Type of control at crossroad ramp terminal:			Signal	Signal	Signal	Signal	Signal	Signal
Alignment Data								
Horizontal Curve Data ← See notes →								
1	Horizontal curve?:		In Seg.	In Seg.	In Seg.	In Seg.	In Seg.	In Seg.
	Curve radius (R_1), ft:		4584	1165	3200	100	707	4596
	Length of curve (L_{c1}), mi:		0.1393	0.1212	0.0947	0.0106	0.1114	0.3031
	Length of curve in segment ($L_{c1,seg}$), mi:		0.1393	0.1212	0.0947	0.0106	0.1114	0.3031
	Ramp-mile of beginning of curve in direction of travel (X_1), mi:							
2	Horizontal curve?:		In Seg.	In Seg.	In Seg.	In Seg.	In Seg.	In Seg.
	Curve radius (R_2), ft:		4384	970	5000	625	819	3820
	Length of curve (L_{c2}), mi:		0.2353	0.075	0.1949	0.0671	0.1136	0.2218
	Length of curve in segment ($L_{c2,seg}$), mi:		0.1169	0.075	0.1949	0.0671	0.1136	0.1877
	Ramp-mile of beginning of curve in direction of travel (X_2), mi:							
3	Horizontal curve?:		No	No	No	In Seg.	In Seg.	No
	Curve radius (R_3), ft:					1146	5730	
	Length of curve (L_{c3}), mi:					0.1299	0.0757	
	Length of curve in segment ($L_{c3,seg}$), mi:					0.1299	0.0757	
	Ramp-mile of beginning of curve in direction of travel (X_3), mi:							
4	Horizontal curve?:					In Seg.	No	
	Curve radius (R_4), ft:					5730		
	Length of curve (L_{c4}), mi:					0.0757		
	Length of curve in segment ($L_{c4,seg}$), mi:					0.0757		
	Ramp-mile of beginning of curve in direction of travel (X_4), mi:							
5	Horizontal curve?:					No		
	Curve radius (R_5), ft:							
	Length of curve (L_{c5}), mi:							
	Length of curve in segment ($L_{c5,seg}$), mi:							
	Ramp-mile of beginning of curve in direction of travel (X_5), mi:							
Cross Section Data								
Lane width (W_l), ft:			15	15	12	15	15	12
Right shoulder width (W_{rs}), ft:			10	10	10	10	10	10
Left shoulder width (W_{ls}), ft:			4	4	4	4	4	4
Presence of lane add or lane drop by taper:			Lane Add	Lane Add	No	Lane Add	Lane Add	No
Length of taper in segment ($L_{add,seg}$ or $L_{drop,seg}$), mi:			0.0189	0.0189		0.01	0.0369	
Roadside Data								
Presence of barrier on right side of roadway:			No	No	No	No	No	No
1	Length of barrier ($L_{rb,1}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,r,1}$), ft:							
2	Length of barrier ($L_{rb,2}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,r,2}$), ft:							
3	Length of barrier ($L_{rb,3}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,r,3}$), ft:							
4	Length of barrier ($L_{rb,4}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,r,4}$), ft:							
5	Length of barrier ($L_{rb,5}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,r,5}$), ft:							
Presence of barrier on left side of roadway:			No	No	No	No	No	No
1	Length of barrier ($L_{lb,1}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,l,1}$), ft:							
2	Length of barrier ($L_{lb,2}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,l,2}$), ft:							
3	Length of barrier ($L_{lb,3}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,l,3}$), ft:							
4	Length of barrier ($L_{lb,4}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,l,4}$), ft:							
5	Length of barrier ($L_{lb,5}$), mi:							
	Distance from edge of traveled way to barrier face ($W_{off,l,5}$), ft:							
Ramp Access Data ← See note								
Ramp Entrance	Ramp entrance in segment? (If yes, indicate type.):		No	No	No	No	No	No
	Length of entrance s-c lane in segment ($L_{en,seg}$), mi:							
Ramp Exit	Ramp exit in segment? (If yes, indicate type.):		No	No	No	No	No	No
	Length of exit s-c lane in segment ($L_{ex,seg}$), mi:							
Weaving Section	Weave section in collector-distributor road segment?:							
	Length of weaving section (L_{wev}), mi:							
	Length of weaving section in segment ($L_{wev,seg}$), mi:							

Traffic Data		Year						
Average daily traffic (AADT, or AADT _c) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2030	7500	7500	12300	7000	8500	15700
		2031						
		2032						
		2033						
		2034						
		2035						
		2036						
		2037	8500	8500	14000	8500	9500	19000
		2038						
		2039						
		2040						
		2041						
		2042						
		2043						
		2044						
		2045						
		2046						
		2047						
		2048						
				2049				
		2050	12000	10000	19000	12500	10500	25000
		2051						
		2052						
		2053						
Crash Data		Year	Segment Crashes -->					
Count of Fatal-and-Injury (FI) Crashes by Year								
	Multiple-vehicle crashes (N _{o,w,r,mv,fi})	2030						
		2031						
		2032						
		2033						
		2034						
	Single-vehicle crashes (N _{o,w,r,sv,fi})	2030						
		2031						
		2032						
		2033						
		2034						
Count of Property-Damage-Only (PDO) Crashes by Year								
	Multiple-vehicle crashes (N _{o,w,r,mv,pdo})	2030						
		2031						
		2032						
		2033						
		2034						
	Single-vehicle crashes (N _{o,w,r,sv,pdo})	2030						
		2031						
		2032						
		2033						
		2034						

Interchange - Build
2030, 2037, 2050

Output Summary								
General Information								
Project description:	LPGA @ I-95 Build							
Analyst:	DL	Date:	1/3/2023	Area type:	Urban			
First year of analysis:	2030							
Last year of analysis:	2050							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		29113.9	124.6	321.5	2234.3	4421.1	22012.5	
Estimated average crash freq. during Study Period, crashes/yr:		1386.4	5.9	15.3	106.4	210.5	1048.2	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		11	28918.6	122.4	315.0	2203.4	4380.0	21897.8
Ramp segments, crashes:		6	195.3	2.1	6.5	30.9	41.1	114.7
Crossroad ramp terminals, crashes:		0	0.0	0.0	0.0	0.0	0.0	0.0
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:		2030	1012.1	4.6	11.9	82.4	163.1	750.1
		2031	1046.6	4.7	12.2	84.7	167.6	777.3
		2032	1081.7	4.9	12.5	87.1	172.2	805.0
		2033	1117.3	5.0	12.9	89.4	176.9	833.2
		2034	1153.5	5.1	13.2	91.8	181.6	861.8
		2035	1190.2	5.2	13.5	94.2	186.3	891.0
		2036	1227.7	5.4	13.9	96.6	191.1	920.8
		2037	1266.0	5.5	14.3	99.0	196.0	951.3
		2038	1302.8	5.7	14.6	101.4	200.6	980.6
		2039	1340.3	5.8	14.9	103.7	205.3	1010.5
		2040	1378.4	5.9	15.3	106.1	210.0	1041.0
		2041	1417.1	6.1	15.6	108.6	214.8	1072.0
		2042	1456.3	6.2	16.0	111.0	219.7	1103.5
		2043	1496.1	6.3	16.3	113.5	224.5	1135.4
		2044	1536.3	6.5	16.7	116.0	229.5	1167.8
		2045	1577.1	6.6	17.0	118.5	234.4	1200.6
		2046	1618.4	6.7	17.4	121.0	239.4	1233.8
		2047	1660.1	6.9	17.8	123.5	244.4	1267.5
		2048	1702.4	7.0	18.1	126.1	249.5	1301.7
		2049	1745.1	7.2	18.5	128.6	254.6	1336.3
		2050	1788.4	7.3	18.9	131.2	259.7	1371.3
		2051						
		2052						
		2053						
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	92.0	0.9	2.3	16.2	32.2	40.3	
	Right-angle crashes:	559.8	3.5	9.0	62.7	124.5	360.1	
	Rear-end crashes:	18653.0	84.4	217.2	1518.4	3016.2	13816.8	
	Sideswipe crashes:	6490.5	20.2	52.1	364.2	723.6	5330.4	
	Other multiple-vehicle crashes:	684.7	3.5	9.1	63.4	125.6	483.2	
	Total multiple-vehicle crashes:	26479.9	112.5	289.7	2024.9	4022.1	20030.8	
Single vehicle	Crashes with animal:	44.7	0.0	0.1	0.8	1.6	42.2	
	Crashes with fixed object:	1899.3	8.7	22.9	151.1	287.9	1428.7	
	Crashes with other object:	296.8	0.5	1.4	9.8	19.2	265.9	
	Crashes with parked vehicle:	41.0	0.2	0.5	3.1	5.9	31.4	
	Other single-vehicle crashes	352.2	2.6	6.9	44.7	84.4	213.6	
	Total single-vehicle crashes:	2634.0	12.0	31.8	209.4	399.0	1981.7	
Total crashes:		29113.9	124.6	321.5	2234.3	4421.1	22012.5	

2030 No-Build Rural

General Information		Location Information			
Analyst	Darlene Lam American 06/16/22	Roadway		LPGA	
Agency or Company		Roadway Section		Tournament to Tymber Creek	
Date Performed		Jurisdiction		FDOT	
		Analysis Year		2030	
Input Data		Base Conditions	Site Conditions		
Length of segment, L (mi)		--	1.4		
AADT (veh/day)	AADT _{MAX} = 17,800 (veh/day)	--	17,800		
Lane width (ft)		12	12		
Shoulder width (ft)		6	Right Shld:	3	Left Shld: 3
Shoulder type		Paved	Right Shld:	Paved	Left Shld: Paved
Length of horizontal curve (mi)		0	0.4		
Radius of curvature (ft)		0	1910		
Spiral transition curve (present/not present)		Not Present	Not Present		
Superelevation variance (ft/ft)		< 0.01	0		
Grade (%)		0	2		
Driveway density (driveways/mile)		5	0.00		
Centerline rumble strips (present/not present)		Not Present	Not Present		
Passing lanes [present (1 lane) /present (2 lane) / not present]]		Not Present	Not Present		
Two-way left-turn lane (present/not present)		Not Present	Not Present		
Roadside hazard rating (1-7 scale)		3	3		
Segment lighting (present/not present)		Not Present	Not Present		
Auto speed enforcement (present/not present)		Not Present	Not Present		
Calibration Factor, Cr		1	1.00		

[illegible]

2030 No-Build Rural

General Information		Location Information			
Analyst	Darlene Lam American 06/16/22	Roadway	LPGA		
Agency or Company		Roadway Section	Tymber Creek to Champion		
Date Performed		Jurisdiction	FDOT		
		Analysis Year	2030		
Input Data		Base Conditions	Site Conditions		
Length of segment, L (mi)		--	0.5		
AADT (veh/day)	AADT _{MAX} = 17,800 (veh/day)	--	17,800		
Lane width (ft)		12	12		
Shoulder width (ft)		6	Right Shld:	3	Left Shld: 3
Shoulder type		Paved	Right Shld:	Paved	Left Shld: Paved
Length of horizontal curve (mi)		0	0.0		
Radius of curvature (ft)		0	0		
Spiral transition curve (present/not present)		Not Present	Not Present		
Superelevation variance (ft/ft)		< 0.01	0		
Grade (%)		0	2		
Driveway density (driveways/mile)		5	0.00		
Centerline rumble strips (present/not present)		Not Present	Not Present		
Passing lanes [present (1 lane) /present (2 lane) / not present]		Not Present	Not Present		
Two-way left-turn lane (present/not present)		Not Present	Not Present		
Roadside hazard rating (1-7 scale)		3	3		
Segment lighting (present/not present)		Not Present	Not Present		
Auto speed enforcement (present/not present)		Not Present	Not Present		
Calibration Factor, Cr		1	1.00		

[illegible]

2030 No-Build Rural

General Information		Location Information			
Analyst	Darlene Lam American 06/16/22	Roadway	LPGA		
Agency or Company		Roadway Section	Champion to Tomoka Farms		
Date Performed		Jurisdiction	FDOT		
		Analysis Year	2030		
Input Data		Base Conditions	Site Conditions		
Length of segment, L (mi)		--	0.2		
AADT (veh/day)	AADT _{MAX} = 17,800 (veh/day)	--	17,800		
Lane width (ft)		12	12		
Shoulder width (ft)		6	Right Shld:	3	Left Shld: 3
Shoulder type		Paved	Right Shld:	Paved	Left Shld: Paved
Length of horizontal curve (mi)		0	0.0		
Radius of curvature (ft)		0	0		
Spiral transition curve (present/not present)		Not Present	Not Present		
Superelevation variance (ft/ft)		< 0.01	0		
Grade (%)		0	2		
Driveway density (driveways/mile)		5	0.00		
Centerline rumble strips (present/not present)		Not Present	Not Present		
Passing lanes [present (1 lane) /present (2 lane) / not present]		Not Present	Not Present		
Two-way left-turn lane (present/not present)		Not Present	Not Present		
Roadside hazard rating (1-7 scale)		3	3		
Segment lighting (present/not present)		Not Present	Not Present		
Auto speed enforcement (present/not present)		Not Present	Not Present		
Calibration Factor, Cr		1	1.00		

[illegible]

2030 No-Build Rural

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Tournament	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2030	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 25,200 (veh/day)	--	19,500	
AADT _{minor} (veh/day)	AADT _{MAX} = 12,500 (veh/day)	--	3,650	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	0	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	4	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.92	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.85	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.85

2030 No-Build Rural

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Tymber Creek	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2030	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 25,200 (veh/day)	--	22,750	
AADT _{minor} (veh/day)	AADT _{MAX} = 12,500 (veh/day)	--	10,700	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	0	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	3	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.92	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.88	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.88

2030 No-Build Rural

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Champions	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2030	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 25,200 (veh/day)	--	25,200	
AADT _{minor} (veh/day)	AADT _{MAX} = 12,500 (veh/day)	--	2,350	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	0	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	4	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.92	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.85	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.85

2030 No-Build Rural

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Tomoka Farms	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2030	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 25,200 (veh/day)	--	25,200	
AADT _{minor} (veh/day)	AADT _{MAX} = 12,500 (veh/day)	--	5,000	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	0	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	4	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.92	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.85	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.85

2050 No-Build Rural

Worksheet 1A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Segments									
General Information				Location Information					
Analyst		Darlene Lam		Roadway		LPGA			
Agency or Company		American		Roadway Section		Tournament to Tymber Creek			
Date Performed		06/16/22		Jurisdiction		FDOT			
				Analysis Year		2050			
Input Data				Base Conditions		Site Conditions			
Length of segment, L (mi)				--		1.4			
AADT (veh/day)		AADT _{MAX} = 17,800 (veh/day)		--		17,800			
Lane width (ft)				12		12			
Shoulder width (ft)				6		Right Shld: 3		Left Shld: 3	
Shoulder type				Paved		Right Shld: Paved		Left Shld: Paved	
Length of horizontal curve (mi)				0		0.4			
Radius of curvature (ft)				0		1910			
Spiral transition curve (present/not present)				Not Present		Not Present			
Superelevation variance (ft/ft)				< 0.01		0			
Grade (%)				0		2			
Driveway density (driveways/mile)				5		0.00			
Centerline rumble strips (present/not present)				Not Present		Not Present			
Passing lanes [present (1 lane) /present (2 lane) / not present]]				Not Present		Not Present			
Two-way left-turn lane (present/not present)				Not Present		Not Present			
Roadside hazard rating (1-7 scale)				3		3			
Segment lighting (present/not present)				Not Present		Not Present			
Auto speed enforcement (present/not present)				Not Present		Not Present			
Calibration Factor, Cr				1		1.00			

[illegible]

2050 No-Build Rural

General Information		Location Information			
Analyst	Darlene Lam American 06/16/22	Roadway		LPGA	
Agency or Company		Roadway Section		Tymber Creek to Champion	
Date Performed		Jurisdiction		FDOT	
		Analysis Year		2050	
Input Data		Base Conditions	Site Conditions		
Length of segment, L (mi)		--	0.5		
AADT (veh/day)	AADT _{MAX} = 17,800 (veh/day)	--	17,800		
Lane width (ft)		12	12		
Shoulder width (ft)		6	Right Shld:	3	Left Shld: 3
Shoulder type		Paved	Right Shld:	Paved	Left Shld: Paved
Length of horizontal curve (mi)		0	0.0		
Radius of curvature (ft)		0	0		
Spiral transition curve (present/not present)		Not Present	Not Present		
Superelevation variance (ft/ft)		< 0.01	0		
Grade (%)		0	2		
Driveway density (driveways/mile)		5	0.00		
Centerline rumble strips (present/not present)		Not Present	Not Present		
Passing lanes [present (1 lane) /present (2 lane) / not present]		Not Present	Not Present		
Two-way left-turn lane (present/not present)		Not Present	Not Present		
Roadside hazard rating (1-7 scale)		3	3		
Segment lighting (present/not present)		Not Present	Not Present		
Auto speed enforcement (present/not present)		Not Present	Not Present		
Calibration Factor, Cr		1	1.00		

[illegible]

2050 No-Build Rural

General Information		Location Information				
Analyst	Darlene Lam American 06/16/22	Roadway	LPGA			
Agency or Company		Roadway Section	Champion to Tomoka Farms			
Date Performed		Jurisdiction	FDOT			
		Analysis Year	2050			
Input Data		Base Conditions	Site Conditions			
Length of segment, L (mi)		--	0.2			
AADT (veh/day)	AADT _{MAX} = 17,800 (veh/day)	--	17,800			
Lane width (ft)		12	12			
Shoulder width (ft)		6	Right Shld:	3	Left Shld:	3
Shoulder type		Paved	Right Shld:	Paved	Left Shld:	Paved
Length of horizontal curve (mi)		0	0.0			
Radius of curvature (ft)		0	0			
Spiral transition curve (present/not present)		Not Present	Not Present			
Superelevation variance (ft/ft)		< 0.01	0			
Grade (%)		0	2			
Driveway density (driveways/mile)		5	0.00			
Centerline rumble strips (present/not present)		Not Present	Not Present			
Passing lanes [present (1 lane) /present (2 lane) / not present]		Not Present	Not Present			
Two-way left-turn lane (present/not present)		Not Present	Not Present			
Roadside hazard rating (1-7 scale)		3	3			
Segment lighting (present/not present)		Not Present	Not Present			
Auto speed enforcement (present/not present)		Not Present	Not Present			
Calibration Factor, Cr		1	1.00			

[illegible]

2050 No-Build Rural

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Tournament	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2050	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 25,200 (veh/day)	--	25,200	
AADT _{minor} (veh/day)	AADT _{MAX} = 12,500 (veh/day)	--	7,000	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All):	0
		0		0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0		4
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0		4
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.92	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14	(4) CMF for Lighting CMF _{4i} from Equation 10-24	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4)
1.00	1.00	0.85	1.00	0.85

2050 No-Build Rural

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections						
General Information				Location Information		
Analyst	Darlene Lam		Roadway Intersection	LPGA		
Agency or Company	American			Tymber Creek		
Date Performed	06/16/22			FDOT		
			Analysis Year	2050		
Input Data			Base Conditions	Site Conditions		
Intersection type (3ST, 4ST, 4SG)			--	4SG		
AADT _{major} (veh/day)		AADT _{MAX} = 25,200 (veh/day)	--	22,750		
AADT _{minor} (veh/day)		AADT _{MAX} = 12,500 (veh/day)	--	12,500		
Intersection skew angle (degrees)		[If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)			0	0		
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)			0	3		
Intersection lighting (present/not present)			Not Present	Not Present		
Calibration Factor, C _i			1.00	0.92		

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.88	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.88

2050 No-Build Rural

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections							
General Information				Location Information			
Analyst		Darlene Lam		Roadway		LPGA	
Agency or Company		American		Intersection		Champions	
Date Performed		06/16/22		Jurisdiction		FDOT	
				Analysis Year		2050	
Input Data				Base Conditions		Site Conditions	
Intersection type (3ST, 4ST, 4SG)				--		4SG	
AADT _{major} (veh/day)		AADT _{MAX} = 25,200 (veh/day)		--		25,200	
AADT _{minor} (veh/day)		AADT _{MAX} = 12,500 (veh/day)		--		4,000	
Intersection skew angle (degrees)		[If 4ST, does skew differ for minor legs?] No		0		Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0		0	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0		4	
Intersection lighting (present/not present)				Not Present		Not Present	
Calibration Factor, C _i				1.00		0.92	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.85	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.85

2050 No-Build Rural

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Tomoka Farms	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2050	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 25,200 (veh/day)	--	25,200	
AADT _{minor} (veh/day)	AADT _{MAX} = 12,500 (veh/day)	--	10,100	
Intersection skew angle (degrees) [If 4ST, does skew differ for minor legs?]	No	0	Skew for Leg 1 (All): 0	Skew for Leg 2 (4ST only): 0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)		0	0	
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)		0	4	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration Factor, C _i		1.00	0.92	

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections				
(1) CMF for Intersection Skew Angle CMF _{i1} from Equations 10-22 or 10-23 1.00	(2) CMF for Left-Turn Lanes CMF _{2i} from Table 10-13 1.00	(3) CMF for Right-Turn Lanes CMF _{3i} from Table 10-14 0.85	(4) CMF for Lighting CMF _{4i} from Equation 10-24 1.00	(5) Combined CMF CMF _{COMB} (1)*(2)*(3)*(4) 0.85

Segments No-Build Rural 2030

Segment	1	2	3
From	Tournament	Tymber Creek	Champion
To	Tymber Creek	Champion	Tomoka Farms
Length of Segment (mi)	1.4	0.5	0.2
AADT (veh/day)	19500	26000	29000
N_spf_rs	7.293829938	3.473252351	1.549604895
Calibration (FDM)	1	1	1
CMF combined	1.204	1.129	1.129
Total predicted crashes	8.781771245	3.921301905	1.749503927
Fatal and Injury (FI)	2.81894857	1.258737911	0.56159076
Property Damage Only (PDO)	5.962822676	2.662563993	1.187913166
Observed crashes	0.8	1.2	0.4
k	0.59	0.472	1.18
N_w0	45.50050866	7.257759273	3.611701508
N_w1	2.276234837	1.360461135	1.436807097
W_0	0.161779705	0.350772023	0.326326597
N_0	2.0912886	2.154556574	0.840379024
w_1	0.794155038	0.742422914	0.549068786
N_1	7.13876385	3.220356889	1.140970483
N_p/comb	4.615026225	2.687456732	0.990674754

Intersection No-Build Rural 2030

Intersection	1	2	3	4
Intersection Name	Tournament	Tymber Creek	Champions	Tomoka Farms
Type	4SG	4SG	4SG	4SG
Equation	10-10	10-10	10-10	10-10
AADT_Maj	19500	22750	27500	32500
AADT_Min	3650	10700	2350	5000
N_spf	11.44323054	15.56449033	12.87901048	16.55744516
Calibration (FDM)	0.92	0.92	0.92	0.92
CMF combined	0.85	0.88	0.85	0.85
Total	8.948606283	12.60101137	10.0713862	12.94792212
Fatal and Injusry (FI)	2.872502617	4.04492465	3.232914969	4.156282999
Property Damage Only (PDO)	6.076103666	8.556086721	6.838471227	8.791639116
Observed crashes	10	0.6	2	9.8
k	0.11	0.11	0.11	0.11
N_w0	8.808530985	17.46640363	11.15761019	18.44135558
N_w1	0.992142475	1.17733226	1.052545715	1.193428436
W_0	0.503944197	0.419091943	0.474416502	0.412495064
N_0	9.470156238	5.629527172	5.829198801	11.09850233
w_1	0.900194392	0.914551974	0.905380065	0.915607181
N_1	9.053541272	11.57554864	9.307672158	12.68226009
N_p/comb	9.261848755	8.602537908	7.568435479	11.89038121

Summary No-Build Rural 2030

	Segments			Intersection				
	1	2	3	1	2	3	4	
From	Tournament	Tymber Creek	Champion	Tournament	Tymber Creek	Champions	Tomoka Farms	Sum
To	Tymber Creek	Champion	Tomoka Farms					
Total predicted crashes	8.781771245	3.921301905	1.749503927	8.948606283	12.60101137	10.0713862	12.94792212	59.0215
Fatal and Injury (FI)	2.81894857	1.258737911	0.56159076	2.872502617	4.04492465	3.232914969	4.156282999	18.9459
Property Damage Only (PDO)	5.962822676	2.662563993	1.187913166	6.076103666	8.556086721	6.838471227	8.791639116	40.0756
Observed crashes	0.8	1.2	0.4	10	0.6	2	9.8	24.8
k	0.59	0.472	1.18	0.11	0.11	0.11	0.11	
N_w0	45.50050866	7.257759273	3.611701508	8.808530985	17.46640363	11.15761019	18.44135558	112.2439
N_w1	2.276234837	1.360461135	1.436807097	0.992142475	1.17733226	1.052545715	1.193428436	9.488952
W_0	0.161779705	0.350772023	0.326326597	0.503944197	0.419091943	0.474416502	0.412495064	2.648826
N_0	2.0912886	2.154556574	0.840379024	9.470156238	5.629527172	5.829198801	11.09850233	37.11361
w_1	0.794155038	0.742422914	0.549068786	0.900194392	0.914551974	0.905380065	0.915607181	5.72138
N_1	7.13876385	3.220356889	1.140970483	9.053541272	11.57554864	9.307672158	12.68226009	54.11911
N_p/comb	4.615026225	2.687456732	0.990674754	9.261848755	8.602537908	7.568435479	11.89038121	45.61636

Crash severity level	N_predicted	N_expected
Total	59.02150304	45.61636107
Fatal (K)	0.76727954	0.593012694
Incapacitating Injury (A)	3.187161164	2.463283498
Non-incapacitating Injury (B)	6.433343831	4.972183356
Possible (or minor) Injury (C)	8.558117941	6.614372355
Property damage only (PDO)	40.07560057	30.97350916

Crash Distribution	
K	0.013
A	0.054
B	0.109
C	0.145
PDO	0.679

Note: From table 10-3 in HSM.

Segments No-Build Rural 2050

Segment	1	2	3
From	Tournament	Tymber Creek	Champion
To	Tymber Creek	Champion	Tomoka Farms
Length of Segment (mi)	1.4	0.5	0.2
AADT (veh/day)	36000	50000	52000
N_spf_rs	13.46553219	6.679331445	2.778601881
Calibration (FDM)	1	1	1
CMF combined	1.204	1.129	1.129
Total predicted crashes	16.21250076	7.540965201	3.137041524
Fatal and Injury (FI)	5.204212744	2.42064983	1.006990329
Property Damage Only (PDO)	11.00828802	5.120315372	2.130051195
Observed crashes	0.8	1.2	0.4
k	0.59	0.472	1.18
N_w0	155.0786567	26.84082571	11.61241484
N_w1	3.092794117	1.886620146	1.923982588
W_0	0.09464879	0.219330204	0.21268862
N_0	2.258774545	2.590765189	0.982137585
w_1	0.839795552	0.799882995	0.619843228
N_1	13.74334958	6.272030235	2.096536654
N_p/comb	8.001062061	4.431397712	1.53933712

Intersections No-Build Rural 2050

Intersection	1	2	3	4
Intersection Name	Tournament	Tymber Creek	Champions	Tomoka Farms
Type	4SG	4SG	4SG	4SG
HSM Equation	10-10	10-10	10-10	10-10
AADT_Maj	36000	43000	51000	54000
AADT_Min	7000	20200	4000	10100
N_spf	18.83087135	25.89528261	20.75025374	25.8446014
Calibration (FDM)	0.92	0.92	0.92	0.92
CMF combined	0.85	0.88	0.85	0.85
Total	14.72574139	20.9648208	16.22669842	20.2104783
Fatal and Injusry (FI)	4.726962988	6.729707477	5.208770194	6.487563533
Property Damage Only (PDO)	9.998778407	14.23511332	11.01792823	13.72291476
Observed crashes	10	0.6	2	9.8
k	0.11	0.11	0.11	0.11
N_w0	23.85322056	48.34760823	28.96363159	44.93097763
N_w1	1.272726032	1.51859484	1.336015279	1.491024015
W_0	0.38170393	0.302468419	0.359074572	0.310255244
N_0	11.80383406	6.759715143	7.108445652	13.02990548
w_1	0.920447003	0.932457111	0.923928881	0.931293972
N_1	14.3497945	19.58932198	15.14445756	19.49521569
N_p/comb	13.07681428	13.17451856	11.12645161	16.26256059

Summary No-Build Rural 2050

	Segments			Intersection				Sum
	1	2	3	3	2	3	4	
	Tournament	Tymber Creek	Champion	Tournament	Tymber Creek	Champions	Tomoka Farms	
	Tymber Creek	Champion	Tomoka Farms	Tournament	Tymber Creek	Champions	Tomoka Farms	Sum
Total predicted crashes	16.21250076	7.540965201	3.137041524	14.72574139	20.9648208	16.22669842	20.2104783	99.01825
Fatal and Injury (FI)	5.204212744	2.42064983	1.006990329	4.726962988	6.729707477	5.208770194	6.487563533	31.78486
Property Damage Only (PDO)	11.00828802	5.120315372	2.130051195	9.998778407	14.23511332	11.01792823	13.72291476	67.23339
Observed crashes	0.8	1.2	0.4	10	0.6	2	9.8	24.8
k	0.59	0.472	1.18	0.11	0.11	0.11	0.11	
N_w0	155.0786567	26.84082571	11.61241484	23.85322056	48.34760823	28.96363159	44.93097763	339.6273
N_w1	3.092794117	1.886620146	1.923982588	1.272726032	1.51859484	1.336015279	1.491024015	12.52176
W_0	0.09464879	0.219330204	0.21268862	0.38170393	0.302468419	0.359074572	0.310255244	1.88017
N_0	2.258774545	2.590765189	0.982137585	11.80383406	6.759715143	7.108445652	13.02990548	44.53358
w_1	0.839795552	0.799882995	0.619843228	0.920447003	0.932457111	0.923928881	0.931293972	5.967649
N_1	13.74334958	6.272030235	2.096536654	14.3497945	19.58932198	15.14445756	19.49521569	90.69071
N_p/comb	8.001062061	4.431397712	1.53933712	13.07681428	13.17451856	11.12645161	16.26256059	67.61214

Crash severity level	N_predicted	N_expected
Total	99.0182464	67.61214193
Fatal (K)	1.287237203	0.878957845
Incapacitating Injury (A)	5.346985306	3.651055664
Non-incapacitating Injury (B)	10.79298886	7.36972347
Possible (or minor) Injury (C)	14.35764573	9.803760579
Property damage only (PDO)	67.23338931	45.90864437

Crash Distribution	
K	0.013
A	0.054
B	0.109
C	0.145
PDO	0.679

Note: From table 10-3 in HSM.

HSM Urban and Suburban Arterial Predictive Method
2030 No-Build Urban

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	Technology Blvd to Williamson Blvd	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2030	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	0.2395	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	40,000	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	20	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	2	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	0	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.99	1.00	1.00	0.99

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	1.901	1.000	1.901	0.99	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	0.535	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.508	0.99	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	1.468	(5) _{TOTAL} -(5) _{FI}	1.393	0.99	1.63
					0.733			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	0.819	1.000	2.248	3.067
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	0.681	0.662	1.488	2.170
Head-on collision	0.020	0.016	0.007	0.016	0.032
Angle collision	0.040	0.033	0.036	0.081	0.114
Sideswipe, same direction	0.050	0.041	0.223	0.501	0.542
Sideswipe, opposite direction	0.010	0.008	0.001	0.002	0.010
Other multiple-vehicle collision	0.048	0.039	0.071	0.160	0.199

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	0.223	1.000	0.223	0.99	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.043	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.043	0.99	1.63
					0.191			
Property Damage Only (PDO)	-5.04	0.45	1.06	0.183	(5) _{TOTAL} -(5) _{FI}	0.181	0.99	1.63
					0.809			

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.069	1.000	0.292	0.361
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.018	0.018
Collision with fixed object	0.500	0.034	0.813	0.237	0.272
Collision with other object	0.028	0.002	0.016	0.005	0.007
Other single-vehicle collision	0.471	0.032	0.108	0.032	0.064

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_i * (AADT/15,000)^t$	
Major commercial	2	0.033	1.106	0.195	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.195	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.195	1.000	0.195	0.99	1.63	0.315
Fatal and injury (FI)	--	0.284	0.055	0.99	1.63	0.089
Property damage only (PDO)	--	0.716	0.140	0.99	1.63	0.226

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	3.067	0.361	0.315	3.743	0.019	0.071
Fatal and injury (FI)	--	--	--	--	--	0.071

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	3.067	0.361	0.315	3.743	0.005	0.019
Fatal and injury (FI)	--	--	--	--	--	0.019

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.681	1.488	2.170
Head-on collisions (from Worksheet 1D)	0.016	0.016	0.032
Angle collisions (from Worksheet 1D)	0.033	0.081	0.114
Sideswipe, same direction (from Worksheet 1D)	0.041	0.501	0.542
Sideswipe, opposite direction (from Worksheet 1D)	0.008	0.002	0.010
Driveway-related collisions (from Worksheet 1H)	0.089	0.226	0.315
Other multiple-vehicle collision (from Worksheet 1D)	0.039	0.160	0.199
Subtotal	0.909	2.474	3.382
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.018	0.018
Collision with fixed object (from Worksheet 1F)	0.034	0.237	0.272
Collision with other object (from Worksheet 1F)	0.002	0.005	0.007
Other single-vehicle collision (from Worksheet 1F)	0.032	0.032	0.064
Collision with pedestrian (from Worksheet 1I)	0.071	0.000	0.071
Collision with bicycle (from Worksheet 1J)	0.019	0.000	0.019
Subtotal	0.159	0.292	0.450
Total	1.067	2.765	3.833

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	3.8	0.24	16.0
Fatal and injury (FI)	1.1	0.24	4.5
Property damage only (PDO)	2.8	0.24	11.5

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Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments				
General Information			Location Information	
Analyst	Darlene Lam		Roadway	LPGA
Agency or Company	American		Roadway Section	Williamson Blvd to Clyde Morris Blvd
Date Performed	06/16/22		Jurisdiction	FDOT
			Analysis Year	2030
Input Data			Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D
Length of segment, L (mi)			--	0.4812
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	40,000
Type of on-street parking (none/parallel/angle)			None	None
Proportion of curb length with on-street parking			--	0
Median width (ft) - for divided only			15	30
Lighting (present / not present)			Not Present	Not Present
Auto speed enforcement (present / not present)			Not Present	Not Present
Major commercial driveways (number)			--	2
Minor commercial driveways (number)			--	2
Major industrial / institutional driveways (number)			--	0
Minor industrial / institutional driveways (number)			--	0
Major residential driveways (number)			--	0
Minor residential driveways (number)			--	0
Other driveways (number)			--	0
Speed Category			--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)			0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30
Calibration Factor, Cr			1.00	1.63

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.98	1.00	1.00	0.98

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	3.819	1.000	3.819	0.98	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	1.075	(4) _{FI} /((4) _{FI} +(4) _{PDO})	1.020	0.98	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	2.950	(5) _{TOTAL} -(5) _{FI}	2.799	0.98	1.63
					0.733			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	1.629	1.000	4.471	6.100
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	1.355	0.662	2.960	4.315
Head-on collision	0.020	0.033	0.007	0.031	0.064
Angle collision	0.040	0.065	0.036	0.161	0.226
Sideswipe, same direction	0.050	0.081	0.223	0.997	1.079
Sideswipe, opposite direction	0.010	0.016	0.001	0.004	0.021
Other multiple-vehicle collision	0.048	0.078	0.071	0.317	0.396

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments									
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr	Predicted N _{brsv}
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	0.449	1.000	0.449	0.98	1.63	0.717
Fatal and Injury (FI)	-8.71	0.66	0.28	0.086	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.086	0.98	1.63	0.137
					0.191				
Property Damage Only (PDO)	-5.04	0.45	1.06	0.367	(5) _{TOTAL} -(5) _{FI}	0.363	0.98	1.63	0.580
					0.809				

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.137	1.000	0.580	0.717
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.037	0.037
Collision with fixed object	0.500	0.068	0.813	0.472	0.540
Collision with other object	0.028	0.004	0.016	0.009	0.013
Other single-vehicle collision	0.471	0.064	0.108	0.063	0.127

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	2	0.033	1.106	0.195	--
Minor commercial	2	0.011	1.106	0.065	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.260	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.260	1.000	0.260	0.98	1.63	0.416
Fatal and injury (FI)	--	0.284	0.074	0.98	1.63	0.118
Property damage only (PDO)	--	0.716	0.186	0.98	1.63	0.298

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	6.100	0.717	0.416	7.233	0.019	0.137
Fatal and injury (FI)	--	--	--	--	--	0.137

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	6.100	0.717	0.416	7.233	0.005	0.036
Fatal and injury (FI)	--	--	--	--	--	0.036

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
	MULTIPLE-VEHICLE		
Rear-end collisions (from Worksheet 1D)	1.355	2.960	4.315
Head-on collisions (from Worksheet 1D)	0.033	0.031	0.064
Angle collisions (from Worksheet 1D)	0.065	0.161	0.226
Sideswipe, same direction (from Worksheet 1D)	0.081	0.997	1.079
Sideswipe, opposite direction (from Worksheet 1D)	0.016	0.004	0.021
Driveway-related collisions (from Worksheet 1H)	0.118	0.298	0.416
Other multiple-vehicle collision (from Worksheet 1D)	0.078	0.317	0.396
Subtotal	1.747	4.769	6.516
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.037	0.037
Collision with fixed object (from Worksheet 1F)	0.068	0.472	0.540
Collision with other object (from Worksheet 1F)	0.004	0.009	0.013
Other single-vehicle collision (from Worksheet 1F)	0.064	0.063	0.127
Collision with pedestrian (from Worksheet 1I)	0.137	0.000	0.137
Collision with bicycle (from Worksheet 1J)	0.036	0.000	0.036
Subtotal	0.310	0.580	0.891
Total	2.058	5.349	7.407

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	7.4	0.48	15.4
Fatal and injury (FI)	2.1	0.48	4.3
Property damage only (PDO)	5.3	0.48	11.1

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Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	Tomoka Farms to Technology Blvd	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2030	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	0.72	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	40,500	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	20	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	0	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	0	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.99	1.00	1.00	0.99

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	5.811	1.000	5.811	0.99	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	1.634	(4) _{FI} /((4) _{FI} +(4) _{PDO})	1.550	0.99	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	4.491	(5) _{TOTAL} -(5) _{FI}	4.261	0.99	1.63
					0.733			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	2.502	1.000	6.876	9.378
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	2.082	0.662	4.552	6.633
Head-on collision	0.020	0.050	0.007	0.048	0.098
Angle collision	0.040	0.100	0.036	0.248	0.348
Sideswipe, same direction	0.050	0.125	0.223	1.533	1.658
Sideswipe, opposite direction	0.010	0.025	0.001	0.007	0.032
Other multiple-vehicle collision	0.048	0.120	0.071	0.488	0.608

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	0.676	1.000	0.676	0.99	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.130	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.129	0.99	1.63
					0.191			
Property Damage Only (PDO)	-5.04	0.45	1.06	0.552	(5) _{TOTAL} -(5) _{FI}	0.546	0.99	1.63
					0.809			

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.208	1.000	0.882	1.090
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.056	0.056
Collision with fixed object	0.500	0.104	0.813	0.717	0.821
Collision with other object	0.028	0.006	0.016	0.014	0.020
Other single-vehicle collision	0.471	0.098	0.108	0.095	0.193

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.000	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.000	1.000	0.000	0.99	1.63	0.000
Fatal and injury (FI)	--	0.284	0.000	0.99	1.63	0.000
Property damage only (PDO)	--	0.716	0.000	0.99	1.63	0.000

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	9.378	1.090	0.000	10.468	0.019	0.199
Fatal and injury (FI)	--	--	--	--	--	0.199

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	9.378	1.090	0.000	10.468	0.005	0.052
Fatal and injury (FI)	--	--	--	--	--	0.052

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	2.082	4.552	6.633
Head-on collisions (from Worksheet 1D)	0.050	0.048	0.098
Angle collisions (from Worksheet 1D)	0.100	0.248	0.348
Sideswipe, same direction (from Worksheet 1D)	0.125	1.533	1.658
Sideswipe, opposite direction (from Worksheet 1D)	0.025	0.007	0.032
Driveway-related collisions (from Worksheet 1H)	0.000	0.000	0.000
Other multiple-vehicle collision (from Worksheet 1D)	0.120	0.488	0.608
Subtotal	2.502	6.876	9.378
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.056	0.056
Collision with fixed object (from Worksheet 1F)	0.104	0.717	0.821
Collision with other object (from Worksheet 1F)	0.006	0.014	0.020
Other single-vehicle collision (from Worksheet 1F)	0.098	0.095	0.193
Collision with pedestrian (from Worksheet 1I)	0.199	0.000	0.199
Collision with bicycle (from Worksheet 1J)	0.052	0.000	0.052
Subtotal	0.460	0.882	1.341
Total	2.962	7.757	10.719

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	10.7	0.72	14.9
Fatal and injury (FI)	3.0	0.72	4.1
Property damage only (PDO)	7.8	0.72	10.8

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Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections					
General Information			Location Information		
Analyst	Darlene Lam		Roadway Intersection		LPGA
Agency or Company	American	Technology Blvd			
Date Performed	06/16/22	FDOT			
			Analysis Year		2030
Input Data			Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)			--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} =	67,700 (veh/day)	--	47,250	
AADT _{minor} (veh/day)	AADT _{MAX} =	33,400 (veh/day)	--	13,500	
Intersection lighting (present/not present)			Not Present	Not Present	
Calibration factor, C _i			1.00	2.27	
Data for unsignalized intersections only:			--	--	
Number of major-road approaches with left-turn lanes (0,1,2)			0	0	
Number of major-road approaches with right-turn lanes (0,1,2)			0	0	
Data for signalized intersections only:			--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	4	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	3	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]			--	4	
Type of left-turn signal phasing for Leg #1			Permissive	Protected	
Type of left-turn signal phasing for Leg #2			--	Protected	
Type of left-turn signal phasing for Leg #3			--	Protected	
Type of left-turn signal phasing for Leg #4 (if applicable)			--	Protected	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]			0	0	
Intersection red light cameras (present/not present)			Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only				1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})			--	6	
Number of bus stops within 300 m (1,000 ft) of the intersection			0	0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)			Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection			0	2	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF _{1i}	CMF _{2i}	CMF _{3i}	CMF _{4i}	CMF _{5i}	CMF _{6i}	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.78	0.88	1.00	1.00	1.00	0.46

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N _{bimv} from Equation 12-21	Proportion of Total Crashes	Adjusted N _{bimv}	Combined CMFs	Calibration Factor, C _i	Predicted N _{bimv}
	from Table 12-10			from Table 12-10			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	15.090	1.000	15.090	0.46	2.27	15.617
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	5.222	(4) _{FI} /((4) _{FI} +(4) _{PDO}) 0.357	5.388	0.46	2.27	5.576
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	9.403	(5) _{TOTAL} -(5) _{FI} 0.643	9.702	0.46	2.27	10.040

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type (PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	5.576	1.000	10.040	15.617
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.450	2.509	0.483	4.849	7.359
Head-on collision	0.049	0.273	0.030	0.301	0.574
Angle collision	0.347	1.935	0.244	2.450	4.385
Sideswipe	0.099	0.552	0.032	0.321	0.873
Other multiple-vehicle collision	0.055	0.307	0.211	2.119	2.425

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv} from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.724	1.000	0.724	0.46	2.27	0.749
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.155	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.215	0.155	0.46	2.27	0.161
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.567	$(5)_{TOTAL}-(5)_{FI}$ 0.785	0.568	0.46	2.27	0.588

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted $N_{bisv (FI)}$ (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted $N_{bisv (PDO)}$ (crashes/year)	(6) Predicted $N_{bisv (TOTAL)}$ (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.161	1.000	0.588	0.749
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.001	0.001
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.120	0.870	0.512	0.631
Collision with other object	0.072	0.012	0.070	0.041	0.053
Other single-vehicle collision	0.040	0.006	0.023	0.014	0.020
Single-vehicle noncollision	0.141	0.023	0.034	0.020	0.043

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{pedi}	Predicted N_{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.12	1.12

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N_{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-9.53	0.40	0.26	0.45	0.04	0.014
Fatal and Injury (FI)	--	--	--	--	--	0.014

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	15.617	0.749	16.366	0.015	0.245
Fatal and injury (FI)	--	--	--	--	0.245

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	2.509	4.849	7.359
Head-on collisions (from Worksheet 2D)	0.273	0.301	0.574
Angle collisions (from Worksheet 2D)	1.935	2.450	4.385
Sideswipe (from Worksheet 2D)	0.552	0.321	0.873
Other multiple-vehicle collision (from Worksheet 2D)	0.307	2.119	2.425
Subtotal	5.576	10.040	15.617
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.120	0.512	0.631
Collision with other object (from Worksheet 2F)	0.012	0.041	0.053
Other single-vehicle collision (from Worksheet 2F)	0.006	0.014	0.020
Single-vehicle noncollision (from Worksheet 2F)	0.023	0.020	0.043
Collision with pedestrian (from Worksheet 2G or 2I)	0.014	0.000	0.014
Collision with bicycle (from Worksheet 2J)	0.245	0.000	0.245
Subtotal	0.420	0.588	1.008
Total	5.996	10.629	16.625

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	16.6
Fatal and injury (FI)	6.0
Property damage only (PDO)	10.6

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Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections						
General Information				Location Information		
Analyst	Darlene Lam American 06/16/22			Roadway	LPGA Williamson Blvd FDOT 2030	
Agency or Company				Intersection		
Date Performed				Jurisdiction		
				Analysis Year		
Input Data				Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)				--	4SG	
AADT _{major} (veh/day)		AADT _{MAX} = 67,700 (veh/day)		--	40,000	
AADT _{minor} (veh/day)		AADT _{MAX} = 33,400 (veh/day)		--	23,500	
Intersection lighting (present/not present)				Not Present	Present	
Calibration factor, C _i				1.00	2.27	
Data for unsignalized intersections only:				--	--	
Number of major-road approaches with left-turn lanes (0,1,2)				0	0	
Number of major-road approaches with right-turn lanes (0,1,2)				0	0	
Data for signalized intersections only:				--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0	4	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0	2	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]				--	4	
Type of left-turn signal phasing for Leg #1				Permissive	Protected	
Type of left-turn signal phasing for Leg #2				--	Protected	
Type of left-turn signal phasing for Leg #3				--	Protected	
Type of left-turn signal phasing for Leg #4 (if applicable)				--	Protected	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]				0	0	
Intersection red light cameras (present/not present)				Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only					1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})				--	7	
Number of bus stops within 300 m (1,000 ft) of the intersection				0	2	
Schools within 300 m (1,000 ft) of the intersection (present/not present)				Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection				0	2	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF _{1i}	CMF _{2i}	CMF _{3i}	CMF _{4i}	CMF _{5i}	CMF _{6i}	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.78	0.92	1.00	0.91	1.00	0.43

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N _{bimv} from Equation 12-21	Proportion of Total Crashes	Adjusted N _{bimv}	Combined CMFs	Calibration Factor, C _i	Predicted N _{bimv}
	from Table 12-10			(4) _{TOTAL} *(5)			(7) from Worksheet 2B	(6)*(7)*(8)		
	a	b	c		from Table 12-10					
Total	-10.99	1.07	0.23	0.39	14.343	1.000	14.343	0.43	2.27	14.082
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	4.847	(4) _{FI} /((4) _{FI} +(4) _{PDO}) 0.348	4.998	0.43	2.27	4.907
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	9.062	(5) _{TOTAL} -(5) _{FI} 0.652	9.345	0.43	2.27	9.175

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type (PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	4.907	1.000	9.175	14.082
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	$(3)+(5)$
Rear-end collision	0.450	2.208	0.483	4.431	6.639
Head-on collision	0.049	0.240	0.030	0.275	0.516
Angle collision	0.347	1.703	0.244	2.239	3.941
Sideswipe	0.099	0.486	0.032	0.294	0.779
Other multiple-vehicle collision	0.055	0.270	0.211	1.936	2.206

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv} from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.751	1.000	0.751	0.43	2.27	0.737
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.170	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.229	0.172	0.43	2.27	0.168
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.572	$(5)_{TOTAL}-(5)_{FI}$ 0.771	0.579	0.43	2.27	0.568

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted N _{bisv (FI)} (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted N _{bisv (PDO)} (crashes/year)	(6) Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.168	1.000	0.568	0.737
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.001	0.001
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.125	0.870	0.495	0.620
Collision with other object	0.072	0.012	0.070	0.040	0.052
Other single-vehicle collision	0.040	0.007	0.023	0.013	0.020
Single-vehicle noncollision	0.141	0.024	0.034	0.019	0.043

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
2.78	1.00	1.12	3.11

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N _{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-9.53	0.40	0.26	0.45	0.04	0.049
Fatal and Injury (FI)	--	--	--	--	--	0.049

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	14.082	0.737	14.819	0.015	0.222
Fatal and injury (FI)	--	--	--	--	0.222

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	2.208	4.431	6.639
Head-on collisions (from Worksheet 2D)	0.240	0.275	0.516
Angle collisions (from Worksheet 2D)	1.703	2.239	3.941
Sideswipe (from Worksheet 2D)	0.486	0.294	0.779
Other multiple-vehicle collision (from Worksheet 2D)	0.270	1.936	2.206
Subtotal	4.907	9.175	14.082
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.125	0.495	0.620
Collision with other object (from Worksheet 2F)	0.012	0.040	0.052
Other single-vehicle collision (from Worksheet 2F)	0.007	0.013	0.020
Single-vehicle noncollision (from Worksheet 2F)	0.024	0.019	0.043
Collision with pedestrian (from Worksheet 2G or 2I)	0.049	0.000	0.049
Collision with bicycle (from Worksheet 2J)	0.222	0.000	0.222
Subtotal	0.440	0.568	1.009
Total	5.347	9.743	15.090

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	15.1
Fatal and injury (FI)	5.3
Property damage only (PDO)	9.7

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	Predicted crashes			Observed crashes, N _{observed} (crashes/year)	Overdispersion Parameter, k	N _{predicted w0}	N _{predicted w1}	W ₀	N ₀	w ₁	N ₁	N _{expected/comb}
	N _{predicted} (TOTAL)	N _{predicted} (FI)	N _{predicted} (PDO)			Equation A-8 (6)*(2) ²	Equation A-9 sqrt((6)*(2))	Equation A-10	Equation A-11	Equation A-12	Equation A-13	Equation A-14
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	3.067	0.819	2.248	--	1.320	12.418	2.012	--	--	--	--	--
Segment 2	6.100	1.629	4.471	--	1.320	49.121	2.838	--	--	--	--	--
Segment 3	9.378	2.502	6.876	--	1.320	116.085	3.518	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	18.545	4.950	13.595									
Single-vehicle												
Segment 1	0.361	0.069	0.292	--	0.860	0.112	0.557	--	--	--	--	--
Segment 2	0.717	0.137	0.580	--	0.860	0.442	0.785	--	--	--	--	--
Segment 3	1.090	0.208	0.882	--	0.860	1.022	0.968	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	1.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	2.168	0.414	1.754									
Multiple-vehicle driveway-related												
Segment 1	0.315	0.089	0.226	--	1.390	0.138	0.662	--	--	--	--	--
Segment 2	0.416	0.118	0.298	--	1.390	0.240	0.760	--	--	--	--	--
Segment 3	0.000	0.000	0.000	--	1.390	0.000	0.000	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	0.731	0.208	0.523									
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	15.617	5.576	10.040	--	0.390	95.112	2.468	--	--	--	--	--
Intersection 2	14.082	4.907	9.175	--	0.390	77.334	2.343	--	--	--	--	--
Intersection 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection Totals:	29.698	10.483	19.215									
Single-vehicle												
Intersection 1	0.749	0.161	0.588	--	0.360	0.202	0.519	--	--	--	--	--
Intersection 2	0.737	0.168	0.568	--	0.360	0.196	0.515	--	--	--	--	--
Intersection 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection Totals:	1.486	0.329	1.157									
COMBINED (sum of column)	52.628	16.384	36.244	41	--	352.421	18.946	0.130	42.511	0.735	49.550	46.030

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials		
(1)	(2)	(3)
Site Type	N _{ped}	N _{bike}
ROADWAY SEGMENTS		
Segment 1	0.071	0.019
Segment 2	0.137	0.036
Segment 3	0.199	0.052
Segment 4	0.000	0.000
Segment 5	0.000	0.000
Segment 6	0.000	0.000
Segment 7	0.000	0.000
Segment 8	0.000	0.000
INTERSECTIONS		
Intersection 1	0.014	0.245
Intersection 2	0.049	0.222
Intersection 3	0.000	0.000
Intersection 4	0.000	0.000
Intersection 5	0.000	0.000
Intersection 6	0.000	0.000
Intersection 7	0.000	0.000
Intersection 8	0.000	0.000
COMBINED (sum of column)	0.471	0.575

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials					
(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	N _{predicted}	N _{ped}	N _{bike}	N _{expected (vehicle)}	N _{expected}
Total	(2) _{COMB} from Worksheet 4A	(2) _{COMB} from Worksheet 4B	(3) _{COMB} from Worksheet 4B	(13) _{COMB} Worksheet 4A	(3)+(4)+(5)
	52.628	0.471	0.575	46.030	47.076
Fatal and injury (FI)	(3) _{COMB} from Worksheet 4A	(2) _{COMB} from Worksheet 4B	(3) _{COMB} from Worksheet 4B	(5) _{TOTAL} * (2) _{FI} / (2) _{TOTAL}	(3)+(4)+(5)
	16.384	0.471	0.575	14.330	15.376
Property damage only (PDO)	(4) _{COMB} from Worksheet 4A	--	--	(5) _{TOTAL} * (2) _{PDO} / (2) _{TOTAL}	(3)+(4)+(5)
	36.244	0.000	0.000	31.700	31.700

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Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	Technology Blvd to Williamson Blvd	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2050	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	0.2395	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	60,000	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	20	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	2	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	0	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.99	1.00	1.00	0.99

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	3.299	1.000	3.299	0.99	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	0.899	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.855	0.99	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	2.569	(5) _{TOTAL} -(5) _{FI}	2.444	0.99	1.63
					0.741			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	1.380	1.000	3.944	5.324
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	1.148	0.662	2.611	3.759
Head-on collision	0.020	0.028	0.007	0.028	0.055
Angle collision	0.040	0.055	0.036	0.142	0.197
Sideswipe, same direction	0.050	0.069	0.223	0.879	0.948
Sideswipe, opposite direction	0.010	0.014	0.001	0.004	0.018
Other multiple-vehicle collision	0.048	0.066	0.071	0.280	0.346

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	0.270	1.000	0.270	0.99	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.056	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.055	0.99	1.63
					0.204			
Property Damage Only (PDO)	-5.04	0.45	1.06	0.219	(5) _{TOTAL} -(5) _{FI}	0.215	0.99	1.63
					0.796			

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.089	1.000	0.347	0.436
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.022	0.022
Collision with fixed object	0.500	0.045	0.813	0.282	0.327
Collision with other object	0.028	0.002	0.016	0.006	0.008
Other single-vehicle collision	0.471	0.042	0.108	0.037	0.079

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_i * (AADT/15,000)^t$	
Major commercial	2	0.033	1.106	0.306	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.306	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.306	1.000	0.306	0.99	1.63	0.493
Fatal and injury (FI)	--	0.284	0.087	0.99	1.63	0.140
Property damage only (PDO)	--	0.716	0.219	0.99	1.63	0.353

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	5.324	0.436	0.493	6.253	0.019	0.119
Fatal and injury (FI)	--	--	--	--	--	0.119

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	5.324	0.436	0.493	6.253	0.005	0.031
Fatal and injury (FI)	--	--	--	--	--	0.031

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	1.148	2.611	3.759
Head-on collisions (from Worksheet 1D)	0.028	0.028	0.055
Angle collisions (from Worksheet 1D)	0.055	0.142	0.197
Sideswipe, same direction (from Worksheet 1D)	0.069	0.879	0.948
Sideswipe, opposite direction (from Worksheet 1D)	0.014	0.004	0.018
Driveway-related collisions (from Worksheet 1H)	0.140	0.353	0.493
Other multiple-vehicle collision (from Worksheet 1D)	0.066	0.280	0.346
Subtotal	1.520	4.297	5.817
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.022	0.022
Collision with fixed object (from Worksheet 1F)	0.045	0.282	0.327
Collision with other object (from Worksheet 1F)	0.002	0.006	0.008
Other single-vehicle collision (from Worksheet 1F)	0.042	0.037	0.079
Collision with pedestrian (from Worksheet 1I)	0.119	0.000	0.119
Collision with bicycle (from Worksheet 1J)	0.031	0.000	0.031
Subtotal	0.239	0.347	0.586
Total	1.759	4.644	6.404

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	6.4	0.24	26.7
Fatal and injury (FI)	1.8	0.24	7.3
Property damage only (PDO)	4.6	0.24	19.4

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Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments				
General Information			Location Information	
Analyst	Darlene Lam		Roadway	LPGA
Agency or Company	American		Roadway Section	Williamson Blvd to Clyde Morris Blvd
Date Performed	06/16/22		Jurisdiction	FDOT
			Analysis Year	2050
Input Data			Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D
Length of segment, L (mi)			--	0.4812
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	52,000
Type of on-street parking (none/parallel/angle)			None	None
Proportion of curb length with on-street parking			--	0
Median width (ft) - for divided only			15	30
Lighting (present / not present)			Not Present	Not Present
Auto speed enforcement (present / not present)			Not Present	Not Present
Major commercial driveways (number)			--	2
Minor commercial driveways (number)			--	2
Major industrial / institutional driveways (number)			--	0
Minor industrial / institutional driveways (number)			--	0
Major residential driveways (number)			--	0
Minor residential driveways (number)			--	0
Other driveways (number)			--	0
Speed Category			--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)			0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30
Calibration Factor, Cr			1.00	1.63

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.98	1.00	1.00	0.98

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	5.456	1.000	5.456	0.98	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	1.504	(4) _{FI} /((4) _{FI} +(4) _{PDO})	1.429	0.98	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	4.237	(5) _{TOTAL} -(5) _{FI}	4.027	0.98	1.63
					0.738			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	2.283	1.000	6.433	8.716
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	1.899	0.662	4.259	6.158
Head-on collision	0.020	0.046	0.007	0.045	0.091
Angle collision	0.040	0.091	0.036	0.232	0.323
Sideswipe, same direction	0.050	0.114	0.223	1.435	1.549
Sideswipe, opposite direction	0.010	0.023	0.001	0.006	0.029
Other multiple-vehicle collision	0.048	0.110	0.071	0.457	0.566

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-5.05	0.47	0.86	0.508	1.000	0.508	0.98	1.63
Fatal and Injury (FI)	-8.71	0.66	0.28	0.103	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.101	0.98	1.63
					0.199			
Property Damage Only (PDO)	-5.04	0.45	1.06	0.413	(5) _{TOTAL} -(5) _{FI}	0.406	0.98	1.63
					0.801			

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.162	1.000	0.649	0.811
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.041	0.041
Collision with fixed object	0.500	0.081	0.813	0.528	0.609
Collision with other object	0.028	0.005	0.016	0.010	0.015
Other single-vehicle collision	0.471	0.076	0.108	0.070	0.146

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	2	0.033	1.106	0.261	--
Minor commercial	2	0.011	1.106	0.087	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.348	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.348	1.000	0.348	0.98	1.63	0.556
Fatal and injury (FI)	--	0.284	0.099	0.98	1.63	0.158
Property damage only (PDO)	--	0.716	0.249	0.98	1.63	0.398

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	8.716	0.811	0.556	10.083	0.019	0.192
Fatal and injury (FI)	--	--	--	--	--	0.192

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	8.716	0.811	0.556	10.083	0.005	0.050
Fatal and injury (FI)	--	--	--	--	--	0.050

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	1.899	4.259	6.158
Head-on collisions (from Worksheet 1D)	0.046	0.045	0.091
Angle collisions (from Worksheet 1D)	0.091	0.232	0.323
Sideswipe, same direction (from Worksheet 1D)	0.114	1.435	1.549
Sideswipe, opposite direction (from Worksheet 1D)	0.023	0.006	0.029
Driveway-related collisions (from Worksheet 1H)	0.158	0.398	0.556
Other multiple-vehicle collision (from Worksheet 1D)	0.110	0.457	0.566
Subtotal	2.441	6.831	9.272
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.041	0.041
Collision with fixed object (from Worksheet 1F)	0.081	0.528	0.609
Collision with other object (from Worksheet 1F)	0.005	0.010	0.015
Other single-vehicle collision (from Worksheet 1F)	0.076	0.070	0.146
Collision with pedestrian (from Worksheet 1I)	0.192	0.000	0.192
Collision with bicycle (from Worksheet 1J)	0.050	0.000	0.050
Subtotal	0.404	0.649	1.053
Total	2.845	7.480	10.325

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	10.3	0.48	21.5
Fatal and injury (FI)	2.8	0.48	5.9
Property damage only (PDO)	7.5	0.48	15.5

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	Tomoka Farms to Technology Blvd	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2050	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	0.72	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	60,000	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	20	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	0	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	0	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1 _r	CMF 2 _r	CMF 3 _r	CMF 4 _r	CMF 5 _r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.99	1.00	1.00	0.99

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments								
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B	
	a	b						
Total	-12.34	1.36	1.32	9.918	1.000	9.918	0.99	1.63
Fatal and Injury (FI)	-12.76	1.28	1.31	2.703	(4) _{FI} /((4) _{FI} +(4) _{PDO})	2.571	0.99	1.63
Property Damage Only (PDO)	-12.81	1.38	1.34	7.724	(5) _{TOTAL} -(5) _{FI}	7.347	0.99	1.63
					0.741			

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	4.148	1.000	11.857	16.005
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	3.451	0.662	7.849	11.300
Head-on collision	0.020	0.083	0.007	0.083	0.166
Angle collision	0.040	0.166	0.036	0.427	0.593
Sideswipe, same direction	0.050	0.207	0.223	2.644	2.851
Sideswipe, opposite direction	0.010	0.041	0.001	0.012	0.053
Other multiple-vehicle collision	0.048	0.199	0.071	0.842	1.041

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr	Predicted N _{brsv}
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	0.813	1.000	0.813	0.99	1.63	1.311
Fatal and Injury (FI)	-8.71	0.66	0.28	0.169	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.166	0.99	1.63	0.268
Property Damage Only (PDO)	-5.04	0.45	1.06	0.659	(5) _{TOTAL} -(5) _{FI}	0.647	0.99	1.63	1.043
					0.796				

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.268	1.000	1.043	1.311
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.066	0.066
Collision with fixed object	0.500	0.134	0.813	0.848	0.982
Collision with other object	0.028	0.008	0.016	0.017	0.024
Other single-vehicle collision	0.471	0.126	0.108	0.113	0.239

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_i	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.000	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.000	1.000	0.000	0.99	1.63	0.000
Fatal and injury (FI)	--	0.284	0.000	0.99	1.63	0.000
Property damage only (PDO)	--	0.716	0.000	0.99	1.63	0.000

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	16.005	1.311	0.000	17.316	0.019	0.329
Fatal and injury (FI)	--	--	--	--	--	0.329

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	16.005	1.311	0.000	17.316	0.005	0.087
Fatal and injury (FI)	--	--	--	--	--	0.087

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
	MULTIPLE-VEHICLE		
Rear-end collisions (from Worksheet 1D)	3.451	7.849	11.300
Head-on collisions (from Worksheet 1D)	0.083	0.083	0.166
Angle collisions (from Worksheet 1D)	0.166	0.427	0.593
Sideswipe, same direction (from Worksheet 1D)	0.207	2.644	2.851
Sideswipe, opposite direction (from Worksheet 1D)	0.041	0.012	0.053
Driveway-related collisions (from Worksheet 1H)	0.000	0.000	0.000
Other multiple-vehicle collision (from Worksheet 1D)	0.199	0.842	1.041
Subtotal	4.148	11.857	16.005
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.066	0.066
Collision with fixed object (from Worksheet 1F)	0.134	0.848	0.982
Collision with other object (from Worksheet 1F)	0.008	0.017	0.024
Other single-vehicle collision (from Worksheet 1F)	0.126	0.113	0.239
Collision with pedestrian (from Worksheet 1I)	0.329	0.000	0.329
Collision with bicycle (from Worksheet 1J)	0.087	0.000	0.087
Subtotal	0.683	1.043	1.727
Total	4.832	12.900	17.732

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	17.7	0.72	24.6
Fatal and injury (FI)	4.8	0.72	6.7
Property damage only (PDO)	12.9	0.72	17.9

HSM Urban and Suburban Arterial Predictive Method
2050 No-Build Urban

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections						
General Information				Location Information		
Analyst		Darlene Lam American 06/16/22		Roadway		LPGA Technology Blvd FDOT 2050
Agency or Company				Intersection		
Date Performed				Jurisdiction		
				Analysis Year		
Input Data				Base Conditions		Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)				--		4SG
AADT _{major} (veh/day)		AADT _{MAX} = 67,700 (veh/day)		--		67,700
AADT _{minor} (veh/day)		AADT _{MAX} = 33,400 (veh/day)		--		23,500
Intersection lighting (present/not present)				Not Present		Not Present
Calibration factor, C _i				1.00		2.27
Data for unsignalized intersections only:				--		--
Number of major-road approaches with left-turn lanes (0,1,2)				0		0
Number of major-road approaches with right-turn lanes (0,1,2)				0		0
Data for signalized intersections only:				--		--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0		4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]				0		3
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]				--		4
Type of left-turn signal phasing for Leg #1				Permissive		Protected
Type of left-turn signal phasing for Leg #2				--		Protected
Type of left-turn signal phasing for Leg #3				--		Protected
Type of left-turn signal phasing for Leg #4 (if applicable)				--		Protected
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]				0		0
Intersection red light cameras (present/not present)				Not Present		Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only						1
Maximum number of lanes crossed by a pedestrian (n _{lanesx})				--		6
Number of bus stops within 300 m (1,000 ft) of the intersection				0		0
Schools within 300 m (1,000 ft) of the intersection (present/not present)				Not Present		Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection				0		2

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1 _i	CMF 2 _i	CMF 3 _i	CMF 4 _i	CMF 5 _i	CMF 6 _i	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.78	0.88	1.00	1.00	1.00	0.46

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N _{bimv} from Equation 12-21	Proportion of Total Crashes	Adjusted N _{bimv}	Combined CMFs	Calibration Factor, C _i	Predicted N _{bimv}
	from Table 12-10			from Table 12-10			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	25.187	1.000	25.187	0.46	2.27	26.066
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	9.018	(4) _{FI} /((4) _{FI} +(4) _{PDO}) 0.368	9.264	0.46	2.27	9.587
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	15.500	(5) _{TOTAL} -(5) _{FI} 0.632	15.923	0.46	2.27	16.479

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type (PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	9.587	1.000	16.479	26.066
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	$(3)+(5)$
Rear-end collision	0.450	4.314	0.483	7.959	12.273
Head-on collision	0.049	0.470	0.030	0.494	0.964
Angle collision	0.347	3.327	0.244	4.021	7.348
Sideswipe	0.099	0.949	0.032	0.527	1.476
Other multiple-vehicle collision	0.055	0.527	0.211	3.477	4.004

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv} from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	1.074	1.000	1.074	0.46	2.27	1.111
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.213	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.198	0.212	0.46	2.27	0.220
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.862	$(5)_{TOTAL}-(5)_{FI}$ 0.802	0.861	0.46	2.27	0.891

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted N _{bisv (FI)} (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted N _{bisv (PDO)} (crashes/year)	(6) Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.220	1.000	0.891	1.111
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.001	0.001
Collision with animal	0.002	0.000	0.002	0.002	0.002
Collision with fixed object	0.744	0.163	0.870	0.775	0.939
Collision with other object	0.072	0.016	0.070	0.062	0.078
Other single-vehicle collision	0.040	0.009	0.023	0.021	0.029
Single-vehicle noncollision	0.141	0.031	0.034	0.030	0.061

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.12	1.12

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N _{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-9.53	0.40	0.26	0.45	0.04	0.017
Fatal and Injury (FI)	--	--	--	--	--	0.017

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	26.066	1.111	27.177	0.015	0.408
Fatal and injury (FI)	--	--	--	--	0.408

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	4.314	7.959	12.273
Head-on collisions (from Worksheet 2D)	0.470	0.494	0.964
Angle collisions (from Worksheet 2D)	3.327	4.021	7.348
Sideswipe (from Worksheet 2D)	0.949	0.527	1.476
Other multiple-vehicle collision (from Worksheet 2D)	0.527	3.477	4.004
Subtotal	9.587	16.479	26.066
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 2F)	0.163	0.775	0.939
Collision with other object (from Worksheet 2F)	0.016	0.062	0.078
Other single-vehicle collision (from Worksheet 2F)	0.009	0.021	0.029
Single-vehicle noncollision (from Worksheet 2F)	0.031	0.030	0.061
Collision with pedestrian (from Worksheet 2G or 2I)	0.017	0.000	0.017
Collision with bicycle (from Worksheet 2J)	0.408	0.000	0.408
Subtotal	0.645	0.891	1.536
Total	10.232	17.370	27.602

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	27.6
Fatal and injury (FI)	10.2
Property damage only (PDO)	17.4

HSM Urban and Suburban Arterial Predictive Method
2050 No-Build Urban

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections					
General Information			Location Information		
Analyst	Darlene Lam		Roadway Intersection	LPGA	
Agency or Company	American			Williamson Blvd	
Date Performed	06/16/22			Jurisdiction	FDOT
			Analysis Year	2050	
Input Data			Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)			--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} =	67,700 (veh/day)	--	56,000	
AADT _{minor} (veh/day)	AADT _{MAX} =	33,400 (veh/day)	--	33,400	
Intersection lighting (present/not present)			Not Present	Present	
Calibration factor, C _i			1.00	2.27	
Data for unsignalized intersections only:			--	--	
Number of major-road approaches with left-turn lanes (0,1,2)			0	0	
Number of major-road approaches with right-turn lanes (0,1,2)			0	0	
Data for signalized intersections only:			--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	4	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	2	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]			--	4	
Type of left-turn signal phasing for Leg #1			Permissive	Protected	
Type of left-turn signal phasing for Leg #2			--	Protected	
Type of left-turn signal phasing for Leg #3			--	Protected	
Type of left-turn signal phasing for Leg #4 (if applicable)			--	Protected	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]			0	0	
Intersection red light cameras (present/not present)			Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only				1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})			--	7	
Number of bus stops within 300 m (1,000 ft) of the intersection			0	2	
Schools within 300 m (1,000 ft) of the intersection (present/not present)			Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection			0	2	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1 _i	CMF 2 _i	CMF 3 _i	CMF 4 _i	CMF 5 _i	CMF 6 _i	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.78	0.92	1.00	0.91	1.00	0.43

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N _{bimv} from Equation 12-21	Proportion of Total Crashes	Adjusted N _{bimv}	Combined CMFs	Calibration Factor, C _i	Predicted N _{bimv}
	from Table 12-10			from Table 12-10			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	22.291	1.000	22.291	0.43	2.27	21.884
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	7.789	(4) _{FI} /((4) _{FI} +(4) _{PDO})	8.006	0.43	2.27	7.860
						0.359				
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	13.897	(5) _{TOTAL} -(5) _{FI}	14.285	0.43	2.27	14.024
						0.641				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted $N_{bimv (FI)}$ (crashes/year)	Proportion of Collision Type (PDO)	Predicted $N_{bimv (PDO)}$ (crashes/year)	Predicted $N_{bimv (TOTAL)}$ (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	7.860	1.000	14.024	21.884
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	$(3)+(5)$
Rear-end collision	0.450	3.537	0.483	6.774	10.311
Head-on collision	0.049	0.385	0.030	0.421	0.806
Angle collision	0.347	2.727	0.244	3.422	6.149
Sideswipe	0.099	0.778	0.032	0.449	1.227
Other multiple-vehicle collision	0.055	0.432	0.211	2.959	3.391

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections										
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv} from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	1.038	1.000	1.038	0.43	2.27	1.019
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.217	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.211	0.219	0.43	2.27	0.215
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.812	$(5)_{TOTAL}-(5)_{FI}$ 0.789	0.819	0.43	2.27	0.804

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1) Collision Type	(2) Proportion of Collision Type _(FI)	(3) Predicted $N_{bisv (FI)}$ (crashes/year)	(4) Proportion of Collision Type (PDO)	(5) Predicted $N_{bisv (PDO)}$ (crashes/year)	(6) Predicted $N_{bisv (TOTAL)}$ (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.215	1.000	0.804	1.019
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.001	0.001
Collision with animal	0.002	0.000	0.002	0.002	0.002
Collision with fixed object	0.744	0.160	0.870	0.699	0.859
Collision with other object	0.072	0.015	0.070	0.056	0.072
Other single-vehicle collision	0.040	0.009	0.023	0.018	0.027
Single-vehicle noncollision	0.141	0.030	0.034	0.027	0.058

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{pedi}	Predicted N_{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
2.78	1.00	1.12	3.11

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N_{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-9.53	0.40	0.26	0.45	0.04	0.057
Fatal and Injury (FI)	--	--	--	--	--	0.057

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	21.884	1.019	22.903	0.015	0.344
Fatal and injury (FI)	--	--	--	--	0.344

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	3.537	6.774	10.311
Head-on collisions (from Worksheet 2D)	0.385	0.421	0.806
Angle collisions (from Worksheet 2D)	2.727	3.422	6.149
Sideswipe (from Worksheet 2D)	0.778	0.449	1.227
Other multiple-vehicle collision (from Worksheet 2D)	0.432	2.959	3.391
Subtotal	7.860	14.024	21.884
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 2F)	0.160	0.699	0.859
Collision with other object (from Worksheet 2F)	0.015	0.056	0.072
Other single-vehicle collision (from Worksheet 2F)	0.009	0.018	0.027
Single-vehicle noncollision (from Worksheet 2F)	0.030	0.027	0.058
Collision with pedestrian (from Worksheet 2G or 2I)	0.057	0.000	0.057
Collision with bicycle (from Worksheet 2J)	0.344	0.000	0.344
Subtotal	0.615	0.804	1.419
Total	8.475	14.828	23.303

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	23.3
Fatal and injury (FI)	8.5
Property damage only (PDO)	14.8

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	Predicted crashes			Observed crashes, N_{observed} (crashes/year)	Overdispersion Parameter, k	$N_{\text{predicted w0}}$	$N_{\text{predicted w1}}$	W_0	N_0	w_1	N_1	$N_{\text{expected/comb}}$
	$N_{\text{predicted}}$ (TOTAL)	$N_{\text{predicted}}$ (FI)	$N_{\text{predicted}}$ (PDO)			Equation A-8 $(6)*(2)^2$	Equation A-9 $\text{sqrt}((6)*(2))$	Equation A-10	Equation A-11	Equation A-12	Equation A-13	Equation A-14
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	5.324	1.380	3.944	--	1.320	37.412	2.651	--	--	--	--	--
Segment 2	8.716	2.283	6.433	--	1.320	100.275	3.392	--	--	--	--	--
Segment 3	16.005	4.148	11.857	--	1.320	338.118	4.596	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	30.044	7.811	22.233									
Single-vehicle												
Segment 1	0.436	0.089	0.347	--	0.860	0.164	0.612	--	--	--	--	--
Segment 2	0.811	0.162	0.649	--	0.860	0.566	0.835	--	--	--	--	--
Segment 3	1.311	0.268	1.043	--	0.860	1.479	1.062	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	2.559	0.519	2.040									
Multiple-vehicle driveway-related												
Segment 1	0.493	0.140	0.353	--	1.390	0.338	0.828	--	--	--	--	--
Segment 2	0.556	0.158	0.398	--	1.390	0.430	0.879	--	--	--	--	--
Segment 3	0.000	0.000	0.000	--	1.390	0.000	0.000	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	1.049	0.298	0.751									
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	26.066	9.587	16.479	--	0.390	264.980	3.188	--	--	--	--	--
Intersection 2	21.884	7.860	14.024	--	0.390	186.774	2.921	--	--	--	--	--
Intersection 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection Totals:	47.950	17.447	30.503									
Single-vehicle												
Intersection 1	1.111	0.220	0.891	--	0.360	0.444	0.632	--	--	--	--	--
Intersection 2	1.019	0.215	0.804	--	0.360	0.374	0.606	--	--	--	--	--
Intersection 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection Totals:	2.130	0.434	1.695									
COMBINED (sum of column)	83.732	26.509	57.223	41	--	931.353	22.204	0.082	44.525	0.790	74.775	59.650

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials		
(1)	(2)	(3)
Site Type	N _{ped}	N _{bike}
ROADWAY SEGMENTS		
Segment 1	0.119	0.031
Segment 2	0.192	0.050
Segment 3	0.329	0.087
Segment 4	0.000	0.000
Segment 5	0.000	0.000
Segment 6	0.000	0.000
Segment 7	0.000	0.000
Segment 8	0.000	0.000
INTERSECTIONS		
Intersection 1	0.017	0.408
Intersection 2	0.057	0.344
Intersection 3	0.000	0.000
Intersection 4	0.000	0.000
Intersection 5	0.000	0.000
Intersection 6	0.000	0.000
Intersection 7	0.000	0.000
Intersection 8	0.000	0.000
COMBINED (sum of column)	0.713	0.919

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials					
(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	N _{predicted}	N _{ped}	N _{bike}	N _{expected (vehicle)}	N _{expected}
Total	(2) _{COMB} from Worksheet 4A	(2) _{COMB} from Worksheet 4B	(3) _{COMB} from Worksheet 4B	(13) _{COMB} Worksheet 4A	(3)+(4)+(5)
	83.732	0.713	0.919	59.650	61.283
Fatal and injury (FI)	(3) _{COMB} from Worksheet 4A	(2) _{COMB} from Worksheet 4B	(3) _{COMB} from Worksheet 4B	(5) _{TOTAL} * (2) _{FI} / (2) _{TOTAL}	(3)+(4)+(5)
	26.509	0.713	0.919	18.885	20.518
Property damage only (PDO)	(4) _{COMB} from Worksheet 4A	--	--	(5) _{TOTAL} * (2) _{PDO} / (2) _{TOTAL}	(3)+(4)+(5)
	57.223	0.000	0.000	40.765	40.765

HSM Urban and Suburban Arterial Predictive Method
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Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	Tournament to Tymber Creek	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2030	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	0.4	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	19,500	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	50	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	0	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	0	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	CMF 2r	CMF 3r	CMF 4r	CMF 5r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.96	1.00	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments									
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr	Predicted N _{brmv}
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.34	1.36	1.32	1.195	1.000	1.195	0.96	1.63	1.870
Fatal and Injury (FI)	-12.76	1.28	1.31	0.356	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.336	0.96	1.63	0.526
					0.281				
Property Damage Only (PDO)	-12.81	1.38	1.34	0.910	(5) _{TOTAL} -(5) _{FI}	0.859	0.96	1.63	1.344
					0.719				

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	0.526	1.000	1.344	1.870
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	0.438	0.662	0.890	1.327
Head-on collision	0.020	0.011	0.007	0.009	0.020
Angle collision	0.040	0.021	0.036	0.048	0.069
Sideswipe, same direction	0.050	0.026	0.223	0.300	0.326
Sideswipe, opposite direction	0.010	0.005	0.001	0.001	0.007
Other multiple-vehicle collision	0.048	0.025	0.071	0.095	0.121

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brsv}	Proportion of Total Crashes	Adjusted N _{brsv}	Combined CMFs	Calibration Factor, Cr	Predicted N _{brsv}
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	0.266	1.000	0.266	0.96	1.63	0.417
Fatal and Injury (FI)	-8.71	0.66	0.28	0.045	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.045	0.96	1.63	0.070
					0.169				
Property Damage Only (PDO)	-5.04	0.45	1.06	0.221	(5) _{TOTAL} -(5) _{FI}	0.221	0.96	1.63	0.346
					0.831				

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.070	1.000	0.346	0.417
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.022	0.022
Collision with fixed object	0.500	0.035	0.813	0.282	0.317
Collision with other object	0.028	0.002	0.016	0.006	0.008
Other single-vehicle collision	0.471	0.033	0.108	0.037	0.070

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.000	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.000	1.000	0.000	0.96	1.63	0.000
Fatal and injury (FI)	--	0.284	0.000	0.96	1.63	0.000
Property damage only (PDO)	--	0.716	0.000	0.96	1.63	0.000

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	1.870	0.417	0.000	2.286	0.019	0.043
Fatal and injury (FI)	--	--	--	--	--	0.043

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	1.870	0.417	0.000	2.286	0.005	0.011
Fatal and injury (FI)	--	--	--	--	--	0.011

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.438	0.890	1.327
Head-on collisions (from Worksheet 1D)	0.011	0.009	0.020
Angle collisions (from Worksheet 1D)	0.021	0.048	0.069
Sideswipe, same direction (from Worksheet 1D)	0.026	0.300	0.326
Sideswipe, opposite direction (from Worksheet 1D)	0.005	0.001	0.007
Driveway-related collisions (from Worksheet 1H)	0.000	0.000	0.000
Other multiple-vehicle collision (from Worksheet 1D)	0.025	0.095	0.121
Subtotal	0.526	1.344	1.870
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.022	0.022
Collision with fixed object (from Worksheet 1F)	0.035	0.282	0.317
Collision with other object (from Worksheet 1F)	0.002	0.006	0.008
Other single-vehicle collision (from Worksheet 1F)	0.033	0.037	0.070
Collision with pedestrian (from Worksheet 1I)	0.043	0.000	0.043
Collision with bicycle (from Worksheet 1J)	0.011	0.000	0.011
Subtotal	0.125	0.346	0.471
Total	0.651	1.690	2.341

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	2.3	0.40	5.9
Fatal and injury (FI)	0.7	0.40	1.6
Property damage only (PDO)	1.7	0.40	4.2

HSM Urban and Suburban Arterial Predictive Method
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Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Tournament	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2030	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 67,700 (veh/day)	--	19,500	
AADT _{minor} (veh/day)	AADT _{MAX} = 33,400 (veh/day)	--	3,650	
Intersection lighting (present/not present)		Not Present	Not Present	
Calibration factor, C _i		1.00	2.27	
Data for unsignalized intersections only:		--	--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	0	
Data for signalized intersections only:		--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4	
Type of left-turn signal phasing for Leg #1		Permissive	Protected	
Type of left-turn signal phasing for Leg #2		--	Protected	
Type of left-turn signal phasing for Leg #3		--	Protected	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0	
Intersection red light cameras (present/not present)		Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})		--	6	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	CMF 2i	CMF 3i	CMF 4i	CMF 5i	CMF 6i	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.78	0.85	1.00	1.00	1.00	0.44

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bimv} from Equation 12-21	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bimv}
	from Table 12-10			from Table 12-10			$(4)_{TOTAL} * (5)$	(7) from Worksheet 2B		$(6) * (7) * (8)$
	a	b	c							
Total	-10.99	1.07	0.23	0.39	4.333	1.000	4.333	0.44	2.27	4.305
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.378	$(4)_{FI} / ((4)_{FI} + (4)_{PDO})$	1.434	0.44	2.27	1.425
						0.331				
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	2.785	$(5)_{TOTAL} - (5)_{FI}$	2.899	0.44	2.27	2.880
						0.669				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N_{bimv} (FI) (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N_{bimv} (PDO) (crashes/year)	Predicted N_{bimv} (TOTAL) (crashes/year)
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.425	1.000	2.880	4.305
		$(2) * (3)_{FI}$		$(4) * (5)_{PDO}$	$(3) + (5)$
Rear-end collision	0.450	0.641	0.483	1.391	2.032
Head-on collision	0.049	0.070	0.030	0.086	0.156
Angle collision	0.347	0.494	0.244	0.703	1.197
Sideswipe	0.099	0.141	0.032	0.092	0.233
Other multiple-vehicle collision	0.055	0.078	0.211	0.608	0.686

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.279	1.000	0.279	0.44	2.27	0.277
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.073	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.073	0.44	2.27	0.072
						0.261				
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.205	(5) _{TOTAL} -(5) _{FI}	0.206	0.44	2.27	0.204
						0.739				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.072	1.000	0.204	0.277
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.001
Collision with fixed object	0.744	0.054	0.870	0.178	0.232
Collision with other object	0.072	0.005	0.070	0.014	0.020
Other single-vehicle collision	0.040	0.003	0.023	0.005	0.008
Single-vehicle noncollision	0.141	0.010	0.034	0.007	0.017

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	$N_{pedbase}$	Combined CMF	Calibration factor, C_i	Predicted N_{pedi}
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.003	1.00	2.27	0.008
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.008

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	4.305	0.277	4.581	0.015	0.069
Fatal and injury (FI)	--	--	--	--	0.069

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.641	1.391	2.032
Head-on collisions (from Worksheet 2D)	0.070	0.086	0.156
Angle collisions (from Worksheet 2D)	0.494	0.703	1.197
Sideswipe (from Worksheet 2D)	0.141	0.092	0.233
Other multiple-vehicle collision (from Worksheet 2D)	0.078	0.608	0.686
Subtotal	1.425	2.880	4.305
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.001
Collision with fixed object (from Worksheet 2F)	0.054	0.178	0.232
Collision with other object (from Worksheet 2F)	0.005	0.014	0.020
Other single-vehicle collision (from Worksheet 2F)	0.003	0.005	0.008
Single-vehicle noncollision (from Worksheet 2F)	0.010	0.007	0.017
Collision with pedestrian (from Worksheet 2G or 2I)	0.008	0.000	0.008
Collision with bicycle (from Worksheet 2J)	0.069	0.000	0.069
Subtotal	0.149	0.204	0.353
Total	1.574	3.084	4.658

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	4.7
Fatal and injury (FI)	1.6
Property damage only (PDO)	3.1

HSM Urban and Suburban Arterial Predictive Method
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Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections				
General Information		Location Information		
Analyst	Darlene Lam	Roadway	LPGA	
Agency or Company	American	Intersection	Tymber Creek	
Date Performed	06/16/22	Jurisdiction	FDOT	
		Analysis Year	2030	
Input Data		Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 67,700 (veh/day)	--	22,750	
AADT _{minor} (veh/day)	AADT _{MAX} = 33,400 (veh/day)	--	10,700	
Intersection lighting (present/not present)		Not Present	Present	
Calibration factor, C _i		1.00	2.27	
Data for unsignalized intersections only:		--	--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	0	
Data for signalized intersections only:		--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	2	
Type of left-turn signal phasing for Leg #1		Permissive	Protected	
Type of left-turn signal phasing for Leg #2		--	Protected	
Type of left-turn signal phasing for Leg #3		--	Protected	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0	
Intersection red light cameras (present/not present)		Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})		--	6	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1 _i	CMF 2 _i	CMF 3 _i	CMF 4 _i	CMF 5 _i	CMF 6 _i	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.81	0.87	0.92	1.00	0.91	1.00	0.59

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bimv} from Equation 12-21	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bimv}
	from Table 12-10			from Table 12-10			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	6.544	1.000	6.544	0.59	2.27	8.834
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	2.094	(4) _{FI} /((4) _{FI} +(4) _{PDO})	2.171	0.59	2.27	2.930
						0.332				
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	4.219	(5) _{TOTAL} -(5) _{FI}	4.373	0.59	2.27	5.903
						0.668				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N_{bimv} (FI) (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N_{bimv} (PDO) (crashes/year)	Predicted N_{bimv} (TOTAL) (crashes/year)
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	2.930	1.000	5.903	8.834
		$(2) * (3)_{FI}$		$(4) * (5)_{PDO}$	$(3) + (5)$
Rear-end collision	0.450	1.319	0.483	2.851	4.170
Head-on collision	0.049	0.144	0.030	0.177	0.321
Angle collision	0.347	1.017	0.244	1.440	2.457
Sideswipe	0.099	0.290	0.032	0.189	0.479
Other multiple-vehicle collision	0.055	0.161	0.211	1.246	1.407

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12- 24 or 12-27		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.414	1.000	0.414	0.59	2.27	0.558
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.106	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.107	0.59	2.27	0.145
						0.259				
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.303	(5) _{TOTAL} -(5) _{FI}	0.306	0.59	2.27	0.414
						0.741				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.145	1.000	0.414	0.558
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.001
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.108	0.870	0.360	0.467
Collision with other object	0.072	0.010	0.070	0.029	0.039
Other single-vehicle collision	0.040	0.006	0.023	0.010	0.015
Single-vehicle noncollision	0.141	0.020	0.034	0.014	0.034

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	$N_{pedbase}$	Combined CMF	Calibration factor, C_i	Predicted N_{pedi}
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.005	1.00	2.27	0.011
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.011

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	8.834	0.558	9.392	0.015	0.141
Fatal and injury (FI)	--	--	--	--	0.141

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.319	2.851	4.170
Head-on collisions (from Worksheet 2D)	0.144	0.177	0.321
Angle collisions (from Worksheet 2D)	1.017	1.440	2.457
Sideswipe (from Worksheet 2D)	0.290	0.189	0.479
Other multiple-vehicle collision (from Worksheet 2D)	0.161	1.246	1.407
Subtotal	2.930	5.903	8.834
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.001
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.108	0.360	0.467
Collision with other object (from Worksheet 2F)	0.010	0.029	0.039
Other single-vehicle collision (from Worksheet 2F)	0.006	0.010	0.015
Single-vehicle noncollision (from Worksheet 2F)	0.020	0.014	0.034
Collision with pedestrian (from Worksheet 2G or 2I)	0.011	0.000	0.011
Collision with bicycle (from Worksheet 2J)	0.141	0.000	0.141
Subtotal	0.297	0.414	0.710
Total	3.227	6.317	9.544

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	9.5
Fatal and injury (FI)	3.2
Property damage only (PDO)	6.3

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials												
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	Predicted crashes			Observed crashes, N _{observed} (crashes/year)	Overdispersion Parameter, k	N _{predicted} w0	N _{predicted} w1	W ₀	N ₀	w ₁	N ₁	N _{expected/comb}
	N _{predicted} (TOTAL)	N _{predicted} (FI)	N _{predicted} (PDO)			Equation A-8 (6)*(2) ²	Equation A-9 sqrt((6)*(2))	Equation 10	Equation 11	Equation 12	Equation 13	Equation 14
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	1.870	0.526	1.344	--	1.320	4.614	1.571	--	--	--	--	--
Segment 2	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	1.870	0.526	1.344									
Single-vehicle												
Segment 1	0.417	0.070	0.346	--	0.860	0.149	0.599	--	--	--	--	--
Segment 2	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	0.417	0.070	0.346									
Multiple-vehicle driveway-related												
Segment 1	0.000	0.000	0.000	--	1.390	0.000	0.000	--	--	--	--	--
Segment 2	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	0.000	0.000	0.000									
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	4.305	1.425	2.880	--	0.390	7.227	1.296	--	--	--	--	--
Intersection 2	8.834	2.930	5.903	--	0.390	30.435	1.856	--	--	--	--	--
Intersection 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection Totals:	13.138	4.355	8.783									
Single-vehicle												
Intersection 1	0.277	0.072	0.204	--	0.360	0.028	0.316	--	--	--	--	--
Intersection 2	0.558	0.145	0.414	--	0.360	0.112	0.448	--	--	--	--	--
Intersection 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection Totals:	0.835	0.217	0.618									
COMBINED (sum of column)	16.260	5.169	11.091	66	--	42.565	6.085	0.276	52.106	0.728	29.751	40.929

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials		
(1)	(2)	(3)
Site Type	N _{ped}	N _{bike}
ROADWAY SEGMENTS		
Segment_1	0.043	0.011
Segment_2	0.000	0.000
Segment_3	0.000	0.000
Segment_4	0.000	0.000
Segment_5	0.000	0.000
Segment_6	0.000	0.000
Segment_7	0.000	0.000
Segment_8	0.000	0.000
INTERSECTIONS		
Intersection_1	0.008	0.069
Intersection_2	0.011	0.141
Intersection_3	0.000	0.000
Intersection_4	0.000	0.000
Intersection_5	0.000	0.000
Intersection_6	0.000	0.000
Intersection_7	0.000	0.000
Intersection_8	0.000	0.000
COMBINED (sum of column)	0.062	0.221

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials					
(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	N _{predicted}	N _{ped}	N _{bike}	N _{expected (vehicle)}	N _{expected}
Total	(2) _{COMB} from Worksheet 4A	(2) _{COMB} from Worksheet 4B	(3) _{COMB} from Worksheet 4B	(13) _{COMB} Worksheet 4A	(3)+(4)+(5)
	16.260	0.062	0.221	40.929	41.212
Fatal and injury (FI)	(3) _{COMB} from Worksheet 4A	(2) _{COMB} from Worksheet 4B	(3) _{COMB} from Worksheet 4B	(5) _{TOTAL} * (2) _{FI} / (2) _{TOTAL}	(3)+(4)+(5)
	5.169	0.062	0.221	13.010	13.294
Property damage only (PDO)	(4) _{COMB} from Worksheet 4A	--	--	(5) _{TOTAL} * (2) _{PDO} / (2) _{TOTAL}	(3)+(4)+(5)
	11.091	0.000	0.000	27.918	27.918

HSM Urban and Suburban Arterial Predictive Method
2050 Build - 4 Lanes

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Roadway Section	Tournament to Tymber Creek	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2050	
Input Data			Base Conditions	Site Conditions	
Roadway type (2U, 3T, 4U, 4D, ST)			--	4D	
Length of segment, L (mi)			--	0.4	
AADT (veh/day)	AADT _{MAX} = 66,000 (veh/day)		--	36,000	
Type of on-street parking (none/parallel/angle)			None	None	
Proportion of curb length with on-street parking			--	0	
Median width (ft) - for divided only			15	50	
Lighting (present / not present)			Not Present	Not Present	
Auto speed enforcement (present / not present)			Not Present	Not Present	
Major commercial driveways (number)			--	0	
Minor commercial driveways (number)			--	0	
Major industrial / institutional driveways (number)			--	0	
Minor industrial / institutional driveways (number)			--	0	
Major residential driveways (number)			--	0	
Minor residential driveways (number)			--	0	
Other driveways (number)			--	0	
Speed Category			--	Posted Speed Greater than 30 mph	
Roadside fixed object density (fixed objects / mi)			0	0	
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	30	
Calibration Factor, Cr			1.00	1.63	

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	CMF 2r	CMF 3r	CMF 4r	CMF 5r	CMF comb
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	0.96	1.00	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments									
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N _{brmv}	Proportion of Total Crashes	Adjusted N _{brmv}	Combined CMFs	Calibration Factor, Cr	Predicted N _{brmv}
	from Table 12-3		from Table 12-3	from Equation 12-10		(4) _{TOTAL} *(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.34	1.36	1.32	2.751	1.000	2.751	0.96	1.63	4.304
Fatal and Injury (FI)	-12.76	1.28	1.31	0.781	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.740	0.96	1.63	1.158
					0.269				
Property Damage Only (PDO)	-12.81	1.38	1.34	2.121	(5) _{TOTAL} -(5) _{FI}	2.010	0.96	1.63	3.146
					0.731				

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brmv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brmv (PDO)} (crashes/year)	Predicted N _{brmv (TOTAL)} (crashes/year)
	from Table 12-4	(9) _{FI} from Worksheet 1C	from Table 12-4	(9) _{PDO} from Worksheet 1C	(9) _{TOTAL} from Worksheet 1C
Total	1.000	1.158	1.000	3.146	4.304
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Rear-end collision	0.832	0.964	0.662	2.083	3.046
Head-on collision	0.020	0.023	0.007	0.022	0.045
Angle collision	0.040	0.046	0.036	0.113	0.160
Sideswipe, same direction	0.050	0.058	0.223	0.702	0.759
Sideswipe, opposite direction	0.010	0.012	0.001	0.003	0.015
Other multiple-vehicle collision	0.048	0.056	0.071	0.223	0.279

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N_{brsv}	Proportion of Total Crashes	Adjusted N_{brsv}	Combined CMFs	Calibration Factor, Cr	Predicted N_{brsv}
	from Table 12-5		from Table 12-5	from Equation 12-13		(4) _{TOTAL} *(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	0.355	1.000	0.355	0.96	1.63	0.556
Fatal and Injury (FI)	-8.71	0.66	0.28	0.067	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$	0.067	0.96	1.63	0.104
					0.187				
Property Damage Only (PDO)	-5.04	0.45	1.06	0.291	$(5)_{TOTAL}-(5)_{FI}$	0.289	0.96	1.63	0.451
					0.813				

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{brsv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{brsv (PDO)} (crashes/year)	Predicted N _{brsv (TOTAL)} (crashes/year)
	from Table 12-6	(9) _{FI} from Worksheet 1E	from Table 12-6	(9) _{PDO} from Worksheet 1E	(9) _{TOTAL} from Worksheet 1E
Total	1.000	0.104	1.000	0.451	0.556
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.028	0.029
Collision with fixed object	0.500	0.052	0.813	0.367	0.419
Collision with other object	0.028	0.003	0.016	0.007	0.010
Other single-vehicle collision	0.471	0.049	0.108	0.049	0.098

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments					
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n_j	Crashes per driveway per year, N_j	Coefficient for traffic adjustment, t	Initial N_{brdwy}	Overdispersion parameter, k
		from Table 12-7	from Table 12-7	Equation 12-16	from Table 12-7
				$n_j * N_j * (AADT/15,000)^t$	
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	0	0.011	1.106	0.000	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.000	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	Initial N_{brdwy}	Proportion of total crashes (f_{dwy})	Adjusted N_{brdwy}	Combined CMFs	Calibration factor, C_r	Predicted N_{brdwy}
	(5) _{TOTAL} from Worksheet 1G	from Table 12-7	(2) _{TOTAL} * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.000	1.000	0.000	0.96	1.63	0.000
Fatal and injury (FI)	--	0.284	0.000	0.96	1.63	0.000
Property damage only (PDO)	--	0.716	0.000	0.96	1.63	0.000

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{pedr} from Table 12-8	Predicted N_{pedr}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	4.304	0.556	0.000	4.860	0.019	0.092
Fatal and injury (FI)	--	--	--	--	--	0.092

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments						
(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	Predicted N_{brmv}	Predicted N_{brsv}	Predicted N_{brdwy}	Predicted N_{br}	f_{biker} from Table 12-9	Predicted N_{biker}
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)		(5)*(6)
Total	4.304	0.556	0.000	4.860	0.005	0.024
Fatal and injury (FI)	--	--	--	--	--	0.024

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.964	2.083	3.046
Head-on collisions (from Worksheet 1D)	0.023	0.022	0.045
Angle collisions (from Worksheet 1D)	0.046	0.113	0.160
Sideswipe, same direction (from Worksheet 1D)	0.058	0.702	0.759
Sideswipe, opposite direction (from Worksheet 1D)	0.012	0.003	0.015
Driveway-related collisions (from Worksheet 1H)	0.000	0.000	0.000
Other multiple-vehicle collision (from Worksheet 1D)	0.056	0.223	0.279
Subtotal	1.158	3.146	4.304
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.028	0.029
Collision with fixed object (from Worksheet 1F)	0.052	0.367	0.419
Collision with other object (from Worksheet 1F)	0.003	0.007	0.010
Other single-vehicle collision (from Worksheet 1F)	0.049	0.049	0.098
Collision with pedestrian (from Worksheet 1I)	0.092	0.000	0.092
Collision with bicycle (from Worksheet 1J)	0.024	0.000	0.024
Subtotal	0.221	0.451	0.672
Total	1.379	3.597	4.977

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	Predicted average crash frequency, $N_{\text{predicted rs}}$ (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)
	(Total) from Worksheet 1K		(2) / (3)
Total	5.0	0.40	12.4
Fatal and injury (FI)	1.4	0.40	3.4
Property damage only (PDO)	3.6	0.40	9.0

HSM Urban and Suburban Arterial Predictive Method
2050 Build - 4 Lanes

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections					
General Information			Location Information		
Analyst	Darlene Lam		Roadway	LPGA	
Agency or Company	American		Intersection	Tournament	
Date Performed	06/16/22		Jurisdiction	FDOT	
			Analysis Year	2030	
Input Data			Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)			--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} =	67,700 (veh/day)	--	36,000	
AADT _{minor} (veh/day)	AADT _{MAX} =	33,400 (veh/day)	--	7,000	
Intersection lighting (present/not present)			Not Present	Not Present	
Calibration factor, C _i			1.00	2.27	
Data for unsignalized intersections only:			--	--	
Number of major-road approaches with left-turn lanes (0,1,2)			0	0	
Number of major-road approaches with right-turn lanes (0,1,2)			0	0	
Data for signalized intersections only:			--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	4	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	4	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]			--	4	
Type of left-turn signal phasing for Leg #1			Permissive	Protected	
Type of left-turn signal phasing for Leg #2			--	Protected	
Type of left-turn signal phasing for Leg #3			--	Protected	
Type of left-turn signal phasing for Leg #4 (if applicable)			--	Protected	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]			0	0	
Intersection red light cameras (present/not present)			Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only				1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})			--	6	
Number of bus stops within 300 m (1,000 ft) of the intersection			0	0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)			Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection			0	0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF _{1i}	CMF _{2i}	CMF _{3i}	CMF _{4i}	CMF _{5i}	CMF _{6i}	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.78	0.85	1.00	1.00	1.00	0.44

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bimv} from Equation 12-21	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bimv}
	from Table 12-10			from Table 12-10			(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	9.699	1.000	9.699	0.44	2.27	9.636
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	3.279	(4) _{FI} /((4) _{FI} +(4) _{PDO})	3.396	0.44	2.27	3.374
						0.350				
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	6.086	(5) _{TOTAL} -(5) _{FI}	6.303	0.44	2.27	6.262
						0.650				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N_{bimv} (FI) (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N_{bimv} (PDO) (crashes/year)	Predicted N_{bimv} (TOTAL) (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	3.374	1.000	6.262	9.636
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	$(3)+(5)$
Rear-end collision	0.450	1.518	0.483	3.025	4.543
Head-on collision	0.049	0.165	0.030	0.188	0.353
Angle collision	0.347	1.171	0.244	1.528	2.699
Sideswipe	0.099	0.334	0.032	0.200	0.534
Other multiple-vehicle collision	0.055	0.186	0.211	1.321	1.507

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12- 24 or 12-27		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.504	1.000	0.504	0.44	2.27	0.501
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.114	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.114	0.44	2.27	0.113
						0.227				
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.389	(5) _{TOTAL} -(5) _{FI}	0.390	0.44	2.27	0.387
						0.773				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.113	1.000	0.387	0.501
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.001
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.084	0.870	0.337	0.421
Collision with other object	0.072	0.008	0.070	0.027	0.035
Other single-vehicle collision	0.040	0.005	0.023	0.009	0.013
Single-vehicle noncollision	0.141	0.016	0.034	0.013	0.029

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	SPF Coefficients					Overdispersion Parameter, k	$N_{pedbase}$	Combined CMF	Calibration factor, C_i	Predicted N_{pedi}
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.004	1.00	2.27	0.010
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.010

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	9.636	0.501	10.136	0.015	0.152
Fatal and injury (FI)	--	--	--	--	0.152

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.518	3.025	4.543
Head-on collisions (from Worksheet 2D)	0.165	0.188	0.353
Angle collisions (from Worksheet 2D)	1.171	1.528	2.699
Sideswipe (from Worksheet 2D)	0.334	0.200	0.534
Other multiple-vehicle collision (from Worksheet 2D)	0.186	1.321	1.507
Subtotal	3.374	6.262	9.636
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.001
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.084	0.337	0.421
Collision with other object (from Worksheet 2F)	0.008	0.027	0.035
Other single-vehicle collision (from Worksheet 2F)	0.005	0.009	0.013
Single-vehicle noncollision (from Worksheet 2F)	0.016	0.013	0.029
Collision with pedestrian (from Worksheet 2G or 2I)	0.010	0.000	0.010
Collision with bicycle (from Worksheet 2J)	0.152	0.000	0.152
Subtotal	0.275	0.387	0.662
Total	3.649	6.649	10.298

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	10.3
Fatal and injury (FI)	3.6
Property damage only (PDO)	6.6

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Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections					
General Information			Location Information		
Analyst	Darlene Lam American 06/16/22		Roadway	LPGA Tymber Creek FDOT 2030	
Agency or Company			Intersection		
Date Performed			Jurisdiction		
			Analysis Year		
Input Data			Base Conditions	Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)			--	4SG	
AADT _{major} (veh/day)	AADT _{MAX} = 67,700 (veh/day)		--	43,000	
AADT _{minor} (veh/day)	AADT _{MAX} = 33,400 (veh/day)		--	20,200	
Intersection lighting (present/not present)			Not Present	Present	
Calibration factor, C _i			1.00	2.27	
Data for unsignalized intersections only:			--	--	
Number of major-road approaches with left-turn lanes (0,1,2)			0	0	
Number of major-road approaches with right-turn lanes (0,1,2)			0	0	
Data for signalized intersections only:			--	--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	2	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]			0	2	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]			--	2	
Type of left-turn signal phasing for Leg #1			Permissive	Protected	
Type of left-turn signal phasing for Leg #2			--	Protected	
Type of left-turn signal phasing for Leg #3			--	Protected	
Type of left-turn signal phasing for Leg #4 (if applicable)			--	Not Applicable	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]			0	0	
Intersection red light cameras (present/not present)			Not Present	Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only				1	
Maximum number of lanes crossed by a pedestrian (n _{lanesx})			--	6	
Number of bus stops within 300 m (1,000 ft) of the intersection			0	0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)			Not Present	Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection			0	0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1 _i	CMF 2 _i	CMF 3 _i	CMF 4 _i	CMF 5 _i	CMF 6 _i	CMF _{COMB}
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.81	0.87	0.92	1.00	0.91	1.00	0.59

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N _{bimv}	Proportion of Total Crashes	Adjusted N _{bimv}	Combined CMFs	Calibration Factor, C _i	Predicted N _{bimv}
	from Table 12-10			from Table 12-10	from Equation 12-21		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	14.967	1.000	14.967	0.59	2.27	20.205
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	5.106	(4) _{FI} /((4) _{FI} +(4) _{PDO})	5.265	0.59	2.27	7.108
						0.352				
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	9.408	(5) _{TOTAL} -(5) _{FI}	9.702	0.59	2.27	13.098
						0.648				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N_{bimv} (FI) (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N_{bimv} (PDO) (crashes/year)	Predicted N_{bimv} (TOTAL) (crashes/year)
	from Table 12-11	(9) _{FI} from Worksheet 2C	from Table 12-11	(9) _{PDO} from Worksheet 2C	(9) _{PDO} from Worksheet 2C
Total	1.000	7.108	1.000	13.098	20.205
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	$(3)+(5)$
Rear-end collision	0.450	3.198	0.483	6.326	9.525
Head-on collision	0.049	0.348	0.030	0.393	0.741
Angle collision	0.347	2.466	0.244	3.196	5.662
Sideswipe	0.099	0.704	0.032	0.419	1.123
Other multiple-vehicle collision	0.055	0.391	0.211	2.764	3.155

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N_{bisv}	Proportion of Total Crashes	Adjusted N_{bimv}	Combined CMFs	Calibration Factor, C_i	Predicted N_{bisv}
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		(4) _{TOTAL} *(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
	Total	-10.21	0.68		0.27	0.36	0.757	1.000	0.757	0.59
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.167	(4) _{FI} /((4) _{FI} +(4) _{PDO})	0.169	0.59	2.27	0.228
						0.223				
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.583	(5) _{TOTAL} -(5) _{FI}	0.588	0.59	2.27	0.794
						0.777				

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	Proportion of Collision Type _(FI)	Predicted N _{bisv (FI)} (crashes/year)	Proportion of Collision Type _(PDO)	Predicted N _{bisv (PDO)} (crashes/year)	Predicted N _{bisv (TOTAL)} (crashes/year)
	from Table 12-13	(9) _{FI} from Worksheet 2E	from Table 12-13	(9) _{PDO} from Worksheet 2E	(9) _{PDO} from Worksheet 2E
Total	1.000	0.228	1.000	0.794	1.022
		(2)*(3) _{FI}		(4)*(5) _{PDO}	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.001	0.001
Collision with animal	0.002	0.000	0.002	0.002	0.002
Collision with fixed object	0.744	0.170	0.870	0.691	0.860
Collision with other object	0.072	0.016	0.070	0.056	0.072
Other single-vehicle collision	0.040	0.009	0.023	0.018	0.027
Single-vehicle noncollision	0.141	0.032	0.034	0.027	0.059

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N _{bimv}	Predicted N _{bisv}	Predicted N _{bi}	f _{pedi}	Predicted N _{pedi}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF _{1p}	CMF _{2p}	CMF _{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections						
(1)	(2)					(7)
Crash Severity Level	SPF Coefficients					Predicted N _{pedi}
	from Table 12-14					(4)*(5)*(6)
	a	b	c	d	e	
Total	-9.53	0.40	0.26	0.45	0.04	0.014
Fatal and Injury (FI)	--	--	--	--	--	0.014

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	Predicted N_{bimv}	Predicted N_{bisv}	Predicted N_{bi}	f_{bikei}	Predicted N_{bikei}
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	20.205	1.022	21.227	0.015	0.318
Fatal and injury (FI)	--	--	--	--	0.318

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	Fatal and injury (FI)	Property damage only (PDO)	Total
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	3.198	6.326	9.525
Head-on collisions (from Worksheet 2D)	0.348	0.393	0.741
Angle collisions (from Worksheet 2D)	2.466	3.196	5.662
Sideswipe (from Worksheet 2D)	0.704	0.419	1.123
Other multiple-vehicle collision (from Worksheet 2D)	0.391	2.764	3.155
Subtotal	7.108	13.098	20.205
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 2F)	0.170	0.691	0.860
Collision with other object (from Worksheet 2F)	0.016	0.056	0.072
Other single-vehicle collision (from Worksheet 2F)	0.009	0.018	0.027
Single-vehicle noncollision (from Worksheet 2F)	0.032	0.027	0.059
Collision with pedestrian (from Worksheet 2G or 2I)	0.014	0.000	0.014
Collision with bicycle (from Worksheet 2J)	0.318	0.000	0.318
Subtotal	0.561	0.794	1.355
Total	7.668	13.891	21.560

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	21.6
Fatal and injury (FI)	7.7
Property damage only (PDO)	13.9

Worksheet 4A -- Predicted Crashes by Collision and Site Type and Observed Crashes Using the Project-Level EB Method for Urban and Suburban Arterials												
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Collision type / Site type	Predicted crashes			Observed crashes, N _{observed} (crashes/year)	Overdispersion Parameter, k	N _{predicted w0}	N _{predicted w1}	W ₀	N ₀	w ₁	N ₁	N _{expected/comb}
	N _{predicted} (TOTAL)	N _{predicted} (FI)	N _{predicted} (PDO)			Equation A-8 (6)*(2) ²	Equation A-9 sqrt((6)*(2))	Equation 10	Equation A-11	Equation 12	Equation 13	Equation 14
ROADWAY SEGMENTS												
Multiple-vehicle nondriveway												
Segment 1	4.304	1.158	3.146	--	1.320	24.455	2.384	--	--	--	--	--
Segment 2	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	4.304	1.158	3.146									
Single-vehicle												
Segment 1	0.556	0.104	0.451	--	0.860	0.266	0.691	--	--	--	--	--
Segment 2	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	0.556	0.104	0.451									
Multiple-vehicle driveway-related												
Segment 1	0.000	0.000	0.000	--	1.390	0.000	0.000	--	--	--	--	--
Segment 2	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Segment Totals:	0.000	0.000	0.000									
INTERSECTIONS												
Multiple-vehicle												
Intersection 1	9.636	3.374	6.262	--	0.390	36.211	1.939	--	--	--	--	--
Intersection 2	20.205	7.108	13.098	--	0.390	159.219	2.807	--	--	--	--	--
Intersection 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection Totals:	29.841	10.482	19.360									
Single-vehicle												
Intersection 1	0.501	0.113	0.387	--	0.360	0.090	0.425	--	--	--	--	--
Intersection 2	1.022	0.228	0.794	--	0.360	0.376	0.607	--	--	--	--	--
Intersection 3	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 4	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 5	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 6	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 7	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection 8	0.000	0.000	0.000	--	0.000	0.000	0.000	--	--	--	--	--
Intersection Totals:	1.522	0.341	1.181									
COMBINED (sum of column)	36.223	12.085	24.138	66	--	220.616	8.852	0.141	61.629	0.804	42.031	51.830

Worksheet 4B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials		
(1)	(2)	(3)
Site Type	N _{ped}	N _{bike}
ROADWAY SEGMENTS		
Segment_1	0.092	0.024
Segment_2	0.000	0.000
Segment_3	0.000	0.000
Segment_4	0.000	0.000
Segment_5	0.000	0.000
Segment_6	0.000	0.000
Segment_7	0.000	0.000
Segment_8	0.000	0.000
INTERSECTIONS		
Intersection_1	0.010	0.152
Intersection_2	0.014	0.318
Intersection_3	0.000	0.000
Intersection_4	0.000	0.000
Intersection_5	0.000	0.000
Intersection_6	0.000	0.000
Intersection_7	0.000	0.000
Intersection_8	0.000	0.000
COMBINED (sum of column)	0.116	0.495

Worksheet 4C -- Project-Specific EB Method Summary Results for Urban and Suburban Arterials					
(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	N _{predicted}	N _{ped}	N _{bike}	N _{expected (vehicle)}	N _{expected}
Total	(2) _{COMB} from Worksheet 4A	(2) _{COMB} from Worksheet 4B	(3) _{COMB} from Worksheet 4B	(13) _{COMB} Worksheet 4A	(3)+(4)+(5)
	36.223	0.116	0.495	51.830	52.441
Fatal and injury (FI)	(3) _{COMB} from Worksheet 4A	(2) _{COMB} from Worksheet 4B	(3) _{COMB} from Worksheet 4B	(5) _{TOTAL} * (2) _{FI} / (2) _{TOTAL}	(3)+(4)+(5)
	12.085	0.116	0.495	17.292	17.904
Property damage only (PDO)	(4) _{COMB} from Worksheet 4A	--	--	(5) _{TOTAL} * (2) _{PDO} / (2) _{TOTAL}	(3)+(4)+(5)
	24.138	0.000	0.000	34.538	34.538

Safety Prediction Worksheet for Two-Way Urban and Suburban Arterial SegmentsGeneral Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Street number **Tymber Creek to Champions Dr**
 Street name **LPGA Blvd**
 Segment number **1**
 Analysis year **2030**

Add to Totals worksheet

Restore equations

Reset input cells

Output SummaryPredicted crash frequency, crashes / year

	<i>F+I</i>	<i>PDO</i>	<i>Total</i>
Total crashes	1.713	2.607	4.320
Multiple-vehicle crashes	1.339	2.253	
Single-vehicle crashes	0.277	0.354	
Vehicle-pedestrian crashes	0.063		
Vehicle-bicycle crashes	0.034		

Combined CMF

	<i>F+I</i>	<i>PDO</i>
Multiple-vehicle crashes	0.941	0.941
Single-vehicle crashes	0.993	0.993

Severity distribution for F+I crashes

	<i>K</i>	<i>A</i>	<i>B</i>	<i>C</i>
	0.022	0.116	0.449	1.126

Input DataValueAdvisory MessagesBasic Roadway Data

Area type **Urban**
 Segment type **6D**
 Segment length, mi **0.5**
 Annual average daily traffic (AADT), veh/day **26000**
 Number of highway-rail grade crossings present **0**
 Posted speed limit, mi/h **45**
 Automated speed enforcement present? **No**

Access Data

Driveway count
 Major commercial **1**
 Major industrial **0**
 Minor **1**

2 major comm. driveways per mile.
2 minor driveways per mile.

Cross Section Data

Lane width, ft **11**
 Outside shoulder width, ft **1.5**
 Median width, ft **20**
 Median barrier present? **No**

Roadside Data

Roadside fixed object count **0**
 Average roadside fixed object offset, ft **30**

Calibration FactorsValueDefault Values

Local calibration factor (*C*) **1.000**
 Adjustment factor for pedestrians (f_{ped}) **0.015**
 Adjustment factor for bicyclists (f_{bike}) **0.008**
 Severity distribution calibration factor ($C_{sdf,tws}$) **1.000**

1.000
 0.015
 0.008
 1.000

Crash Modification Factors*F+I**Multiple Single*

Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	0.972	0.972
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	1.000	
Major industrial driveways	0.989	
Minor driveways	0.958	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

*PDO**Multiple Single*

Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	0.972	0.972
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	1.000	
Major industrial driveways	0.989	
Minor driveways	0.958	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

Safety Prediction Worksheet for Two-Way Urban and Suburban Arterial Segments

General Information

Analyst
 Agency
 Date
 Location

Site Information

Street number
 Street name
 Segment number
 Analysis year

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	0.866	1.295	2.161
Multiple-vehicle crashes	0.677	1.117	
Single-vehicle crashes	0.140	0.178	
Vehicle-pedestrian crashes	0.032		
Vehicle-bicycle crashes	0.017		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	0.868	0.868
Single-vehicle crashes	0.993	0.993

Severity distribution for F+I crashes

	K	A	B	C
	0.011	0.058	0.227	0.569

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type
 Segment type
 Segment length, mi
 Annual average daily traffic (AADT), veh/day
 Number of highway-rail grade crossings present
 Posted speed limit, mi/h
 Automated speed enforcement present?

Access Data

Driveway count
 Major commercial
 Major industrial
 Minor

Cross Section Data

Lane width, ft
 Outside shoulder width, ft
 Median width, ft
 Median barrier present?

Roadside Data

Roadside fixed object count
 Average roadside fixed object offset, ft

Calibration Factors

Value

Default Values

Local calibration factor (C)
 Adjustment factor for pedestrians (f_{ped})
 Adjustment factor for bicyclists (f_{bike})
 Severity distribution calibration factor ($C_{sdf,tws}$)

Crash Modification Factors

F+I

Multiple Single

Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	0.972	0.972
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	0.932	
Major industrial driveways	0.989	
Minor driveways	0.947	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

PDO

Multiple Single

Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	0.972	0.972
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	0.932	
Major industrial driveways	0.989	
Minor driveways	0.947	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

Safety Prediction Worksheet for Two-Way Urban and Suburban Arterial Segments

General Information

Analyst
 Agency
 Date
 Location

Site Information

Street number
 Street name
 Segment number
 Analysis year

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	1.648	2.376	4.024
Multiple-vehicle crashes	1.391	2.166	
Single-vehicle crashes	0.166	0.210	
Vehicle-pedestrian crashes	0.059		
Vehicle-bicycle crashes	0.031		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	1.197	1.197
Single-vehicle crashes	1.022	1.022

Severity distribution for F+I crashes

	K	A	B	C
	0.021	0.111	0.432	1.084

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type
 Segment type
 Segment length, mi
 Annual average daily traffic (AADT), veh/day
 Number of highway-rail grade crossings present
 Posted speed limit, mi/h
 Automated speed enforcement present?

Access Data

Driveway count
 Major commercial
 Major industrial
 Minor

Cross Section Data

Lane width, ft
 Outside shoulder width, ft
 Median width, ft
 Median barrier present?

Roadside Data

Roadside fixed object count
 Average roadside fixed object offset, ft

8 major comm. driveways per mile.

Calibration Factors

Value

Default Values

Local calibration factor (C)
 Adjustment factor for pedestrians (f_{ped})
 Adjustment factor for bicyclists (f_{bike})
 Severity distribution calibration factor ($C_{sdf,tws}$)

Crash Modification Factors

F+I

	Multiple	Single
Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	1.000	1.000
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	1.249	
Major industrial driveways	0.989	
Minor driveways	0.947	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

PDO

	Multiple	Single
Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	1.000	1.000
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	1.249	
Major industrial driveways	0.989	
Minor driveways	0.947	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

Safety Prediction Worksheet for Two-Way Urban and Suburban Arterial Segments

General Information

Analyst
 Agency
 Date
 Location

Site Information

Street number
 Street name
 Segment number
 Analysis year

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	2.722	3.915	6.637
Multiple-vehicle crashes	2.266	3.527	
Single-vehicle crashes	0.307	0.387	
Vehicle-pedestrian crashes	0.097		
Vehicle-bicycle crashes	0.052		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	0.970	0.970
Single-vehicle crashes	0.938	0.938

Severity distribution for F+I crashes

	K	A	B	C
	0.035	0.184	0.714	1.790

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type
 Segment type
 Segment length, mi
 Annual average daily traffic (AADT), veh/day
 Number of highway-rail grade crossings present
 Posted speed limit, mi/h
 Automated speed enforcement present?

Access Data

Driveway count
 Major commercial
 Major industrial
 Minor

4 major comm. driveways per mile.
 4 minor driveways per mile.

Cross Section Data

Lane width, ft
 Outside shoulder width, ft
 Median width, ft
 Median barrier present?

Roadside Data

Roadside fixed object count
 Average roadside fixed object offset, ft

Calibration Factors

Value

Default Values

Local calibration factor (C)
 Adjustment factor for pedestrians (f_{ped})
 Adjustment factor for bicyclists (f_{bike})
 Severity distribution calibration factor ($C_{sdf,tws}$)

Crash Modification Factors

F+I

	Multiple	Single
Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	0.918	0.918
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	1.078	
Major industrial driveways	0.989	
Minor driveways	0.969	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

PDO

	Multiple	Single
Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	0.918	0.918
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	1.078	
Major industrial driveways	0.989	
Minor driveways	0.969	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

Safety Prediction Worksheet for One-Way Urban and Suburban Arterial Segments

General Information

Analyst
 Agency
 Date
 Location

Site Information

Street number
 Street name
 Segment number
 Analysis year

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	2.801	5.488	8.289
Multiple-vehicle crashes	2.190	4.973	
Single-vehicle crashes	0.378	0.515	
Vehicle-pedestrian crashes	0.137		
Vehicle-bicycle crashes	0.097		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	0.969	0.969
Single-vehicle crashes	1.052	1.052

Severity distribution for F+I crashes

	K	A	B	C
	0.042	0.380	0.917	1.463

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type	Suburban	.
Segment type	3O	.
Segment length, mi	0.7456	.
Bicycle lanes present?	No	.
Annual average daily traffic (AADT), veh/day	22000	.
Posted speed limit, mi/h	40	.
Automated speed enforcement present?	No	.

Access Data

Driveway count	Major commercial	0	.
	Minor	0	.

Cross Section Data

Lane width, ft	11	.
Right shoulder width, ft	1.5	.

Roadside Data

On-street parallel parking length on right side, mi	0	.
On-street angle parking length on right side, mi	0	.
On-street parallel parking length on left side, mi	0	.
On-street angle parking length on left side, mi	0	.
Roadside fixed object count	0	.
Average roadside fixed object offset, ft	30	.

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians (f_{ped})	0.017	0.017
Adjustment factor for bicyclists (f_{bike})	0.012	0.012
Severity distribution calibration factor ($C_{sdf,ows}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.099	0.099

Crash Modification Factors

F+I

Multiple Single

PDO

Multiple Single

Right shoulder width	1.052	1.052	1.052	1.052
On-street parallel parking	1.000	1.000	1.000	1.000
On-street angle parking	1.000	1.000	1.000	1.000
Major commercial driveways	0.965		0.965	
Minor driveways	0.955		0.955	
Automated speed enforcement	1.000	1.000	1.000	1.000
Roadside fixed objects		1.000		1.000

Safety Prediction Worksheet for One-Way Urban and Suburban Arterial Segments

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Street number **Tomoka Farms to Technology**
 Street name **LPGA Blvd Eastbound**
 Segment number **2**
 Analysis year **2030**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	<i>F+I</i>	<i>PDO</i>	<i>Total</i>
Total crashes	2.981	5.789	8.770
Multiple-vehicle crashes	2.348	5.262	
Single-vehicle crashes	0.387	0.527	
Vehicle-pedestrian crashes	0.145		
Vehicle-bicycle crashes	0.102		

Combined CMF

	<i>F+I</i>	<i>PDO</i>
Multiple-vehicle crashes	0.969	0.969
Single-vehicle crashes	1.052	1.052

Severity distribution for F+I crashes

	<i>K</i>	<i>A</i>	<i>B</i>	<i>C</i>
	0.044	0.404	0.976	1.557

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type **Suburban**
 Segment type **3O**
 Segment length, mi **0.7456**
 Bicycle lanes present? **No**
 Annual average daily traffic (AADT), veh/day **23250**
 Posted speed limit, mi/h **40**
 Automated speed enforcement present? **No**

Access Data

Driveway count Major commercial **0**
 Minor **0**

Cross Section Data

Lane width, ft **11**
 Right shoulder width, ft **1.5**

Roadside Data

On-street parallel parking length on right side, mi **0**
 On-street angle parking length on right side, mi **0**
 On-street parallel parking length on left side, mi **0**
 On-street angle parking length on left side, mi **0**
 Roadside fixed object count **0**
 Average roadside fixed object offset, ft **30**

Calibration Factors

Value

Default Values

Local calibration factor (*C*) **1.000**
 Adjustment factor for pedestrians (*f_{ped}*) **0.017**
 Adjustment factor for bicyclists (*f_{bike}*) **0.012**
 Severity distribution calibration factor (*C_{sdf,ows}*) **1.000**
 Probability of fatality given K+A severity (*P_{K|K+A}*) **0.099**

1.000
 0.017
 0.012
 1.000
 0.099

Crash Modification Factors

F+I

Multiple Single

Right shoulder width 1.052 1.052
 On-street parallel parking 1.000 1.000
 On-street angle parking 1.000 1.000
 Major commercial driveways 0.965
 Minor driveways 0.955
 Automated speed enforcement 1.000 1.000
 Roadside fixed objects 1.000

PDO

Multiple Single

1.052 1.052
 1.000 1.000
 1.000 1.000
 0.965
 0.955
 1.000 1.000
 1.000

Safety Prediction Worksheet for Urban and Suburban Arterial Intersections

General Information

Analyst: DL
Agency: ACP
Date: 10/8/2022
Location: City of Daytona

Site Information

Major street name: LPGA Blvd
Minor street name: Champions Dr
Intersection number: 1
Analysis year: 2030

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	1.627	1.475	3.103
Total-vehicle crashes	1.567	1.475	
Vehicle-pedestrian crashes	0.003		
Vehicle-bicycle crashes	0.058		

Combined CMF

	F+I	PDO
Total-vehicle crashes	0.498	0.498
Vehicle-pedestrian crashes	1.000	

Severity distribution for F+I crashes

K	A	B	C
0.008	0.079	0.397	1.143

Input Data

Value

Advisory Messages

Intersection Data

Area type	Urban	.
Number of legs	4	.
Traffic control type	Signalized	.
Lighting present?	Yes	.
Red-light cameras present?	No	.
Daily pedestrian volume crossing all legs (peds/day)	1	.
Maximum number of lanes crossed by a pedestrian	7	.
Number of bus stops within 1,000 ft of intersection	0	.
School(s) present within 1,000 ft of intersection?	No	.
Alcohol sales establishments within 1,000 ft	0	.

4SG intersection type

Street Data

Major Minor

Street configuration	Two-way	Two-way	.
Annual average daily traffic (AADT), veh/day	27500	2350	.
Number of through lanes	6	2	.
Number of approaches with left-turn lanes	2	2	.
Number of left-turn movements with protected phasing	2	2	.
Number of right-turn movements prohibited on red	0	0	.
Number of U-turn movements prohibited	0	0	.
Number of approaches with right-turn channelization	0	2	.

2x2 intersection configuration

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians for stop control (f_{ped})	0.049	0.049
Adjustment factor for bicyclists (f_{bike})	0.019	0.019
Severity distribution calibration factor, 2-way ($C_{sdf, twi}$)	1.000	1.000
Severity distribution calibration factor, 1-way ($C_{sdf, owi}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.094	0.094

Manner of Collision Proportions

	3ST, F+I	3ST, PDO	3SG, F+I	3SG, PDO	4ST, F+I	4ST, PDO	4SG, F+I	4SG, PDO
2x2 intersections								
Rear-end collision proportion	0.094	0.154	0.120	0.189	0.079	0.098	0.083	0.148
Angle collision proportion	0.764	0.629	0.676	0.554	0.806	0.707	0.746	0.552
1x2 or 1x1 intersections								
Rear-end collision proportion	0.100	0.100	0.111	0.143	0.047	0.065	0.030	0.059
Angle collision proportion	0.300	0.250	0.889	0.571	0.822	0.706	0.837	0.733

Crash Modification Factors

F+I

PDO

Total-vehicle crash CMFs

Lighting	0.911	0.911
Red-light cameras	1.000	1.000
Left-turn signal phasing	0.547	0.547
Right-turn-on-red	1.000	1.000
U-turn prohibition	1.000	1.000
Right-turn channelization	1.000	1.000
Number of lanes	1.000	1.000

Vehicle-pedestrian crash CMFs

Bus stops	1.000
Schools	1.000
Alcohol sales establishments	1.000

Safety Prediction Worksheet for Urban and Suburban Arterial Intersections

General Information

Analyst **DL**
Agency **ACP**
Date **10/8/2022**
Location **City of Daytona**

Site Information

Major street name **LPGA Blvd**
Minor street name **Tomoka Farms Rd**
Intersection number **2**
Analysis year **2030**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	1.993	1.780	3.774
Total-vehicle crashes	1.919	1.780	
Vehicle-pedestrian crashes	0.004		
Vehicle-bicycle crashes	0.070		

Combined CMF

	F+I	PDO
Total-vehicle crashes	0.469	0.469
Vehicle-pedestrian crashes	1.000	

Severity distribution for F+I crashes

K	A	B	C
0.010	0.097	0.486	1.400

Input Data

Value

Advisory Messages

Intersection Data

Area type	Urban	.
Number of legs	4	.
Traffic control type	Signalized	.
Lighting present?	Yes	.
Red-light cameras present?	No	.
Daily pedestrian volume crossing all legs (peds/day)	1	.
Maximum number of lanes crossed by a pedestrian	8	.
Number of bus stops within 1,000 ft of intersection	0	.
School(s) present within 1,000 ft of intersection?	No	.
Alcohol sales establishments within 1,000 ft	0	.

4SG intersection type

Street Data

Major	Minor	.
Two-way	Two-way	.
32500	5000	.
6	2	.
2	2	.
2	2	.
0	1	.
0	1	.
0	2	.

2x2 intersection configuration

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians for stop control (f_{ped})	0.049	0.049
Adjustment factor for bicyclists (f_{bike})	0.019	0.019
Severity distribution calibration factor, 2-way ($C_{sdf, twi}$)	1.000	1.000
Severity distribution calibration factor, 1-way ($C_{sdf, owi}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.094	0.094

Manner of Collision Proportions

	3ST, F+I	3ST, PDO	3SG, F+I	3SG, PDO	4ST, F+I	4ST, PDO	4SG, F+I	4SG, PDO
2x2 intersections								
Rear-end collision proportion	0.094	0.154	0.120	0.189	0.079	0.098	0.083	0.148
Angle collision proportion	0.764	0.629	0.676	0.554	0.806	0.707	0.746	0.552
1x2 or 1x1 intersections								
Rear-end collision proportion	0.100	0.100	0.111	0.143	0.047	0.065	0.030	0.059
Angle collision proportion	0.300	0.250	0.889	0.571	0.822	0.706	0.837	0.733

Crash Modification Factors

F+I

PDO

Total-vehicle crash CMFs

Lighting	0.911	0.911
Red-light cameras	1.000	1.000
Left-turn signal phasing	0.547	0.547
Right-turn-on-red	0.980	0.980
U-turn prohibition	0.960	0.960
Right-turn channelization	1.000	1.000
Number of lanes	1.000	1.000

Vehicle-pedestrian crash CMFs

Bus stops	1.000
Schools	1.000
Alcohol sales establishments	1.000

Safety Prediction Worksheet for Urban and Suburban Arterial Intersections

General Information

Analyst **DL**
Agency **ACP**
Date **10/8/2022**
Location **City of Daytona**

Site Information

Major street name **LPGA Blvd**
Minor street name **Technology Blvd**
Intersection number **3**
Analysis year **2030**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	3.479	3.006	6.485
Total-vehicle crashes	3.351	3.006	
Vehicle-pedestrian crashes	0.007		
Vehicle-bicycle crashes	0.121		

Combined CMF

	F+I	PDO
Total-vehicle crashes	0.547	0.547
Vehicle-pedestrian crashes	1.120	

Severity distribution for F+I crashes

K	A	B	C
0.024	0.231	0.832	2.393

Input Data

Value

Advisory Messages

Intersection Data

Area type	Urban
Number of legs	4
Traffic control type	Signalized
Lighting present?	No
Red-light cameras present?	No
Daily pedestrian volume crossing all legs (peds/day)	1
Maximum number of lanes crossed by a pedestrian	11
Number of bus stops within 1,000 ft of intersection	0
School(s) present within 1,000 ft of intersection?	No
Alcohol sales establishments within 1,000 ft	2

4SG intersection type

Street Data

Major Minor

Street configuration	Two-way	Two-way
Annual average daily traffic (AADT), veh/day	47250	13500
Number of through lanes	6	2
Number of approaches with left-turn lanes	2	2
Number of left-turn movements with protected phasing	2	2
Number of right-turn movements prohibited on red	0	0
Number of U-turn movements prohibited	0	0
Number of approaches with right-turn channelization	0	2

2x2 intersection configuration

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians for stop control (f_{ped})	0.049	0.049
Adjustment factor for bicyclists (f_{bike})	0.019	0.019
Severity distribution calibration factor, 2-way ($C_{sdf, twi}$)	1.000	1.000
Severity distribution calibration factor, 1-way ($C_{sdf, owi}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.094	0.094

Manner of Collision Proportions

	3ST, F+I	3ST, PDO	3SG, F+I	3SG, PDO	4ST, F+I	4ST, PDO	4SG, F+I	4SG, PDO
2x2 intersections								
Rear-end collision proportion	0.094	0.154	0.120	0.189	0.079	0.098	0.083	0.148
Angle collision proportion	0.764	0.629	0.676	0.554	0.806	0.707	0.746	0.552
1x2 or 1x1 intersections								
Rear-end collision proportion	0.100	0.100	0.111	0.143	0.047	0.065	0.030	0.059
Angle collision proportion	0.300	0.250	0.889	0.571	0.822	0.706	0.837	0.733

Crash Modification Factors

F+I

PDO

Total-vehicle crash CMFs

Lighting	1.000	1.000
Red-light cameras	1.000	1.000
Left-turn signal phasing	0.547	0.547
Right-turn-on-red	1.000	1.000
U-turn prohibition	1.000	1.000
Right-turn channelization	1.000	1.000
Number of lanes	1.000	1.000

Vehicle-pedestrian crash CMFs

Bus stops	1.000
Schools	1.000
Alcohol sales establishments	1.120

Safety Prediction Worksheet for Urban and Suburban Arterial Intersections

General Information

Analyst **DL**
Agency **ACP**
Date **10/8/2022**
Location **City of Daytona**

Site Information

Major street name **LPGA Blvd**
Minor street name **Williamson Blvd**
Intersection number **4**
Analysis year **2030**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	4.104	3.573	7.677
Total-vehicle crashes	3.924	3.573	
Vehicle-pedestrian crashes	0.038		
Vehicle-bicycle crashes	0.142		

Combined CMF

	F+I	PDO
Total-vehicle crashes	0.586	0.586
Vehicle-pedestrian crashes	4.648	

Severity distribution for F+I crashes

K	A	B	C
0.021	0.200	1.002	2.882

Input Data

Value

Advisory Messages

Intersection Data

Area type	Urban	.
Number of legs	4	.
Traffic control type	Signalized	.
Lighting present?	Yes	.
Red-light cameras present?	No	.
Daily pedestrian volume crossing all legs (peds/day)	1	.
Maximum number of lanes crossed by a pedestrian	11	.
Number of bus stops within 1,000 ft of intersection	2	.
School(s) present within 1,000 ft of intersection?	No	.
Alcohol sales establishments within 1,000 ft	2	.

4SG intersection type

Street Data

Major	Minor	.
Two-way	Two-way	.
40000	23500	.
6	4	.
2	2	.
2	2	.
0	0	.
0	0	.
0	2	.

2x2 intersection configuration

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians for stop control (f_{ped})	0.049	0.049
Adjustment factor for bicyclists (f_{bike})	0.019	0.019
Severity distribution calibration factor, 2-way ($C_{sdf, twi}$)	1.000	1.000
Severity distribution calibration factor, 1-way ($C_{sdf, owi}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.094	0.094

Manner of Collision Proportions

	3ST, F+I	3ST, PDO	3SG, F+I	3SG, PDO	4ST, F+I	4ST, PDO	4SG, F+I	4SG, PDO
2x2 intersections								
Rear-end collision proportion	0.094	0.154	0.120	0.189	0.079	0.098	0.083	0.148
Angle collision proportion	0.764	0.629	0.676	0.554	0.806	0.707	0.746	0.552
1x2 or 1x1 intersections								
Rear-end collision proportion	0.100	0.100	0.111	0.143	0.047	0.065	0.030	0.059
Angle collision proportion	0.300	0.250	0.889	0.571	0.822	0.706	0.837	0.733

Crash Modification Factors

F+I

PDO

Total-vehicle crash CMFs

Lighting	0.911	0.911
Red-light cameras	1.000	1.000
Left-turn signal phasing	0.547	0.547
Right-turn-on-red	1.000	1.000
U-turn prohibition	1.000	1.000
Right-turn channelization	1.000	1.000
Number of lanes	1.175	1.175

Vehicle-pedestrian crash CMFs

Bus stops	4.150
Schools	1.000
Alcohol sales establishments	1.120

2030 Build - 6 Lanes

Crash Totals Tabulation

Calculate

<i>Facility Totals</i>	
MV+SV:	53.929
VP+VB:	1.310
F+I:	23.936
PDO:	31.304
Total:	55.240

Project-Level Observed Crash Totals		
Crash type	F+I	PDO
Multiple-vehicle crashes on segments:		
Single-vehicle crashes on segments:		
Total-vehicle crashes at all intersections:		
Vehicle-pedestrian crashes at signalized intersections:		

Total Predicted Crash Frequency, crashes / year								
Site type	Multiple-vehicle		Single-vehicle		Total-vehicle		Veh-ped	Veh-bike
	F+I	PDO	F+I	PDO	F+I	PDO	F+I	F+I
Segments:	10.211	19.298	1.654	2.171	11.865	21.469	0.533	0.333
Intersections:					10.760	9.835	0.053	0.391
Total:	10.211	19.298	1.654	2.171	22.626	31.304	0.586	0.724

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Safety Prediction Worksheet for Two-Way Urban and Suburban Arterial SegmentsGeneral Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Street number **Tymber Creek to Champions**
 Street name **LPGA Blvd**
 Segment number **1**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output SummaryPredicted crash frequency, crashes / yearCombined CMF

	<i>F+I</i>	<i>PDO</i>	<i>Total</i>
Total crashes	3.579	4.975	8.554
Multiple-vehicle crashes	3.013	4.506	
Single-vehicle crashes	0.374	0.469	
Vehicle-pedestrian crashes	0.125		
Vehicle-bicycle crashes	0.067		

	<i>F+I</i>	<i>PDO</i>
Multiple-vehicle crashes	0.941	0.941
Single-vehicle crashes	0.993	0.993

Severity distribution for F+I crashes

	<i>K</i>	<i>A</i>	<i>B</i>	<i>C</i>
	0.046	0.241	0.938	2.353

Input DataValueAdvisory MessagesBasic Roadway Data

Area type	Urban	.
Segment type	6D	.
Segment length, mi	0.5	.
Annual average daily traffic (AADT), veh/day	50000	.
Number of highway-rail grade crossings present	0	.
Posted speed limit, mi/h	45	.
Automated speed enforcement present?	No	.

Access Data

Driveway count	Major commercial	1	2 major comm. driveways per mile.
	Major industrial	0	.
	Minor	1	2 minor driveways per mile.

Cross Section Data

Lane width, ft	11	.
Outside shoulder width, ft	1.5	.
Median width, ft	20	.
Median barrier present?	No	.

Roadside Data

Roadside fixed object count	0	.
Average roadside fixed object offset, ft	30	.

Calibration FactorsValueDefault Values

Local calibration factor (<i>C</i>)	1.000	1.000
Adjustment factor for pedestrians (f_{ped})	0.015	0.015
Adjustment factor for bicyclists (f_{bike})	0.008	0.008
Severity distribution calibration factor ($C_{sdf, tws}$)	1.000	1.000

Crash Modification Factors*F+I**PDO*

	<i>Multiple</i>	<i>Single</i>	<i>Multiple</i>	<i>Single</i>
Lane width	1.022	1.022	1.022	1.022
Outside shoulder width	1.000	1.000	1.000	1.000
Median width	0.972	0.972	0.972	0.972
Median barrier	1.000	1.000	1.000	1.000
Highway-rail grade crossing	1.000	1.000	1.000	1.000
Major commercial driveways	1.000		1.000	
Major industrial driveways	0.989		0.989	
Minor driveways	0.958		0.958	
Automated speed enforcement	1.000	1.000	1.000	1.000
Roadside fixed objects		1.000		1.000

Safety Prediction Worksheet for Two-Way Urban and Suburban Arterial Segments

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Street number **Champions to Tomoka Farms**
 Street name **LPGA Blvd**
 Segment number **2**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	1.669	2.304	3.973
Multiple-vehicle crashes	1.397	2.075	
Single-vehicle crashes	0.183	0.228	
Vehicle-pedestrian crashes	0.058		
Vehicle-bicycle crashes	0.031		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	0.868	0.868
Single-vehicle crashes	0.993	0.993

Severity distribution for F+I crashes

K	A	B	C
0.022	0.113	0.438	1.098

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type	Urban	.
Segment type	6D	.
Segment length, mi	0.2395	.
Annual average daily traffic (AADT), veh/day	52000	.
Number of highway-rail grade crossings present	0	.
Posted speed limit, mi/h	45	.
Automated speed enforcement present?	No	.

Access Data

Driveway count	Major commercial	0	.
	Major industrial	0	.
	Minor	0	.

Cross Section Data

Lane width, ft	11	.
Outside shoulder width, ft	1.5	.
Median width, ft	20	.
Median barrier present?	No	.

Roadside Data

Roadside fixed object count	0	.
Average roadside fixed object offset, ft	30	.

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians (f_{ped})	0.015	0.015
Adjustment factor for bicyclists (f_{bike})	0.008	0.008
Severity distribution calibration factor ($C_{sdf, tws}$)	1.000	1.000

Crash Modification Factors

F+I

Multiple Single

Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	0.972	0.972
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	0.932	
Major industrial driveways	0.989	
Minor driveways	0.947	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

PDO

Multiple Single

Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	0.972	0.972
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	0.932	
Major industrial driveways	0.989	
Minor driveways	0.947	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

Safety Prediction Worksheet for Two-Way Urban and Suburban Arterial Segments

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Street number **Technology to Williamson**
 Street name **LPGA Blvd**
 Segment number **3**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	2.640	3.578	6.219
Multiple-vehicle crashes	2.300	3.328	
Single-vehicle crashes	0.201	0.250	
Vehicle-pedestrian crashes	0.091		
Vehicle-bicycle crashes	0.049		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	1.197	1.197
Single-vehicle crashes	1.022	1.022

Severity distribution for F+I crashes

K	A	B	C
0.034	0.178	0.692	1.736

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type **Urban**
 Segment type **6D**
 Segment length, mi **0.2395**
 Annual average daily traffic (AADT), veh/day **60000**
 Number of highway-rail grade crossings present **0**
 Posted speed limit, mi/h **45**
 Automated speed enforcement present? **No**

Access Data

Driveway count
 Major commercial **2**
 Major industrial **0**
 Minor **0**

8 major comm. driveways per mile.

Cross Section Data

Lane width, ft **11**
 Outside shoulder width, ft **1.5**
 Median width, ft **15**
 Median barrier present? **No**

Roadside Data

Roadside fixed object count **0**
 Average roadside fixed object offset, ft **30**

Calibration Factors

Value

Default Values

Local calibration factor (C) **1.000**
 Adjustment factor for pedestrians (f_{ped}) **0.015**
 Adjustment factor for bicyclists (f_{bike}) **0.008**
 Severity distribution calibration factor ($C_{sdf, tws}$) **1.000**

1.000
 0.015
 0.008
 1.000

Crash Modification Factors

F+I

Multiple Single

PDO

Multiple Single

Lane width	1.022	1.022
Outside shoulder width	1.000	1.000
Median width	1.000	1.000
Median barrier	1.000	1.000
Highway-rail grade crossing	1.000	1.000
Major commercial driveways	1.249	
Major industrial driveways	0.989	
Minor driveways	0.947	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

1.022	1.022
1.000	1.000
1.000	1.000
1.000	1.000
1.000	1.000
1.249	
0.989	
0.947	
1.000	1.000
	1.000

Safety Prediction Worksheet for Two-Way Urban and Suburban Arterial Segments

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Street number **Williamson to Clyde Morris**
 Street name **LPGA Blvd**
 Segment number **4**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	3.607	4.989	8.596
Multiple-vehicle crashes	3.067	4.555	
Single-vehicle crashes	0.346	0.434	
Vehicle-pedestrian crashes	0.126		
Vehicle-bicycle crashes	0.067		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	0.949	0.949
Single-vehicle crashes	0.938	0.938

Severity distribution for F+I crashes

K	A	B	C
0.047	0.243	0.946	2.372

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type	Urban	.
Segment type	6D	.
Segment length, mi	0.4812	.
Annual average daily traffic (AADT), veh/day	52000	.
Number of highway-rail grade crossings present	0	.
Posted speed limit, mi/h	45	.
Automated speed enforcement present?	No	.

Access Data

Driveway count	Major commercial	2	4 major comm. driveways per mile.
	Major industrial	0	.
	Minor	0	.

Cross Section Data

Lane width, ft	11	.
Outside shoulder width, ft	1.5	.
Median width, ft	30	.
Median barrier present?	No	.

Roadside Data

Roadside fixed object count	0	.
Average roadside fixed object offset, ft	30	.

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians (f_{ped})	0.015	0.015
Adjustment factor for bicyclists (f_{bike})	0.008	0.008
Severity distribution calibration factor ($C_{sdf, tws}$)	1.000	1.000

Crash Modification Factors

F+I

Multiple Single

PDO

Multiple Single

Lane width	1.022	1.022	1.022	1.022
Outside shoulder width	1.000	1.000	1.000	1.000
Median width	0.918	0.918	0.918	0.918
Median barrier	1.000	1.000	1.000	1.000
Highway-rail grade crossing	1.000	1.000	1.000	1.000
Major commercial driveways	1.078		1.078	
Major industrial driveways	0.989		0.989	
Minor driveways	0.947		0.947	
Automated speed enforcement	1.000	1.000	1.000	1.000
Roadside fixed objects		1.000		1.000

Safety Prediction Worksheet for One-Way Urban and Suburban Arterial Segments

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Street number **Tomoka Farms to Technology**
 Street name **LPGA Blvd Westbound**
 Segment number **1**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	3.836	7.172	11.007
Multiple-vehicle crashes	3.101	6.592	
Single-vehicle crashes	0.424	0.580	
Vehicle-pedestrian crashes	0.182		
Vehicle-bicycle crashes	0.128		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	0.969	0.969
Single-vehicle crashes	1.052	1.052

Severity distribution for F+I crashes

K	A	B	C
0.057	0.520	1.255	2.003

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type	Suburban	.
Segment type	3O	.
Segment length, mi	0.7456	.
Bicycle lanes present?	No	.
Annual average daily traffic (AADT), veh/day	29000	.
Posted speed limit, mi/h	40	.
Automated speed enforcement present?	No	.

Access Data

Driveway count	Major commercial	0	.
	Minor	0	.

Cross Section Data

Lane width, ft	11	.
Right shoulder width, ft	1.5	.

Roadside Data

On-street parallel parking length on right side, mi	0	.
On-street angle parking length on right side, mi	0	.
On-street parallel parking length on left side, mi	0	.
On-street angle parking length on left side, mi	0	.
Roadside fixed object count	0	.
Average roadside fixed object offset, ft	30	.

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians (f_{ped})	0.017	0.017
Adjustment factor for bicyclists (f_{bike})	0.012	0.012
Severity distribution calibration factor ($C_{sdf,ows}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.099	0.099

Crash Modification Factors

F+I

Multiple Single

Right shoulder width	1.052	1.052
On-street parallel parking	1.000	1.000
On-street angle parking	1.000	1.000
Major commercial driveways	0.965	
Minor driveways	0.955	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

PDO

Multiple Single

Right shoulder width	1.052	1.052
On-street parallel parking	1.000	1.000
On-street angle parking	1.000	1.000
Major commercial driveways	0.965	
Minor driveways	0.955	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

Safety Prediction Worksheet for One-Way Urban and Suburban Arterial Segments

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Street number **Tomoka Farms to Technology**
 Street name **LPGA Blvd Eastbound**
 Segment number **2**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year

	F+I	PDO	Total
Total crashes	3.836	7.172	11.007
Multiple-vehicle crashes	3.101	6.592	
Single-vehicle crashes	0.424	0.580	
Vehicle-pedestrian crashes	0.182		
Vehicle-bicycle crashes	0.128		

Combined CMF

	F+I	PDO
Multiple-vehicle crashes	0.969	0.969
Single-vehicle crashes	1.052	1.052

Severity distribution for F+I crashes

K	A	B	C
0.057	0.520	1.255	2.003

Input Data

Value

Advisory Messages

Basic Roadway Data

Area type	Suburban	.
Segment type	30	.
Segment length, mi	0.7456	.
Bicycle lanes present?	No	.
Annual average daily traffic (AADT), veh/day	29000	.
Posted speed limit, mi/h	40	.
Automated speed enforcement present?	No	.

Access Data

Driveway count	Major commercial	0	.
	Minor	0	.

Cross Section Data

Lane width, ft	11	.
Right shoulder width, ft	1.5	.

Roadside Data

On-street parallel parking length on right side, mi	0	.
On-street angle parking length on right side, mi	0	.
On-street parallel parking length on left side, mi	0	.
On-street angle parking length on left side, mi	0	.
Roadside fixed object count	0	.
Average roadside fixed object offset, ft	30	.

Calibration Factors

Value

Default Values

Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians (f_{ped})	0.017	0.017
Adjustment factor for bicyclists (f_{bike})	0.012	0.012
Severity distribution calibration factor ($C_{sdf,ows}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.099	0.099

Crash Modification Factors

F+I

Multiple Single

Right shoulder width	1.052	1.052
On-street parallel parking	1.000	1.000
On-street angle parking	1.000	1.000
Major commercial driveways	0.965	
Minor driveways	0.955	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

PDO

Multiple Single

Right shoulder width	1.052	1.052
On-street parallel parking	1.000	1.000
On-street angle parking	1.000	1.000
Major commercial driveways	0.965	
Minor driveways	0.955	
Automated speed enforcement	1.000	1.000
Roadside fixed objects		1.000

Safety Prediction Worksheet for Urban and Suburban Arterial Intersections

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Major street name **LPGA Blvd**
 Minor street name **Champions**
 Intersection number **1**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year			Combined CMF		
	F+I	PDO	Total	F+I	PDO
Total crashes	2.344	2.012	4.356		
Total-vehicle crashes	2.259	2.012		0.498	0.498
Vehicle-pedestrian crashes	0.004			1.000	
Vehicle-bicycle crashes	0.081				

Severity distribution for F+I crashes			
K	A	B	C
0.012	0.114	0.572	1.646

Input Data

Intersection Data

Area type **Urban**
 Number of legs **4**
 Traffic control type **Signalized**
 Lighting present? **Yes**
 Red-light cameras present? **No**
 Daily pedestrian volume crossing all legs (peds/day) **1**
 Maximum number of lanes crossed by a pedestrian **7**
 Number of bus stops within 1,000 ft of intersection **0**
 School(s) present within 1,000 ft of intersection? **No**
 Alcohol sales establishments within 1,000 ft **0**

Value

Advisory Messages

4SG intersection type

Street Data

Street configuration **Two-way** **Two-way**
 Annual average daily traffic (AADT), veh/day **51000** **4000**
 Number of through lanes **6** **2**
 Number of approaches with left-turn lanes **2** **2**
 Number of left-turn movements with protected phasing **2** **2**
 Number of right-turn movements prohibited on red **0** **0**
 Number of U-turn movements prohibited **0** **0**
 Number of approaches with right-turn channelization **0** **2**

Major

Minor

2x2 intersection configuration

Calibration Factors

Local calibration factor (C) **1.000**
 Adjustment factor for pedestrians for stop control (f_{ped}) **0.049**
 Adjustment factor for bicyclists (f_{bike}) **0.019**
 Severity distribution calibration factor, 2-way ($C_{sdf, twi}$) **1.000**
 Severity distribution calibration factor, 1-way ($C_{sdf, owi}$) **1.000**
 Probability of fatality given K+A severity ($P_{K|K+A}$) **0.094**

Value

Default Values

1.000
0.049
0.019
1.000
1.000
0.094

Manner of Collision Proportions

	3ST, F+I	3ST, PDO	3SG, F+I	3SG, PDO	4ST, F+I	4ST, PDO	4SG, F+I	4SG, PDO
2x2 intersections								
Rear-end collision proportion	0.094	0.154	0.120	0.189	0.079	0.098	0.083	0.148
Angle collision proportion	0.764	0.629	0.676	0.554	0.806	0.707	0.746	0.552
1x2 or 1x1 intersections								
Rear-end collision proportion	0.100	0.100	0.111	0.143	0.047	0.065	0.030	0.059
Angle collision proportion	0.300	0.250	0.889	0.571	0.822	0.706	0.837	0.733

Safety Prediction Worksheet for Urban and Suburban Arterial Intersections

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Major street name **LPGA Blvd**
 Minor street name **Tomoka Farms**
 Intersection number **2**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

	Predicted crash frequency, crashes / year				Combined CMF	
	F+I	PDO	Total		F+I	PDO
Total crashes	2.950	2.519	5.469	Total-vehicle crashes	0.478	0.478
Total-vehicle crashes	2.842	2.519		Vehicle-pedestrian crashes	1.000	
Vehicle-pedestrian crashes	0.005					
Vehicle-bicycle crashes	0.102					

Severity distribution for F+I crashes				
K	A	B	C	
0.015	0.144	0.720	2.071	

Input Data

Intersection Data

	Value	Advisory Messages
Area type	Urban	
Number of legs	4	4SG intersection type
Traffic control type	Signalized	
Lighting present?	Yes	
Red-light cameras present?	No	
Daily pedestrian volume crossing all legs (peds/day)	1	
Maximum number of lanes crossed by a pedestrian	8	
Number of bus stops within 1,000 ft of intersection	0	
School(s) present within 1,000 ft of intersection?	No	
Alcohol sales establishments within 1,000 ft	0	

Street Data

	Major	Minor	
Street configuration	Two-way	Two-way	2x2 intersection configuration
Annual average daily traffic (AADT), veh/day	54000	10100	
Number of through lanes	6	2	
Number of approaches with left-turn lanes	2	2	
Number of left-turn movements with protected phasing	2	2	
Number of right-turn movements prohibited on red	0	0	
Number of U-turn movements prohibited	0	1	
Number of approaches with right-turn channelization	0	2	

Calibration Factors

	Value	Default Values
Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians for stop control (f_{ped})	0.049	0.049
Adjustment factor for bicyclists (f_{bike})	0.019	0.019
Severity distribution calibration factor, 2-way ($C_{sdf, twi}$)	1.000	1.000
Severity distribution calibration factor, 1-way ($C_{sdf, owi}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.094	0.094

Manner of Collision Proportions

	3ST, F+I	3ST, PDO	3SG, F+I	3SG, PDO	4ST, F+I	4ST, PDO	4SG, F+I	4SG, PDO
2x2 intersections								
Rear-end collision proportion	0.094	0.154	0.120	0.189	0.079	0.098	0.083	0.148
Angle collision proportion	0.764	0.629	0.676	0.554	0.806	0.707	0.746	0.552
1x2 or 1x1 intersections								
Rear-end collision proportion	0.100	0.100	0.111	0.143	0.047	0.065	0.030	0.059
Angle collision proportion	0.300	0.250	0.889	0.571	0.822	0.706	0.837	0.733

Safety Prediction Worksheet for Urban and Suburban Arterial Intersections

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Major street name **LPGA Blvd**
 Minor street name **Technology**
 Intersection number **3**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

	Predicted crash frequency, crashes / year				Combined CMF	
	F+I	PDO	Total		F+I	PDO
Total crashes	4.597	3.847	8.444	Total-vehicle crashes	0.547	0.547
Total-vehicle crashes	4.430	3.847		Vehicle-pedestrian crashes	1.120	
Vehicle-pedestrian crashes	0.009					
Vehicle-bicycle crashes	0.157					

Severity distribution for F+I crashes			
K	A	B	C
0.032	0.305	1.099	3.161

Input Data

Intersection Data

Area type **Urban**
 Number of legs **4**
 Traffic control type **Signalized**
 Lighting present? **No**
 Red-light cameras present? **No**
 Daily pedestrian volume crossing all legs (peds/day) **1**
 Maximum number of lanes crossed by a pedestrian **11**
 Number of bus stops within 1,000 ft of intersection **0**
 School(s) present within 1,000 ft of intersection? **No**
 Alcohol sales establishments within 1,000 ft **2**

Value

Advisory Messages

4SG intersection type

Street Data

Street configuration **Two-way** **Two-way**
 Annual average daily traffic (AADT), veh/day **67700** **23500**
 Number of through lanes **6** **2**
 Number of approaches with left-turn lanes **2** **2**
 Number of left-turn movements with protected phasing **2** **2**
 Number of right-turn movements prohibited on red **0** **0**
 Number of U-turn movements prohibited **0** **0**
 Number of approaches with right-turn channelization **0** **2**

Major

Minor

2x2 intersection configuration

Calibration Factors

Local calibration factor (C) **1.000**
 Adjustment factor for pedestrians for stop control (f_{ped}) **0.049**
 Adjustment factor for bicyclists (f_{bike}) **0.019**
 Severity distribution calibration factor, 2-way ($C_{sdf, twi}$) **1.000**
 Severity distribution calibration factor, 1-way ($C_{sdf, owi}$) **1.000**
 Probability of fatality given K+A severity ($P_{K|K+A}$) **0.094**

Value

Default Values

1.000
 0.049
 0.019
 1.000
 1.000
 0.094

Manner of Collision Proportions

	3ST, F+I	3ST, PDO	3SG, F+I	3SG, PDO	4ST, F+I	4ST, PDO	4SG, F+I	4SG, PDO
2x2 intersections								
Rear-end collision proportion	0.094	0.154	0.120	0.189	0.079	0.098	0.083	0.148
Angle collision proportion	0.764	0.629	0.676	0.554	0.806	0.707	0.746	0.552
1x2 or 1x1 intersections								
Rear-end collision proportion	0.100	0.100	0.111	0.143	0.047	0.065	0.030	0.059
Angle collision proportion	0.300	0.250	0.889	0.571	0.822	0.706	0.837	0.733

Safety Prediction Worksheet for Urban and Suburban Arterial Intersections

General Information

Analyst **DL**
 Agency **ACP**
 Date **10/8/2022**
 Location **City of Daytona**

Site Information

Major street name **LPGA Blvd**
 Minor street name **Williamson**
 Intersection number **4**
 Analysis year **2050**

Add to Totals worksheet

Restore equations

Reset input cells

Output Summary

Predicted crash frequency, crashes / year			Combined CMF		
	F+I	PDO	Total	F+I	PDO
Total crashes	5.210	4.405	9.615		
Total-vehicle crashes	4.987	4.405		0.590	0.590
Vehicle-pedestrian crashes	0.045			4.648	
Vehicle-bicycle crashes	0.178				

Severity distribution for F+I crashes			
K	A	B	C
0.026	0.254	1.271	3.659

Input Data

Intersection Data

Area type **Urban**
 Number of legs **4**
 Traffic control type **Signalized**
 Lighting present? **Yes**
 Red-light cameras present? **No**
 Daily pedestrian volume crossing all legs (peds/day) **1**
 Maximum number of lanes crossed by a pedestrian **11**
 Number of bus stops within 1,000 ft of intersection **2**
 School(s) present within 1,000 ft of intersection? **No**
 Alcohol sales establishments within 1,000 ft **2**

Street Data

Street configuration **Two-way** **Two-way**
 Annual average daily traffic (AADT), veh/day **56000** **35500**
 Number of through lanes **6** **4**
 Number of approaches with left-turn lanes **2** **2**
 Number of left-turn movements with protected phasing **2** **2**
 Number of right-turn movements prohibited on red **0** **0**
 Number of U-turn movements prohibited **0** **0**
 Number of approaches with right-turn channelization **0** **2**

Calibration Factors

	Value	Default Values
Local calibration factor (C)	1.000	1.000
Adjustment factor for pedestrians for stop control (f_{ped})	0.049	0.049
Adjustment factor for bicyclists (f_{bike})	0.019	0.019
Severity distribution calibration factor, 2-way ($C_{sdf, twi}$)	1.000	1.000
Severity distribution calibration factor, 1-way ($C_{sdf, owi}$)	1.000	1.000
Probability of fatality given K+A severity ($P_{K K+A}$)	0.094	0.094

Manner of Collision Proportions

	3ST, F+I	3ST, PDO	3SG, F+I	3SG, PDO	4ST, F+I	4ST, PDO	4SG, F+I	4SG, PDO
2x2 intersections								
Rear-end collision proportion	0.094	0.154	0.120	0.189	0.079	0.098	0.083	0.148
Angle collision proportion	0.764	0.629	0.676	0.554	0.806	0.707	0.746	0.552
1x2 or 1x1 intersections								
Rear-end collision proportion	0.100	0.100	0.111	0.143	0.047	0.065	0.030	0.059
Angle collision proportion	0.300	0.250	0.889	0.571	0.822	0.706	0.837	0.733

2050 Build - 6 Lanes

Crash Totals Tabulation

[illegible]

Table 122.6.4 HSM Crash Distribution for Florida

Type Facility		Abbreviation	K	A	B	C	O
Rural Roadways	2-lane Undivided	R2U	0.028	0.094	0.181	0.187	0.509
	4-lane Undivided	R4U	0.033	0.093	0.164	0.186	0.524
	4-lane Divided	R4D	0.028	0.090	0.187	0.196	0.499
Urban & Suburban Arterials	2-lane Undivided	U2U	0.009	0.050	0.150	0.224	0.567
	3-lane TWLTL	U32LT	N/A				
	4-lane Undivided	U4U	0.004	0.031	0.110	0.204	0.650
	4-lane Divided	U4D	0.008	0.046	0.142	0.234	0.571
	5-lane TWLTL	U52LT	N/A				
Freeways	Rural		0.017	0.065	0.143	0.163	0.612
	Urban		0.006	0.035	0.113	0.206	0.641
	Ramps		0.004	0.032	0.107	0.210	0.647
All	All Roadways and Ramps		0.007	0.041	0.124	0.217	0.611
Notes: K – Fatality A - Incapacitating Injury B - Non-incapacitating Injury C - Possible (or minor) Injury O - Property Damage Only							
Data Source: Florida Department of Transportation, State Safety Office's Crash Analysis Reporting (CAR) database, analysis years 2015 through 2019. Publishing by FDOT State Safety Office on 2/23/2022.							

Crash Severity (KABCO) Distribution

Table 9.9						
		K	A	B	C	PDO
Rural 2-Lane UD		0.013	0.054	0.109	0.145	0.679
	Total	K	A	B	C	PDO
2030	59.0	0.8	3.2	6.4	8.6	40.1
2050	99.0	1.3	5.3	10.8	14.4	67.2

Table 9.10						
		K	A	B	C	PDO
Urban 4-Lane D		0.008	0.046	0.142	0.234	0.571
	Total	K	A	B	C	PDO
2030	52.6	0.4	2.4	7.5	12.3	30.0
2050	83.7	0.7	3.9	11.9	19.6	47.8

Table 9.12						
		K	A	B	C	PDO
Urban 4-Lane D		0.008	0.046	0.142	0.234	0.571
	Total	K	A	B	C	PDO
2030	4-Lanes	16.3	0.1	0.7	2.3	3.8
	6-Lanes	55.2	0.4	2.5	7.8	12.9
	Total	71.5	0.6	3.3	10.2	16.7
2050	4-Lanes	36.2	0.3	1.7	5.1	8.5
	6-Lanes	77.3	0.6	3.6	11.0	18.1
	Total	113.5	0.9	5.2	16.1	26.6

Table 10-3. Default Distribution for Crash Severity Level on Rural Two-Lane, Two-Way Roadway Segments

Crash Severity Level	Percentage of Total Roadway Segment Crashes*
Fatal	1.3
Incapacitating Injury	5.4
Nonincapacitating injury	10.9
Possible injury	14.5
Total fatal plus injury	32.1
Property damage only	67.9
Total	100.0

*Based on HSIS data for Washington (2002–2006)

HSM Predictive Method Comparison

Arterial

Analysis Years: 2030 to 2050

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	9.7	9.8	9.9	9.1		
	No-Build - Rural	No -Build - Urban	No-Build - Total	Build 4 Lanes - Urban	Build 6 Lanes - Urban	Build - Total
HSM Predicted Crashes ³						
Opening Year 2030						
Fatal/Injury	18.9	22.6	41.5	7.0	23.7	30.7
Prop Damage Only	40.1	30.0	70.1	9.3	31.5	40.8
Total	59.0	52.6	111.6	16.3	55.2	71.5

Avg Cost per Fatal/Inj Crash ¹	\$ 898,869.49	\$ 413,672.65	\$ 1,312,542.14	\$ 413,672.65	\$ 404,983.80	\$ 818,656.46
Avg Cost per Prop Damage Only Crash ¹	\$ 3,919.30	\$ 4,396.70	\$ 8,316.00	\$ 4,396.70	\$ 4,704.70	\$ 9,101.40

Cost for all predicted Fatal/Injury Crash ¹	\$ 16,988,633.36	\$ 9,349,001.92	\$ 26,337,635.27	\$ 2,895,708.56	\$ 9,598,116.17	\$ 12,493,824.73
Cost for all predicted Prop Damage Only Crash ¹	\$ 157,163.93	\$ 131,901.00	\$ 289,064.93	\$ 40,889.31	\$ 148,198.05	\$ 189,087.36
Total	\$ 17,145,797.29	\$ 9,480,902.92	\$ 26,626,700.20	\$ 2,936,597.87	\$ 9,746,314.22	\$ 12,682,912.09

Design Year 2050						
Fatal/Injury	31.8	35.9	67.7	15.5	33.2	48.7
Prop Damage Only	67.2	47.8	115.0	20.7	44.1	64.8
Total	99.0	83.7	182.7	36.2	77.3	113.5

Avg Cost per Fatal/Inj Crash ¹	\$ 898,869.49	\$ 413,672.65	\$ 1,312,542.14	\$ 413,672.65	\$ 404,983.80	\$ 818,656.46
Avg Cost per Prop Damage Only Crash ¹	\$ 3,919.30	\$ 4,396.70	\$ 8,316.00	\$ 4,396.70	\$ 4,704.70	\$ 9,101.40

Cost for all predicted Fatal/Injury Crash ¹	\$ 28,584,049.78	\$ 14,850,848.18	\$ 43,434,897.95	\$ 6,411,926.09	\$ 13,445,462.31	\$ 19,857,388.41
Cost for all predicted Prop Damage Only Crash ¹	\$ 263,376.96	\$ 210,162.26	\$ 473,539.22	\$ 91,011.69	\$ 207,477.27	\$ 298,488.96
Total	\$ 28,847,426.74	\$ 15,061,010.44	\$ 43,908,437.17	\$ 6,502,937.78	\$ 13,652,939.58	\$ 20,155,877.37

¹ Crash costs and type factors from FDM Chapter 122

Cumulative Predicted Cost of Crash

Crash Type	No Build	Build
Fatal/Injury	\$ 732,611,598.87	\$ 339,687,737.91
Prop. Damage Only	\$ 8,007,343.58	\$ 5,119,551.36
Total	\$ 740,618,942.44	\$ 344,807,289.27

Overall Comparison

Area	No Build	Build
Interchange	\$ 3,973,062,273.29	\$ 2,829,584,456.06
Arterial	\$ 740,618,942.44	\$ 344,807,289.27
Total	\$ 4,713,681,215.74	\$ 3,174,391,745.33

HSM Predictive Method Comparison
Interchange
Analysis Years: 2030 to 2050
Afrancavilla, 9/9/22

	No-Build - Freeway Segment	No-Build - Ramp Segment	No-Build - Ramp Terminal	Total	Build - Freeway Segment	Build - Ramp Segment	Build - Ramp Terminals	Total
2030-2050								
Fatal/Injury	9950.601563	87.58044171		10038.182	7020.8	80.6	0	7101.4
Prop Damage Only	31053.875	108.0392227		31161.91422	21897.8	114.7	0	22012.5
Total	41004.47656	195.6196644		41200.09623	28918.6	195.3	0	29113.9
Avg Cost per Fatal/Inj Crash ¹	\$ 383,875.25	\$ 320,356.15		\$ 704,231.40	\$ 383,875.25	\$ 320,356.15		\$ 704,231.40
Avg Cost per Prop Damage Only Crash ¹	\$ 4,935.70	\$ 4,981.90		\$ 9,917.60	\$ 4,935.70	\$ 4,981.90		\$ 9,917.60
Cost for all predicted Fatal/Injury Crash ¹	\$ 3,819,789,662.46	\$ 28,056,932.89	\$ -	\$ 3,847,846,595.34	\$ 2,695,111,355.20	\$ 25,820,705.47	\$ -	\$ 2,720,932,060.67
Cost for all predicted Prop Damage Only Crash ¹	\$ 153,272,610.84	\$ 538,240.60	\$ -	\$ 153,810,851.44	\$ 108,080,971.46	\$ 571,423.93	\$ -	\$ 108,652,395.39
TOTAL	\$ 3,973,062,273.29	\$ 28,595,173.49	\$ -	\$ 4,001,657,446.78	\$ 2,803,192,326.66	\$ 26,392,129.40	\$ -	\$ 2,829,584,456.06

¹ Crash costs and type factors from FDM Chapter 122



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