Q: FOR IOAR, does the CMF applied for existing or future conditions

emam.emam@aecom.com

A: the CMF for the recommended modification is applied to the calculated crash frequency using existing data

Q: to clarify, which traffic should be used?

emam.emam@aecom.com

A: For IOAR it is existing

Q: How do we get the PDH?

aguha@acp-fl.com

A: For PE you report to the Florida Board similar to your other PDHs

Q: But do we get a certificate?

aguha@acp-fl.com

A: We can upon request.

Q: Yes that will be great for future documentation. Thanks.

aguha@acp-fl.com

A: After the webinar, please send an email with your request. Thanks!

Q: Thanks, for SPF...regression facotors are based on signal control type, how about roundabout?

emam.emam@aecom.com

A: There is not a specific SPF for roundabouts, but you may complete the SPF for a signalized intersection and apply the CMF that accounts for changing a signalized intersection to a roundabout.

Q: I believe the correct statement is combining the predicted (SPF) with observed (historic) to get expected (EB)

wendy.krehbiel@kimley-horn.com

A: ok

Q: Actually, Npredicted is combined with Nobserved to determine Nexpected.

brad.bradley@dot.state.fl.us

A: yes

Q: Please revise slides, observed plus predicted will give you expected for the empirical bayes. humberto.castillero@dot.state.fl.us

A: ok

Q: In some IMRs you may not have a SPH for proposed improvement. How do your proceed? winston.harris@rsandh.com

A: If there is not an applicable SPF or CMF that accuratly estimates your situation, you may qualitiativly describe how it will impact safety.

Q: For IJR...could EB method be used for adjacenet interchnages within the AOI emam.emam@aecom.com

A: We recommend using the SPFs for existing interchanges because the biggest changes will be a reduction or increase in traffic volumes which does not have a good way of being represented. We will go through this in the following examples.

Q: I've heard different statements about teh required AOI for safety analysis. What should the AOI be for an Interchange Justificaiton Report? vincent.spahr@kimley-horn.com

A: The AOI for the IJR should match the operation AOI. THe SPF's may not need applied for the entire area if volumes are not expected to change due to construction of the interchange. We will discuss this during the example as well.

Q: What are typical improvements would require an IOAR? And what improvements will require an IMR? ncaparas@benesch.com

A: IOAR common examples include signalization of ramp terminal intersections, addition of turn lanes at intersections. IMRs require change in interchange configuration or other major modification such as conversion of slip ramp to flyover. Refer to IARUG for further details

Q: Thanks winston.harris@rsandh.com

A: Np

Q: Thanks emam.emam@aecom.com

A: welcome

Q: I lost audio. cesar.martinez@dot.state.fl.us

A: We're answering questions submitted though the chat box

Q: was is "compressive" or "comprehensive" cost, in that crash cost table? — sunita.nadella@parsons.com

A: comprehensive

Q: Is there any CMF for Express Lanes — tanzina.atique@aecom.com

A: we don't think it is available yet but new CMFs are being continuously added

Q: Please provide a PDF of the PPP. Thx. — humberto.castillero@dot.state.fl.us

A: yes the webinar will be posted online and the link will be emailed

Q: Isn' — vincent.spahr@kimley-horn.com

A: ??

Q: Can we get the presentation slides? — n.prabaharan@hdrinc.com

A: The presentation will be posted at the Systems Implementation Office website

Q: Are these crash analysis procedures required for projects already in progress. — winston.harris@rsandh.com

A: Yes, This requirement is detailed in the updated IAR User's Guide updated in January 2018

Q: Cannot read the fine print on the graphic. — phil.steinmiller@dot.state.fl.us

A: Understood and we apologize. The presentation will be available at our website for your convenience. Also the spreadsheets showing calculations will be provided. For this presentation we did call outs for critical numbers.

Q: How you deal with EL ingress/egress and EL with 4' buffer? — emam.emam@aecom.com

A: At this time we don't think there is CMF or method to quantify safety impacts of express lanes. For now operational benefits and qualitative discussion should be sufficient. We will provide further guidance in the future.

Q: The I-75 and Turnpike interchnage is under construction now to address the safety/weaving problems. What years had been used in the estimation of the existing crash rates?

emam.emam@accom.com

A: We used the same data as in the IJR for the webinar example

Q: When you say, "...calculate an SPF," do you mean to say "...calculate a CMF"?

brad.bradley@dot.state.fl.us

Q: For the IMR example, Why did you multiply the inconsistent CMFs values instead of averaging them when determining the best guess CMF for the loop ramp to DDI change?

david.tyler@dot.state.fl.us

Q: Could you please tell me the link where I can find this presentations

aguha@acp-fl.com

A: The recorded webinar and material will be posted at: http://www.fdot.gov/planning/systems/training.shtm

Q: For PD&E projects on interchanges, are we expected to use the safety analysis from the ICE process (capx, spice) or this safety analysis? The HSM base seem to be the same but different tools.

cesar.martinez@dot.state.fl.us

A: They are both based on HSM. ICE is not required for interchange projects. For an IAR we will accept both methodologies. FOR PD&E, please check with OEM.

Q: Is ISATe tool recommended for interchange safety analysis?

tanzina.atique@accom.com

A: It is not a requirement. You are free to use the tool or spreadsheets

Q: In the IMR example, we saw a significant difference in the SPF and emperical data. Given, the potential for these significant differences, how much confidence can we have in B/C analysis performed without adjustments for emperical data , i.e. IJR example.

winston.harris@rsandh.com

A: Both the observed crashes and the expected crashes have their downsides. There is the chance that the differene wasn't that great and for whatever reason the intersection that expereienced a higher rate of crashes was coincidental and "unlicky." So with IJR's the EB method is not an option, so SPF's were selected because they are typically a little more statistically reliable than observed crashes.

Q: Has the Department evaluated the use of the ISATe software for freeway, ramp, and interchange ramp terminal intersection safety analyses? — meagle@kittelson.com

A: Department provided HSM trainings covering interchanges in 2017.

Q: what is the max number of lanes that cab be used along the ML, in some cases we had 12 between the two interchanges (about 1.5 miles)under existing that will be 16 in the future. How these can be analyzed? — emam.emam@aecom.com

A: I believe the most is 10 lanes (5 in each direction) for an SPF. This could be a scenairo where the HSM is just too limited. I would recommend trying to qualtify what you can, but mostly providing a qualitative reponses to reducing crashes.

Q: Approximately how may staff hours did it take to run each example. — winston.harris@rsandh.com

A: 40-60 hrs for IOARs; 80-100 hrs for IJRs

Q: Thank you — winston.harris@rsandh.com

A: welcome

Q: I was able to see the previous recorded webminar - Interchange Porcess Training but I couldn't see the powerpoint presentation. Are you going to post the excell and powerpoint files too? Is it the same link for the material? — aguha@acp-fl.com

A: yes

Q: How many hrs for the interchange type reconfiguration EB method? — cesar.martinez@dot.state.fl.us

A: 100-120 hours for full safety analysis in IJR/IMR

Q: Thanks — aguha@acp-fl.com

Q: is the crash data directly from FDOT CARS or from Actual Accident Report — croark@vhb.com

A: FDOT CARS

Q: Are the spreadsheets going to be in the same place as the webinar recording and presentation? — vincent.spahr@kimley-horn.com

A: Yes

Q: Can the populated spreadsheets for the examples be also provided with the webinar materials — winston.harris@rsandh.com

A: Yes

Q: Is there a limitation (like HCS) on the number of lanes of the ML in the SPF or EB crash estimation? — emam.emam@aecom.com

A: The HSM goes up to 10 lanes (5 in each direction)

Q: For review purpose, which section(s) is critical ? — tanzina.atique@aecom.com

Q: Should the ISATe spreadsheet be used during the IAR process? — holly.walker@dot.state.fl.us

A: You can use the ISATe tool or the spreadsheets

Q: Are those hrs in addition to the crash data gathering, summary and crash rate calculations? — cesar.martinez@dot.state.fl.us

A: No, it's the total hrs.

Q: Thank you for the thorough presentation. Will we receive a confirmation for attendance of this webinar for the PDHs? — david.mairena@aecom.com

A: You will receive an email confirming your attendance.

Q: Will the chat questions and answers also be posted? — holly.walker@dot.state.fl.us

A: Yes

Q: Thaks for your presentation and response to questions. Look forward to recieving presentation materials.

winston.harris@rsandh.com

A: You're welcome!

Q: thank you

jairorodriguez@hntb.com

Q: When Mr. Wadhawan was presentating his portion, covereing segmentation of an interchange for the existing conditions analysis, I believe it was a diamond interchange, it started with freeway segment prior to interchange, diverge, ramp intersection, merge, and back to freeway segment after the interchange. Is there a reason why the segment between the merge/diverge point (segment under cross road) was not covered during this explanation?

david.mairena@aecom.com