APPENDIX E

FRA and FDOT Railroad Crossing Data and Analysis

INDEX

DORAL PROJECT CROSSING LISTING

#	CSX Lehigh Branch	FDOT #	Inventory	Accident	WBAPS	FDOT Safety Index Ranking
1	Perimeter Rd. (NW 12th St.)	628 511 Y	X	N	N	2494
2	Milam Dairy Rd.	628 536 U	X	X	X	1235
3	NW 78th Ave.	628 538 H	X	N	X	3134
4	NW 82 nd Ave.	915 147 E	X	N	X	2306
5	NW 84th Ave.	621 464 U	X	N	X	2067
6	NW 87th Ave.	631 208 F	X	N	X	765
7	NW 12th St.	641 457 N	X	N	X	1432
8	NW 12th St.	936 071 J	X	N	N	Not found in database
9	NW 107th Ave.	628 543 E	X	N	N	550
10	NW 111 Ave.	643 808 S	X	N	X	2883

#	FEC Corridor	FDOT #	Inventory	Accident	WBAPS	FDOT Safety Index Ranking
1	NW 17th St.	272 788 G	X	X	X	2984
2	NW 70th Ave.	272 778 B	X	X	X	2782
3	NW 25th St.	272 776 M	X	X	X	1748
4	NW 68th Ave.	272 787 A	X	N	N	3888
5	Valid #-not in inventory	272 927 A	N	N	N	2529
6	NW 36th St. Ext.	272 773S	X	N	N	5408
7	Valid #-not in inventory	272 948 T	N	N	N	3747
8	NW 74th St.	272 755 U	X	X	X	1041
9	Pedestrian Walk	273 266 M	X	N	N	3730
10	NW 72nd Ave.	272 756 B	X	X	X	3887
11	NW 69th Ave.	272 760 R	X	X	X	2644
12	NW 72nd Ave.	272 757 H	X	X	X	1583
13	NW 77th St.	272 758 P	X	X	X	3252
14	NW 74th Ave.	272 759W	X	X	X	2873
15	NW 79th Ave.	272 971 M	X	N	X	1670

X= Forms on File
N= No Forms Available

Safety Index Ranking

District	Safety Index Ranking	County	City	RR Company	Prefix	Milepost	Type	DOT #	Route	Street	Highest Warning	Main Track	Other Tracks	Spur	Status	Recommended Warning Device	Preemption
6	550	MIAMI-DADE	Miami Springs	CSX	SXL	45.52	PUB	628543E		NW 105TH AVE	Cantilevered Flashing Lights	0	1	Yes	CRR	CFL&G&P	N/A
6	765	MIAMI-DADE	Miami Springs	CSX	SXL	43.48	PUB	631208F	CR-973	CR-973 / NW 87TH AVE	CFL&G	0	1	Yes	OA	CFL&G&P	N/A
6	1235	MIAMI-DADE	Miami Springs	CSX	SXL	42.37	PUB	628536U	SR-969	SR-969 / MILAM DAIRY RD	CFL&G	0	1	Yes	OA	CFL & G	N/A
6	1432	MIAMI-DADE	Miami Springs	CSX		1043.60	PUB	641457N		NW 12TH ST	CFL&G	0	1	Yes	OA	CFL&G&P	N/A
6	2067	MIAMI-DADE	Miami Springs	CSX	SXL	42.98	PUB	621464U	CR 973	NW 84TH AVE	CFL&G	0	1	Yes	OA	CFL&G&P	N/A
6	2306	MIAMI-DADE	Miami Springs	CSX	SXL	42.85	PUB	915147E		NW 82ND AVE	CFL&G	0	1	Yes	OA	CFL & G	N/A
6	2494	MIAMI-DADE	Miami Springs	CSX		1040.86	PUB	628511Y		NW 12TH/PERIMETER RD	Bells	0	1	Yes	OA	CFL & G	N/A
6	2883	MIAMI-DADE	Miami Springs	CSX	SXL	45.91	PUB	643808S		NW 111TH AVE	CFL&G	0	1	Yes	OA	CFL&G&P	N/A
6	3134	MIAMI-DADE	Miami Springs	CSX	SXL	42.61	PUB	628538H		NW 78TH AVE	Bells	0	1	Yes	OA	FL & G	N/A

Safety Index Ranking

District	Safety Index Ranking	County	City	RR Company	Prefix	Milepost	Type	DOT #	Route	Street	Highest Warning	Main Track	Other Tracks	Spur	Status	Recommended Warning Device	Preemption
6	1041	MIAMI-DADE	Medley	FEC		0.39	PUB	272755U		NW 74TH ST	CFL&G	1	0	Yes	OA	CFL&G&P	S
6	1583	MIAMI-DADE	Medley	FEC		0.66	PUB	272757H		NW 72ND AVE	CFL&G	1	0	Yes	OA	CFL & G	N/A
6	1670	MIAMI-DADE	Medley	FEC		1.58	PUB	272971M		NW 79TH AVE	CFL&G	1	0	No	OA	CFL & G	A
6	1748	MIAMI-DADE	Miami Springs	FEC		11.01	PUB	272776M		NW 25TH ST	CFL&G	0	1	Yes	OA	CFL & G	N/A
6	2529	MIAMI-DADE	Miami Springs	FEC		11.00	PUB	272927A		NW 70TH AVE	FL&G 2 Quad	0	2	Yes	OA	FL & G	N/A
6	2644	MIAMI-DADE	Medley	FEC		0.40	PUB	272760R		NW 69TH AVE	Crossbuck Sign	0	1	Yes	OA	XBUCKS	N/A
6	2782	MIAMI-DADE	Miami Springs	FEC		10.70	PUB	272778B		NW 70 AVE	FL&G 2 Quad	0	2	Yes	OA	FL & G	N/A
6	2984	MIAMI-DADE	Miami Springs	FEC		11.09	PUB	272788G		NW 16TH ST	FL&G 2 Quad	1	0	No	OA	FL & G	N/A
6	3252	MIAMI-DADE	Medley	FEC		0.70	PUB	272758P		NW 77TH ST	Bells	1	0	Yes	OA	FL & G	N/A
6	3730	MIAMI-DADE	Hialeah	FEC		368.37	PUB	273266M		PED XING	Bells	2	0	No	OA	PEDESTRIAN CROSSING	N/A
6	3747	MIAMI-DADE	Miami Springs	FEC		368.58	PRI	272948T		PRIVATE RD (TOFC)	FL&G 2 Quad	1	2	Yes	OA	PRIVATE CROSSING	N/A
6	3887	MIAMI-DADE	Medley	FEC		0.67	PUB	272756B		NW 72ND AVE	FL&G 2 Quad	0	1	No	OA	PRIVATE CROSSING	N/A
6	3888	MIAMI-DADE	Miami Springs	FEC		11.00	PRI	272787A		PRIVATE RD	Crossbuck Sign	0	1	Yes	OA	PRIVATE CROSSING	N/A
6	5408	MIAMI-DADE	Miami Springs	FEC		9.24	PUB	272773S	SR-948	SR-948 / NW 36TH ST	Grade Separated	0	2	No	OA	EXISTING GRADE SEPARATION	N/A

Safety Index Ranking

District	Safety Index Ranking	County	City	RR Company	Prefix	Milepost	Type	DOT #	Route	Street	Highest Warning	Main Track	Other Tracks	Spur	Status	Recommended Warning Device	Preemption
6	2873	MIAMI-DADE	Medley	FEC		1.02	PUB	272759W		NW 74TH AVE	FL&G 2 Quad	0	1	Yes	OA	FL & G	N/A

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
10 / 10 / 1980	☐ Railroad ☐ Transit ☒ State ☐ Other	☐ Change in Data ☐ New Crossing ☒ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	628511Y

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Seaboard System Railroad, Incorporated [SBD]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near MIAMI	NW 12TH ST(.10 TO (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None SX	(prefix) | 1040.86 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn)	(WGS84 std: -nnn.nnnnnnn)	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
		850-414-4452

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	4		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 10
	3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks

Main 0 Siding ____ Yard ____ Transit ____ Industry ____

Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☒ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

Revision Date *(MM/DD/YYYY)* 10/1980	PAGE 2	D. Crossing Inventory Number *(7 char.)* 628511Y

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)* ____/____ ☐ Not Required	3.G. Wayside Horn ☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	3.H. Highway Traffic Signals Controlling Crossing ☐ Yes ☒ No	3.I. Bells *(count)* 1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☐ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing ☐ (0) Rural ☒ (1) Urban	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year ____ AADT 003560	16 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

CSX 628511Y – Crossing number is valid but not in the accident file.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
02 / 03 / 2017	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	628536U

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near MIAMI	MILAM DAIRY ROAD (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	SXL | 0042.370 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
945110	MIAMI	☒ N/A	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.7842951	(WGS84 std: -nnn.nnnnnnn) -80.3188482	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
341760770 448521706	
30.B. Railroad Use * AID-SBD8794	**31.B. State Use ***
30.C. Railroad Use * 305520747 305525557	**31.C. State Use ***
30.D. Railroad Use * 448521710	**31.D. State Use ***
32.A. Narrative (Railroad Use) *	**32.B. Narrative** (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1650	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	1	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 10 to 10

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

...rain Detection (Main Track only)
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

C. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/2017		628536U

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☒ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☒ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 6	3.E. Total Count of Flashing Light Pairs
Roadway 4 Pedestrian 0	☒ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☒ Median Gates	Over Traffic Lane 2 ☒ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	13

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 6	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 500	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	45 MPH ☒ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 023500	10 %	☒ Yes ☐ No Average Number per Day 18	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Seaboard Coast Line Railroad [SCL]	1a. SCL	1b. 087907401
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Seaboard Coast Line Railroad [SCL]	3a. SCL	3b. 087907401

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
628536U	08/03/79	06:10 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City *(if in a city)*: MIAMI
12. Highway Name or No.: NW 72 AV MILAN — ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*: 40

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: 4

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: 85 °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 7

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 2

26. Track Number or Name: LEHIGH BR

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)*	Code	31. Time Table Direction	Code
1	1	47	R. Recorded E. Estimated 15 mph	E	1. North 2. South 3. East 4. West	1

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None — Code(s): 03

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	Code	36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown	Code	37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown	Code
	1		2		2

38. Driver's Age	39. Driver's Gender — 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown	Code	41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)*	Code
				2		3

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown	Code	43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed	Code
	2		8

Casualties to:	Killed	Injured	44. Driver was — 1. Killed 2. Injured 3. Uninjured	Code	45. Was Driver in the Vehicle? — 1. Yes 2. No	Code
				2		1
46. Highway-Rail Crossing Users	0	1	47. Highway Vehicle Property Damage *(est. dollar damage)*	$450	48. Total Number of Highway-Rail Crossing Users *(include driver)*	1
49. Railroad Employees	0	0	50. Total Number of People on Train *(include passengers and crew)*		51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No	Code: 2
52. Passengers on Train	0	0				

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 628536u'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

*PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015**

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.000524	628536U	CSX	FL		MIAMI	MILAN DAIRY RO	0	0	0	0	0		GT	0	1	10	YES	6	23,500
TTL:	0.000524							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
02 / 03 / 2017	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	628538H

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near MIAMI	NW 78 AVENUE (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	SXL | 0042.610 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
945110	MIAMI	☒ N/A	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.7842945	(WGS84 std: -nnn.nnnnnnn) -80.3226509	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1650	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	1	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 10 to 10

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

ain Detection (Main Track only)
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/2017		628538H

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 500	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

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		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 009556	08 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 628538H – Crossing number is valid but not in the accident file.

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 628538h'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
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USING DATA PRODUCED BY WBAPS

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ABBREVIATION KEY

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1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.000121	628538H	CSX	FL		MIAMI	NW 78 AVENUE	0	0	0	0	0		FL	0	3	10	YES	2	9,556
TTL:	0.000121							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
02 / 17 / 2017	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	915147E

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near HIALEAH	NW 82ND AVENUE (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	SXL | 0043.100 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
906090	MIAMI	☒ N/A	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.7842981	(WGS84 std: -nnn.nnnnnnn) -80.3286248	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1650	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	1	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 10 to 10

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

ain Detection (Main Track only)
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
17/2017		915147E

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☒ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	10

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 500	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	35 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *
6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2003 AADT 021563	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 915147E – Crossing number is valid but not in the accident file.

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 915147e'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.000340	915147E	CSX	FL		HIALEAH	NW 82ND AVENUE	0	0	0	0	0		GT	0	1	20	NO	4	21,563
TTL:	0.00034							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
02 / 03 / 2017	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	621464U

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	NW 84TH AVENUE (Street/Road Name) | * (Block Number)	CR 973

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	SXL | 0042.980 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
945110	MIAMI	☒ N/A	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.7843096	(WGS84 std: -nnn.nnnnnnn) -80.3321815	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1650	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	1	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 10 to 10

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

ain Detection (Main Track only)
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

C. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/2017		621464U

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☒ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☒ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	10

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☒ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 200	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	30 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *
6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2001 AADT 042739	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 621464U – Crossing number is valid but not in the accident file.

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 621464u'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

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It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	WD	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.000459	621464U	CSX	FL		MIAMI	NW 84TH AVENUE	0	0	0	0	0		GT	0	2	10	YES	4	42,739
TTL:	0.000459							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
02 / 03 / 2017	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	631208F

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	NW 87TH AVENUE (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	SXL | 0043.480 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
945110	MIAMI	☒ N/A	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.7841780	(WGS84 std: -nnn.nnnnnnn) -80.3366514	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1650	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	1	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 10 to 10

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

...ain Detection (Main Track only)
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 03/2017	PAGE 2	D. Crossing Inventory Number *(7 char.)* 631208F

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☒ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	12

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 6	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
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5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2003 AADT 046120	08 %	☒ Yes ☐ No Average Number per Day 8	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 631208F – Crossing number is valid but not in the accident file.

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for
Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 631208f

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

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U.S. Department
of Transportation
Federal Railroad
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ABBREVIATION KEY

for use with WBAPS Reports

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PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.000524	631208F	CSX	FL		MIAMI	NW 87TH AVENUE	0	0	0	0	0		GT	0	1	10	YES	6	46,120
TTL:	0.000524							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
02 / 03 / 2017	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☒ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	641457N

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near MIAMI	NW 12th Street (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	SXL | 0043.700 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
945110		☒ N/A	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (If Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☐ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.7833359	(WGS84 std: -nnn.nnnnnnn) -80.3382718	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1650	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	1	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 10 to 10

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

Train Detection (Main Track only)
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/2017		641457N

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☒ W10-1 1 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type R8-8 Count 1 Specify Type Count Specify Type Count	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	10

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None	Count 0 Specify type

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * Stop Line Distance *	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☒ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 230	☒ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	40 MPH ☒ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2012 AADT 28000	16 %	☒ Yes ☐ No Average Number per Day 1	☐ Yes ☒ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 641457N – Crossing number is valid but not in the accident file.

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 641457n'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.019460	641457N	CSX	FL	DADE	MIAMI	NW 12th Street	0	0	0	0	0		GT	2	1	10	YES	4	28,000
TTL:	0.01946							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...tructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
10 / 20 / 2015	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☒ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	936071J

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near MIAMI	NW 12TH STREET (Street/Road Name) | * (Block Number)	NA

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	sxl | 0043.70 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☒ N/A	☐ N/A #N\A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.7833381	(WGS84 std: -nnn.nnnnnnn) -80.3382694	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) * DOT# Assigned in error. correct dot# is 641457n.	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1048	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	0		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks

Main 1 Siding ____ Yard ____ Transit ____ Industry ____

...rain Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
20/2015		936071J

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
4	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☐ Yes ☒ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 4 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 4 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	8

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☒ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 500	☒ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	45 MPH ☒ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2010 AADT 000001	00 %	☐ Yes ☒ No Average Number per Day ____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 936071J – Crossing number is valid but not in the accident file.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...ructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
01 / 02 / 2015	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☒ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	628543E

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near SWEETWATER	NW 107TH AVE (Street/Road Name) | * (Block Number)	SR 985

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	(prefix) | 0045.52 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SXL	MIAMI	☐ N/A	☐ N/A CSX

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.7824724	(WGS84 std: -nnn.nnnnnnn) -80.3659015	☐ Actual ☒ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) * CROSSING REMOVED	32.B. Narrative (State Use) * CROSSING REMOVED

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1650	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	0		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 5 to 20

4. Type and Count of Tracks

Main 0 Siding ____ Yard ____ Transit ____ Industry ____

...rain Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☒ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
02/2015		628543E

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
4	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☐ Yes ☒ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 4 Pedestrian ____	☐ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 4 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 6	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☒ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 200	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☒ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	40 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *
6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2008 AADT 072500	03 %	☒ Yes ☐ No Average Number per Day 104	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 628543E – Crossing number is valid but not in the accident file.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...tructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
02 / 03 / 2017	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	643808S

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near CAROL CITY	NW 111TH AVENUE (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None JACKSONVILLE	☐ None HOMESTEAD	☐ None LEHIGH SPUR	SXL | 0045.910 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
945110	MIAMI	☒ N/A	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
...pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.7824112	(WGS84 std: -nnn.nnnnnnn) -80.3751276	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-232-0144	904-359-1650	850-414-4500

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	1	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 10 to 10

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

...rain Detection (Main Track only)
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☒ Yes ☐ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/2017		643808S

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☒ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 5	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 1	☒ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☒ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	13

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 3	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☒ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☒ Yes ☐ No	30 MPH ☒ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2003 AADT 004870	00 %	☒ Yes ☐ No Average Number per Day 2	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 643808S – Crossing number is valid but not in the accident file.

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 643808s'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	WD	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.009762	643808S	CSX	FL		CAROL CITY	NW 111TH AVE	0	0	0	0	0		GT	2	1	20	YES	3	4,870
TTL:	0.009762							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272788G

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	N.W. 17TH ST. (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None MAIN	(prefix) | 0011.09 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.7766380	(WGS84 std: -nnn.nnnnnnn) -80.3082960	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
1	1	4		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 15 to 20

4. Type and Count of Tracks

Main 1 Siding ____ Yard ____ Transit ____ Industry ____

Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
20/2011		272788G

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☒ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 1	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1988 AADT 003215	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65314OC
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65314OC

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272788G	10/27/78	06:00 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City *(if in a city)* HIALEAH — 12. Highway Name or No. N W 17TH STREET — ☑ Public ☐ Private

Highway User Involved

13. Type — Code: A
C. Truck-trailer F. Bus J. Other Motor Vehicle
A. Auto D. Pick-up truck G. School Bus K. Pedestrian
B. Truck E. Van H. Motorcycle M. Other *(specify)*

14. Vehicle Speed *(est. mph at impact)*: 15

15. Direction *(geographical)* — Code: 3
1. North 2. South 3. East 4. West

16. Position — Code: 3
1. Stalled on crossing 3. Moving over crossing
2. Stopped on Crossing 4. Trapped

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: 4
1. Highway User 2. Rail Equipment 3. Both 4. Neither

21. Temperature *(specify if minus)*: 70 °F

22. Visibility *(single entry)* — Code: 4
1. Dawn 2. Day 3. Dusk 4. Dark

24. Type of Equipment Consist *(single entry)* — Code: 1
1. Freight train 4. Work train 7. Yard/Switching
2. Passenger train 5. Single car 8. Light loco(s)
3. Commuter train 6. Cut of cars 9. Main./inspect. car
A. Spec. MoW Equip

27. FRA Track Class: 3

28. Number of Locomotive Units: 1

29. Number of Cars: 10

30. Consist Speed *(Recorded if available)* — Code: E
R. Recorded
E. Estimated 3 mph

32. Type of Crossing Warning — Code(s): 03 06 11
1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew
2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other *(specify)*
3. Standard FLS 6. Audible 9. Watchman 12. None

35. Location of Warning — Code: 1
1. Both Sides
2. Side of Vehicle Approach
3. Opposite Side of Vehicle Approach

38. Driver's Age

39. Driver's Gender — Code:
1. Male
2. Female

42. Driver Passed Standing Highway Vehicle — Code: 2
1. Yes 2. No 3. Unknown

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

Rail Equipment Involved

17. Equipment — Code: 2
1. Train *(units pulling)* 4. Car(s) *(moving)* 8. Other *(specify)*
2. Train *(units pushing)* 5. Car(s) *(standing)* A. Train pulling- RCL
3. Train *(standing)* 6. Light loco(s) *(moving)* B. Train pushing- RCL
7. Light loco(s) *(standing)* C. Train standing- RCL

18. Position of Car Unit in Train: 1

19. Circumstance — Code: 1
1. Rail equipment struck highway user
2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code:
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State the name and quantity of the hazardous material released, if any

23. Weather *(single entry)* — Code: 1
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

25. Track Type Used by Rail Equipment Involved — Code: 1
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: MAINLINE

31. Time Table Direction — Code: 2
1. North 2. South 3. East 4. West

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — Code:
1. Yes
2. No
3. Unknown

36. Crossing Warning Interconnected with Highway Signals — Code: 2
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: 1
1. Yes 2. No 3. Unknown

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — Code: 2
1. Yes 2. No 3. Unknown

41. Driver — Code: 3
1. Drove around or thru the gate 4. Stopped on crossing
2. Stopped and then proceeded 5. Other *(specify)*
3. Did not stop

43. View of Track Obscured by *(primary obstruction)* — Code: 8
1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other *(specify)*
2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed

44. Driver was — Code: 3	45. Was Driver in the Vehicle? — Code: 1
1. Killed 2. Injured 3. Uninjured	1. Yes 2. No
47. Highway Vehicle Property Damage *(est. dollar damage)*: $1,800	48. Total Number of Highway-Rail Crossing Users *(include driver)*: 1
50. Total Number of People on Train *(include passengers and crew)*	51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: 2 (1. Yes 2. No)

53a. Special Study Block — 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65314JL
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65314JL

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272788G	07/19/78	09:15 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City *(if in a city)* HIALEAH — 12. Highway Name or No. NW 17TH STREET — ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*: 10

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: 3

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 2

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: 85 °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class: 3

28. Number of Locomotive Units: 1

29. Number of Cars: 1

30. Consist Speed *(Recorded if available)* — R. Recorded E. Estimated: 5 mph — Code: E

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 1

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age:

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 3

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage *(est. dollar damage)*: $300

48. Total Number of Highway-Rail Crossing Users *(include driver)*: 1

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272788g'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

*PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015**

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.010698	272788G	FEC	FL	DADE	MIAMI	N.W. 17TH ST.	0	0	0	0	0		GT	6	1	20	YES	2	3,215
TTL:	0.010698							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272778B

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	N. W. 70TH AVE (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None LR	(prefix) | 0011.00 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.7780630	(WGS84 std: -nnn.nnnnnnn) -80.3082500	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	6		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 5 to 20

4. Type and Count of Tracks

Main 1 Siding ____ Yard ____ Transit ____ Industry ____

Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
20/2011		272778B

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☒ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1988 AADT 004558	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65313DE0
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65313DE0
4. U.S. DOT-AAR Grade Crossing ID No. 272778B	5. Date of Accident/Incident 12/17/80	6. Time of Accident/Incident 03:50 PM	

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city) HIALEAH — 12. Highway Name or No. NW 70TH AVENUE — ☑ Public ☐ Private

Highway User Involved

13. Type — C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) 1. North 2. South 3. East 4. West — Code: 2

16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 6

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 55 °F

22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) A. Spec. MoW Equip 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: 8

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 4

26. Track Number or Name: COMMERCE PARK LD TRK

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available) R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
2	1	0	5 mph	E	3	

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 3

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 4

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $250

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew)

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272778b'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.008805	272778B	FEC	FL	DADE	MIAMI	N. W. 70TH AVE	0	0	0	0	0		GT	6	5	20	YES	2	4,558
TTL:	0.008805							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272776M

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	N. W. 25TH ST. (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None SPUR	(prefix) | 0011.01 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use

pen Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.7779480	(WGS84 std: -nnn.nnnnnnn) -80.3082660	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
3	3	0		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 5 to 20

4. Type and Count of Tracks

Main 2 Siding ____ Yard ____ Transit ____ Industry ____

rain Detection (Main Track only)

☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
20/2011		272776M

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☒ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1988 AADT 021512	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65314DE
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65314DE

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272776M	12/05/77	01:45 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city) HIALEAH — 12. Highway Name or No. N W 25TH STREET — ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other (specify) — Code: H

14. Vehicle Speed (est. mph at impact): 30

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 3

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 2

18. Position of Car Unit in Train: 24

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 2

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 60 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class: 3

28. Number of Locomotive Units: 1

29. Number of Cars: 25

30. Consist Speed (Recorded if available) — R. Recorded E. Estimated: 2 mph — Code: E

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 2

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 07 11

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 2

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 3

38. Driver's Age

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 3

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	1
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 2

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $200

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew)

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272776m'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.022403	272776M	FEC	FL	DADE	MIAMI	N. W. 25TH ST.	0	0	0	0	0		GT	6	3	20	YES	2	21,512
TTL:	0.022403							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272787A

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	N. W. 68TH AVE (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None SPUR	(prefix) | 0011.00 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☐ Public ☒ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
...pen Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.7780650	(WGS84 std: -nnn.nnnnnnn) -80.3082500	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	2		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks

Main 0 Siding ____ Yard ____ Transit ____ Industry ____

...rain Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☒ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 20/2011	PAGE 2	D. Crossing Inventory Number *(7 char.)* 272787A

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☒ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☐ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1984 AADT 000301	12 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 272787A – Crossing number is valid but not in the accident file.

FEC Crossing 272927A – shown as a valid crossing number but not in the inventory

Crossing 272927a – Crossing number is valid but not in the accident file.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272773S

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	N.W.36TH ST. EXT. (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☐ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☐ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None MAIN	(prefix) | 0009.23 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☐ At Grade ☒ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use

...pen Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.7901990	(WGS84 std: -nnn.nnnnnnn) -80.3058010	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	0		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 0 3.B. Typical Speed Range Over Crossing (mph) From 0 to 0

4. Type and Count of Tracks

Main 0 Siding ____ Yard ____ Transit ____ Industry ____

...rain Detection (Main Track only)

☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

Revision Date *(MM/DD/YYYY)* 20/2011	PAGE 2	D. Crossing Inventory Number *(7 char.)* 272773S

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☐ Yes ☒ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
. Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes ____	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☐ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☐ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☐ No	____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1984 AADT ____	____ %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 272773Sa – Crossing number is valid but not in the accident file.

FEC Crossing 272948T – shown as a valid crossing number but not in the inventory

Crossing 272948T – Crossing number is valid but not in the accident file.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 15 / 2013	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272755U

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MAYPORT	N.W. 74TH ST. (Street/Road Name) | (* Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None MEDLEY LEAD	(prefix) | 0000.39 | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.8406910	(WGS84 std: -nnn.nnnnnnn) -80.3104950	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
8	8	2		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 10 to 20

4. Type and Count of Tracks

Main 1 Siding ____ Yard ____ Transit ____ Industry ____

rain Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
7/15/2013		272755U

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
7	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☐ Yes ☒ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 5	3.E. Total Count of Flashing Light Pairs
Roadway 3 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 4 ☐ Incandescent Not Over Traffic Lane 2 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	12

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☒ For Traffic Signals ☐ For Warning Signs	☒ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☒ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1988 AADT 002485	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65306SE6
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65306SE6

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272755U	09/24/86	01:00 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city)	12. Highway Name or No.	
MEDLEY	N.W.74TH ST	☑ Public ☐ Private

Highway User Involved

13. Type (A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other (specify))	Code
	A

14. Vehicle Speed (est. mph at impact)	15. Direction (geographical) 1. North 2. South 3. East 4. West	Code
20		3

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped	Code
	3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither	Code
	4

Rail Equipment Involved

17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL	Code
	6

18. Position of Car Unit in Train
1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user	Code
	2

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither	Code

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus)	22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	Code	23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code
90 °F		4		1

24. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip	Code	25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	Code	26. Track Number or Name
	8		1	MAINLINE

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available) R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
2	1	0	12 mph	E		1

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None								33. Signaled Crossing Warning	34. Whistle Ban 1. Yes 2. No 3. Unknown	Code
Code(s)	01	02	03	06				20 sec warn min (1);		

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	Code	36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown	Code	37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown	Code
	1		2		1

38. Driver's Age	39. Driver's Gender 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	Code	41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)	Code
			2			1

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	Code	43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed	Code
	2		8

Casualties to:	Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	Code	45. Was Driver in the Vehicle? 1. Yes 2. No	Code
				3		1
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicle Property Damage (est. dollar damage)	$7,000	48. Total Number of Highway-Rail Crossing Users (include driver)	1
49. Railroad Employees	0	0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	Code
52. Passengers on Train	0	0				2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65310MR6
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65310MR6

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272755U	03/27/86	03:20 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city): MEDLEY
12. Highway Name or No.: N.W.74TH ST
☑ Public ☐ Private

Highway User Involved

13. Type — C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: B

14. Vehicle Speed (est. mph at impact): 40

15. Direction (geographical) 1. North 2. South 3. East 4. West — Code: 1

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 6

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 65 °F

22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 3

24. Type of Equipment Consist (single entry) — A. Spec. MoW Equip; 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: 8

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 4

26. Track Number or Name: MEDLEY LEAD TRACK

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
2	1	0	R. Recorded E. Estimated 10 mph	E	1. North 2. South 3. East 4. West	4

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 01 02 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 1

38. Driver's Age:

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 1

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $1,000

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272755u'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.022208	272755U	FEC	FL	DADE	MAYPORT	N.W. 74TH ST.	0	0	0	0	0		GT	18	2	20	YES	4	2,485
TTL:	0.022208							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 04 / 2006	☐ Railroad ☐ Transit ☒ State ☐ Other	☐ Change in Data ☒ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	273266M

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near HIALEAH	PED WALK (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☐ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☐ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None MAIN	(prefix) | 0368.37 | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☐ Public ☐ Private	☐ Highway ☒ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn)	(WGS84 std: -nnn.nnnnnnn)	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
		850-414-4452

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	0		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 0 3.B. Typical Speed Range Over Crossing (mph) From 0 to 0

4. Type and Count of Tracks
Main 0 Siding ____ Yard ____ Transit ____ Industry ____

Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 04/2006	PAGE 2	D. Crossing Inventory Number *(7 char.)* 273266M

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☐ Yes ☒ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0		☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
. Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes _____	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☐ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☐ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☐ No	_____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year _____ AADT _____	_____ %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Crossing 273266M – Crossing number is valid but not in the accident file.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272756B

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MEDLEY	N. W. 72ND AVE (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None SMIL	(prefix) | 0000.66 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MEDLEY	☐ N/A FEC	☐ N/A FEC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use

)pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.8022990	(WGS84 std: -nnn.nnnnnnn) -80.2992020	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	16		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20
	3.B. Typical Speed Range Over Crossing (mph) From 5 to 20

4. Type and Count of Tracks

Main 0 Siding Yard Transit Industry 1

Train Detection (Main Track only)

☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

* Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
20/2011		272756B

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
6	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count ____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☐ Yes ☒ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 5	3.E. Total Count of Flashing Light Pairs
Roadway 5 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	10

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	5

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
. Yes ☐ No	☐ Not Interconnected ☒ For Traffic Signals ☐ For Warning Signs	☒ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 200	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1988 AADT 027369	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65311JU8
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65311JU8

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272756B	07/09/98	06:05 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH	SYSTEM	DADE	12	FL

11. City (if in a city)	12. Highway Name or No.	
MEDLEY	NW 69 AVE	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 20

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 2

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 2

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus)	22. Visibility (single entry)	Code	23. Weather (single entry)	Code
90 °F	1. Dawn 2. Day 3. Dusk 4. Dark	2	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	3

24. Type of Equipment Consist (single entry)	Code	25. Track Type Used by Rail Equipment Involved	Code	26. Track Number or Name
A. Spec. MoW Equip 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car	7	1. Main 2. Yard 3. Siding 4. Industry	4	INDUSTRY

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
3	1	4	R. Recorded E. Estimated 5 mph	R	1. North 2. South 3. East 4. West	3

32. Type of Crossing Warning	33. Signaled Crossing Warning	34. Whistle Ban	Code
1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None		1. Yes 2. No 3. Unknown	2

Code(s): 08 | 07 | 10

35. Location of Warning	Code	36. Crossing Warning Interconnected with Highway Signals	Code	37. Crossing Illuminated by Street Lights or Special Lights	Code
1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	1	1. Yes 2. No 3. Unknown	2	1. Yes 2. No 3. Unknown	2

38. Driver's Age	39. Driver's Gender	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train	Code	41. Driver	Code
47	1. Male 2. Female	2	1. Yes 2. No 3. Unknown	2	1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)	3

42. Driver Passed Standing Highway Vehicle	Code	43. View of Track Obscured by (primary obstruction)	Code
1. Yes 2. No 3. Unknown	2	1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed	8

Casualties to:	Killed	Injured	44. Driver was — 1. Killed 2. Injured 3. Uninjured	Code	45. Was Driver in the Vehicle?	Code
				3	1. Yes 2. No	1
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicle Property Damage (est. dollar damage)	$1,000	48. Total Number of Highway-Rail Crossing Users (include driver)	1
49. Railroad Employees	0	0	50. Total Number of People on Train (include passengers and crew)	3	51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No	2
52. Passengers on Train	0	0				

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

THE 4:45 P.M. YARD ASSIGNMENT WAS SHOVING THRU CROSSING WHICH WAS BEING FLAGGED BY THE CONDUCTOR. THE TRAIN STRUCK A VEHICLE WHICH FAILED TO OBEY THE FLAGMAN AND ATTEMPTED TO BEAT THE TRAIN.

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65313SE
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance		3a.	3b.

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272756B	09/21/76	03:00 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city): MEDLEY
12. Highway Name or No.: N W 72ND STREET — ☑ Public ☐ Private

Highway User Involved

13. Type — C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: B

14. Vehicle Speed (est. mph at impact): 5

15. Direction (geographical) 1. North 2. South 3. East 4. West — Code: 3

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 95 °F

22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) — A. Spec. MoW Equip; 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 2

26. Track Number or Name: LEAD TRACK

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
1	1	1	R. Recorded E. Estimated 5 mph	E	1. North 2. South 3. East 4. West	2

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None — Code(s): 07

33. Signaled Crossing Warning

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 3

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $100

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew)

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272756b'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.019880	272756B	FEC	FL	DADE	MEDLEY	N. W. 72ND AVE	0	0	0	0	0		GT	16	1	20	YES	4	27,369
TTL:	0.01988							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272760R

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MAYPORT	N. W. 69TH AVE (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None SPUR	(prefix) | 0008.08 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.8022990	(WGS84 std: -nnn.nnnnnnn) -80.2992020	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	2		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 15 3.B. Typical Speed Range Over Crossing (mph) From 5 to 15

4. Type and Count of Tracks
Main 1 Siding ____ Yard ____ Transit ____ Industry ____

Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☒ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
20/2011		272760R

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count ____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☒ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1988 AADT 016698	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. X11071801
2. Other Railroad Involved in Train Accident/Incident		2a.	2b. X11071801
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. X11071801

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272760R	07/18/01	08:25 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
MIAMI	SYSTEM	DADE	12	FL

11. City (if in a city): MEDLEY
12. Highway Name or No.: 69TH STREET
☑ Public ☐ Private

Highway User Involved

13. Type — C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 3

16. Position — 1. Stalled on crossing 3. Moving over crossing; 2. Stopped on Crossing 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify); A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 85 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 2

24. Type of Equipment Consist (single entry) — A. Spec. MoW Equip; 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 4

26. Track Number or Name: MEDLEY LEAD

27. FRA Track Class: 1

28. Number of Locomotive Units: 1

29. Number of Cars: 4

30. Consist Speed (Recorded if available) — R. Recorded E. Estimated: 5 mph — Code: E

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 1

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 03 06 07

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: 2

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age: 48

39. Driver's Gender — 1. Male 2. Female — Code: 1

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 5

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 3

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $1,000

48. Total Number of Highway-Rail Crossing Users (include driver): 4

50. Total Number of People on Train (include passengers and crew): 2

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

A TAXI CAB CARRYING THREE PASSENGERS STOPPED AT CROSSING BUT WAS TOO CLOSE TO TRACK AND TRAIN HIT TH E RIGHT FRONT OF THE VEHICLE. NO INJURIES TO TRAIN CREW, TAXI DRIVER OR PASSENGERS.

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272760r'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.021410	272760R	FEC	FL	DADE	MAYPORT	N. W. 69TH AVE	0	0	0	0	0		XB	2	2	15	YES	2	16,698
TTL:	0.02141							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...tructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272757H

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MAYPORT	N.W. 72ND AVE (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None SPUR	(prefix) | 0008.08 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
...pen Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.8022990	(WGS84 std: -nnn.nnnnnnn) -80.2992020	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	16		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20
	3.B. Typical Speed Range Over Crossing (mph) From 5 to 20

4. Type and Count of Tracks

Main 1 Siding ____ Yard ____ Transit ____ Industry ____

...rain Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
/20/2011		272757H

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic Number of Lanes 2 ☐ Divided Traffic	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☒ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1988 AADT 027369	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65307JA5
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65307JA5

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272757H	01/21/85	03:00 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city)	12. Highway Name or No.	
MEDLEY	NW 72ND AVE	☑ Public ☐ Private

Highway User Involved

13. Type (A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other (specify))	Code
	A

14. Vehicle Speed (est. mph at impact)	15. Direction (geographical) 1. North 2. South 3. East 4. West	Code
10		1

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped	Code
	3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither	Code
	4

Rail Equipment Involved

17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL	Code
	2

18. Position of Car Unit in Train
1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user	Code
	1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither	Code

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus)	22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	Code	23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code
55 °F		2		1

24. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip	Code
	1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	Code
	1

26. Track Number or Name
INDUSTRY LEAD TRK

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available) R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
1	1	1	2 mph	E		4

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None	33. Signaled Crossing Warning	34. Whistle Ban 1. Yes 2. No 3. Unknown	Code
Code(s): 01 03 06	20 sec warn min (1);		

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	Code
	1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown	Code
	2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown	Code
	2

38. Driver's Age	39. Driver's Gender 1. Male 2. Female	Code

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	Code
	2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)	Code
	1

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	Code
	2

43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed	Code
	8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured	Code
	3

45. Was Driver in the Vehicle? 1. Yes 2. No	Code
	1

47. Highway Vehicle Property Damage (est. dollar damage)
$800

48. Total Number of Highway-Rail Crossing Users (include driver)
1

50. Total Number of People on Train (include passengers and crew)

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	Code
	2

53a. Special Study Block	53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272757h'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	WD	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.017863	272757H	FEC	FL	DADE	MAYPORT	N.W. 72ND AVE	0	0	0	0	0		GT	16	2	20	YES	2	27,369
TTL:	0.017863							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272758P

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MEDLEY	NW 77TH STREET (Street/Road Name) | * (Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None MEDLEY LEAD	(prefix) | 0000.70 | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	HIALEAH	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.8436700	(WGS84 std: -nnn.nnnnnnn) -80.3151690	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	20		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 10 to 20

4. Type and Count of Tracks
Main 0 Siding ____ Yard ____ Transit ____ Industry ____

Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☒ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
/20/2011		272758P

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☒ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year ____ AADT 000450	30 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65310SE8
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65310SE8

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272758P	09/04/98	05:15 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH	SYSTEM	DADE	12	FL

11. City (if in a city) MEDLEY — 12. Highway Name or No. NW 77TH ST. — ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other (specify) — Code: C

14. Vehicle Speed (est. mph at impact): 15

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 4

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling), 2. Train (units pushing), 3. Train (standing), 4. Car(s) (moving), 5. Car(s) (standing), 6. Light loco(s) (moving), 7. Light loco(s) (standing), 8. Other (specify) A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 92 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class: 2

28. Number of Locomotive Units: 1

29. Number of Cars: 25

30. Consist Speed (Recorded if available) — R. Recorded, E. Estimated: 18 mph — Code: R

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 2

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other (specify), 12. None

Code(s): 01 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: 2

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age: 32

39. Driver's Gender — 1. Male, 2. Female — Code: 1

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other (specify) — Code: 1

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other (specify), 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $8,000

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew): 2

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

TRACTOR/ TRAILER RIG FAILED TO OBEY CROSSING SIGNALS AND ATTEMPTED TO BEAT THE TRAIN ACROSS THE CROSSING.

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65311MA5
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65311MA5

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272758P	05/08/95	05:19 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city)	12. Highway Name or No.	
MEDLEY	NW 77TH STREET	☑ Public ☐ Private

Highway User Involved

13. Type — Code: A
C. Truck-trailer F. Bus J. Other Motor Vehicle
A. Auto D. Pick-up truck G. School Bus K. Pedestrian
B. Truck E. Van H. Motorcycle M. Other (specify)

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) — Code: 1
1. North 2. South 3. East 4. West

16. Position — Code: 2
1. Stalled on crossing 3. Moving over crossing
2. Stopped on Crossing 4. Trapped

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: 4
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: 1
1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)
2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL
3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL
7. Light loco(s) (standing) C. Train standing- RCL

18. Position of Car Unit in Train: 1

19. Circumstance — Code:
1. Rail equipment struck highway user
2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code:
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus)	22. Visibility (single entry) — Code	23. Weather (single entry) — Code
95 °F	2	1
	1. Dawn 2. Day 3. Dusk 4. Dark	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

24. Type of Equipment Consist (single entry)	25. Track Type Used by Rail Equipment Involved — Code	26. Track Number or Name
A. Spec. MoW Equip 1. Freight train 4. Work train 7. Yard/Switching 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car — Code: 7	1. Main 2. Yard 3. Siding 4. Industry — 2	MEDLEY LEAD

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available) — Code	31. Time Table Direction — Code
2	1	23	R. Recorded E. Estimated 15 mph — E	1. North 2. South 3. East 4. West — 1

32. Type of Crossing Warning	33. Signaled Crossing Warning	34. Whistle Ban — Code
1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s): 01 03 06	20 sec warn min (1);	1. Yes 2. No 3. Unknown

35. Location of Warning — Code	36. Crossing Warning Interconnected with Highway Signals — Code	37. Crossing Illuminated by Street Lights or Special Lights — Code
1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — 1	1. Yes 2. No 3. Unknown — 2	1. Yes 2. No 3. Unknown — 2

38. Driver's Age	39. Driver's Gender — Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — Code	41. Driver — Code
	1. Male 2. Female	1. Yes 2. No 3. Unknown — 2	1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop — 4

42. Driver Passed Standing Highway Vehicle — Code	43. View of Track Obscured by (primary obstruction) — Code
1. Yes 2. No 3. Unknown — 2	1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed — 8

Casualties to:	Killed	Injured	44. Driver was — Code	45. Was Driver in the Vehicle? — Code
			1. Killed 2. Injured 3. Uninjured — 3	1. Yes 2. No — 1
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicle Property Damage (est. dollar damage): $4,000	48. Total Number of Highway-Rail Crossing Users (include driver): 2
49. Railroad Employees	0	0	50. Total Number of People on Train (include passengers and crew)	51. Is a Rail Equipment Accident / Incident Report Being Filed — Code
52. Passengers on Train	0	0		1. Yes 2. No — 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 26306AU8
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 26306AU8

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272758P	08/17/88	05:50 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city)	12. Highway Name or No.	
MEDLEY	N.W. 77TH ST.	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 3

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling), 2. Train (units pushing), 3. Train (standing), 4. Car(s) (moving), 5. Car(s) (standing), 6. Light loco(s) (moving), 7. Light loco(s) (standing), 8. Other (specify) A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 95 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip — Code: 7

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
2	1	1	R. Recorded E. Estimated 13 mph	E	1. North 2. South 3. East 4. West	1

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other (specify), 12. None

Code(s): 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other (specify) — Code: 4

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other (specify), 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $1,000

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65311DE
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65311DE

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272758P	12/08/78	03:30 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
MEDLEY		DADE	12	FL

11. City (if in a city): MEDLEY
12. Highway Name or No.: N. W. 77TH STREET — ☑ Public ☐ Private

Highway User Involved

13. Type — C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: B

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 3

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 60 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 2

24. Type of Equipment Consist (single entry) — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
3	1	72	R. Recorded E. Estimated 5 mph	E	1. North 2. South 3. East 4. West	2

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None — Code(s): 07

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code:

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code:

38. Driver's Age

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 4

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	1
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 2

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $3,000

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65313MR
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65313MR

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272758P	03/16/78	04:10 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
MEDLEY		DADE	12	FL

11. City (if in a city)	12. Highway Name or No.	
MEDLEY	N W 77TH STREET	☑ Public ☐ Private

Highway User Involved

13. Type — C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: C

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) 1. North 2. South 3. East 4. West — Code: 3

16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 70 °F

22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
2	1	73	R. Recorded E. Estimated 6 mph	E	1. North 2. South 3. East 4. West	2

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None — Code(s): 07

33. Signaled Crossing Warning

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code:

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 3

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 4

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

47. Highway Vehicle Property Damage (est. dollar damage): $1,000

50. Total Number of People on Train (include passengers and crew)

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

48. Total Number of Highway-Rail Crossing Users (include driver): 1

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65315JN
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65315JN

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272758P	06/20/77	02:00 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city)	12. Highway Name or No.	
MEDLEY	N W 77TH STREET	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact):

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 3

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling), 2. Train (units pushing), 3. Train (standing), 4. Car(s) (moving), 5. Car(s) (standing), 6. Light loco(s) (moving), 7. Light loco(s) (standing), 8. Other (specify) A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus)	22. Visibility (single entry)	Code	23. Weather (single entry)	Code
90 °F	1. Dawn 2. Day 3. Dusk 4. Dark	2	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	2

24. Type of Equipment Consist (single entry)	A. Spec. MoW Equip	Code	25. Track Type Used by Rail Equipment Involved	Code	26. Track Number or Name
1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car		1	1. Main 2. Yard 3. Siding 4. Industry	4	MEDLEY LEAD

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
2	2	1	R. Recorded E. Estimated 15 mph	E	1. North 2. South 3. East 4. West	1

32. Type of Crossing Warning	33. Signaled Crossing Warning	34. Whistle Ban	Code
1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None		1. Yes 2. No 3. Unknown	
Code(s): 07			

35. Location of Warning	Code	36. Crossing Warning Interconnected with Highway Signals	Code	37. Crossing Illuminated by Street Lights or Special Lights	Code
1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	1	1. Yes 2. No 3. Unknown	2	1. Yes 2. No 3. Unknown	2

38. Driver's Age	39. Driver's Gender	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train	Code	41. Driver	Code
	1. Male 2. Female		1. Yes 2. No 3. Unknown	2	1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)	3

42. Driver Passed Standing Highway Vehicle	Code	43. View of Track Obscured by (primary obstruction)	Code
1. Yes 2. No 3. Unknown	2	1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed	8

Casualties to:	Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	Code	45. Was Driver in the Vehicle? 1. Yes 2. No	Code
				2		1
46. Highway-Rail Crossing Users	0	1	47. Highway Vehicle Property Damage (est. dollar damage)	$2,000	48. Total Number of Highway-Rail Crossing Users (include driver)	1
49. Railroad Employees	0	0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	Code 2
52. Passengers on Train	0	0				

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272758p'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.007193	272758P	FEC	FL	DADE	MEDLEY	NW 77TH STREET	0	0	0	0	0		FL	20	1	20	YES	2	450
TTL:	0.007193							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 20 / 2011	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272759W

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MAYPORT	N.W. 74TH AVE (Street/Road Name) | (* Block Number)	

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None	☐ None	☐ None SPUR	(prefix) | 0008.08 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
	MIAMI	☐ N/A	☐ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use
...pen Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☐ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	(WGS84 std: nn.nnnnnnn) 25.8022990	(WGS84 std: -nnn.nnnnnnn) -80.2992020	☐ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	16		

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed (mph) 20 3.B. Typical Speed Range Over Crossing (mph) From 5 to 20

4. Type and Count of Tracks

Main 1 Siding ____ Yard ____ Transit ____ Industry ____

...rain Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
20/2011		272759W

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☒ W10-1 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☒ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing ☐ (0) Rural ☒ (1) Urban	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No 5. Linear Referencing System *(LRS Route ID)* * 6. LRS Milepost *	_____ MPH ☐ Posted ☐ Statutory

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1988 AADT 036835	00 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65310JA6
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65310JA6

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272759W	01/27/86	10:30 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city): MEDLEY
12. Highway Name or No.: NW 7TH AVE
☑ Public ☐ Private

Highway User Involved

13. Type: C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: B

14. Vehicle Speed (est. mph at impact): 15

15. Direction (geographical): 1. North 2. South 3. East 4. West — Code: 4

16. Position: 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment: 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 2

18. Position of Car Unit in Train: 1

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 55 °F

22. Visibility (single entry): 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry): 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry): 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved: 1. Main 2. Yard 3. Siding 4. Industry — Code: 4

26. Track Number or Name: INDUSTRY TRACK

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
1	1	3	R. Recorded E. Estimated 5 mph	E	1. North 2. South 3. East 4. West	2

32. Type of Crossing Warning: 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None
Code(s): 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban: 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning: 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age:

39. Driver's Gender: 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown — Code: 2

41. Driver: 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 2

42. Driver Passed Standing Highway Vehicle: 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction): 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $4,000

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed? 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65313JL9
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65313JL9

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272759W	07/11/79	11:40 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city) HIALEAH | 12. Highway Name or No. NW 74TH ST | ☑ Public ☐ Private

Highway User Involved

13. Type — C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 10

15. Direction (geographical) 1. North 2. South 3. East 4. West — Code: 3

16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 2

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 90 °F

22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) A. Spec. MoW Equip 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available) R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
3	1	5	5 mph	E		2

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 3

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 3

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $1,600

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

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2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Florida East Coast Railway Company [FEC]	3a. FEC	3b. 65321SE

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272759W	09/28/78	04:15 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city) HIALEAH | 12. Highway Name or No. NW 74TH AVENUE | ☑ Public ☐ Private

Highway User Involved

13. Type — C. Truck-trailer F. Bus J. Other Motor Vehicle; A. Auto D. Pick-up truck G. School Bus K. Pedestrian; B. Truck E. Van H. Motorcycle M. Other (specify) — Code: C

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) 1. North 2. South 3. East 4. West — Code: 3

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 6

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 85 °F

22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) A. Spec. MoW Equip 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: 8

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
3	1	0	R. Recorded E. Estimated 10 mph	E	1. North 2. South 3. East 4. West	2

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	Code	36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown	Code	37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown	Code
	1		2		3

38. Driver's Age	39. Driver's Gender 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	Code	41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)	Code
				2		4

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	Code	43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed	Code
	2		8

Casualties to:	Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3	45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicle Property Damage (est. dollar damage): $2,000	48. Total Number of Highway-Rail Crossing Users (include driver): 1
49. Railroad Employees	0	0	50. Total Number of People on Train (include passengers and crew)	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2
52. Passengers on Train	0	0		

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Florida East Coast Railway Company [FEC]	1a. FEC	1b. 65313FE
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance		3a.	3b.

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
272759W	02/06/76	12:55 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HIALEAH		DADE	12	FL

11. City (if in a city): MEDLEY
12. Highway Name or No.: NW 74TH STREET — ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other (specify) — Code: B

14. Vehicle Speed (est. mph at impact):

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 4

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 2

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 2

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 75 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 2

24. Type of Equipment Consist (single entry) — A. Spec. MoW Equip 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available)	Code	31. Time Table Direction	Code
2	1	7	R. Recorded E. Estimated 15 mph	E	1. North 2. South 3. East 4. West	1

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 3

38. Driver's Age:

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 3

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 5

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $500

48. Total Number of Highway-Rail Crossing Users (include driver): 1

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272759w'

Date Prepared: 4/19/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.029135	272759W	FEC	FL	DADE	MAYPORT	N.W. 74TH AVE	0	0	0	0	0		FL	16	2	20	YES	2	36,835
TTL:	0.029135							0	0	0	0	0								

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

...structions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
01 / 29 / 2016	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☒ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	272971M

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Florida East Coast Railway Company [FEC]	FLORIDA	MIAMI-DADE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near MIAMI	NW 79TH AVENUE (Street/Road Name) | * (Block Number)	NW 79th Avenue

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☒ None	☒ None	☐ None MAINLINE	ML | 0001.58 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☐ N/A FEC	☐ N/A FEC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train		22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter	☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

Type of Land Use

pen Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 25.8507090	(WGS84 std: -nnn.nnnnnnn) -80.3258600	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-342-1131	800-342-1131	305-470-5333

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
8	8	2	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2015	3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 15 to 20

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

ain Detection (Main Track only)

☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☒ Yes ☐ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
29/2016		272971M

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
7	0	0	☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 6	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 2	☐ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☒ 4 Quad ☐ Median Gates	Over Traffic Lane 4 ☐ Incandescent Not Over Traffic Lane 0 ☒ LED	☐ Incandescent ☒ LED ☐ Back Lights Included ☐ Side Lights Included	14

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
04 / 2014 ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☒ No	☐ Yes ☒ No	4

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☒ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 120	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	35 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2014 AADT 4437	1 %	☒ Yes ☐ No Average Number per Day 1	☒ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

Crossing 272971M – Crossing number is valid but not in the accident file.

Annual WBAPS 2016

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:
Crossing: 272971m'

Date Prepared: 4/18/2017

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1200 New Jersey Avenue, SE
Third Floor West
Washington, DC 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

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The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED ACCIDENTS PER YEAR AS OF 12/31/2015*

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 15*	14	13	12	11	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.025261	272971M	FEC	FL	DADE	MIAMI	NW 79TH AVENUE	0	0	0	0	0		FQ	18	1	25	YES	4	4,437
TTL:	0.025261							0	0	0	0	0								