

# **APPENDIX E**

# FRA and FDOT Railroad Crossing Data and Analysis

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## FEC Crossings

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NW 79 <sup>th</sup> Ave. (272 971 M)	

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

#	FEC Corridor	FDOT #	Inventory	Accident	WBAPS	FDOT Safety Index Ranking
1	NW 17th St.	272 788 G	X	Х	Х	2984
2	NW 70th Ave.	272 778 B	Х	Х	Х	2782
3	NW 25th St.	272 776 M	Х	Х	Х	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 7735	X	N	N	5408
7	Valid #-not in inventory	272 948 T	N	N	N	3747
8	NW 74th St.	272 755 U	X	Х	Х	1041
9	Pedestrian Walk	273 266 M	X	N	N	3730
10	NW 72nd Ave.	272 756 B	X	Х	Х	3887
11	NW 69th Ave.	272 760 R	X	Х	Х	2644
12	NW 72nd Ave.	272 757 H	X	Х	Х	1583
13	NW 77th St.	272 758 P	X	Х	Х	3252
14	NW 74th Ave.	272 759W	X	Х	Х	2873
15	NW 79th Ave.	272 971 M	X	N	Х	1670

X= Forms on File N= No Forms Available

- Mile	)					Ser S Pe		Safet	V Index	Safety Incex Ranking	Ser and the second				1		「日本の」
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
9	550	MIAMI-DAD E	MIAMI-DAD Miami Springs E	csx	SXL	45.52	PUB	628543E		NW 105TH AVE	Cantilevered Flashing Lights	0	-	Yes	CRR	CFL&G&P	N/A
Q	765	Miami-dad E	Miami Springs	CSX	SXL	43.48	PUB	631208F	CR-973	CR-973 / NW 87TH AVE	CFL&G	0	-	Yes	AO	CFL&G&P	N/A
Q	1235	miami-dad E	MIAMI-DAD Miami Springs E	CSX	SXL	42.37	PUB	628536U	SR-969	SR-969 / MILAM DAIRY RD	CFL&G	0	-	Yes	AO	CFL & G	N/A
Q	1432	miami-dad E	Miami Springs	CSX		1043.60	PUB	641457N		NW 12TH ST	CFL&G	0	-	Yes	AO	CFL&G&P	N/A
Q	2067	MIAMI-DAD E	Miami Springs	CSX	SXL	42.98	PUB	621464U	CR 973	NW 84TH AVE	CFL&G	0	-	Yes	AO	CFL&G&P	N/A
Q	2306	MIAMI-DAD E	Miami Springs	CSX	SXL	42.85	PUB	915147E		NW 82ND AVE	CFL&G	0	-	Yes	AO	CFL & G	N/A
φ	2494	MIAMI-DAD E	Miami Springs	CSX		1040.86	PUB	628511Y		NW 12TH/PERIMETER Bells RD	کا Bells کا Be	0	-	Yes	AO	CFL & G	N/A
Q	2883	MIAMI-DAD E	Miami Springs	CSX	SXL	45.91	PUB	643808S		NW 111TH AVE	CFL&G	0	-	Yes	AO	CFL&G&P	N/A
ω	3134	Miami-dad E	Miami Springs	csx	SXL	42.61	PUB	628538H		NW 78TH AVE	Bells	0	-	Yes	٩	FL&G	N/A

	5						Safet	y Inu-	Safety Inunk Ranking							
District	Safety Index Ranking	County	City	RR Company Prefix	Milepost	Type	DOT #	Route	Street	Highest Warnino	Main Track	Other Tracks	Spur	Status	Recommended Warning Device	Preemption
9	1041	MIAMI-DAD E	Medley	FEC	0.39	PUB	272755U		NW 74TH ST	CFL&G	-	0	Yes	QA	CFL&G&P	S
9	1583	MIAMI-DAD E	Medley	FEC	0.66	PUB	272757H		NW 72ND AVE	CFL&G	-	0	Yes	<b>A</b> O	CFL & G	N/A
9	1670	MIAMI-DAD E	Medley	FEC	1.58	PUB	272971M		NW 79TH AVE	CFL&G	~	0	Na	AO	CFL & G	A
g	1748	MIAMI-DAD E	Miami Springs	FEC	11.01	PUB	272776M		NW 25TH ST	CFL&G	0	-	Yes	AO	CFL & G	N/A
9	2529	MIAMI-DAD E	Miami Springs	FEC	11.00	PUB	272927A		NW 70TH AVE	FL&G 2 Quad	0	2	Yes	AO	FL&G	N/A
9	2644	MIAMI-DAD E	Medley	FEC	0,40	PUB	272760R		NW 69TH AVE	Crossbuck Sign	٥	÷	Yes	AO	XBUCKS	N/A
g	2782	MIAMI-DAD E	Miami Springs	FEC	10.70	PUB	272778B		NW 70 AVE	FL&G 2 Quad	0	2	Yes	AO	FL&G	N/A
Q	2984	MIAMI-DAD E	Miami Springs	FEC	11.09	PUB	272788G		NW 16TH ST	FL&G 2 Quad	-	0	No	AO	FL&G	N/A
G	3252	MIAMI-DAD E	Medley	FEC	0.70	PUB	272758P		NW 77TH ST	Bells	-	0	Yes	<b>V</b> O	FL&G	N/A
Q	3730	MIAMI-DAD E	Hialeah	FEC	368.37	PUB	273266M		PED XING	Bells	2	0	°N N	٩	PEDESTRIAN CROSSING	N/A
G	3747	MIAMI-DAD E	Miami Springs	FEC	368,58	PRI	272948T		PRIVATE RD (TOFC)	FL&G 2 Quad	-	2	Yes	AO	PRIVATE CROSSING	N/A
Q	3887	MIAMI-DAD E	Medley	FEC	0.67	PUB	272756B		NW 72ND AVE	FL&G 2 Quad	0	-	°N N	QA	PRIVATE CROSSING	N/A
G	3888	MIAMI-DAD E	Miami Springs	FEC	11.00	PRI	272787A		PRIVATE RD	Crossbuck Sign	0	-	Yes	<b>N</b>	PRIVATE CROSSING	N/A
۵	5408	MIAMI-DAD E	Miami Springs	EC	9.24	PUB	272773S	SR-948	SR-948 / NW 36TH ST	Grade Separated	0	5	2	AO	EXISTING GRADE SEPARATION	N/A

A STATE							Safet	ly Inter-	Safety Inuck Ranking	Sector Sector						
District	Safety Inde Ranking	Safety Index District Ranking County City	City	RR Company Prefix Milepost 1	Milepost	Type	DOT # Route	Route	Street	Highest Warning	Main Track	Other Tracks	Other Tracks Spur Status	Status	Recommended Warning Device Preemption	Preemption
9	2873	MIAMI-DAD Medley	Medley	FEC	1.02	PUB	272759W		NW 74TH AVE	FL&G 2 Quad	0	0 1 Yes OA FL&G	Yes	AO	FL&G	N/A
		ш														

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

structions for the i Form. For private hi pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-rail gr ade crossing Submission I n Information	ade crossi s), comple Informatio n section.	ngs, comp te the Hea n section. For chang	lete the He der, Parts I For grade-s es to existi	eader, F I and II, separate	Parts I and , and the s ed highway a, complet	l II, and th Submissio y-rail or pa te the Hea	he Sul n Info athwa ader, f	bmission Information rmation section. For y crossings (includin Part I Items 1-3, an	on section. For or Private pathy og pedestrian st od the Submissi	public pathway vay grade crossi ation crossings), on Information	grade crossings ngs, complete th complete the He	(including ne Header, eader, Part tion to the
A. Revision Date	B. R	eporting A	gency	C. 1	Reason	for Updat	e (Select d	only or	ne)			D. DOT Cross	
(MM/DD/YYYY) _10_/10_/1980		ailroad	□ Tra	Dat		Cro	vew ssing		Closed	□ No Train Traffic	Quiet Zone Update		umper
	S <sup>−</sup>	tate	🗆 Oti	ner 🛛	Re-Ope		Date Inge Only		Change in Primary perating RR	Admin. Correction		628511Y	
	156.35	1 89		Part I: I	Locat	ion and	Classif	ficati	ion Informatio	n			
1. Primary Operating Seaboard System		corporated	d [SBD]			2. State FLORI				3. County MIAMI-DAD	E		
4. City / Municipality	,			et/Road N 12TH ST(			nber 			6. Highway Ty	/pe & No.		
MIAMI	0			et/Road Na		N.			Number)		at Creasing)	Vec III No	
7. Do Other Railroad If Yes, Specify RR	s Operate a S	eparate I	rack at Cro	ssingr 🗆	res 💷			, Speci	ailroads Operate O ify RR			Yes LM No	
9. Railroad Division o			10. Railro	ad Subdivis			11.	. Bran	ch or Line Name		AND A DOLLAR AND AND A DOLLAR AND AND A DOLLAR AND AND AND AND A DOLLAR AND	0.86	
	ONVILLE	14 Noor	est RR Tim	HOME		) 5. Parent		None	SX	16 Crossi	(prefix)   (nni ig Owner (if app		(fix)
13. Line Segment *		Station	*	etable		] N/A	KK (1) UPP	ncubit	=/		ig Owner (ij upp	ncubiej	
17. Crossing Type	18. Crossing			ssing Positi		20. Public			21. Type of Train	·		22. Average Pas	-
🗷 Public	🖬 Highway		At G			(if Private □ Yes	e Crossing,	/	Freight     Intercity Passeng	□ Transi zer □ Shared	t I Use Transit	Train Count Per	•
Private	Station, F					D No			Commuter			Number Per	- '
Type of Land Use Open Space	🗆 Farm	🗆 Resi	dential	Com	mercial		Industrial		Institutional	Recreation	onal 🗍 RI	R Yard	
24. Is there an Adjace								(FRA	A provided)				
□ Yes □ No !f	res, Provide C	Crossing N	umber				24 H	Hr 🗆	Partial 🛛 Chica	go Excused	Date Establis	hed	
26. HSR Corridor ID				mal degree	es		28. Long	gitude	in decimal degrees	5	29. La	t/Long Source	
	□ N/A	(WGS84	std: nn.nı	nnnnn)			(WGS84	l std:	-nnn.nnnnnn)		□ Act	ual 🛛 Estima	ated
30.A. Railroad Use	*						31.	.A. St	ate Use *				
30.B. Railroad Use *     31.B. State Use *       30.C. Railroad Use *     31.C. State Use *													
30.C. Railroad Use * 31.C. State Use *													
30.D. Railroad Use	*						31.	.D. St	ate Use *				
32.A. Narrative (Rai	road Use) *						32.	. <b>B.</b> Na	arrative (State Use)	*			
33. Emergency Notifi	cation Teleph	hone No. (	posted)	34. Ra	ailroad (	Contact (7	Telephone	No.)		35. State Cor	tact (Telephone	? No.)	
										850-414-44	52		
	ា ខែពុទ័			F	Par	t II: Rail	Iroad Ir	nforr	nation	Section 20			生形者
1. Estimated Number			nts otal Night T	hru Troinc	10	Total Swit	tching Trai	inc	1.D. Total Transit	Trainc	1.E. Check if Le	occ Thon	
1.A. Total Day Thru T (6 AM to 6 PM) 0	rains		to 6 AM)	nru irains	4	Total Swit	ICHING FLA	1115	1.D. Total Transit	Trains	One Movemer How many tra	nt Per Day	
2. Year of Train Count	Data (YYYY)			3. Speed o				10					
				3.A. Maxin 3.B. Typica					oh) From 5	to10			
4. Type and Count of	Tracks		iti -										
Main 0 s	iding	Ya	rd	Trar	nsit		Industry				_		
Constant Warn			Detection	DAFO D			Other		None				
<ol> <li>6. Is Track Signaled?</li> <li>☐ Yes III No</li> </ol>						Event Reco					7.B. Remote	Health Monitorii	ng
FORM FRA F 61	80.71 (Re	v. 3/15)						val e	expires 3/31/2	018			1 OF 2

Revision Date (A 10/1980	AM/DD/YYYY	)				P	AGE 2			D. Crossing Inv 628511Y	entory Num	ber (7 ch	ar.)	
			Part II	I: Highway	or Pa	thway	Traffic	<b>Control De</b>	evice In	formation	1.0	1.1	271	1945
1. Are there	2. Types of	Passive T	raffic Con	trol Devices a	ssociated	l with th	e Crossing							
Signs or Signals?	2.A. Crossb	uck	2.B. ST	OP Signs (R1-1	) 2.C.	YIELD Si	gns (R1-2)	2.D. Advan	ice Warni	ng Signs (Check a	ll that apply	; include (	count)	□ None
🖬 Yes 🗔 No	Assemblies	(count)	(count)		(cou	ınt)		□ W10-1		. 🗆 W10-	3	🗆 W1	0-11	
	0		0					□ W10-2			4			
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. F	Pavement	Markings			1	nnelization /Medians		2.H. EXEMF (R15-3)	PT Sign	2.I. ENS S Displayed	Sign (I-13)	
□ Yes (count	)	□st	op Lines	D	/namic Er	nvelope			🗆 Media	<u> </u>		Yes	1	
□ No			R Xing Sym		one			•	🗆 None	D No		□ No		
2.J. Other MUTCD S	ligns		Yes 🖬 M	10			2.K. Priv Signs (if	ate Crossing	2.L. LE	D Enhanced Signs	s (List types)			
Specify Type		Co	unt				Signs (i)	privace						
Specify Type		Co	unt				🗆 Yes	🗆 No						
Specify Type			ount											
3. Types of Train Ad														
3.A. Gate Arms (count)	3.B. Gate C	onfiguratio	on		res <i>(coun</i>		ged) Flashi	ng Light		ast Mounted Flas of masts) 2	hing Lights		3.E. Total	
(count)	🗆 2 Quad	🗂 Euli	(Barrier)		affic Lane			ncandescent	1.	andescent			Flashing L	igni Pairs
Roadway 0	□ 3 Quad	Resist	. ,	0.00					1	k Lights Included		Lights	)	
Pedestrian	🗆 4 Quad	🗆 Me	dian Gate	s Not Ove	er Traffic	Lane 0	_ DL	ED		-	Included		,	
3.F. Installation Dat	e of Current			3.G. Waysid	e Horn				3.	.H. Highway Traff	ic Signals Co	ntrolling	3.I. Be	ells
Active Warning Dev		-		Yes II	o helleta	n /8.464/	~~~	/	Ci	rossing ·		_	(count	t)
/		] Not Red	quired		istaneo o				-   -	]Yes 🖼 No			1	
3.J. Non-Train Activ										ther Flashing Ligh				
Flagging/Flagman	n ⊡Manually	Operated	d Signals	Watchman	C Flood	llighting	□ None		Count	0 S	pecify type			
4.A. Does nearby H	·	vy Traffic	Signal	4.C. Hwy Tra	iffic Signa	l Preemp	otion	5. Highway T		-Signals	6. Highwa		0	es
Intersection have		onnection						🗆 Yes 🗀 🛛	No		(Check all			
Traffic Signals?		Interconi Traffic Sig		Simultan	80115			Storage Dista	nce *		□ Yes - P			~
. Yes 🖾 No		Warning	-	Advance	2005			Stop Line Dis			□ None	cincie i i	coeffice De	lection
					Part IV	: Phys	ical Cha	racteristic	S		15.8	12.71		0 PS1
1. Traffic Lanes Cros	sing Railroad					adway/P	athway	3. Does Tr	rack Run D	Down a Street?	4. Is Cros			
Number of Lanes	2		o-way Tra ided Traff		Paved?	Yes	🗆 No		] Yes	🗆 No	lights with			
5. Crossing Surface											nearest ra			
1 Timber									🗆 6 Ru	ubber 7 Me		engen :=		
8 Unconsolidated       9 Composite       10 Other (specify)														
<sup>1</sup> 8 Unconsolidated <sup>1</sup> 9 Composite <sup>1</sup> 10 Other (specify) <sup>1</sup> <sup>2</sup> <sup>1</sup> <sup>1</sup> 8 Unconsolidated <sup>1</sup> <sup>2</sup> <sup>2</sup> <sup>1</sup>														
🗆 Yes 🗆 No	If Yes, Approx	cimate Dis	tance <i>(fee</i>	et)			□ 0°-2	.9° □ 30° ·	– 59°	🖼 60° - 90°		🗷 Yes	🗆 No	
	, ,,,		0		rt V: P	ublic H		Informati			1			10.00
1. Highway System			2.	Functional Cla	ssificatio	n of Roa	d at Crossi	ng	3. Is C	Crossing on State	Highway	4. Hie	hway Spe	ed Limit
				[	🗆 (0) Ru	ral Def (	1) Urban	-	Syster					ИРН
(01) Interst				(1) Interstate				r Collector		es 💵 No			sted 🗆 S	Statutory
□ (02) Other □ (03) Federa		· · · · ·		(2) Other Fre (3) Other Pri		•	,	r Collector	5. Line	ear Referencing S	ystem (LRS )	Route ID)	*	
(08) Non-F				(4) Minor Art			(7) Local		6. LRS	5 Milepost *				
7. Annual Average I	Daily Traffic (	AADT)	8. Estin	nated Percent	Trucks			d by School Bu	uses?		10. E	mergenc	y Services	Route
Year AAI	OT 003560		16		%	☐ Yes	No 🖻 No	Average Nu	mber per	Day 0	_ □ Ye	s 🗆 I	No	
Submi	ssion Info	rmatio	n - This	informatio	n is use	d for a	dministra	ative purpos	ses and	is not availabl	le on the p	public w	ebsite.	
Submitted by				Organi	zation					Phone		Dat	e	
Public reporting bur														
sources, gathering a		-			-	_								
agency may not con displays a currently	•	-	•	•					•					
her aspect of this														
ashington, DC 205		-	-									-		

FORM FRA F 6180.71 (Rev. 3/15)

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

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Form. For private hig pedestrian station gr Parts Land II, and the	ghway-r ade cro Submis n Inforr	ail grade crossi ssings), comple ssion Informatio nation section.	ngs, comp te the Hea n section. I For chang	ete the Hea der, Parts I For grade-se es to existin	ider, F and II, parate g data	Parts I and , and the S ed highway a, complete	l II, an Submis /-rail o e the I	d the Su ssion Info r pathwa Header,	bmission Information prmation section. For ay crossings (includin Part I Items 1-3, an	on section. For or Private path og pedestrian si od the Submiss	public pathwa way grade cross ation crossings; ion Information	mplete the entire invento y grade crossings (includi ings, complete the Head , complete the Header, Pa section, in addition to t * denotes an optional field	ing er, art he
A. Revision Date		B. Reporting A	gency	C. R	eason	for Updat	e (Sele	ect only o	ne)			D. DOT Crossing	
(MM/DD/YYYY) 02 /03 /2017		📓 Railroad	🗆 Tra	nsit LMC Data	hange a		lew ssing	L	Closed	No Train Traffic	Quiet Zone Updat	e Inventory Number	
		🗆 State	🗆 Otl		e-Ope		Date Inge Or		Change in Primary perating RR	Admin. Correction		628536U	
				Part I: L	ocati	ion and	Clas	sificat	ion Informatio	n			
1. Primary Operating CSX Transportation						2. State FLORIE				3. County MIAMI-DAD			
4. City / Municipality	,			et/Road Na AM DAIRY			nber I	I		6. Highway T	ype & No.		
MIAMI				et/Road Nan					k Number)	LS			
7. Do Other Railroad If Yes, Specify RR	s Opera	te a Separate T	rack at Cro	ssing? 🗆 Y	es 🗷	No		<b>o Other</b> l Yes, Spe	Railroads Operate O cify RR	ver Your Track	at Crossing?	JYes LKINo	
9. Railroad Division of	or Regio	n	10. Railro	ad Subdivisi	on or I	District		11. Brai	nch or Line Name		12. RR Milep SXL   00	ost 42.370	
□ None _JACKS	ONVIL		🗆 None	HOMES			_	□ None			(prefix)   (ni		
13. Line Segment		14. Near Station	rest RR Tim *	etable	1	5. Parent l	RR (if	applicab	le)	16. Cross	ing Owner (if ap	plicable)	
945110		MIAMI			-	N/A				D⊠ N/A			_
17. Crossing Type	18. Cr	ossing Purpose	19. Cro	ssing Positio	on	20. Public (if Private			21. Type of Train Freight	🗇 Trans	it	22. Average Passenger Train Count Per Day	
Public	-	hway, Ped.				I Yes			Intercity Passen	ger 🛛 Share	d Use Transit	Less Than One Per Da	ау
Private		tion, Ped.		iver		□ No			Commuter	🗆 Touri	st/Other	Number Per Day 0	
Type of Land Use pen Space	🗆 Farr	n 🗆 Resi	dential	🖪 Comn	nercial	1 11	Industi	rial	🗇 Institutional	Recreat	ional 🔲	RR Yard	
24. Is there an Adjac									A provided)		11.150		
		uido Crossing N	umbor					24 Hr	🗆 Partial 🛛 Chica	go Excused	Date Establ	ished	
Yes M No If 26. HSR Corridor ID	res, Pro	vide Crossing N 27. Latit		imal degree	s	- 1 - 140	-		e in decimal degree			at/Long Source	_
				. 25	.7842	2951			-nnn.nnnnnnn) <sup>-80</sup>	.3188482		atural 🗆 Eatimated	
30.A. Railroad Use	_⊡⊴ N/A *		std: nn.ni	nnnnn) =°			(WG	31.A. S	tate Use *			ctual 🗌 Estimated	-
30.B. Railroad Use         *         31.B. State Use         *													
30.B. Railroad Use * AID-SBD8794 31.B. State Use * 31.C. State Use *													
AID-SBD8/94         305520747 305525557         31.C. State Use *           30.C. Railroad Use *         305520747 305525557         31.C. State Use *													
30.D. Railroad Use	4485	21710											
32.A. Narrative (Rai									larrative (State Use)				
33. Emergency Notif	ication	Telephone No.	(posted)			Contact (	Teleph	one No.)			ntact (Telepho.	ne No.)	
800-232-0144	_			904-3			1	11.6.		850-414-4			1
1. Estimated Number	of Dail	Troin Mourne	nte	1.5	Par	rt II: Rai	Iroad		mation			and the second second	_
1.A. Total Day Thru				Thru Trains	1.C	. Total Swi	tching	Trains	1.D. Total Transi	t Trains	1.E. Check if	Less Than	
(6 AM to 6 PM) 0		(6 PM 0	to 6 AM)		1				0		One Movem How many t	ent Per Day   rains per week?	
2. Year of Train Coun	t Data (	YYYY)		3. Speed of 3.A. Maxim				(mph) 1	0				
2017	_			3.B. Typica	I Spee	d Range O	ver Cro	ossing (n	nph) From 10	to10			
4. Type and Count of								_					
	Siding <sup>0</sup>		ard 0	Tran	sit_0		Indu	istry_0					
rain Detection (№			Detection	DAFO	] PTC	🗆 DC	□ Ot	ther 🗆	None				
6. Is Track Signaled?					I	Event Rec						te Health Monitoring	
🗆 Yes 🖬 No	_					🗆 Yes 🔳	UVIE			_			

FORM FRA F 6180.71 (Rev. 3/15)

OMB approval expires 3/31/2018

Revision Date (A 03/2017	AM/DD/YYYY)					Р	AGE 2			D. 628	Crossing Inve 3536U	ntory Nu	umber (7 d	har.	)	
0012011			Part III	: Highway	or Pat	hway	Traffic (	Control D	evice			12.14	199	1	1.35	19-21
1. Are there	2. Types of F	assive T	raffic Con	trol Devices a	sociated	with the	Crossing							_		
Signs or Signals?	2.A. Crossbu	ck	2.B. ST	OP Signs (R1-1	2.C.	YIELD Sig	ns (R1-2)				igns (Check al	l that app	ply; includ	e co	unt) 🗆	None
🖬 Yes 🗆 No	Assemblies (	count)	(count)		( <i>cou</i> )	nt)		W10-1			□ W10-3		_ <u> </u>			
	0	1055	0	• 4 = al 1 = a = a	0		a C Cha	□ W10-2			2.H. EXEMP				12 n <i>(I-13)</i>	
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. P	Pavement	Markings				nnelization Medians			(R15-3)	i Sign	Display	-	n ( <i>I-13)</i>	
□ Yes (count	)	🖬 Sto	op Lines	□Dy	namic En	velope			🗆 Med	dian	□ Yes		🛛 🖬 Yes			
🗷 No			Xing Sym	bols 🗌 N	one		🗆 One A	pproach	🗆 Non	ie	De No		🗆 No			
2.J. Other MUTCD S	-		Yes 🖬 N				2.K. Priva Signs (if	ate Crossing private)	2.L.	LED En	hanced Signs	(List type	es)			
Specify Type		Co	unt													
Specify Type Specify Type		Co	unt unt				🗆 Yes									
3. Types of Train A				Grade Crossin	e (specify	count o	f each dev	ice for all the	nt apply	()						
3.A. Gate Arms	3.B. Gate Co						<i>ed)</i> Flashi		3.D.	Mast I	Mounted Flas	hing Ligh	ts	3.	E. Total Co	ount of
(count)		•			es (count						nasts)_6			Fla	ashing Ligi	ht Pairs
	🖸 2 Quad		(Barrier)	Over Tr	affic Lane	2	_ Brin	candescent		ncande						
Roadway <u>4</u> Pedestrian 0	🖾 3 Quad	Resista	ance dian Gate	s Not Ove	er Traffic L	ane 0	🗆 LI	ED	LEAD	заск це	hts Included	LI Sic	le Lights ded	13		
3.F. Installation Dat				3.G. Wayside					1	3 H F	lighway Traffi			a	3.I. Bells	
Active Warning Dev		$\gamma$								Cross	- ,	e orginalo	controllin	ь	(count)	
/		Not Red	quired	Yes Ir Ko	istalled or	n <i>(MM/Y</i>	YYY)		-	□ Ye	5 🖼 No				2	
3.J. Non-Train Activ	e Warning								3.K.	Other	Flashing Light	s or War	ning Devic	es		
Flagging/Flagma		Operated	d Signals I	🗆 Watchman	□ Flood	lighting	🗆 None		Cou	nt_0	S	pecify typ	pe			
4.A. Does nearby H	wy 4.B. Hw	y Traffic :	Signal	4.C. Hwy Tra	ffic Signal	1 Preemp	tion	5. Highway 1		re-Sigr	als	-	way Moni		-	
Intersection have		nection						🗆 Yes 🗆	No				all that ap			_
Traffic Signals?		Interconi Traffic Sig		🗆 Simultan	BOULE			Storage Dist	ance *				<ul> <li>Photo/V</li> <li>Vehicle</li> </ul>			- 1
. Yes 🗆 No		Narning	-	□ Advance	eous			Stop Line Dis								
				12 39	Part IV	: Physi	cal Cha	racteristi	cs			- 117	-		2. 9	
1. Traffic Lanes Cro	ssing Railroad	One	-way Traf	fic	2. Is Roa	adway/P	athway	3. Does T	rack Ru	in Dow	n a Street?		rossing Illu		•	
	6		o-way Tra		Paved?	Yes	🗆 No		🗆 Yes		No		<i>vithin app</i> t rail) 🗆 ነ			
Number of Lanes 5. Crossing Surface	Ion Main Trac		ided Traffi								dth *	Tieures	Length '	*		
1 Timber	2 Asphalt [	] 3 Aspl	halt and T	imber 🖻 4	Concrete	e 🗆 5	Concrete	and Rubber	6	Rubbe	er 🗆 7 Me	tal	Langur	_		
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, Approxi	mate Dis	tance (fee	et) 500			□ 0° – 2	9° 🗆 30°	°-59°		60° - 90°		M Ye	5	🗆 No	
A REAL PROPERTY.					rt V: P	ublic H	lighway	Informat	tion		in estimation					
1. Highway System			2.	Functional Cla				_		Is Cros	sing on State I	Highway			way Spee	d Limit
_							1) Urban			stem?			45	_		PH
	tate Highway S			(1) Interstate (2) Other Fre				r Collector	_		Referencing S	uctors //			ed 🗆 St	atutory
	Nat Hwy Syste al AID, Not NH			(3) Other Pri				r Collector				ystern (Li	no noule l			
🖬 (08) Non-F	-			(4) Minor Art	•		] (7) Local			LRS Mi	lepost *					
7. Annual Average		ADT)		nated Percent				d by School E		-	19		). Emerge			oute
Year 2008 AA			10		%	Yes Yes		Average N				-		] No		
Submi	ission Info	matio	n - This	informatio	n is use	d for a	dministro	ative purpo	oses ai	nd is r	ot availabi	e on th	e public	we	bsite.	
Submitted by					zation						Phone			Date		
Public reporting bu	rden for this in	formatio	n collectio	on is estimate	d to avera	age 30 m	inutes per	response, inc	luding	the tim	e for reviewir	ng instruc	tions, sea	rchi	ng existing	g data
sources, gathering agency may not con	and maintainin	g the dat	ta needed	and completi	ng and re	viewing	the collect	ion of inform	ation. /	accordi failure	ing to the Pap to comply wit	erwork R	eduction	ACt (	or 1995, a nation uni	rederal
agency may not co displays a currently	valid OMB cor	or, and a htrol num	person is ober. The	valid OMB co	ntrol num	an a pers	nformatio	n collection is	2130-0	0017. S	iend commen	ts regard	ing this bu	irde	n estimate	e or any
her aspect of this	collection, inc	luding fo	r reducing	g this burden t	o: Inform	nation Co	ollection O	fficer, Federa	l Railro	ad Adn	inistration, 1	200 New	Jersey Av	e. SE	, MS-25	
ushington, DC 20					_									_	_	
FORMA FRA F C		- 14 -	1			0140		al avairas	0/04	1004	0					

FORM FRA F 6180.71 (Rev. 3/15)

DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	TION (FRA)					OMB Approval No.	2130-0500						
Name Of					Alphabetic Cod	e RR Accident/Inc	cident No.						
1. Reporting Railroad	Seab	oard Coast Lir	ne Railroad  SCL		1a. SCL	1b. 087907401	L						
2. Other Railroad Involved in Train A	Accident/Incident				2a.	2b.							
3. Railroad Responsible for Track M	laintenance Seabo	oard Coast Lin	e Railroad  SCL		<sup>3a.</sup> SCL	3b. 087907401							
4. U.S. DOT-AAR Grade Crossing I	<sup>D No.</sup> 62853	6U 5. Dat	te of Accident/Incident	08/03/79	6. Time of Accide	ent/Incident 06:10	РМ						
7. Nearest Railroad Station HIALEAH		8. Division		9. County DADE		10. State Abbr. 12	Code 2 FL						
11. City (if in a city) MIAMI		12. Highway N	Name or No. NW 72 A			Public	Private						
Highway	User Involved				nent Involved								
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Schu B. Truck E. Van H. Mote	J. Other Motor ool Bus K. Pedestrian	A	17. Equipment 1. Train <i>(units pulling</i> 2. Train <i>(units pushin</i> 3. Train <i>(standing)</i>	4. Car(s) ( ) 5. Car(s) ( ) 6. Light loc	moving) 8.0 standing) A. co(s) (moving) B.	Other <i>(specify)</i> Train pulling- RCL Train pushing- RCL Train standing- RCL	Code						
14. Vehicle Speed15. Dir(est. mph at impact)401. No	rection <i>(geographica</i> orth 2. South 3. East 4		18. Position of Car Unit		1								
16. Position 1. Stalled on crossing	3. Moving over crossi	ng Code	19. Circumstance 1. Ra		• •		Code						
2. Stopped on Crossin 20a. Was the highway user and/or ra		Code	2. Ra 20b. Was there a hazar		struck by highway us s release by	er	Code						
in the impact transporting haza 1. Highway User 2. Rail Equ		either 4	1. Highway Use	er 2. Rail Eo	quipment3. Both	4. Neither							
20c. State the name and quantity of													
21 Tomporture	isibility (single entry)	0-1-	23. Weather (single e	nind			<u> </u>						
0.5 95	awn 2. Day 3. Dusk 4	Code Dark 2		.,	g 5. Sleet 6. Snow	v	Code 1						
24. Type of Equipment		pec. MoW Equip			1	26. Track Number or	Name						
Consist     1. Freight train     4. Work train     7. Yard/Switching     Equipment Involved       (single entry)     2. Passenger train     5. Single car     8. Light loco(s)     Code													
3. Commuter train 6. Cut of cars 9. Main./inspect. car 7 1. Main 2. Yard 3. Siding 4. Industry 2 LEHIGH BR													
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code													
Class Locomotiv 1 Units	re Cars 1 47	R. Recorde E. Estimate			1. North 2. South 3.	East 4 West	1						
32. Type of 1. Gates 4.		ossbucks 10. Fl	· · · · · · · · · · · · · · · · · · ·	33. Signaled		4. Whistle Ban	Code						
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	Hwy. traffic signals 8. St	opsigns 11.0 atchman 12.N	ther (specify)	Warning	1	1. Yes							
Code(s) 03	3. 11			20 sec war	n min (1);	2. No 3. Unknown							
35. Location of Warning 1. Both Sides	Code	-	Warning Interconnected way Signals	Code	37. Crossing Illumina Lights or Special	ated by Street	Code						
2. Side of Vehicle Approach	1		2. No 3. Unknown	2	1. Yes 2. No	•	2						
3. Opposite Side of Vehicle Appr 38. Driver's 39. Driver's Code				I	I. Tes 2. NO	3. Unknown							
38. Driver's 39. Driver's Code 4 Age Gender	<ol> <li>Driver Drove Behind c and Struck or was Str</li> </ol>				or thru the gate 4. St	topped on crossing	Code						
1. Male 2. Female	1, Yes 2, No 🗧		2. 5		en proceeded 5. O		3						
42. Driver Passed Standing	Code 43. View of Tra		(primary obstruction	ı)			Code						
Highway Vehicle 1. Yes 2. No 3. Unknown		nt Structure railroad equipme	3. Passing Train 5. V ent 4. Topography 6. H		7. Other (speci- les 8. Not Obstructed		8						
	44	. Driver was	Co	ode 4	5. Was Driver in the	Vehicle?	Code						
Casualties to:	Killed Injured		ured 3. Uninjured   2		1. Yes 2. No		1						
46. Highway-Rail Crossing Users	0 1 47	. Highway Vehic (est. dollar dam	le Property Damage		8. Total Number of H (include driver)	lighway-Rail Crossing 1	g Users						
49. Railroad Employees	0 0 50		of People on Train		1. Is a Rail Equipmen	nt Accident /	Code						
52. Passengers on Train	0 0	(include passer	ngers and crew)		Incident Report Be 1. Yes 2. No	eing Filed	2						
53a, Special Study Block			53b. Special Study Bloc	ck									
54, Narrative Description													
55. Typed Name and Title	56. Signature					57. Date							
FORM FRA F 6180.57	* NOTE THAT ALL CAS	SUALTIES MUST	BE REPORTED ON FO	RM FRA E 61	80.55A								



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



#### 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.



for use with WBAPS Reports

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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	I OF	COL	LISION	IS .	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

#### **DEPARTMENT OF TRANSPORTATION**

EEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

cructions for the initial report Form. For private highway-rail g pedestrian station grade crossin Parts I and II, and the Submission I, and the Submission Informatic updated data fields. Note: For pri	grade crossin gs), complete Information on section. F	gs, comp e the Hea section. for chang	ader, Parts I a For grade-sep jes to existing	der, Parts nd II, and arated hig data, con	i and II, a the Subn hway-rail	and the Su nission Inf I or pathwa e Header,	ubmission Information ormation section. For ay crossings (includin Part I Items 1-3, ar	on section. For or Private pathwing pedestrian sta nd the Submission	public pathway vay grade crossi ation crossings), on Information	grade crossings (including ngs, complete the Header, complete the Header, Part		
	Reporting Ag Railroad	<b>gency</b> Tra		<mark>ason for U</mark> ange in	Ipdate (Se		one) ] Closed	🗆 No Train	🗆 Quiet	D. DOT Crossing Inventory Number		
02 / 03 / 2017	Namoau		Data	ange in	Crossing		1 Closed	Traffic	Zone Update	· ·		
	State	🗆 Ot	her 🛛 🖾 Re	-Open	Date Change		Change in Primary	Admin. Correction		628538H		
	2.5	122	Part I: Lo	cation			tion Informatio	m				
1. Primary Operating Railroad CSX Transportation [CSX]					itate ORIDA			3. County MIAMI-DAD	E			
4. City / Municipality			eet/Road Nam 78 AVENUE		Number			6. Highway Ty	/pe & No.			
MIAMI			et/Road Name				k Number)	LS				
7. Do Other Railroads Operate a If Yes, Specify RR	Separate Tra	ack at Cro	ssing? 🗆 Yes	s Del No		Do Other If Yes, Spe	Railroads Operate O cify RR	ver Your Track	at Crossing? 🛛	Yes 🖼 No		
9. Railroad Division or Region			ad Subdivisio		ct		nch or Line Name	-	12. RR Milepo SXL   004	2.610		
None JACKSONVILLE	14. Neare	None	HOMEST		ront RR /	if applicab			(prefix)   (nnr ng Owner (if app			
945110	Station MIAMI	*	ietable	IS. ra		ij uppricub		Id N/A	ig Owner (ij upp	neubley		
17. Crossing Type 18. Crossin			ssing Position		Public Acc		21. Type of Train			22. Average Passenger		
■ Highwa ■ Public □ Pathwa		At G		0 Ye		ssing)	Freight Intercity Passen	ger 🗌 Shared	t d Use Transit	Train Count Per Day  Less Than One Per Day		
Private     Description     Type of Land Use	Ped.		lver		0		Commuter	Tourist	t/Other	□ Number Per Day 0		
pen Space 🛛 Farm	🗆 Resid	ential	🖬 Comme	ercial	🗆 Indu	strial	Institutional	Recreation	onal 🗆 🗆 Ri	R Yard		
24. Is there an Adjacent Crossing	with a Sepa	rate Num	iber?	1	25. Quiet	Zone (FR	A provided)					
Yes       Y												
26. HSR Corridor ID       27. Latitude in decimal degrees       28. Longitude in decimal degrees       29. Lat/Long Source												
M/A	(WGS84 s	td: nn.ni	nnnnn) 25.7	7842945	(11	/GS84 std:	-nnn.nnnnnnn) -80	.3226509	🗷 Act	ual 🗍 Estimated		
30.A. Railroad Use *						31.A. S	tate Use *					
30.B. Railroad Use *						31.B. S	tate Use *					
30.C. Railroad Use *						31.C. S	tate Use *					
30.D. Railroad Use *						31.D. S	tate Use *					
32.A. Narrative (Railroad Use) *						32.B. N	arrative (State Use)	*				
33. Emergency Notification Telep	ohone No. (p	osted)	34. Railr	oad Conta	i <b>ct</b> (Telep	hone No.)		35. State Con	tact (Telephone	No.)		
800-232-0144			904-35	9-1650				850-414-450	00			
				Part II:	Railroa	ad Infor	mation					
1. Estimated Number of Daily Trai 1.A. Total Day Thru Trains			hru Trains	1.C. Total	Switchin	o Trains	1.D. Total Transit	Trains	1.E. Check if Le	ass Than		
(6 AM to 6 PM) 0	(6 PM to 0	-	inu mains	1	DAATCUIU	g rians	0	. 11 an 13	One Movemer How many tra	nt Per Day 🛛		
2. Year of Train Count Data (YYYY,	)		3. Speed of T			<ul> <li>4</li> </ul>	)					
2017			3.A. Maximu 3.B. Typical S				ph) From 10	to 10				
4. Type and Count of Tracks												
Main <u>1</u> Siding 0	Yar	d_0	Transi	t_0	Ind	lustry_0						
ain Detection (Main Track on		etection		отс □ р		Other 🗆	None					
6. Is Track Signaled?				7.A. Event	t Recorde					Health Monitoring		
□ Yes I No FORM FRA F 6180.71 (Re	ev. 3/15)				DMB ap	proval	expires 3/31/2	018	☐ Yes	Page 1 OF 2		

A. Revision Date (MM/DD/YYYY) PAGE 2 D. Crossing Inventory Number (7 char.) 103/2017 628538H																
002011			Part III	: Highway	or Path	nway	Traffic	Control D	evice	Infor	mation					
1. Are there	2. Types of	Passive T	raffic Con	trol Devices as	sociated v	with the	Crossing									
Signs or Signals?	2.A. Crossbu		2.B. ST	OP Signs (R1-1)		-	gns <i>(R1-2)</i>				igns (Check al					None
🖬 Yes 🗀 No	Assemblies 0	(count)	(count)		(coun	it)		□ W10-1 □ W10-2						/10-1: /10-1:		
	-	25.0	Pavement	Markings			2 G Cha	nnelization		_	2.H. EXEMP		2.I. ENS			
2.E. Low Ground Cl (W10-5)	earance sign	2.6. 1	avement	ividi Kirigə				Medians			(R15-3)		Display		. ,	
Yes (count	)		op Lines		namic Env	/elope			□ Me		Yes		🖬 Yes			
Los No			R Xing Sym		one	-		Approach ate Crossing	Nor Nor		I No	list tune	1			
2.J. Other MUTCD S	Signs	L	Yes 🕅 N	10			Signs (if	-	2.6		manced signs	(LIST LYPE	57			
Specify Type			ount				_	-								
Specify Type Specify Type			ount				🗆 Yes	LI No								
3. Types of Train A				Grade Crossin	e (specify	count o	f each de	vice for all the	rt appl	y)						
3.A. Gate Arms	3.B. Gate Co			3.C. Car	tilevered	(or Brid	<i>ged)</i> Flashi	ng Light	3.D	. Mast I	Mounted Flas	hing Light	:s		Total Cou	
(count)					es (count)	~			- I '		nasts) <u>2</u>			Flas	hing Light	Pairs
Roadway 2	🖬 2 Quad	LI Ful Resist	l (Barrier)	OverTr	affic Lane	0	_ LI	ncandescent		Incande Back Lig	scent ts Included		e Lights	4		
Pedestrian 0	4 Quad		edian Gate	s Not Ove	r Traffic L	ane <u>0</u>	D.	ED				Includ	-	-		
3.F. Installation Dat	to of Current			3.G. Wayside	Horn				1	3.H. H	lighway Traffi	c Signals	Controllin	g	3.I. Bells	
Active Warning Dev		YY)					0000	,		Cross	ing	0			(count)	
		Not Re	quired	⊡ Yes Ir ⊠ No	istalled or	1 ( <i>IVIIVI)</i> 1	(())	_/		🗆 Ye	s 🖿 No			1	2	
3.J. Non-Train Activ	ve Warning									-	Flashing Light					
Flagging/Flagma	in ⊟Manually	Operate	d Signals						-	unt_0						
4.A. Does nearby Hwy       4.B. Hwy Traffic Signal       4.C. Hwy Traffic Signal Preemption       5. Highway Traffic Pre-Signals       6. Highway Monitoring Devices         Intersection have       Interconnection       □ Yes<																
Intersection have Traffic Signals?	1	nnection							NO				- Photo/V		Recording	
Tranic Signals:		Traffic Si		🗆 Simultan	eous			Storage Dist						Prese	nce Detect	tion
Yes No For Warning Signs Advance Stop Line Distance * None Part IV: Physical Characteristics																
	1.0				The second second				_	1		1			12 (6)	
1. Traffic Lanes Cro	ssing Railroad		e-way Traf /o-way Tra		2. Is Roa Paved?	adway/F	Pathway	3. Does	rack R	un Dow	n a Street?				ted? (Stre 0 feet fron	
Number of Lanes	2	D Div	, ided Traff	ic		/es	🗆 No		🗆 Yes		No	neares	t rail) 🗆 🕯	/es	□ No	
5 Crossing Surface	on Main Tra	ck, multij	ple types d	llowed) Inst	allation Da	ate * (N	M/YYYY)			Wi			Length	•		
□ 1 Timber	2 Asphalt	3 Asp     moosite	halt and 1	Timber ∐ 4 Dther (snecify)	Concrete	9 LI 5	5 Concrete	e and Rubber		5 RUDD	er 🗆 / Me	etai				
6. Intersecting Roa							7 Smai	lest Crossing	Angle			8. Is C	ommercia	al Pow	ver Availab	ole? *
								-	-				_		_	
🖬 Yes 🗆 No	If Yes, Approx	ximate Di	stance (fe	et) 500				29° □ 30	_	0	60° - 90°	1	Do Ye	s	□ No	
	46.74			Pa	rt V: P	ublic	Highwa	y Informa								
1. Highway System			2	Functional Cla						. Is Cros ystem?	ssing on State	Highway	4.		ay Speed	
□ (01) Inter	state Highway	System		] (1) Interstate			(1) Urban 🗌 (5) Maj	or Collector			M No			_	d 🗆 Stat	
• • •	r Nat Hwy Syst		5) 🗌 🗆	(2) Other Fre	eways an	d Expre	ssways				Referencing	System (L	RS Route	D) *		
	ral AID, Not NI	HS		](3) Other Pri ](4) Minor Ar			🗋 (6) Min 🖬 (7) Loca		6	. LRS M	ilepost *					
<ul><li>7. Annual Average</li></ul>		(AADT)		mated Percent			gularly Us	ed by School	Buses?	,		10	). Emerge	ncy S	ervices Ro	ute
	DT 009556		08		_ %	🗆 Ye	s 🕅 N	o Average N	lumber	per Da	γ_0		Yes	⊐ No		
Subm	ission Info	ormatio	on - Thi	s informatio	n is use	d for a	dminist	ative purp	oses a	and is	not availab	le on th	e public	wet	site.	
a house 11				0	ization						Phone			Date		
Submitted by Public reporting bu	urden for this	informati	ion collect		ization					g the tir				_	g existing	data
sources gathering	and maintain	ing the da	ata neede	d and complet	ing and re	viewing	the collect	tion of inform	nation.	Accord	ding to the Pap	perwork F	Reduction	Act o	t 1995, a fi	ederal
agency may not co	agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any															
displays a currently `ter aspect of thi	y valid OMB co s collection in	ontrol nu Induding f	mber. The	e valid OMB co og this hurden	ntrol num to: Inform	nder for Nation C	information (	Officer, Feder	al Railr	oad Adı	ministration, 1	10 regard	Jersey Av	e. SE,	MS-25	orany
ashington, DC 20			er reduch	oo ourden						4 /0.04		_				_

FORM FRA F 6180.71 (Rev. 3/15)

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



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



#### 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.



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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Form. For private hig pedestrian station gr Parts I and II, and the	ghway-rai ade cross Submissi n Informa	il grade crossi sings), comple ion Informatio ation section.	ngs, comp te the Hea n section. For chang	lete the Head ader, Parts I a For grade-sep les to existing	der, Parts and II, and parated hig data, con	I and II, the Sub ghway-ra mplete t	and the Su omission Info ail or pathwa he Header,	ubm orm ay cr Par	ission Informatio ation section. For rossings (including t I Items 1-3, and	n section. For r Private pathw g pedestrian sta d the Submissio	public pathway vay grade cross ation crossings) on Information	nplete the entire inventor / grade crossings (includin; ings, complete the Header , complete the Header, Par section, in addition to the * denotes an optional field.
A. Revision Date		B. Reporting A				• •	Select only o					D. DOT Crossing
( <i>MM/DD/YYYY</i> ) 02 /17 /2017		🗷 Railroad	🗆 Tra	Data	ange in	Crossir			osed	No Train Traffic	Quiet     Zone Update	e Inventory Number
		🗆 State	🗆 Ot	her 🛛 🗆 Re	-Open	Date Change			ange in Primary ating RR	Admin. Correction		915147E
				Part I: Lo	cation				n Informatio		2 Q	Contraction of the
1. Primary Operating CSX Transportation						State ORIDA				3. County MIAMI-DAD	E	
4. City / Municipality				eet/Road Nan	ne & Bloc					6. Highway Ty		
🗆 In 🔟 Near 🛛 HIALEAI	Н			82ND AVEN et/Road Nam			  * (Block	k Nı	umber)	LS		
7. Do Other Railroad If Yes, Specify RR	s Operate	e a Separate T	ack at Cro	ossing? 🗆 Ye	s 🖬 No	8	If Yes, Spec		roads Operate Ov RR	ver Your Track	at Crossing?	Yes 🗷 No
9. Railroad Division o	or Region		10. Railro	ad Subdivisio	n or Distri	ict	11. Brai	nch	or Line Name		12. RR Milepo SXL   004	ost 43.100
	ONVILLI		□ None	HOMEST			None	_	LEHIGH SPUI		(prefix) (nr	
13. Line Segment		14. Near Station	est RR Tin *	netable	15. Pa	irent RR	(if applicab	le)		16. Crossir	ng Owner (if ap)	plicable)
906090		MIAMI	-1		I⊠ N//					De N/A		
17. Crossing Type	18. Cros	ssing Purpose wav	19. Cro	ssing Position		Public A Private Cr			. Type of Train Freight	🗋 Transi	:	22. Average Passenger Train Count Per Day
Public	D Pathy	way, Ped.					-		Intercity Passeng Commuter	er 🛛 Shared	Use Transit	Less Than One Per Day Number Per Day 0
Private     Type of Land Use	🗆 Statio	on, Peu.		JVei		10			commuter		youlei	
pen Space	Farm	🗌 Resi		Commo			lustrial	_	Institutional	Recreation	onal 🗆 F	R Yard
24. Is there an Adjace	ent Cross	ing with a Sep	arate Nun	ider?		25. Quie	et Zone (FR	a pi	roviaea)			
	Yes, Provi	ide Crossing N		Secol de ses se			24 Hr	_	artial Chicag	go Excused	Date Establi	shedat/Long Source
26. HSR Corridor ID			Jae in aec	imal degrees	7040004				-		29.1	at/Long Source
30.A. Railroad Use	M N/A	(WGS84	std: nn.n	nnnnn) <sup>25.</sup>	7842981	(	WGS84 std: 31.A. S	-ni	nn.nnnnnn) <sup>-80.</sup>	3200246	M Ad	tual 🗆 Estimated
SU.A. Kaliroad Use							31.A. 3	lare	. 036			
30.B. Railroad Use	*						31.B. S	tate	e Use *			
30.C. Railroad Use	*						31.C. S	tate	Use *			
30.D. Railroad Use	*						31.D. S	itate	e Use *			
32.A. Narrative (Rai	lroad Use	*) *					32.B. N	larra	ative (State Use)	*		
33. Emergency Notifi	cation Te	lephone No. (	posted)	34. Rail	road Cont	act (Tele	ephone No.)	1		35. State Cor	tact (Telephon	ne No.)
800-232-0144				904-35	59-1650					850-414-450	00	
					Part II:	Railro	oad Infor	ma	ation			
1. Estimated Number 1.A. Total Day Thru T				Thru Trains	1 C Tota	al Switch	ing Trains	1.	1.D. Total Transit	Trains	1.E. Check if I	ess Than
(6 AM to 6 PM)	101113		to 6 AM)	in a rrains	1	in 5 writeri			0	Trainio -	Qne Moveme	
2. Year of Train Count	t Data (YY	(YY)		3. Speed of				0				
2017				3.A. Maximu 3.B. Typical	um Timeta Speed Rar	ible Spee ige Over	crossing (m	o nph)	From 10	to10		
4. Type and Count of	Tracks						/					
	Siding0		rd_0	Trans	it 0	Ir	ndustry_0	_				
<sup>•</sup> ain Detection (M □ Constant Warr			Detection		PTC 🗆	DC 🗆	Other 🗇	No	one			
6. Is Track Signaled?					7.A. Ever	nt Record	der					e Health Monitoring
Yes No	00 74 4	(Days 2 /4 5)							minor 2/21/2	010	☐ Yes	
FORM FRA F 61	ðU./1 (	rev. 3/15					approval	ех	pires 3/31/20	010		Page 1 OF 2

Revision Date (MM/DD/YYYY)         PAGE 2         D. Crossing Inventory Number (7 char.)           '17/2017         915147E														
IIIZOII		L.U.S.	Part II	: Highwa	y or Pat	thway	Traffic	Control D	evice			in e	÷.	
1. Are there	2. Types of P	assive Ti	raffic Con	trol Devices a	ssociated	with the	Crossing							
Signs or Signals?	2.A. Crossbud	:k	2.B. ST	OP Signs (R1-	1) 2.C.	YIELD Sig	gns (R1-2)	2.D. Adva	nce W	arning S	igns (Check al	ll that apply	r; include	count) 🗆 None
🖬 Yes 🗆 No	Assemblies (a	ount)	(count)		(cou	int)		🗆 W10-1			□ W10-3	3	_ <b>□</b> w:	10-11
	0		0		0			🗆 W10-2				4		
2.E. Low Ground Cl	earance Sign	2.F. P	avement	Markings				annelization			2.H. EXEMP (R15-3)	T Sign		Sign (I-13)
(W10-5) □ Yes (count	)		op Lines		vnamic Er	velope		/Medians oproaches		edian			Displaye	u
	/		Xing Sym		None	relope		Approach			I No		□ No	
2.J. Other MUTCD S	Signs		Yes 🖬 N	lo				ate Crossing	2.1	L. LED En	hanced Signs	(List types,	)	
Specify Type			unt											
Specify Type Specify Type			unt				🗆 Yes	🗆 No						
3. Types of Train A			-		na lanacif	. count o	f ageh da	vice for all the	t ann	-bul				
3. Types of Train A 3.A. Gate Arms	3.B. Gate Cor				ntilevered						Mounted Flas	hing Lights		3.E. Total Count of
(count)	5.D. Gate coi	ingulatio			ires (coun		jeuy nuon	ING CIGIT			nasts)_4			Flashing Light Pairs
	🗆 2 Quad	🗆 Full	(Barrier)	Over T	Over Traffic Lane 2 Incandescent					Incande	scent	LED		
Roadway 2	🗆 3 Quad	Resista								Back Lig	tts Included	🗆 Side	~	10
Pedestrian 0	🗆 4 Quad	Ll Me	dian Gate	s Not Ov	er Traffic	Lane <u> </u>		ED				Include	d	
3.F. Installation Dat	e of Current			3.G. Waysid	le Horn					3.H. F	lighway Traffi	ic Signals Co	ontrolling	3.I. Bells
Active Warning Dev	, ,	-		□ Yes	installed o	n <i>(MM/</i> )	YYY)			Cross	-			(count)
/		Not Red	quired	No No	instance o						s 🖼 No			2
3.J. Non-Train Activ		Operated	d Signals	□ Watchma	n 🗆 Flood	llighting	🗆 None			K. Other	Flashing Light S			s
4.A. Does nearby H	wy 4.B. Hwy	/ Traffic	Signal	4.C. Hwy Tr	tion	5. Highway 1	Fraffic	Pre-Sigr	nals	6. Highwa	ay Monito	oring Devices		
Intersection have	Intercon	nection		□ Yes								(Check al		
Traffic Signals?	🛛 🖬 Not I													leo Recording resence Detection
Yes 🗇 No	For T	-	-					Storage Dist Stop Line Dist						resence Detection
Yes No For Warning Signs Advance Stop Line Distance * None Part IV: Physical Characteristics														
1. Traffic Lanes Cros	ssing Railroad	One	-way Traf	fic		adway/P	athway	3. Does T	rack F	Run Dow	n a Street?		-	ninated? (Street
			o-way Tra		Paved?						N1 -			ox. 50 feet from
Number of Lanes 5. Crossing Surface	4		ded Traff						🗆 Yes		No	nearest r		
1 Timber	2 Asphalt	l 3 Aspl	he types to halt and T	imber 🗆 🖉	Concret	e 🗆 5	Concrete	and Rubber		6 Rubbe	er 🗆 7 Me	tal	cengui (,	
🗇 8 Unconsolidate												-		
6. Intersecting Roa	dway within 50	0 feet?					7. Small	est Crossing A	ngle			8. Is Cor	mmercial	Power Available? *
ӣ Yes 🗆 No	If Yes, Approxi	nate Dis	tance <i>(fee</i>	t) 500			□ 0° – 2	29° 🗆 30°	– 59°		60° - 90°		🖬 Yes	□ No
12	301102				art V: P	ublic H	lighway	y Informat	tion	1.5%	6		2.813	
1. Highway System			2.	Functional C						. Is Cros	sing on State	Highway	4. H	ighway Speed Limit
					🖻 (0) Ru	ral 🗀 (	1) Urban		s	ystem?	-	<b>u</b> = 1	35	MPH
	tate Highway S			(1) Interstat				or Collector		] Yes				osted   Statutory
	Nat Hwy Syste al AID, Not NHS			(2) Other Fr (3) Other Pr				or Collector	5	. Linear	Referencing S	ystem (LRS	Route ID	)*
(08) Non-F		•		(4) Minor A			(0) Ivinit		6	i. LRS Mi	lepost *			
7. Annual Average	Daily Traffic (A	ADT)		nated Percen			gularly Use	ed by School E				10.	Emergen	cy Services Route
	DT 021563		00		%	T Yes		o Average Ni	-			- <b></b>		No
Submi	ission Infor	matio	<b>n</b> - This	informatio	on is use	d for a	aministr	ative purpo	oses a	and is r	not availabi	le on the	public v	vebsite.
Submitted by				Organ	ization						Phone		Da	nte
Public reporting bu	rden for this inf	ormatio	n collectio	on is estimate	ed to aver	age 30 m	inutes per	response, inc	luding	g the tim	e for reviewin	ng instructio	ons, searc	hing existing data
sources, gathering														
agency may not cor														ormation unless it den estimate or any
ier aspect of this														
ashington, DC 20				,										
FORM ERA E 61	100 71 /Day	2/15	1			OMB	annroi	al expires	2/2	1/201	0			Page 2 OF 2

FURIVI FRA F 6180.71 (Rev. 3/15)

 $\label{eq:crossing} Crossing \ {\tt 915147E-Crossing} \ number \ is \ valid \ but \ not \ in \ the \ accident \ file.$ 



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



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(Web Accident Prediction System)

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

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ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
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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	CROSSING	RR	STATE COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	NS .	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.						15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Form. For private his pedestrian station gr Parts I and II, and the	ghway-r ade cro Submis n Inforr	ail grade cross ssings), comple sion Information nation section.	ings, comple ete the Head on section. Fé For change	ete the Head ler, Parts I a or grade-sep s to existing	der, Pa ind II, paratea ; data,	arts I and and the S d highway , complete	II, ai ubmi -rail ( the	nd the Su ission Inf or pathw Header,	ubmission ormation s ay crossing Part 1 Iter	Informations section. For section, For secti	on section. For or Private pathy og pedestrian st od the Submissi	public pathway vay grade cross ation crossings) on Information	nplete the entire inventory r grade crossings (including ings, complete the Header, , complete the Header, Part section, in addition to the t denotes an optional field.
A. Revision Date		B. Reporting				for Update			· ·			_	D. DOT Crossing
( <i>MM/DD/YYYY</i> ) 02 /03 /2017		🗷 Railroad	🗆 Trar	isit 🖬 Ch Data	nange	in 🗆 N Cros		C	Closed		No Train Traffic	Quiet     Zone Update	Inventory Number
<u> </u>		🗆 State	🗌 Oth		-Oper		ate		] Change in perating R		Admin.	zone opuar	621464U
			1.21	Part I: Lo	cati	on and	Cla	ssificat	tion Info	ormatio	n		
1. Primary Operating CSX Transportation						2. State FLORID	_				3. County MIAMI-DAD	E	
4. City / Municipality				et/Road Nar 34TH AVEN		Block Num	ber	E E			6. Highway T	ype & No.	
🗆 Near 🛛 MIAMI				Road Nam				* (Bloc	k Number)		CR 973		
7. Do Other Railroad If Yes, Specify RR	s Opera	te a Separate T	rack at Cros	sing? 🗆 Ye	s 🗖	No		<b>O Other</b> Yes, Spe		Operate O	ver Your Track	at Crossing?	l Yes 🗷 No
9. Railroad Division o	Ŭ		10. Railroa	d Subdivisio		istrict		11. Bra	nch or Line			12. RR Milepo SXL   004	ost 12.980
□ None JACKS	ONVILI		□ None	HOMEST				□ Non		IGH SPU		(prefix)   (nn	
13. Line Segment *		14. Nea Station	rest RR Time *	table	15	5. Parent R	(I)	аррисав	ie)		16. Crossii	ng Owner (if ap	olicable)
945110		MIAMI				N/A					B⊠ N/A		
17. Crossing Type	18. Cr	ossing Purpose	19. Cros	sing Position		20. Public (if Private			21. Type Freigh		🗆 Transi		22. Average Passenger Train Count Per Day
🖬 Public		nway, Ped.				□ Yes	C/03.	siliy)	-	ity Passen		d Use Transit	Less Than One Per Day
Private		ion, Ped.		er		🗆 No			Comm	nuter	Touris	t/Other	□ Number Per Day 0
Type of Land Use pen Space	🗆 Farn		dential	🗷 Comm	orcial		ndus	trial	🗆 Instit	utional	Recreation	onal 🗍 B	R Yard
24. is there an Adjace					ciciai				A provided				in Tara
						DE NIA	_	24114	C Destial		no Fuercod	Data Fatabili	
Yes M No If	res, Pro	vide Crossing N 27. Latif	umber	nal degrees		No 🖻			Partial e in decim		go Excused	Date Establi 29, L	at/Long Source
					78430			-		-			
30.A. Railroad Use	∎ N/A	(WGS84	std: nn.nni	nnnn) 23.	/0430	090	(wa	GS84 std:	-nnn.nnn tate Use	*	.552 1015	De Ac	tual 🔲 Estimated
SU.A. Kalifoad Use								31.A. 3					
30.B. Railroad Use									tate Use				
30.C. Railroad Use	<b>i</b> :							31.C. S	tate Use	*			
30.D. Railroad Use	*							31.D. S	tate Use	*			
32.A. Narrative (Rai									larrative (S	State Use)	*		
33. Emergency Notifi	cation 1	elephone No.	(posted)	34. Rail	road C	Contact (To	elepł	hone No.)			35. State Cor	ntact (Telephon	e No.)
800-232-0144	_			904-35	9-165	50					850-414-45	00	
					Part	: II: Rail	roa	d Infor	mation	51971			
1. Estimated Number													
1.A. Total Day Thru T (6 AM to 6 PM) 0	rains		otal Night Th to 6 AM)	iru Trains	1.C. 1	Total Swite	ching	gTrains	1.D. 10	otal Transit	Trains	1.E. Check if I One Moveme How many tra	
2. Year of Train Count	Data ()	YYY)		3. Speed of				(	n				
2017				3.A. Maximu 3.B. Typical :	im iin Speed	Range Ov	eea ( er Cr	ossing (n	ph) From	10	to 10		
4. Type and Count of	Tracks			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0		51.					
Main 1	Siding 0	Y	ard_0	Trans	it 0		Indu	ustry_0					
ain Detection (M	ain Trac	k only)			21.				Marri				
6. Is Track Signaled?	ung Tim	e 🖪 Motion	Detection			L DC L			None			7.B. Remote	e Health Monitoring
□ Yes 🖬 No						Yes 🖻						☐ Yes	Ũ

<ul> <li>Revision Date (A '03/2017</li> </ul>				PAGE 2 D. Crossing Inven 621464U									tory Number (7 char.)				
Part III: Highway or Pathway Traffic Control Device Information																	
1. Are there 2. Types of Passive Traffic Control Devices associated with the Crossing																	
Signs or Signals?	2.A. 0	Crossbuck		2.B. ST	TOP Signs (R1-1) 2.C. YIELD Signs (R1-2) 2.D. Advance Warning Signs (Chec							igns (Check al	all that apply; include count)				
🗷 Yes 🗆 No	nblies <i>(co</i>	unt)	(count)		(co	unt)						)-3 C		·			
0					0 0									🗆 W10-12			
ç					nent Markings				2.G. Channelization			2.H. EXEMPT Sig					
(W10-5)									Devices/Medians			( <i>R15-3)</i> ∃ Median □ Yes			Displayed		
Yes (count)  Karry					ines   Dynamic Envelo g Symbols  Vone						None No						
2.J. Other MUTCD Signs     Yes     No     2.K. Private Crossing     2.L. LED Enhanced Signs (List types)																	
Signs (if private)																	
Specify Type			Cou	unt													
Specify Type Specify Type			Col	unt	î		🗆 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 3.B. Gate Configuration 3.C. Cantilevered (or Bridged) Flashing Light 3.D. Mast Mounted Flashing Lights 3.E. Total Count of																	
(count)						ures (coun				(count of masts) 4					shing Light Pai		
	1	🖬 2 Quad 👘 🗆 Full (Bo			Over '	Over Traffic Lane 2					Incandescent Back Lights Included						
Roadway 2	Roadway 2 🛛 3 Quad Resistant													Lights	10		
Pedestrian 0		🗆 4 Quad 🛛 🗆 Med			s Not U	Not Over Traffic Lane 0			LED				Include	!a			
3.F. Installation Dat	e of Cu	rrent										H. Highway Traffic Signals Controlling 3.1. Belis					
Active Warning Dev	ices: (A				□ Yes installed on ( <i>MM/YYYY</i> ) /						Crossing (count)						
/			lot Req	uired								SLEINO				2	
3.J. Non-Train Active Warning												3.K. Other Flashing Lights or Warning Devices					
E Flagging/Flagma	Signals	🔲 Watchman 🗆 Floodlighting 🗋 None						Count 0 Specify type									
4.A. Does nearby Hwy 4.B. Hwy Traffic Signal				Signal							raffic Pre-Signals     6. Highway Monitoring Devices       No     (Check all that apply)						
	Intersection have Interconnection Traffic Signals? If Not Interconnect			octod				L res L					Yes - Photo/Video Recording				
For Traffic Signals							Storage Distance						Yes – Vehicle Presence Detection				
. Yes 🛛 No					🗆 Advanc		Stop Line Distance *			None							
Part IV: Physical Characteristics																	
1. Traffic Lanes Crossing Railroad 🗌 One-way Traffic 2. Is Roadway/Pathway 3. Does Track Run Down a Street? 4. Is Crossing Illuminated? (Street																	
Number of Lanes <u>4</u> Divided T														lights within approx. 50 feet from			
Number of Lanes									No Length *								
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 Road					7. Smallest Crossing Ang					8. Is Commercial Power Available? *							
							_			. –							
Image: West in No       If Yes, Approximate Distance (feet)       200       □ 0° - 29°       □ 30° - 59°       Image: 60° - 90°       Image: Yest in No         Part V: Public Highway Information										LINO							
E de la serie			1.5	1-1-1-	12	art V: F	ublic F	lighway	/ Intormat	tion		4.1					
1. Highway System				2.	Functional (				ng		<ol> <li>Is Cross</li> <li>System?</li> </ol>	sing on State I	Highway	4. H 30		way Speed Limi	
(01) Interstate Highway System					□ (0) Rural				] (5) Major Collector			🗆 No				MPH ed   Statuto	
					□ (2) Other Freeways and Expresswa								vstem (LRS	m (LRS Route ID) *			
🖬 (03) Federal AID, Not NHS					(3) Other Principal Arterial (6) Minor Collect						6. LRS Milepost *						
(08) Non-Federal Aid									(7) Local			iepost *					
			8. Estin					gularly Used by School Buse						10. Emergency Services Route			
Submission Information - This information is used for administrative purposes and is not available on the public website.																	
Submitted by		Organization						Phone Date									
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data																	
sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal																	
	agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any																
displays a currently her aspect of this																	
shington, DC 20		ion, includ	ang ior	reducing	, ans burder	rto, mor	nation C	mection 0	muer, reuera	n nati	i Jau Auli	misuation, 1	200 NEW JE	isey Ave	. JE,	1913-23	
FORM ERA E 61		1 / Pov	2/15	\			OMB	annrow	al expires	3/3	1/201	8			_	Page 2 OF	

FORM FRA F 6180./1 (Rev. 3/15)

OMB approval expires 3/31/2018

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



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



#### USING DATA PRODUCED BY WBAPS (Web Accident Prediction System)

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

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

TTL: 0.000459

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0 0 0 0 0

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

 Form. For private hi pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra ade cros Submis n Inform	ail grade cros ssings), comp sion Informat nation sectior	sings, con lete the H ion sectior 1. For char	nplete the eader, Fin. For gringes to	he Header Parts I and ade-separa existing da	, Parts I II, and th ated high ata, comp	and II, a he Subn way-rail plete th	and the Su nission Inf I or pathwa e Header,	ubmis forma ay cro Part	ssion Information tion section. Fo ossings (includin I Items 1-3, an	on section. F or Private pa ng pedestriar nd the Subm	or pu thwa stati	ublic pathway y grade cross on crossings) n Information	grade cro ings, comp , complete section, ir	ossings (including lete the Header, the Header, Part
A. Revision Date (MM/DD/YYYY)		B. Reporting		ransit	C. Reaso		date (Se	elect only o	one) ] Clos	ed.	🗆 No Tra	ain	🗆 Quiet		T Crossing tory Number
02 / 03 / 2017		Le hairtudu		1011510	Data	-	Crossing			seu	Traffic	3111	Zone Update	e	
		🗆 State		Other	□ Re-O	·	Date Change			nge in Primary ting RR	Admin     Correctio			63120	8F
				Par	t I: Loca					Informatio	n	6.17	10		
1. Primary Operating CSX Transportatio						2. Sta FLO	ate DRIDA				3. County MIAMI-D	ADE			
4. City / Municipality	r				ad Name AVENU		Number				6. Highwa	у Тур	e & No.		
Near MIAMI			5		ad Name)			* (Bloc			LS		_		
7. Do Other Railroad If Yes, Specify RR	s Operat	te a Separate	Track at C	rossing	? 🗆 Yes	M No		Do Other If Yes, Spe		R	ver Your Tra	ick at	Crossing?	]Yes 🖬 N	10
9. Railroad Division o	Ū		10. Railı		bdivision o			11. Bra	nch o	r Line Name			12. RR Milepo SXL   004	ost 43.480	
	13. Line Segment         14. Nearest RR Timetable         15. Parent RR (if applicable)         16. Crossing Owner (if applicable)														
* Station * 945110 Iz N/A Iz N/A															
945110         MIAMI         Idl N/A         Idl N/A           17. Crossing Type         18. Crossing Purpose         19. Crossing Position         20. Public Access         21. Type of Train         22. Average Passenger															
I7. Crossing Purpose       19. Crossing Position       20. Public Access       21. Type of Train       22. Average Passenger         I Highway       I At Grade       (if Private Crossing)       I Freight       □ Transit       Train Count Per Day         I Public       □ Pathway, Ped.       □ RR Under       □ Yes       □ Intercity Passenger       □ Shared Use Transit       □ Less Than One Per Day															
Private		ion, Ped.		Over						Commuter					er Per Day 0
Type of Land Use pen Space	🗆 Farm		sidential	110	Commerc	ial	🗆 indu	strial	п	Institutional	Recre	ation	al ∏ R	R Yard	
24. Is there an Adjace					commerc			Zone (FR				ution			UNI SOQAY
🗆 Yes 🖬 No If	Vec Prov	vide Crossing	Number				No E	724 Hr	[] Pa	rtial 🗆 Chica	go Excused		Date Establis	shed	
26. HSR Corridor ID	100,1101		itude in de	ecimal d	legrees					lecimal degrees				at/Long So	urce
	N/A	(WGS8	4 std: nn.	ոոոոո	n} 25.78	41780	M	/GS84 std:	-nni	n.nnnnnn) <sup>-80</sup>	.3366514			tual 🗆	Estimated
30.A. Railroad Use	*	11.000			,			31.A. S	state	Use *					buinded
30.B. Railroad Use	*							31.B. S	State	Use *					
30.C. Railroad Use	ŧ							31.C. S	itate l	Use *					
30.D. Railroad Use	*							31.D. S	State	Use *					
32.A. Narrative (Rai	Iroad Us	e) *						32.B. N	Varrat	tive (State Use)	*				
33. Emergency Notifi	cation T	elephone No	(posted)	1	34. Railroa	d Contac	t (Telep	phone No.)	}		35. State	Conta	act (Telephon	e No.)	
800-232-0144					904-359-	1650					850-414-	4500	1		
1971, 23			e de		Pa	art II: R	lailroa	ad Infor	rmat	tion	1.2.1		12		
1. Estimated Number 1.A. Total Day Thru T			ents Fotal Nigh	t Thru T	rains 1	.C. Total S	Switchin	g Trains	1.	.D. Total Transit	Trains	-	1.E. Check if L	ess Than	
(6 AM to 6 PM) 0			1 to 6 AM)		1				0				One Moveme How many tra	nt Per Day	
2. Year of Train Count	t Data (Y	YYY)			eed of Tra			(mph) 1	0			6		·	
2017				3.B.	Typical Spe	eed Range	e Over C	rossing (m	nph)	From 10	to_10				
4. Type and Count of	Tracks Siding 0		ard_0		Transit	n	Ind	lustry_0							
Main 1 rain Detection (M	<u> </u>				I al Sit			usu y 🔍		_					
<ul> <li>Constant Warr</li> <li>6. Is Track Signaled?</li> </ul>	ning Time	e 🗷 Motio	n Detectio	n 🗆 Al		C D DC		Other 🗆	Non	e			7.B. Remote	Hoolth M	onitoring
6. IS Track Signaled?						□ Yes							7.B. Remote		onitoring
FORM FRA F 61	80.71	(Rev. 3/1	5)			0	MB ap	oproval	exp	ires 3/31/2	018				Page 1 OF 2

Revision Date (N 03/2017	1M/DD/YYYY)					P	AGE 2			<b>D</b> . 63	Crossing Inve 1208F	entory Nun	nber (7 cl	nar.)		
00/2017	#		Part II	: Highway	or Pat	hway	Traffic	Control D	evice			1432	14. K		1.45	1.000
1. Are there	2. Types of			trol Devices a												
Signs or Signals?	2.A. Crossbu			DP Signs (R1-1			gns (R1-2)	2.D. Adva	nce W	arning S	igns (Check al	ll that appl	v; include	count		None
	Assemblies		(count)	•	(cour	-	, ( <u> </u>	□ W10-1		-		3				
🖬 Yes 🗆 No	0	. ,	o í		0			🗆 W10-2			🗆 W10-4	4	w	10-12		
2.E. Low Ground Cle	earance Sign	2.F. P	avement	Markings			2.G. Cha	nnelization			2.H. EXEMP	'T Sign	2.I. ENS	Sign (	-13)	
(W10-5)								Medians	_		(R15-3)		Displaye	ed		
🗋 Yes (count	)		op Lines		namic En	velope		proaches			☐ Yes		De Yes			
🖬 No			Xing Sym		one			Approach	Be No		Del No	41.1.1	□ No			
2.J. Other MUTCD S	-		Yes Doc N				2.K. Priv Signs (if	ate Crossing private)	2.1	LED Er	hanced Signs	(List types	)			
Specify Type Specify Type			unt unt				□ Yes									
Specify Type			unt													
3. Types of Train Ac					a (snerifu	counto	f each dei	ice for all the	at ann	ly)	-					
3. A. Gate Arms	3.B. Gate Co						ged) Flashi				Mounted Flas	hing Lights	. 1	3.E. 1	otal Cou	unt of
(count)	S.D. Gale CC	ingulatio	211		res (count		geogra io sin	ILB LIBIT			nasts) 4		·		ing Light	
(county	🗷 2 Quad	🗆 Full	(Barrier)		affic Lane		Di Ir	ncandescent	1 '	Incande		LED				
Roadway 2	🗆 3 Quad	Resista								Back Lig	ghts Included	🗆 Side	Lights	12		
Pedestrian 0	🗆 4 Quad	🗆 Me	dian Gate	s Not Ove	er Traffic L	ane 0	🗆	ED				Include	ed			
3.F. Installation Date	e of Current			3.G. Waysid	e Horn				1	3.H. H	lighway Traffi	ic Signals C	ontrollina	3	.I. Bells	
Active Warning Dev		YY)								Cross				, 1 -	count)	
		Not Red	quired	□ Yes II Ind No	nstalled or	n <i>(MM/Y</i>	YYY)			🗆 Ye	s 🕼 No			2		
D. I. Man Tunin Anti-	- Mensing			LISINO					31	( Other	Flashing Light	ts or Warni	ing Device			
3.J. Non-Train Activ		Operated	Signals	🗆 Watchman	Flood	lighting	🗆 None				S					
				4.C. Hwy Tra				5. Highway					ay Monit	_	)evires	
4.A. Does nearby Hy Intersection have	· .	vy Traffic : nnection	Signai	4.C. HWY 116	inic Signa	rreemp				ric Jigi	1013	U 0	ll that ap	-	PC VICES	
Traffic Signals?		Intercon	nected										Photo/Vi		cording	
- Harris Silaist		Traffic Sig		🗆 Simultan	eous			Storage Dist	ance '	•		🗇 Yes –	Vehicle F	resen	ce Detec	tion
_ Yes 🛛 No	🛛 For	Warning	Signs	Advance				Stop Line Di	stance	*		None				
					Part IV:	: Physi	ical Cha	racteristi	cs	1					200	
1. Traffic Lanes Cros	sing Railroad	🗆 One	-way Traf	fic	2. Is Roa	adway/P	athway	3. Does	Frack F	Run Dow	n a Street?		ssing Illu			
	•		o-way Tra		Paved?		-		-	_			ithin appr			n
Number of Lanes	<u>6</u>		ided Traff				No No		🗆 Yes		No	nearest				
5. Crossing Surface				illowed) Inst imbor 🕅 4	Concrete	ate * { <i>IVI</i>	(M/YYYY) Concrete	and Rubber		6 Rubbé	dth * er □ 7 Me	tal	Length			
8 Unconsolidate							concrete			0 110000						
					*	1	7 Conall	ant Crossing -	Angle			9 10 00	mmercia	Douto	r Avoilok	* Colo
6. Intersecting Road	dway within 5	ou reet?					7. Smail	est Crossing /	Angle			0. 15 CO	lillercia	FUWE	Availat	JE!
🖬 Yes 🗆 No	If Yes, Approx	imate Dis	tance <i>(fe</i>	et) 200		-	⊡ar 0° – 2	29° 🗆 30	° – 59°		] 60° - 90°		🕅 Yes		No	
100 10 110					rt V: P	ublic H	lighway	/ Informa	tion		_ 1 V - 1					
1 Highway Custom			1 2	Functional Cla						l Is Cros	sing on State	Highway	A -	ighwa	y Speed	Limit
1. Highway System			<sup>2</sup> .				(1) Urban	-		s, is cros system?	Sing on state	- aBrinay	4.1	•	y Speed MP	
🗌 (01) Interst	tate Highway	System		(1) Interstate				or Collector		] Yes	📓 No			osted	🗌 Stat	
□ (02) Other		•		(2) Other Fre		d Expres	sways		5	5. Linear	Referencing S	ystem (LRS	S Route IL	) *		
🗌 (03) Federa		IS		(3) Other Pri						S IRS M	ilepost *					
🔟 (08) Non-F				(4) Minor Ar			] (7) Loca				inc post	1 40	Emerica:	a. C -	deer D :	uto
7. Annual Average Year 2003 AA	Daily Traffic ( DT 046120	AADT)	8. Estin 08	mated Percent	Trucks	9. Re		ed by School o Average N			y <u>8</u>	10.	Emerger (es 🗆	lcy Ser No	VICES RO	ute
Submi	ssion Info	rmatio	n - This	informatio	n is used	d for a	dministr	ative purp	oses (	and is I	not availab	le on the	public	webs	ite.	
Submitted by				Organ	ization						Phone		D	ate		
Public reporting but	rden for this i	oformatio	n collecti							g the tim					existing	data
sources, gathering a	and maintaini	ng the dat	ta needeo	and complet	ing and re	viewing	the collect	tion of inform	nation.	Accord	ling to the Pap	perwork Re	duction A	ct of 1	.995, a fi	ederal
agency may not cor	nduct or spons	sor, and a	person is	not required	to, nor sh	all a per:	son be sub	ject to a pen	alty fo	r failure	to comply wit	th, a collect	tion of inf	ormat	ion unle	ss it
displays a currently	valid OMB co	ntrol nun	nber. The	valid OMB co	ntrol num	ber for i	informatio	n collection i	s 2130	-0017. 5	Send commen	its regardir	ng this bu	rden e	stimate	or any
		cluding fo	r reducin	g this burden '	to: Inform	nation Co	ollection C	tticer, Federa	al Railr	oad Adn	ninistration, 1	200 New J	ersey Ave	. SE, IV	15-25	
										. 1	_	_				
agency may not cor	valid OMB co collection, in 590.	sor, and a ntrol nun cluding fo	person is nber. The or reducin	not required valid OMB co	to, nor sh ntrol num	all a pers ober for i nation Co	son be sub informatio ollection C	ject to a pen n collection i	alty fo s 2130 al Railr	r failure -0017. S oad Adr	to comply wit Send commen ninistration, 1	th, a collect its regardir	tion of inf ng this bu	ormat rden e . SE, N	ion unle stimate	ess it or any

FORM FRA F 6180.71 (Rev. 3/15)

OMB approval expires 3/31/2018

Page 2 OF 2

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



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



#### 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.



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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NU	MO	FC	OLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15	*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
1	0.000524	631208F	CSX	FL		MIAMI	NW 87TH AVENUE	Ξ (	) (	0	0	0	0		GT	0	1	10	YES	6	46,120

TTL: 0.000524

0 0 0 0 0

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. N	ghway-rail ade crossir Submissio n Informat	grade crossings), compleings), compleings), compleings, compleings	ngs, compl te the Hea n section. F For change	ete the Hea der, Parts I a or grade-sep es to existing	der, Parl and II, ar barated H g data, c	ts I and nd the S nighway complete	II, and the Submission I rail or path the Heade	Sub nfor way er, P	mission Informatio mation section. Fo crossings (includin art I Items 1-3, an	n section. For r Private pathw g pedestrian sta d the Submissi	public pathway vay grade cross ation crossings) on Information	ings, complete the H , complete the Heade section, in addition * denotes an optional	cluding leader, er, Part to the l field.
A. Revision Date (MM/DD/YYYY)		Reporting A Railroad	gency Tra		ason for hange in		e (Select onl		e) Closed	🗆 No Train	🗆 Quiet	D. DOT Crossing Inventory Numb	·
02 / 03 / 2017		кангоац		Data			sing		Closed	Traffic	Zone Updat	e	/61
		State	🗆 Oth	ier 🗌 Re	e-Open	🗆 D Cha	ate nge Only		Change in Primary erating RR	Admin. Correction		641457N	
				Part I: Lo	ocatio		<u> </u>		on Informatio				58 C
1. Primary Operating CSX Transportation						. State	DA			3. County DADE			
4. City / Municipality				et/Road Na	ne & Blo					6. Highway Ty	ype & No.		
□In DolNear MIAMI				12th Street t/Road Nam			  * (Bl	ock	Number)	LS			
7. Do Other Railroad If Yes, Specify RR	s Operate a	a Separate Ti	ack at Cro	ssing? 🗌 Ye	es 🖬 No	D	8. Do Othe If Yes, Sp		ailroads Operate O fy RR	ver Your Track	at Crossing?	Yes 🖬 No	
9. Railroad Division o	or Region		10. Railroa	d Subdivisio	on or Dist	trict	11. B	rand	ch or Line Name		12. RR Milep SXL   00	ost 43.700	
Image: None segment       Image: None segment       Image: None segment segment       Image: None segment se													
13. Line Segment       14. Nearest RR Timetable       15. Parent RR (if applicable)       16. Crossing Owner (if applicable)         *       Station *       15. Parent RR (if applicable)       16. Crossing Owner (if applicable)													
945110			10.0	the Desilate				-T-	21. Type of Train	Def N∕A		22 Augusto Decem	
17. Crossing Type	18. Crossi	ing Purpose ay	19. Cros	s <b>sing Positio</b> ade			Crossing)		Freight	🗆 Transi	t	22. Average Passen Train Count Per Day	•
III Public □ Private	Pathwa     Station					Yes No			Intercity Passeng Commuter	er 🗆 Shared 🗆 Touris	d Use Transit	Less Than One Per Number Per Day	~ ·
Type of Land Use		i, Peu.		vei				-			d Other		
pen Space	Farm	🗌 Resi		E Comm	ercial		ndustrial uiet Zone (	EDA	Institutional provided)	C Recreation	onal 🗌 F	R Yard	
24. Is there an Adjace	ent Crossin	g with a Sep	arate Num	berr		25. Q		rn/	(provided)				
	Yes, Provid	e Crossing N		mal degrees		□ No		_	Partial Chica		Date Establi	shedat/Long Source	
26. HSR Corridor ID		27. Latit	ude m deci		783335	。	°.				23. 0	at/cong source	
30.A. Railroad Use	N/A	(WGS84	std: nn.nn	nnnnn) <sup>20.</sup>	103335	9	(WGS84 st	td: Sta	- <i>nnn.nnnnnn)</i> <sup>-80.</sup> ate Use *	5562710		ctual 🗌 Estimated	1
30.B. Railroad Use	*						31.B.	Sta	ate Use *				
30.C. Railroad Use	*						31.C.	Sta	ate Use *				
30.D. Railroad Use	*						31.D.	. Sta	ate Use *				
32.A. Narrative (Rai	lroad Use)	*					32.B.	Na	rrative (State Use)	*			
33. Emergency Notifi	cation Tele	phone No. (	posted)	34. Rail	road Co	ntact (7	elephone N	o.)		35. State Cor	ntact (Telephor	ne No.)	
800-232-0144				904-3	59-1650					850-414-45	00		
				19 - The	Part I	I: Rail	Iroad Inf	orn	nation			a activity	
1. Estimated Number			nts otal Night T	hru Trains	10 70	tal Swit	ching Trains		1.D. Total Transit	Trains	1.E. Check if	ess Than	
1.A. Total Day Thru T (6 AM to 6 PM) 0	rains		to 6 AM)		1	itai Swit		•	0	110113	One Movem		
2. Year of Train Count	t Data <i>(YYY</i>	Y)		3. Speed of				10					
2017				3.A. Maxim 3.B. Typical	um Time Speed R	table Sp ange Ov	eed (mph) er Crossing	(mp	oh) From 10	10			
4. Type and Count of	Tracks						0						
	Siding 0		rd_0	Trans	it 0		Industry 0	)					
"ain Detection (M			Detection		ртс г	DC	Other		None				
6. Is Track Signaled?	mB time				7.A. Ev	ent Rec	order	_				e Health Monitoring	
Yes 🖬 No	00 74 /-	14 - 1			<u> </u>	es M		- 1		010	Ves 🗌		05.2
FORM FRA F 61	80.71 (R	(ev. 3/15)				ONI	s approva	ai e	expires 3/31/2	010		Page 1	

4. Revision Date (A '03/2017	MM/DE	D/YYYY)						PA	GE 2			D. 641	Crossing Invo 457N	entory Nur	nber (7 d	har.	)	
			125	Part II	: Highwa	y or	Pathwa	y T	raffic (	Control D	evi						15.51	
1. Are there	2. Ty	pes of Pas		the second second second	trol Devices	-	1.	-										
Signs or Signals?	2.A.	Crossbuck		2.B. ST(	OP Signs (R1-	1)	2.C. YIELD	Sign	is (R1-2)	2.D. Adva	nce \	Narning Si	igns (Check a	li that appl	y; includ	2 COI	int)	None
🖬 Yes 🗆 No		mblies <i>(co</i>	unt)	(count)			(count)			W10-1	1			3	W	/10-	11	
	0			0			0			🗆 W10-2			🗆 W10-4	4	<u> </u>			
2.E. Low Ground Cl (W10-5)	earanc	e Sign	2.F. Pa	avement	Markings					nnelization Medians			2.H. EXEMP (R15-3)	'T Sign	2.I. ENS Display		n <i>(I-13)</i>	
$\Box$ Yes (count 0	)		🖬 Sto	p Lines		ovnan	nic Envelope			proaches		/ledian	Yes		Yes	eu		
I No				Xing Sym		None	•		One A	•		lone	🖼 No		□ No			
2.J. Other MUTCD S	Signs		Di Y	′es □N	lo				2.K. Priva Signs (if )	ate Crossing	2	.L. LED En	hanced Signs	(List types	)			
Specify Type R8-8	3		Cou	int _1					SIGUS (IJ )	nivate)								
Specify Type			Cou	unt 1					🗆 Yes 🛛	🗆 No								
Specify Type				int														
3. Types of Train A																		
3.A. Gate Arms (count)	3.B. (	Gate Confi	iguratio	n	3.C. Ca Struct		vered (or Br.	idge	d) Flashii	ng Light		.D. Mast M count of m	Mounted Flas	hing Lights				Count of ight Pairs
lound		Quad	🗆 Full (	(Barrier)	Over T			)	🗆 In	candescent		Incande				1 10	Shing Li	gitteans
Roadway 2	030	Quad	Resista						-			Back Lig	hts Included	🗆 Side	Lights	10		
Pedestrian 0	040	Quad	🗆 Med	lian Gate	s Not O	er Tr	affic Lane <u>(</u>	)	_ 🗆 LE	D				Include	:d			
3.F. Installation Dat	e of Cu	rrent			3.G. Waysi	de Ho	rn					3.H. H	ighway Traffi	ic Signals C	ontrollin	g	3.I. Be	lls
Active Warning Dev	/ices: (/				Yes	Inctal	lad on /MM		VV)			Crossi		5			(count	
/	-	M N	Not Req	uired		iiistai		<i>y</i> , ,	···/	_/		☐ Yes	M No				2	
3.J. Non-Train Activ		0											Flashing Light					
Flagging/Flagma	n ⊡Ma	anually Op	perated	Signals [	Watchma	n 🗆 I	Floodlightin	ig 🗵	None		0	ount 0	S					
4.A. Does nearby H	· ·	4.B. Hwy 1		ignal	4.C. Hwy Ti	affic S	Signal Preer	npti	on	5. Highway		c Pre-Sign	als	6. Highw			g Device	25
Intersection have Traffic Signals?	- 1	Interconne Not Int		octod						🗆 Yes 🖪	NO			(Check al □ Yes - I			Pocordi	ing
Traffic Signals:		For Tra			🗆 Simulta	neous	;			Storage Dist	ance	*		□ Yes –				
Yes 🗆 No		🗆 For Wa	arning S	igns	Advance	2				Stop Line Di				🗷 None				
						Par	t IV: Phy	sic	al Cha	acteristi	cs					Ц.,	(Lease)	12.5
1. Traffic Lanes Cros	ssing Ra						Is Roadway	/Pat	hway	3. Does T	rack	Run Dowr	n a Street?	4. Is Cro	-			
Number of Lanes	4			-way Trai led Traffi		Pav	/ed?	п	No		□ Ye	es 🖪 🕯		lights with nearest r				
5. Crossing Surface						tallat							ith *	neuresti	Length *	c3		,
🗆 1 Timber 🛛	2 Asph	nalt 🗆 :	3 Aspha	alt and Ti	mber 🛛	4 Cor	ncrete 🛛	5 0				6 Rubbe	r 🗆 7 Me	tal	5			
8 Unconsolidate	ed 🗆	9 Comp	osite	□ 10 O	ther (specify	)								-				
6. Intersecting Road	dway w	vithin 500	feet?						7. Smalle	st Crossing A	ngle			8. Is Co	mmercia	Ροι	ver Ava	ilable? *
🖼 Yes 🗆 No	If Yes,	Approxima	ate Dist	ance <i>(fee</i>						9° □ 30°			60° - 90°		🖬 Yes		🗆 No	
24.5					Р	art \	/: Public	Hi	ghway	Informat	tion	14.141						
1. Highway System				2.	Functional C					g			ing on State I	Highway				ed Limit
□ (01) Intern	loto Llie	-	****		/1) Intercted		)Rural 🔟			Collector		System?	DR No.		40			MPH
(01) Interst					(1) Interstat (2) Other Fr		vs and Expr			Collector		Ves Linear F	Referencing S	vetorn /I PC		_	ed LLS	Statutory
🔟 (03) Federa			(,		(3) Other Pr					Collector				ystern (ZAS	NOULE IL	"		
🗌 (08) Non-F					(4) Minor A	_			(7) Local			6. LRS Mil	epost *					
7. Annual Average I Year <u>2012</u> AAI	Daily Tr		DT)	8. Estin 16	ated Percen	t Truc %				d by School E Average Nu			1	10. □ Y	Emerger es 🖸	l No		Route
Submi	ssion	Inform	ation	1 - This	informatio	on is	used for	adr	ninistro	tive purpo	ses	and is n	ot availabl	e on the	public	wel	osite.	
														e en ene	paone			
Submitted by		_			Orgai	_							Phone			ate		
Public reporting bur							-					-		-				· ·
sources, gathering a agency may not con		-						-										
displays a currently	valid O	MB contro	ol numt	ber. The	valid OMB co	ontrol	number fo	r inf	ormation	collection is	213	0-0017. S	end commen	ts regardin	g this bu	rden	estima	
`\er aspect of this		ion, incluc	ding for	reducing	this burden	to: Ir	formation	Colle	ection Of	ficer, Federa	l Rail	road Adm	inistration, 12	200 New Je	rsey Ave	. SE,	MS-25	
shington, DC 205		4 / 5	0 / 1	_				-			<b>a</b> 10					_	_	
FORM FRA F 61	.80.7	1 (Rev. )	3/15)				OM	Ва	pprova	al expires	3/3	31/2018	5				Page	2 OF 2

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



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



# 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.



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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Form. For private hig pedestrian station gra Parts I and II, and the	hway-rail gra ade crossings Submission I Informatior	ade crossir s), complet nformation n section. I	ngs, compl te the Hear n section. F For change	ete the Hea der, Parts I or grade-se is to existing	nder, Par and II, an parated g data, c	ts I and nd the S highway complete	II, and Submis r-rail of e the I	d the Su ssion Info r pathwa Header,	bmission Information formation section. For ay crossings (includin Part 1 Items 1-3, an	on section. For or Private pathy ng pedestrian st nd the Submissi	public pathway vay grade cross ation crossings) on Information	mplete the entire inventory y grade crossings (including sings, complete the Header, , complete the Header, Part section, in addition to the * denotes an optional field.	
A. Revision Date		eporting A	gency			•	•	ect only o	ne) Closed	🗆 No Train	Quiet	D. DOT Crossing	
(MM/DD/YYYY) 10 / 20 / 2015	LB Ka	ailroad		Data	hange in 1		ssing	1.	Closed	Traffic	Zone Updat	e Inventory Number	
	🗆 St	ate	🗆 Oth	er 🛛 R	e-Open	🗆 D Chai	ate nge Or		Change in Primary perating RR	Admin. Correction		936071J	
		1024		Part I: Lo	ocatio		-		ion Informatio				
1. Primary Operating CSX Transportation						2. State FLORIE	DA			3. County MIAMI-DAD	E		
4. City / Municipality				et/Road Na 12TH STRI		ock Num	ber .			6. Highway T	ype & No.		
⊡ln ⊡odNear MIAMI				t/Road Nan				   * (Bloci	k Number)	NA			
7. Do Other Railroads If Yes, Specify RR	Operate a S	eparate Tr	ack at Cros	ising? 🗆 Ye	es Doc No	0		o Other I Yes, Spec	<b>Railroads Operate O</b> cify RR	over Your Track	at Crossing?	]Yes 🔟 No	
9. Railroad Division of	r Region	:	10. Railroa	d Subdivisio	on or Dis	trict		11. Brar	nch or Line Name		12. RR Milepo sxi   004	ost 43.70 j	
	ONVILLE		□ None	HOMES				□ None			(prefix)   (nn		
13. Line Segment       14. Nearest RR Timetable       15. Parent RR (if applicable)       16. Crossing Owner (if applicable)         *       Station *       Image: N/A       Image: N/A       Image: N/A         13. Crossing Turne       18. Crossing Burnese       19. Crossing Barting Barting       20. Bublic Access       21. Turne of Train													
Image: Instant state     Image: Instant state       17. Crossing Type     18. Crossing Purpose     19. Crossing Position     20. Public Access     21. Type of Train     22. Average Passenger													
📓 Public	Highway	Ped	At Gr			f Private ] Yes	Cross	ing)	Freight Intercity Passen	er Share	t d Use Transit	Train Count Per Day Less Than One Per Day	
Private	Station, P					] No			Commuter			□ Number Per Day 0	
Type of Land Use pen Space	🗆 Farm	🗆 Resid	ential	🖬 Comm	ercial		ndustr	rial	Institutional	🗇 Recreation	onal 🗆 F	R Yard	
24. Is there an Adjace			-				_		A provided)				
□Yes Dod No If Y	'es, Provide C	rossing Nu	umber			I No		24 Hr	🗆 Partial 🛛 Chica	eo Excused	Date Establi	shed	
26. HSR Corridor ID				mal degrees	•		-		e in decimal degree	-		at/Long Source	
	⊠ N/A	(WGS84 s	std: nn.nn	nnnn) 25.	.783338	11	(WG	S84 std:	-nnn.nnnnnnn) -80	.3382694	I Ad	ctual 🔲 Estimated	
30.A. Railroad Use *				,				31.A. S	tate Use *				
30.B. Railroad Use *								31.B. S	tate Use *				
30.C. Railroad Use *								31.C. S	tate Use *				
30.D. Railroad Use *	k							31.D. S	tate Use *				
32.A. Narrative (Rail	road Use) * [	DOT# Ass	igned in e	error. correc	ct dot# i	s 64145	57n.	32.B. N	arrative (State Use)	*			
33. Emergency Notific	ation Teleph	ione No. (p	oosted)	34. Rail	Iroad Co	ntact (T	elepho	one No.)		35. State Co	ntact (Telephon	ie No.)	
800-232-0144				904-3	59-1048	1				850-414-45	00		
	12.08				Part I	I: Rail	road	l Infor	mation				
1. Estimated Number 1.A. Total Day Thru Tr			nts tal Night Ti	anu Trainc	10 7	otal Swit	ching '	Trainc	1.D. Total Transit	Troinc	1.E. Check if I	oss Than	
(6 AM to 6 PM) 0	ans		0 6 AM)	iru mains	0	Juan Swith	uning	Tanis			One Moveme		
2. Year of Train Count	Data (YYYY)	1		3. Speed of 3.A. Maxim	um Time	table Sp	eed (n	mph) 10	)	. 10			
4. Type and Count of T	Fracks			3.B. Typical	Speed R	ange Ov	er Cro	ossing (m	ph) From <u>5</u>	to10			
Main 1 S	iding	Yar	rd	Trans	sit		Indus	stry					
rain Detection (Mo	ain Track only		\otoot!er						Nona				
Constant Warni 6. Is Track Signaled?	ing i me L	i iviotion L	relection	DAFO D		DC I	D Oth		None		7.B. Remote	e Health Monitoring	
🗷 Yes 🗖 No					<u>ا</u> ا	∕es 🗆					🗆 Yes	🗆 No	
FORM FRA F 618	30.71 (Rev	/. 3/15)				OMB	3 app	oroval	expires 3/31/2	.018		Page 1 OF 2	

A. Revision Date (// 20/2015	AM/DI	D/YYYY)						PAG	E 2			<b>D</b> 93	. Crossing Inv 6071J	entory Nu	<b>mber</b> (7 c	har	.)
a den gebru	2.3	1.1.1	100	Part III	: Highwa	y or	Pathwa	y Tra	ffic C	ontr	ol De	vice Info	rmation	- 11 - L	5. T.I		
1. Are there	2. Ty	pes of Pas	ssive Tr	affic Con	rol Devices	assoc	iated with t	he Cros	ssing								
Signs or Signals?	2.A.	Crossbuck		2.B. ST(	OP Signs (R1-	1)	2.C. YIELD	Signs (R	R1-2)	2.D.	Advanc	e Warning	Signs (Check a	ll that app	ly; include	e co	unt) 🗆 None
🕼 Yes 🗆 No	Asse	mblies (co	ount)	(count)	•		(count)			🗆 v	V10-1		🗆 W10-	3	w	/10-	11
	4			0										4			
2.E. Low Ground Cl	earanc	e Sign	2.F. P	avement	Markings				G. Chan				2.H. EXEMP	PT Sign		-	şn <i>(l-13)</i>
(W10-5) □ Yes (count	,			nlinge					vices/N			Modian	(R15-3)		Display	ed	
	/			p Lines Xing Sym		None	nic Envelope		All App One Ap			∃ Median ∎ None					
2.J. Other MUTCD S	ligns			Yes Dd N		None			C. Privat				hanced Signs	s (List type		-	
2.J. Other Moreb J	JIBITO				0				if p			2.0.000	maneca sign.		~/		
Specify Type			Col	unt													
Specify Type				unt				0	Yes E	] No							
Specify Type	_			unt												_	
3. Types of Train A													Mounted Flag	hinglight		2	E. Tatal Caust of
3.A. Gate Arms (count)	3.B.	Gate Confi	iguratic	an -			vered (or Br. count)	ugeu) i	FIdSTIIT	g rign	ι	(count of	Mounted Flag	aning Light:	\$		E. Total Count of ashing Light Pairs
leound		Quad	🗀 Full	(Barrier)	Over T				🗆 Inc	candes	scent	Incande	·		.		
Roadway 4 3 Quad Resistance											🗋 Back Li	ghts Included	🗆 Side	e Lights	8		
Pedestrian          □ 4 Quad         □ Median Gates      Not Over Traffic Lane 0         □ LED         □ LE												ed	Ť				
3.F. Installation Dat	e of C	urrent			3.G. Waysi	de Hr	rn		_	_		3.8	Highway Traff	ic Signals (	`ontrollin	σ	3.I. Bells
Active Warning Dev			)									Cross		ie elBriele e	, one of the	ь	(count)
/			Not Req	uired	Yes No	Insta	led on (MM	(YYYY)				- 🗆 Ye	s 🖼 No				2
3.J. Non-Train Activ	e War	ning										3.K. Other	Flashing Ligh	ts or Warn	ing Devic	es	
□ Flagging/Flagma			perated	Signals (	] Watchma	n 🗆	Floodlightin	g 🗆 No	one			Count 0		specify type			
4.A. Does nearby H	wv	4.B. Hwy	Traffic S	ignal	4.C. Hwy T	raffic	Signal Preer	nption		5. Higi	hway Tra	affic Pre-Sig				_	ng Devices
Intersection have		Interconn			, , ,						sΟN	-		· ·	ll that ap		
Traffic Signals?		🗆 Not Inf															Recording
		For Tra			Simulta		5				e Distar	nce *				Pres	ence Detection
Yes 🗆 No		For Wa	arning a	agiis	Advanc		+ 11/2 Dha	Inal		_				None			A set of the set of the
1. Traffic Lanes Cros	cing D	ailroad F	7 000	uou Troff	le.	-	t IV: Phy Is Roadway		_	-			n a Street?	1 Ic Cro	occing Illu	min	ated? (Street
1. Trainc Lanes Cros	ssing r			⊷waγ Trai			ved?	/rauiw	/ay	5. 1	Jues na		a sueeu		-		50 feet from
Number of Lanes	4			ded Traffi			□ Yes	🖬 No	c				No	-			□ No
5. Crossing Surface					lowed) Ins	stallat	ion Date * (	MM/YY	YYY) _		]	W			Length *	_	
□ 1 Timber □							ncrete 🛛	5 Con	icrete a	and Ru	ibber	🖪 6 Rubb	er 🗆 7 Me	etal			
8 Unconsolidate					ther (specify	/		_									
6. Intersecting Road	dway v	within 500	feet?					7. 5	Smalles	st Cros	ssing An	gle		8. Is Co	mmercia	l Po	wer Available? *
🖬 Yes 🗋 No	lf Yes.	Approxim	ate Dist	ance <i>(fee</i>	t) 500				0° – 29	)° [	🗆 30° –	•59° 🗆	] 60° - 90°		🗷 Yes		🗆 No
						art '	V: Public	High	way	Info	rmati	on		1		1	E 721 M
1. Highway System			_	2.	Functional C	_				_			sing on State	Highway	4.1	ligh	way Speed Limit
				-			) Rural 🗖			0		System?			45		MPH
🛛 (01) Interst	tate Hi	ghway Sys	tem	100	(1) Interstat				Major	Collec	tor	🗆 Yes	🖻 No		De f	Post	ed 🛛 Statutory
(02) Other			(NHS)		(2) Other Fr					C-11		5. Linear	Referencing S	System (LR:	S Route IL	)*	
(03) Federa (08) Non-F					(3) Other Pi (4) Minor A	-		□ (6) □ (7)		Collec	tor	6. LRS M	ilepost *			-	
7. Annual Average	_		DT)		ated Percer					by Sc	hool Bu	ses?		10.	Emerger	ncy :	Services Route
Year 2010 AA			_	00		9		-				nber per Da	/	ים	-	] No	
Suhmi	ssion	Inform	natio	n - This	informati	on is	used for	admir	nistrat	tive r	nurnos	es and is	not availab	le on the	nuhlic	WP	hsite
Justin	55101			1 1113	nyonnaa	011 15	ascajor	aannin	noera	erre p	unpos	co una io i	iot availab	ie on the	puone		
Submitted by					Orga	nizati	on						Phone		D	ate	
Public reporting bur							-		-			-		-			
sources, gathering a		-			•	-		-					- ,				
agency may not con displays a currently		•			,		•		•								
er aspect of this																	
shington, DC 20		,	<b>U</b> · · · ·	/6									- ,-				
FORM FRA F 61	80.7	'1 (Rev.	3/15	)			OM	Bapp	orova	l exp	oires 3	3/31/201	8				Page 2 OF

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

C

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Form. For private hig pedestrian station gr Parts I and II, and the	ghway-ra ade cros Submiss	ail grade cross ssings), comple sion Informatio	ings, comple te the Head on section. Fo	te the Head er, Parts I a or grade-sep	ler, Parts I nd II, and t arated high	and II, he Sub way-ra	and the Su mission Infe il or pathwa	ubmission Information ormation section. For ay crossings (includir	on section. For or Private pathv og pedestrian st	public pathway vay grade crossi ation crossings),	nplete the entire inventory grade crossings (including ngs, complete the Header, complete the Header, Part				
I, and the Submissio updated data fields. I	n Inform	ation section.	For changes	to existing	data, com	plete th	he Header,	Part I Items 1-3, ar	nd the Submissi noted.		section, in addition to the denotes an optional field.				
A. Revision Date	VOLE. FOI	B. Reporting					Select only a		noteu.	An usterisk	D. DOT Crossing				
(MM/DD/YYYY)		Railroad	Tran		0	□ New		Closed	🗆 No Train	Quiet	Inventory Number				
<u>01 / 02 / 2015</u>	-	🗆 State	🗌 Othe	r Data	-Open	Crossin Date Change	e 🗆	Change in Primary	Traffic Admin. Correction	Zone Update	628543E				
A State State	1.5	and the		Part I: Lo				ion Informatio	n	12,51					
1. Primary Operating CSX Transportation	Railroa n [CSX]	d			2. St 	ate DRIDA			3. County MIAMI-DAD						
4. City / Municipality				t/Road Nam 07TH AVE	ne & Block	Numbe	er l		6. Highway T	ype & No.					
Vear SWEET				Road Name		0		k Number) Railroads Operate C	SR 985	at Crossing?	Vec M No				
If Yes, Specify RR	s Operat	e a Separate I	rack at Cross	angr Lire:	S LAINO	0	If Yes, Spe	•							
	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          12. RR Milepost         (prefix)   (nnnn.nnn)   (suffix)            13. Line Segment          14. Nearest RR Timetable          15. Parent RR (if applicable)           16. Crossing Owner (if applicable)														
None         JACKSONVILLE         None         HOMESTEAD         None         LEHIGH SPUR         (prefix)         (nnn.nnn)         (suffix)															
13. Line Segment     14. Nearest RR Timetable     15. Parent RR (if applicable)     16. Crossing Owner (if applicable)       *     Station     *     •     •															
SXL	40.0	MIAMI	10 0	in - Deviation		ublic Ad		24 Tune of Train	□ N/A	CSX	22. Average Passenger				
17. Crossing Type	18. Cro	ssing Purpose	At Gra	ing Position de		ivate Cri		21. Type of Train Freight	🗆 Trans	it	Train Count Per Day				
🖪 Public 🗆 Private	🗆 Path	iway, Ped. ion, Ped.	🗆 RR Un		☐ Ye	S		Intercity Passen     Commuter	ger 🗍 Share	d Use Transit st/Other	□ Less Than One Per Day □ Number Per Day 0				
Type of Land Use											D.Vord				
pen Space	Farm		idential	er?		5. Ouie		Institutional     A provided)	🗆 Recreati		R Yard				
24, 15 there arrayad															
	Yes, Prov	vide Crossing N	lumber ude in decin	al degrees	[0			Partial Chica le in decimal degree		Date Establis	shedat/Long Source				
26. HSR Corridor ID		27. Lau	uue in decin				•	-		23. 6	ary cong source				
		(WGS84	std: nn.nnr	nnnn) 25.	7824724	()	WGS84 std:	<i>-nnn.nnnnnn)</i> -80 itate Use *	.3039015		tual 😡 Estimated				
30.A. Railroad Use	•														
30.B. Railroad Use	*							tate Use *							
30.C. Railroad Use	*							tate Use *							
30.D. Railroad Use	*							itate Use *							
32.A. Narrative (Rai	Iroad Us	<sup>e)*</sup> CROSSI	NG REMO	'ED			32.B. N	larrative (State Use)		REMOVED					
33. Emergency Notifi	cation T	elephone No.	(posted)	34. Railr	road Conta	ct (Tele	ephone No.,	)	35. State Co	ntact (Telephon	e No.)				
800-232-0144				904-35	9-1650				850-414-45	00					
	( 0. 1				Part II:	Railro	oad Info	mation							
1. Estimated Number 1.A. Total Day Thru T			otal Night Th	ru Trains	1.C. Total	Switchi	ing Trains	1.D. Total Transi	t Trains	1.E. Check if L	ess Than				
(6 AM to 6 PM) 0	(and		to 6 AM)		0		0			One Moveme How many tra	nt Per Day 🛛 🗍 ains per week?				
2. Year of Train Coun	t Data (Y	YYY)		3. Speed of 1				0							
				3.A. Maximu 3.B. Typical S	im Timetab Speed Rang	ge Over	crossing (n	nph) From 5	to20						
4. Type and Count of	Tracks														
	Siding		ard	Transi	it	In	ndustry								
rain Detection (M ☐ Constant Warr			Detection		ртс 🗆 с	oc 🗆	Other 🗷	None							
6. Is Track Signaled?					7.A. Event					7.B. Remote	e Health Monitoring				
	00 71	(Por 2/15	)					expires 3/31/2	2018		Page 1 OF 2				
FORM FRA F 61	0U./1	/UEA. 2/ T2	1		C C	VIVID 0	hhinag	CVbii 63 2/21/4							

		Pa	rt III:	Highway	or Pat	hway	Traffic	Control De	evice Info	rmation		5.16		
1. Are there	2. Types of Pa	ssive Traffi	c Contro	ol Devices as	sociated	with the	Crossing				-			
Signs or Signals?	2.A. Crossbuc	k 2.	B. STOP	Signs (R1-1,	2.C.	YIELD Sig	gns (R1-2)	2.D. Advar	ice Warning	Signs (Check ali	that appl	ly; include	count)	□ None
🖬 Yes 🗆 No	Assemblies (co		ount)		(cou	nt)		□ W10-1		🗆 W10-3		_ 🗆 w	10-11	
	4	0						🗆 W10-2		🗆 W10-4		<u> </u>	10-12 _	
2.E. Low Ground Cle	earance Sign	2.F. Pave	ment M	arkings				nnelization		2.H. EXEMP	T Sign	2.1. ENS		3)
(W10-5)	1	ER Chara L						Medians	D Mardian	(R15-3)		Displaye	ed	
Yes (count Iso No	/	🛛 🖼 Stop Li 🖾 RR Xin			namic Er	ivelope	· · ·		🗋 Median 🖼 None	☐ Yes □ No		□ Yes Ist No		
2.J. Other MUTCD S	ianc		No Mark		ле			ate Crossing		nhanced Signs	/lict tupor			
2.J. Other MUTCD 5	IRU2						Signs (if	0		manced signs	lrist types	9		
Specify Type		Count	-				0.8.00 (1)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Specify Type							🗆 Yes	🗆 No						
Specify Type		Count		_										
3. Types of Train Ac	tivated Warnin	g Devices a	t the Gr											
3.A. Gate Arms	3.B. Gate Conf	figuration					ged) Flashi	ng Light		Mounted Flash	ning Lights	5		al Count of
(count)					es (count	· .	_		(count of	•			Flashin	g Light Pairs
Deadura 4	2 Quad	Full (Bal		Over Tra	ffic Lane	4	II	ncandescent	Incand					
Roadway <u>4</u> Pedestrian	🗆 3 Quad 🗆 4 Quad	Resistance		Not Ove	r Traffic I	ana O		FD	П васк п	ghts included	Side     Include	-	0	
			outes	Notove	ritumei	une <u></u>	_ 01				metada	-u		
3.F. Installation Date			3	3.G. Wayside	Horn				3.H.	Highway Traffic	: Signals C	ontrolling	; 3.I.	Bells
Active Warning Dev			.   r	∃Yes In	stalled o	n (MM/V	~~~)	_/	Cros	÷			(co	unt)
/	U	Not Require	-0		stanca o		····/		-   L  Ye	es 🖪 No			2	
3.J. Non-Train Activ	e Warning								3.K. Other	r Flashing Lights	s or Warni	ing Device	25	
Flagging/Flagman	n □Manually O	perated Sig	nals 🗆	Watchman	🗋 Flood	lighting	🗆 None		Count 0	Sp	pecify type	e		
4.A. Does nearby Hy	wy 4.B. Hwy	Traffic Sign	al 4	4.C. Hwy Traffic Signal Preempt				5. Highway T	raffic Pre-Sig	nals	6. Highw	ay Monit	oring De	vices
Intersection have	Interconn	nection						🗆 Yes 🛛	No		(Check a	ll that app	nly)	
Traffic Signals?		terconnect									Ves - Photo/Video Recording			
м П.N.		affic Signals					Storage Dista			Yes – Vehicle Presence Detecti None				
Yes 🗆 No		arning Sign	S   L	□ Advance	and IN f	Dhuni	and Cha	Stop Line Dis					12 21	
12+ A		2.42	1					racteristic						1
1. Traffic Lanes Cros	+					adway/P	athway	3. Does Ti	ack Run Dov	vn a Street?		ssing Illur		•
Number of Lanes		Two-wa		-	Paved?	Yes	🗆 No	г	Yes 🖬	No	-	thin appro rail) 🗆 Ye	-	
5. Crossing Surface				wed) Insta						idth *		Length *		
□ 1 Timber □ :	2 Asphalt	3 Asphalt	and Tim	ber 🗆 4	Concrete	e 🗆 5	Concrete	and Rubber	🖪 6 Rubb			ji		
□ 8 Unconsolidate	d 🛛 9 Com	oosite 🛛	10 Oth	er <i>(specify)</i>										
6. Intersecting Road	way within 500	feet?					7. Small	est Crossing A	ngle		8, Is Co	mmercial	Power A	vailable? *
	,													
🖬 Yes 🗆 No	f Yes, Approxim	nate Distanc	e (feet)				□ 0° – 2			60° - 90°		🖬 Yes		0
				Pa	rt V: P	ublic H	lighway	Informat	ion					
1. Highway System			2. Fu	inctional Cla	sificatio	n of Road	d at Crossi	ng	3. Is Cros	ssing on State H	lighway	4. H	ighway S	peed Limit
				E	] (0) Ru	ral 🖬 (	1) Urban		System?			40		MPH
	ate Highway Sy			L) Interstate				r Collector	🖿 Yes				_	Statutory
	Nat Hwy System	n (NHS)		2) Other Free		•		• Collector	5. Linear	Referencing Sy	stem (LRS	Route ID	)*	
□ (03) Federa □ (08) Non-Fe	-		· ·	3) Other Prir 4) Minor Art	•		1 (6) Mino 1 (7) Local	r Collector	6. LRS M	ilepost *				
7. Annual Average [				ted Percent		7		d by School B			10	Emergen	ov Sarvic	es Route
	OT 072500		-		%	M Yes		Average Nu		y 104	□ 10.	-	No	es noute
			<b>T</b> 1. 1 1	6							_			
Supmi	ssion Inform	nation -	inis in	ijormatioi	i is used	a for ac	iministra	nive purpo:	ses ana is .	not available	e on the	public V	vebsite	

PAGE 2

D. Crossing Inventory Number (7 char.) 628543E

Submitted by

Organization

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any her aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25

ashington, DC 20590.

A. Revision Date (MM/DD/YYY) 02/2015

FORM FRA F 6180.71 (Rev. 3/15)

Phone

Date

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

ſ,

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

A. Revision Date (MM/DD/YYYY)       B. Reporting Age-cy       C. Reason for Update (Select only one)       D. DOT Crossing Inventory Number         02 / 03 / 2017       Image: Case of the c
02 / 03 / 2017       Data       Crossing       Traffic       Zone Update       643808S         02 / 03 / 2017       Data       Crossing       Crossing       Crossing       Crossing       Crossing       Cate       Admin.       643808S         Part I: Location and Classification Information         1. Primary Operating Rallroad         CS State       S. County         FLORIDA       MIAMI-DADE       S. Street/Road Name & Block Number       6. Highway Type & No.         4. City / Municipality       S. Street/Road Name & Block Number       6. Highway Type & No.
Change Only     Operating RR     Correction       Part I: Location and Classification Information       1. Primary Operating Railroad CSX Transportation [CSX]     2. State FLORIDA     3. County MIAMI-DADE       4. City / Municipality     5. Street/Road Name & Block Number NW 111TH AVENUE     6. Highway Type & No.
Part I: Location and Classification Information         1. Primary Operating Railroad CSX Transportation [CSX]       2. State FLORIDA       3. County MIAMI-DADE         4. City / Municipality       5. Street/Road Name & Block Number NW 111TH AVENUE       6. Highway Type & No.
CSX Transportation [CSX]     FLORIDA     MIAMI-DADE       4. City / Municipality     5. Street/Road Name & Block Number     6. Highway Type & No.       In     NW 111TH AVENUE     10
□ In
7. Do Other Railroads Operate a Separate Track at Crossing?       Yes       Yes       8. Do Other Railroads Operate Over Your Track at Crossing?       Yes       Yes         If Yes, Specify RR       If Yes, Specify RR       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 SXL   0045.910
None     JACKSONVILLE     None     HOMESTEAD     None     LEHIGH SPUR     (prefix)     (nnn.nnn)     (suffix)
13. Line Segment     14. Nearest RR Timetable     15. Parent RR (if applicable)     16. Crossing Owner (if applicable)       *     Station *     5. Station *     5. Station *
945110 MIAMI DZ N/A DZ N/A
17. Crossing Type       18. Crossing Purpose       19. Crossing Position       20. Public Access       21. Type of Train       22. Average Passenger         Image: Highway       Image: At Grade       (if Private Crossing)       Image: Freight       Image: Train t
Image: Station Ped.       Image: RR Under       Image: Ves       Image: Image: RR Under       Image: Station Ped.
Type of Land Use
pen Space       Farm       Residential       Is Commercial       Industrial       Institutional       Recreational       RR Yard         24. Is there an Adjacent Crossing with a Separate Number?       25. Quiet Zone (FRA provided)
Image: Provide Crossing Number       Image: Partial Partia         26. HSR Corridor ID       27. Latitude in decimal Partial Partial Partial Partial Partial Partial Partial Partial Partial Partia Partial Partial Partia Partial Partial Partia Partial Partial P
Image: Image
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       1.B. Total Night Thru Trains         1.C. Total Switching Trains       1.D. Total Transit Trains         1.E. Check if Less Than
(6 AM to 6 PM)     (6 PM to 6 AM)     One Movement Per Day       0     0     1     0
2. Year of Train Count Data (YYYY)       3. Speed of Train at Crossing         3.A. Maximum Timetable Speed (mph)       10
2017 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
irain Detection (Main Track only)
6. Is Track Signaled? 7.A. Event Recorder 7.B. Remote Health Monitoring
□ Yes         ■ No         □ Yes         ■ No         □ Yes         ■ No           FORM FRA F 6180.71 (Rev. 3/15)         OMB approval expires 3/31/2018         Page 1 OF 2

A. Revision Date (MM//DD/YYYY)       PAGE 2       D. Crossing Inventory Number (7 char.)         Part III: Highway or Pathway Traffic Control Device Information         1. Are there Signs or Signals?       2. Types of Passive Traffic Control Devices associated with the Crossing         2. A. Crossbuck Assemblies (count)       2.B. STOP Signs (R1-1)       2.C. YIELD Signs (R1-2)       2.D. Advance Warning Signs (Check all that apply: include count)       No         Image: Sign or Signals?       2.A. Crossbuck Assemblies (count)       2.B. STOP Signs (R1-1)       2.C. YIELD Signs (R1-2)       2.D. Advance Warning Signs (Check all that apply: include count)       No         Image: Sign or Signals?       2.A. Crossbuck Assemblies (count)       2.B. STOP Signs (R1-1)       2.C. YIELD Signs (R1-2)       2.D. Advance Warning Signs (Check all that apply: include count)       NU10-1         Image: Sign or Signals?       2.A. Crossbuck       2.B. STOP Signs (R1-1)       2.C. YIELD Signs (R1-2)       2.D. Advance Warning Signs (Check all that apply: include count)       NU10-1         Image: Sign or Signals?       2.A. Crossbuck       2.B. STOP Signs (R1-1)       2.C. VIELD Signs (R1-2)       2.D. Advance Warning Signs (Check all that apply: include count)       No         Image: Sign or Signals?       2.F. Pavement Markings       2.G. Channelization       2.H. EXEMPT Sign       2.I. ENS Sign (H-13)         Image: Sign or Signals       2.F. Pravement Markings
Signs or Signals?       2.A. Crossbuck       2.B. STOP Signs (R1-1)       2.C. YIELD Signs (R1-2)       2.D. Advance Warning Signs (Check all that apply; include count)       Image: Count include count incl
2.A. Crossbuck       2.B. Stop Signs (R1-1)       2.C. NEED Signs (R1-2)       2.D. Advance warning signs ( <i>check all that apply</i> ), <i>include count</i> )       Image: Right ( <i>count</i> )       Image: Righ ( <i>count</i> )       Image: Right ( <i>count</i> )       I
Lines       0       0       0       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)         W10-5       Image: Stop Lines       Dynamic Envelope       Image: All Approaches       Median       Image: Stop Lines       Displayed         Image: Stop Lines       Image: All Approaches       Image: All Approaches <t< td=""></t<>
Lines       0       0       0       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)         W10-5       Image: Stop Lines       Dynamic Envelope       Image: All Approaches       Median       Image: Stop Lines       Displayed         Image: Stop Lines       Image: All Approaches       Image: All Approaches <t< td=""></t<>
(W10-5)       Image: Stop Lines       Dynamic Envelope       Devices/Medians       (R15-3)       Displayed         Image: No       Image: Stop Lines       Dynamic Envelope       All Approaches       Median       Image: Yes       Image: Yes         Image: No       Image: RX Xing Symbols       None       One Approach       Image: None       Image: None       Image: None       Image: None         2.J. Other MUTCD Signs       Image: Yes       Image: None       None       None       None       None       Image: None       Image: None       None       None       None       None       None       None       Image: None
□ Yes (count)       □ Stop Lines       □ Dynamic Envelope       □ All Approaches       □ Median       □ Yes       □ Yes         □ No       □ No       □ No       □ No       □ No       □ No         2.J. Other MUTCD Signs       □ Yes       □ No       □ No       □ No       □ No         Specify Type
Image: No image
2.J. Other MUTCD Signs       □ Yes I No         Specify Type       Count         Structures (count)       3.D. Mast Mounted Flashing Lights         Structures (count)       Structures (count)         Structures (count)       Image: Structures (count)         Struct
Specify Type       Count       Signs (if private)         Specify Type       Count       Image: Signs (if private)         Structures (count)       Signs (if private)       Signs (if private)         Structures (count)       Structures (count)       Signs (if private)         Structures (count)       Image: Signs (if private)       Signs (if private)         Structures (count)       Image: Signs (if private)       Signs (if private)         Structures (count)       Image: Signs (if private)       Image: Signs (if private)         Structures (count)       Image: Signs (if private)       Image:
Specify Type       Count       Image: Yes       No         Specify Type       Count       Image: 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       3.B. Gate Configuration       3.C. Cantilevered (or Bridged) Flashing Light       3.D. Mast Mounted Flashing Lights       3.E. Total Court         (count)       Image: Yes       Ima
Specify Type       Count       Specify Type       Count       Specify Type       Specify Type<
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)       3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)         3.A. Gate Arms       3.B. Gate Configuration       3.C. Cantilevered (or Bridged) Flashing Light       3.D. Mast Mounted Flashing Lights (count of masts) 5       3.E. Total Court         (count)
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 mosts) 5       3.E. Total Court Flashing Light Structures (count)         We 2 Quad       Full (Barrier)       Over Traffic Lane       2       Image: Court of mosts of the structures (count of mosts) 5       Flashing Light Structures (count of mosts) 5       13
(count)       Structures (count)       (count of mosts) 5       Flashing Light         № 2 Quad       □ Full (Barrier)       Over Traffic Lane       2       Image: Incandescent       Image: Incandescent       □ LED         Roadway       2       □ 3 Quad       Resistance       Image: Incandescent
Roadway 2 3 Quad Resistance Back Lights Included Side Lights 13
Roadway       2       3 Quad       Resistance       If Back Lights Included       Side Lights       13         Pedestrian       1       4 Quad       Median Gates       Not Over Traffic Lane       0       LED       Included       13
Pedestrian   4 Quad Median Gates Not Over Tranic Lane LED Included
3.F. Installation Date of Current 3.G. Wayside Horn 3.H. Highway Traffic Signals Controlling 3.I. Bells
Active Warning Devices: (MM/YYYY) Crossing (count)
/ I Vot Required Set Installed on (MM/YYYY)/ Set Installed on (MM/YYYY)_Set Installed on (MM/YYY)_Set Installed on (MM/YY)_Set Installed on (MM/YYY)_Set Installed on (MM/YYY)_Set Installed on (MM/YYY)_Set Installed on (MM/YYY)_Set Install
3.J. Non-Train Active Warning 3.K. Other Flashing Lights or Warning Devices
Flagging/Flagman IManually Operated Signals      Watchman      Floodlighting      None     Count      Count      Specify type
4.A. Does nearby Hwy       4.B. Hwy Traffic Signal       4.C. Hwy Traffic Signal Preemption       5. Highway Traffic Pre-Signals       6. Highway Monitoring Devices
Intersection have       Interconnection       Image: Ves in the section of th
□ For Traffic Signals □ Simultaneous Storage Distance * □ Yes – Vehicle Presence Detection
/es 🛛 No 🗋 For Warning Signs 🗋 Advance Stop Line Distance * 📃 🗌 None
Part IV: Physical Characteristics
1. Traffic Lanes Crossing Railroad 🗌 One-way Traffic 2. Is Roadway/Pathway 3. Does Track Run Down a Street? 4. Is Crossing Illuminated? (Stree
□ Two-way Traffic Paved? lights within approx. 50 feet from Number of Lanes 3 □ Divided Traffic ■ Yes □ No □ Yes ■ No nearest rail) □ Yes □ No
Number of Lanes     3     Divided Traffic     Image: Second sec
□ 1 Timber □ 2 Asphalt □ 3 Asphalt and Timber □ 4 Concrete □ 5 Concrete and Rubber
□ 8 Unconsolidated □ 9 Composite □ 10 Other (specify)
6. Intersecting Roadway within 500 feet? 7. Smallest Crossing Angle 8. Is Commercial Power Available
Image: Yes       No       If Yes, Approximate Distance (feet) 75       Image: 0° - 29°       30° - 59°       Image: 60° - 90°       Image: Yes       No         Part V: Public Highway Information
1. Highway System       2. Functional Classification of Road at Crossing       3. Is Crossing on State Highway       4. Highway Speed L         □ (0) Rural □ (1) Urban       System?       30       MPH
□ (01) Interstate Highway System □ (1) Interstate □ (5) Major Collector ☑ Yes □ No ☑ Posted □ Statu
□ (02) Other Nat Hwy System (NHS) □ (2) Other Freeways and Expressways 5. Linear Referencing System ( <i>LRS Route ID</i> ) *
(03) Federal AlD, Not NHS (3) Other Principal Arterial (6) Minor Collector (7) Local 6. LRS Milepost *
7. Annual Average Daily Traffic (AADT)       8. Estimated Percent Trucks       9. Regularly Used by School Buses?       10. Emergency Services Routed Percent Trucks         Year       2003       AADT       004870       00       %       10. Emergency Services Routed Percent Trucks
Submission Information - This information is used for administrative purposes and is not available on the public website.
Submitted by Phone Date
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing da
sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a fee
agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless
displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate on ver aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25
shington, DC 20590.
FORM FRA F 6180.71 (Rev. 3/15) OMB approval expires 3/31/2018 Page 2 0

Crossing 6438085 – Crossing number is valid but not in the accident file.



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



#### 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.



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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
1	0.009762	6438085	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

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Form. For private hi pedestrian station gr Parts I and II, and the	ghway-rai ade cross Submissi n Informa	Il grade cross sings), comple ion Informatio ation section.	ings, cor ete the H on section For cha	nplete th leader, P n. For gra nges to a	ne Header Parts I and ade-separ existing d	r, Parts I an II, and the rated highwa lata, comple	d II, a Subm ay-rail te the	and the S nission Inf or pathw e Header,	ubmission Informatic formation section. Fo ay crossings (includin . Part 1 Items 1-3, an	on section. For or Private pathy og pedestrian st od the Submissi	public pathway vay grade cross ation crossings) on Information	mplete the entire inventory r grade crossings (including ings, complete the Header, , complete the Header, Part section, in addition to the t denotes an optional field.					
A. Revision Date (MM/DD/YYYY)		B. Reporting /	• •			on for Upda	•					D. DOT Crossing					
09 / 20 / 2011	'	Railroad		Fransit	Data	0	New ossing		] Closed	No Train Traffic	Quiet     Zone Update	Inventory Number					
	[	🗌 State		Other	🗆 Re-O	•	Date ange (		Change in Primary Derating RR	Admin. Correction		272788G					
	1994		1	Par	t I: Loca	ation and	d Cla	ssifica	tion Informatio	n							
1. Primary Operating Florida East Coast	Railway	Company [F	EC]			2. State FLOR				3. County MIAMI-DAD	E						
4. City / Municipality				treet/Ro .W. 17T		& Block Nu	mber			6. Highway Type & No.							
Near MIAMI			(St	reet/Roa	d Name)				k Number)								
7. Do Other Railroads If Yes, Specify RR	s Operate	a Separate T	rack at C	rossing?	Yes	🖬 No		<b>Do Other</b> f Yes, Spe	Railroads Operate O cify RR	ver Your Track	at Crossing?	Yes 🖬 No					
9. Railroad Division o	r Region		10. Rail	road Sub	division o	or District		11. Bra	nch or Line Name		12. RR Milepo	st 1.09					
None     I3. Line Segment		14 Non	None			15. Parent	DD //	Non		100000	(prefix)   (nn						
*		Station	*	niielabie	-	D N/A	KK (I)	ι αρρικαι	ne)	16. Crossir	olicable)						
17. Crossing Type		sing Purpose		rossing P	Position	20. Publ			21. Type of Train			22. Average Passenger					
🕅 Public	Highw			Grade Under		<i>(if Privat</i> □ Yes	e Cros	ssing)	Freight Intercity Passeng	er 🗌 Shared	t J Use Transit	Train Count Per Day  Less Than One Per Day					
Private	🗆 Statio			Over		□ No						Number Per Day					
Type of Land Use pen Space	🗆 Farm	🗆 Resi	dential		Commerc	ial 🗖	Indus	trial	Institutional	Recreation	nal 🗆 R	R Yard					
24. Is there an Adjace	ent Crossi	ng with a Sep	arate Nu	mber?					A provided)								
□ Yes □ No If \	es, Provid	de Crossing N	umber				0 🗆	24 Hr	🗆 Partial 🛛 Chicag	zo Excused	Date Establis	hed					
26. HSR Corridor ID		27. Latit		ecimal de	egrees	_			e in decimal degrees			at/Long Source					
N	🗆 N/A	(WGS84	std: nn.	nnnnnn	25.77	66380	w	GS84 std:	-nnn.nnnnnnn) <sup>-80.</sup>	-80.3082960							
30.A. Railroad Use	¢.								tate Use *								
30.B. Railroad Use	•							31.B. S	tate Use *								
30.C. Railroad Use *								31.C. State Use *									
30.D. Railroad Use	k							31.D. State Use *									
32.A. Narrative (Rail	road Use)	*						32.B. N	larrative (State Use)	*							
33. Emergency Notific	ation Tel	ephone No. (	posted)	3	4. Railroa	d Contact (	Teleph	hone No.)		35. State Con	tact (Telephone	e No.)					
800-342-1131				ε	300-342-	1131											
4. Catingate of Mirrori	of Dath - T	an in Marian		1 -	Pa	art II: Rai	Iroa	d Infor	mation								
1. Estimated Number 1.A. Total Day Thru Tr				t Thru Tra	ains 1.	.C. Total Swi	tching	Trains	1.D. Total Transit	Trains	1.E. Check if L	ess Than					
1.A. Total Day Thru Trains1.B. Total Night Thru Trains1.C. Total Swi(6 AM to 6 PM)(6 PM to 6 AM)4								One Movement Per Day									
2. Year of Train Count	(Y)				in at Crossin Timetable S		(mph) 20	)		h							
4. Type and Count of 1	Tracks			3.B. T	ypical Spe	ed Range O	ver Cr	ossing (m	ph) From 15	20	_						
Main 1 S	iding	Ya	rd		Transit		Indu	ustry									
'rain Detection (Mo	in Track o	only)					-										
<ul> <li>Constant Warni</li> <li>Is Track Signaled?</li> </ul>	ng lime		Jetection		0 🗆 PT( 7.4	C 🔲 DC A. Event Rec	Ot order		None		7.B. Remote	Health Monitoring					
□ Yes ☑ No □ Yes □ No											V.D. Hemote	-					
								1B approval expires 3/31/2018 Page 1 OF 2									

A. Revision Date (MM/DD/YYYY) PAGE 2 D. Crossing Inventory Number (7 char.) 27/27/88G												)							
20/2011		1916141	114	Part II	l: Hi	ghway o	or Pat	hway	Traffic	Contro	Dev	ice Ir				100			
1. Are there	2. Ty	pes of Pas	ssive Tr	affic Cor	ntrol D	Devices asso	ociated	with the	Crossing										
Signs or Signals?	2.A.	Crossbuck		2.B. ST	OP Sig	gns (R1-1)	2.C.	YIELD Sig	zns (R1-2)	2.D. A	dvance	Warn	ing Si	gns (Check al	l that app	ly; include	е со	unt) 🗌 None	
🖬 Yes 🗆 No		mblies <i>(co</i>	unt)	(count)			(cour	nt)		🖬 W1				🗆 W10-3	3	w	/10-	11	
	2			0						🗌 🗆 W1				🗆 W10-4					
2.E. Low Ground Cl	earanc	e Sign	2.F. P	avement	Mark	kings				annelizatio	m			2.H. EXEMP	T Sign	2.I. ENS		n <i>(l-13)</i>	
(W10-5)	1			p Lines			amic En	valana		/Medians pproaches		Media		(R15-3)		Display	ed		
	/			Xing Syn	nbols			velope		Approach		None							
2.J. Other MUTCD S	Signs			Yes 🗷 I					2.K. Pri	vate Crossi f private)				hanced Signs	(List types	5)			
Specify Type			Соц	unt	_				5 Ign 3 (7)	private									
Specify Type			Cou	unt					🗆 Yes	🗆 No									
Specify Type				unt															
3. Types of Train A					Grad									And the design			0		
3.A. Gate Arms (count)	3.B. (	Gate Confi	iguratio	n		3.C. Canti Structures		• •	ged) Flash	ing Light				Aounted Flas asts) 1	ning Lights	5		E. Total Count of ashing Light Pairs	
(count)		Quad	🗆 Fuli	(Barrier)		Over Traff		-	D	ncandesce						,	1 19	ISING LIGHT UND	
Roadway 2	3		Resista									🗆 Bad	ck Lig	hts Included	🗇 Side	e Lights	0		
Pedestrian	□4	Quad	🗆 Med	dian Gate	ès 🛛	Not Over	Traffic L	ane 0	0	ED					Include	ed			
3.F. Installation Dat	te of Cu	rrent			3.G.	. Wayside H	lorn					3	3.H. H	ighway Traffi	c Signals C	Controllin	g	3.I. Bells	
Active Warning Dev	vices: (I					Yes Inst	allod or	. (AAAA/	VVV)	1			Crossi	0				(count)	
/			Not Req	luired			alleu oi	1 (191191) 1		_/			□ Yes	🖬 No				1	
3.J. Non-Train Activ														Flashing Light			es		
🗆 Flagging/Flagma	n ⊡M	anually Op	perated	Signals	D W	□ Watchman □ Floodlighting □ None						Count	-	S	pecify type	e	_		
4.A. Does nearby H	· ·	4.B. Hwy 1		Signal	4.C.	4.C. Hwy Traffic Signal Preemption 5. Highway Tr							e-Sign	als	-			g Devices	
Intersection have		Interconn		antad						□ Yes		0			•	Il that ap		Recording	
Traffic Signals?		Not Inf For Tra				Simultaneo	us			Storage	Distanc	ce *						ence Detection	
. Yes 🗆 No		For Wa	-			Advance Stop Line Dist									🗆 None	9			
1	الروالة	2			<i>%</i> .	Pa	nrt IV:	Physi	cal Cha	aracteri	stics	X) IX				152	5	H- Lanny	
1. Traffic Lanes Cro	ssing R							adway/P	athway	3. Do	es Trac	k Run	Dowr	n a Street?		-		ated? (Street	
Number of Lanes	2			-way Tra ded Trafi		F	🗆 No		Vac			-	50 feet from						
5 Crossing Surface	- Ion M	L ain Track				d) install	ation D:			Yes 🖬 No / Width *				th *	nearest rail) □ Yes □ No Length *				
🗆 1 Timber 🖪	2 Aspł	nalt 🗆	3 Asph	alt and T	Timber	r □ 4 C	oncrete	5	Concret	and Rubb	per [	] 6 R	ubbe	r 🗌 7 Me					
🛛 8 Unconsolidate	ed 🗆	] 9 Comp	osite	□ 10 C	Other	(specify)					_				e				
6. Intersecting Roa	dway v	vithin 500	feet?						7. Smal	lest Crossi	ng Ang	le			8. Is Co	ommercia	l Po	wer Available? *	
🗆 Yes 🖬 No	If Yes,	Approxim	ate Dist	tance (fe	et)					29° 🗆		°−59° 🗖 60°-90° 🕅 Yes 🗆 No						□ No	
						Part	: V: Pı	ublic H	lighwa	y Inform	natio	n							
1. Highway System				2.	Funct	tional Class	ificatior	n of Road	d at Cross	ing		3. is	Cross	ing on State I	Highway	4.1	ligh	way Speed Limit	
							(0) Rur		1) Urban			Syste						MPH	
□ (01) Inters □ (02) Other					,	nterstate Other Freev	vave and			or Collecto	r	<u> </u>	_	Referencing S	uctom /I B			ed 🛛 Statutory	
(02) Other			(1113)			Other Princi				or Collecto	r	5, LI	lear	vererencing 5	ystem (LR:	s Roule IL	"		
🖬 (08) Non-F						Vinor Arter			] (7) Loca			6. LR	IS Mil	epost *					
7. Annual Average Year <u>1988</u> AA	Daily T DT 00		DT)	8. Estin 00	mated	Percent Tr	ucks %	9. Rea		ed by Scho o Averag			r Day	0	10.	-	ncy : ] No	Services Route	
Submi	issior	Inforn	natio	n - This	s info	rmation	is used	for a	ministr	ative pu	rpose	s and	l is n	ot availabl	e on the	public	we	bsite.	
													-				-		
Submitted by						Organiza				_		1	_	Phone			ate		
Public reporting bu sources, gathering																			
agency may not cor																			
displays a currently	valid C	MB contr	ol num	ber. The	e valid	OMB cont	rol num	ber for i	nformatio	on collectio	on is 21	30-00	17. S	end commen	ts regardir	ng this bu	rde	n estimate or any	
er aspect of this		tion, inclu	ding for	r reducin	g this	burden to:	Inform	ation Co	ollection (	Officer, Feo	leral Ra	ailroad	Adm	inistration, 12	200 New J	ersey Ave	e. Se	, MS-25	
ushington, DC 20						_	_					4					_	_	
FORM FRA F 63	180.7	1 (Rev.	3/15	)				OMB	approv	/al expi	res 3,	/31/2	2018	3				Page 2 OF	

#### DEPARTMENT OF TRANSPORTATION FEDERAL RAIL ROAD ADMINISTRATION (FRA)

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#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	TION (FRA	4)							OMB Approval No. /					
Name Of							Alphab	etic Code	RR Accident/Inc	iaent No.				
1. Reporting Railroad		Flor	ida East	Coast 1	Railway Company  F	FEC	1a. FE	С	1b. 65314OC					
2. Other Railroad Involved in Train A	ccident/In	cident					2a.		2b.					
3. Railroad Responsible for Track M	aintenanco	e Flor	ida East	Coast I	Railway Company  F	EC	3a. FE	С	3b. 65314OC					
4. U.S. DOT-AAR Grade Crossing I	D No.	2727			e of Accident/Incident		6. Time	of Accide	nt/Incident 06:00	AM				
7. Nearest Railroad Station HIALEAH			8. Div	ision		9. County DADE			10. State Abbr. 12	Code				
11. City (if in a city) HIALEA	H		12. Hig	hway N	lame or No. NW 171	H STREE	Г		V Public	Private				
	User Invol	ved				Rail Equip	ment Involved	1						
13. Type A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot	ool Bus	J. Other Moto K. Pedestrian M. Other <i>(sp</i>		Code A	17. Equipment 1. Train <i>(units pulling</i> 2. Train <i>(units pushin</i> 3. Train <i>(standing)</i>	ng) 6. Light k	(moving) (standing) oco(s) (movin oco(s) (standi	A.T g) B.T	ther (specify) rain pulling- RCL rain pushing- RCL rain standing- RCL	Code				
14. Vehicle Speed 15. Dir	rection	(geographic uth 3. East		Code 3	18. Position of Car Unit	t in Train		1						
16. Position 1. Stalled on crossing	3. Mov	ing over cros	sing	Code	19, Circumstance 1, R					Code				
2. Stopped on Crossin				3	2. R 20b. Was there a haza		t struck by hig als release by	nway use	PT	Code				
20a. Was the highway user and/or r in the impact transporting haza	an equipm ardous mat	ent involved terials?		Code			·			Code				
1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4														
20c. State the name and quantity of the hazardous material released, if any														
								_		Code				
· · · · · · · · · · · · · · · · · · ·		single entry)		Code	23. Weather (single of 1. Clear 2. Cloudy			6 Cno.		Code 1				
(specity it filmus)	Dawn 2. [	Day 3. Dusk		4				1		Nama				
24. Type of Equipment Consist 1. Freight train 4. (single entry) 2. Passenger train 5.		n 7. Yard/Sw		V Equip Code	25. Track Type Used Equipment Involve		Ĩ	Code 2	6. Track Number or	Name				
				1	1, Main 2. Yard	3. Siding	4. Industry	1	MAINLINE					
27. FRA Track     28. Number of     29. Number of     30. Consist Speed (Recorded if available)     Code     31. Time Table Direction     Code														
27. FRA Track     28. Number of     29. Number of     30. Construction of the number														
3 Units 1 10 E. Estimated 3 mph E 1. North 2. South 3. East 4. West 2														
Crossing 2. Cantilever FLS 5.		ic signals 8.		11. C	ther (specify)	Warni	-	3	1. Yes 2. No					
Warning 3. Standard FLS 6. Code(s) 03 06	Audible 11	9.	vacanan	12.1		20 sec w	arn min (1);	;	3. Unknown					
35. Location of Warning	11	Cor	de 36. C	rossing	Warning Interconnected	Code			ated by Street	Code				
1. Both Sides		6		rith High	way Signals	96	Lights o	or Special	Lights					
2. Side of Vehicle Approach	,	1	1	Yes 2	2. No 3. Unknown	2	1. Yes	2. No	3. Unknown	1				
3. Opposite Side of Vehicle Apr		Drove Behin				ver				Code				
38. Driver's 39. Driver's Code Age Gender		Struck or was					d or thru the g	ate 4. St	opped on crossing					
1. Male		1. Yes 2. No			2 2.			ed 5. O	ther (specify)	3				
2. Female	Cada	42 Minut -		ured by	3.	Did not stop				Code				
42. Driver Passed Standing Highway Vehicle	Code	43. View of <sup>-</sup> 1. Perma	nent Struct	ure	3, Passing Train 5.	Vegetation	7. Othe			1				
1. Yes 2, No 3. Unknown	2	2. Standi	ng railroad	equipm	ent 4. Topography 6.	Highway Vel	nicles 8, Not (	Obstructe	d	8				
			44. Driver	was	(	Code	45. Was Driv	ver in the	Vehicle?	Code				
Casualties to:	Killed	Injured	1. Kille	ed 2. In	jured 3. Uninjured	3	1. Yes	2. No		1				
46. Highway-Rail Crossing Users	0	0		ay Vehio ollar dar	cle Property Damage nage)	\$1,800	(include	driver)		1				
49. Railroad Employees	0	0			of People on Train				nt Accident / eing Filed	Code				
52. Passengers on Train	0	0	(includ	e passe	engers and crew)		1. Yes		eng rucu	2				
53a. Special Study Block					53b. Special Study Bl	ock								
54. Narrative Description														
55. Typed Name and Title		56. Signature	•						57. Date					
					T DE DEDODTED ON									

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

## DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRATION (FRA)														
Name Of				_			Alphab	etic Code	e RR Accident/Inc	ident No.				
1. Reporting Railroad		Flo	rida East	Coast	Railway Company  F	EC	1a. FF	C	1b. 65314JL					
2. Other Railroad Involved in Train	Accident/Ir	ncident					2a.		2b.					
3. Railroad Responsible for Track M	laintenanc	e Flo	rida East	Coast 1	Railway Company  F	EC	3a. FF	C	<sup>3b.</sup> 65314JL					
4. U.S. DOT-AAR Grade Crossing I	D No.	2727	'88G	5. Dat	e of Accident/Incident	07/19/78	6. Time	of Accide	ent/Incident 09:15	AM				
7. Nearest Railroad Station HIALEAH			8. Div	vision		9. County DADE			10. State Abbr. 12	Code				
11. City (if in a city) HIALEA	н		12. Hi	hway N	lame or No. NW 17T		Г		Public	Private				
	User Invo	lved					- oment Involve	4						
12 Turne				Code	17. Equipment		(moving)		Other (specify)	Code				
A. Auto D. Pick-up truck G. Sch	ool Bus	J. Other Mot K. Pedestria M. Other (s)	n	A	1. Train <i>(units pulling</i> 2. Train <i>(units pushir</i> 3. Train <i>(standing)</i>	n) 5. Car(s) (1) 6. Light l	(standing)	ng) B. 1	Train pulling- RCL Train pushing- RCL Train standing- RCL	1				
	rection	(geographi		Code	18. Position of Car Unit									
(est. mph at impact) 10 1. No	orth 2. So	uth 3. East	4. West	3				1						
16. Position 1. Stalled on crossing 2. Stopped on Crossin		ving over cro	ssing	Code	19. Circumstance 1. R		nt struck highv It struck by hig		er	Code				
20a. Was the highway user and/or r				Code	20b. Was there a hazar					Code				
in the impact transporting haza	ardous ma	terials?		1	a 1826	or 0.5-"	Couloment	2	4 Noither					
1. Highway User 2. Rail Eq				4	1. Highway Us	er 2. Kall	Equipment	J. BOUN	4. Neimer					
20c. State the name and quantity of the hazardous material released, if any														
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 23. Weather (single entry) Code 23. Weather (single entry)														
(specify if minus) 85 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow														
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name														
Consist     1. Freight train     4. Work train     7. Yard/Switching     Equipment Involved       (single entry)     2. Passenger train     5. Single car     8. Light loco(s)     Code														
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE														
27. FRA Track     28. Number of     29. Number of     30. Consist Speed (Recorded if available)     Code     31. Time Table Direction     Code														
Class Locomotive Cars R. Recorded														
3 Units 1 1 E. Estimated 5 mph E 1. North 2. South 3. East 4. West 1														
32. Type of     1. Gates     4. Wig wags     7. Crossbucks     10. Flagged by crew     33. Signaled Crossing     34. Whistle Ban     Cod       Crossing     2. Cantilever FLS     5. Hwy. traffic signals     8. Stop signs     11. Other (specify)     Warning     1. Yes														
Warning 3. Standard FLS 6.			Watchman						2. No	ř.				
Code(s) 03 06						20 sec w	arn min (1)	;	3. Unknown					
35. Location of Warning 1. Both Sides		Co		-	Warning Interconnected way Signals	Code		ng Illumin or Specia	ated by Street I Lights	Code				
2. Side of Vehicle Approach		1	1	Ves	2, No 3. Unknown	2	1. Yes	1, Yes 2, No 3, Unknown						
3. Opposite Side of Vehicle App		Date Date								Code				
38. Driver's 39. Driver's Code Age Gender		Drove Behir Struck or was					d or thru the a	ate 4.S	topped on crossing	0006				
1. Male		1, Yes 2. No			2 2.5	Stopped and	then proceed		ther (specify)	3				
2. Female	0-4-	12 11:00:00	Track Ober	unod bu	3	Did not stop				Code				
42. Driver Passed Standing Highway Vehicle	Code	43. View of 1. Perma	anent Struct	ure	3. Passing Train 5.	Vegetation	7. Othe	r (spec	ify)	J				
1. Yes 2. No 3. Unknown	2	2. Stand	ing railroad	equipm	ent 4. Topography 6.	Highway Vel	hicles 8. Not	Obstructe	d	8				
			44. Driver	was	C	ode	45. Was Dri	ver in the	Vehicle?	Code				
Casualties to:	Killed	Injured			jured 3. Uninjured	3	1. Yes	2. No		1				
46. Highway-Rail Crossing Users	0	0	•	ay Vehio ollar dari	le Property Damage	\$300	48. Total Nu (include		Highway-Rail Crossin 1	g Users				
49. Railroad Employees	0	0	50. Total N	lumber	of People on Train				ent Accident /	Code				
52. Passengers on Train	0	0	(includ	e passe	ngers and crew)		1. Yes	-	eing Filed	2				
53a, Special Study Block					53b. Special Study Blo	ock								
54. Narrative Description														
The remains becomption														
55. Typed Name and Title		56. Signatur	e						57. Date					
							_							

FORM FRA F 6180.57

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



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



# 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.



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.

Crossings are listed in order and ranked with the highest collision prediction value first.
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.
The unique sight specific identifying DOT/AAR Crossing Inventory Number.
The alphabetic abbreviation for the railroad name.
The city in (or near) which the crossing is located.
The name of the road, street, or highway (if provided) where the crossing is located.
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'.
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.
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.
Number of total trains per day.
Total number of railroad tracks between the warning devices at the crossing.
The maximum timetable (allowable) speed for trains through the crossing.
Is the highway paved on both sides of the crossing?
The number of highway traffic lanes crossing the tracks at the crossing.
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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF (	OLI	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Jcructions for the i Form. For private hi pedestrian station g Parts I and II, and the I, and the Submissio updated data fields.	ghway-rai rade cross Submissi n Informa	il grade cross sings), completion Information action section.	ings, con ete the H on section For chai	nplete th eader, P n. For gra nges to p	ne Header arts I and ade-separ existing d	r, Parts I a d II, and th ated highy ata, comp	and II, a he Subn way-rail plete the	and the So nission Inf or pathwa e Header,	ormation section. Fo ay crossings (includir Part I Items 1-3, ar	on section. For or Private pathy ng pedestrian st nd the Submissi	public pathway way grade cross ation crossings) on Information	y grade cro sings, comp , complete section, in	ossings (including lete the Header, the Header, Part
A. Revision Date (MM/DD/YYYY)		B. Reporting / Railroad	• •	ransit	C. Reas	on for Up	date (Se □ New		one) ] Closed	🗆 No Train			T Crossing
09 / 20 / 2011	'	S Railfudu		ransit	Data	0	Crossing		l ciosed	Traffic	Quiet Zone Updat		tory Number
	1	□ State		Other	🗆 Re-C	•	Date Change		Change in Primary perating RR	Admin. Correction		27277	8B
				Par	t I: Loc				tion Informatio			1400	
1. Primary Operating						2. Sta				3. County			
Florida East Coast 4. City / Municipality		Company [F		treet/Ro	ad Name	& Block N	RIDA			MIAMI-DAD			
III In □ Near MIAMI			<u>N</u> .	W. 70T	H AVE d Name)			-	k Number)				
7. Do Other Railroad If Yes, Specify RR	s Operate	a Separate T	rack at C	rossing?	□ Yes	M No		Do Other If Yes, Spe	Railroads Operate O cify RR	ver Your Track	at Crossing?	]Yes Lood N	0
9. Railroad Division o	or Region		10. Rail	road Sub	division o	or District	- 1	11. Bra	nch or Line Name		12. RR Milepo	ost 11.00	
None	_	14 Noo	None			15 Dave	-+ DD /	I None		16 6	(prefix)   (nn		(suffix)
13. Line Segment *		Station MIAMI	rest RR T	metable	2	IS. Pare	<b>ΠΈΚΚ</b> ()	if applicab	(e)		ng Owner (if ap)	ριιςαριε)	
17. Crossing Type		sing Purpose		rossing F	Position		blic Acc		21. Type of Train				ge Passenger
🖬 Public	Highv 🖸 Highv	vay vay, Ped.		Grade Under		(If Priv	ate Cro	ssing)	Freight Intercity Passen	ger 🗆 Share	t d Use Transit		<b>nt Per Day</b> Ian One Per Day
Private	🗆 Statio	on, Ped.		Over		□ No			Commuter	Touris	t/Other	🗆 Numbe	er Per Day 0
Type of Land Use ppen Space													
24. Is there an Adjace	Institutional       Institutional       Recreational       RR Yard         Is there an Adjacent Crossing with a Separate Number?       25. Quiet Zone (FRA provided)												
🗆 Yes 🗆 No 🛛 If	Yes, Provid	de Crossing N	umber _				No E	] 24 Hr	🗆 Partial 🛛 Chica	go Excused	Date Establi	shed	
26. HSR Corridor ID		27. Latit	ude in de	cimal d	•			-	e in decimal degrees		29. L	at/Long So	urce
	_ N/A	(WGS84	std: nn.	nnnnnn	<sub>n)</sub> 25.77	80630	(W	GS84 std:	-nnn.nnnnnnn) <sup>-80</sup>	.3082500		tual 🖸	Estimated
30.A. Railroad Use	*							31.A. S	tate Use *				
30.8. Railroad Use	*							31.B. S	tate Use *				
30.C. Railroad Use	*							31.C. S	tate Use *				
30.D. Railroad Use	*	_						31.D. S	tate Use *				
32.A. Narrative (Rai	lroad Use)	) *						32.B. N	arrative (State Use)	•			
33. Emergency Notifi	cation Tel	ephone No. (	(posted)	3	4. Railroa	d Contact	t (Telep	hone No.)		35. State Cor	ntact (Telephon	e No.)	
800-342-1131				8	300-342-	1131							
	1.5				P	art II: R	ailroa	nd Infor	mation				
1. Estimated Number				They Te	aine 1	C. Total S	witchin	a Trainc	1 D. Total Transit	Trains	1 E Charkiel	ass Than	
1.A. Total Day Thru T <i>(6 AM to 6 PM)</i> 0	rains		otal Night to 6 AM)	. Inru Ir		.C. Total S S	witchin	girains	1.D. Total Transit	trains	1.E. Check if L One Moveme How many tra	nt Per Day	□ ek?
2. Year of Train Count	Data (YY)	YY)				in at Cross Timetable		(mph) 20	)		,		
A Tuno and Count of	Trocks								ph) From 5	to20			
4. Type and Count of		¥.	المعر		Turansit		ام مر ا						
'rain Detection (M		only)	ord		Transit			ustry					
Constant Warn 6. Is Track Signaled?	ing Time	⊔ Motion	Detectio	n ∐AF		C 🗋 DC A. Event R			None		7.B. Remote	e Health Mc	onitoring
🗆 Yes 🖬 No						Yes					🗆 Yes	□ No	
FORM FRA F 61	80.71 (I	Rev. 3/15)				01	МВ ар	proval	expires 3/31/2	018		F	Page 1 OF 2

A. Revision Date (A	MM/DD/YYYY)					Р	AGE 2			D. 272	Crossing Inve 2778B	ntory Nur	nber (7 cl	har.)		
1		- 11	Part III	: Highway	or Pat	hway	Traffic	Control D	evic				1995			
1. Are there	2. Types of Pa	assive Ti	raffic Con	trol Devices as	sociated	with the	Crossing							-		
Signs or Signals?	2.A. Crossbuc	:k	2.B. STC	DP Signs (R1-1)	2.C.	YIELD Sig	gns (R1-2)	2.D. Adva	nce W	arning S	igns (Check al	l that appl	y; include	cou	nt) 🗌 Noi	ne
🖬 Yes 🗆 No	Assemblies (c	ount)	(count)		(cou	nt)		U W10-1							1	-
	2	1.0.0.0	0				2.0. ch	□ W10-2				1				
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. P	avement	Markings				nnelization Medians			2.H. EXEMP (R15-3)	i Sign	2.I. ENS Displaye	-	n (I-13)	
□ Yes (count	)	□ Sto	op Lines	DDy	namic En	velope		proaches	ПМ	edian	□ Yes		□ Yes			
□ No			Xing Sym	•			One /	Approach	🗆 No	one	🗆 No		🗆 No			
2.J. Other MUTCD S	-		Yes 🖻 N				2.K. Priv Signs <i>(if</i>	ate Crossing private)	2.	L. LED Er	hanced Signs	(List types	)			
Specify Type		Co	unt													
Specify Type Specify Type			unt				□ Yes	LI No								
3. Types of Train Ad					s (snecifi	, count o	f each dev	vice for all the	nt app	(v)						-
3.A. Gate Arms	3.B. Gate Con						ged) Flashi				Mounted Flas	hing Lights	. 1	3.E	. Total Count	of
(count)		0			es (count	t)		0 0	(0	ount of n	nasts)_2			Fla	shing Light Pa	airs
	🗆 2 Quad		(Barrier)	Over Tra	ffic Lane	0	_ □	ncandescent		Incande		LED				
Roadway <u>2</u> Pedestrian	□ 3 Quad □ 4 Quad	Resista	ance dian Gate	s Not Ove	r Traffic I	ane O		FD		Back Lig	hts Included	🖾 Side Include		0		
recestion			ulan Gate.													
3.F. Installation Dat				3.G. Wayside	Horn						lighway Traffi	c Signals C	ontrolling	3	3.I. Bells	
Active Warning Dev		Y) Not Rec	wired	🗆 Yes In	stalled o	n <i>(MM/Y</i>	YYY)			Cross	ing 5 🖪 No				(count)	
/		NOLKEL	Juneu	🗆 No											1	
3.J. Non-Train Activ		Dorator	l Signalo I	□ Watchman		lighting					Flashing Light					
□ Flagging/Flagman       □Manually Operated Signals       □ Watchman       □ Floodlighting       □ None       Count       0       Specify type         4.A. Does nearby Hwy       4.B. Hwy Traffic Signal       4.C. Hwy Traffic Signal Preemption       5. Highway Traffic Pre-Signals       6. Highway Monitoring Devices														_		
4.A. Does nearby H Intersection have	WY 4.B. HWY Intercon		Signal	4.C. Hwy Ira	inc signa	reemp	RION	□ Yes □		Pre-Sigi	Idis	(Check a			g Devices	
Traffic Signals?	□ Not I		nected									•		• •	Recording	
-	🗆 For T	-		🗆 Simultane	eous			Storage Dist						rese	nce Detection	/n
res □ No	🗆 For W	Varning !	Signs	□ Advance	-			Stop Line Di		*		None				_
			11.1			C. A. C. S. C.		racteristi				1.2			1.44134	2.5
1. Traffic Lanes Cros						adway/P	athway	3. Does 1	Frack F	Run Dow	n a Street?	1			ited? (Street	
Number of Lanes			o-way Trat ded Traffi	1	Paved?	Yes	🗆 No		□ Yes	5 🕅	No	nearest i			50 feet from □ No	
5. Crossing Surface	(on Main Track	, multip	le types a	llowed) Insta	Ilation D	ate * (M	M/YYYY)			Wi	dth *		Length *			_
🖪 1 Timber 🛛	2 Asphalt 🛛	3 Aspl	halt and Ti	imber 🛛 4	Concrete	e 🗆 5	Concrete	and Rubber		6 Rubbe	er 🛛 7 Me	tal				
□ 8 Unconsolidate	ed 🗆 9 Com	posite	□ 10 0	ther (specify)												
6. Intersecting Roa	dway within 50	0 feet?					7. Small	est Crossing A	Angle			8. Is Co	mmercial	Pov	ver Available?	?*
🗆 Yes 🜃 No	If Yes, Approxir	nate Dis	tance <i>(fee</i>	t)		_	□ 0° – 2	9° □ 30'	° – 59°		60° - 90°		🖬 Yes		🗆 No	
19. 19. 19 19 19 19 19 19 19 19 19 19 19 19 19			1.5		rt V: P	ublic H	lighway	/ Informa	tion				104		12121	
1. Highway System			2.	Functional Cla					-	. Is Cros	sing on State I	Highway	4. H	ighv	vay Speed Lin	nit
					] (0) Ru		1) Urban	-		System?	_				MPH	
	tate Highway Sy			(1) Interstate				or Collector		Yes					ed 🗆 Statuto	ory
	Nat Hwy Syster al AID, Not NHS			(2) Other Free (3) Other Prir				r Collector	5	. Linear	Referencing S	ystem (LRS	S Route IL	9*		
🖬 (03) Non-F				(4) Minor Art	•		(7) Loca		6	5. LRS Mi	lepost *					
7. Annual Average		ADT)		nated Percent	Trucks	9. Re		ed by School I					-	cy S	ervices Route	a
Year 1988 AA	DT 004558		00		_ %	PYes	; 🖻 N (	o Average N	umbei	r per Day	0	-   D Y	'es 🗆	No		
Submi	ssion Infor	matio	n - This	information	n is use	d for a	dministr	ative purpo	oses (	and is r	ot availabl	le on the	public	web	osite.	
Submitted by				Organi	zation				_		Phone		D	ate		
Public reporting bu	rden for this inf	ormatio	n collectio	on is estimated	l to avera	age 30 m	inutes per	response, inc	cludin	g the tim	e for reviewir	ıg instructi	ons, sear	chin	g existing dat	a
sources, gathering a	and maintaining	g the dat	a needed	and completing	ng and re	viewing	the collect	ion of inform	ation.	Accord	ing to the Pap	erwork Re	duction A	ct o	f 1995, a fede	aral
agency may not cor displays a currently	valid OMB com	r, and a	person is	not required t	o, nor sh trol num	all a pers	on be sub	ject to a pena n collection is	aity f0 s 2130	r tallure 1-0017	to comply wit	n, a collect ts regardin	on of inf this hu	orm den	acion Unless i estimate or a	anv
rer aspect of this	collection, inclu	uding fo	r reducing	this burden t	o: Inforn	nation Co	ollection O	fficer, Federa	Railr	oad Adn	inistration, 12	200 New Je	ersey Ave	. SE,	MS-25	
shington, DC 20									_							
		0/45	1			ONAD	-	alovniros	2/2	1/201	0			-	Page 2 O	r 2

FORM FRA F 6180.71 (Rev. 3/15)

DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTR	ATION (FR	A)						OMB Approval No. :	2130-0500				
Name Of							Alphabetic Code	RR Accident/Inc	ident No.				
1. Reporting Railroad		Fle	orida East	Coast	Railway Company [F	FEC]	1a. FEC	1b. 65313DE0					
2. Other Railroad Involved in Train	Accident/Ir	ncident					2a.	2b.					
3. Railroad Responsible for Track I	Maintenanc	e Flo	orida East	Çoast I	Railway Company [F	EC	3a. FEC	3b. 65313DE0					
4. U.S. DOT-AAR Grade Crossing	ID No.	2727	778B	5. Dat	e of Accident/Incident	12/17/80	6. Time of Accider	nt/Incident 03:50	PM				
7. Nearest Railroad Station HIALEAH			8, Div	vision		9. County DADE		10. State Abbr. 12	Code 2   FL				
11. City (if in a city) HIALEA	ΛH		12. Hiş	hway N	lame or No. NW 70T	H AVENU	JE	Public	Private				
Highway	User Invo	lved	1			Rail Equi	pment Involved						
14. Vehicle Speed 15. D	hool Bus torcycle irection	J. Other Mot K. Pedestria M. Other (s (geograph uth 3. East	n pecify) ical)	Code A Code 2	<ol> <li>Equipment</li> <li>Train (units pulling</li> <li>Train (units pushin</li> <li>Train (standing)</li> <li>Position of Car Unit</li> </ol>	ng) 6, Light i 7, Light i	loco(s) (moving) B. Ti	ther (specify) rain pulling- RCL rain pushing- RCL rain standing- RCL	Code 6				
16. Position 1. Stalled on crossing		ving over cro	ssing	Code	19. Circumstance 1. Ra		• •		Code				
2. Stopped on Crossi 20a. Was the highway user and/or				Code	2. Ra 20b. Was there a hazar		nt struck by highway use ials release by	r	L 1 Code				
in the impact transporting haz				Code					Coue				
1. Highway User 2. Rail Eq				4	1. Highway Use	er 2. Rail	Equipment 3. Both	4. Neither					
20c. State the name and quantity o	f the hazar	dous materia	al released, i	fany									
21. Temperature 22. V	/isibility (	single entry)		Code	23. Weather (single e	entry)			Code				
	•	Day 3. Dus		2			Fog 5. Sleet 6. Snow		1				
24. Type of Equipment		-	. Spec. MoV				1	Treak Number of	Nama				
		n 7. Yard/Sv	vitching	Code	25. Track Type Used b Equipment Involve	•		5. Track Number or COMMERCE P					
3. Commuter train 6. Cut of cars 9. Main./inspect. car 8 1. Main 2. Yard 3. Siding 4. Industry 4 LD TRK													
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code													
Class Locomot 2 Units	ive	Cars 0		Recorde Estimate		hE	1. North 2. South 3.	East / Mest	3				
	Wig wags	7.			agged by crew		1	. Whistle Ban	Code				
Crossing 2. Cantilever FLS 5.		-				Warn	ing	1. Yes					
Warning 3. Standard FLS 6.	Audible	9.	Watchman	12. N	one	20	varn min (1);	2. No 3. Unknown	ľ				
Code(s) 03 06 35. Location of Warning		Co	do 36 Cr	oseina \	Varning Interconnected	Code	37. Crossing Illuminat		Code				
1. Both Sides				-	way Signals	çoue	Lights or Special I		Code				
2. Side of Vehicle Approach		1		Vac 7	No. 2 Unknown	2	1 Yes 2 No. 8	L la las aven	3				
3. Opposite Side of Vehicle Apr					. No 3. Unknown	1	1. Yes 2. No 3	. Offknown	L				
38. Driver's 39. Driver's Code Age Gender		Drove Behin truck or was					d or thru the gate 4. Sto	nned on crossing	Code				
1. Male		. Yes 2. No	-				then proceeded 5. Oth		ĭ,				
2. Female					3.0	Did not stop			4				
42. Driver Passed Standing	Code	43. View of	Track Obscu anent Structu		(primary obstruction 3. Passing Train 5. √	•	7. Other (specify	0	Code				
Highway Vehicle 1. Yes 2. No 3. Unknown	2				ant 4. Topography 6. H		nicles 8. Not Obstructed	"	8				
			44. Driver v			ode	45. Was Driver in the V	éhicle?	Code				
Casualties to:	Killed	Injured			ured 3. Uninjured		1. Yes 2. No		1				
46. Highway-Rail Crossing Users	0	0	47. Highwa (est. do	-	e Property Damage	\$250	48. Total Number of Hi (include driver)	ghway-Rail Crossin					
49. Railroad Employees	0	0			of People on Train	\$230	51. Is a Rail Equipment	t Accident /	Code				
52. Passengers on Train	0	0			igers and crew)		Incident Report Bei 1. Yes 2. No	ng Filed	2				
53a. Special Study Block	I				53b, Special Study Blo	ck							
54. Narrative Description						_							
55. Typed Name and Title		56. Signature						57. Date					

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



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

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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLI	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Scructions for the Form. For private hi pedestrian station g Parts I and II, and the I, and the Submissio updated data fields.	ghway-rail rade cross e Submission Informa	l grade cross ings), comple on Information ition section.	ings, comple ete the Head on section. Fo For changes	e the Head er, Parts I ar r grade-sepa to existing	er, Parts I nd II, and arated hig data, con	I and II, a the Subr hway-rail nplete th	and the Su nission Inf I or pathwa e Header,	ormation section. Fo ay crossings (includir Part I Items 1-3, ar	on section. For or Private pathy ng pedestrian st nd the Submissi	public pathwa vay grade cros ation crossings on Informatio	ay grade cro ssings, comp s), complete n section, in	ssings (including lete the Header, the Header, Part	
A. Revision Date		B. Reporting	0 1				elect only o					T Crossing	
( <i>MM/DD/YYYY</i> ) 09 / 20 / 2011		Railroad	🗆 Tran	it L⊯rCha Data	ange in	Crossing		] Closed	No Train     Traffic	Quiet Zone Upda		tory Number	
		□ State	🗆 Othe	r 🗆 Re-	Open	□ Date Change		] Change in Primary perating RR	□ Admin. Correction		27277	6M	
				Part I: Lo	cation	and Cla		ion Informatio	on				
1. Primary Operating Florida East Coast		Company [F	EC]			tate ORIDA			3. County MIAMI-DAD	E			
4. City / Municipality	/			<b>/Road Nam</b> 25TH ST.	e & Block	Number	I		6. Highway T	ype & No.			
Near MIAMI     No Other Railroad	c Onorato	a Sonarato 1		Road Name				k Number) Railroads Operate C	Wer Your Track	at Crossing?			
If Yes, Specify RR	soperate						If Yes, Spe			at crossingr		0	
9. Railroad Division o	or Region		10. Railroad	Subdivision	or Distric	ct	11. Brai	nch or Line Name		<b>12. RR Mile</b>	oost 011.01		
None     I3. Line Segment		14 No.2	INONE	ahle	15 Day	ont PR (	if applicab		16 Crossie	(prefix)   (n ng Owner (if a)	nnn.nnn)	(suffix)	
*		Station MIAMI	*	able			ij appricab	<i>ie)</i>		ng Owner (ij u)	орпсиые		
17. Crossing Type		sing Purpose		ng Position		Public Acc		21. Type of Train				ge Passenger	
🖬 Public	🗷 Highw	•	🛛 🖬 At Gra		(if Pr	rivate Cro es	issing)	Freight Intercity Passen	ger 🖸 Shared	t d Use Transit	1	<b>nt Per Day</b> an One Per Day	
Private	🗆 Statio	n, Ped.	RR Ove	r	🗌 🗆 N	0		Commuter		t/Other	🗆 Numbe	r Per Day 0	
pen Space Farm Residential Commercial Industrial Institutional Recreational Regreational Review of the second seco													
24. Is there an Adjace	ent Crossi	ng with a Sep	oarate Numb	er?	2	25. Quiet	Zone (FR	A provided)		Page			
□ Yes □ No If	Yes, Provid	de Crossing N	umber		[	No E	]24 Hr ∣	🗆 Partial 🛛 Chica	igo Excused	Date Estab	lished		
26. HSR Corridor ID		27. Latit	ude in decim	ai degrees		28	. Longitud	e in decimal degree	5	29.	Lat/Long Sou	urce	
	_ N/A	(WGS84	std: nn.nnn	nnn) 25.7	779480	(11	/GS84 std:	-nnn.nnnnnnn) <sup>-80</sup>	.3082660		ctual 🗆	Estimated	
30.A. Railroad Use	*							tate Use *					
30.B. Railroad Use	*						31.B. S	tate Use *					
30.C. Railroad Use	•						31.C. S	tate Use *					
30.D. Railroad Use	*						31.D. S	tate Use *					
32.A. Narrative (Rai	lroad Use)	*					32.B. N	arrative (State Use)	*				
33. Emergency Notifi	cation Tel	ephone No.	(posted)	34. Railro	oad Conta	ct (Telep	phone No.)		35. State Cor	ntact (Telepho	ne No.)		
800-342-1131				800-342	2-1131								
		A. 84	1.11	F In F	Part II:	Railroa	ad Infor	mation					
1. Estimated Number 1.A. Total Day Thru T		1	ents otal Night Thi	u Trains	1.C. Total	Switchin	g Trains	1.D. Total Transit	Trains	1.E. Check if	Loss Than		
(6 AM to 6 PM) 3	rains		to 6 AM)		0	Switchin	ig mains	1.D. Total Halish		One Movem	ent Per Day	□ ek?	
2. Year of Train Count	t Data (YY)	(Y)		Speed of Tr A. Maximur		-	(mah) 20	) )					
								ph) From 5	to 20				
4. Type and Count of													
	ain 2 Siding Yard Transit Industry Indu												
🗷 Constant Warn			Detection					None					
6. Is Track Signaled? □ Yes ☑ No				7	A. Event	Recorde					e Health Mo	nitoring	
FORM FRA F 61	80.71 (F	Rev. 3/15	)					expires 3/31/2	018			Page 1 OF 2	

4. Revision Date (A /20/2011	MM/DD/YYYY)					P	AGE 2			D. 272	Crossing Inve 2776M	entory Nun	nber (7 ci	har.)	
2012011	1.0	, De la	Part III	: Highway	or Pat	hway	Traffic	<b>Control D</b>	evic			1000			
1. Are there	2. Types of Pa	ssive Tr	affic Cont	rol Devices a	ssociated	with the	Crossing								
Signs or Signals?	2.A. Crossbuc	k	2.B. STC	P Signs (R1-1	) 2.C.	YIELD Sig	gns (R1-2)				igns (Check al	l that appl	y; include	count	t) 🗆 None
🖬 Yes 🖾 No	Assemblies (c	ount)	(count)		(cou	nt)		□ W10-1			□ W10-3				
	2		0		-			□ W10-2				1			
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. P	avement	Markings				Innelization /Medians			2.H. EXEMP (R15-3)	i Sign	2.I. ENS Display		-13)
VID-5)	)		op Lines	□D	/namic En	velope		proaches		edian	□ Yes		□ Yes		
□ No			Xing Sym		one			Approach	🗆 No	one	🗆 No		🗆 No		
2.J. Other MUTCD S	-		Yes Lood N	0			2.K. Priv Signs (if	ate Crossing private)	2.1	L. LED Er	hanced Signs	(List types	)		
Specify Type			unt												
Specify Type Specify Type			unt unt				🗆 Yes	LI NO							
3. Types of Train A					ne (specify	v count o	f each dei	vice for all the	at app	lv)					
3.A. Gate Arms	3.B. Gate Con			3.C. Ca	ntilevered	(or Bride	ged) Flashi	ing Light	3.	D. Mast I	Mounted Flas	hing Lights		3.E. 1	Total Count o
(count)		0			res (count	t)		• •	· · ·		nasts) 0			Flash	ning Light Pair
	2 Quad		(Barrier)	Over Ti	affic Lane	2	_ □	ncandescent		Incande					
Roadway 2 Pedestrian	☐ 3 Quad ☐ 4 Quad	Resista	ance dian Gates	Not Ov	er Traffic I	lana 0		FD		васк гів	tts Included	Side     Include		0	
Pedestrian			alan Gate:						_						
3.F. Installation Dat				3.G. Waysid	e Horn						lighway Traff	c Signals C	ontrollin	, , ,	3.1. Bells
Active Warning Dev /		/) Not Rec	wired	🗆 Yes 🛛	nstalled o	n <i>(MM/</i> Y	YYY)	_/		Cross	s 🖃 No				count)
		NOTINE	uneu	🗆 No					_						
3.J. Non-Train Activ		norator	l Signalo [	] Watchmar		lliabting	None				Flashing Light				
Image: Flagging/Flagman       Image: Flagging/F															
4.A. Does nearby H Intersection have	My 4.B. HWy Intercon		signai	4.C. HWY IT	inic signa	reemp	nion			, FIE-Sigi	1015	(Check al		_	JEVICES
Traffic Signals?	□ Not Ir		nected									□ Yes -			ecording
-	D For T	-		🗆 Simultar				Storage Dist						resen	ce Detection
. Yes 🗆 No	G For W	arning !	Signs	Advance		- 1 - 1		Stop Line Di		• •		None		-	
	1		1231					racteristi		1.17					
1. Traffic Lanes Cro			-way Trafi p-way Trai		<ol><li>Is Ro Paved?</li></ol>		athway	3. Does 1	Frack F	Run Dow	n a Street?		-		ed? (Street feet from
Number of Lanes			ded Traffi				🗆 No		□ Yes		No	nearest	rail) 🗆 Y	es	□ No
5. Crossing Surface	on Main Track	. multip	le types a	lowed) Ins	allation D	ate * (M	M/YYYY)			Wi	dth *		Length *		
🖪 1 Timber 🛛							Concrete	and Rubber		6 Rubbe	er 🗆 7 Me	tal			
🛛 8 Unconsolidate			LJ 10 0	ther (specify)	-		11					3			
6. Intersecting Roa	dway within 50	) feet?					7. Small	est Crossing /	Angle			8. Is Co	mmercia	Powe	er Available?
🗆 Yes 🖬 No	If Yes, Approxin	nate Dis	tance <i>(fee</i>	t)			□ 0° – 2	29° 🗆 30'	° – 59°		60° - 90°		🕱 Yes		] No
					art V: P	ublic H	lighway	y Informa	tion	1.0	1000		÷.,	101	
1. Highway System	- A		2	Functional Cl						_	sing on State	Highwav	4. H	lighwa	ay Speed Limi
Linghivey system							1) Urban	5	S	System?	0	÷ ,			MPH
	tate Highway Sy			(1) Interstat				or Collector		] Yes					Statutor
	Nat Hwy Syster			(2) Other Fr (3) Other Pr				r Collector	5	5. Linear	Referencing S	ystem (LRS	Route IL	り*	
(03) Feder	al AID, Not NHS ederal Aid			(4) Minor Ar			] (0) Ivinit		e	5. LRS M	ilepost *				
7. Annual Average	Daily Traffic (A	ADT)	8. Estin	nated Percen			gularly Use	ed by School					0		rvices Route
Year 1988 AA	DT 021512		00		%	☐ Yes	; MIN	o Average N	umbe	r per Day	/	🗆 Y	'es 🗆	] No	
Subm	ission Infor	matio	n - This	informatio	n is use	d for a	dministr	ative purpe	oses (	and is I	not availab	le on the	public	webs	ite.
Submitted by				Orgar	ization						Phone		D	ate _	
Public reporting bu	rden for this inf	ormatio	n collectio	on is estimate	d to avera	age 30 m	inutes per	response, in	cludin	g the tin	ne for reviewi	ng instructi	ons, sear	ching	existing data
sources, gathering	and maintaining	the dat	a needed	and complet	ing and re	eviewing	the collect	tion of inform	nation.	Accord	ing to the Pap	erwork Re	duction A	ct of :	1995, a feder
agency may not co displays a currently	nduct or sponso	r, and a	person is	not required	to, nor sh	all a pers	son be sub	ject to a pen or collection i	alty fo	r tailure	to comply will Send common	n, a collect	tion of initiation of the second s	ormat rden o	tion unless it
her aspect of this	s collection. incli	uding fo	r reducine	this burden	to: Inforr	nation Co	ollection C	fficer, Federa	al Railr	oad Adr	ninistration, 1	200 New Je	ersey Ave	SE, N	/IS-25
ashington, DC 20													,		
		2/45	1			ONAD		al evnire	2/2	1/201	0			Г	Page 2 OF

FORM FRA F 6180.71 (Rev. 3/15)

DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	ATION (FI	(A)							OMB Approval No.	2130-0500		
Name Of							Alphat	petic Code	e RR Accident/Inc	ident No.		
1. Reporting Railroad			ida East	Coast	Railway Company [H	FEC	1a. FE	EC	1b. 65314DE			
2. Other Railroad Involved in Train	Accident/	Incident					2a.		2b.			
3. Railroad Responsible for Track	Naintenan			1	Railway Company [F		3a. FE		3b. 65314DE			
4. U.S. DOT-AAR Grade Crossing	ID No.	2727	76M	5. Dat	e of Accident/Incident	12/05/77	6. Time	of Accide	ent/Incident 01:45	AM		
7. Nearest Railroad Station HIALEAH			8. Div	ision/		9. County DADE			10. State Abbr. 12	Code 2 FL		
11. City (if in a city) HIALEA	Н		12. Hig	hway N	ame or No. NW 25T	H STREE	Т		V Public	Private		
Highway	User Invo	olved				Rail Equi	oment Involve	d				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mo		J. Other Moto K. Pedestrian M. Other (sp		Code H	<ol> <li>Equipment</li> <li>Train (units pulling</li> <li>Train (units pushing)</li> <li>Train (standing)</li> </ol>	g) 5.Car(s) ng)6.LightI		A.1 ng) B.1	Other (specify) Frain pulling- RCL Frain pushing- RCL Frain standing- RCL	Code		
14. Vehicle Speed 15. D	irection	(geographic outh 3. East	al)	Code 3	18. Position of Car Unit		eee (ey (etaina	24	<u> </u>			
16. Position 1. Stalled on crossing 2. Stopped on Crossi		oving over cros	sing	Code 3	19. Circumstance 1. R		nt struck highw nt struck by hig		ar	Code		
20a, Was the highway user and/or				Code	20b. Was there a haza				31	Code		
in the impact transporting haz	ardous ma	aterials?		1						1		
1. Highway User 2. Rail Eq				4	1. Highway Us	er 2. Rail	Equipment	3. Both	4. Neither			
20c. State the name and quantity o	r the haza	rdous material	released, l	rany								
21. Temperature 22.	/isibility	(single entry)		Code	23. Weather (single e	entry)				Code		
(specify if minus) 60 °F 1.1	Dawn 2.	Day 3. Dusk	4. Dark	4	1. Clear 2. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow	1	1		
24. Type of Equipment		Α.	Spec. MoV	V Equip	25. Track Type Used I	by Rail		Code 2	26. Track Number or	Name		
		in 7. Yard/Swi ar 8 Lightloor	-	Code	Equipment Involve	ed						
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE												
27. FRA Track 28. Number of	of	29. Number of	30. Cor	sist Spe	eed (Recorded if availab	le) Code	31. Time Tab	le Directi	on	Code		
Class Locomoti 3 Units	ive 1	Cars 25		Recorde Estimate	•	hE	1 North 2	South 3	East 4. West	2		
	Wig wag				agged by crew	Y III	ed Crossing	1	4. Whistle Ban	Code		
Crossing 2. Cantilever FLS 5.						Warn	-		1. Yes	0000		
Warning 3. Standard FLS 6.	Audible	9.1	Vatchman	12. N	one	-			2. No	ř –		
Code(s) 07 11									3. Unknown			
35. Location of Warning 1. Both Sides		Cod		-	Warning Interconnected way Signals	Code		ig Illumina or Special	ated by Street Lights	Code		
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	proach	2	1.	Yes 2	2. No 3. Unknown	2	1. Yes	2. No	3. Unknown	3		
		r Drove Behind								Code		
Age Gender 1. Male		Struck or was \$ 1. Yes 2. No			29		-		opped on crossing ther (specify)	i .		
2, Female		1			2 3.[	Did not stop				3		
42. Driver Passed Standing	Code	43. View of T	ent Struct		(primary obstruction 3. Passing Train 5. V	'	7 Other	r (speci	<b>6</b> .)	Code		
Highway Vehicle 1. Yes 2. No 3. Unknown	2				ent 4. Topography 6. H					8		
			4. Driver v	vas	С	ode	45. Was Driv	/er in the `	Vehicle?	Code		
Casualties to:	Killed	Injured			ured 3. Uninjured	2	1. Yes			1		
46. Highway-Rail Crossing Users	0	1	I7. Highwa (est. do		le Property Damage	\$200	48. Total Nui (include d		lighway-Rail Crossin 1	g Users		
49. Railroad Employees	0	0			of People on Train		51. is a Rail			Code		
52. Passengers on Train	0	0	(include	passer	ngers and crew)		Incident I 1. Yes	Report Be 2. No	eing Filed	2		
53a. Special Study Block					53b. Special Study Blo	ock						
54. Narrative Description												
55. Typed Name and Title		56. Signature							57. Date			

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



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

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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Form. For private hi pedestrian station ge Parts I and II, and the	ghway-ra rade cro Submis In Inforn	ail grade cros ssings), comp sion Informat nation section	sings, con lete the H ion section 1. For chai	nplete th eader, P n. For gra nges to d	ne Heade arts I an ade-sepa existing d	r, Parts I ar d II, and the rated highw data, comple	nd II, a Subn ay-rail ete the	and the Su nission Inf I or pathwa e Header,	ubmission Informat ormation section. F ay crossings (includ Part I Items 1-3, a	ion section. For for Private path ing pedestrian st ind the Submiss	public pathwaway grade crossing ation crossing ion Information	omplete the entire invento ay grade crossings (includi ssings, complete the Head s), complete the Header, Pa on section, in addition to t t * denotes an optional field	ing ler, art the
A. Revision Date (MM/DD/YYYY)		B. Reporting		ransit	C. Reas	son for Upda	ate (Se New	,	o <i>ne)</i> ] Closed	🗆 No Train		D. DOT Crossing	
09 / 20 / 2011		LIS Kaliroad		ransic	Data	-	ossing			☐ No Train Traffic	Quiet     Zone Upda	Inventory Number	
	_	State		Other	🗆 Re-C		Date nange		Change in Primary perating RR	<ul> <li>Admin.</li> <li>Correction</li> </ul>		272787A	
				Par	t I: Loc	ation an	d Cla	assificat	tion Informati	on			
1. Primary Operating Florida East Coast	Railwa					2. State FLOR	IDA			3. County MIAMI-DAD			
4. City / Municipality ☑ In □ Near MIAMI	1		<u>N</u> .	W. 68T	ad Name H AVE d Name)	e & Block Nu	Imber		k Number)	6. Highway T	ype & No.		
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate						· ·	Railroads Operate	Over Your Track	at Crossing?	Yes 🔟 No	
9. Railroad Division o	or Region	· · · · · · · · · · · · · · · · · · ·	10 Rail	oad Sub	division	or District		11 Bra	nch or Line Name		12. RR Mile	nost	_
None		-	□ None						00110		0	011.00	-
13. Line Segment		14. Ne	arest RR T		)	15. Parent	t RR (			16. Crossi	(prefix)   (n ng Owner (if a		
*		Station MIAN	-			□ N/A							
17. Crossing Type	18. Cro	ssing Purpos		rossing F	Position	20. Pub	lic Acc	ess	21. Type of Train	N/A		22. Average Passenger	-
	🖻 High			Grade		(if Priva	te Cro	ssing)	□ Freight	🗆 Transi		Train Count Per Day	
Public     Private		iway, Ped. ion, Ped.		Under Over		Yes     No			Intercity Passer Commuter	nger 🗆 Share	d Use Transit t/Other	Less Than One Per Da	зу
Type of Land Use					_	_							
pen Space	E Farm		sidential		Commer		Indu: Ouiet		Institutional A provided)	Recreati	onal 🗌	RR Yard	
							quier	Lone (m	n provided)				
26. HSR Corridor ID	Yes, Prov	/ide Crossing	Number itude in de	cimal d	arooc	DS N			Partial Chic	-	Date Estab		
26. HSK COMUUND		27. Ldl		cinal u	-			-	e in decimal degree		29.	Lat/Long Source	
	□ N/A	(WGS8	4 std: nn.	nnnnnn	) 25.77	80650	(W		-nnn.nnnnnnn) -80	0.3082500		Actual 🛛 Estimated	
30.A. Railroad Use	·							31.A. S	tate Use *				
30.B. Railroad Use	*							31.B. S	tate Use *				
30.C. Railroad Use	•							31.C. S	tate Use *				
30.D. Railroad Use	*							31.D. S	tate Use *				
32.A. Narrative (Rai	lroad Us	e) *						32.B. N	arrative (State Use,	) *			
33. Emergency Notifi	cation T	elephone No	(posted)	3	4. Railro	ad Contact	(Telep	hone No.)		35. State Cor	ntact (Telepho	ne No.)	
800-342-1131				8	300-342-	1131							
			2,13	1	P	art II: Ra	ilroa	d Infor	mation				
1. Estimated Number									T		1		
1.A. Total Day Thru T (6 AM to 6 PM)	rains		Fotal Night I <i>to 6 AM)</i>	Thru Tr	ains   1	C. Total Sw	itchin	g Trains	1.D. Total Transi	it Trains	1.E. Check if One Movem	Less Than Ient Per Day 🛛 🗍	
0		0			-	2					1	rains per week?	
2. Year of Train Count	Data (Y	YYY)		3.A. N	/laximum	ain at Crossi Timetable S	Speed			to 10			
4. Type and Count of	Tracks			3.8.1	урісаї 5р	eeu kange (	ver Cl	rossing (m	ph) From 5	1010	_		
	Siding		ard		Transit		Ind	ustry					
rain Detection (M 」 Constant Warn			Detection		о 🗆 рт	C DE DC		)ther 🗆	None				
6. Is Track Signaled?						A. Event Re	corde					te Health Monitoring	
Yes No	00.71		• •			Yes [					│ □ Yes	□ No	_
FORM FRA F 61	80.71	(Rev. 3/15	)			OM	в ар	proval	expires 3/31/2	2018		Page 1 OF	2

20/2011 August 20/2011	ΛΜ/DD/ΥΥΥΥ)					P	AGE 2				272	2787A	entory Nu	mber (7 c	nar.)		
			Part III	: Highway	or Pat	hway	Traffic	Contro	ol Dev	vice l			소용 및		net.		
1. Are there	2. Types of	Passive T		trol Devices as													
Signs or Signals?	2.A. Crossbu	ick	2.B. STC	OP Signs (R1-1)	2.C.	YIELD Sig	gns (R1-2)	2.D.	Advanc	e Warn	ning Si	gns (Check al	l that app	lv: include	count)		None
	Assemblies		(count)		(cou				/10-1				3		10-11		
🖬 Yes 🗆 No	2		0					□ w	/10-2		-	🗆 W10-4			10-12		
2.E. Low Ground Cl	earance Sign	2.F. F	avement	Markings			2.G. Cha	annelizat			1	2.H. EXEMP	T Sign	2.I. ENS	Sign (I-	13)	
(W10-5)								/Median				(R15-3)		Display	ed		
□ Yes (count	)		op Lines		namic En	velope	· - ·	oproache		] Media		Yes		□ Yes			
□ No			Xing Sym		ne			Approach		] None		□ No		🗆 No			
2.J. Other MUTCD S	igns		Yes 🗹 N	0				rate Cros <i>private)</i>	- 1	2.L. LI	ED En	hanced Signs	(List types	5)			
Specify Type			unt					,									
Specify Type			unt				🕅 Yes	🗆 No									
Specify Type			unt			_											
3. Types of Train A													_				
3.A. Gate Arms	3.B. Gate Co	nfigurati	on				ged) Flash	ing Light				Aounted Flas	hing Light:	s		otal Cou	
(count)			(Denviou)	Structure		· _				(coun		asts) 0	—		Flashi	ng Light	Pairs
Roadway 0	□ 2 Quad □ 3 Quad	Resist	(Barrier)	Over Tra	ffic Lane			ncandeso	cent			hts Included		e Lights			
Pedestrian	4 Quad		dian Gates	Not Over	Traffic I	ane O	🗆 L	FD			CKLIB	nts included	Include	- 1	0		
			uluir oute.														
3.F. Installation Dat				3.G. Wayside	Horn							ighway Traffi	c Signals C	ontrollin	·	. Bells	
Active Warning Dev				Yes In:	stalled o	n <i>(MM/Y</i>	YYY)	1			Crossi	•				ount)	
		Not Re	quirea	□ No							L Yes	🗷 No			0		
3.J. Non-Train Activ										3.K. C	ther I	Flashing Light	s or Warn	ing Devic	es		
Flagging/Flagma	n □Manually	Operated	d Signals [	Watchman	Flood	lighting	□ None			Count	t_0	S	pecify type	e			
4.A. Does nearby H	wy 4.B. Hw	y Traffic	Signal	4.C. Hwy Traf	fic Signa	l Preemp	otion	5. High			e-Sign	als	6. Highw	ay Monit	oring D	evices	
Intersection have		nnection						🗆 Yes	ΠN	lo				ll that ap			
Traffic Signals?		Intercon												Photo/Vi		-	
Yes 🗋 No		Traffic Si៖ Warning	-	Simultane Advance	ous			Storage Stop Lin					□ Yes –	Vehicle F	resence	e Detec	tion
.163 1110		warning.	JIGITS		art IV	Dhyci	ical Cha								er v	1.000	22.25
4. Troffic Longo Cross	aine Deilreed		LUDY Troff	the second se			athway				Doui	n a Street?	A 10 Cm	aning Ill.		12 /Chre	
1. Traffic Lanes Cros	sing Kaliroad		-way Tran o-way Traf		Paved?	auway/P	atiiway	S. U	oes na	ICK RUII	DOWI	la Streetr		ossing Illu <i>ithin appr</i>		•	
Number of Lanes	2		ided Traffi			Yes l	🗆 No			Yes		No	-	rail) 🗆 Y	-	] No	
5. Crossing Surface	(on Main Trac	k, multip	le types al	lowed) Insta	llation D	ate * (M	M/YYYY)		/			lth *		Length *			
🗌 1 Timber 🔳						e 🗆 5	Concrete	and Rub	bber	🗆 6 R	lubbe	r 🛛 7 Me	tal				
8 Unconsolidate	ed 🗆 9 Cor	nposite	🗆 10 O	ther (specify)													
6. Intersecting Road	dway within 5	00 feet?					7. Small	est Cross	sing An	gle			8. Is Co	mmercia	Power	Availab	ole? *
🗆 Yes 🗆 No	If Yes, Approx	mate Dis	tance (fee	t)			□ 0°-2	20° Г	] 30° –	590		60° - 90°		🕼 Yes		No	
	n res, Approx	mate pis	itanice free		+ V· P	ublic H	lighway					00 50	-				
4 Hickory C. A						_			mach	1	Creat	ing an Cr. 1. 1	limber	1	lak	Care /	Lincit
1. Highway System			2.	Functional Clas			d at Crossi 1) Urban	ng			Cross em?	ing on State I	ngnway	4	ighway	Speed MPI	
🗌 (01) Interst	ate Highwav S	ystem		(1) Interstate			] (5) Majo	or Collect	tor			M No			osted	-	
□ (02) Other				(2) Other Free	ways an							Referencing S	ystem (LR				,
🛛 (03) Federa		S		(3) Other Prin	cipal Art	erial 🗆	] (6) Mino		tor								
🔟 (08) Non-F				(4) Minor Arte		1411	d (7) Loca				NO IVIII	epost *					
7. Annual Average Year 1984 AAI	Daily Traffic (/ DT 000301	ADT)	8. Estim	ated Percent 1	rucks	9. Reg	gularly Use	ed by Sch			r Dav	0	10.	Emerger /es	icy Serv No	ices Roi	ute
		matio	n - This	information	-								-			0	-
505111	5510111110	matio	n niis	nijorniacion	15 0300		mmsen	utive pi	arposi	cs une	15 11	ot availabl	c on the	public	websit	с.	-
Culture State of Low				Oreania								Dhane			-		
Submitted by Public reporting bur	alaa farshista	format! -	n collect'-	Organiz		an 20		-	o local:	dine +h	o time	Phone	a lastruct		ate	detter -	data
Public reporting bur sources, gathering a						-							-		-	-	
agency may not con																	
displays a currently																	
her aspect of this																	ŕ
ashington, DC 205																	

FORM FRA F 6180.71 (Rev. 3/15)

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.

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Form. For private hi pedestrian station gr Parts I and II, and the	ghway-rai rade cross Submissi n Informa	l grade crossi ings), comple on Informatio ation section.	ngs, com te the He n section For chan	plete th eader, P . For gra ges to e	ne Header arts I and ade-separ existing d	r, Parts I ar I II, and the ated highw ata, comple	nd II, a Subm ay-rail ete the	and the Se nission Inf or pathw e Header,	ubmission Informatio formation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For or Private pathy og pedestrian st od the Submissi	public pathway vay grade cross ation crossings) on Information	nplete the entire inventu y grade crossings (includ ings, complete the Head , complete the Header, P section, in addition to t * denotes an optional fiel	ling der, Part the										
A. Revision Date		3. Reporting A	• •			on for Upda	,		,			D. DOT Crossing											
( <i>MM/DD/YYYY</i> ) 09 / 20 / 2011		Railroad		ransit	🖪 Char Data	•	New ossing		] Closed	No Train Traffic	Quiet Zone Updat	e Inventory Number											
	1	☐ State	□ 0	ther	🗆 Re-C	•	Date nange (		Change in Primary Derating RR	Admin. Correction		272773S											
and the second second				Par	t I: Loca				tion Informatio			1.72 M. C.											
1. Primary Operating Florida East Coast			EC]			2. Stat		,		3. County MIAMI-DAD	E												
4. City / Municipality	1				ad Name ST. EX	& Block Nu	ımber	,		6. Highway Ty	ype & No.												
Near MIAMI					d Name)				k Number)														
7. Do Other Railroads Operate a Separate Track at Crossing? Yes No If Yes, Specify RR																							
9. Railroad Division o	or Region		10. Railr	oad Sub	division	or District	F	11. Bra	nch or Line Name		12. RR Milepo   000	ost )9.23											
None		14. Near	None			15. Paren				10.000	(prefix)   (nn												
13. Line Segment		Station	*	metable		15. Paren	LNN (	ij uppricul	ne)	10. Crossin	ng Owner (if ap)	oncablej											
17. Crossing Type	18. Cros	MIAMI sing Purpose	19. Cr	ossing P	Position	D N/A	lic Acc	229	21. Type of Train	□ N/A		22. Average Passenger	-										
	🖪 Highw	vay	At 0	Grade	03101011	(if Priva			□ Freight	🗆 Transi		Train Count Per Day											
Public Private	Pathw     Statio			Under Over		Yes     No			□ Intercity Passeng □ Commuter	ger 🛛 Shared Touris	d Use Transit t/Other	Less Than One Per Da Number Per Day 0	ау										
Type of Land Use																							
pen Space 24. Is there an Adjace	E Farm Farm	ng with a Sepa			Commerc		l Indus Quiet		Institutional (A provided)	Recreation	onal LIR	R Yard											
													1										
Yes No If     Yes A Vo If     Yes A Vo	Yes, Provid	de Crossing Nu 27. Latitu		cimal de	egrees	🖻 N	-		Partial Chicage in decimal degrees	go Excused	Date Establis 29. Li	shed at/Long Source	-										
		64/0504			25.79	01990			-nnn.nnnnnnn) -80.	3058010													
30.A. Railroad Use	N/A*	(WG584 :	sta: nn.r	nnnnnn	<u>,,</u>		(W		-nnn.nnnnnn)		□ Ac	tual 🛛 Estimated	_										
30.B. Railroad Use	\$							31.B. S	tate Use *														
30.C. Railroad Use	•							31.C. S	tate Use *														
30.D. Railroad Use	*							31.D. S	tate Use *														
32.A. Narrative (Rai	lroad Use)	*						32.B. N	larrative (State Use)	*													
33. Emergency Notifi	cation Tel	ephone No. (j	oosted)	3	4. Railroa	d Contact	(Telep	hone No.)		35. State Con	tact (Telephon	e No.)											
800-342-1131				ε	300-342-	1131																	
					Pa	art II: Ra	ilroa	d Infor	mation														
1. Estimated Number				<b>7</b> 1		0.7-1-10-1	ta alata a			<b>T</b> !													
1.A. Total Day Thru T (6 AM to 6 PM) 0	rains		tal Night o 6 AM)	Inru Ir	ains 1	.C. Total Sw	ritching	g I rains	1.D. Total Transit	Trains	1.E. Check if L One Moveme How many tra												
2. Year of Train Count	Data (YY)	ry)				in at Crossi Timetable S		(mph) 0															
4 Tune and Count of	Tracks								ph) From 0	to0													
	I. Type and Count of Tracks Nain 0 Siding Yard Transit Industry																						
rain Detection (M	ain Track o	only)																					
Constant Warn 6. Is Track Signaled?	ing Time	⊔ Motion [	etection		0 🗆 PT 7./	C 🗌 DC A. Event Re	_		None		7.B. Remote	Health Monitoring	_										
Yes No	_					□ Yes □		-			V.B. Kelhote												
FORM FRA F 61	80.71 (F	Rev. 3/15)				OM	Вар	proval	expires 3/31/20	018		Page 1 OF	FORM FRA F 6180.71 (Rev. 3/15) OMB approval expires 3/31/2018 Page 1 OF 2										

Revision Date (M 20/2011	IM/DD/YYYY)					Р	AGE 2			D. 272	Crossing Inve 773S	ntory Nu	mber (7 a	har.)		
	1.2					-		Control De	evice l	nfor	mation		3.1			
1. Are there	2. Types of P	assive Ti	raffic Con	trol Devices a	ssociated	d with the	Crossing									
Signs or Signals?	2.A. Crossbu			OP Signs (R1-2			gns <i>(R1-2)</i>			_	gns (Check al				'	🗆 None
🗆 Yes 🖬 No	Assemblies (	count)	(count)   0		(COL	unt)		□ W10-1 _ □ W10-2 _				i	_ UN	/10-1 /10-1		
2.E. Low Ground Cle	•	2.F. P		Markings			2.G. Cha	nnelization		- 1	2.H. EXEMP	r T Sign	2.I. EN			
(W10-5)	orance ofBri		arenterit					Medians			(R15-3)	U	Display		. ,	
Tes (count	)		op Lines		ynamic E	nvelope			Media		Yes No		│ □ Yes │ □ No			
No     2.J. Other MUTCD Si	ions	_	Xing Sym		lone			Approach ate Crossing	2.L. LI		hanced Signs	(List type	1	_		
							Signs (if	-			5	. ,,				
Specify Type Specify Type		Co Co	unt				🗆 Yes									
Specify Type			unt													
3. Types of Train Ac	tivated Warn	ing Devic	es at the	Grade Crossi	ng <i>(specif</i>	fy count o	f each dev	vice for all that	t apply)							
3.A. Gate Arms	3.B. Gate Co			3.C. Ca	ntilevered	d (or Brid	<i>ged)</i> Flashi	ng Light	3.D. N	Mast N	Aounted Flas	hing Light	s			Count of
(count)	🗆 2 Quad		(Barrier)		ires <i>(coun</i> raffic Lane			ncandescent			asts)_0 scent		<b>)</b>	Fias	ining Li	ght Pairs
Roadway 0	3 Quad	Resista		Over 1		<u> </u>		icuna coccine			hts Included		e Lights	0		
Pedestrian	4 Quad	🗆 Me	dian Gate	s Not Ov	er Traffic	Lane 0	_ DL	ED				Includ	ed	Ť		
3.F. Installation Date	e of Current			3.G. Waysid	le Horn						ighway Traffi	c Signals (	Controllin	· .	3.I. Be	
Active Warning Devices: (MM/YYYY)												)				
/ □ Not Required □ Yes □Installed on (MM/YYYY)/ □ Yes □st No 0																
3.J. Non-Train Active Warning       3.K. Other Flashing Lights or Warning Devices         Generation       Count       0         Specify type       Specify type																
4.A. Does nearby Hy		y Traffic		4.C. Hwy Tr				5. Highway T					vay Moni			
Intersection have		nection	Signai	4.0.119911	anic sign	arricein		□ Yes □		C 3161		•	all that ap			
Traffic Signals?		Intercon		_									Photo/V			-
. Yes 🗀 No		Fraffic Sig Marning	-	Simultar				Storage Dista Stop Line Dis					– Vehicle e	Prese	nce De	tection
. 103 1110	. Yes 🗋 No 🖄 For Warning Signs 🗋 Advance Stop Line Distance * None Part IV: Physical Characteristics															
1. Traffic Lanes Cross	sing Railroad	One	-way Traf	fic	15		Pathway			Dow	n a Street?	4. Is Cr	ossing Illu	imina	ted? (9	Street
		🗆 Tw	o-way Tra	ffic	Paved?		🗆 No	ſ	Vec		No		<i>ithin app</i> rail) 🗆 ነ			
Number of Lanes	(on Main Trac	k. multin	ided Traff	(lowed) Ins	taliation I	Yes Date * <i>(M</i>	IM/YYYY)			Wie	ith *					
🛛 1 Timber 🔲 2	2 Asphalt D	] 3 Aspl	halt and T	imber 🛛 🗸	4 Concret	te 🗆 5	Concrete	and Rubber	🗆 6 F	Rubbe	r 🗌 7 Me	tal	-			
□ 8 Unconsolidate			□ 10 C	)ther (specify	)					_						
6. Intersecting Road	lway within 50	00 feet?					7. Small	est Crossing A	ngle			8. Is C	ommercia	I Pow	er Ava	ilable? *
🗆 Yes 🗔 No 🛛	f Yes, Approxi	mate Dis	stance (fee	et)		-	□ 0° – 2	29° 🗆 30°	– 59°		60° - 90°		🗆 Ye	5	🗆 No	
1.000		110		P	art V: F	Public H	lighway	y Informat	tion							
1. Highway System			2.	Functional C				ng			sing on State	Highway	4.1	lighw		ed Limit
🗍 (01) Interst	ate Highway G	votem		(1) Interstat			(1) Urban 7 (5) Maio	or Collector		tem? Yes	🗆 No			Poste		MPH Statutory
(01) Interst				(2) Other Fr	eeways a	nd Expres	sways				Referencing S	ystem (LR				
🗌 (03) Federa		S		(3) Other Pr							epost *					
<ul> <li>(08) Non-Fe</li> <li>7. Annual Average I</li> </ul>		ADT)	-	(4) Minor A nated Percen			] (7) Loca gularly Us	ed by School B				10	. Emerge	ncy Se	ervices	Route
Year <u>1984</u> AAD	•				%	□ Ye		o Average Nu		er Day	0		_	] No		
Submis	ssion Info	rmatio	n - This	informatio	on is use	ed for a	dministr	ative purpo	oses an	d is r	ot availabi	le on the	e public	web	site.	
Submitted by	Submitted by Organization Phone Date															
Public reporting bur	den for this in	formatic	on collecti	on is estimate	ed to aver	rage 30 m	ninutes per	response, inc	luding th	he tim	e for reviewir	ng instruc	tions, sea	rchin	g existi	ng data
sources, gathering a	nd maintainir	g the da	ta needeo	and comple	ting and r	eviewing	the collect	tion of information	ation. A	ccordi	ing to the Pap	erwork R	eduction	Act of	1995,	a federal
agency may not con displays a currently	duct or spons	or, and a strol num	person is ober. The	not required	i to, nor si ontrol nui	nall a per mber for '	son de sul informatio	n collection is	acy for fa	anure 017. S	io comply wit	n, a cone ts regardi	ng this bu	irden	estima	ite or any
ier aspect of this	collection, inc	luding fo	or reducin	g this burden	to: Infor	mation C	ollection C	fficer, Federal	l Railroad	d Adm	inistration, 1	200 New	Jersey Av	e. SE,	MS-25	
ashington, DC 205								al everires	a /c + 1	0.0.1			_	_		2 05 2

FORM FRA F 6180.71 (Rev. 3/15)

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.

#### **DEPARTMENT OF TRANSPORTATION**

EEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

scructions for the Form. For private hi pedestrian station g Parts I and II, and the I, and the Submissio updated data fields.	ighway-ra rade cro: e Submis on Inform	ail grade cross ssings), comple sion Informatio nation section. r private crossi	ings, comp ete the He on section. For chang ngs only, F	plete the ader, Pa For grad ges to es	e Header arts I and de-separ xisting d m 20 and	r, Parts I and I II, and the ated highw ata, compl Part III Ite	nd II, a Subm ay-rail ete the m 2.K.	and the Se hission Inf or pathw e Header, are requi	ubmission Informat ormation section. F ay crossings (includi Part I Items 1-3, a red unless otherwis	ion section. For for Private path ing pedestrian si nd the Submiss	public pathway way grade cross ation crossings) ion Information	y grade cros sings, compl , complete t section, in	ssings (including ete the Header, the Header, Part
A. Revision Date (MM/DD/YYYY)		B. Reporting A		ansit	C. Reas	on for Upd	ate <i>(Se</i> New	· · · · · · · · · · · · · · · · · · ·	one) ] Closed	🗆 No Train	Quiet		Crossing ory Number
05 / 15 / 2013		State			Data	Ci Dipen E	ossing Date	: C	Change in Primary	Traffic	Zone Updat		-
NATE OF STREET			- 11-	Part	I: Loca		0		tion Information			1.1.4	
1. Primary Operating						2. Stat	e			3. County			
Florida East Coast 4. City / Municipality		y Company [F		eet/Roa	d Name	& Block N				MIAMI-DAE			
In ■ Near MAYPO			N.V	V. 74TH et/Road	I ST.				k Number)	o. mgnway i	ype & 140.		
7. Do Other Railroad If Yes, Specify RR	s Operat	te a Separate T	rack at Cr	ossing?	□ Yes	Mo No		<b>Do Other</b> f Yes, Spe	Railroads Operate ( cify RR	Over Your Track	at Crossing?	]Yes ⊠sNo	)
9. Railroad Division o	or Regior	1	10. Railro	ad Subc	division o	or District		11. Bra	nch or Line Name MEDLEY LE	AD		) 0.39 J	L (auffin)
13. Line Segment     14. Nearest RR Timetable     15. Parent RR (if applicable)     16. Crossing (Inclusion)										(prefix)   (nn ng Owner (if ap	nn.nnn) plicable)	(suffix)	
*         Station         *													
17. Crossing Type       18. Crossing Purpose       19. Crossing Position       20. Public Access       21. Type of Train       22. Average Passenger         Image: Im													
D Public	🗆 Path	iway, Ped.		Jnder		🗌 🗍 Yes			Intercity Passer	nger 🗆 Share	d Use Transit	🗆 Less Tha	an One Per Day
Private     Type of Land Use		ion, Ped.		Dver		□ No			Commuter		st/Other	Number	· Per Day U
pen Space	🗆 Farm		dential		Commerc		Indus		Institutional	C Recreati	onal 🗆 F	R Yard	
24. Is there an Adjace	ent Cross	sing with a Sep	arate Nur	nber?		25.	Quiet	Zone (FF	A provided)				-
	Yes, Prov	/ide Crossing N				18 r	-		🗆 Partial 🔲 Chici	*	Date Establi		532 M
26. HSR Corridor ID		27. Latit	ude in dec	imal de	-			-	e in decimal degree		29. L	at/Long Sou	irce
	□ N/A	(WGS84	std: nn.n	nnnnn)	25.84	06910	(W	GS84 std:	-nnn.nnnnnnn) -80	0.3104950	🔣 Ad	rtual 🗌 B	Estimated
30.A. Railroad Use	•							31.A. S	tate Use *				
30.B. Railroad Use	*							31.B. S	tate Use *				
30.C. Railroad Use									tate Use *				
30.D. Railroad Use	*							31.D. S	tate Use *				
32.A. Narrative (Rai	ilroad Us	e) *						32.B. N	larrative (State Use,	) *			
33. Emergency Notifi	ication To	elephone No. (	posted)			d Contact	(Telepi	hone No.)		35. State Co	ntact (Telephon	e No.)	
800-342-1131		(	1.5.5	8	00-342- P:	art II: Ra	ilroa	d Infor	mation			3	
1. Estimated Number	of Daily	Train Moveme	nts				mou		mation				
1.A. Total Day Thru T	rains		otal Night	Thru Tra	ins 1	.C. Total Sv	vitching	g Trains	1.D. Total Transi	t Trains	1.E. Check if L		_
(6 AM to 6 PM) 8		8	to 6 AM)		2	2					One Moveme How many tra		ek?
2. Year of Train Count	t Data <i>(Y</i>	YYY)		3.A. M	aximum	in at Crossi Timetable	Speed			. 20	Tel.		
4. Type and Count of	Tracks			3.B. Ty	pical Spe	eed Range (	over Cr	rossing (m	ph) From 10	to20			
	Siding		ird		Transit		Indu	ustry					
rain Detection (M			Detection		) 🗌 рті	с 🗆 рс		ther 🗆	None				
6. Is Track Signaled?			- erection			A. Event Re	corder				7.B. Remote		nitoring
FORM FRA F 61	80.71	(Rev. 3/15)						proval	expires 3/31/2	2018			age 1 OF 2

4. Revision Date (A 15/2013	A. Revision Date (MM/DD/YYYY) PAGE 2 D. Crossing Inventory Number (7 char.) 272755U															
	r = 12	12.17	Part II	: Highway	or Pa	thway	Traffic	Control D	evice						0.72.84	
1. Are there	2. Types of	Passive T	raffic Con	trol Devices a	ssociated	d with the	e Crossing									
Signs or Signals?	2.A. Crossbe	uck	2.B. ST	DP Signs (R1-1	) 2.C.	YIELD Si	gns (R1-2)	2.D. Adva	nce W	arning S	igns (Check a	ll that appl	y; include	cou	int)	None
🗷 Yes 🗆 No	Assemblies	(count)	(count)	÷ .		unt)		🗆 w10-1			🗆 W10-3	3	□w			
	7		0					🗆 W10-2				4	_ 🗆 W	10-1	.2	_
2.E. Low Ground Cl	earance Sign	2.F. I	Pavement	Markings				nnelization			2.H. EXEMP	T Sign	2.I. ENS	-	n <i>(l-13)</i>	
(W10-5)	)	Di St	op Lines		/namic Ei	nvelone		Medians proaches	🗆 Me	ncibe	(R15-3)		Displaye	ed		
No No	/		R Xing Sym			ivelope		Approach					⊡ res ⊡ No			
2.J. Other MUTCD S	Signs		Yes 🖬 N				2.K. Priv	ate Crossing			hanced Signs	(List types	)			_
Specify Type		Co	unt				Signs (if	private)								
Specify Type			unt				🗆 Yes	🗆 No								
Specify Type			unt													
3. Types of Train A	ctivated Warn	ing Devic	es at the	Grade Crossi	g (specif	y count o	of each dev	vice for all the	at appl	ly)						
3.A. Gate Arms       3.B. Gate Configuration       3.C. Cantilevered (or Bridged) Flashing Light       3.D. Mast Mounted Flashing Lights       3.E. Total Count of Count of Masts)         (count)       Structures (count)       Structures (count)       Flashing Light       Flashing Light													unt of			
(count)						· ·				•				Fla	shing Light	t Pairs
Roadway 3	2 Quad     3 Quad	LI Full Resist	(Barrier)	Over Ir	affic Lane	<u> </u>		ncandescent		Incande Back Lig	scent hts Included	□ LED □ Side				
Pedestrian	4 Quad		dian Gate	Not Ov	er Traffic	Lane 2	_ OL	ED		DOCKLIB	nts meluueu	Include		12		
3.F. Installation Date of Current     3.G. Wayside Horn     3.H. Highway Traffic Signals Controlling     3.I. Bells																
Active Warning Devices: (MM/YYY)																
/ Not Required I Yes Installed on ( <i>MIM/YYYY</i> )/ I Yes I No 2																
3.J. Non-Train Active Warning 3.K. Other Flashing Lights or Warning Devices																
3.J. Non-Train Active Warning       3.K. Other Flashing Lights or Warning Devices         Count       0         Specify type       1																
4.A. Does nearby H																
Intersection have	Interco	nnection			-			□ Yes □	No	-		(Check al	-			
Traffic Signals?		Intercon													Recording	
↓ Yes       No       □       For Traffic Signals       □       Simultaneous       Storage Distance *       □       Yes – Vehicle Presence Detection         ↓ Yes       □       No       □       For Warning Signs       □       Advance       Stop Line Distance *       □       None												tion				
Yes No For Warning Signs Advance Stop Line Distance * None Part IV: Physical Characteristics																
1. Traffic Lanes Cros	ning Bailroad	0.000	way Troff			adway/P		-		un Daue	n a Street?	4. 10 (100	anim a Illium		ted? (Stre	
1. Marine Laries Cros	sing Kalilodu		o-way Trai		Paved?		atnway	5. DUes 1	Idck N		la street?		-		ilear (Stre 50 feet fror	
Number of Lanes		🗆 Divi	ided Traffi	с			🗆 No		🗆 Yes			nearest r				
5. Crossing Surface													Length *	_		
□ 1 Timber □ 1 □ 8 Unconsolidate						e ∐ 5	Concrete	and Rubber	Πē	5 Rubbe	r ∐ 7 Me	tal				
6. Intersecting Road							7. Small	est Crossing A	ngle			8. Is Cor	mmercial	Pov	ver Availab	ole? *
	If Vac Amarou	imata Dia	tonoo lfoo	*)			□ 0° – 2	o∾ ⊡+ 20%	F.0*	m	608 008	h				
Yes 🖬 No	If Yes, Approx	imate Dis	tance (jee		et Vi D	ublic H		9° 🖬 30°			60° - 90°		🖿 Yes	-	□ No	_
		1.1.1											1			
1. Highway System			2.	Functional Cla			d at Crossi 1) Urban	ıg		. Is Cross /stem?	ing on State I	Highway	4. H	ighv	vay Speed MPI	
🗆 (01) Interst	ate Highway S	System		(1) Interstate				r Collector		Yes	M No			oste	d 🗆 Stat	
🗆 (02) Other				(2) Other Fre					-		Referencing S	ystem (LRS				
🗌 (03) Federa		S		(3) Other Pri	•				6	LRS Mil	enoct *					
Def (08) Non-Fe				(4) Minor Art		14	(7) Local					10	5			-
7. Annual Average I Year <u>1988</u> AAI	OT 002485	4ADT)	00	lated Percent	%	9. Reg		d by School E Average Nu		per Day	0	10.	0	No	ervices Ro	Jte
Submi	ssion Info	rmatio	n - This	informatio	n is use	d for ac	dministra	tive purpo	oses a	nd is n	ot availabl	e on the	public v	vet	site.	
Submitted by				Organ	zation						Phone		Da	ate		
Public reporting bur											e for reviewin	g instructio	ons, searc			
sources, gathering a																
agency may not con displays a currently																
her aspect of this																л ану
ashington, DC 205								,						)		

FORM FRA F 6180.71 (Rev. 3/15)

OMB approval expires 3/31/2018

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTR	- ANOIT (I I									ONID Approvariate.			
Name Of								Alphab	etic Co	de RR Accident/In	cident No.		
1. Reporting Railroad		Flor	da East Co	ast	Railway Company []	FEC]		la. FE	С	1b. 65306SE6	5		
2. Other Railroad Involved in Train	Accident/	Incident					:	2a.		2b.			
3. Railroad Responsible for Track	Maintenan	ice Flori	da East Co	ast I	Railway Company [H	FEC	:	3a. FE	C	3b. 65306SE6	5		
4. U.S. DOT-AAR Grade Crossing	ID No.	27275	5U 5.	. Dat	e of Accident/Incident	09/24/8	6 6	. Time	of Accie	dent/Incident 01:0	0 AM		
7. Nearest Railroad Station HIALEAH			8. Divisio	on		9. Cou DA				10. State Abbr. ]	Code 2   FL		
11. City (if in a city) MEDLE	Y		12. Highw	ay N	ame or No. N.W.747	гн ѕт				Public	Private		
Highway	User Invo	olved				Rail E	Equipment I	nvolved	4				
13. Type C. Truck-trailer F. But A. Auto D. Pick-up truck G. Sc		J. Other Motor K. Pedestrian	venicie	ode A	17. Equipment 1. Train (units pulling 2. Train (units pushi				A.	Other (specify) Train pulling- RCL Train pushing- RCL			
	torcycle	M. Other (spe	ciry)	_	3. Train (standing)		ght loco(s)	(standi	ng) C.	. Train standing- RCL			
	irection	(geographica outh 3. East 4		ode 3	18. Position of Car Uni	tin Irain	1		1				
16. Position 1. Stalled on crossing		oving over cross	ing Co	ode	19. Circumstance 1. R	ail equip	ment struc	k highw	ay use	r	Code		
2. Stopped on Cross				3			ment struck		hway u	ser	2		
20a. Was the highway user and/or in the impact transporting haz			Co	ode	20b. Was there a haza	rdous ma	ateriais rele	ase by			Code		
1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither													
20c. State the name and quantity of	f the haza	rdous material r	eleased, if an	ıy									
r==													
·		(single entry)	1.2	ode	23. Weather (single e	• /					Code		
(specity it minus) 30 1.	Dawn 2.	Day 3. Dusk 4		4	1. Clear 2. Cloudy	3. Rain	4. Fog 5.	Sleet	6. Sno	w	1		
24. Type of Equipment Consist 1. Freight train 4	Mork tra	A. S in 7. Yard/Swite	pec. MoW E	quip	25. Track Type Used	•			Code	26. Track Number o	r Name		
(single entry) 2. Passenger train 5				ode	Equipment Involve	ed		3					
3. Commuter train 6	-	-		8	1. Main 2. Yard	3. Sidir	ng 4. Indu	stry	1	MAINLINE			
27. FRA Track 28. Number	of	29. Number of	30. Consist	t Spe	ed (Recorded if availab	ole) Co	de 31. Tir	ne Tabl	le Direc	tion	Code		
Class Locomot 2 Units		Cars 0	R. Rec		- · •	. Г. г.					1 .		
	1		E. Estir	_						3. East 4. West	1		
32. Type of 1. Gates       4. Wig wags       7. Crossbucks       10. Flagged by crew       33. Signaled Crossing       34. Whistle Ban       Code         Crossing       2. Cantilever FLS       5. Hwy. traffic signals       8. Stop signs       11. Other (specify)       Warning       1. Yes													
Warning 3. Standard FLS 6	Audible	9. W	atchman 1	2. No	one	-				2. No	1		
Code(s) 01 02	03					-	c warn m			3. Unknown			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach		Code		-	Varning Interconnected way Signals	ř			-	nated by Street al Lights	Code		
3. Opposite Side of Vehicle Ap	roach	1	1. Ye	s 2	. No 3. Unknown	2	·	1. Yes	2. No	3. Unknown	1		
38, Driver's 39, Driver's Code	40. Drive	r Drove Behind	or in Front of	Trair	n Code 41. Driv	ver					Code		
Age Gender 1, Male		Struck or was St 1, Yes 2, No	-	nd T	2			-		Stopped on crossing Other (specify)	,		
2. Female						Did not s					1		
42. Driver Passed Standing	Code	43. View of Tra		i by	(primary obstructio	'					Code		
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nt Structure railroad equi	ipme	3. Passing Train 5. nt 4. Topography 6. h		on 7 Vehicles 8		(spei bstruct		8		
			I. Driver was		C	ode	45. W	as Driv	er in the	e Vehicle?	Code		
Casualties to:	Killed	Injured	1. Killed 2	2. Inju	ured 3. Uninjured	3	1.	Yes 2	. No		1		
46. Highway-Rail Crossing Users	0	0 47	'. Highway Vo (est. dollar		e Property Damage	\$7,000		tal Nun clude d		Highway-Rail Crossi	_		
49. Railroad Employees	0	0 50	· · · · · · · · · · · · · · · · · · ·		f People on Train	\$1,000	51. ls	a Rail E	Equipm	ent Accident /	Code		
52. Passengers on Train	0	0			gers and crew)		Inc		Report E	Being Filed	2		
53a. Special Study Block				1	53b. Special Study Blo	ock		103 2					
54. Narrative Description					SUD, Opecial Glucy DIC			_					
or, namalive becomption													
55. Typed Name and Title		56. Signature								57. Date			
FORM FRA F 6180.57	* NOTE	THAT ALL CA	SUALTIES M	IUST	BE REPORTED ON FO	ORM FR	A F 6180.5	5A					

DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA) OMB Approval No. 2130-0500 Name Of Alphabetic Code RR Accident/Incident No.													
Name Of					Alphabetic Code	RR Accident/Inc	ident No.						
1. Reporting Railroad		ida East Coast	Railway Company	FEC	1a. FEC	1b. 65310MR6	<u>5</u>						
2. Other Railroad Involved in Train Acciden					2a.	2b.							
3. Railroad Responsible for Track Maintena	1 101		Railway Company [		<sup>3a.</sup> FEC	3b. 65310MR6							
4. U.S. DOT-AAR Grade Crossing ID No.	2727		te of Accident/Incident		6. Time of Accident/								
7. Nearest Railroad Station HIALEAH		8. Division		9. County DADE		10. State Abbr. 12	Code						
11. City (if in a city) MEDLEY		12. Highway	Name or No. N.W.74	TH ST		Public	Private						
Highway User In	volved			Rail Equi	pment Involved								
13. Type         C. Truck-trailer         F. Bus           A. Auto         D. Pick-up truck G. School Bus           B. Truck         E. Van         H. Motorcycle           14. Vehicle Speed         15. Direction           (est. mph at impact)         40         1. North 2.	J. Other Motor K. Pedestrian M. Other (spo (geographic South 3. East	ecify) B al) Code	1. Train (units pullir 2. Train (units push 3. Train (standing)	iing) 6. Light 7. Light	loco(s) (moving) B. Trai	er (specify) in pulling- RCL in pushing- RCL in standing- RCL	Code 6						
	Noving over cross	sing Code			nt struck highway user		Code						
2. Stopped on Crossing 4. 1 20a. Was the highway user and/or rail equi		Code			nt struck by highway user ials release by		1 Code						
in the impact transporting hazardous r	naterials?	Ι.				AL. 10							
1. Highway User 2. Rail Equipment			1. Highway U	ser 2. Rail	Equipment 3. Both 4.	Neither							
20c. State the name and quantity of the hazardous material released, if any													
	(single entry)	Code	(				Code						
(specify if fillings) of the Lawit 2	2. Day 3. Dusk				Fog 5. Sleet 6. Snow		3						
24. Type of Equipment       A. Spec. MoW Equip       25. Track Type Used by Rail       Code       26. Track Number or Name         Consist       1. Freight train       4. Work train       7. Yard/Switching       Equipment Involved       MEDLEY LEAD         (single entry)       2. Passenger train       5. Single car       8. Light loco(s)       Code       1. Main       2. Yard       3. Siding       4. Industry       4       TRACK         27. FRA Track       28. Number of       29. Number of       30. Consist Speed //Becorded if available). Code       31. Time Table Direction       Code													
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code													
Z7, FRA frack     Z6, Number of     Z9, Number of     S0, Consist Speed (Recorded fravallable)     Code     S1, Time Table Direction     Code       Class     Locomotive     Cars     R. Recorded     10     mph     E     1. North 2. South 3. East     4. West     4													
32. Type of 1. Gates       4. Wig wags       7. Crossbucks 10. Flagged by crew       33. Signaled Crossing       34. Whistle Ban       Code         Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs       11. Other (specify)       Warning       1. Yes													
Warning 3. Standard FLS 6. Audible Code(s) 01 02 0		Vatchman 12. N	lone	- 20 sec w		2. No 3. Unknown							
Code(s)         01         02         0           35. Location of Warning         1. Both Sides         0.00000000000000000000000000000000000	3 06 Code		Warning Interconnected way Signals		37. Crossing Illuminated Lights or Special Lig	d by Street	Code						
2. Side of Vehicle Approach	1	1. Yes	2. No 3. Unknown	2	1. Yes 2. No 3. (	Jnknown	1						
3. Opposite Side of Vehicle Approach 38. Driver's 39. Driver's Code 40. Driv	er Drove Behind	or in Front of Tra	1	iver			Code						
Age Gender and 1. Male		truck by Second	Train 1. 2 2.	Drove aroun Stopped and	d or thru the gate 4. Stopp then proceeded 5. Othe		1						
2, Female 42. Driver Passed Standing Code	43. View of Tr	ack Obscured by		Did not stop on)			Code						
Highway Vehicle	1. Perman	ent Structure	3. Passing Train 5.	Vegetation	7. Other (specify) nicles 8. Not Obstructed	1							
1. Yes 2. No 3. Unknown 2							8						
Casualties to: Killed	4 Injured	4. Driver was 1. Killed 2. In	jured 3. Uninjured	Code 3	45. Was Driver in the Vel 1. Yes 2. No	nicie?	Code						
46. Highway-Rail Crossing Users 0	0 4	7. Highway Vehic (est. dollar dan	de Property Damage	\$1,000	48. Total Number of High (include driver)	way-Rail Crossing 1	) Users						
49. Railroad Employees 0	0 5	0. Total Number	of People on Train		51. Is a Rail Equipment A		Code						
52. Passengers on Train 0	0	(include passe	ngers and crew)		Incident Report Being 1. Yes 2. No	Filed	2						
53a. Special Study Block			53b. Special Study Bl	ock									
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



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

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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	1S	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

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OMB No. 2130-0017
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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 tem 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.															
updated data fields.	Note: Fo	or private cros	sings	only, Part I	Item 20 ar	nd Part	III Item 2	2.K. are	e require	ed unless othe	rwise	noted.	An asterisk	* denotes an opt	ional field.
A. Revision Date		B. Reporting	, Ager	ncy	C. Rea	ison for		e (Select		•				D. DOT Cro	
( <i>MM/DD/YYYY</i> ) 05 / 04 / 2006		🗆 Railroad		🗆 Transit		ange in	Di N			Closed		No Train	Quiet	Inventory N	lumber
00 /04 /2000	-	🖬 State		🗌 Other	Data	Open	Cros	-		Change in Prir perating RR	mary	Traffic Admin. Correction	Zone Upda	273266M	
111 X 1 30 1 30	5.5	Colored E.		Pa	art I: Lo	catior				ion Inform	atio	n		THE HERE THE	1.250.75
1. Primary Operating Florida East Coast			FEC			2	. State					3. County MIAMI-DAD	E		
4. City / Municipality		<b>,</b>			Road Nam							6. Highway T	/pe & No.		
⊠in ⊡Near HIALEA	н			PED W	ALK oad Name	.)			* /Block	Number)					
7. Do Other Railroad If Yes, Specify RR		te a Separate	Track				)	8. Do (		ailroads Oper	ate Ov	ver Your Track	at Crossing? [	🗌 Yes 🔲 No	-
9. Railroad Division or Region 10. Railroad Subdivision or District 11. Branch or Line Name 12. RR Milepost															
□ None				None					] None	MAIN			(prefix)   (n		uffix)
13. Line Segment		14. Ne		RR Timeta	ble	15. P	Parent R	RR (if ap		-		16. Crossi	ng Owner (if ap		<u>,</u> ,,,,,
* Station *															
Image: Problem in the system         Image: Problem in the system <t< td=""></t<>															
☐ Highway ☑ At Grade (if Private Crossing) ☐ Freight ☐ Transit Train Count Per Day															
Public		hway, Ped.		RR Unde	r		Yes			Intercity Pa	-		d Use Transit	Less Than O	
Private ?, Type of Land Use		tion, Ped.		RR Over			No			Commuter		Touris	t/Other	🗆 Number Per	Day
Jpen Space	🗆 Farm	n 🗆 Re	siden	ntial	] Comme	rcial	n 🗆	ndustria	al	Institution	nal	🗆 Recreati	onal 🗆	RR Yard	
24. Is there an Adjac	ent Cros	sing with a S	epara	te Number	?		25. QI	uiet Zon	ne (FRA	A provided)					
□ Yes □ No If	Yes. Pro	vide Crossing	Num	ber			IN NO	П 24	4 Hr E	] Partial	Chicas	o Excused	Date Establ	lished	
26. HSR Corridor ID	100,110			in decima	degrees					in decimal de				Lat/Long Source	
	<b>—</b>							44000	a		. 1				
30.A. Railroad Use	N/A *	(WGS8	4 std.	: nn.nnnn	inn)			· · ·		-nnn.nnnnnn ate Use *	1)			ictual 🗆 Estin	lated
30.B. Railroad Use	*									ate Use *					
											_				
30.C. Railroad Use										ate Use *					
30.D. Railroad Use								3	1.D. St	ate Use *					
32.A. Narrative (Rai	Iroad Us	se) *						3	12.B. Na	arrative (State	Use)	*			
33. Emergency Notifi	cation T	elephone No	. (pos	ited)	34. Railro	oad Con	itact (T	elephon	ne No.)			35. State Cor	ntact (Telepho	ne No.)	
												850-414-44	52		
		14	dis		1993	Part II	I: Rail	road I	Infor	mation		17 Lan		COMP.	- 13
1. Estimated Number										1					
1.A. Total Day Thru T	rains		Total <i>A to 6</i>	Night Thru	Trains	1.C. To	tal Swite	ching Tr	rains	1.D. Total T	ransit	Trains	1.E. Check if One Movem		
(6 AM to 6 PM) 0		0	// 10 0	AWI		0					-			rains per week? _	
2. Year of Train Coun	t Data (Y	(YYY)			Speed of Ti										
				3.A 3.B	. Maximur . Typical S	n Timet peed Ra	table Sp ange Ov	eed (mp er Cross	ph) <u>0</u> sing (mj	ph) From 0		to0			
4. Type and Count of	Tracks														
	Siding		Yard		Transit			Industr	ry						
Train Detection (M □ Constant Warr			n Det	ection 🗆	AFO 🗆 P	тс П		🗆 Othe	er 🗇	None					
6. Is Track Signaled?							ent Reco						7.B. Remot	e Health Monitor	ing
🗆 Yes 🗆 No			_			ΠY	es 🗆						Yes		
FORM FRA F 61	80.71	(Rev. 3/1	5)				OMB	3 appr	roval	expires 3/3	31/20	018		Page	e10F2

A. Revision Date (A	MM/DD/YY	YY)				P	AGE 2			D. 273	Crossing Inve 3266M	ntory Num	ber (7 cha	ir.)	Revision Date (MM/DD/YYYY)     PAGE 2     D. Crossing Inventory Number (7 char.)       273266M     273266M											
04/2000	11.23		Part III	: Highway	or Path	way	Traffic	Control De	evice	Info	mation															
1. Are there	2. Types	of Passive 1		trol Devices ass																						
Signs or Signals?	2.A. Cros	sbuck	2.B. ST	OP Signs (R1-1)	2.C. Y	IELD Sig	gns ( <i>R1-2</i> )	2.D. Advan	nce Wa	rning S	igns (Check all				□ None											
🗆 Yes 🗖 No	Assembli	es (count)	(count)		(coun	t)		□ W10-1																		
	0	1.5.5	0	B da alda an			2 G Cha	W10-2_ nnelization		_	2.H. EXEMP	- Sign		)-12 ign <i>(l-13)</i>												
2.E. Low Ground Cl (W10-5)	earance Sig	gn 2.F.	Pavement	Markings				Medians			(R15-3)	- 31611	Displayed													
□ Yes (count	)	□s	top Lines	□Dyr	amic Env	elope		•	🗆 Me		🗆 Yes		🗆 Yes													
□ No			R Xing Sym		ne				□ Nor		□ No	(1 int to up an)	D No													
2.J. Other MUTCD			Yes 🔟 N				2.K. Priv Signs (if	ate Crossing private)	2.L.	LED Er	nhanced Signs	(List types)														
Specify Type Specify Type			ount				□ Yes	🗆 No																		
Specify Type		C	ount																							
3. Types of Train A	ctivated W	arning Dev	ices at the	Grade Crossing	(specify	count o	f each de	vice for all tha	t apply	/)																
3.A. Gate Arms		e Configurat		3.C. Cant	ilevered (	(or Bridg	ged) Flash	ng Light	3.D	. Mast	Mounted Flasl masts) 0	ning Lights		3.E. Total Flashing Li												
(count)     Structures (count)     (count of masts) 0     Flashing Light       □ 2 Quad     □ Full (Barrier)     Over Traffic Lane     0     □ Incandescent     □ Incandescent											Buchano															
Roadway 0			tance							Back Lig	ghts Included	🗆 Side	~ ! \	)												
Pedestrian	4 Qua	d □M	edian Gate	s Not Over	Traffic La	ane <u>0</u>	□ L	ED				Include	d													
3.F. Installation Date of Current       3.G. Wayside Horn       3.H. Highway Traffic Signals Controlling       3.I. Bells												ells														
Active Warning Devices: (MM/YYY)																										
/ Not Required Ves installed on (MIM/YYYY)/ Ves De No 0																										
3.J. Non-Train Active Warning a S.K. Other Flashing Lights or Warning Devices																										
Flagging/Flagman  Manually Operated Signals  Watchman  Floodlighting  None Count  O Specify type																										
4.A. Does nearby H	· ·	Hwy Traffic rconnectio	-	4.C. Hwy Traf	tic Signal	Preemp	otion	5. Highway i		Pre-Sig	nais	Check all		-	e5											
Intersection have Traffic Signals?		Not Interco										🗌 Yes - F	hoto/Vid	eo Record	-											
, include of Brinner		For Traffic S	-	🗇 Simultane	ous			Storage Dist				□ Yes ' □ None	Vehicle Pr	esence De	tection											
. Yes 🗆 No	. Yes 🗆 No 🖾 For Warning Signs 🖾 Advance Stop Line Distance * 🖾 None Part IV: Physical Characteristics																									
					A DESCRIPTION OF A DESC					Deu	un a Chanada	4 In Cro	nain a Illium	instad2 /	Street											
1. Traffic Lanes Cro	ossing Railro		ie-way Trai vo-way Tra		<ol><li>Is Roa Paved?</li></ol>	idway/P	Pathway	3. Does i	гаск к	un Dov	n a Street?		-	inated? ( x. 50 feet												
Number of Lanes			vided Traff	ic		/es	🗆 No		🗆 Yes		No	nearest r	ail) 🗆 Ye	s 🗆 N	lo											
5 Crossing Surface	e (on Main	Track mult	iple types o	llowed) Insta	llation Da	ate * (M	IM/YYYY)			W	idth *	4-1	Length *													
□ 1 Timber □ □ 8 Unconsolidat	2 Asphalt	□ 3 As	phalt and T	imber LI 4	Concrete	e 🗆 5	Concrete	and Rubber		KUDD		Ldi														
				Strier (Specify)		_	7 Smal	lest Crossing A	Angle			8. Is Cor	nmercial	Power Ava	ailable? *											
6. Intersecting Roa	adway with	IN SOU IEEL	f				1	-	•																	
🗆 Yes 🗆 No	If Yes, App	proximate D	istance (fe	et)				29° 🗆 30°	_		] 60° - 90°		🗆 Yes	□ No												
				Pa	rt V: Pu	ublic I	lighwa	y Informat			2. 2. 2	1200		8. X. I												
1. Highway System	1		2	Functional Clas							ssing on State	Highway	4. Hi	ghway Spe												
	state Lieb.	Jau Curtom	-	[ (1) Interstate [			(1) Urban (5) Mai	or Collector	. U. 1	ystem? ]Yes	🗆 No				MPH Statutory											
□ (01) Inter: □ (02) Othe			S)   [	(2) Other Free	eways and	d Expres	ssways				Referencing S	ystem (LRS														
🗆 (03) Fede	ral AID, Not	NHS	,   C	(3) Other Prin	cipal Arte	erial [	□ (6) Min		_		iilepost *															
(08) Non-				] (4) Minor Art			(7) Loca	ed by School E	-			10	Fmergen	y Services	Route											
7. Annual Average Year A	ADT		<u> </u>	mated Percent	%	🗆 Ye	s 🖻 N	o Average N	umber	per Da	125	🗆 Y	es 🗆	No												
Subm	ission In	nformati	on - This	information	n is used	d for a	dminist	ative purpo	oses a	ind is	not availab	le on the	public v	vebsite.	100											
Colore transition				Organi	ration						Phone		Da	te												
Submitted by Public reporting bu	urden for th	his informat	ion collect			ige 30 m	ninutes pe	r response. ind	cludine	the ti	me for reviewi				ing data											
cources gethering	and maint	aining the d	lata neede	d and completing	ng and re	viewing	the collect	tion of inform	nation.	Accor	ding to the Pap	erwork Re	duction A	t of 1995,	, a federal											
property may not co	anduct or si	honsor and	a person i	s not required t	o, nor shi	all a per	son be su	bject to a pena	alty foi	r failure	e to comply wit	th, a collect	ion of infe	ormation u	unless it											
displays a currentl	y valid OM	B control nu including	imber. The for reducir	e valid OMB cor	ntrol num o: Inform	nder for nation C	information (	Officer, Federa	al Railro	oad Ad	ministration, 1	200 New Je	ersey Ave.	SE, MS-25	5											
ashington, DC 2		, mouung	ior reducil	6 ans burden t																						
Land and a start						ONAT		un l'estretion	2/2	1/201	10			Dog	2 OF 2											

FORM FRA F 6180.71 (Rev. 3/15)

Crossing 273266M – Crossing number is valid but not in the accident file.

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Form. For private hi pedestrian station gr Parts I and II, and the	ghway-ra ade cro Submis n Inforn	ail grade cro ssings), comp sion Informa nation sectio	ssings, cor dete the H tion sectio n. For cha	nplete th leader, P n. For gra nges to o	ne Heade Parts I and ade-separ existing d	r, Parts I and II, and the ated highw ata, comple	nd II, a Subm ay-rail ete the	and the Su nission Inf or pathwa e Header,	ubmission Informatio ormation section. Fo ay crossings (includir Part I Items 1-3, ar	on section. For or Private pathy og pedestrian st od the Submissi	public pathway way grade cross ation crossings) ion Information	nplete the entire inventory y grade crossings (including ings, complete the Header, , complete the Header, Part section, in addition to the t denotes an optional field.
A. Revision Date (MM/DD/YYYY)		B. Reporting		Transit	C. Reas	on for Upd	ate <i>(Se</i> New	,	one) ] Closed	🗆 No Train	🗆 Quiet	D. DOT Crossing Inventory Number
09 / 20 / 2011	-	State		Other	Data	Ci Open C	ossing Date		] Change in Primary	Traffic	Zone Updati	
and the second second	_		- 1 - 2	Dar	tuloc		nange (		perating RR ion Informatio	Correction		
1. Primary Operating	Railroa	d		Fai		2. Stat		issilicat		3. County		
Florida East Coast		y Company		/ .		FLOF				MIAMI-DAD		
4. City / Municipality			N	. W. 721	ND AVE	& Block Ni	Imper		k Number)	6. Highway T	уре & No.	
7. Do Other Railroad If Yes, Specify RR	s Operat	te a Separate				M No			Railroads Operate O	ver Your Track	at Crossing?	Yes Del No
9. Railroad Division or Region 10. Railroad Subdivision or District 11. Branch or Line Name 12. RR Milepost 0000.66										0.66		
None     I3. Line Segment		14 No	arest RR 1			15. Paren	+ DD //			16 Crossi	(prefix)   (nn ng Owner (if ap)	
*		Statio MED	n *	interapid			FEC		ic)		FEC	uncubie)
17. Crossing Type       18. Crossing Purpose       19. Crossing Position       20. Public Access       21. Type of Train       22. Average Passenger         11. Up Highway       11. At Grade       (if Private Crossing)       1. Freight       1. Transit       Train Count Per Day												
Public     Public     Pathway, Ped.     RR Under     Yes     Intercity Passenger     Shared Use Transit     Less Than One Per										Less Than One Per Day		
Type of Land Use	🗆 Farm		sidential	E C	Commer	ini E	] Indus	etrial	Institutional	Recreati		R Yard
)pen Space 24. Is there an Adjace					commen				A provided)			
		uide Crossing	Number			<b>190 a</b>	In F	19444		co Evoured	Data Catabli	had
Yes M No If 26. HSR Corridor ID	res, Prov	vide Crossing 27. Lat	itude in d	ecimal d	egrees				Partial Chica e in decimal degrees	<u> </u>	Date Establis 29. La	at/Long Source
	□ N/A	INCO	4 std: nn		., 25.80	22990		CSQA atd.	-nnn.nnnnnnn) <sup>-80</sup>	.2992020	De Ac	tual 🗍 Estimated
30.A. Railroad Use	<u>L N/A</u>		4300. 111		<i>יו</i>			31.A. S	tate Use *			
30.B. Railroad Use	•							31.B. S	tate Use *			
30.C. Railroad Use	k							31.C. S	tate Use *			
30.D. Railroad Use	*							31.D. S	tate Use *			
32.A. Narrative (Rai	road Us	e) *						32.B. N	arrative (State Use)	*		
33. Emergency Notifi 800-342-1131	cation T	elephone No	. (posted)		4. Railroa	d Contact	(Telep	hone No.)		35. State Co	ntact (Telephon	e No.)
000 042-1101						art II: Ra	ilroa	d Infor	mation	1997		
1. Estimated Number	of Daily	Train Moven	nents		-							
1.A. Total Day Thru T (6 AM to 6 PM) 0	rains		Total Nigh A to 6 AM,			C. Total Sv 16	vitchinį	g Trains	1.D. Total Transit	Trains	1.E. Check if L One Moveme	nt Per Day 🛛
2. Year of Train Count	Data (Y				eed of Tra	in at Crossi						ains per week?
3.A. Maximum Timetable Speed ( <i>mph</i> ) 20 3.B. Typical Speed Range Over Crossing ( <i>mph</i> ) From 5 to 20												
	4. Type and Count of Tracks Main 0 Siding Yard Transit Industry 1											
rain Detection (M	ain Trac	k only)					-					
<ul> <li>Constant Warn</li> <li>Is Track Signaled?</li> </ul>	ing Time	e 🗆 Motio	n Detectio	n 🗆 AF	0 🗆 PT	C DC			None		7 B Remote	Health Monitoring
O. IS Track Signaled? □ Yes ☑ No					/.	A. Event Ke					7.B. Remote	Ŷ
FORM FRA F 61	80.71	(Rev. 3/1	5)			ON	1B ap	proval	expires 3/31/2	018		Page 1 OF 2

Revision Date (A 20/2011	Revision Date (MM/DD/YYYY)     PAGE 2     D. Crossing Inventory Number (7 char.)       20/2011     272756B														
	1000		Part III	: Highway	or Pat	hway	Traffic (	Control D	evic	e Infor	mation		Mar.		121.12
1. Are there	2. Types of P	assive Tr	affic Cont	rol Devices a	sociated	with the	Crossing								
Signs or Signals?	2.A. Crossbud	:k	2.B. STC	P Signs (R1-1	) 2.C.	YIELD Sie	gns (R1-2)	2.D. Adva	nce W	/arning Si	igns (Check al	that opp	ly; include	count)	🗆 None
🖬 Yes 🗖 No	Assemblies (a	ount)	(count)		(cou	nt)		🗆 W10-1	·		🗆 W10-3				
	6		0					🗆 W10-2			🗆 W10-4				
2.E. Low Ground Cl	earance Sign	2.F. P	avement	Markings				nnelization			2.H. EXEMP	T Sign	2.I. ENS		13)
(W10-5)	1	Di cir/	op Lines	ΠD	namic En	velone		Medians proaches	Пм	ledian	( <i>R15-3)</i> Yes		Displaye	a	
I res (counc ☑ No	/		Xing Sym			ivelope		Approach			□ No		De No		
2.J. Other MUTCD S	Signs	1	Yes 🖬 N					ate Crossing	2.	L. LED En	hanced Signs	(List type:	s)	_	
Specify Type		Co	unt				j Sigiis (ij	privater							
Specify Type		Co	unt				🗆 Yes	🗆 No							
Specify Type			unt						_						
3. Types of Train A															
3.A. Gate Arms	3.B. Gate Cor	figuratio	on				<i>ged)</i> Flashi	ng Light	- III	.D. Mast I count of n	Mounted Flas	hing Light	s		otal Count of ng Light Pairs
(count)	🗆 2 Quad		(Barrier)		res <i>(count</i> affic Lane			candescent		l Incande			.	FIGSTI	ig Light Fails
Roadway 5	□ 3 Quad	Resista	• •	over n							hts Included		e Lights	10	
Pedestrian	🗆 4 Quad	□ Me	dian Gate	5 Not Ov	er Traffic l	ane 0	[] L	ED				Includ	ed	10	
3.F. Installation Dat	e of Current			3.G. Waysid	Horn				_	3.H. H	lighway Traffi	c Signals (	Controlline	3.	I. Bells
Active Warning Dev		Y)								Cross			<b>-</b>		ount)
/		Not Red	quired	□ Yes F	nstalled o	n <i>(MM/Y</i>	(111)	_/		☐ Yes	s 🖻 No			5	
3 I Non-Train Activ	3.	K. Other	Flashing Light	s or Warn	ing Device	s									
3.J. Non-Train Active Warning       3.K. Other Flashing Lights or Warning I         I Flagging/Flagman       Manually Operated Signals       Watchman       Floodlighting       None       Specify type													e		
4.A. Does nearby H	wy 4.B. Hwy	/ Traffic :	Signal	4.C. Hwy Tra	ffic Signa	I Preemp	tion	5. Highway	Traffic	c Pre-Sign	als	6. Highv	vay Monite	oring D	evices
Intersection have	Intercon			,	5			□ Yes □	No				ll that app		
Traffic Signals?	🖾 Not I												Photo/Vio		-
Vec DNe	🛛 🖬 For T			Simultan	eous			Storage Dist Stop Line Di	tance	*		□ Yes-		resence	e Detection
. Yes 🗆 No	For V	varning	Signs	Advance	Doub IV	Dhuai	ical Cha			e	1			. Æ.	2081-
		-						racteristi		D	- Charat D	4 1- 6-			12 (Charact
1. Traffic Lanes Cro	ssing Railroad		-way Trafi 5-way Trai		2. Is Ro Paved?	adway/P	athway	3. Does	гаск	Run Dow	n a Street?		ithin appr		? (Street
Number of Lanes	4		ided Traffi			Yes	🗆 No		🗆 Ye	s 🗷	No		rail) 🖻 Ye		
5. Crossing Surface	(on Main Traci	k, multip	le types a	lowed) Inst	allation D	ate * (M	M/YYYY)			Wie	dth *		Length *		
🗆 1 Timber 🛛						e 🗆 5	Concrete	and Rubber		6 Rubbe	er 🗆 7 Me	tal			
□ 8 Unconsolidate		-		ther (specify)											
6. Intersecting Roa	dway within 50	0 feet?					7. Small	est Crossing	Angle			8. Is Co	ommercial	Power	Available? *
🖬 Yes 🗆 No	If Vac Approvi	mata Dic	tance (fee	+) 200			□ 0°-2	.9° □ 30	° - 59	• 🖬	60° - 90°		🗷 Yes	п	No
	n res, Approxi	nate Dis	tance gee		rt V: P	ublic H		/ Informa				195			
4. History Cost of		1.1	1.5			201			-		sing on State H	lighway	1 1	ighway	Speed Limit
1. Highway System			2.	Functional Cl			(1) Urban	чб		System?	ang on aldre i	ngilwdy	4. П	Buway	MPH
🗌 (01) Inters	tate Highway S	ystem		(1) Interstate	• •			or Collector		□ Yes	No No			osted	Statutory
🗌 (02) Other	Nat Hwy Syste	m (NHS)		(2) Other Fre	,			e !!		5. Linear	Referencing S	ystem (LR	S Route ID	) *	
	al AID, Not NHS	5		(3) Other Pri	•					6. LRS Mi	lepost *				
<ul><li>(08) Non-F</li><li>7. Annual Average</li></ul>		ADT)		(4) Minor Ar nated Percent			d (7) Local gulariv Lise	d by School				10	Emergen	cy Serv	rices Route
7. Annual Average Year 1988 AA	Dally Traffic (A DT 027369	AU1)	00	ateu Percell	%			<ul> <li>Average N</li> </ul>			0			No	ices noute
	ission Infor	matio	n - This	informatic		d for a						e on the	public 1	vebsit	te.
											Dhana		D		
	Submitted by Phone Date ublic reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data														
Public reporting bu sources, gathering	rden for this inf and maintainin	ormatio	n collectio	on is estimate	o to avera	age 30 m viewing	inutes per	response, in ion of inform	nation	ig the tim . Accord	ie for reviewin ing to the Pan	ig instruct erwork Re	ions, sean	Lning e: ct of 19	Alsting data 195. a federa
agency may not cor	nduct or sponse	or, and a	person is	not required	to, nor sh	all a per:	son be sub	ject to a pen	alty fo	or failure	to comply wit	h, a collec	tion of inf	ormatio	on unless it
displays a currently	valid OMB con	trol num	ber. The	valid OMB co	ntrol num	nber for i	informatio	n collection i	is 2130	0-0017. \$	end commen	ts regardi	ng this bur	den es	timate or any
her aspect of this		uding fo	r reducing	this burden	o: Inforn	nation Co	ollection O	fficer, Federa	al Rail	road Adm	ninistration, 12	200 New J	ersey Ave	SE, MS	j-25
ashington, DC 20	590.			_					- /-	4 (201)		_			

FORM FRA F 6180.71 (Rev. 3/15)

### HIGHWAY-RAII GRADF CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	TION (FR.	A)				_			OMB Approval No. 2				
Name Of							Alpha	betic Code	e RR Accident/Inc	ident No.			
1. Reporting Railroad		Fle	orida East	Coast	Railway Company [F	FEC	1a. FI	EC	1b. 65311JU8				
2. Other Railroad Involved in Train /	ccident/Ir	ncident					2a,		2b.				
3. Railroad Responsible for Track N	aintenanc	e Flo	orida East	Coast 1	Railway Company [F	EC]	3a. F]	EC	3b. 65311JU8				
4. U.S. DOT-AAR Grade Crossing I	D No.	2727	756B	5. Dat	e of Accident/Incident	07/09/98	6. Time	of Accide	ent/Incident 06:05				
7. Nearest Railroad Station HIALEAH			1	vision STEM		9. County DADI			10. State Abbr. 12	Code 2 FL			
11. City (if in a city) MEDLE	7		12. Hi	ighway N	ame or No. NW 69 A	VE			V Public	Private			
Highway	User Invo	lved				Rail Equ	ipment Involve	d					
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch	ool Bus		in	Code	1. Train (units pulling 2. Train (units pushi	ng) 6. Ligh	t loco(s) (movi	A. ng) B.	Other (specify) Train pulling- RCL Train pushing- RCL	Code			
14. Vehicle Speed 15. Di	rection	M. Other (s (geograph	ical)	Code	3. Train (standing) 18. Position of Car Unit		t loco(s) (stand		Train standing- RCL	1			
(est. mph at impact) 20 1. No 16, Position 1. Stalled on crossing		wing over cro		2 Code	19. Circumstance 1. R	ail equipm	ent struck high	1 way user		Code			
2. Stopped on Crossing		-	Jaanig	3			ent struck by hi		er	1_1_			
20a. Was the highway user and/or r	ail equipm	ent involved		Code	20b. Was there a haza	rdous mate	erials release by	y		Code			
in the impact transporting haze 1. Highway User 2. Rail Eq			Neither	4	1. Highway Us	ser 2. Ra	il Equipment	3. Both	4. Neither	4			
1. Highway User 2. Rall Eq 20c. State the name and quantity of				1	l								
LUG. Grate the name and quantity of	110 11920	Leas materi											
21. Temperature 22. V	'isibility (	single entry)		Code	23. Weather (single of	entry)				Code			
(specify if minus) 90 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow													
24. Type of Equipment Consist 1. Freight train 4	Work trai	/ n 7. Yard/S	A. Spec. Mo witching	W Equip	25. Track Type Used Equipment Involv	•		Code	26. Track Number or	Name			
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7 1. Main 2. Yard 3. Siding 4. Industry 4 INDUSTRY													
27. FRA Track 28. Number of Class Locomoti		29. Number Cars		Recorde			J SI. LIME 18	Die Dilect	1011	i Code			
3 Units	1	4		Estimate	-	oh R	1. North 2	. South 3	. East 4. West	3			
	Wig wags				lagged by crew	-	aled Crossing	3	34. Whistle Ban	Code			
Crossing 2. Cantilever FLS 5.	-				)ther (specify)	Wa	rning		1. Yes 2. No				
Warning 3. Standard FLS 6.			. Watchmar	n 12. N		-			3. Unknown	2			
Code(s)         08         07           35. Location of Warning         1. Both Sides         000000000000000000000000000000000000	10			-	Warning Interconnected	Code		ng Illumin or Specia	ated by Street	Code			
2. Side of Vehicle Approach	raab	1		1. Yes	2. No 3. Unknown	2	1. Yes	3 2. No	3. Unknown	2			
3. Opposite Side of Vehicle Apr 38. Driver's 39. Driver's Code		Drove Behi	nd or in Fro	nt of Tra	in Code 41. Dri	iver				Code			
Age Gender 47 1. Male 2	and S	Struck or was 1. Yes 2. N	s Struck by	Second	Train 1.	Drove arou Stopped a	nd then procee	-	Stopped on crossing Other (specify)	3			
47 2. Female 2 42. Driver Passed Standing	Code	43 View of	Track Obs	cured by	3	Did not sto on)	p			Code			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	2	1. Perm	anent Struc	ture	3. Passing Train 5.	Vegetation	7. Oth ehicles 8. Not	er (spec Obstructe		8			
Casualties to:	Killed	Injured	44. Driver		6.	Code	45. Was Dr		Vehicle?	Code			
Casualites IO.		ngarou			jured 3. Uninjured	3	1. Yes 48. Total N	_	Highway-Rail Crossir	1 ng Users			
46. Highway-Rail Crossing Users	0	0		lollar dar	1	\$1,000	(include	driver)	1	l			
49. Railroad Employees	0	0			of People on Train engers and crew)	_			ent Accident / Being Filed	Code			
52. Passengers on Train	0	0	Griotal			3	1. Yes	2. No		2			
53a. Special Study Block					53b. Special Study Bl	ock							
54. Narrative Description THE 4:45 P.M. YARD ASSIGNMEN WHICH FAILED TO OBEY THE FI	T WAS SH AGMAN	OVING THI AND ATTEN	RU CROSSII 1PTED TO F	NG WHI BEAT TH	CH WAS BEING FLAGG IE TRAIN.	ED BY TH	E CONDUCTOI	R. THE T	RAIN STRUCK A VE	HICLE			
55. Typed Name and Title		56. Signatu	re						57. Date				
FORM FRA F 6180.57	* NOT	E THAT ALL	CASUALTI	ES MUS	T BE REPORTED ON F	ORM FRA	F 6180.55A						

### HIGHWAY-RAII GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	TION (FR/	A)					1		DB Assident/mai				
Name Of					1100	24		etic Code	RR Accident/Incid	aent No.			
1. Reporting Railroad			la East Coa	ast R	ailway Company [F	EC]	1a. FE	C	1b. 65313SE				
2. Other Railroad Involved in Train A	Accident/In	cident		_			2a.		2b.				
3. Railroad Responsible for Track M	aintenanc			_			3a.		3b.				
4. U.S. DOT-AAR Grade Crossing I	D No.	27275		_	of Accident/Incident	1	6. Time	of Accident	1				
7. Nearest Railroad Station HIALEAH			8. Divisior	n		9. County DADE			10. State Abbr. 12	-			
11. City (if in a city) MEDLEY	7		12. Highwa	ay Na	ime or No. NW 72N	DSTREET	Γ		Public F	Private			
Highway	User invol	lved					ment Involved						
The termine approximate the termination of	ool Bus prcycle rection	J. Other Motor N K. Pedestrian M. Other (spec (geographical uth 3. East 4.	ify) E	в	<ol> <li>Equipment         <ol> <li>Train (units pulling</li> <li>Train (units pushir</li> <li>Train (standing)</li> </ol> </li> <li>Position of Car Unit</li> </ol>	ng) 6. Light la 7. Light la	(standing)	ig) B. Tra	her (specify) ain pulling- RCL ain pushing- RCL ain standing- RCL	Code 1			
16. Position 1. Stalled on crossing	3. Mo	ving over crossi	.9		19. Circumstance 1. R					Code			
2. Stopped on Crossin				3	2. Ra 20b. Was there a hazai		t struck by hig			1 Code			
20a. Was the highway user and/or r in the impact transporting haza			Co	de	200. Was there a nazai	nuous materia	tis release by		1	Code			
1. Highway User 2. Rail Equ			either 4	4	1. Highway Us	er 2. Rail I	Equipment	3. Both 4	4. Neither				
20c. State the name and quantity of	the hazar	dous material re	eleased, if any	y									
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code													
21. Temperature     22. Visibility (single entry)     Code     23. Weather (single entry)     Code       (specify if minus)     95 °F     1. Dawn     2. Day     3. Dusk 4. Dark     2     1. Clear     2. Cloudy     3. Rain 4. Fog     5. Sleet     6. Snow     1													
(specity in minus) 20 1. t	Jawn ∠.			- +				1	Track Number or i	Nomo			
24. Type of Equipment     A. Spec. MoW Equip     25. Track Type Used by Rail     Code     26. Track Number or Name       Consist     1. Freight train     4. Work train     7. Yard/Switching     Equipment Involved     Equipment Involved       (single entry)     2. Passenger train     5. Single car     8. Light loco(s)     Code     1       Main     Main     Main     Code     1     1     1													
27. FRA Track 28. Number of	f	29. Number of	30. Consist	t Spe	ed (Recorded if availab	e) Code	31. Time Tab	le Direction	n	Code			
Class Locomoti 1 Units	ve 1	Cars 1	R. Reco E, Estin		~	hE	1. North 2.	South 3. E	East 4. West	2			
	Wig wags				agged by crew		ed Crossing	1	. Whistle Ban	Code			
Crossing 2. Cantilever FLS 5.					her (specify)	Warni	ng		1. Yes				
Warning 3. Standard FLS 6.	Audible	9. W	atchman 12	2. No	one	-			2. No 3. Unknown	f l			
Code(s) 07			05 Canaa	in a M	Varning Interconnected	Code	37 Croopin	a Illuminat	ed by Street	Code			
35. Location of Warning 1. Both Sides		Code		-	varning interconnected vay Signals	Çoue		or Special L		Quar			
2. Side of Vehicle Approach		1				2	1 Vec	2 No. 3	. Unknown	2			
3. Opposite Side of Vehicle App			1		No 3. Unknown		1. 103	2.110 0		Code			
		<sup>-</sup> Drove Behind of Struck or was St					t or thru the a	ate 4. Sto	pped on crossing	Code			
Age Gender 1. Male		1. Yes 2. No	-				-		ner (specify)	3			
2, Female			1.01	41	3	Did not stop				Code			
42. Driver Passed Standing	Code	43. View of Tra	ack Obscured ent Structure	-	(primary obstruction 3. Passing Train 5.	Vegetation	7. Othe	r (specify	()	Jude			
Highway Vehicle 1. Yes 2. No 3. Unknown	2				nt 4. Topography 6.	Highway Veh	icles 8. Not	Obstructed		8			
		4	4. Driver was		(	Code	45. Was Driv	ver in the V	/ehicle?	Code			
Casualties to:	Killed	Injured			ured 3. Uninjured	3	1. Yes	2. No		1			
46. Highway-Rail Crossing Users	0	4 0	7. Highway V (est. dollar		e Property Damage age)	\$100	48. Total Nu (include		ghway-Rail Crossin 1				
49. Railroad Employees	0	0 5	0. Total Num	ber o	f People on Train	÷ 4 V V	51. Is a Rail		t Accident /	Code			
52. Passengers on Train	0	0	(include pa	asser	igers and crew)		1. Yes	Report Bei 2. No		2			
53a. Special Study Block					53b. Special Study Bl	ock							
54. Narrative Description													
55. Typed Name and Title		56. Signature							57. Date				

FORM FRA F 6180.57



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.



1

C

U.S. Department of Transportation Federal Railroad Administration

# ABBREVIATION KEY

for use with WBAPS Reports

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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLI	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

	_			_						_			
Jaructions for the i	nitial re	porting of the	following	types o	of new or	previously	unrepo	orted cros	sings: For public	highv	way-rail grade	e crossings, con	nplete the entire invento
Form. For private hig	ghway-r	ail grade cross	ings, com	plete th	e Header	, Parts I a	nd II, a	nd the Su	Ibmission Informa	ition	section. For	public pathway	grade crossings (includi
pedestrian station gr	ade cro	ssings), comple	te the He	eader, P	arts I and	II, and th	e Subm	ission Info	ormation section.	For F	Private pathw	ay grade cross	ings, complete the Header
Parts I and II, and the	Submis	sion Informatio	on section	. For gra	ide-separa	ated highw	/ay-rail	or pathwa	Bart Litoms 1.2	aing p	bedestrian sta the Submissi	ation crossings)	, complete the Header, Pa section, in addition to the
I, and the Submissio updated data fields.	n Inforr	nation section.	FOF Chan	ges to e Part i lte	existing us	Bart III Ite	m 2 K	are requir	ed unless otherwi	se no	ted		* denotes an optional field
A. Revision Date	vote. Pt	B. Reporting /		raitrice		on for Upd				be ne		7 11 00 001 1011	D. DOT Crossing
(MM/DD/YYYY)		Railroad		ransit	C. Reas		] New		Closed		🗆 No Train	🗆 Quiet	Inventory Number
09 / 20 / 2011				i di i bit	Data	•	rossing				Traffic	Zone Updat	
		State	□o	ther	🗆 Re-O	pen 🗆	Date		Change in Prima	ry	🗆 Admin.		272760R
							hange (		perating RR		Correction		
12 N. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	7.5			Par	t I: Loca	ation ar	nd Cla	ssificat	ion Informat	ion			
1. Primary Operating	Railroa	ad				2. Sta					3. County	_	
Florida East Coast	Railwa	y Company [F	EC]			FLO	RIDA				MIAMI-DAD		
4. City / Municipality	1					& Block N	umber			•	6. Highway Ty	/pe & No.	
⊠in ⊡Near MAYPO	рт				H AVE		_	1# /0/22	( Alumahan)				
Near MAYPO     Near MAYPO     7. Do Other Railroad		to a Constata T		,	Id Name)	M No.	81		k Number) Railroads Operate	- Ove	r Your Track	at Crossing?	Ves M No
If Yes, Specify RR	s Opera	ite a separate i		iossing:				f Yes, Spe				at crossing	
in res, speeny riv		(e	(e)		1-		5	· · · · / · / ·					
9. Railroad Division of	or Regio	n	10. Railr	oad Sub	division o	or District		11. Bra	nch or Line Name			12. RR Milep	
													08.08
🗆 None			□ None	-				None		_	1 4 6 6 1	(prefix)   (nr	
13. Line Segment			rest RR Ti	metable	e	15. Parei	nt RR <i>(i</i>	f applicab	le)		16. Crossii	n <mark>g Owner</mark> (if ap	рпсавіе)
*		Station MIAMI	•			□ N/A					□ N/A		
17. Crossing Type	18 Cr	ossing Purpose	19.0	rossing F	Position		blic Acc	ess	21. Type of Train	n			22. Average Passenger
TV. Crossing Type	De Hig			Grade			ate Cros		□ Freight		🗆 Transi	t	Train Count Per Day
🖬 Public	-	hway, Ped.		Under		🗌 🗆 Yes			□ Intercity Pass	engei	r 🗌 Shared	d Use Transit	Less Than One Per Da
Private		tion, Ped.		Over		□ No			Commuter		Touris	t/Other	□ Number Per Day 0
Type of Land Use				_									
pen Space	□ Farr		idential		Commerc		Indus		Institutional		Recreation		R Yard
∠4. Is there an Adjac	ent Cro	ssing with a Sej	barate Nu	mberr		25	. Quiet	Zone (FF	A provided)				
□ Yes □ No If	Yes Pro	vide Crossing N	lumber				No 🗆	24 Hr	🗆 Partial 🛛 🗆 Ch	icago	Excused	Date Establ	shed
26. HSR Corridor ID	,		ude in de	cimal d	egrees		28	. Longitud	e in decimal degr	ees		29.1	at/Long Source
						22990				80.2	002020		_
	_ 🗆 N/A	WGS84	std: nn.	nnnnnn	n) 25.60	22990	(W		-nnn.nnnnnnn)	00.2	552020		ctual 🛛 Estimated
30.A. Railroad Use	*							31.A. S	tate Use *				
30.B. Railroad Use	*							31.B. S	tate Use *				
SU.D. Rainvau Use													
30.C. Railroad Use	*							31.C. S	tate Use *				
30.D. Railroad Use	*						_	31.D. 9	itate Use *				
32.A. Narrative (Rai	ilroad U	se) *						32.B. M	larrative (State Us	se) *			
33. Emergency Notif	ication '	Telephone No.	(posted)	3	34. Railroa	ad Contact	(Telep	hone No.,			35. State Co	ntact (Telephoi	ne No.)
800-342-1131					800-342-	1131							
							ailroa	ad Info	mation	- 114	and the	100000	
1. Estimated Number	r of Dail	v Train Movem	ents	-									
1.A. Total Day Thru			otal Night	t Thru Ti	rains 1	.C. Total S	witchin	g Trains	1.D. Total Trai	nsit T	rains	1.E. Check if	Less Than
(6 AM to 6 PM)			to 6 AM)					-				One Movem	ent Per Day 🛛 🗌
<u>`0</u>		0				2	_			_		How many tr	ains per week?
2. Year of Train Coun	t Data (	YYYY)				in at Cros		4	E				
				3.A.1	Maximum	Timetable	e Speed	(mph) <u>1</u>	5 nph) From 5		to 15		
4. Type and Count of	Tracks			3.B.	түрісат эр	eed kange	Over C	rossing (n	iphy From C		10 10		
Main 1	Siding	Y	ard		Transit		Ind	lustry					
'rain Detection (N	lain Tra	ck only)							None				
Constant War 6. Is Track Signaled?			Detection			A. Event F			NUTE	_		7.B. Remot	e Health Monitoring
6. Is Track Signaled r					/.	A. Eventr							
	00 71	(Dov 2/15	3					nroval	expires 3/31	/20	18	.a	Page 1 OF
FORM FRA F 61	LOU./J	L (REV. 3/13	9			0	viD d	Jhinag	evhiles 3/31	, ZU	TO 0.		rage I OF

A. Revision Date (A	MM/DD/YYYY)					P	AGE 2			D. 272	Crossing Inve 2760R	ntory Nur	nber (7 ch	ar.)
20/2011			Part III	: Highway	or Pat	hway	Traffic (	Control D	evice					
1. Are there	2. Types of P	assive Tr	raffic Cont	rol Devices as	sociated	with the	Crossing							
Signs or Signals?	2.A. Crossbuc	:k	2.B. STC	P Signs (R1-1)	2.C. \	/IELD Sig	ns (R1-2)	2.D. Adva	nce Wa	rning S	igns (Check all	that appl	y; include	<i>count)</i> 🗌 None
🖬 Yes 🗆 No	Assemblies (a	ount)	(count)		(cour	nt)		□ W10-1			🗆 W10-3			10-11
	2	1	0					□ W10-2			□ W10-4			10-12 Sign <i>(I-13)</i>
2.E. Low Ground Cl	earance Sign	2.F. P	avement	Markings				nnelization Medians			2.H. EXEMP <sup>-</sup> (R15-3)	i Sign	Z.I. ENS Displaye	• . ,
(W10-5)	)	M Sto	op Lines	Dy	namic Env	velope			□ Med	dian	□ Yes		□ Yes	-
□ No	/		Xing Sym				One A	pproach	□ Non	e	🗆 No		🗆 No	
2.J. Other MUTCD S	•		Yes 🗷 N	0			2.K. Priva Signs (if	ate Crossing private)	2.L.	LED Er	hanced Signs	(List types	;)	
Specify Type		Co	unt				<b></b>							
Specify Type Specify Type		Co	unt unt				Yes	LINO						
3. Types of Train A	ctivated Warni			Grade Crossin	(specify	count o	f each dev	ice for all the	at apply	)				
3.A. Gate Arms	3.B. Gate Cor			3.C. Can	ilevered	(or Bride	ged) Flashi	ng Light			Mounted Flas	hing Lights	i	3.E. Total Count of
(count)					es (count,	)		• •			nasts)_0			Flashing Light Pairs
	🖾 2 Quad		(Barrier)	Over Tra	ffic Lane	0	_ 🗆 Ir	candescent			scent			
Roadway 0	☐ 3 Quad □ 4 Quad	Resista		Not Ova	Traffic I	200 0	Πu	-D		ack Lig	hts Included	Side     Include	U 1	0
3.F. Installation Date of Current 3.G. Wayside Horn 3.H. Highway Traffic Signals Controlling (count)														
Active walling betters (mm/ ming betters) (mm/ m/ ming betters) (mm/ m													(count)	
3.J. Non-Train Active Warning       3.K. Other Flashing Lights or Warning Devices         Count       0         Specify type       Specify type														
Flagging/Flagman  Manually Operated Signals  Watchman  Floodlighting  None Count  O Specify type														
4.A. Does nearby H Intersection have	wy 4.B. Hw Intercor	,	Signai	4.C. Hwy Ira	TIC SIgnal	Preemp	non			ne-sigi	lais	-	il that app	-
Traffic Signals?	□ Not I		nected											leo Recording
-	🗆 For T		-	Simultane	ous			Storage Dist						resence Detection
Yes 🗆 No	□ For \	Varning	Signs	Advance				Stop Line Di				None	2	
5.1.1	Artostals		1121					racteristi		stile.				
1. Traffic Lanes Cro	ssing Railroad				2. Is Roa Paved?	adway/P	athway	3. Does 1	Frack Ru	in Dow	n a Street?			ninated? (Street ox. 50 feet from
Number of Lanes	2		o-way Tra ided Traffi		Paveur	Yes	🗆 No		🗆 Yes		No			s 🗆 No
5 Crossing Surface	on Main Trac	k. multio	le types a	llowed) Insta	llation D	ate * (M	M/YYYY)			Wi	dth *		Length *	
🖪 1 Timber 🛛	2 Asphalt	3 Aspl	halt and T	imber 🗆 4	Concrete	2 🗆 5	Concrete	and Rubber	□ 6	Rubb	er 🗆 7 Me	tal		
🗋 8 Unconsolidat		·	LI 10 C	ther (specify)										
6. Intersecting Roa	idway within 50	0 feet?					7. Small	est Crossing A	Angle			8. Is Co	mmercial	Power Available? *
🗆 Yes 🖬 No	If Yes Annroxi	mate Dis	tance <i>(fee</i>	»t}			□ 0° – 2	.9° 🗆 30'	° – 59°		t 60° - 90°		🖬 Yes	□ No
	п тез, другол	indee bio	itanice (jee		rt V: Pi	ublic H		Informa		2.				1.4.5
1. Highway System			2	Functional Cla		_				Is Cros	sing on State I	Highwav	4. H	ighway Speed Limit
T. Fighway system			2.				(1) Urban			stem?	0	5		МРН
	state Highway S			(1) Interstate				r Collector			No No			osted   Statutory
	Nat Hwy Syste			(2) Other Fre (3) Other Prir				r Collector	5.	Linear	Referencing S	ystem (LR:	S Route ID	/*
(03) Feder	al AID, Not NH: Federal Aid	>		(3) Other Prif (4) Minor Art			」 (6) IVIIIIC ፪ (7) Local		6.	LRS M	ilepost *			
7. Annual Average		ADT)		nated Percent			gularly Use	d by School				10.	Emergen	cy Services Route
Year         1988         AADT         016698         00         %         Yes         Mo         Average Number per Day         0         1 Yes         No														
Subm	ission Info	matio	n - This	informatio	n is used	d for a	dministro	ative purpo	oses a	nd is i	not availabi	le on the	public	website.
Submitted by	Submitted by Organization Phone Date													
Public reporting bu	ublic reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data burces, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal													
sources, gathering	and maintainin	g the da	ta needed	and completi	ng and re	viewing	the collect	ion of inform	nation.	Accord	ling to the Pap	erwork Re	duction A	ct of 1995, a federal
agency may not co	nduct or sponse	or, and a strol num	person is	not required t	o, nor sh strol num	air a per ber for	son de sub informatio	n collection i	aily for s 2130-i	oo17.	Send commen	n, a conec ts regardir	ng this bu	den estimate or any
her aspect of this	s collection, inc	luding fo	or reducing	g this burden t	o: Inform	nation C	ollection O	fficer, Federa	al Railro	ad Adr	ninistration, 1	200 New J	ersey Ave	. SE, MS-25
ashington, DC 20														
FORM FRA F C		2/45	- )			ONAD		alovniror	- 2/21	1201	0			Dage 2 OF 2

FORM FRA F 6180.71 (Rev. 3/15)

### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRA	ATION (FI	RA)							OMB Approval No.	2130-0500			
Name Of							Alpha	betic Co	ode RR Accident/Inc	cident No.			
1. Reporting Railroad		F	lorida Eas	st Coast	Railway Company []	FEC]	1a. F	EC	1b. X1107180	1			
2. Other Railroad Involved in Train	Accident/	Incident					2a.		<sup>2b.</sup> X1107180	1			
3. Railroad Responsible for Track I	Maintenan	ce Fl	orida Eas	st Coast	Railway Company [H	FEC]	3a. F	EC	3b. X1107180	1			
4. U.S. DOT-AAR Grade Crossing	ID No.	272	760R	5. Da	te of Accident/Incident	07/18/01	6. Time	e of Acci	ident/Incident 08:25	РМ			
7. Nearest Railroad Station MIAMI				Division YSTEM		9. County DADI			10. State Abbr. 12	Code 2   FL			
11. City (if in a city) MEDLE	Y				ame or No. 69TH ST				✓ Public	Private			
Highway	User Invo	olved	1		1		ipment Involve	əd					
13. Type C, Truck-trailer F, Bus		J. Other Mo	tor Vehicle	Code	17. Equipment 1. Train (units pulling	4. Car(s	s) (moving)		Other (specify)	Code			
A. Auto D. Pick-up truck G. Sci					2. Train (units pulling				. Train pulling- RCL . Train pushing- RCL	1 1			
	torcycle	M. Other (			3, Train (standing)		loco(s) (stand	ding) C	. Train standing- RCL				
	irection orth 2. S	(geograpi outh 3, East		Code 3	18. Position of Car Uni	tin irain		1					
16. Position 1. Stalled on crossing 2. Stopped on Crossi		oving over cr apped	ossing	Code 2	19. Circumstance 1. R 2. R		ent struck high ent struck by hi			Code			
20a. Was the highway user and/or			4	Code	20b. Was there a haza					Code			
in the impact transporting haz			Noither	4	1 Highway Lle	or 2 Pa	il Equipment	2 Both	4. Neither	1			
1. Highway User 2. Rail Ed 20c. State the name and quantity of					I. Highway Us	2. 14	ii Equipment	3. DOU	1 4. Neither				
200. State the name and quantity of	i ule naza		ai releaset	a, ir cally									
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 23. Weather (single entry)													
(specify if minus) 85 °F 1.	Dawn 2.	Day 3. Dus	sk 4. Dark	4	1. Clear 2. Cloudy	3. Rain 4	. Fog 5. Sleet	6. Sn	ow	2			
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved 25. Track Type Used by Rail Code 26. Track Number or Name													
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved													
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 4 MEDLEY LEAD													
27. FRA Track 28. Number of		29. Number			eed (Recorded if availab	ole) Code	31. Time Ta	ble Dire	ction	Code			
Class Locomot	ive 1	Cars 4		. Recorde	-	b E	1 North 2	South	3. East 4. West	1			
	Wig wag	s 7			agged by crew	_	aled Crossing	1	34. Whistle Ban	Code			
Crossing 2. Cantilever FLS 5.	•	+				Wan	ning		1. Yes				
Warning 3. Standard FLS 6.			. Watchma	an 12.N	one	20 000 1	warn min (1)	.	2. No 3. Unknown	2			
Code(s) 03 06 35. Location of Warning	07		ode 36.	Crossina	Warning Interconnected	1	1		inated by Street	Code			
1. Both Sides				-	way Signals				ial Lights	0040			
2. Side of Vehicle Approach	roach	1		1. Yes 2	. No 3. Unknown	2	1. Yes	2. No	3. Unknown	2			
3. Opposite Side of Vehicle App 38. Driver's 39. Driver's Code		r Drove Behi	nd or in Fro	ont of Trai	n Code 41. Driv	ver				Code			
Age Gender		Struck or was			Train 1. I	Drove arou			Stopped on crossing				
48 1. Male 1 2. Female 1		1. Yes 2. N	o 3. Unkr	nown	1 2 1	Stopped an Did not stop		led 5.	Other (specify)	5			
42, Driver Passed Standing	Code	43. View of	Track Obs	scured by	(primary obstructio					Code			
Highway Vehicle			anent Stru		3. Passing Train 5.			er (spe		1			
1. Yes 2. No 3. Unknown	3	2. Starte			ent 4. Topography 6. I					8			
Casualties to:	Killed	Injured	44. Drive		in a line of the second second	Code	45. Was Dri		e Vehicle?	Code			
						3	1. Yes			1			
46. Highway-Rail Crossing Users	0	0		way Vehic dollar dan	le Property Damage nage)	\$1,000	48. Total NL (include		f Highway-Rail Crossin 4				
49. Railroad Employees	0	0	50. Total	Number	of People on Train				nent Accident /	Code			
52. Passengers on Train	0	0	(inclu	de passei	ngers and crew)	2.	1. Yes	•	Being Filed	2			
53a. Special Study Block					53b. Special Study Blo	ock							
54. Narrative Description A TAXI CAB CARRYING THREE P VEHICLE. NO INJURIES TO TRAI						TRACK AI	ND TRAIN HIT	TH E R	IGHT FRONT OF THE	1			
55. Typed Name and Title		56. Signatur	e						57. Date				

54



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

for use with WBAPS Reports

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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF 0	COLI	ISIO	VS VS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
iu ii ii	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Form. For private hi pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields.	ghway-rail rade crossi e Submissio on Informat	grade cross ngs), comple on Informatio tion section.	ings, com ete the He on section For chan	plete th ader, P . For gra ges to e	ie Headei arts I and ide-separ existing d	r, Parts I I II, and ated hig ata, con	I and I the Su hway- nplete	II, and the S Ibmission In rail or pathw the Header	Submiss format vay cros ; Part I	sion Informatio ion section. Fo ssings (includin I Items 1-3, an	on section. For or Private pathy ng pedestrian st nd the Submissi	public pathwa vay grade cros ation crossings on Information	y grade cro sings, comp ), complete n section, in	ssings (including lete the Header, the Header, Part
A. Revision Date (MM/DD/YYYY)		. Reporting A		ransit	C. Reas		<b>pdate</b>	(Select only	one) Close	ed	🗆 No Train	🗌 Quiet		T Crossing tory Number
09 / 20 / 2011		] State	□ 0		Data		Cross	sing Ite [	🗆 Char	nge in Primary	Traffic	Zone Upda		
The second states of the	1.		21	Par	t I: Loc	ation			Operati tion	Informatio		See Lost	1	
1. Primary Operating						2.5	tate				3. County			
Florida East Coast 4. City / Municipality		Jompany [F		reet/Ro	ad Name		ORID		_	```	MIAMI-DAD			_
In □ Near MAYPO	RT		N.N (Stra	N. 72N eet/Roa	D AVE d Name)			  * (Bloo						
7. Do Other Railroad If Yes, Specify RR	s Operate	a Separate T	rack at Cr	ossing?	□ Yes	🗷 No		8. Do Other If Yes, Spe			ver Your Track	at Crossing? [	⊡Yes ⊠d N	o 
9. Railroad Division o	or Region		10. Railro	oad Sub	division o	or Distric	ct	11. Bra		· Line Name SPUR			08.08	   (suffix)
None     I3. Line Segment		14. Nea	rest RR Ti	metable	:	15. Pai	rent RI	R (if applical	-		16. Crossi	(prefix)   (n. ng Owner (if ap	· · ·	
*		Station MIAMI	*			🗆 N/A								
17. Crossing Type       18. Crossing Purpose       19. Crossing Position       20. Public Access       21. Type of Train       22. Average Passenger         Image: Im														-
🖬 Public	-					(if Pr		Crossing)		0		t d Use Transit		nt Per Day an One Per Day
□ Private □ Station, Ped. □ RR Over □ No □ Commuter □ Tourist/Other □ Number Per Da													er Per Day 0	
Type of Land Use pen Space	e E Farm	🗆 Res	idential		Commerc	ial	🗷 In	dustrial		nstitutional	🗆 Recreati	onal 🗆	RR Yard	
24. Is there an Adjace	ent Crossin	ıg with a Seş	oarate Nu	mber?		1	25. Qu	iet Zone (F	RA pro	vided)				
🗆 Yes 🗆 No 🛛 If	Yes, Provid	e Crossing N	lumber				No 🖻	🗆 24 Hr	🗆 Par	tial 🗆 Chica	go Excused	Date Establ		
26. HSR Corridor ID		27. Latil	ude in de	cimal de	egrees			-		ecimal degree		29.	Lat/Long So	urce
·	N/A	(WGS84	std: nn.r	nnnnn	<sub>n)</sub> 25.80	22990		(WGS84 std	: -nnn	.nnnnnnn) <sup>-80</sup>	.2992020		ctual 🗌	Estimated
30.A. Railroad Use	*							31.A. 9	State U	lse *				
30.B. Railroad Use	*							31.B. 9	State U	lse *				
30.C. Railroad Use	*							31.C. 9	State U	lse *				
30.D. Railroad Use	*							31.D. 1	State L	Jse *				
32.A. Narrative (Rai	ilroad Use)	*						32.B. I	Narrati	i <b>ve</b> (State Use)	*			
33. Emergency Notifi	ication Tele	ephone No.	(posted)	3	4. Railroa	d Conta	ict (Te	lephone No.	)		35. State Co	ntact (Telepho	ne No.)	
800-342-1131				8	300-342-	1131								
					P	art II:	Railr	oad Info	rmat	ion				
1. Estimated Number				They Te	ning 1	C. Total	Cuito		11	D. Total Transit	Trainc	1.E. Check if	Loss Thop	
1.A. Total Day Thru T <i>(6 AM to 6 PM)</i> 0	rains		otal Night <i>to 6 AM</i> )	initu ir		16	Switc	hing Trains	1.1		. 118115	One Movem How many ti	ent Per Day	□ ek?
2. Year of Train Coun	t Data <i>(YYY</i>	Y)		3.A. N	eed of Tra Aaximum	Timetak	ole Spe	ed (mph) 2 er Crossing (r	20		to 20			
4. Type and Count of	Tracks			ј э.в. I	ypical spe	eeu nan	5c Ove	a crossing (r	npnj 1					
Main <u>1</u>	Siding	Y;	ard		Transit			Industry		_				
rain Detection (M			Detection	٣٨¤	о 🗆 рт	с Пг		] Other 🛙	] None	5				
6. Is Track Signaled?			PERECUON			A. Event	t Recor	rder				7.B. Remot		onitoring
FORM FRA F 61	80.71 (F	Rev. 3/15	)			C	ОМВ	approval	l expi	res 3/31/2	018			Page 1 OF 2

A. Revision Date (A 20/2011	A. Revision Date (MM/DD/YYY) PAGE 2 D. Crossing Inventory Number (7 char.) Y20/2011 Part III: Highway or Pathway Traffic Control Device Information														
ACCOUNTS			Part III	: Highway	or Pa	thway	Traffic	Control De	vice						
1. Are there	2. Types of P	assive Tr	affic Con	trol Devices a	sociated	d with the	Crossing								
Signs or Signals?	2.A. Crossbu		2.B. ST(	DP Signs (R1-1	2.C.	. YIELD Sig	gns (R1-2)	2.D. Advan	ce Wa	rning S	igns (Check al	l that apply	; include	count)	🗆 None
🔀 Yes 🗆 No	Assemblies (	count)	(count)		(соц	unt)		□ W10-1			□ W10-3	3			
	2		0	N de alcie es			2.0.01-	□ W10-2				l			
2.E. Low Ground Clo (W10-5)	earance Sign	2.F. Pi	avement	Markings				nnelization Medians			2.H. EXEMP (R15-3)	i Sign	2.I. ENS Displaye	•	.3)
□ Yes (count	)	🖬 Sto	p Lines	DDy	namic Ei	nvelope			🗆 Me	dian	□ Yes		□ Yes	.0	
🗆 No			Xing Sym	bols 🗆 N	one		🗆 One /	Approach [	🗆 Nor	ne	🗆 No		🗆 No		
2.J. Other MUTCD S	2		∕es Dod N				2.K. Priv Signs <i>(if</i>	ate Crossing private)	2.L.	LED En	hanced Signs	(List types,	)		
Specify Type		Cou	int												
Specify Type Specify Type		COL	int				🗆 Yes	LI NO							
3. Types of Train Ad					e (specif	fy count o	f each des	vice for all that	t apph	/)					
3.A. Gate Arms	3.B. Gate Cor						<i>ed)</i> Flashi				Mounted Flas	hing Lights		3.E. To	tal Count of
(count)		÷		Structur	es (coun						nasts)_2	_		Flashin	g Light Pairs
2	□ 2 Quad		(Barrier)	Over Tra	iffic Lane	e <u>0</u>	🗆 II	ncandescent		ncande					
Roadway 2 Pedestrian	□ 3 Quad □ 4 Quad	Resista	nce lian Gate:	Not Ove	r Troffic	Lane_0	ΠL	ED.		Back Lig	hts Included	Side     Include		0	
Fedeschan			nan Gate:		i traffic	Lane <u> </u>						mulude	u		
3.F. Installation Dat				3.G. Wayside	Horn						lighway Traffi	c Signals Co	ontrolling		Bells
Active Warning Dev		'Y) Not Req	uirod	🗆 Yes 🛛 Ir	stalled o	on <i>(MM/Y</i>	YYY)	_/			ing 5 🖬 No				unt)
/		Not Key	uneu	🗆 No	_									1	
3.J. Non-Train Active Warning       3.K. Other Flashing Lights or Warning Devices         Count       0         Specify type       0															
4.A. Does nearby Hy Intersection have	wy 4.B. Hwy Intercor	y Traffic S	Ignal	4.C. Hwy Tra	ffic Signa	al Preemp	tion	5. Highway Ti		re-Sign	lais	6. Highwa (Check al.			vices
Traffic Signals?		nterconn	ected									Ves - F	• •		ording
		raffic Sig		Simultan	eous			Storage Dista					Vehicle P	resence	Detection
Yes 🗆 No	🗆 For V	Varning S	igns	□ Advance				Stop Line Dist		•		None			
	1.45360	4743			A DESCRIPTION OF		Concerning Carlo	racteristic		39		1.1	1.20		
1. Traffic Lanes Cros	sing Railroad					badway/P	athway	3. Does Tr	ack Ru	In Dow	n a Street?	4. Is Cro	-		
Number of Lanes	2		-way Traf led Traffi		Paved?		] No	Г	] Yes		No	lights wit nearest r	• •	•	
5. Crossing Surface				lowed) Inst	Ilation D	Date * (M	M/YYYY)	1		Wio	dth *		Length *		
🖪 1 Timber 🛛 🛛	2 Asphalt 🗌	3 Asph	alt and Ti	mber 🛛 4	Concret	e 🗆 5	Concrete	and Rubber	6	Rubbe	r 🗆 7 Me	tal			
□ 8 Unconsolidate	ed 🗆 9 Con	posite	□ 10 0	ther (specify)	-										
6. Intersecting Road	dway within 50	0 feet?					7. Small	est Crossing Ar	ngle			8. Is Cor	nmercial	Power A	<pre>\vailable? *</pre>
🗆 Yes 🖬 No	lf Yes, Approxi	nate Dist	ance (fee	t)			□ 0° – 2	9° □ 30°·	-59°	×	60° - 90°		🕱 Yes		lo
					rt V: P	ublic H		Informati				10.000			
1. Highway System			2	Functional Cla						Is Cross	sing on State H	lighway	Ан	ghway	Speed Limit
T. Highway System			<b>-</b> .				1) Urban	.0		stem?	ອູບາເລເຕເຕັ	- Sumay		Pursoys	MPH
🗆 (01) Interst				(1) Interstate		Ľ	l (5) Majo	r Collector	ĹÓ	Yes	🕼 No		DP	osted	□ Statutory
□ (02) Other				(2) Other Fre				r Collogto-	5.	Linear I	Referencing Sy	stem (LRS	Route ID	) *	
(03) Federa (03) Non-F	-	•		(3) Other Prin (4) Minor Art			t (7) Local		6.	LRS Mil	epost *				
7. Annual Average		ADT)		nated Percent				d by School Bu	uses?			10.	Emergen	cy Servio	es Route
Year 1988 AAI	OT 027369		00		_ %	□ Yes	M No	Average Nur	mber p	per Day	0		es 🗆	No	
Submi	ssion Infor	mation	1 - This	informatio	n is use	d for ad	Iministro	ative purpos	ses al	nd is n	ot availabl	e on the	public v	vebsite	2.
Submitted by				Organi	zation						Phone		Da	te	
	blic reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data														
sources, gathering a															
agency may not con displays a currently															
her aspect of this															
ashington, DC 205		-								_					
FORM ERA E 61	00 71 /Day	2/1E				OMB	annrou	al evnires	2/21	/2010				De	TA 2 OF 2

FORM FRA F 6180./1 (Rev. 3/15)

OMB approva	<b>I</b> expires	3/31/2018
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### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	TION (FR	A)							OMB Approval No. 2	130-0500		
Name Of							Alphat	petic Cod	e RR Accident/Inci	dent No.		
1. Reporting Railroad		Flor	ida East	Coast 1	Railway Company [F	EC]	1a. FE	EC	1b. 65307JA5			
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.			
3. Railroad Responsible for Track M	laintenand	e Flor	ida East	Coast I	Railway Company [F	EC]	3a. FF	EC	3b. 65307JA5	_		
4. U.S. DOT-AAR Grade Crossing I	D No.	2727	57H	5. Dat	e of Accident/Incident	01/21/85	6. Time	of Accide	ent/Incident 03:00			
7. Nearest Railroad Station HIALEAH			8. Di	vision		9. County DADE			10. State Abbr. 12	Code FL		
11. City (if in a city) MEDLE	Y		12. Hi	ghway N	ame or No. NW 72N	D AVE			Public 1	Private		
Highway	User Invo	lved				Rail Equi	pment Involve	d				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot	ool Bus	J. Other Moto K. Pedestrian M. Other (sp		Code A	17. Equipment 1. Train (units pulling 2. Train (units pushir 3. Train (standing)	ng) 6. Light l	(moving) (standing) oco(s) (movi oco(s) (stand	A." ng) B."	Other (specify) Train pulling- RCL Train pushing- RCL Train standing- RCL	Code 2		
r it i state where a	rection orth 2. So	(geographic outh 3. East		Code	18. Position of Car Unit	in Train		1				
16. Position 1. Stalled on crossing 2. Stopped on Crossin		ving over cros	sing	Code 3	19. Circumstance 1. R 2. Ra		nt struck highv nt struck by hig	+	er	Code		
20a. Was the highway user and/or i	ail equipm	nent involved		Code	20b. Was there a hazar	rdous mater	ials release by	1		Code		
in the impact transporting haze			loither	4	1. Highway Us	er 2 Rail	Fauipment	3. Both	4. Neither			
1. Highway User 2. Rail Eq 20c. State the name and quantity of				<u> </u>		e. mirtan	- 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1					
200. State the name and quantity of	ule nazai	uous material	101003001	ii carry								
21. Temperature 22. V	/isibility (	single entry)		Code	23. Weather (single e	entry)				Code		
(specify if minus) 55 °F 1. [	Dawn 2.	Day 3. Dusk	4. Dark	2	1. Clear 2. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snov	N	1		
24. Type of Equipment			Spec. Mo	N Equip		•		Code	26. Track Number or	Name		
Consist 1. Freight train 4. (single entry) 2. Passenger train 5.		in 7. Yard/Swi	-	Code	Equipment Involve	∋d			INDUSTRY LEA	AD		
3. Commuter train 6	-	-		1	1. Main 2. Yard	3. Siding	4. Industry	1	TRK			
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomotive Cars R. Recorded												
1 Units	1	1		Estimate			1. North 2. led Crossing		East 4. West	Code		
Crossing 2. Cantilever FLS 5.		ic signals 8.	Stop signs	11. O		33. Signa Warn	•	3	34. Whistle Ban 1. Yes	Code		
Warning 3. Standard FLS 6.			Natchman	12. N	one	20 sec. w	arn min (1)	.	2. No 3. Unknown			
Code(s) 01 03 35. Location of Warning	06	Cod	e 36. C	rossina '	Warning Interconnected		· · · · · · · · · · · · · · · · · · ·	,	ated by Street	Code		
1. Both Sides		000	·	-	way Signals	1		or Specia				
2. Side of Vehicle Approach		1	1	.Yes 2	2. No 3. Unknown	2	1. Yes	2. No	3. Unknown	2		
3. Opposite Side of Vehicle Apr 38. Driver's 39. Driver's Code		Drove Behind			1	ver				Code		
Age Gender		Struck or was					d or thru the g	ate 4. S	topped on crossing			
1. Male		1. Yes 2. No	3. Unkno	wn	1 2 1			led 5.C	Other (specify)	1		
2. Female 42. Driver Passed Standing	Code	43. View of T	rack Obsc	ured by	(primary obstructio	Did not stop				Code		
Highway Vehicle	2	1. Perma	ent Struct	ure	3. Passing Train 5. ent 4. Topography 6. l	Vegetation	7. Othe hicles 8. Not	r (spec Obstructe	lify) ed	8		
1. Yes 2. No 3. Unknown	4		44. Driver			Code	45. Was Driv			Code		
Casualties to:	Killed	Injured			and a Habebara	3	1. Yes		Venice :	1		
46. Highway-Rail Crossing Users	0	0	-	ay Vehic ollar dan	le Property Damage nage)	\$800	48. Total Nu (include		Highway-Rail Crossin 1	g Users		
49. Railroad Employees	0	0			of People on Train		1		ent Accident / eing Filed	Code		
52. Passengers on Train	0	0	Unclud	e passe	ngers and crew)		1. Yes		<b>.</b>	2		
53a. Special Study Block					53b. Special Study Blo	ock						
54. Narrative Description												
55. Typed Name and Title		56. Signature							57. Date			
FORM FRA F 6180.57	* NOTE	THAT ALL C	ASUALTI	S MUS	T BE REPORTED ON F	ORM FRA F	6180.55A					



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

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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	COLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

#### OMB No. 2130-0017

Form. For private hi pedestrian station gr Parts I and II, and the	ghway-rai rade cross submissi n Informa	i grade crossin sings), complet on Information ation section. P	gs, comp e the Hea section. I for chang	lete the Ider, Part For grade es to exi art I Item	Header, ts I and e-separa sting da 20 and	, Parts I and II, and the ated highwa ata, comple Part III Item	d II, a Subm y-rail te the n 2.K. a	nd the Su ission Inf or pathwa Header, are requir	ubmission Informati ormation section. F ay crossings (includi Part I Items 1-3, ai red unless otherwise	on section. For or Private pathy ng pedestrian st nd the Submissi	public pathway vay grade crossin ation crossings), c on Information s	plete the entire inventory grade crossings (including ggs, complete the Header, complete the Header, Part section, in addition to the denotes an optional field.
A. Revision Date (MM/DD/YYYY)		B. Reporting Ag				on for Upda	•	'	one) ] Closed		C Quiet	D. DOT Crossing Inventory Number
09 / 20 / 2011	`	k Railroad	🗌 Tra		🗷 Chanį Data	•	New ossing	L	l closed	No Train Traffic	Quiet Zone Update	Inventory Number
	0	□ State	🗆 Otl	ner [	🗆 Re-Oj		Date ange (		Change in Primary perating RR	Admin. Correction		272758P
10.00		3742 -5	1000	Part I	: Loca		-		tion Informatio			
1. Primary Operating			.01			2. State	-			3. County	F	
Florida East Coast 4. City / Municipality		Company [FE		et/Road	Name	FLORI				6. Highway T		
De in			NW	77TH S	TREET				k Number)		//	
Near MEDLE     Near MEDLE     Other Railroad		a Separate Tra	<u>`</u>	et/Road I ssing? [		M No	8.0	<u> </u>	Railroads Operate (	Over Your Track	at Crossing? 🗆	Yes 🖬 No
If Yes, Specify RR		5			J		li	f Yes, Spe	cify RR			
9. Railroad Division o	or Region	:	LO. Railroa	ad Subdiv	vision o	r District		11. Bra	nch or Line Name		12. RR Milepos	
None		14. Neare	None			15. Parent	DD //			-	(prefix)   (nnni	
13. Line Segment +		Station HIALEA	*	letable			KK (I)	l abbucab	10)		ng Owner (if appl	icable)
17. Crossing Type	18. Cros	sing Purpose	-	ssing Pos	sition	20. Publi	ic Acc	ess	21. Type of Train			22. Average Passenger
🖬 Public	Highv	vay vay, Ped.	I⊠ AtG			( <i>if Privat</i> □ Yes	e Cros	sing)	Freight Intercity Passen	□ Transi	-	<b>Train Count Per Day</b> □ Less Than One Per Day
Private	🗆 Statio								Commuter			Number Per Day 0
Type of Land Use pen Space	🗆 Farm	Resid	ential		mmerci	ial 🖬	Indus	trial	Institutional	Recreati	onal 🗆 RR	Yard
▲4. Is there an Adjac									A provided)	in the of each		1010
□ Yes □ No If	Yes, Provid	de Crossing Nu	mber			29 N	о П	24 Hr	🗆 Partial 🛛 Chica	ago Excused	Date Establish	ied
26. HSR Corridor ID	100,7101	27. Latitu		imal degi	rees		-		e in decimal degree	-		/Long Source
	□ N/A	(WGS84 s	td: nn.nr	nnnnn)	25.843	36700	W	GS84 std:	-nnn.nnnnnnn) -80	).3151690	🗆 Acti	ual 🗆 Estimated
30.A. Railroad Use		1 (11 000 1 0		,			1. (	31.A. S	tate Use *			
30.B. Railroad Use	*							31.B. S	tate Use *			
30.C. Railroad Use	*							31.C. S	tate Use *			
30.D. Railroad Use	*							31.D. S	tate Use *			
32.A. Narrative (Rai	lroad Use)	)*						32.B. N	larrative (State Use)	*		
33. Emergency Notifi	cation Tel	lephone No. (p	osted)	34.	Railroa	d Contact (	Telepl	hone No.)		35. State Cor	ntact (Telephone	No.)
800-342-1131				80	0-342-1	1131						
			ELSE.		Pa	art II: Rai	Iroa	d Infor	mation			
1. Estimated Number 1.A. Total Day Thru T				bru Trair	25 1	C. Total Swi	itching	Trains	1.D. Total Transi	t Trains	1.E. Check if Le	ss Thon
1.A. Total Day Thru Trains       1.B. Total Night Thru Trains       1.C. Total Switching Trains       1.D. Total Transit Trains       1.E. Check if Less Than         (6 AM to 6 PM)       0       20       How many trains per week?												
2. Year of Train Count	t Data (YY	YY)				in at Crossin		(	n			
						Timetable S ed Range O			oph) From 10	to <u>20</u>		
4. Type and Count of	Tracks											
	Siding	Yar	d	T	ransit _		Indi	ustry				
rain Detection (M □ Constant Warr			etection	DAFO	🗆 РТС	C 🖬 DC	□ o	ther 🗆	None			
<ul> <li>6. Is Track Signaled?</li> <li>Is Yes □ No</li> </ul>						A. Event Red	corder				7.B. Remote H	Health Monitoring
FORM FRA F 61	80.71 (	Rev. 3/15)				OM	В ар	proval	expires 3/31/2	2018		Page 1 OF 2

A. Revision Date (A	A. Revision Date (MM/DD/YYYY)     PAGE 2     D. Crossing Inventory Number (7 char.)       20/2011     Part III: Highway or Pathway Traffic Control Device Information       . Are there     2. Types of Passive Traffic Control Devices associated with the Crossing														
20/2011			Part III	: Highway	or Pati	hway	Traffic (	Control D	evice						- Paper
1. Are there	2. Types														
Signs or Signals?	2.A. Cro	ssbuck	2.B. STC	P Signs (R1-1)	2.C. Y	/IELD Sig	gns (R1-2)	2.D. Adva	nce Wa	rning S	igns (Check ali	that apply	; include	count)	🗆 None
🖬 Yes 🗆 No	1	lies (count)	(count)		(coun	nt)		□ W10-1							
	0		0					□ W10-2		_		T.Cian	•		4.71
2.E. Low Ground Cl	learance Si	gn 2.F. P	avement	Markings				nnelization Medians			2.H. EXEMP (R15-3)	i Sign	2.I. ENS Displaye		13)
(W10-5)	)	□ Sto	p Lines	Dyr	amic Env	velope		proaches	🗆 Me	dian	□ Yes		□ Yes		
	,		Xing Sym				🗆 One A	pproach	Nor	ie	🗆 No		🗆 No		
2.J. Other MUTCD	Signs	· 🗆	Yes 🗷 N	0			2.K. Priva Signs (if )	ate Crossing private)	2.L.	LED Er	hanced Signs	(List types)	)		
Specify Type			unt												
Specify Type Specify Type			unt				🗆 Yes	LI NO							
3. Types of Train A					Isnecify	count o	f each dev	ice for all the	at apply	//					
3.A. Gate Arms		e Configuratio		3.C. Cant	ilevered	(or Bride	ged) Flashi	ng Light	3.D	. Mast	Mounted Flas	hing Lights		3.E. To	tal Count of
(count)				Structure		j		•			nasts)_2			Flashir	ng Light Pairs
	🗌 🗆 2 Qua		(Barrier)	Over Tra	ffic Lane	0	Ir	candescent		ncande					
Roadway <u>0</u>				s Not Over	Troffic L	200 0	<b></b> – – – – – – – – – – – – – – – – – – –	-0		Back Lig	hts Included	Side     Include	<u> </u>	0	
Pedestrian	🗆 4 Qua		dian Gate	S NOL OVE								menuae			
3.F. Installation Da				3.G. Wayside	Horn						lighway Traffi	c Signals C	ontrolling		. Bells
Active Warning De			wired	□ Yes in	stalled on	n (MM/Y	YYY)			Cross	ing s ⊠tNo			2	ount)
/		Not Rec	lairea	□ No											
3.J. Non-Train Activ			Signals	] Watchman	🗆 Floodi	ighting	□ None				Flashing Light				
Image: Plagging/Flagman       Image: Plagging/Flagging/Flagman       Image: Plagging/F															
Intersection have		erconnection	agnar	4.C. Hwy Hu	ne signai	riceing		□ Yes □				(Check al	•	-	
Traffic Signals?		Not Interconr	nected									🔲 Yes - I			-
		For Traffic Sig		□ Simultane	ous Storage Distance * Ves – Vehicle Pre Stop Line Distance * None						resence	Detection			
Yes 🗆 No		For Warning S	Signs	Advance		Dia				-	- 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10		11/28	-	
1.102.2013-								racteristi		- Davi		4 In Con			D /Chroat
1. Traffic Lanes Cro	ossing Railr	oad ∐ One- □ Two	-way Traf o-way Tra	fic	2. Is Roa Paved?	adway/P	athway	3. Does I	гаск к	un Dow	n a Street?		thin appr		l? (Street eet from
Number of Lanes	2	🛛 Divi	ded Traffi	ic 🛛	De l		🗆 No		🗆 Yes		No	nearest i	rail) 🗋 Ye	es E	] No
5. Crossing Surface	e (on Main	Track, multip	le types a	llowed) Insta	llation Da	ate * (M	M/YYYY)	/		Wi	dth *		Length *	_	
□ 1 Timber II □ 8 Unconsolidat						e ∐ 5	Concrete	and Rubber		Rubb	er 🗆 7 Me	tai			
6. Intersecting Roa	adway with	hin 500 feet?				_	7. Small	est Crossing /	Angle			8. Is Co	mmercial	Power	Available? *
🗆 Yes 🖬 No		nrovimato Dic	tance (fee	s+)			□ 0° - 2	.9° 🖬 30	° – 59°	Г	60° - 90°		🖿 Yes		No
LI Yes La No	IT Yes, Ap	proximate Dis	tance gee		rt V: Pu	ublic H		/ Informa		_		1	La res		
1 Highway Curtan			1.2	Functional Cla		-			-	Is Cros	sing on State	Highway	4. H	ighwav	Speed Limit
1. Highway System	1		2.				(1) Urban		S	/stem?	-			5	MPH
🗇 (01) Inters	state High	way System		(1) Interstate			🗌 (5) Majo	or Collector			No No				Statutory
		System (NHS)		(2) Other Free				r Collector	5.	Linear	Referencing S	ystem (LRS	5 Route ID	)*	
(03) Feder				(3) Other Prin (4) Minor Art			⊥ (6) Minc ☑ (7) Local		6.	LRS M	ilepost *				
7. Annual Average				nated Percent			gularly Use	ed by School	Buses?		_	10.	Emerger	cy Serv	ices Route
Year AA	ADT 0004	50	30		%	□ Ye		Average N			- <u>2</u>	_   🗆 Y		No	
Subm	ission l	nformatio	n - This	information	n is used	d for a	dministr	ative purpe	oses a	nd is	not availab	le on the	public	vebsit	e.
Submitted by				Organi	ation						Phone		D	ate	
Public reporting bu	urden for t	his informatio	n collecti	on is estimated	to avera	ge 30 m	inutes per	response, in	cluding	the tin	ne for reviewin	ng instructi	ions, sear	ching e	xisting data
sources, gathering	and maint	taining the dat	ta needed	and completi	ng and re	viewing	the collect	ion of inform	nation.	Accord	ling to the Pap	erwork Re	duction A	ct of 19	95, a federal
agency may not co displays a currently	onduct or s	ponsor, and a	person is	not required t	o, nor sha	all a per	son be sub informatio	ject to a pen	aity for	failure	το comply wit Send commen	n, a collect	uon of inf ng this hu	ormatio den ee	timate or any
displays a currently her aspect of thi	y valid UM s collection	n. including fo	r reducin	this burden to	o: Inform	nation C	ollection O	fficer, Federa	al Railro	oor). oad Adr	ninistration, 1	200 New Je	ersey Ave	. SE, MS	S-25
ashington, DC 20		.,											-		
In. collection						-			2/2/	1/201	0			D	

FORM FRA F 6180.71 (Rev. 3/15)

OMB approval expires 3/31/2018

### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRA	TION (FR	A)						OMB Approval No. 2	130-0500			
Name Of							Alphabetic Cod	le RR Accident/Inci	dent No.			
1. Reporting Railroad		Flo	rida East (	Coast	Railway Company [F	EC]	1a. FEC	1b. 65310SE8				
2. Other Railroad Involved in Train /	Accident/Ir						2a.	2b.				
3. Railroad Responsible for Track N			rida East C	Coast I	Railway Company [F]	EC1	3a. FEC	3b. 65310SE8				
4. U.S. DOT-AAR Grade Crossing I		2727			e of Accident/Incident (			ent/Incident 05:15	PM			
7. Nearest Railroad Station			8. Div	sion		9. County		10. State	Code			
HIALEAH			SYS	TEM		DADE		Abbr. 12	-			
11. City (if in a city) MEDLE	Y		12. Hig	hway N	lame or No. NW 77TH	H ST.		Public I	Private			
Highway	User Invo	lved				Rail Equip	ment Involved					
13. Type C. Truck-trailer F. Bus		J. Other Mote	or Vehicle	Code	17. Equipment 1. Train (units pulling	4. Car(s) ) 5. Car(s)	(moving) 8. (standing) A.	Other (specify) Train pulling- RCL	Code			
A. Auto D. Pick-up truck G. Sch		K. Pedestriar		c	2. Train (units pushin	g) 6. Light lo	co(s) (moving) B.	Train pushing- RCL	1			
	orcycle rection	M. Other (sp (geographi		Code	3. Train (standing) 18. Position of Car Unit		oco(s) (standing) C.	Train standing- RCL				
		uth 3. East		4			1					
16. Position 1. Stalled on crossing		ving over cro	ssing	Code 3	19. Circumstance 1. Ra		t struck highway user t struck by highway us		Code			
2. Stopped on Crossir 20a. Was the highway user and/or r				Code	20b. Was there a hazar				Code			
in the impact transporting haza	ardous ma	terials?		1				4 Maillean	4			
1. Highway User 2. Rail Eq				4	1. Highway Use	er 2. Rail I	Equipment 3. Both	4. Neither				
20c. State the name and quantity of	the hazar	dous materia	al released, it	any								
21. Temperature 22. V	/isibility (	single entry)		Code	23. Weather (single e	entry)			Code			
(specify if minus) 92 °F 1. [	Dawn 2.	Day 3. Dusl	k 4. Dark	2	1. Clear 2. Cloudy	3. Rain 4. F	og 5. Sleet 6. Sno	w	1			
24. Type of Equipment		A	. Spec. MoV	V Equip	25. Track Type Used b	oy Rail	Code	26. Track Number or	Name			
00110101	-	n 7. Yard/Sv	-		Equipment Involve	d						
(single entry) 2. Passenger train 5 3. Commuter train 6				Code	1. Main 2. Yard	3. Sidina	4. Industry 1	MAINLINE				
	27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomoti	Class Locomotive Cars R, Recorded											
2 Units	1	25		stimate			1. North 2. South		2			
	Wig wags				lagged by crew	-		34. Whistle Ban	Code			
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.			. Stop signs . Watchman	11. C	Other (specify) Ione	Warni	''y	1. Yes 2. No				
Code(s) 01 03	06					20 sec w	arn min (1);	3, Unknown	2			
35. Location of Warning			de 36. Cr	ossing	Warning Interconnected	Code	37. Crossing Illumi	•	Code			
1. Both Sides		6	w	ith High	way Signals	i. 1	Lights or Specia	al Lights	i i			
2. Side of Vehicle Approach	roach	1	1.	Yes	2. No 3. Unknown	2	1. Yes 2. No	3. Unknown	2			
3. Opposite Side of Vehicle Apr 38. Driver's 39. Driver's Code		Drove Behin	nd or in Front	t of Tra	in Code 41. Driv	/er			Code			
Age Gender		Struck or was					d or thru the gate 4.5	Stopped on crossing				
32 1. Male 1	· ·	1. Yes 2. No	3. Unknow	wn	1 2 1		then proceeded 5.	Other (specify)	1			
Z. Fentale	Codo	A3 View of	Track Obscu	ired by	3	Did not stop			Code			
42. Driver Passed Standing Highway Vehicle	Code	1. Perma	anent Struct	ure	3. Passing Train 5.	Vegetation	7. Other (spe	cify)	Ĩ			
1. Yes 2. No 3. Unknown	2	2. Stand	ling railroad	equipm	ent 4. Topography 6. I	Highway Vel	nicles 8. Not Obstruct	ed	8			
			44. Driver v	vas	C	ode	45. Was Driver in the	e Vehicle?	Code			
Casualties to:	Killed	Injured			jured 3. Uninjured	3	1. Yes 2. No		1			
			47. Highwa	y Vehic	cle Property Damage			Highway-Rail Crossin	g Users			
46. Highway-Rail Crossing Users	0	0	(est. do	llar dar	nage)	\$8,000	(include driver)	1				
49. Railroad Employees	0	0			of People on Train		51. Is a Rail Equipm		Code			
52. Passengers on Train	0	0	(include	e passe	ngers and crew)	2.	Incident Report I 1. Yes 2. No		2			
53a. Special Study Block	-				53b. Special Study Blo	ock			n			
54. Narrative Description TRACTOR/ TRAILER RIG FAILEI	O TO OBE	Y CROSSING	SIGNALS A	ND AT	TEMPTED TO BEAT TH	E TRAIN AC	ROSS THE CROSSIN	G.				
55. Typed Name and Title		56. Signatur	e					57. Date				

#### HIGHWAY-RAII GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

r	FRA)											
Name Of		_				Alphabetic (						
1. Reporting Railroad		ida East	Coast	Railway Company [F	FEC]	1a. FEC	1b. 65311M	A5				
2. Other Railroad Involved in Train Acciden						2a.	2b.					
3. Railroad Responsible for Track Maintena			-	Railway Company [F		3a. FEC	3b. 65311M					
4. U.S. DOT-AAR Grade Crossing ID No.	27275	8P	5. Dat	te of Accident/Incident	05/08/95	6. Time of Ac	cident/Incident 05:1	19 PM				
7. Nearest Railroad Station HIALEAH		8. Div	ision/		9. County DADE		10. State Abbr.	Code 12 FL				
11. City (if in a city) MEDLEY		12. Hig	ghway N	ame or No. NW 77T	H STREE	Г	Public	Private				
Highway User In	volved				Rail Equip	oment Involved						
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. School Bus B. Truck E. Van H. Motorcycle	J. Other Motor K. Pedestrian M. Other (spe		Code	17. Equipment 1. Train (units pulling 2. Train (units pushir 3. Train (standing)	)) 5. Car(s) ng) 6. Light I	oco(s) (moving)	8. Other (specify A. Train pulling- RCL B. Train pushing- RCi C. Train standing- RC	L [ 1				
14. Vehicle Speed15. Direction(est. mph at impact)()1. North 2.	(geographica South 3. East 4		Code 1	18. Position of Car Unit	in Train	1						
	Noving over cross	ing	Code 2	19. Circumstance 1. R				Code				
2. Stopped on Crossing 4. 20a. Was the highway user and/or rail equi			Code	2. Ra 20b. Was there a hazar		it struck by highway als release by	yuser	Code				
in the impact transporting hazardous	materials?		Ĩ.					Code				
1. Highway User 2. Rail Equipment			4	1. Highway Us	er 2. Rail	Equipment 3. Bo	oth 4. Neither					
20c. State the name and quantity of the ha	zardous material r	eleased, i	r any									
21. Temperature 22. Visibility	(single entry)		Code	23. Weather (single e	entry)			Code				
0.5 05	2. Day 3. Dusk 4	4. Dark	2	1. Clear 2. Cloudy	.,	Fog 5. Sleet 6. S	Snow	1				
24. Type of Equipment		Spec. MoV	V Equip	25. Track Type Used I	oy Rail	Code	e 26. Track Number	or Name				
Consist 1. Freight train 4. Work t (single entry) 2. Passenger train 5. Single	rain 7. Yard/Swite car 8. Light loco(	-	Code	Equipment Involve	ed	1						
3. Commuter train 6. Cut of	cars 9. Main./insp	ect, car	7	1. Main 2. Yard	3. Siding	4. Industry 2	MEDLEY LE	AD				
27. FRA Track     28. Number of     29. Number of     30. Consist Speed (Recorded if available)     Code     31. Time Table Direction     Code       Class     Locomotive     Cars     R. Recorded												
Class Locomotive 2 Units	Cars L 23		Recorde Estimate		h E	1. North 2. Sout	th 3. East 4. West	1				
32. Type of 1. Gates 4. Wig wa				lagged by crew		ed Crossing	34. Whistle Ban	Code				
Crossing 2. Cantilever FLS 5. Hwy. tr	-			ther (specify)	Warni	ing	1. Yes					
Warning 3, Standard FLS 6, Audible		/atchman	12. N	one	20 sec 11	arn min (1);	2. No 3. Unknown	Ĩ.				
Code(s) 01 03 ( 35. Location of Warning	)6 Code	36. Cr	ossina '	Warning Interconnected	Code	· · · · ·	minated by Street	Code				
1. Both Sides	0		-	way Signals	3	Lights or Spe	•					
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	1	1.	Yes 2	2. No 3. Unknown	2	1. Yes 2. N	lo 3. Unknown	2				
	er Drove Behind	or in Fron	t of Trai	n Code 41. Driv	/er			Code				
	Struck or was St	•		1 1		-	4. Stopped on crossing	3				
1. Male 2. Female	1. Yes 2. No	3. Unknov	wn	1 2 1	Stopped and Did not stop	then proceeded	5. Other (specify)	4				
42. Driver Passed Standing Cod	e 43. View of Tra	ack Obsci	ured by	(primary obstruction	n)			Code				
Highway Vehicle 1. Yes 2. No 3. Unknown 2	1, Permane 2, Standing			3. Passing Train 5. \ ent 4. Topography 6. H		7. Other (s nicles 8. Not Obstru		8				
1. Yes 2. No 3. Unknown 2								-				
Casualties to: Killed	Injured 4	4. Driver v 1. Kille		und D. Halabura d. (	ode 3	45. Was Driver in 1. Yes 2. No		Code				
46. Highway-Rail Crossing Users 0	0 4		y Vehic	le Property Damage	\$4,000		of Highway-Rail Cross	sing Users 2				
49. Railroad Employees 0	0 5	0. Total N	umber o	of People on Train		51. Is a Rail Equip		Code				
52. Passengers on Train 0	0	(include	passe	ngers and crew)		Incident Report 1. Yes 2. No	-	2				
53a. Special Study Block				53b. Special Study Blo	ck							
54. Narrative Description												
55. Typed Name and Title	56. Signature						57. Date					

FORM FRA F 6180.57

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	TION (FR	(A)							ON BAPProval No. 2		
Name Of								petic Cod	e RR Accident/Inc	ident No.	
1. Reporting Railroad			da East	Coast	Railway Company [F	EC]	1a. FE	C	1b. 26306AU8		
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.		
3. Railroad Responsible for Track M	laintenand	1 101 1		1	Railway Company [F		3a. FF		3b. 26306AU8		
4. U.S. DOT-AAR Grade Crossing	D No.	27275	8P	5. Dat	e of Accident/Incident	08/17/88	6. Time	of Accide	ent/Incident 05:50	PM	
7. Nearest Railroad Station HIALEAH			8. Div	vision		9. County DADE			10. State Abbr. 12	Code	
11. City (if in a city) MEDLE	Y		12. Hig	jhway N	lame or No. N.W. 77	TH ST.			Public	Private	
Highway	User Invo	lved				Rail Equip	oment Involve	d			
14. Vehicle Speed 15. D	torcycle	M. Other (spec (geographica	cify) I)	Code A Code	<ol> <li>Equipment</li> <li>Train (units pulling</li> <li>Train (units pushir</li> <li>Train (standing)</li> <li>Position of Car Units</li> </ol>	ng) 6. Light I 7. Light I	oco(s) (movir	A. ng) B. ing) C.	Other (specify) Train pulling- RCL Train pushing- RCL Train standing- RCL	Code	
(est. mph at impact) () 1. N 16. Position 1. Stalled on crossing		outh 3. East 4		3 Code	19. Circumstance 1. R	ail equipmer	at struck high			Code	
2, Stopped on Crossi			ng	2			nt struck by high		er	1	
20a. Was the highway user and/or	rail equipn	nent involved		Code	20b. Was there a haza	rdous materi	als release by			Code	
in the impact transporting haz 1. Highway User 2. Rail Eq			either	4	1. Highway Us	er 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity o								_		•	
					51						
	/isibility (	single entry)		Code	23. Weather (single e	•••				Code	
(specify if minus) 95 °F 1.1	Dawn 2.	Day 3. Dusk 4		2	1. Clear 2. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snov	N		
24. Type of Equipment Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/Swite	+	V Equip Code	25. Track Type Used I Equipment Involve	-		Code	26. Track Number or	Name	
3. Commuter train 6	-	-		7	1. Main 2. Yard	3. Siding	4. Industry	1	MAINLINE		
27. FRA Track 28. Number of	of	29. Number of	30. Cor	isist Sp	eed (Recorded if availab	le) Code	31. Time Tab	ole Direct	ion	Code	
Class         Locomotive         Cars         R. Recorded           2         Units         1         I         E. Estimated         13         mph         E         1. North 2. South 3. East 4. West         1											
	Wig wags	s 7. C			lagged by crew		led Crossing		34. Whistle Ban	Code	
Crossing 2. Cantilever FLS 5.	-	-				Warn	ing		1. Yes		
Warning 3. Standard FLS 6.	Audible	9. W	atchman	12. N	one	20 sec w	arn min (1):		2. No 3. Unknown	ř.	
Code(s) 03 06		Code	36. Ci	ossina	Warning Interconnected				ated by Street	Code	
1. Both Sides				-	way Signals	5000		or Specia		0040	
2. Side of Vehicle Approach 3. Opposite Side of Vehicle App	proach	1	1.	Yes 2	2. No 3. Unknown	2	1. Yes	2. No	3. Unknown	2	
	U	Drove Behind	or in Fron	t of Trai	n Code 41. Driv	ver				Code	
Age Gender	and S	Struck or was St	ruck by S	econd	Frain 1.1		-		topped on crossing		
1. Male		1. Yes 2. No	3. Unkno	wn	1 2 1	Stopped and Did not stop	•	ed 5.C	Other (specify)	4	
2. Female 42. Driver Passed Standing	Code	43. View of Tra	ack Obsci	ured by						Code	
Highway Vehicle	ľ.	1. Permane	ent Struct	ure	3. Passing Train 5.	/egetation		r (spec		r i	
1, Yes 2. No 3. Unknown	2						hicles 8. Not (			8	
Casualties to:	Killed	44 Injured	4. Driver v 1. Kille		- Francis II	ode	45. Was Driv 1. Yes		Vehicle?	Code	
46. Highway-Rail Crossing Users	0	4	7. Highwa	ıy Vehic	le Property Damage	\$1.000		mber of I	Highway-Rail Crossin	g Users	
49. Railroad Employees	0			llar dan umber	nage) of People on Train	\$1,000			1 ent Accident /	Code	
52. Passengers on Train	0	0 0			ngers and crew)		Incident 1. Yes		eing Filed	2	
53a, Special Study Block					53b. Special Study Blo	ock	1.163	2.110			
54, Narrative Description	_										
remaine beenpion											
55. Typed Name and Title		56. Signature							57. Date		

FORM FRA F 6180.57

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTR/	ATION (FF	(A)						OMB Approval No. 2	2130-0500			
Name Of							Alphabetic Cod	e RR Accident/Inc	ident No.			
1. Reporting Railroad		Flori	da East	Coast	Railway Company [F	FEC]	1a. FEC	1b. 65311DE				
2. Other Railroad Involved in Train	Accident/I	ncident					2a.	2b.				
3. Railroad Responsible for Track	Aaintenan	ce Florid	la East (	1	Railway Company [F		3a. FEC	3b. 65311DE				
4. U.S. DOT-AAR Grade Crossing	ID No.	27275	8P	5. Dat	e of Accident/Incident	12/08/78	6. Time of Accide	ent/Incident 03:30	PM			
7. Nearest Railroad Station MEDLEY			8. Div	ision		9. County DADE		10. State Abbr. 12	Code P FL			
11. City (if in a city) MEDLE	Y		12. Hig	hway N	lame or No. N. W. 77	TH STREE	ET	V Public	Private			
Highway	User Invo	lved				Rail Equip	ment Involved					
	nool Bus	J. Other Motor K. Pedestrian M. Other (spec (geographical	sify)	Code B Code	<ol> <li>Equipment</li> <li>Train (units pulling</li> <li>Train (units pushir</li> <li>Train (standing)</li> <li>Position of Car Unit</li> </ol>	ng) 6, Light k 7, Light k		Other (specify) Train pulling- RCL Train pushing- RCL Train standing- RCL	Code			
(est. mph at impact) () 1. N	orth 2. So	outh 3. East 4	. West	3			1	1				
16. Position 1. Stalled on crossing 2. Stopped on Crossi		ving over crossi	ng	Code 2	19. Circumstance 1. R		t struck highway user t struck by highway us	er	Code			
20a. Was the highway user and/or	-			Code	20b. Was there a hazar				Code			
in the impact transporting haz	ardous ma	terials?		Ì					1			
1. Highway User 2. Rail Eq	- ·			4	1. Highway Us	er 2. Rail I	Equipment 3. Both	4. Neither				
20c. State the name and quantity o	r the haza	rdous material re	eleased, i	rany								
21. Temperature 22. V	/isibility (	single entry)		Code	23. Weather (single e	entry)			Code			
	Dawn 2.	Day 3. Dusk 4	. Dark	2	1. Clear 2. Cloudy	3. Rain 4. F	og 5. Sleet 6. Snov	v	2			
24. Type of Equipment		A. S	pec, MoV	V Equip	25. Track Type Used b	ov Rail	Code	26. Track Number or	Name			
Consist 1. Freight train 4		in 7, Yard/Switc	-		Equipment Involve	-						
(single entry) 2. Passenger train 5 3. Commuter train 6	-			Code	1. Main 2. Yard	3. Siding	4. Industry 1	MAINLINE				
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomotive Cars R. Recorded												
3 Units	1	72		stimate			1. North 2. South 3		2			
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wag:				agged by crew	33. Signal Warni	-	4. Whistle Ban 1. Yes	Code			
Warning 3. Standard FLS 6.	-	-	atchman			VYCITTI	ng l	2. No	2			
Code(s) 07	1							3. Unknown				
35. Location of Warning 1. Both Sides		Code		-	Warning Interconnected way Signals	Code	37. Crossing Illumin Lights or Special		Code			
2. Side of Vehicle Approach	1245	1	1	Vec 2	. No 3. Unknown	1	1. Yes 2. No	3 Unknown	Ĩ			
3. Opposite Side of Vehicle App 38. Driver's 39. Driver's Code		Drove Behind o	_				1.100 2.110	U. UNAIOWI	Code			
38. Driver's 39. Driver's Code Age Gender		Struck or was St					l or thru the gate 4. Si	topped on crossing	Code			
1. Male		1. Yes 2. No			2. 5	Stopped and	then proceeded 5. O		4			
2. Female 42. Driver Passed Standing	Code	43. View of Tra	ck Obscu	red by	(primary obstruction	Did not stop n)			Code			
Highway Vehicle	ľ.	1. Permane	nt Structu	ire -	3. Passing Train 5. \	/egetation	7. Other (spec		ĩ			
1. Yes 2. No 3. Unknown	2	2. Standing	railroad e	equipme	ent 4. Topography 6. H	lighway Veh	icies 8. Not Obstructe	d	8			
Casualties to:	Killed	44 Injured	Driver v			ode	45. Was Driver in the	Vehicle?	Code			
						2	1. Yes 2. No	linhunu Deil Cressia	1			
46. Highway-Rail Crossing Users	0	1 4/	est. dol	-	le Property Damage nage)	\$3,000	48. Total Number of H (include driver)	tignway-kali Crossini 1	g Users			
49. Railroad Employees	0	0 50			of People on Train		51. Is a Rail Equipme		Code			
52. Passengers on Train	0	0	(include	passer	ngers and crew)		Incident Report Be 1. Yes 2. No		2			
53a. Special Study Block					53b. Special Study Blo	ck						
54. Narrative Description												
55. Typed Name and Title		56. Signature						57. Date				

FORM FRA F 6180.57

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	TION (FR	(A)		_				OMB Approval No. 2					
Name Of							Alphabetic Co	ode RR Accident/Inc	ident No.				
1. Reporting Railroad			ida East	Coast	Railway Company [F	EC	1a. FEC	1b. 65313MR					
2, Other Railroad Involved in Train	Accident/I	ncident					2a.	2b.					
3. Railroad Responsible for Track M	laintenand	ce Flor	ida East	1	Railway Company [F		<sup>3a.</sup> FEC	3b. 65313MR					
4. U.S. DOT-AAR Grade Crossing	D No.	2727	58P	5. Dat	e of Accident/Incident	03/16/78	6. Time of Acci	dent/Incident 04:10	PM				
7. Nearest Railroad Station MEDLEY			8. Div	ision		9. County DADE		10. State Abbr. 12	Code 2   FL				
11. City (if in a city) MEDLE	Y		12. Hig	hway N	lame or No. NW 77T	H STREE	Т	Public	Private				
Highway	User Invo	lved				Rail Equip	ment Involved						
14. Vehicle Speed 15. Di	ool Bus orcycle rection	J. Other Moto K. Pedestrian M. Other (sp (geographic outh 3. East	ecify) al)	Code C Code 3	<ol> <li>Equipment</li> <li>Train (units pulling</li> <li>Train (units pushir</li> <li>Train (standing)</li> <li>Position of Car Unit</li> </ol>	) 5. Car(s) ng) 6. Light l 7. Light l	(standing) A oco(s) (moving) B	. Other (specify) Train pulling- RCL 5. Train pushing- RCL 5. Train standing- RCL	Code 1				
16. Position 1. Stalled on crossing		ving over cros		Code	19. Circumstance 1. R	ail equipmer	nt struck highway use	er	Code				
2. Stopped on Crossi	ng 4. Tra	apped		2			t struck by highway ι	Jser	1				
20a. Was the highway user and/or				Code	20b. Was there a hazar	rdous materi	als release by		Code				
in the impact transporting haz 1. Highway User 2. Rail Eq			Veither	4	1. Highway Us	er 2. Rail	Equipment 3. Both	4. Neither					
20c. State the name and quantity of				f any									
12													
	/isibility (	single entry)		Code	23. Weather (single e	••			Code				
(specify if minus) 70 °F 1. [	Dawn 2.	Day 3. Dusk	4. Dark	2	1. Clear 2. Cloudy	3. Rain 4. I	Fog 5. Sleet 6. Sn	ow					
24. Type of Equipment Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/Swi	+	V Equip Code	25. Track Type Used I Equipment Involve	-	Code	26. Track Number or	Name				
3. Commuter train 6	-	-		1	1. Main 2. Yard	3. Siding	4. Industry 1	MAINLINE					
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code													
Class     Locomotive     Cars     R. Recorded       2     Units     1     73     E. Estimated     6     mph     E     1. North 2. South 3. East     4. West     2													
	Wig wags				agged by crew	33. Signal	ed Crossing	34. Whistle Ban	Code				
Crossing 2. Cantilever FLS 5.			Stop signs Natchman			Warni	ing	1. Yes					
Warning 3. Standard FLS 6. Code(s) 07	Audible	9. 1	Vatchman	12.1		-		2. No 3. Unknown					
Code(s) 07 35. Location of Warning		Cod	e 36. Ci	ossing	Warning Interconnected	Code	37. Crossing Illum		Code				
1. Both Sides				ith High	way Signals		Lights or Spec						
2. Side of Vehicle Approach		1	1	Yes 2	2. No 3. Unknown	Î	1. Yes 2. No	3. Unknown	3				
3. Opposite Side of Vehicle Apr 38. Driver's 39. Driver's Code		r Drove Behind				/er			Code				
Age Gender		Struck or was					d or thru the gate 4.	Stopped on crossing	Quue				
1. Male		1. Yes 2. No			2.8		then proceeded 5.	Other (specify)	4				
2, Female					3,1	Did not stop							
42. Driver Passed Standing Highway Vehicle	Code	43, View of T	rack Obsci nent Struct		(primary obstructio 3. Passing Train 5. \		7. Other (spa	ecify)	Code				
1, Yes 2, No 3. Unknown	2	2. Standir	g railroad	equipm	ent 4. Topography 6. I	Highway Ver	nicles 8. Not Obstruc	ted	8				
			44. Driver v	was	C	ode	45. Was Driver in th	ne Vehicle?	Code				
Casualties to:	Killed	Injured			ineral 2 Mainternal I	3	1. Yes 2. No		1				
46. Highway-Rail Crossing Users	0	0	-	ay Vehic allar dan	le Property Damage	\$1,000	48. Total Number o (include driver)	f Highway-Rail Crossin 1	g Users				
49. Railroad Employees	0	0			of People on Train	\$2,000	51. Is a Rail Equipn		Code				
	0	0			ngers and crew)		Incident Report	Being Filed	2				
52, Passengers on Train					Eth Createl Otudu Di-	ock.	1. Yes 2. No		<u> </u>				
53a. Special Study Block					53b. Special Study Blo	JUK							
54. Narrative Description													
55. Typed Name and Title		56. Signature						57. Date					

FORM FRA F 6180.57

### HIGHWAY-RAIL GRADF CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	TION (FRA)						_			144	oprovar	_	
Name Of			_				_	Alphat	petic Cod	de RR	Acciden	t/Incide	ent No.
1. Reporting Railroad		Florid	a East C	oast l	Railway Company []	FEC	1	1a. FE	EC		65315J	N	
2. Other Railroad Involved in Train	Accident/Incid	lent				_		2a.		2b.			
3. Railroad Responsible for Track M	laintenance	Florida	1		Railway Company []			3a. FI			65315J		
4. U.S. DOT-AAR Grade Crossing I	D No.	272758	3P	5. Dat	e of Accident/Incident	1		6. Time	of Accio	-	ient 02	2:00 P	
7. Nearest Railroad Station HIALEAH			8. Divis	ion			County DADE				State Abbr.	12	Code FL
11. City (iff in a city) MEDLE	Y		12. High	way N	ame or No. NW 777	THS	STREE	Т		$\checkmark$	Public	Pr	rivate
Highway	User Involved	4				R	ail Equi	pment Involve	d				
13. Type C. Truck-trailer F. Bus	J. (	Other Motor V	ehicle <sup>(</sup>	Code	17. Equipment 1. Train (units pullin	4	L Car(s)	(moving)		Other	(spec Illing- RC		Code
A, Auto D. Pick-up truck G. Sch	ool Bus K. I	Pedestrian	Ĩ	A	2. Train (units pushi	ing) (	6. Light I	loco(s) (movi	ng) B.	Train pu	ishing- R	CL	1
		Other (specif geographical)		Code	3. Train (standing) 18. Position of Car Un			loco(s) (stand	ing) C.	, Train su	anding- F		
		3. East 4.		3	To, Toolaan or oar on				1				
16. Position 1. Stalled on crossing 2. Stopped on Crossin	-	g over crossin ad	g (	Code 3	19. Circumstance 1. F 2. F			nt struck highv nt struck by hig	-			Ĩ	Code 1
20a. Was the highway user and/or				Code	20b. Was there a haza								Code
in the impact transporting haz			. 1		4 History II		2 Deil	Couismont	2 Deth	4 Mai	ther	- 1	
1. Highway User 2. Rail Eq				4	1. Highway U	ser	2. Rai	Equipment	5. Boun	4. 19	uler		
20c. State the name and quantity of	r the hazardou	is material rel	leased, if a	any									
21. Temperature 22. V	/isibility (sing	gle entry)	(	Code	23. Weather (single	entry	/)						Code
(specify if minus) 90 °F 1. I	Dawn 2. Day	3. Dusk 4.	Dark	2	1. Clear 2. Cloudy	y 3. I	Rain 4.	Fog 5. Sleet	6. Sno	w			2
24. Type of Equipment			ec. MoW	Equip	25. Track Type Used	by R	ail		Code	26. Trac	ck Numbe	er or N	lame
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		7. Yard/Switch	-	Code	Equipment Involv	/ed							
(single entry) 2. Passenger train 6 3. Commuter train 6	-			1	1. Main 2. Yard	3.	Siding	4. Industry	4	MED	DLEY L	EAD	
											Code		
Class Locomoti	ve 2	Cars 1		corde			Е	1. North 2	Cauth	2 5	4 18/		1
2 Units 32. Type of 1. Gates 4.	∠ Wig wags			timate	agged by crew	ph     3		led Crossing		34. Whis			Code
Crossing 2. Cantilever FLS 5.							Warn	•		1. Ye			
Warning 3. Standard FLS 6.			tchman			-				2. No		1	
Code(s) 07		1	-		Al		0.1.				hknown		Queda
35. Location of Warning 1. Both Sides		Code		-	Warning Interconnected way Signals	u i	Code	37. Crossi Lights		inated by al Lights	Street		Code
2. Side of Vehicle Approach		1			. No 3. Unknown		2	1 1 1	2 10	3. Unkı		1	2
3. Opposite Side of Vehicle Apr					1			1. 103	2. 10	3. UIK			Onde
38. Driver's 39. Driver's Code Age Gender		ove Behind or ck or was Stru					/e aroun	d or thru the g	ate 4.	Stopped	on crossi	ina	Code
1. Male		es 2, No 3	-		2 2.	Stop	ped and	i then proceed					3
2. Female	0	Main of Teas	de Obacure	ad by	3,		not stop						Code
42. Driver Passed Standing Highway Vehicle	Code 43	. View of Trac 1. Permaner			(primary obstruction 3. Passing Train 5.	Veg			er (spe				oue
1. Yes 2. No 3. Unknown	2				ent 4. Topography 6.	High	iway Ve	hicles 8. Not	Obstruct	ted			8
			Driver wa	as	- 2	Code	•	45. Was Dri	ver in th	e Vehicle	?	14	Code
Casualties to:	Killed Inj	jured	1. Killed	2. Inj	ured 3. Uninjured	2		1. Yes	2. No				1
46. Highway-Rail Crossing Users	0 1		. Highway (est. dolla		le Property Damage	¢ 7.	000	48. Total Nu (include		f Highway	/-Rail Cro		Users
49. Railroad Employees			<u>`</u>		of People on Train	\$Z,	000	51. Is a Rail		nent Accie	dent /	1	Code
52. Passengers on Train		0 00.			ngers and crew)			Incident 1. Yes	•	Being File	ed		2
					53b. Special Study B	lock		1.103	2.110				
53a. Special Study Block					obb. Opecial citity b	TOOR							
54. Narrative Description													
55. Typed Name and Title	56.	Signature								5	57. Date		
		•								1			



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

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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION

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OMB No. 2130-0017
```

Form. For private hi pedestrian station gr Parts I and II, and the I, and the Submissio	ghway-r ade cro Submis n Inforr	ail grade crossi ssings), comple ssion Information nation section.	ings, com te the He on section For chan	plete the eader, P I. For gra iges to o	ne Header arts I and ade-separ existing d	r, Parts I an I II, and the ated highwa ata, comple	d II, a Subm Iy-rail te the	ind the Si hission Inf or pathw Header,	ubn forn /ay ( , Pa	nission Information nation section. Fo crossings (includin irt I Items 1-3, an	n section. For r Private pathw g pedestrian sta d the Submissi	public pathwa vay grade cross ation crossings on Information	y grade crossings (includi sings, complete the Heade ), complete the Header, Pa a section, in addition to th	ng er, art he	
A. Revision Date	-		-										D. DOT Crossing		
(MM/DD/YYYY)	ПТ	ransit		-			⊐ c	losed	No Train	Quiet	Inventory Number				
00 / 20 / 2011		🗆 State		)ther		pen 🗆	Date	C			Admin.	Zone Updai	272759W		
Part I: Location and Classification Information															
1. Primary Operating Florida East Coast	, <mark>Railro</mark> a Railwa	i <b>d</b> ly Company [F	EC]								3. County MIAMI-DAD	E			
4. City / Municipality	1					& Block Nu	mber				6. Highway Ty	/pe & No.			
In □ Near MAYPO	RT							-     * (Bloc	ck N	lumber)					
7. Do Other Railroad If Yes, Specify RR	s Opera	te a Separate T	rack at C	rossing?	Yes	De No					ver Your Track	at Crossing?	Yes 🖪 No		
9. Railroad Division o	or Regio	n	10. Railr	oad Sub	division o	or District		11. Bra	nch						
None										SPUR			1 1 1 10		
13. Line Segment 14. Near * Station			rest RR Ti *	metabli	e	15. Parent	RR ((	if applicat	ble)		16. Crossii	ng Owner (if ap	plicable)		
	ssing Type 18. Crossing Purp					□ N/A					🗆 N/A			_	
17. Crossing Type					Position				L		🗆 Transi	t	0 0		
🖬 Public	🗆 Pat	hway, Ped.				🗆 Yes		57			,		Less Than One Per Da	iy	
		tion, Ped.		Over		LINO				Commuter		t/Uther	LI Number Per Day 0	-	
pen Space	ppen Space 🛛 Farm 🗋 Residential 🗋 Commercial 📴 Industrial 🗌 Institutional 🗌 Recreational 🗌 RR Yard														
24. Is there an Adjac	MAYZO/YYYY       If Rule cad       I Trankl       IS Change In       New       I Creade       IN O Train       Quiet       Inventory Number         9 / 20 / 2011       IS State       Other       Inventory Number       Inventory Number       Z25000         Part I: Location and Classification Information         Part I: Location and Classification Information         Constance of Railway Company (FEC)       2.5 Street/Road Name & Block Number       Screet/Road Name       Screet/Road Name <t< td=""><td></td></t<>														
🗆 Yes 🗔 No If	Yes, Pro	vide Crossing N	umber			LS N	οC	24 Hr		Partial 🛛 Chicag	go Excused	Date Establ	shed		
26. HSR Corridor ID		27. Latit	ude in de	ecimal d	egrees		28.	Longitud	de i	n decimal degrees		29.1	at/Long Source		
	_ N/A	(WGS84	std: nn.	nnnnn	n) 25.80	22990	(W	GS84 std:	: -/		2992020		ctual 🛛 Estimated		
30.A. Railroad Use	*							31.A. S	Stat	te Use *					
30.B. Railroad Use	*							31.B. S	Stat	e Use *					
30.C. Railroad Use	*							31.C. S	Stat	e Use *					
30.D. Railroad Use	*							31.D. 9	Stat	te Use *					
32.A. Narrative (Rai	lroad U	se) *						32.B. Narrative (State Use) *							
33. Emergency Notif	ication 1	felephone No.	(posted)	3	84. Railroa	ad Contact	Telep	hone No.,	)		35. State Cor	ntact (Telephor	ne No.)		
800-342-1131					800-342-	1131									
					P	art II: Ra	ilroa	id Infoi	rm	ation		and in			
				Thru Ti	rains 1	C Total Sw	itchin	g Trains		1 D. Total Transit	Trains	1 F Check if	less Than		
(6 AM to 6 PM) 0	Tants						nuorini,	6 Trains			Tunis	One Movem	ent Per Day		
2. Year of Train Coun	t Data ()	(YYY)					~		20						
										) From 5	to0				
	Tracks														
										_					
6. Is Track Signaled?					7.			r					_ *		
	80 71	(Rev 2/15)	)	_			_	proval	6	(nires 3/31/2	018			2	
		(110410/40)	/			C 191		- pro rui	/	-1			1 480 1 01	-	

A. Revision Date (/	VM/DD	)/YYYY)						P	AGE 2				D. 272	Crossing In 2759W	ventory Nu	mber (7 a	:har	.)	
LUILUII	1	1 202		Part II	I: Hig	ghway o	or P	athway	Traffic	Co	ntrol De	vice			19.2			1811-8	
1. Are there	2. Ty	pes of Pas	ssive Tr	affic Con	trol D	evices asso	ociat	ed with the	e Crossing	3									
Signs or Signals?	2.A. (	Crossbuck	:	2.B. ST	OP Sig	(ns (R1-1)	2.	.C. YIELD SI	gns (R1-2)		2.D. Advan	ce W	arning S	igns (Check	all that app	lv: includ	е со	unt) 🗆 None	
🗷 Yes 🗆 No		mblies <i>(co</i>		(count)	-			ount)	J ,		🖬 W10-1 _							11	
	2			0							🗆 W10-2				-4				
	E. Low Ground Clearance Sign 2.F. Pavement Marki														2.H. EXEMPT Sign 2.I. ENS Sign (I-1.				
(W10-5)	1							Constant	Devices	-			ب ما ام	(R15-3)		Displayed			
□ Yes <i>(count</i>	/			p Lines Xing Syrr	hols			Envelope	All A				edian	Yes No		☐ Yes			
2.J. Other MUTCD S	Signs			res Is N							Crossing			hanced Sigr	ns (List type	1	-		
	-		_						Signs (ij		•				, , ,	,			
Specify Type			Cou	unt															
Specify Type Specify Type			Cou	unt					🗆 Yes		NO								
3. Types of Train A						e Crossing	lsner	cify count o	f each de	vice	for all that	ann	lu)						
3.A. Gate Arms		Gate Confi						ed (or Brid						Mounted Fla	shing Light	s	3.	E. Total Count o	
(count)			0			Structures		-	g, · ·					nasts) 2		•		ashing Light Pair	
	020	-		(Barrier)		Over Traff	fic La	ne <u>0</u>	🗆	Incar	ndescent		Incande					0.0	
Roadway 0 Pedestrian	□ 3 (   □ 4 (	-	Resista	nce lian Gate		Not Over Traffic Lane _0							Back Lig	hts Included		e Lights	0	0	
Fedeschan	LI 4 (	Juau		lan Gale	5	Not Over	man	ic Lane <u>v</u>							Includ	eu			
3.F. Installation Dat					3.G.	Wayside H	lorn							lighway Tra	fic Signals (	Controllin	g	3.I. Bells	
Active Warning Dev	vices: (N			امما	ПΥ	res Inst	allec	d on (MM/)	(111)	1			Crossi	ing Mana				(count)	
/	~		Not Req	uirea								2		S LEINO				1	
3.J. Non-Train Activ				Circula I	- 14/-							3.K. Other Flashing Lights or W Count 0 Specify							
Flagging/Flagma														Specify type					
4.A. Does nearby H Intersection have		4.B. Hwy 1 interconn		Ignai	4.Ç.	4.C. Hwy Traffic Signal Preemption 5. Highway Tr												•	
Traffic Signals?		Not Int		ected								••	🗌 Yes - Photo						
_	□ For Traffic Signals					□ Simultaneous Storage Dista											Pres	ence Detection	
Yes 🗆 No		For Wa	arning S	ligns		Advance Stop Line Dista													
							_				cteristic	_			1.1.1.1		2		
1. Traffic Lanes Cros	ssing Ra			way Trafi -way Tra				Roadway/P	athway		3. Does Tra	ack R	un Dowi	n a Street?		-		ated? (Street	
Number of Lanes	2			ded Traffi														50 feet from	
5. Crossing Surface	(on Mo	ain Track,	multiple	e types a	llowed		atior	Date * (M	Μ/ΥΥΥΥ)				Wio	/th *	Length *				
🖪 1 Timber 🛛							oncr	ete 🗆 5	Concrete	e and	d Rubber		5 Rubbe	r 🗆 7 N	letal				
8 Unconsolidate		· · ·		L 10 C	ther (	specify)													
6. Intersecting Road	dway w	ithin 500	feet?					7. Smallest Crossing A							8. Is Co	ommercia	l Po	wer Available?	
🖬 Yes 🗆 No	If Yes, /	Approxima	ate Dist	ance (fee	et) 75	75 🗌 0° – 29° 🗌 30°						- 59°		60° - 90°	I Yes		🗆 No		
	1 s	1.1	51.5			Part	: V:	Public H	lighwa	y In	formati	on		6. H (a)	1.11		1		
1. Highway System				2.	Funct		_	tion of Roa		_		-	Is Cross	ing on State	e Highway	4.1	ligh	way Speed Limit	
_								Rural 🔤 (	1) Urban				ystem?	_		-	MPH		
□ (01) Interst □ (02) Other	-				(1) Interstate □ (5) Major Collector (2) Other Freeways and Expressways						ollector	-	] Yes						
(02) Other			(INES)		• •			Arterial D	,	or Co	llector	5	5. Linear Referencing System (LRS Rou						
🖬 (08) Non-F						1inor Arter			(7) Loca			6. LRS Milepost *							
7. Annual Average Daily Traffic (AADT) 8. Estimat Year 1988 AADT 036835 00											y School Bu			0		-		Services Route	
Year 1988 AA	DT 03	0035	-	00			%	☐ Yes	S LMEN	IO A	verage Nur	nber	per Day		_   _ `	Yes L	] No	)	
Submi	ssion	Inform	natior	1 - This	infor	rmation	is us	sed for a	dministr	rativ	e purpos	es a	nd is n	ot availal	ble on the	public	we	bsite.	
Submitted by						Organi	tion							Phone			a+-		
Submitted by Public reporting but	rdan fo	r this info	rmation	collectio	on is c	Organiza stimated t	_		inutes no	r roc	oonse incl	Iding	the tim	Phone	ing instruct		ate	a ovicting data	
sources, gathering a								-		-		-			-	-			
agency may not con		-						-						-	•			-	
displays a currently																			
her aspect of this ashington, DC 205		ion, incluc	aing for	reducing	g this k	ourden to:	Info	ormation Co	Direction C	JTTICE	er, Federal l	kallro	bad Adm	inistration,	1200 New J	ersey Ave	. SE	, MS-25	
FORM FRA F 61		1 (Roy	2/10		_		_	OMP	approx	بادر	expires 3	2/21	/2010	2			-	Page 2 OF	
	100.7.	T (IVEAT	2173)						appiov	vait	evhiles s	וכוו	r/2010	2				rage Z Ur	

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTRA	ATION (FF	(A)							OIVIB Approval No. 2	130-0500		
Name Of								Alphabetic Coo	de RR Accident/Inci	ident No.		
1. Reporting Railroad		F	lorida East	Coast	Railway Company	FEC	C]	1a. FEC	1b. 65310JA6			
2. Other Railroad Involved in Train	Accident/I	ncident						2a.	2b.			
3. Railroad Responsible for Track M	laintenan	ce Fl	lorida East	Coast I	Railway Company	[FEC	21	<sup>3a.</sup> FEC	3b. 65310JA6			
4. U.S. DOT-AAR Grade Crossing	D No.	272	759W	5. Dat	e of Accident/Incident			6. Time of Accid	lent/Incident 10:30			
7. Nearest Railroad Station HIALEAH			8. Div	ision			. County DADE		10. State Abbr. 12	Code FL		
11. City (if in a city) MEDLE												
Highway User Involved         Rail Equipment Involved           13. Type or the third sector of the User Vehicle         Code         17. Equipment         4. Car(s) (moving)         8. Other (specify)												
13. Type       C. Truck-trailer       F. Bus       J. Other Motor Vehicle       Code       17. Equipment       4. Car(s) (moving)       8. Other (s         A. Auto       D. Pick-up truck G. School Bus       K. Pedestrian       B       B       1. Train (units publing)       5. Car(s) (standing)       8. Other (s         B. Truck       E. Van       H. Motorcycle       M. Other (specify)       B       B       3. Train (standing)       7. Light loco(s) (standing)       C. Train standing         14. Vehicle Speed       15. Direction       (geographical)       Code       18. Position of Car Unit in Train       1         (est. mph at impact)       15       1. North 2. South 3. East 4. West       4       1       1												
16. Position 1. Stalled on crossing		oving over cr	rossing	Code				t struck highway user		Code		
2. Stopped on Crossi 20a. Was the highway user and/or	-		4	3	2. 20b. Was there a ha			t struck by highway us	ser	1		
in the impact transporting haz			u	Code	ZUD. Was there a ha	zaruot	us materi	ais release by	i	Code		
1. Highway User 2. Rail Eq			4. Neither	4	1. Highway	User	2. Rail	Equipment 3. Both	4. Neither			
20c. State the name and quantity o	f the haza	rdous mater	ial released, i	fany								
21 Temporatura	/icibility (	single entry	1	Code	23. Weather (singl	a onto	2)			Code		
			-				•••	For E Sloot E Sno	1	1		
(specity it minus) 55 . 1.1	Jawn 2.	Day 3. Du		2				Fog 5. Sleet 6. Sno				
24. Type of Equipment     A. Spec. MoW Equip     25. Track Type Used by Rail     Code     26. Track Number or Name       Consist     1. Freight train     4. Work train 7. Yard/Switching     Equipment Involved     Equipment Involved												
3. Commuter train 6					1. Main 2. Yai			4. Industry 4	INDUSTRY TRA			
27. FRA Track 28. Number of		29. Number Cars			eed (Recorded if avai	lable)	Code	31. Time Table Direc	tion	Code		
Class Locomot	ve 1			Recorde Estimate	-	mph	E	1. North 2. South	3. East 4. West	2		
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	•	fic signals	8. Stop signs	11. O	agged by crew ther (specify)	3	33. Signal Warni	-	34. Whistle Ban 1. Yes	Code		
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one		20 sec w	arn min (1);	2. No 3. Unknown			
Code(s)         03         06           35. Location of Warning         06		c		-	Warning Interconnected		Code	37. Crossing Illumi	nated by Street	Code		
1. Both Sides		ï		ith High	way Signals	10		Lights or Specia	al Lights			
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	roach	1	1	Yes 2	. No 3. Unknown		2	1. Yes 2. No	3. Unknown	2		
Compared and the second s		r Drove Behi	ind or in Fron	t of Trai	n Code 41.E	Driver				Code		
Age Gender			s Struck by S					d or thru the gate 4.5				
1. Male		1. Yes 2. N	lo 3. Unkno	wn	1 2 1		••	then proceeded 5.0	Other (specify)	2		
2. Female 42. Driver Passed Standing	Code	43. View of	f Track Obsc	ured by	(primary obstruc		not stop			Code		
Highway Vehicle	Î I	1. Perm	nanent Struct	ure	3. Passing Train	5. Veg	etation	7. Other (spe	cify)	r i		
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad	equipme	ent 4. Topography	ы. High	nway Veh	icies 8. Not Obstruct	ea	8		
Casualties to:	Killed	Injured	44. Driver v 1 Kille		ured 3. Uninjured	Code	45. Was Driver in the 1. Yes 2. No	e Vehicle?	Code			
					le Property Damage	3			Highway-Rail Crossing	1 g Users		
46. Highway-Rail Crossing Users	0	0		llar dan		\$4,	,000	(include driver)	1			
49. Railroad Employees			of People on Train ngers and crew)	1		51. Is a Rail Equipm Incident Report E		Code				
52. Passengers on Train 0 0 0 1. Yes 2. No 22												
53a. Special Study Block					53b. Special Study	Block						
54. Narrative Description												
55. Typed Name and Title		56. Signatu	re						57. Date			

FORM FRA F 6180.57

DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRA	ATION (FF	RA)					C	MB 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													
1. Reporting Railroad		F	lorida East Coast	t Railway Compan	ny [F	EC]	1a. FEC	1b. 65313JL9					
2. Other Railroad Involved in Train	Accident/	Incident					2a.	2b.					
3. Railroad Responsible for Track	Maintenan	ce Fl	orida East Coast	Railway Compan	y∫F.	EC]	3a. FEC	3b. 65313JL9					
4. U.S. DOT-AAR Grade Crossing	ID No.	272	759W 5. Di	ate of Accident/Incide	ent (	07/11/79	6. Time of Acciden	t/Incident 11:40	AM				
7. Nearest Railroad Station HIALEAH			8. Division			9. County DADE		10. State Abbr. 1	Code 2   FL				
11. City (if in a city) HIALEA	АН		12. Highway	Name or No. NW	74TI	H ST		Public	Private				
Highway	User Invo	olved	10			Rail Equip	ment Involved						
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sci	3	J. Other Mc K. Pedestria M. Other (s	an 🛛 🗛	<ul> <li>17. Equipment</li> <li>1. Train (units p</li> <li>2. Train (units p</li> <li>3. Train (standir</li> </ul>	ushin	) 5. Car(s) g) 6. Light I		ain pulling- RCL	Code				
14. Vehicle Speed 15. D	irection	(geograp	hical) Code				1	an sanding- NOE					
16. Position     1. Stalled on crossing     3. Moving over crossing     Code     19. Circumstance     1. Rail equipment struck highway user     Code													
2. Stopped on Crossing 4. Trapped 3 2. Rail equipment struck by highway user													
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 4 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 22. 1	/isibility	(single entry)	) Code	e 23. Weather (sin	iale e	ntrv)			Code				
·		Day 3. Dus			-		Fog 5. Sleet 6. Snow		1				
24. Type of Equipment			A. Spec. MoW Equi				1	. Track Number or	Name				
	. Work tra	in 7. Yard/S		Equipment In		-	Code 20	. Hack Number of	Name				
(single entry) 2. Passenger train 5 3. Commuter train 6	-	-			′ard	3. Sidina	4. Industry 1	MAINLINE					
3. Commuter train 6. Cut of cars 9. Main./inspect. car       1       1. Main       2. Yard       3. Siding       4. Industry       1       MAINLINE         27. FRA Track       28. Number of       29. Number of       30. Consist Speed (Recorded if available)       Code       31. Time Table Direction       Code													
Class Locomot	Class Locomotive Cars R. Recorded												
	. Wig wag:		7. Crossbucks 10.					Whistle Ban	Code				
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6	•	•		Other (specify) None		Warni	ng	1. Yes					
Code(s) 03 06	Audible		. vvatchman 12.1	None		20 sec w	arn min (1);	2. No 3. Unknown	1				
35. Location of Warning		C		Warning Interconne	cted	Code	37. Crossing Illuminate	ed by Street	Code				
1. Both Sides 2. Side of Vehicle Approach		Ĩ.		hway Signals		2	Lights or Special L	ignts	1				
3. Opposite Side of Vehicle Ap	proach	1	1. Yes	2. No 3. Unknown		2	1. Yes 2. No 3.	Unknown	3				
38, Driver's 39, Driver's Code			nd or in Front of Tra		. Driv				Code				
Age Gender 1. Male	1		s Struck by Second o 3. Unknown	Train 2	2. S	topped and	f or thru the gate 4. Stop then proceeded 5. Oth		3				
2. Female 42. Driver Passed Standing	Code	43. View of	Track Obscured by			id not stop			Code				
Highway Vehicle	1	1. Perm	anent Structure	3. Passing Trair	1 5. V	egetation	7. Other (specify	)	ř.				
1. Yes 2. No 3. Unknown	2	2. Stand	ding railroad equipn	nent 4. Topography	6. H	lighway Veh	icles 8. Not Obstructed		8				
Casualties to:	Killed	Injured	44. Driver was		11	ode	45. Was Driver in the Ve	ehicle?	Code				
				njured 3. Uninjured	3	5	1. Yes 2. No		1				
46. Highway-Rail Crossing Users	0	0	47. Highway Vehi (est. dollar da	cle Property Damage mage)	11	51,600	48. Total Number of Hig (include driver)	hway-Rail Crossin	0				
49. Railroad Employees	0	0		of People on Train	77		51. Is a Rail Equipment Incident Report Bein		Code				
52. Passengers on Train	0	0	(include passe	engers and crew)			1. Yes 2. No	.g	2				
53a. Special Study Block				53b. Special Study	y Bloo	ck							
54. Narrative Description													
55. Typed Name and Title		56. Signatur	re					57. Date					

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

DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTR	ATION (FF	RA)		_			(	MB Approval No. :	2130-0500				
Name Of				_			Alphabetic Code	RR Accident/Inc	ident No.				
1. Reporting Railroad		Fle	orida East	Coast	Railway Company []	FEC]	1a. FEC	1b. 65321SE					
2, Other Railroad Involved in Train				_			2a.	2b.					
3. Railroad Responsible for Track	Maintenan	ce Flo	orida East		Railway Company [I		3a. FEC	3b. 65321SE					
4. U.S. DOT-AAR Grade Crossing	ID No.	2727	759W	1	e of Accident/Incident	09/28/78	6. Time of Acciden						
7. Nearest Railroad Station HIALEAH			8. Div	ision	10. State Abbr. 12	Code 2 FL							
11. City (if in a city) HIALE	АН		12. Hig	ghway N	lame or No. NW 74T	'H AVENU	ΙE	V Public	Private				
Highway	User Invo	olved				Rail Equi	pment Involved						
14. Vehicle Speed15. E(est. mph at impact)01. N	hool Bus torcycle irection lorth 2, Se	J. Other Mot K. Pedestria M. Other (s (geograph outh 3. East	n pecify) ical) 4. West	Code C Code 3	1. Train (units pullin 2. Train (units pushi 3. Train (standing) 18. Position of Car Uni	ng) 6. Light   7. Light   it in Train	loco(s) (moving) B. Tr loco(s) (standing) C. Tr 1	her (specify) ain pulling- RCL ain pushing- RCL ain standing- RCL	Code 6 Code				
16. Position       1. Stalled on crossing       3. Moving over crossing       Code       19. Circumstance       1. Rail equipment struck highway user       Code         2. Stopped on Crossing       4. Trapped       2       2. Rail equipment struck by highway user       Code													
20a. Was the highway user and/or rail equipment involved Code 20b. Was there a hazardous materials release by Code													
in the impact transporting haz	ardous ma	aterials?		1			,		1				
1. Highway User     2. Rail Equipment     3. Both     4. Neither     4     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 22. Visibility (single entry) Code 23. Weather (single entry) Cod													
21. Temperature       22. Visibility (single endy)       Code       23. Vieather (single endy)       Code         (specify if minus)       85 °F       1. Dawn       2. Day       3. Dusk 4. Dark       2       1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet       6. Snow       1													
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name													
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 8 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE													
27. FRA Track 28. Number		29. Number			eed (Recorded if availat	ole) Code	31. Time Table Direction	1	Code				
Class Locomot 3 Units	ive 1	Cars 0		Recorde Estimate		oh E	1. North 2. South 3. E	ast 4. West	2				
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6	•	fic signals 8.		11. O		33. Signa Warn	-	Whistle Ban 1. Yes 2. No	Code				
Code(s) 03 06			. Watorinnan	12.1		20 sec w	arn min (1);	3. Unknown					
35. Location of Warning 1. Both Sides		Co		-	Warning Interconnected way Signals	Code	37. Crossing Illuminat Lights or Special L		Code				
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Ap</li> </ol>	nroach	1	1.	Yes 2	. No 3. Unknown	2	1. Yes 2. No 3.	Unknown	3				
38, Driver's 39, Driver's Code		r Drove Behir	nd or in From	t of Trai	n Code 41. Dri	ver			Code				
Age Gender 1. Male	1	Struck or was 1. Yes 2. No	•		2.	Stopped and	d or thru the gate 4. Sto then proceeded 5. Oth		4				
2. Female 42. Driver Passed Standing	Code	43. View of	Track Obsci	red bv	(primary obstruction	Did not stop			Code				
Highway Vehicle	Ť –	1. Perma	anent Struct	ure	3, Passing Train 5.	Vegetation	7. Other (specify	)	ĩ				
1. Yes 2. No 3. Unknown	2	2. Stand	ing railroad	equipme	ent 4. Topography 6.	Highway Vel	nicles 8, Not Obstructed		8				
Casualties to:	Killed	Injured	44. Driver v		here a linear second	Code	45. Was Driver in the V	ehicle?	Code				
46. Highway-Rail Crossing Users	0	0	47. Highwa	y Vehic	le Property Damage	3	1. Yes 2. No 48. Total Number of Hig (include driver)	hway-Rail Crossin	g Users				
49. Railroad Employees			(est. do	_	nage) of People on Train	\$2,000	(include driver) 51. Is a Rail Equipment	Accident /	Code				
52. Passengers on Train	0	0			ngers and crew)		Incident Report Beir		2				
					53h Special Study DI	ock	1. Yes 2. No		<u> </u>				
53a. Special Study Block     53b. Special Study Block													
54. Narrative Description													
55. Typed Name and Title	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

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

FEDERAL RAILROAD ADMINISTR	ATION (FI	(A)						MB Approval No. 2	2130-0500					
Name Of							Alphabetic Code	RR Accident/Inc	ident No.					
1. Reporting Railroad		F	lorida East	Coast	Railway Company	[FEC]	1a. FEC	1b. 65313FE						
2. Other Railroad Involved in Train	Accident/	Incident					2a.	2b.						
3. Railroad Responsible for Track	Maintenan						3a.	3b.						
4. U.S. DOT-AAR Grade Crossing	ID No.	272	759W		e of Accident/Incident	T	6. Time of Accident	12.00						
7. Nearest Railroad Station HIALEAH			8. Div	ision/		9. County DADE		10. State Abbr. 12	Code 2 FL					
11. City (if in a city) MEDLE	Y		12. Hig	hway N	lame or No. NW 74	TH STREE	T	Public 🗌	Private					
Highway	User Inve	olved				Rail Equi	pment Involved	ent Involved						
14. Vehicle Speed 15. D	hool Bus torcycle irection		(specify) hical)	Code B Code 4	<ol> <li>Equipment</li> <li>Train (units pull</li> <li>Train (units pus</li> <li>Train (standing)</li> <li>Position of Car U</li> </ol>	ing) 5. Car(s hing) 6. Light ) 7. Light	loco(s) (moving) B. Tra	ner (specify) ain pulling- RCL ain pushing- RCL ain standing- RCL	Code					
16. Position 1. Stalled on crossing 3. Moving over crossing Code 19. Circumstance 1. Rail equipment struck highway user (														
2. Stopped on Crossing     4. Trapped     3     2. Rail equipment struck by highway user       20a. Was the highway user and/or rail equipment involved     Code     20b. Was there a hazardous materials release by														
in the impact transporting hazardous materials?														
1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 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 22. Visibility (single entry) Code 23. Weather (single entry) Cod														
21. Temperature       22. Visibility (single entry)       Code       23. Weather (single entry)       Code       <														
								Trook Number es	hlama					
24. Type of Equipment       A. Spec. MoW Equip       25. Track Type Used by Rail       Code       26. Track Number or Name         Consist       1. Freight train       4. Work train       7. Yard/Switching       Equipment Involved       26. Track Number or Name         (single entry)       2. Passenger train 5. Single car       8. Light loco(s)       Code       Equipment Involved														
3. Commuter train 6				1	1. Main 2. Yar			MAINLINE						
27. FRA Track     28. Number of     29. Number of     30. Consist Speed (Recorded if available)     Code     31. Time Table Direction     Code       Class     Locomotive     Cars     R. Recorded														
2 Units	1		-	stimate		mph E	1. North 2. South 3. E	ast 4. West	1					
Crossing 2. Cantilever FLS 5		fic signals	B. Stop signs	11. 0	agged by crew ther (specify)	33. Signa Warn	ing	Whistle Ban 1. Yes	Code					
Warning 3. Standard FLS 6 Code(s) 03 06	Audible		9. Watchman	12.19	one	20 sec w		2. No 3. Unknown	ľ.					
35. Location of Warning 1. Both Sides		с		+	Warning Interconnecte way Signals		37. Crossing Illuminate Lights or Special Li	d by Street	Code					
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Ap</li> </ol>	proach	1	1.	Yes 2	. No 3. Unknown	2	1. Yes 2. No 3.	Unknown	3					
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front	of Trai	n Code 41. D	)river			Code					
Age Gender 1. Male	1		s Struck by S lo 3, Unknov		A		d or thru the gate 4. Stop then proceeded 5. Othe	•	3					
2. Female	0.4	12 16000	Track Obarr	uned by:		B. Did not stop								
42. Driver Passed Standing Highway Vehicle	Code		f Track Obscu nanent Structu		(primary obstruct 3. Passing Train 5	,	7. Other (specify)		Code					
1. Yes 2. No 3. Unknown	2						hicles 8. Not Obstructed		5					
Casualties to:	Killed	Injured	44. Driver v			Code	45. Was Driver in the Ve	hicle?	Code					
		njuleu			ured 3. Uninjured	3	1. Yes 2. No 48. Total Number of Hig	hway-Rail Crossing						
46. Highway-Rail Crossing Users	0	0	est. do	•		\$500	(include driver)	1	9 03613					
49. Railroad Employees	0	0			of People on Train agers and crew)		51. Is a Rail Equipment Incident Report Bein		Code					
52. Passengers on Train	0	0	(1101000		.gete and drotty		1. Yes 2. No		2					
53a, Special Study Block					53b. Special Study E	Block								
54. Narrative Description														
55. Typed Name and Title 56. Signature 57. Date														
			the second se											

FORM FRA F 6180.57

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



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



#### 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.



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	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
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

Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio	ghway-r ade cro Submis n Inforr	ail grade cros ssings), comp ssion Informat nation section	sings, co ete the I on sectic . For cha	mplete ti Header, F on. For gr anges to	he Heade Parts I and ade-separ existing d	r, Parts I ar II, and the ated highwa ata, comple	nd II, a Subm ay-rail ete the	and the Su nission Info or pathwa e Header,	ubmission Informat ormation section. F ay crossings (includi Part I Items 1-3, a	ion section. Fo or Private path ing pedestrian s nd the Submis	r public pathw way grade cro station crossing sion Informatic	ray grade crossings (including ossings, complete the Header gs), complete the Header, Pari on section, in addition to the	
A. Revision Date			÷ .	~		-	•	,	•			D. DOT Crossing	
(MM/DD/YYYY) 01 / 29 / 2016		M Railroad		Transit	Data	-			Closed	LI No Traii Traffic			
		🗆 State		Other	🗆 Re-C	•			•			272971M	
		1250		Par	t I: Loc						1553. 35	1. Barris Sundar	
			EC]							3. County MIAMI-DA	DE		
	,						mber			6. Highway	Type & No.		
l⊯d In □ Near MIAMI			-			<b>C</b>		_   * (Bloc	k Number)	NW 79th A	venue		
7. Do Other Railroads Operate a Separate Track at Crossing?       Yes       Yes       8. Do Other Railroads Operate Over Your Track at Crossing?       Yes       Yes         If Yes, Specify RR       If Yes, Specify RR       If Yes, Specify RR       Yes       Yes       Yes													
(MM/Q0/YYY)       (Bi Rairoad       I Tranti       I Change in (Bi New       Closed       Traftic       (Intervention Number 22371M)         1 /29 /2016       I State       Other       I Re-Open       Date       Traftic       22371M         1 /29 /2016       State       Other       I Re-Open       Date       Change in Pfinary       Correction       22371M         1 /Pinary Operating Railroad       State       Other       I State       Correction													
	_	44.84				45 D	- DD //			10.000			
Form. For private highway-rail grade crossings, complete the Header, Parts 1 and II, and the Submission information section. For private parts 1 and II, and the Submission information section. For private parts 1 and II, and the Submission information section. For private parts 1 and II, and the Submission information section. For private crossings, complete the Header, Parts 1 and II, and the Submission information section. For private crossings of the Header, Parts 1 and II, and the Submission information section. For private crossings of the submission information section. For private crossing of the submission information section. For private crossings of the submission information section. For private crossing of the submission informatind secting the submission information section. For priv													
Parts Ian U, and the Submission Information section. For argue separated highway-reasings (including pederatin attain crossings), complete the Header, Part I tern 23, and the Submission Information section. For argues tee existing data, complete the Header, Part I tern 23, and the Submission Information section. For argues tee existing data, complete the Header, Part I tern 23, and the Submission Information section. For argues tee existing data, complete the Header, Part I tern 23, and the Submission Information section. For argues tee existing data, complete the Header, Part I tern 23, and the Submission Information section. For argues tee existing data, complete the Header, Part I tern 23, and the Submission Information section. For argues the Update (Section Youch)       An asterisk * denotes an optional term of the Submission Information section. For argues tee existing data, complete the Header, Part I tern 23, and the Submission Information section. For argues tee exists data, section * Conserved Concerction Contract Conserved Concerction Contract Contrac											22. Average Passenger		
1. Primary Operating Railroad Florida East Coast Railway Company [FEC]       2. State FLORIDA       3. County MIAMI-DADE         4. City / Municipality Rit in Near       5. Street/Road Name & Block Number (Street/Road Name)       6. Highway Type & No.         9. Railroad Dobision or Region       10. Railroad Subdivision or District       11. Branch or Line Name       12. RR Milepost ( <i>If</i> Yes, Specify RR         9. Railroad Division or Region       10. Railroad Subdivision or District       11. Branch or Line Name       12. RR Milepost ( <i>If</i> Yes, Specify RR         13. Line Segment       14. Nearest RR Timetable Station *       15. Parent RR ( <i>If</i> applicable)       16. Crossing Owner ( <i>If</i> applicable)         16 Public       Perture, Yes       19. Crossing Purpose ( <i>If</i> Arcade       19. None       21. Type of Train ( <i>If</i> Aransit       22. Average Passe ( <i>If</i> applicable)         18 None       19. Crossing Purpose ( <i>If</i> Arcade       19. Over       20. Public Access ( <i>If</i> applicable)       21. Type of Train ( <i>If</i> Private Crossing)       22. Average Passe ( <i>If</i> applicable)         19. Pottat       19. Crossing Purpose ( <i>If</i> Arcade       19. No       21. Type of Train ( <i>If</i> Private Crossing)       22. Average 22. Average 22. Average Passe ( <i>If</i> applicable)         19. No       19. Krossing Purpose ( <i>If</i> Magney), Ped.       R Under       19. No       21. Type of Train ( <i>If</i> Aransit       11. Residential         19. Vita       19. Krossing Purpose ( <i>If</i> Magney)													
Private	🖾 Stat								,	•			
		n 🗆 Re	idential		Commer	ial 🗆 🗆	l Indus	strial	Institutional	Recreation	tional 🗌	] RR Yard	
	ent Cros	sing with a Se	parate N	lumber?		25.	Quiet	Zone (FR	A provided)				
□ Yes 🖬 No If '	Yes, Pro	vide Crossing i	Number			D9 N	IO C	24 Hr	🗆 Partial 🛛 Chic	ago Excused	Date Estab	olished	
26. HSR Corridor ID		27. Lat	tude in c	lecimal d	egrees		28.	. Longitud	e in decimal degree	25	29.	Lat/Long Source	
-	_ I⊠ N/A	(WGS8	1 std: nr	n.nnnnnn	n) 25.85	07090	(W	GS84 std:	-nnn.nnnnnnn) <sup>-80</sup>	0.3258600		Actual 🛛 Estimated	
30.A. Railroad Use	*							31.A. S	tate Use *				
30.B. Railroad Use	*							31.B. S	tate Use *				
30.C. Railroad Use	k							31.C. S	tate Use *				
30.D. Railroad Use	*							31.D. S	tate Use *				
32.A. Narrative (Rai	lroad Us	ie) *						32.B. N	arrative (State Use,	) *			
33. Emergency Notifi	cation T	elephone No.	(posted)	3	84. Railroa	ad Contact	(Telep	hone No.)		35. State Co	ontact (Telepho	one No.)	
800-342-1131				2	800-342-	1131				305-470-5	333		
					P	art II: Ra	ilroa	d Infor	mation				
				ht Thru Ti	rains 1	C Total Sw	itchin	g Trains	1 D Total Trans	it Trains	1 F. Check i	f Less Than	
(6 AM to 6 PM)	Tanta	(6 PN	-				reering	8 mains			One Moven	nent Per Day	
2. Year of Train Count	Data ()	(111)						(				· · · · · · · · · · · · · · · · · · ·	
2015										to20			
			. 0					0					
			ard U		Transit	U	Ind	ustry_U					
🔍 🖪 Constant Warn			Detection	on 🗆 Al		C DC			None		I = -		
<ol> <li>6. Is Track Signaled?</li> <li>☐ Yes ☑ No</li> </ol>					7.	A. Event Re		r				ote Health Monitoring	
FORM FRA F 61	80.71	(Rev. 3/15	)					proval	expires 3/31/2	2018		Page 1 OF 2	

* 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															
	2. Carlos		Part II	: Highwa	y or Pa	thway	Traffic	Control De	evice	Infor	mation				
1. Are there	2. Types of	Passive T	raffic Con	trol Devices	associate	d with the	e Crossing								
Signs or Signals?	2.A. Crossb	uck	2.B. ST	OP Signs (R1-	1) 2.0	. YIELD Sig	gns ( <i>R1-2</i> )	2.D. Advan	nce War	ning Si	gns (Check al	l that appl	y; include	count)	🖬 None
🖬 Yes 🗆 No	Assemblies	(count)	(count)			unt)		W10-1			□ W10-3	3	_ ⊡w	10-11	
	7		0		0			🗆 W10-2			🗆 W10-4	4	w	10-12	
2.E. Low Ground Cl	earance Sign	2.F. F	Pavement	Markings				nnelization			2.H. EXEMP	T Sign		Sign (I-13	)
(W10-5) □ Yes (count	)	EN St	op Lines		Dynamic E	nvelone		Medians	( <i>R15-3</i> ) Displayed						
	/		Xing Sym		None	invelope		•	None None		De No				
2.J. Other MUTCD S	Signs		Yes MIN							hanced Signs	(List types				
	0	_					Signs (if	private)					, ,		
Specify Type		Co	unt					<b>—</b>							
Specify Type         Count         Image: Yes         No           Specify Type         Count         Image: Yes         No															
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)															
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)         3.A. Gate Arms       3.B. Gate Configuration         3.C. Cantilevered (or Bridged) Flashing Light       3.D. Mast Mounted Flashing Lights													Count of		
(count) (count of master) 6 Flashing Light (count of master) 6 Flashing Light (count of master) 6 Flashing Light Pai															
	🗆 2 Quad		(Barrier)	Over 1	raffic Lan	e <u>4</u>	_ 🗆 lr	candescent	🗆 In	cande	scent	Di LED		÷	-
Roadway 2	□ 3 Quad	Resista							🗆 Ba	ack Lig	hts Included	🗆 Side		14	
Pedestrian 2	🖬 4 Quad	⊔ Me	dian Gate	s Not O	ver Traffic	Lane <u>U</u>		ED				Include	d		
3.F. Installation Dat	e of Current			3.G. Waysi	de Horn					3.H. H	ighway Traffi	c Signals C	ontrolling	3.I. B	ells
Active Warning Devices: (MM/YYYY)												nt)			
04 / 2014	L	] Not Red	quired	De No	motuneur	511 (101107) 7	,		_	∐ Yes	🕅 No			4	
3.J. Non-Train Active Warning 3.K. Other Flashing Lights or Warning Devices															
Flagging/Flagman	n □Manually	Operated	d Signals	□ Watchma	n 🗆 Floo	dlighting	🖬 None		Cour	nt_0	S	pecify type	S <del></del>		
4.A. Does nearby H	·	vy Traffic :	Signal	4.C. Hwy T	raffic Signa	al Preemp	tion	5. Highway T		re-Sign	als	-		oring Devi	ces
Intersection have		nnection						🗆 Yes 🖻	No			(Check al			
Traffic Signals?		Interconr Traffic Sig		Simulta	neous			Storage Dista	ance *					leo Recoro resence D	-
		Warning :		Advance				Stop Line Dist				None	venicie r	resence D	election
			2.05	- 1 T - 1	Part IV	/: Physi	cal Cha	racteristic							
1. Traffic Lanes Cros	sing Railroad	One	-way Trafi	fic		badway/P	and the second second second	3. Does Tr	and the second second second	n Dowr	n a Street?	4. Is Cro	ssing Illur	ninated?	(Street
		🗆 Two	o-way Tra	ffic	Paved?							lights wit	thin appro	ox. 50 feet	from
Number of Lanes			ded Traffi				□ No		] Yes					s 🗆 l	
5. Crossing Surface □ 1 Timber □				<i>llowea)</i> Ins imber 😿	Concret	Jate≁( <i>IVI</i> ⇔ ⊡ 5	M/YYYY) _ Concrete	and Rubber		Rubbe		təl	Length *		
8 Unconsolidate	•						concrete			TUDDE					
6. Intersecting Road		-				1	7 Smalle	est Crossing Ar	ngle			- 8 ls Cor	mercial	Power Av	ailable? *
o. merseeing noo	away within 5	001000					7. 511018		IIBIC			0. 13 COI	ninereiai	FOWERAV	andures
Del Yes 🗆 No	If Yes, Approx	imate Dis	tance <i>(fee</i>				□ 0° - 2				60° - 90°		🛯 Yes	🗆 No	
				P	art V: P	Public H	lighway	Informati	ion					12.5	
1. Highway System		-	2.	Functional C						s Cross	ing on State H	Highway	4. H	ghway Sp	eed Limit
					🗆 (0) Ru					tem?	_	•	35		MPH
(01) Interst	•			(1) Interstat				r Collector	-	Yes					Statutory
(02) Other (03) Federa				(2) Other Fr (3) Other Pr	•	•	-	r Collector	5.L	inear F	Referencing Sy	ystem (LRS	Route ID	*	
(08) Non-F		5		(4) Minor A	•		l (7) Local		6. L	RS Mil	epost *				
7. Annual Average	Daily Traffic (	AADT)	8. Estin	nated Percer		9. Reg		d by School Bi				10.	Emergen	y Service	s Route
Year 2014 AAI	OT 4437		1		%	🖿 Yes	🗆 No	Average Nu	mber pe	er Day	1		es 🗆	No	
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# **U. S. DOT CROSSING INVENTORY FORM**

FORM FRA F 6180.71 (Rev. 3/15)

OMB approval expires 3/31/2018

Crossing 272971M – Crossing number is valid but not in the accident file.

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### 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



#### 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.



# ABBREVIATION KEY

for use with WBAPS Reports

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.

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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	CROSSING	RR	STATI	E COUNTY	CITY	ROAD	NUM	OF C	OLL	ISION	IS	DATE	W	TOT	TOT	TTBL	HWY	HWY	AADT
	COLLS.							15*	14	13	12	11	CHG	D	TRN	TRK	SPD	PVD	LNS	
1	0.025261	272971M	FEC	FL	DADE	MIAMI	NW 79TH AVENUE	3 0	0	0	0	0		FQ	18	1	25	YES	4	4,437

TTL: 0.025261

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