

Florida LTAP Safety Circuit Rider Program

Final Report

FDOT Project BD545-52
UF52349

Submitted to

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The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of Florida Department of Transportation.

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16. Abstract: Annually, over 60 percent of the 40,000 plus roadway fatalities in America occur on low volume, local roads. Federal Highway Administration (FHWA) funded a Safety Circuit Rider (SCR) program in 2005 as a pilot to be administered through the national Local Technical Assistance Program (LTAP), which consists of 57 centers jointly funded by FHWA and the respective state departments of transportation serving each of the 50 states, Puerto Rico, and seven tribal governments. FHWA awarded the pilot program to four states, and Florida was one of the four states. The SCR program offers a simple, low cost, and easy-to-implement solution to lower fatality numbers in Florida using federal and state program safety objectives as guidelines to address traffic safety issues and provide potential solutions within targeted Florida counties. Targeted areas received training, technical assistance, and improvement suggestions tailored to match city and county public works department problems and resources that lead to implementing low-cost safety improvements. Florida SCR program managers chose qualified individuals as safety circuit riders who reviewed 110 sites in 15 Florida counties and offered a total of 483 suggestions. Florida county and city officials reacted positively to the reviews, implemented 94 suggestions, and included others in city-county work plans. Due to time and budget constraints, the safety circuit riders were unable to review a significant number of sites after officials implemented the suggestions to further analyze crash data and compare implementation impact. Appendix A of this report consists of a comprehensive spreadsheet of the data collected for each county with references to any available before/after photographs. Appendix B contains before/after photographs. In addition to site reviews, safety circuit riders and Florida program managers trained 684 Florida city/county personnel in 34 sessions of seven different workshops, developed general sign maintenance guidelines and a Highway Safety Resource CD, leveraged SCR program funding to purchase additional equipment used during site reviews, and participated in an effort funded by FHWA that produced a best practices guide for the national SCR program.					
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Executive Summary

Over 40,000 Americans lose their lives on the nation's highways every year. In excess of 60 percent of these fatalities occur on low volume, local roads. In 2004, the Florida Project Demonstration Showcase (PDS) Program conducted a PDS presentation in Mendocino County, California, to showcase Road System Traffic Safety Reviews developed by the Mendocino County Department of Transportation to improve signing and markings on the arterials and collectors in the system. The reviews and subsequent safety improvements resulted in a crash reduction of over 40 percent for more than two consecutive three-year review cycles. The PDS workshop presentation allowed participants from around the country to learn about the Road System Traffic Safety Review program with the option of implementing the concept in their respective states.

As a result of this PDS presentation, Federal Highway Administration (FHWA) funded a Safety Circuit Rider (SCR) Pilot Program in 2005 to be administered through the national Local Technical Assistance Program (LTAP), which consists of 57 centers jointly funded by FHWA and the respective state departments of transportation serving each of the 50 states, Puerto Rico, and seven that serve Native American populations. FHWA awarded the pilot program to four states, and Florida was one of the four selected pilot states.

The Florida SCR program encompassed the simple, low cost, and easy-to-implement solutions from the Mendocino County project to positively impact the fatality numbers in each pilot state. Florida program personnel used federal and state program safety objectives as guidelines as the Florida SCR program was established to address traffic safety issues and potential solutions specific to Florida needs within the targeted Florida counties. Florida SCR program managers realized that in order to experience the types of successes seen in Mendocino County, an important part of the program would revolve around building relationships between all public service stakeholders while providing training to as many public works departments as possible in the 15 target counties and other counties as funding allowed.

The safety circuit riders instructed courses, met with city and county officials in the selected target counties, and formed teams within the city or county to review problem areas identified after reviewing crash statistics. After completing each review, the safety circuit riders wrote a report and submitted the problems as identified by the team, any photographs taken of the site, and a list of suggestions for improvements to the respective county or city officials as well as to the SCR program managers.

During the first-year funding as a pilot program in 2005 and the next year of supplemental funding to the Florida SCR program in 2006, safety circuit riders concentrated their efforts on training and continuing to assist target counties in reviewing problem areas to collect additional site review data. As a result, the safety circuit riders reviewed 110 sites in 15 Florida counties and offered a total of 483 suggestions for the sites. Some county officials were surprised with the crash data review results and did not realize the problems with crashes in localized county areas, especially with roadway departures. Overall, Florida county and city officials received the initial reviews very positively, acted on 94 suggestions, and included others in future city-county work plans.

SCR program accomplishments:

- Safety circuit riders developed a list of general sign maintenance guidelines and provided the list to the counties.
- One county revised its job descriptions to include sign washing by existing mowing staff per a suggestion from the safety circuit rider.
- Another county developed a relationship with the Florida Highway Patrol to have crash data sent on a regular basis to assist the county in monitoring sites.
- Program managers leveraged initial SCR program funding throughout the life of the program to receive Accelerating Safety Activities Program (ASAP) awards to purchase software and equipment that could be used by safety circuit riders while performing site reviews in targeted counties.
- Safety circuit riders also used ASAP funds to revise one of the courses taught in the SCR program to fit the needs of another safety advocate group that holds monthly meetings in more than 50 Florida counties.
- Safety circuit riders produced a Highway Safety Resource CD and provided it to LTAP and SCR program workshop trainees, attendees at conferences and meetings where LTAP staff were participants or facilitators, and advertised its availability upon request in the Florida Technology Transfer (T²) Center newsletter.

The projected benefit of implementing the Safety Circuit Rider program in Florida is a decrease in fatality statistics in the counties where suggestions were implemented. Due to a lack of funding to complete the statistical data collection in the first year as a pilot program in 2005 and the next year of supplemental funding to the Florida SCR program in 2006, program staff were unable to determine the percentage of decrease in fatalities for each site where improvements were implemented. Additional funding needs to be acquired to collect data.

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1. Introduction

Over 40,000 Americans lose their lives on the nation's highways every year. In excess of 60 percent of these fatalities occur on low volume, local roads. In 2004, the Florida Project Demonstration Showcase (PDS) Program conducted a PDS presentation in Mendocino County, California, to showcase Road System Traffic Safety Reviews developed by the Mendocino County Department of Transportation to improve signing and markings on the arterials and collectors in the system. The reviews and subsequent safety improvements resulted in a crash reduction of over 40 percent for more than two consecutive three-year review cycles. The PDS workshop presentation allowed participants from around the country to learn about the program with the option of implementing the concept in their respective states. As a result of this PDS presentation, Federal Highway Administration (FHWA) funded a Safety Circuit Rider (SCR) Pilot Program to be administered through the national Local Technical Assistance Program (LTAP), which consists of 57 centers jointly funded by FHWA and the respective state departments of transportation serving each of the 50 states, Puerto Rico, and seven that serve Native American populations. FHWA awarded the pilot program to four states, and Florida was one of the four selected pilot states.

In Florida, local public work departments are responsible for maintaining approximately 90 percent of center line road miles. The Florida SCR program is an inexpensive, simple program that focuses on improving roadway signs and markings to reduce crash rates on low volume roads. Individuals selected to perform the duties of a safety circuit rider offered training, technical assistance, and improvement suggestions. Implementing low-cost safety improvements tailored to match problems and resources of city and county public works departments was a goal of the program. In an effort to create a grassroots network plus interest and commitment to help sustain the program, training was provided to as many public works agencies as possible in target counties and other counties as funding allowed, promoting recognition of low-cost roadway safety improvements.

The Florida SCR program focused on building relationships between all public service stakeholders – local, state, and federal governments, private industry, and dedicated citizen special interest groups – in order to enhance crash and fatality rate reductions. The program used one of Federal Highway Administration's three Vital Few goals, the agency's *must-do* priorities to keep safety at the centerline of its efforts, and the Florida Strategic Highway Safety Plan Objectives listed below as guidelines to address traffic safety issues and potential solutions as they existed within each selected county or city.

Federal Highway Administration Vital Few goal of safety, specifically infrastructure safety:

- a. Reduce roadway departure fatalities (including run-off-road and head-on crashes).
- b. Reduce intersection fatalities.
- c. Reduce pedestrian fatalities.

Florida Strategic Highway Safety Plan Objectives:

- a. Keep vehicles in the proper lanes.
- b. Improve access management and conflict point control.

- c. Improve intersection safety.
- d. Improve information and decision support systems.
- e. Improve pedestrian and bicycle safety.

Florida Safety Circuit Rider program objective:

- Reduce fatality statistics in targeted Florida counties.

Florida Safety Circuit Rider program goals:

- Choose individuals as safety circuit riders who are qualified to instruct the courses related to the program as well as perform reviews of and offer improvement suggestions for problem sites in counties or cities in conjunction with selected county or city staff.
- Research and select counties with high fatality statistics on local roads.
- Solicit interest and involvement from high fatality statistic counties and other counties that will commit to training and performing site reviews with safety circuit riders.
- Foster the building of relationships between all public service stakeholders.
- Offer training, technical assistance, and improvement suggestions to targeted Florida counties.
- Encourage implementation of low-cost safety improvements tailored to match city and county public works departments problems and resources
- Record all site visits, before/after photographs, site drawings, suggestions for improvements and actions taken by county or city. Report all information to program personnel quarterly for collection and program reporting purposes.

2. Scope of Activities/Tasks Completed

The program's scope was to replicate the Mendocino, California Road System Traffic Safety Review Process as a pilot in Hendry County, Florida. To gain support and inform state partners of the program, SCR program staff met with representatives from the following groups: Florida Department of Transportation (FDOT) State Safety Office; Federal Highway Administration (FHWA) Florida Division; Small County Technical Assistance Program; Florida Community Traffic Safety Team (CTST) Coalition, including numerous individual county-based teams; FDOT District 1 Safety Section; Florida affiliate of the National Association of County Engineers (NACE); Florida Association of County Engineers and Road Superintendents (FACERS); American Automobile Association (AAA); and Florida Chapter of American Public Works Association (APWA).

SCR program management chose three qualified individuals to become the safety circuit riders at the program's inception. Even though safety circuit riders changed during the program, at least three safety circuit riders were actively involved with the counties at all times. These individuals traveled to the selected counties or cities to meet and develop relationships with county representatives, share the program with these representatives, acquire commitment to implement the program in their respective counties, begin training county employees, and assess county crash data. In addition to Hendry County, SCR program staff met with representatives from the following counties: Gadsden, Lake, Levy, Madison, Miami/Dade, Seminole, St. Johns, and Suwannee.

Based on the initial notification process of in-person meetings, e-mail notices, program overviews being presented in numerous venues around the state, and initial interest exhibited by a county, SCR program management selected the following counties: Gadsden, Hendry, Levy, Madison, Okeechobee, and St. Johns. Program management added counties as the program progressed: Bay, Clay, Citrus, Collier, Desoto, Glades, Hardee, Hernando, Hillsborough, and Pasco. St. Johns County officials found they were unable to participate in the program, so no site reviews were completed in the county during the program. A total of 15 counties participated in the program.

After meeting respective county public works department employees and others responsible for road and sign maintenance and upgrades, the safety circuit riders began holding workshops to present the simple, cost-effective safety solutions that had been so successful in reducing crashes and fatalities over a documented time period in Mendocino County, California. Identifying the crash data in each of the Florida counties and the associated roadway segments or sites where the crashes had occurred was the first exercise for the safety circuit riders. Safety circuit riders reviewed sites with multiple crashes for common elements and collected crash data from the state, county, and local law enforcement reports including location and circumstances (i.e., day or night, weather conditions, alcohol, involvement or other extenuating conditions). From that point, the safety circuit rider, along with county or city employees, took the collected data to the crash sites and conducted a physical evaluation, which resulted in a list of suggestions to correct problems identified during the site visits. As funds permitted, safety circuit riders returned to the participating counties to meet with county representatives and record actions taken by the county personnel after the initial suggestions were offered.

3. Program Successes

The FHWA Vital Few areas of infrastructure safety to reduce road departure fatalities and crash severity, intersection crashes, and roadway-related pedestrian deaths were the focus of all safety circuit rider efforts. By training individuals to recognize potential problems and perform Road Safety Audits (RSAs) and crash site reviews, the SCR program encouraged county staff to develop a proactive attitude in the field and make physical improvements to rural roads to prevent future crashes. Florida safety circuit riders and program managers actively contributed to an effort funded by FHWA toward the end of the program to produce a best practices guide for the national SCR program. Upon completion, the developers presented the Safety Circuit Rider Programs Best Practices Guide during the 2009 Transportation Research Board Annual Meeting in Washington, D.C. A downloadable PDF version of the guide is available by accessing http://safety.fhwa.dot.gov/local_rural/training/fhwasa09019/.

The SCR program focus was to change the mindset of sign installation crews and county commissioners to be proactive instead of reactive to reduce crashes on their rural roads. Some county officials were surprised with the crash data review results and did not realize the problems with crashes in localized county areas, especially with roadway departures. Intersections proved to be the most deadly for the participating counties. In the majority of cases, safety circuit riders targeted the most severe problems using the following criteria to determine which locations to review:

- crashes involving fatalities
- crashes involving injuries
- crashes where property damages were \$5,000 or greater
- other crashes

The safety circuit riders developed a list of general guidelines addressing regular daytime and nighttime inspections, establishing a sign washing/maintenance/upgrade/herbicide program, reinforcing standard installation procedures, and mowing training and provided the list to the counties.

One county revised its job descriptions to include sign washing by existing mowing staff per a suggestion from the safety circuit rider. In another county, relationships were developed with the Florida Highway Patrol to have crash data sent on a regular basis to assist the county in monitoring sites. Workshop attendance was subsidized by SCR funds for several counties.

Program personnel leveraged initial SCR program funding throughout the life of the program by submitting annual applications to FHWA Florida Division Office for Accelerating Safety Activities Program (ASAP) funds, resulting in awards to purchase Road Management Software from Utah Local Technical Assistance Program, additional ball bank indicators and distance measuring instruments (DMIs), and a retroreflectometer. The safety circuit riders used ASAP funds to revise the course titled Road Safety Audits (RSAs) for Local Governments to fit the needs of the Community Traffic Safety Teams (CTSTs) in Florida. These team volunteers meet monthly to discuss and mitigate safety challenges in their county or area. Safety circuit riders presented the abbreviated, one-day course titled RSAs for CTSTs to 15 different teams throughout the state. In addition, SCR program management held a Train-the-Trainer for the

Introduction to the Florida Greenbook course in 2009, supported by ASAP funds. The FDOT State Safety Office granted awards to support tuition for SCR workshop training during 2007, 2008, and 2009.

The initial grant, as well as the second year of funding, required cost match (i.e., cost for effort or materials related to changes resulting from safety circuit rider site reviews) of \$30,000 for each year, totaling \$60,000 required cost match for the SCR program. Cities or counties that implemented suggested improvements offered by the safety circuit riders submitted a letter detailing the match as the cost of effort and materials expended during implementation of the suggested improvements. Match was successfully met and exceeded with a total of \$61,472 of documented services and in-kind work from agencies in counties served by the SCR program.

Additional program accomplishments:

- SCR program staff developed one issue of the safety circuit rider newsletter featuring a four-page article for six of the original selected counties and circulated it to the participating counties.
- The Florida Transportation Technology Transfer (T²) Center's, *Technology Transfer Quarterly*, featured nine articles during 2006 and 2007, and more than 12,000 transportation and public works officials in the state received the newsletter.
- One of the safety circuit riders made a presentation on the Florida SCR program at the International Symposium on Transportation Technology Transfer in St. Pete Beach in July 2006.
- The November 2006 Florida Institute of Transportation Engineers (ITE) newsletter featured two articles on the SCR program in Florida.
- Safety circuit riders submitted/had accepted two abstracts for presentation at the ITE Spring International Conference in 2008 and an additional abstract for presentation at the 2008 APWA Florida Chapter Annual Meeting and Trade Show.
- As a result of a Desoto County reporter attending a RSA for CTSTs in that county, an article appeared in the *Desoto Sun Herald* newspaper.
- SCR program staff and safety circuit riders presented the SCR program to more than 20 different CTSTs during the life of the program.

One of the best products produced during the SCR program was the Highway Safety Resource CD – an extensive list of safety resources – including subjects in design, the National Cooperative Highway Research Program (NCHRP) 500, restraints, RSAs, safety management systems, special populations, and statistics. Safety circuit riders provided the CD to workshop trainees, conference and meeting attendees, and program staff advertised its availability upon request in the Florida Technology Transfer (T²) Center newsletter. To acquire a copy of the Highway Safety Resource CD, please go to the following web site to submit all requests: http://www.t2ctt.ce.ufl.edu/t2ctt/T2_Media_Center.asp?SnID=316697850.

Additional items purchased with program funds include ball bank indicators, tape wheels, Locke levels, Magellan global positioning system (GPS) software and a GPS unit, safety vests, and cones. The GPS unit is available for loan to counties. SCR program staff purchased other items which were used by safety circuit riders while performing county reviews and left with the county staff to use in ongoing evaluation efforts.

Program staff conducted training, including two days of training on the Road Management Software from Utah Local Technical Assistance Program, for two counties. Training included instruction in the following courses: ADA/Accessibility Requirements for Highway Design and Pedestrians; Common Sense Solutions to Intersection Safety; Highway Design for Older Drivers; Low-Cost Safety Solutions for Rural Roads; RSAs for Local Governments; RSAs for Community Traffic Safety Teams; and Traffic Engineering Fundamentals. Total training offerings for the life of the SCR program totaled 34 sessions of seven different workshops presented to 648 trainees involving a total of 5983.5 collective participant training hours.

4. Program Challenges

Program management turnover early in the program revealed a lack of continuity in providing guidelines and direction to safety circuit riders, resulting in retracing some steps to collect information that should have been collected on safety circuit rider's field visits. During the hurricane seasons of 2004 and 2005, replacing signs and other damaged equipment took precedence over crash site assessment. Counties struggled with funding to implement the suggestions offered by the safety circuit riders. Manpower to complete the work was not available in many counties. Hendry County, the pilot county for the program in Florida, experienced major hurricane damage in 2005, and all efforts had to be focused on debris removal and replacing destroyed signs. As a consequence, key Hendry County players who were committed to SCR program efforts were no longer available to assist with the efforts.

Furthermore, program software to track crashes proved difficult to implement and sustain. Dedicated staff to manage and enter crash site data into the software program was unavailable. Florida's lack of a central crash data collection system made the collection of crash statistics very time-consuming, slowing the process of safety circuit riders to review crash sites. Some counties recruited volunteers to keep crash records on a map using push pins. The volunteers did not always adhere to the process, and often maps were damaged and historical information was lost. One SCR program goal was to review the sites after suggestions had been implemented. However, existing program funds were not sufficient to review the sites after adequate time had passed to analyze crash statistics and determine if a decrease in fatalities occurred as a result of the implemented suggestions.

5. County/Site Overview

Safety circuit riders reviewed 110 sites in 15 counties. Five of the 110 sites were locations containing road segments or school areas with each location having multiple sites (i.e., as few as three or as many as 10 individual sites per location). The safety circuit riders recorded a total of 483 suggested improvements, and the counties and/or cities implemented a total of 94 suggestions.

Appendix A is a spreadsheet listing all sites reviewed by county. When photographs or drawings are available, a reference to Appendix B is listed in the spreadsheet in a column to the far right of the site location. Appendix B includes a total of 390 photographs of before, after, and/or site drawings of existing conditions as well as some drawings of written suggestions. Table 1 represents a summary of the counties and sites reviewed. Table 2 represents a summary of the photograph numbers by county.

Table 1. Summary of Counties and Sites Reviewed.

County	# of Single Sites	# of Sites with Multiple Locations	# of Multiple Location Reviews	Total # of Suggestions for All Sites	Total # of Implemented Suggestions for All Sites*
Bay	1			2	0
Citrus	0	2	15	17	0
Clay	26			116	35
Collier	0	1	3	7	0
Desoto	2			2	2
Gadsden	6			15	8
Glades	6			24	6
Hardee	7			23	7
Hendry	8	1	9	37	8
Hernando	10			46	0
Hillsborough	1			0	0
Levy	9			29	0
Madison	10			4	11
Okeechobee	9			35	12
Pasco	10	1	10	126	5
Totals	105	5	37	483	94

*Funds in the program were not adequate to support the safety circuit riders returning to all reviewed sites to assess progress and capture crash data. Fortunately, safety circuit riders were able to review some existing sites when in the county performing additional RSAs.

Table 2. Photograph Numbers by County.

County	Photo Number
Bay	63, 64
Citrus	218 through 231
Clay	62, 85 through 189, 195 through 217, 242
Collier	194
Desoto	1 through 6
Gadsden	65 through 71, 73 through 77, 336, 337
Glades	11 through 19, 79, 338 through 340
Hardee	7 through 10, 34 through 42, 80 through 82
Hendry	43, 72, 78, 83, 84, 341
Hernando	342 through 383
Hillsborough	no photos available
Levy	384 through 396
Madison	44 through 52
Okeechobee	20 through 33, 55, 56
Pasco	190 through 193, 243 through 335

Appendix A
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Florida Safety Circuit Rider Comprehensive Site Review List

- (1) The spreadsheet is divided by tabs. Each tab represents a county and the counties are listed alphabetically.
- (2) Each site features a unique identifier consisting of the county name followed by a number (example: Bay-1). Sites with multiple reviews will also have a letter after the number to indicate it is part of a larger site review group (example: Citrus-2-A).
- (3) A blank cell in the spreadsheet indicates no information was available to record.
- (4) Photos 53, 54, 58 - 60 were duplicates of photos 21 - 25. The duplicate photos were not deleted from the photo appendix and the duplicate photo numbers were not used in the spreadsheet.
- (5) The following headers are on each county spreadsheet: **Site ID#; Date; County; Location; Pre-Review Statistics; Comments; Suggestions from SCR; Photo Reference; Actions taken by Agency; Follow-Up Statistics.**

County	Photo Number	# of Single Sites	# of Sites w/ Multiple Locations	# of Multiple Location Reviews	Total # of Suggestions for All Sites	Total # of Implemented Suggestions for All Sites
Bay	63, 64	1			2	0
Citrus	218 - 231	0	2	15	17	0
Clay	62, 85 - 189, 195 - 217, 242	26			116	35
Collier	194	0	1	3	7	0
Desoto	1 - 6	2			2	2
Gadsden	65 - 71, 73 - 77, 336, 337	6			15	8
Glades	11 - 19, 79, 338 - 340	6			24	6
Hardee	7 - 10, 34 - 42, 80 - 82	7			23	7
Hendry	43, 72, 78, 83, 84, 341	8	1	9	37	8
Hernando	342 - 383	10			46	0
Hillsborough	no photos available	1			0	0
Levy	384 - 396	9			29	0
Madison	44 - 52	10			4	11
Okeechobee	20 - 33, 55, 56	9			35	12
Pasco	190 - 193, 243 - 335	10	1	10	126	5
Totals		105	5	37	483	94

Acronym List
CDMS - Comprehensive Data Management System
CTST - Community Traffic Safety Team
FDOT - Florida Department of Transportation
MUTCD - Manual on Uniform Traffic Control Devices
QPL - Qualified Products List
RPM - Raised Pavement Marker
RSA - Road Safety Assessment
SCR - Safety Circuit Rider

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Florida Safety Circuit Rider Comprehensive Site Review List

Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Bay-1	Oct 2006	Bay	Blue Springs Road Bridge		Northbound bridge approach: moderate tangent section after coming down hill on gentle horizontal curve. Road carried significant traffic. Southbound bridge approach: winding curving section curving sharply to bridge approach. Lush vegetation exists both sides of roadway; skid marks observed both sides of bridge. Primary issue is passing sight distance with concern of a vehicle traveling in opposite direction. Driver approaching go/no go decision point from either direction must be able to see another driver coming from opposite direction approaching or past go/no go point.	(1) Improve sight distance for vehicles in both directions approaching bridge by clearing a few trees on the northeast side of bridge. This may involve clearing trees on private property, but could prove to be a significant safety enhancement. (2) If permission to cut the trees cannot be obtained, an alternative would be to install STOP signs and STOP bars on both sides of the bridge. On both approaches as driver reaches place where STOP bar would be placed, they could see other STOP bar, providing adequate sight distance.	63, 64		

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Florida Safety Circuit Rider Comprehensive Site Review List

Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Citrus-1-A	May 2007	Citrus	Inverness Primary School, West Highland Boulevard at South Cherry Avenue		Pedestrian crossing area	(1) Double up on signage, install crossing ahead sign, and refurbish markings.	218, 219, 221, 222, 223, 224		
Citrus-1-B			Inverness Primary School, South Montgomery Avenue at Frank Webb Way		Pedestrian crossing area	(1) Double up on signage, install crossing ahead sign, and refurbish markings.	220		
Citrus-1-C			Inverness Primary School, West Highland Boulevard and South Montgomery Avenue		All approaches	(1) Upgrade to solar flashing beacon school time signs.			
Citrus-1-D			Inverness Primary School, West Highland Boulevard and South Cherry Avenue, southbound approach			(1) Create a painted gore area.	226		
Citrus-1-E			Inverness Primary School, West Highland Boulevard and South Cherry Avenue, school driveway			(1) Increase storage capacity. (2) Switch usage of school entrances.			
Citrus-1-F			Inverness Primary School, South Cherry Avenue at Frank Webb Way			(1) Refurbish and upgrade markings.	225		
Citrus-1-G			Inverness Primary School, West Highland Boulevard and South Cherry Avenue, westbound approach			(1) Trim trees to increase visibility. (2) Modify sign to match the driveway usage switch.			
Citrus-1-H			Inverness Primary School, West Highland Boulevard and South Cherry Avenue, school entrance			(1) Eliminate lane usage modifications / restrictions on West Highland Boulevard.			
Citrus-2-A	May 2007	Citrus	Citrus Springs Middle School, West Citrus Springs Boulevard and North Greendale Drive, northbound approach			(1) Refurbish markings.			
Citrus-2-B			Citrus Springs Middle School, West Citrus Springs Boulevard, east and westbound approach to school zone			(1) Upgrade to flashing beacon sign.	227		
Citrus-2-C			Citrus Springs Middle School, school entrance along west side of parking lot			(1) Widen to two lanes to increase storage capacity.	228, 231		

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Citrus-2-D			Citrus Springs Middle School, West Citrus Springs Boulevard at North Greendale Drive, east and westbound approach			(1) Provide turn lanes.	229, 230		
Citrus-2-E			Citrus Springs Middle School, West Citrus Springs Boulevard at North Greendale Drive, main driveway			(1) Widen to two inbound lanes.			
Citrus-2-F			Citrus Springs Middle School, West Citrus Springs Boulevard at North Greendale Drive, northbound approach			(1) Evaluate queuing to determine if only right turns out allowed.			
Citrus-2-G			Citrus Springs Middle School, school parking lot			(1) Extend covered roof the length of the pick up area.			

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Clay-1	5/8/2007	Clay	CR 209 at US 17		The crash occurred at 1:25 am on August 11, 2006. Vehicle speed was determined to be 45 mph. This site was also reviewed at night on 6/19/07.	(1) Erect a 36 inch left turn sign (W1-1) with 15 mph advisory placed at least 325 feet from the beginning of the turn. (750 feet or more before the STOP sign). (2) Replace 30 inch STOP AHEAD with a 36 inch STOP AHEAD (W3-1). (3) Place at least two additional left chevron markers along the turn. (4) Repaint the 6 inch double solid yellow centerline beginning at the left turn sign. (5) Replace in kind the existing double amber raised pavement markers and space on 40 foot centers. Begin the raised pavement markers at the location of the left turn sign.	146, 147, 148, 149, 150	(1) The 30 inch STOP AHEAD was replaced with a new 36 inch STOP AHEAD. (2) Two new chevrons replaced the old chevrons.	
Clay-2	5/8/2007	Clay	CR 209, 1 mile north of Decoy Road		Crash occurred at 12:48 am. Posted speed is 35 mph. Estimated crash vehicle speed was 60 mph.	(1) Remove the right curve sign with a reverse curve sign. (2) Restripe the double yellow centerline with 6 inch double yellow. (3) Place reverse curve sign (W1-5) both northbound and southbound at least 350 feet prior to the first curve. (4) Place double raised pavement markers (RPMs) spaced at 40 feet apart along entire reverse curve.	151, 152, 153	(1) Removed the right curve sign and replaced it with a reverse curve sign. (2) Placed reverse curve sign (W1-5) both northbound and southbound at least 350 feet prior to the first curve.	
Clay-3	5/8/2007	Clay	North Road 0.3 mile west of CR 15A		This is a dirt road with a posted speed is 25 mph. Crash occurred at 2:27 pm and estimate speed of vehicle was 35 mph. Vehicle was eastbound on North Road.	(1) Place a left curve sign 100 feet prior to curve for eastbound traffic. (2) Place a right curve sign 100 feet prior to curve for westbound traffic. (3) Place chevrons on the curve.	154, 183	(1) Chevrons in place looking east on North Road at second turn.	
Clay-4	May 2007	Clay	104th Court and Northeast 75 Street			(1) Replace the nine-ball red and yellow diamonds with new OM1-4 reflective diamonds. FDOT Index lists three diamonds and spacing indication. (2) Increase the size of the arrow panel. (3) Increase the STOP sign to 48 inches (will require dual posts). (4) Add STOP AHEAD message on the pavement. (5) Renew striping for better retroreflectivity. (6) Add brite sticks (reflective strip added to sign posts) on the new STOP sign posts and consider adding the same to all of the other posts. (7) If the actions above have unsatisfactory results, consider mounting a red beacon on top of the STOP sign.	155		

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Clay-5	6/19/2007	Clay	CR 226 intersection with CR 209	The crash occurred at 10:30 pm. Driver indicated she did not see the STOP sign.	This site was also reviewed at night on 6/19/07. Additional Suggestions: Make changes to double arrow assembly to bring to FDOT Design Standard Index #17349.	(1) Clean and straighten RXR sign. (2) Replace STOP AHEAD sign with a 30 inch STOP AHEAD symbol sign (W3-1) located at least 325 feet from the STOP bar. (3) Wash or replace 209 route marker. (4) Replace STOP sign with a new 30 inch STOP sign and relocate where the two object markers (OM2: 2V) are located. That is approximately 33 feet from the edge of CR 209. The closest edge of the STOP sign should be at least 6 feet from the edge of pavement. (5) Repaint STOP bar. (6) Place double amber RPMs spaced at 40 feet apart beginning at least 100 feet west of railroad and ending at the STOP bar. Use FDOT Design Standard Index #17352.	85, 86, 87, 181, 182	(1) Cleaned and straightened RXR sign. (2) Replaced STOP AHEAD sign with a 30 inch STOP AHEAD sign (W3-1) located at least 325 feet from the STOP bar. (3) Replaced existing STOP sign with a new 30 inch STOP sign.	
Clay-6	6/19/2007	Clay	CR 220A (Long Bay Road)	Fatal crash was a motorcycle on a curve traveling southeast on Long Bay Road at an estimated speed of 60 mph with a posted speed of 45 mph.		(1) Replace left curve sign with a new 30 inch left curve sign. Mount the sign so the bottom of the sign is at least 5 feet above the edge of pavement. (2) Replace the advisory speed sign (24 inches x 12 inches). (3) Consider using the new curve sign with advisory speed sign W1-2a. (Left curve required, right curve shown.)	184	All suggested actions completed by county.	
Clay-7	6/19/2007	Clay	Peoria (CR 224A) one mile east of College Drive	Crash with one fatality occurred at this site.	This site is a left curve on a vertical curve within 250 feet of a railroad crossing and a left turn. In addition there are two other roads intersecting on the turn.	(1) Place a left curve sign 125 feet ahead of the curve. (2) Replace or clean the RXR sign and place at the peak of the vertical curve. (3) Replace the left turn sign. (4) Make sure all signs are at least 5 feet above the edge of pavement and 6 feet from the pavement edge to near edge of the sign (Figure 2A-1 of the MUTCD). (5) Repaint the double yellow centerline. (6) Place double amber RPMs on 40 foot centers from the beginning of the double yellow through the curve, turn and at least 300 feet beyond the turn.	88, 185, 186	(1) New turn sign with advisory and advisory speed was installed. (2) RXR warning sign was replaced with new sign mounted with warning light.	

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Clay-8	Dec 2007	Clay	CR 215 intersection with Santa Clara Avenue, Camel Avenue, Juniper Avenue, Chicory Avenue, Deer Avenue, Primrose Avenue		<p>Overall findings:</p> <p>(1) All county road intersections have intersection warning signs in place on both sides. Each of these signs have some degree of vandalism, are old, worn, or dirty.</p> <p>(2) The Juniper Avenue/Chicory Avenue, Santa Clara Avenue /Camel Avenue, and Primrose Avenue intersections have some sight distance restriction due to sag vertical curves just prior to the intersection.</p> <p>(3) Some STOP signs are vandalized, undersized or worn and need to be replaced.</p> <p>(4) Several STOP bars are located too far from the pavement edge of CR 215 to provide sufficient sight distances and are ignored by motorists.</p> <p>(5) The yellow centerline is worn and faded and fails to meet the new standard of 6 inches wide in many locations.</p>	<p>(1) Replace all intersection warning signs with 36 inch retro-reflective signs.</p> <p>(2) Consider installing flashing yellow lights on intersection warning signs at Juniper Avenue/Chicory Avenue and Santa Clara Avenue/Camel Avenue intersections.</p> <p>(3) Restripe the centerline of CR 215 using paint or thermoplastic and beads listed in the FDOT QPL. Use the proper rates of application for all materials as found in the FDOT Specifications Book Sections 710, 711 and 971.</p> <p>(4) Use high intensity or diamond grade sign sheeting when replacing STOP signs.</p> <p>(5) When installing any sign, installation height (bottom of sign above the edge of pavement) should be a minimum of 5 feet per the MUTCD.</p>	173, 208	<p>(1) The county has a five year plan to upgrade pavement markings and RPM placement. It is estimated the sign and pavement marking upgrades will be 6-8 years before completion.</p> <p>(2) The county has erected new intersection high intensity sheeting warning signs with flashing amber lights at the most critical intersections.</p> <p>(3) STOP signs have been upgraded to 30 inch high intensity grade sheeting.</p>	
Clay-9	6/19/2007	Clay	CR 215 intersection with Santa Clara Avenue and Camel Avenue	Three crashes have occurred at this intersection between September and December 2006 with one fatality.	<p>(1) There are 30 inch intersection warning signs both northbound and southbound on CR 215 with a supplemental sign indicating the intersecting road names.</p> <p>(2) The double yellow centerline is faded.</p> <p>(3) RPMs are in fair condition.</p> <p>(4) No STOP AHEAD sign is present on westbound Santa Clara Avenue. The STOP sign is new with a flashing red light mounted above it.</p> <p>(5) Eastbound on Camel Avenue. the STOP sign is 36 inch mounted at 5 feet above the pavement edge and is in good condition.</p> <p>(6) A sag vertical curve on the north side of the intersection limits sight distance.</p> <p>(7) Both STOP bars are located too far from the pavement edge of CR 215 thus reducing sight distance.</p>	<p>(1) Replace both the northbound and southbound intersection signs with new 36 inch intersection signs at a distance of 550 feet from the intersection.</p> <p>(2) Install a separate destination sign 250 feet from the intersection identifying the street names.</p> <p>(3) Check the site distance from Santa Clara Avenue STOP bar looking north on CR 215. Since actual speed is over posted speed, it is suggested to use a 600 foot sight distance.</p> <p>(4) Relocate STOP bars at both Santa Clara Avenue and Camel Avenue within 12 feet of CR 215 pavement edge.</p> <p>(5) Since Santa Clara Avenue has a long tangent section prior to the intersection, place STOP AHEAD sign at least 400 feet before STOP bar.</p>	89, 90, 91, 176, 177, 212, 213	(1) The county installed a flashing red/amber caution light.	

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Clay-10	Dec 2007	Clay	CR 215 intersection with Primrose Avenue		(1) Primrose Avenue intersects CR 215 from the west. (2) North of Primrose Avenue, the road is divided and curves east to intersect with SR 21. (3) The STOP sign and STOP bar are in good condition and are located approximately 30 feet from the pavement edge of CR 215. (4) Sight distance to the south is restricted due to a sag vertical curve. (5) No intersection warning sign is present on CR 215 from either direction. (6) No curve warning sign is present for northbound traffic. (7) A divided highway warning sign occurs northbound on CR 215. (8) A rectangular STOP AHEAD 500 FT, black on yellow sign appears just prior to Primrose Avenue. (9) A STOP AHEAD symbol sign is present north of Primrose Avenue.	(1) Install a right curve sign, showing an intersecting road to the left (W1-10), between the divided highway warning sign and the STOP AHEAD 500 FT sign, at least 225 feet from the intersection. (2) Replace the rectangular STOP AHEAD 500 FT sign with the STOP AHEAD symbol sign (W3-1) and supplemental 500 FT sign (W16-2 or W16-2a). (3) Establish a schedule for completion of the suggested work. Focus on the signing upgrades first and next on pavement markings, including missing or damaged RPMs.	178, 179, 180, 215, 216, 217	(1) The county installed a flashing red/amber caution light. (2) The right curve sign was installed, showing an intersecting road to the left (W1-10), between the divided highway warning sign and the STOP AHEAD 500 FT sign, at least 225 feet from the intersection. (3) The rectangular STOP AHEAD 500 FT sign was replaced with the STOP AHEAD symbol sign (W3-1) and supplemental 500 FT sign (W16-2 or W16-2a). (4) A schedule was established for upgrading pavement markings, including missing or damaged RPMs.	
Clay-11	Dec 2007	Clay	CR 215 intersection with Juniper Avenue		(1) Both the location and condition of the STOP bars are good. STOP bars are 10-12 feet from the edge of pavement, thus providing excellent sight distance from both the east and west side looking both north and south. (2) Both STOP signs are still in good condition and in acceptable locations, however, they are two different sizes. The east side STOP sign is 36 inches. The west side STOP sign is 30 inches.	(1) Replace the west side 30 inch STOP sign with a 36 inch STOP sign mounted at least 5 feet above the edge of pavement. (2) Install a right curve sign, showing an intersecting road to the left (W1-10), between the divided highway warning sign and the STOP AHEAD 500 FT sign, at least 225 feet from the intersection. (3) Replace the rectangular STOP AHEAD 500 FT sign with the STOP AHEAD symbol sign (W3-1) and supplemental 500 FT sign (W16-2 or W16-2a). (4) Establish a schedule for completion of the suggested work. Focus on the signing upgrades first and next on pavement markings, including missing or damaged RPMs.	209, 210, 214	(1) The county installed a flashing red/amber caution light.	

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Clay-12	Dec 2007	Clay	CR 215 intersection with Chicory Avenue		(1) STOP sign on west side is only 24 inches mounted at a height of 4 feet. (2) STOP sign on east side is 36 inches mounted at a height of 5 feet. Sign has been vandalized. (3) A right turn lane exists for southbound traffic turning onto Chicory Avenue. (4) The west side STOP bar is located 61 feet from edge of right turn lane on CR 215. (5) CR 215 south of Chicory Avenue is a zero grade (flat) and has excellent sight distance. (6) CR 215 north of Yorktown Place is a sag vertical curve starting approximately 300 feet north of intersection. (7) Centerline north of intersection is double solid yellow up to a point 160 feet from intersection. At that point, centerline becomes skip yellow (passing allowed) for southbound traffic while remaining solid yellow (no passing) for northbound. (8) From a point 12 feet from the edge of turning lane on west side, site distance is approximately 590 feet. (9) From a point 12 feet from the edge of the pavement on the east side, the site distance is approximately 550 feet. (10) The shoulder on the east side of CR 215 northbound from the Yorktown Place intersection rises to a maximum of 12 inches above the pavement edge and adds to a sight distance problem for sedan automobiles.	(1) Replace 24 inch STOP sign with a 36 inch STOP sign. (2) Replace vandalized STOP sign with a 36 inch STOP sign. (3) Relocate the STOP bar on the west side of CR 215 to 12 feet from the edge of right turn lane. (4) Relocate the STOP bar on the east side of CR 215 to 12 feet from the edge of pavement on CR 215. (5) Continue the double solid yellow centerline through the intersection to the solid single location south of the intersection. (6) Re-grade the shoulder on the east side of CR 215 from the east intersection of Chicory Avenue for at least 600 feet north. The shoulder height should be measured from level with the pavement edge to not more than one-half inch below the pavement edge and have a three-fourths inch per foot slope to the ditch slope.	167, 168, 169, 170, 171, 172, 210, 214	(1) The county installed a flashing red/amber caution light.	
Clay-13	Dec 2007	Clay	CR 215 intersection with Deer Avenue		(1) The STOP sign on the east side has a flashing red light mounted above. (2) The STOP sign on the west side has been vandalized. (3) Locations of the STOP bars give sufficient sight distance.	(1) Replace the vandalized STOP sign on the west side of CR 215.	174, 175, 211	(1) The county installed a flashing red/amber caution light.	

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Clay-14	6/19/2007	Clay	CR 209 (Russell Road) at intersection of CR 315	This intersection is also at a railroad crossing and two crashes have occurred here.	Three STOP signs are present in a mountable curb island in the middle of the intersection.	(1) The posted speed through the intersection should be consistent. Presently the posted speed through the intersection for southbound CR 209 traffic is 35 mph while the west to northbound traffic is 45 mph. This is not a proper speed zone and is unenforceable. Conduct a speed study as per FDOT Manual Number 750-010-002, Speed Zoning for Highways, Roads, and Streets in Florida. (2) Conduct a traffic study at this intersection to determine if a change in the STOP conditions is warranted. At first look it would seem to be feasible to have the CR 209 traffic flow freely in both directions and make CR 315 a full STOP condition. (3) After conducting a traffic study, a redesign of the intersection with turning lanes onto CR 315 may be feasible.	92, 93, 94, 95, 96, 97, 98, 99, 100, 189		
Clay-15	6/25/2007	Clay	CR 315C in the Bellamy Road area	The site reviewed was CR 315C from the Putnam County line to 1.8 miles north where two fatalities occurred.		(1) From original speed study, determine location of speed reduction from 55 mph to 45 mph. (2) Sign speed zone appropriately with reduced 45 mph directly across roadway from correct 55 mph location. (3) Replace vandalized CR 315C route marker. (4) Straighten first northbound right curve sign inside Clay County. (5) Repaint both centerline and edge line stripes. (6) Wash or replace following signs: (a) northbound 45 mph just north of Bellamy Road, (b) northbound Left Curve and 45 mph advisory sign just north of Bellamy Road, (c) southbound right curve with advisory sign north of Bellamy Road. (7) Place left curve sign at least 150 feet north of last curve on CR 315C in Clay County. (8) Place intersection warning sign for Bellamy Road in both directions. All signs should be mounted at a minimum height above edge of pavement of 5 feet and a minimum of 6 feet from edge of pavement to leading edge of sign. (9) Establish program of repairing drop-off areas in section. Suggest building a 2 foot widening strip on each side of road. This can be done with county workforce using a motor grader to cut strip.	62, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110		

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Clay-16	4/10/2008	Clay	CR 315C at Blueberry Hill Road			(1) Duplicate the curve with advisory speed warning sign in the northbound direction prior to the curve. (2) Both curve signs should be retroreflective using high intensity grade sheeting.	242		
Clay-17	8/1/2007	Clay	Mallard Road one-half mile south of CR 218		(1) The pavement marking suggestions are on a work schedule. (2) The county has centerline equipment and had striped the roads themselves in the past, an inefficient practice. The county is presently contracting for centerline striping of their roads and plans to be completed by 2010. (3) The agency has begun to perform their own reviews of crash sites.	(1) Place curve signs both southbound and northbound. (2) Using ball bank indicator, drive through curve to determine if advisory speed is necessary. (3) Reset directional assembly in accordance to FDOT Design Standard Index #17349 titled Traffic Control for Street Termination for turn conditions. (4) Repaint centerline and edge line from 200 feet north of curve through turn to newer centerline south of turn. (5) Place double amber RPMs through same area as repainted lines on 40 foot centers as per FDOT Design Standard Index #17352, page one. (6) Repaint edge line through same area. (7) Reset height of southbound left turn sign to at least 5 feet from bottom of sign to edge of pavement. (8) Widen inside edge of turn and place rumble strips (either asphalt or thermoplastic) in accordance with FDOT Design Standard Index # 518.	111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 195, 196, 197, 198, 199, 200	(1) All the signing suggestions have been completed. (2) The county upgraded the turn signs to meet the new MUTCD standard.	

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Clay-18	8/1/2007	Clay	Big Branch Road at Nolan Road	Big Branch Road intersects Nolan Road in a T intersection. Crash occurred when the driver traveling west on Big Branch Road failed to observe the STOP sign. Posted speed is 35 mph. Estimated vehicle speed was 45 mph. Big Branch Road has been resurfaced and the centerline repainted as double solid yellow centerline for the entire one-half mile east of Big Branch Road/Maltese Place intersection to Nolan Road.	Further suggestions: Reset the directional assembly in accordance to FDOT Design Standard Index #17349 titled Traffic Control for Street Termination.	(1) Place a 35 mph speed limit sign at least 500 feet west of the Big Branch Road turn/intersection. (2) Replace STOP sign at Nolan Road. (3) Replace the two object markers (OM1-1) with two OM1-3 markers to prevent vandalism. (4) Place a third OM1-3 object marker at the double directional arrow assembly. (5) Repaint the STOP bar.	121, 122, 123	(1) STOP bar repainted. (2) Placed a 35 mph speed limit sign at least 500 feet west of the Big Branch Road turn/intersection. (3) Replaced the two object markers (OM1-1) with two OM1-3 markers to prevent vandalism. (4) Placed a third OM1-3 object marker at the double directional arrow assembly, however, the OM1-3 was placed on the arrow post. That is not in accordance with FDOT Design Standard #17349 titled Traffic Control for Street Termination.	
Clay-19	8/1/2007	Clay	North Mimosa Avenue intersection with Johns Cemetery Road	Crash occurred when a northbound vehicle failed to stop at the intersection.	The STOP bar was repainted; however, the paint wore off quickly. It is suggested that the STOP bar be repainted using paint or thermoplastic and beads listed on the FDOT QPL. Use the rates of application for all materials as found in the FDOT Specifications Book Sections 710, 711 and 971.	(1) Repaint STOP bar.	124, 125, 126		
Clay-20	8/1/2007	Clay	Wells Road at curve east of RXR		The crash occurred when a westbound vehicle hit the guardrail in the median.	Eastbound: (1) Move the traffic signal beyond the curve a minimum of 175 feet prior to the signal. (2) Replace the right curve and advisory signs with a 36 inch curve sign W1-2a (example shown below) with a 20 mph speed. (3) Remove slow curve ahead sign. (4) Erect additional chevrons in the median at 90° to the roadway spaced according to Section 2C.06 of the 2003 MUTCD. Westbound: (1) Replace left curve sign with a 36 inch W1-2a sign using a 20 mph advisory.	127, 128, 129, 130, 131, 132		

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Clay-21	8/14/2007	Clay	Madison Avenue and Harrison Avenue		All crashes involved vehicles traveling southbound on Harrison Avenue.	Southbound on Harrison Avenue: (1) Move the existing STOP bar four feet closer to Madison Avenue OR cut the bushes causing the sight problem. (2) Repaint crosswalk. (3) Upgrade the 24 inch STOP sign to 36 inches. (4) Place a 25 mph speed limit sign southbound at the north end of the school. (5) Place a 25 mph speed limit sign north of the intersection for northbound traffic. Northbound on Harrison Avenue: (1) Relocate the STOP bar to within 5 feet of the edge of Madison Avenue. (2) Cut the brush along the south side of Madison Avenue from the corner of Harrison Avenue east. (3) Replace the existing vandalized 36 inch STOP sign.	133, 134, 135, 136, 137, 138, 139, 140		

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Clay-22	8/14/2007	Clay	Parkwood Drive south at Hilltop Drive (includes Parkwood Drive at Cottonwood Lane)		This location in a residential area recorded two separate crashes involving vehicles traveling west on Parkwood Drive. In one crash a vehicle southbound on Hilltop Drive pulled out in front of a westbound vehicle. In the other crash a westbound vehicle was struck by a vehicle entering Parkwood Drive from Hilltop Drive. The second report was not clear in specifying from which direction the vehicle entered Parkwood Drive.	(1) Replace both STOP signs. (2) Repaint the northbound STOP bar on Hilltop Drive, locating it 6 to 8 feet from the edge of Parkwood Drive. (3) Repaint the southbound STOP bar five feet closer to Parkwood Drive. (4) Trim the overhanging tree limbs east of Hilltop Drive on Madison Avenue. Talk to home owner first to explain why action is being taken.	141, 142, 143, 144	(1) On Hilltop Drive, the STOP sign has been replaced with a new sign.	
Clay-23	Apr-08	Clay	Parkwood Drive north at Hilltop Drive (includes Parkwood Drive at Madeira Drive)		Only the south intersection of Parkwood Drive which intersects with Hilltop Drive and Cottonwood Lane was reviewed during the first visit. Parkwood Drive also intersects to the north with Hilltop Drive and Madeira Drive. Both intersections were reviewed during the second visit.			(1) New STOP signs have been placed at the intersection of Parkwood Drive with Hilltop Drive and Madeira Drive.	
Clay-24	8/14/2007	Clay	Heritage Farm Boulevard and Farm Way	Two crashes occurred	Heritage Farm Boulevard is a divided road and Ts into a two lane Farm Way. Two crashes occurred at this site; one involved a motorcycle being stuck from the rear while at the STOP sign, and the other involved a vehicle that failed to stop at the STOP sign and drove into a parked car in a driveway across from the STOP condition.	(1) Add a painted STOP bar. (2) Place a STOP AHEAD sign on Heritage Farm Boulevard half way between CR 220 and Farm Way. (3) Add a reflective red strip to the STOP assembly post. This is a thin gauge aluminum strip approximately 3 inches wide and 5 feet long covered with high intensity or diamond grade red sign sheeting. It is bolted onto channel post.	187, 188	(1) Placed new STOP AHEAD sign. (2) Placed reflective red strip on STOP sign post.	
Clay-25	8/14/2007	Clay	Sandridge Road west of Feed Mill Road	One crash occurred at	The crash was a run off the road at a curve. It was reported that the driver left the pavement, drove onto the shoulder and lost control of the vehicle. Since the crash, the road alignment just west of the curve has changed. Construction of turning lanes into a housing development and widening of the road has taken place.	(1) Replace and relocate the curve sign east 150 feet of present location. (2) Mount sign a minimum of 5 feet above the pavement edge.	145, 201	(1) Curve sign has been upgraded to high intensity grade sheeting and relocated.	

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Clay-26	Oct-07	Clay	Thunder Road north of SR 16		<p>Northbound:</p> <p>(1) 30 inch STOP AHEAD sign installed in March, 2007 and in excellent condition. Height from edge of pavement to bottom of sign is only 3 feet 6 inches - not in compliance with MUTCD. Sign is located 368 feet from stop condition which is in compliance with MUTCD Table 2C-4 for advance placement of warning signs.</p> <p>(2) 36 inch STOP sign was also installed in March 2007 and in excellent condition. Height of bottom of sign to edge of pavement is 4 feet 3 inches - not in compliance with MUTCD.</p> <p>(3) Left arrow with Type 1 Object Markers assembly in good condition and in compliance with Florida DOT Design Standard Index No. 17349, Case I.</p> <p>(4) Intersection warning sign after turn is dirty, damaged and does not clearly indicate road geometry approaching second turn.</p> <p>(5) Right arrow with Type 1 object markers assembly in good condition but not in compliance with FDOT Design</p> <p>Southbound:</p> <p>(1) 30 inch STOP AHEAD sign old, dirty, damaged and mounted only 4 feet 3 inches from sign bottom to edge of pavement - not in compliance with MUTCD. Sign located 413 feet prior to STOP condition which is in compliance with MUTCD Table 2C-4 for advance placement of warning signs.</p> <p>(2) 36 inch STOP in good condition but mounted only 4 feet 1 inch from sign bottom to edge of pavement - not in compliance with MUTCD.</p> <p>(3) 30 inch right turn warning sign dirty but in fair condition. Sign height not in compliance with MUTCD.</p> <p>(4) Right arrow with Type 1 object markers assembly in good condition but not in compliance with FDOT Design</p> <p>Findings:</p> <p>(1) Posted speed prior to turns is 45 mph in both directions but no speeds are posted between turns.</p> <p>(2) All pavement markings, centerline, edge lines, and STOP bars in poor to nonexistent condition.</p>	<p>(1) Reset all warning and STOP signs to MUTCD minimum height of 5 feet above edge of pavement to bottom of sign.</p> <p>(2) Repaint double yellow centerline beginning 200 feet south of northbound STOP AHEAD sign to 200 feet north of southbound STOP AHEAD sign.</p> <p>(3) Repaint STOP bars at stop conditions.</p> <p>(4) Place bi-directional yellow RPMs on 40 foot centers along repainted centerline as indicated in FDOT Design Standard Index #17352.</p> <p>(5) Reset arrow signs (W1-6) with type 1 object marker assemblies in accordance with FDOT Design Standard Index #17349, Case I.</p> <p>(6) Northbound: replace intersection sign with right turn sign with intersecting road and advisory speed of 15 mph.</p> <p>(7) Southbound: Replace STOP AHEAD sign with 30 inch STOP AHEAD symbol sign (W3-1).</p> <p>(8) Replace right turn warning sign with new 30 inch</p>	<p>156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 202,203, 204, 205, 206, 207</p>		

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Collier-1-A	4/24/08	Collier	US 41 between Anchor Rode Drive and 26 Avenue North		A representative from the Naples Police Department is concerned about the number of rear-end type collisions. He requested an RSA be completed via the CTST Action Item List, number 2007-1-7. Debra Stallings, FDOT, indicated that FDOT would be willing to come and complete the RSA; however, FDOT has not been able to do so. Recently the CTST was approached by Edward J. Kant to have him conduct a RSA training course and CTST was to decide on the location. As this was an item on the Action Item Listing and had not been completed by FDOT, Mr. Kant used this road segment as a teaching tool for the CTST members.	(1) Create a level slope for all sidewalks crossing the driveways bringing the slopes to current FDOT Design Standards. (2) Cut the landscaping back from the driveway to provide adequate sight distances. (3) Design/build shared drives for every 2 or 3 businesses. This would help to limit access and limit the need to brake suddenly because the driver missed his entrance. (4) Convert the outside lane on US 41 southbound between Anchor Rode Drive and 26 Avenue North to a continuous right turn lane. (5) Remove some of the curb, gutter and bushes to improve the turning radii for business drives and streets.			
Collier-1-B			Southbound US 41 at Harbour Drive			(1) Design and install a signalized crossing for handicap accessibility on the south side of Harbour Drive for the east/west pedestrian traffic.			
Collier-1-C			Southbound US 41 at 26 Avenue North		Two STOP bars exist at this intersection. The first crosses all lanes of traffic; and, the second is located approximately 40 feet south with a sign that states, STOP Here on Red for the median lane only. The dual STOP bar is confusing and may contribute to rear end crashes.	(1) Remove the northern most STOP bar.	194		

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Desoto-1	Aug 2005	Desoto	CR 769 (Kings Highway)	Seven crashes from 2003-2005 and 3 fatalities from 2000-2005.		(1) Take care of erosion and add shoulder where possible.	5, 6	(1) Desoto County initiated plans to create paved shoulder to permanently correct problem, but is using chevrons at bridge approaches until paved shoulders can be constructed.	
Desoto-2	Aug 2005	Desoto	SR 70 east of Arcadia; entrance to Wal-Mart Supercenter	Agency reported that pre-traffic control device installation, site was averaging 1 to 2 crashes with injury per month.	Retirement community across from Wal-Mart Supercenter created traffic flow problems, resulting in increased number of crashes.	(1) Add traffic control devices.	1, 2, 3, 4	(1) Traffic control devices were added.	

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Gadsden-1	Mar 2006	Gadsden	CR 12 from Havana to county line		Gadsden County did have a program set up to correct all signing on their longer roads first then complete their smaller roads.	(1) Remove and reset speed limit signs to proper height on SR 12 from Havana to the county line. (2) Correct signage that displays mixed sign types on one post.	71, 336, 337	Speed limit signs have been reset to proper height on SR 12 from Havana to the county line. (2) Mixed warning and information signs have been corrected (speed limit signs on curve or turn installations have been replaced with advisory speed signs).	
Gadsden-2	9/12/06	Gadsden	CR 268, Martin Luther King Boulevard at Brick Yard Road		Site has complicated geometric design: left turn after a downhill vertical curve and intersecting road on turn with railroad crossing within 150 feet after turn. All warning signs are 30 inch. A RXR sign and a SLOW warning sign are mounted on same post. Guardrail is installed on outside of southbound to eastbound side. There is a double arrow (W1-7) with three nine button object markers (OM1-3) and a double yellow centerline with raised pavement markers spaced 30 feet apart.	(1) Remove Dangerous Intersection sign. (2) Replace the turn sign with a 36 inch turn intersection sign and place a 15 mph advisory speed under warning sign. (3) Remove the SLOW warning sign. (4) Replace the RXR sign with a 36 inch RXR sign. (5) Replace the double arrow sign (W1-7) with a single left arrow sign (W1-6).	66, 69, 70, 75, 76, 77	1) Dangerous Intersection sign was removed. (2) Turn sign was replaced with a 36 inch turn intersection sign and a 15 mph advisory speed was added under warning sign. (3) SLOW warning sign was removed.	
Gadsden-3	Jul 2006	Gadsden	CR 161 (Point Milligen Road) just east of the Withlacoochee River Bridge	Two deaths occurred at this site.	Following conditions existed: posted speed 55 mph; road geometry - reverse curve with superelevation on descending horizontal curve westbound direction; signing - curve signs in place 500 feet from curve beginning in both directions. County staff assured they would correctly establish speed zones and correct all incorrect situations/signing starting with busiest road (anticipated five year timeline). Also discussed incorrect signage on county roads in Havana and Quincy where they have taken over signing once road within city limits. SCR contacted Quincy Police.	(1) Move the curve sign westbound 250 feet further away from the curve. (2) Place at least 3 chevron markers on the shoulder on the west bound curve. (3) Place a 45 mph advisory speed plate on both curve signs.	67, 68, 73, 74	(1) Chevrons were installed on the shoulder on the west bound curve.	

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Gadsden-4	May 2006	Gadsden	CR 161 and Post Plant Road					(1) new STOP signs have been installed.	
Gadsden-5	May 2006	Gadsden	CR 270 (Shady Rest Road) and SR 12			(1) Install new STOP sign. (2) Move STOP bar closer to intersecting road.		(1) New STOP sign installed.	
Gadsden-6	9/12/06	Gadsden	CR 270 west of CR 269		Site on curve in posted 55 mph speed zone westbound. Signing was single 30 inch x 30 inch right curve sign, mounting height less than five feet above edge of pavement. Closer inspection showed sign to be worn and engineer grade sheeting cracking. Sign located 278 feet from beginning of curve which is within 2004 revised MUTCD guidelines. Painted yellow centerline had lost most of its color and had very few glass beads left. White edge line was also in poor condition. Curve sign for eastbound traffic was new and at correct height.	(1) Replace the westbound curve sign with a new 36 inch curve sign. (2) Repaint both the edge lines and centerlines. (3) Set the new sign at the 5 foot height as per the MUTCD and straighten the post.	65		

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Glades-1	12/7/06	Glades	US 27 and CR 720		County waiting to replace signs until reimbursement from FEMA for hurricane damage is received.	(1) Replace east approach STOP bars. (2) Replace RPMs at east and west approach. (3) Consider street lighting at intersection.	11, 12	(1) STOP bar replacement installed. (2) Suggestion #3: Consider street lighting at intersection – was forwarded to FDOT.	
Glades-2	12/7/06	Glades	CR 720 (entire road segment)		County staff cleared weeds around signs for added visibility. Sign budget funds limited until FEMA reimbursement received.	(1) Increase chevron frequency (most likely double). Two chevrons should be visible in headlights at all times. (2) Warn of low shoulder and canals immediately adjacent to the road. (3) Consider reducing posted speed to 35 mph at turn approaches or on entire road segment.	338, 339, 340		
Glades-3	12/7/06	Glades	SR 29 and CR 74		This site has been placed on the list of planned improvements. Instead of placing STOP AHEAD markings on the pavement, the STOP bar was replaced. A request to consider installing street lighting will be forwarded to the FDOT.	(1) Place STOP AHEAD pavement markings on roadway on CR 74. (2) Consider street lighting at the intersection.	13, 14	Item (2) Consider street lighting at the intersection, was forwarded to FDOT.	
Glades-4	12/7/06	Glades	SR 78 and CR 74		County staff agreed that suggestions would be put on the list of upcoming projects.	(1) Add rumble strips on CR 74. (2) Add STOP AHEAD and STOP pavement marking on CR 74 roadway. (3) Re-position STOP sign closer to road. (4) Consider lighting intersection. (5) Advance warning of intersection on north and south approaches. (6) Be Prepared to STOP sign south approach right after bridge.	15, 16, 79	(1) STOP bar replacement installed.	
Glades-5	12/7/06	Glades	SR 78 and CR 721 north intersection		County agreed to put suggestions on list of projects. Suggestion #2 through #4 were county related, and suggestions #1 and #6 were forwarded to FDOT.	(1) Turn object markers to face south approaching traffic (facing 90 degrees across road and a 45 degree angle to north approach traffic at time of observation). (2) Advance warning of final left turn before STOP sign. (3) Refresh STOP bar. (4) Place STOP bar on private property exiting parking lot at northwest corner where private STOP sign is located. (5) Change turn to 90 degree turn. (Long term suggestion, not probable in short term.) (6) Install sign in advance of intersection from north.	18, 19	Forwarded to FDOT: (1) Turn object markers to face south approaching traffic (facing 90 degrees across road and a 45 degree angle to north approach traffic at time of observation). (6) Install sign in advance of intersection from north.	

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Glades-6	12/7/06	Glades	SR 78 and SR 29		Although site is a state road intersection, due to identified unsafe conditions, county staff and SCR agreed to continue monitoring site, tally crashes, and request that FDOT remedy problems.	(1) Replace STOP bar. (2) Replace and re-position STOP AHEAD pavement markings. (3) Consider adding street lighting at intersection. (4) Replace downed STOP AHEAD sign with light.	17		

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Hardee-1	Oct 2005	Hardee	US 17 and Rural Electric Association (REA) Road	35 crashes between January 2005 and November 30, 2005 (crash statistics collected after road safety assessment completed)	Vehicles in southbound left turn lane (permissive green, and left arrow signal) are failing to yield right-of-way, pulling out in front of oncoming northbound traffic. Northbound vehicles have been running yellow lights and colliding with persons in southbound left turn lane.	(1) Change a set of traffic signal heads from permissive left on green ball to left on green arrow only at US 17 and REA Road. (2) Repaint all pavement markings in immediate area, especially the STOP bars. (3) Check the distance of advanced warning for intersection on north approach.	7, 8, 9, 10	(1) After discussion, FDOT agreed to supply Hardee County with required signal heads if Hardee County would install and maintain them. Public Works Director agreed and county took bids to have signal heads installed.	
Hardee-2	Jan-Feb 2006	Hardee	CR 664 traveling south 1.5 miles west of US 17 approaching one way bridge		Hardee County has 37 one-way bridges, two of which are schedule for widening in the near future. Upon discussing various proposed solutions, county representatives felt that the ultimate replacement (two-lane bridges) was the best plan. SCR suggestions apply to all one-way bridges but some roads are not paved so pavement marking recommendations would vary accordingly.	(1) Post advisory speed of 25 mph. (2) Add rumble strips. (3) Stripe bridges to enhance narrow appearance. (4) Consider STOP sign instead of YIELD sign with STOP sign. (5) If YIELD sign remains, move signs closer to roadway. (6) Consider rumble strip in line with YIELD sign. Simple Alternative: Add three inward pointing chevrons on each approach at both sides to give strong impression of the narrowness for the bridges.	34, 80		
Hardee-3	Jan-Feb 2006	Hardee	SR 636 East and North Boyd Cowart Road		Mention was made to county staff that the problem was caused by drivers not looking before entering the intersection. The SCR reviewed the site with staff again in March 2006. Staff agreed to move forward with suggestions 1 and 2.	(1) Place advanced STOP warning from south approach. (2) Request that FDOT add advance warning of intersection signage from east and west approach.	35, 36	(1) Staff agreed to place advanced STOP warning from south approach. (2) Staff will request that FDOT add advance warning of intersection signage from east and west approach.	
Hardee-4	Jan-Feb 2006	Hardee	Popash Road and Griffin Road		The east approach advanced warning does not indicate an intersection. The south approach has faded pavement markings and there are no RPMs or object markers indicating the end of Popash Road. The STOP Bar is completely worn away.	(1) Place new STOP bar at end of Popash Road. (2) Place triple 9 dot object markers on Griffin Road at end of Popash Road. (3) Add advance warning of intersection signage from east and west approaches.	37, 38, 81	The SCR discussed the site with county staff and it was agreed that changes would be made as soon as large special event was over.	

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Hardee-5	Jan-Feb 2006	Hardee	SR 17 North and Will Dukes Road (Wauchula)		East approaching vehicles on Will Dukes Road do not recognize northbound SR 17 traffic and fail to yield the right of way. There is no obstruction of view, but STOP bars are missing. FDOT has informed the SCR and county that they would not consider any changes until after traffic studies were completed and the total rework of SR 17 through town was finished.	(1) Replace missing STOP bars east and west bound approach on Will Dukes Road . (2) Suggest moving 55 mph to 45 mph speed reduction signs southward, away from intersection, to give vehicles time to adjust speed. (3) Consider starting 35 mph zone earlier.	39, 40	(1) It was agreed by the county to replace missing STOP bars east and west bound approach on Will Dukes Road.	
Hardee-6	Jan-Feb 2006	Hardee	SR 17 North and Bay Street		East approaching vehicles on Bay Street are not recognizing northbound SR 17 traffic, and are failing to yield right of way. The intersection has traffic signals with no obstruction of view. Speed is reduced prior to the 35 mph sign. The cause has not been determined, but are possible yellow light runners. Additional signal timing delay is needed. The SCR will continue to monitor crash reports for this location. This site has been surveyed but has not been addressed with county staff.		41		
Hardee-7	Jan-Feb 2006	Hardee	SR 64 East and Rest Haven Road		This site has been surveyed but has not been addressed by the county staff.	(1) Replace STOP bars. (2) Replace north and south approach pavement markers. (3) Consider advance warning of STOP sign for north and south approaches. (4) Review sign for possible placement issues/obstruction. (5) Consider no pass zone sign on SR 64 East for approaches to intersection. (6) Add advance warning of intersection signage on east and west approaches.	42, 82		

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Hendry-1	Jun 2005	Hendry	CR 833 from Pine Cone Lane to Keri Road, just south of LaBelle		20 left hand turns into subdivision.	(1) Add signage to indicate caution should be exercised.		(1) County applied/received grant from FL Div FHWA to assist with obtaining signs.	
Hendry-2	Jun 2005	Hendry	SR 29, just south of LaBelle		Multiple left hand turns into subdivision. Due to good relationships being fostered between Hendry County and the Florida Highway Patrol, county crash data is now being transmitted to the county on a weekly basis by fax.	(1) Add signage to indicate caution should be exercised.		(1) County applied/received grant from FL Div FHWA to assist with obtaining signs.	
Hendry-3	11/30/05	Hendry	CR 835 which runs 28.9 miles from US Hwy 27 on the east to CR 833 on the west	From August 2002 to April 2005, 39 reported crashes including two fatalities occurred along the roadway segment. A majority of the crashes have been single vehicle run of the road.	Rural collector roadway providing connectivity and access to area farms and rural residents. Five sharp curves were checked for safe posted speed using ball bank indicator supplied and trained on use by SCR.	(1) On the last curve south, replace existing 45 mph advisory plate with 50 mph advisory plate. (2) Place advance warning signs 350 feet prior to point of curvature. (3) Back fill shoulder to eliminate drop-off. (4) Repair eroded shoulder at culvert and protect area from future erosion with rip-rap. (5) Remove existing narrow bridge signs as they are not warranted.	83, 84	(1) All suggestions were implemented.	
Hendry-3-A			CR 835 and CR 833 intersection		CR 833 is through traffic with CR 835 with STOP condition. West bound on CR 835 has limited sight distance at STOP bar / STOP sign to south along CR 833 due to guardrail and trees.	(1) Move STOP bar 33 feet to west to allow greater visibility. (2) Trim trees and shrubs to right of way line. (3) Install 30 inch x 30 inch intersection warning sign (W2-2) and advanced street name plaque (W16-8) 500 feet prior to CR 835 on CR 833 – both directions. (4) Replace all road name signs with 6 inch letters. (5) Replace existing 30 inch x 30 inch STOP AHEAD word sign with 36 inch x 36 inch symbol sign (W3-1a).			
Hendry-3-B			CR 835 and Blumberg Road intersection			(1) Replace existing 25 mph advisory speed plate with 45 mph advisory speed plate. (2) Place advance warning signs 400 feet prior to point of curvature.			
Hendry-3-C			CR 835 and Rogers Road intersection			(1) Replace existing 30 inch x 30 inch W1-2 sign with 30 inch x 30 inch W1-1 (turn sign) with advisory plate of 30 mph. (2) Locate sign 450 feet prior to point of curvature. (3) Install RPMs on centerline beginning 300 feet prior to point of curvature.			

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Hendry-3-D			CR 835 and Sanders Road intersection			(1) Replace existing 25 mph advisory plate with 40 mph advisory plate. (2) Place advance warning signs 400 feet prior to point of curvature.			
Hendry-3-E			CR 835 and Jackman Road intersection			(1) Place advance warning signs 400 feet prior to point of curvature. (2) Remove existing narrow bridge signs as they are not warranted.			
Hendry-4	Sept 2005	Hendry	Collingswood Parkway, north/south connector in Port Labelle from SR 80 in the north to Helms Road in the south			(1) Add STOP AHEAD and chevrons in high crash areas.	43	(1) STOP AHEAD and chevrons added in high crash areas.	Agency reported no run off the road or run though stop sign incidents for the 6 months immediately following installation of STOP Ahead signs and
Hendry-5	Sept 2006	Hendry	CR 880A (Cowboy Way) and Lillian Street		STOP sign continues to be hit by vehicles.	(1) Paint edge lines and a small gore between the apparent edge of pavement and the adjacent parking area.	72		
Hendry-6	10/24/06	Hendry	SR 78 and SR 29 (vicinity of Nobles Road and Thigpen Road)		At the intersection of Nobles Road and Thigpen Road, there is no STOP bar and the pedestrian crosswalk appears to be located such that motorists might not stop in a safe location to allow pedestrians to cross. In addition, there appears to be an overgrowth of vegetation obscuring the sight lines to the north. At the intersection of Nobles Road and SR 78 there is a YIELD sign on the northeast corner. It is unclear exactly who is to yield at that location. Contact FDOT to re-evaluate need for and placement of YIELD sign. Plus, although pedestrian crossing mentioned is on a county road, it was installed as part of the recently completed SR 78 realignment - an FDOT project. Therefore, FDOT should also be contacted to determine if crosswalk location is appropriate in light of STOP sign location.	(1) Clear brush from the northeast to northwest corners of intersection. (2) Add STOP bar four feet east of new pedestrian crosswalk on east side of intersection. (3) Relocate STOP sign to be consistent with STOP bar. (4) Relocate STOP sign on southwest corner to be consistent with corresponding STOP bar.	78, 341		

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Hendry-7	10/24/06	Hendry	SR 80 and East Cowboy Way			(1) Move STOP bar on East Cowboy Way (south approach) to provide better sight lines as intersection. (2) Add several more rumble strips along south approach. (3) Add RPMs along center line and edge lines.			
Hendry-8	10/24/06	Hendry	SR 880 and CR 833			(1) Add several more rumble strips to south approach. (2) Add RPMs along center line and edge lines for the south approach.			
Hendry-9	10/24/06	Hendry	SR 27 and Flaghole Road			On south approach: (1) Add several more rumble strips. (2) Renew STOP bar and edge lines. (3) Relocate STOP sign to be consistent with STOP bar on south approach. On north side: (1) Add three 9 dot diamond reflectors on north side of SR 27 opposite south approach. All approaches: (1) Add RPMs along centerline and edge lines.			

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Hernando-1	8/9-10/07	Hernando	CR 484 (Mondon Hill Road) at McIntyre Road		The unsignalized T intersection is located in central Hernando County to the east of Brooksville. The RSA team observed a relatively high volume of traffic on McIntyre Road; McIntyre Road serves as a connector between Mondon Hill Road (CR 484) and Croom Road (CR 478).	Southbound approach: (1) Refurbish the pavement markings on southbound approach. (2) Refurbish the STOP sign and upgrade to 36 inch. (3) Trim or remove the vegetation. Intersection: (1) Provide overhead street lighting. (2) Evaluate need for future turn lane installment. (3) Provide inverted profile markings at approaches. All other: (1) Increase speed enforcement along corridor; provide speed feedback signs at Mondon Hill Road. (2) Provide paved shoulders for both corridors. (3) Extend school zone limits to make continuous at Howell Avenue between Pine Street and Brockway Lane.	342, 343, 344, 345, 346, 347, 348, 349		
Hernando-2	8/9-10/07	Hernando	Citrus Way at Fort Dade Avenue		The T intersection is located in central Hernando County to the west of Brooksville. In the long term consideration should be given to evaluating the intersection's operation to determine if the intersection should be converted to a roundabout in the future.	(1) Clear bushes and provide presence detection southbound. (2) Provide advance warning and increase visibility for intersection approaches. (3) Delineate trees on Fort Dade Avenue corridor. (4) Refurbish edge lines on intersection approaches.	350, 351, 352, 353, 354, 355		

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Hernando-3	8/9-10/07	Hernando	Powell Road at Saturn Road		The unsignalized T intersection is located in southern Hernando County to the south of Brooksville. Saturn Road is a lime rock road. There is a rail crossing approximately 40 feet to the west of the intersection on Powell Road. Paving a length of 75 to 100 feet should provide sufficient paved roadway to maintain the intersection free of lime rock. If a roadway project is to pave a portion of Saturn Road is schedule, consider realigning Saturn Road's approach so that it intersects Powell Road at the apex of the curve at a perpendicular angle and consider providing a raised island separating the northbound right turns from the left turns.	(1) Pave lime rock portion of northbound approach. (2) Double up on STOP signs, provide street name sign on far side of the intersection for northbound and eastbound approaches. (3) Provide additional chevrons to delineate the curve on eastbound approach. (4) Extend centerline to the STOP bar at the westbound crossing approach and supplement with RMSs. (5) Consideration should be given to refurbishing the rail crossing west of the intersection on Powell Road. (6) Provide paved shoulders on Powell Road.	356, 357, 358, 359, 360, 361		
Hernando-4	8/9-10/07	Hernando	Powell Road at Griffin Road		The unsignalized intersection is located in southern Hernando County to the south of Brooksville. There is a church on the northwest corner of the intersection.	(1) Have church on northwest intersection corner provide an officer to direct Sunday traffic to decrease Sunday crash pattern. (2) Provide advance warning sign for intersection approaches.	362, 363		
Hernando-5	8/9-10/07	Hernando	Shoal Line Boulevard at Osowaw Boulevard		The unsignalized T intersection is located in southwestern Hernando County.	On southbound approach: (1) Relocate double arrow sign closer to the apex. (2) Paint curb yellow. (3) Replace the white delineators on the right side with yellow. Provide white delineators on the left side. (4) Refurbish the pavement markings and provide RPMs. (5) Upgrade junction sign to directional assembly (6) Refurbish STOP sign. (7) Provide yield lines.	364, 365, 366, 367		
Hernando-6	8/9-10/07	Hernando	Shoal Line Boulevard at Porpoise Street		The unsignalized T intersection is located in western Hernando County. Porpoise Street serves only residential developments to the north.	(1) Provide guardrail to shield unmarked culverts on side of road east and west side of Porpoise Street. (2) Increase approach visibility for signs on southbound approach. (3) Provide a STOP bar on southbound approach. (4) Provide advance intersection warning signs for northbound and southbound approaches.	368, 369, 370		

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Hernando-7	8/9-10/07	Hernando	Lake Lindsey Road at Daly Road		In the longer term consideration should be given to evaluating the corridor to determine if a project should be programmed to provide paved shoulders along the corridor. Consideration should be given to providing inverted profile edge line pavement markings or RPMs supplementing the edge line to increase the nighttime visibility of the roadway. Inverted profile markings may also server as a rumble strip to alert drivers that they are about to run off the road.	(1) Provide reduced speed advisory. (2) Evaluate curve delineation to ensure signage consistency. (3) Increase speed enforcement along corridor; provide speed feedback signs.	371, 372		
Hernando-8	8/9-10/07	Hernando	Lake Lindsey Road at North Broad Street		The unsignalized intersection of Lake Lindsey Road at North Broad Street is located in northern Hernando County. The intersection has a 24/7 flashing beacon (north/south yellow flash – east/west red flash). The intersection's crash history should be evaluated to determine the effectiveness of the flasher at the intersection. The team noted that it is possible that the crashes that prompted the intersection to be a part of this RSA field review were the same that prompted the installation of the overhead flashing beacons.	(1) Evaluate turning radius to determine if STOP bars can be moved up on east and westbound approaches. (2) Provide turn lanes for north- and southbound approaches.	373, 374		

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Hernando-9	8/9-10/07	Hernando	Lake Lindsey Road at Ponce de Leon Boulevard		The unsignalized intersection of Lake Lindsey Road and Ponce de Leon is located in northern Hernando County. The intersection has a 24/7 flashing beacon (north/south yellow flash – east/west red flash). The intersection’s crash history should be evaluated to determine the effectiveness of the flasher at the intersection. The team noted that it is possible that the crashes that prompted the intersection to be a part of this RSA field review were the same that prompted the installation of the overhead flashing beacons.	(1) Refurbish STOP bar pavement markings east- and westbound approaches. (2) Provide turn lanes north- and southbound approach. (3) Provide street name signs at intersection corners. (4) Refurbish the shoulder at intersection corners. (5) Provide speed limit signs north and south directions.	375, 376, 377, 378, 379		
Hernando-10	8/9-10/07	Hernando	Lake Lindsey Road at Citrus Way			(1) Provide additional street name signs for intersection approaches. (2) Provide overhead street lighting at the intersection. (3) Clear vegetation on westbound approach.	380, 381, 382, 383		

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Hillsborough-1	2006	Hillsborough	Victoria Street and North Kings Avenue		A Peer Review of a completed RSA was conducted. RSA study area included high school and middle school as well as several residential neighborhoods. High school area was site of a fatality involving a high school student. Peer Review resulted in ten issues that were suggested to be further addressed.				

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Levy-1	Feb - Apr 2006	Levy	CR 335 and US 27	Two crashes occurred at this site.	Upon entering US 27, drivers do not have a clear view of the roadway in either direction. Sight distance is not a problem. The FDOT has re-signed the crossover with STOP signs, STOP bars and a STOP message on the pavement.		391, 392		
Levy-2	Feb - Apr 2006	Levy	CR 323 at Southeast 10 Street (Williston area)	One fatal crash occurred where driver failed to stop at the T intersection.	A STOP sign was placed 462 feet from the STOP bar. A slight hill crest occurs 400 feet from the STOP bar on Southeast 10 Street. Sight distance is not a problem.	(1) Place a T intersection warning sign (W2-4) 1000 feet from the stop bar. (2) Upgrade STOP AHEAD to a 36x36 inch symbol STOP AHEAD (W3-1a). (3) Upgrade STOP to 36 inches with high intensity sheeting. (4) Erect a double arrow sign (W1-7) at right-of-way line on CR 323; place Type 1 object markers (OM1-3) on either side of arrow sign.	393		
Levy-3	Feb - Apr 2006	Levy	CR 326 at SE 200 Avenue	Two crashes have occurred at this site .	The site has a 55 mph open highway transitioning into a right turn with two right turn signs with 15 mph advisory plates set 400 feet and 1000 feet from the turn. The turn also has a double arrow sign. Sight distance is not a problem.	(1) Conduct a speed limit study to determine if a reduced speed zone should be established. The study should include the road from 1500 feet east of Southeast 200 Avenue on CR 326 to the STOP condition of CR 326 at CR 323. (2) Place 36 inch x 36 inch right turn sign with 15 mph advisory (W1-9) 1000 feet (west bound) from the turn and another 500 feet from the turn. (3) Place yellow RPMs on centerline in the no passing zone. (4) Place a left turn sign with 15 mph advisory (W1-9) eastbound 500 feet from the turn. (5) Rebuild rumble strips using white thermoplastic in accordance to FDOT Standard Index #518.	390		
Levy-4	Feb - Apr 2006	Levy	CR 464 and US 41 – north intersection	CR 464 intersects with US 41 in two places. Two crashes occurred at the north intersection, one of which was reviewed. The other crash was due to driver error.	STOP AHEAD and STOP signs were placed properly and their condition was good. Sight distance is not a problem.	(1) Clean all signs.	387, 388		

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Levy-5	Feb - Apr 2006	Levy	CR 464 and US 41 – south intersection	The south intersection crash was caused by driver error.	The SCR has no suggestions on how to improve the safety of this intersection.		389		
Levy-6	Feb - Apr 2006	Levy	CR 316 and CR 323	Two crashes occurred at this location. One involved running a STOP sign in the northbound lane of CR 323. A second crash occurred on CR 316 where the driver drove off the pavement and lost control.	The STOP AHEAD sign was only 4 feet above the edge of pavement. Rumble strips were in place. Evidence exists of vehicles parking on the shoulder of the road. The roadway is 19 feet wide. Sight distance is not a problem.	(1) Place no parking on shoulder signs along both sides of CR 323 south of CR 316 for about 1500 feet. (2) Upgrade STOP sign to 36 inches; use high intensity sheeting. (3) Upgrade STOP AHEAD to a 36 inch symbol sign (W3-1a). (4) Upgrade CR 316 intersection sign to 36 inches. (5) Widen the roadway two and a half feet on either side for 1500 feet beginning at the intersection on both the east and west side of CR 323.	394		
Levy-7	Feb - Apr 2006	Levy	CR 326 and CR 337	One crash with fatality occurred at this intersection.	STOP AHEAD, JCT 326 and STOP signs were properly placed. A stop bar, stop message and rumble strips were present. Posted speed on CR 326 is 35 mph. Posted speed on CR 337 is 55 mph. Sight distance is not a problem.	(1) Conduct a speed limit study in accordance to FDOT Manual No. 750-010-002 to determine if a reduced speed on CR 337 is warranted. (2) Upgrade STOP AHEAD to a 36 inch symbol sign (W3-1a). (3) Upgrade STOP sign to 36 inches; use high intensity sheeting. (4) Upgrade CR 326 intersection sign to 36 inches. Alternate recommendation: Make the intersection a 4 way STOP.	395		
Levy-8	Feb - Apr 2006	Levy	CR 335 and CR 241 (Northeast 150 Street)	Two crashes occurred at this intersection, one eastbound and one westbound.	Each direction displayed STOP AHEAD, JCT 241, and STOP signs. The STOP AHEAD and STOP sign were 30 inches x 30 inches and were slightly dirty. Both were located as recommended in the MUTCD. Also present were rumble strips for both east and west approaches. Observation of traffic noted: excessive approach speeds with rolling stops. Sight distance is not a problem. Seven additional Clay County general recommendations were listed in the quarterly report.	(1) Increase size of each warning sign to 36 inches x 36 inches; upgrade to a symbol sign (W3-1a). (2) Increase STOP sign size to 36 inches; use high intensity sheeting. (3) Refurbish STOP bar; add STOP message on pavement. (4) Place the intersection warning sign (W2-1) 1000 feet from intersection in all four directions (both CR 335 and CR 241).	384, 385, 386		

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Levy-9	Feb - Apr 2006	Levy	Old Fanning Rd at 140 Street (Clyatt Road)	Three crashes have occurred at this location in past years.	Sight distance is not a problem. STOP AHEAD and STOP signs are properly located. They are less than 5 feet above the pavement edge. STOP bars are in place.	(1) Upgrade STOP AHEAD to a 36 inch symbol sign (W3-1a). (2) Upgrade the STOP sign to 36 inches; use high intensity sheeting. (3) Place stop message on pavement. (4) Place intersection signs on 140 Street. (5) Raise STOP signs to correct height of 7 feet above pavement edge.	396		

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Madison-1	Nov 2005	Madison	Captain Brown Road near Country Club Road (which dead ends into Captain Brown Road)			(1) Install a winding road warning sign. (2) Consider installing chevrons. (3) Install a reverse curve sign at two locations. (4) Install a curve sign for westbound traffic at final location.		(1) All suggestions were implemented.	
Madison-2	Feb - Apr 2006	Madison	Avocado Street and Rocky Ford Road		Crashes were occurring as a result of not seeing the stop sign due to heavy brush along the roadside. A STOP AHEAD sign was installed and brush was trimmed back.		44	(1) STOP bars and a STOP AHEAD sign were installed.	
Madison-3	Feb - Apr 2006	Madison	Rocky Ford Road approach to CR 150				45	(1) STOP bars and a STOP AHEAD sign were installed.	
Madison-4	Feb - Apr 2006	Madison	Captain Buie Road and Rocky Ford Road		Captain Buie Road has been resurfaced and curve signs installed. At the time the picture was taken (photo #46), the striping had not been completed.		46		
Madison-5	Feb - Apr 2006	Madison	Rootman Road				47	(1) Curve ahead sign installed.	
Madison-6	Feb - Apr 2006	Madison	Country Kitchen Road and US 90				48	(1) A STOP AHEAD sign and rumble strips were added.	
Madison-7	Feb - Apr 2006	Madison	Cattail Road		Drivers were running off the road due to the transition from pavement to a dirt road with no warning.		49	(1) Pavement ends sign was added as well as a reduce speed sign to 35 mph.	
Madison-8	Feb - Apr 2006	Madison	Captain Brown Road approach to US 90				50	(1) A STOP AHEAD sign was added due to the sight distance problem when approaching the intersection.	
Madison-9	Feb - Apr 2006	Madison	Captain Brown Road and Floridena Road				51	(1) Double STOP signs were added.	
Madison-10	Feb - Apr 2006	Madison	SR 14 and CR 360		Rumble strips are planned, but will not be completed until the installation problem of existing new rumble strips peeling off pavement is resolved. Note the skid marks in photo #52.		52		

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Okeechobee-1	Late 2005	Okeechobee	Southwest 67 Drive and SR 70 West		County staff suggests that the absence of a west bound left turn lane on SR 70 West is causing congestion for stop and go traffic resulting in rear end collisions or near misses. Due to so many rear end collisions as a result of stopped or slowed traffic behind vehicles cued for left turn onto Southwest 67 Drive off SR 70 West, FDOT decided to install turn lanes and widen that portion of SR 70 West. SCR suggestions are considered temporary solution until capital improvements completed.	(1) Add triple 9 dot markers with double arrows on north side of SR 70 West, facing SW 67 Drive. (2) Consider reducing speed zones for west and east approaches on SR 70 West. (3) Place Prepare to STOP signs on west and east approaches on SR 70 West.	28, 29		
Okeechobee-2	Late 2005	Okeechobee	Southwest 87 Terrace and SR 70 West		County staff suggests that the absence of a west bound left turn lane on SR 70 West is causing congestion for stop and go traffic resulting in rear end collisions or near misses. Due to so many rear end collisions as a result of stopped or slowed traffic behind vehicles cued for left turn onto Southwest 87 Terrace off SR 70 West, FDOT decided to install turn lanes and widen that portion of SR 70 West. SCR suggestions are considered temporary solution until capital improvements completed.	(1) Add triple 9 dot markers with double arrows on north side of SR 70 West, facing Southwest 87 Terrace. (2) Consider reducing speed zones for west and east approaches on SR 70 West. (3) Place prepare to STOP signs on east approach on SR 70 West.	30, 31, 32		
Okeechobee-3	Late 2005	Okeechobee	SR 70 East and 70 Avenue Southeast			(1) Repair STOP sign immediately. (2) Warn upcoming intersection east and west SR 70. (3) Place object markers and double arrow across from 70 Avenue Southeast. (4) Warn of upcoming STOP on 70 Avenue Southeast. (5) Replace STOP bar.	22, 23	(1) STOP sign replaced. Suggestion (3) Place object markers and double arrow across from 70 Avenue Southeast, was referred to FDOT.	
Okeechobee-4	Late 2005	Okeechobee	SR 70 East and 64 Avenue Southeast		Missing triple 9 dot object markers and double arrow across SR 70.	(1) Warn of upcoming intersection east and west SR 70 approaches. (2) Place object markers and double arrow across from 64 Avenue Southeast. (3) Warn of upcoming STOP on 64 Avenue Southeast.	24, 25	FDOT will complete (2) Place object markers and double arrow across from 64 Avenue Southeast.	

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Okeechobee-5	Late 2005	Okeechobee	SR 15 and CR 15B		Final site improvement plan.	(1) Install advance warning of STOP on east approach. (2) Place 9 dot object markers on SR 15 around double arrow.	26, 27	(1) Advance warning sign of STOP on east approach was added.	
Okeechobee-6	Late 2005	Okeechobee	SR 710 and 128 Terrace Southeast			(1) Replace STOP sign.		(1) STOP sign replaced.	
Okeechobee-7	Late 2005	Okeechobee	SR 98 North and 144 Trail Northwest		County decided to place this site on the discuss later list.	(1) Add triple 9 dot object markers with double arrow. (2) Add rumble strips and STOP Ahead pavement markings to west approach. (3) Add street lighting to intersection. (4) Add advance warning of intersection signage to north and south approaches. (5) Consider reducing speed zone north and south approaches.		Suggestions (1) Add triple 9 dot object markers with double arrow, and (4) Add advance warning of intersection signage to north and south approaches, were referred to FDOT.	
Okeechobee-8	Late 2005	Okeechobee	SR 70 East and 128 Avenue Northeast		Site briefly discussed by county and decision was made to place it on the discuss later list.	(1) Brighten STOP bars on both north and south approaches. (2) Add rumble strips and STOP Ahead pavement markers on both north and south approaches. (3) Light both sides of intersection. (4) Advance warn of intersection on both east and west approaches. (5) Consider flasher traffic signal. (6) Consider reduced speed zones on both east and west approaches.	33		

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Okeechobee-9	Feb - Apr 2006	Okeechobee	120 Street Northeast and 128 Terrace Northeast		Numerous crashes at this intersection occurred due to failing to recognize end of road segment. Drivers ran through signs onto private property.	(1) Advance warning of STOP and turn on same sign post at both approaches. (2) Replace yellow triple diamond 9 dot object markers with red triple diamond 9 dot object markers. Consider placing north set on private fencing. (3) Add rumble strips at both approaches. (4) Pavement markings: Re-stripe all existing center and sideline markings beginning at advanced warning signs, replace STOP bars with new bright long lasting product and add STOP AHEAD wording on the pavement in between rumble strips. (5) Replace all RPMs beginning at advanced warning signs. (6) Replace street light with higher lumens lamp. (7) Replace damaged STOP signs, consider larger STOP signs.	20, 21, 55, 56	(1) Advance warning of STOP and turn sign on different posts at both approaches. (2) Replaced yellow triple diamond 9 dot object markers with red triple diamond 9 dot object markers. (3) Added rumble strips at both approaches. (4) Pavement markings: Re-striped all existing center and sideline markings beginning at advanced warning signs, replaced STOP bars with new bright long lasting product and added STOP AHEAD wording on the pavement in	

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Pasco-1	Feb-Mar 2007	Pasco	Ridge Road (CR 587) at Sterling Lane	The Pasco County CDMS indicates that an average of 6.8 angle crashes per year, 5.2 left turning crashes per year, and 2.7 left turn crasher per year occur at the intersection.	Pasco County traffic operations staff has considered this intersection for possible signalization in past. Although traffic volumes along corridor have been increasing as commercial development expands, the generally low southbound volume from minor street and intersection's close proximity to nearest signalized intersection along main corridor does not make intersection a likely candidate for signalization. The southbound volume from Sterling Lane is low; a large portion of traffic volume at the median opening is generated by the Race Track gas station on the northwest intersection corner. The northeast intersection corner is occupied by a Sonic restaurant. The south side of the intersection is occupied by a commercial strip mall which has a driveway accessible to the median opening at Sterling Road from the south.	(1) Southbound approach: refurbish sign, install advance stop warning. (2) Southbound approach: refurbish faded pavement markings and RPMs. (3) Intersection: channelize median prohibiting southbound left turns from side street. (4) Mainline divided median: install flex post delineators on median nose. (5) Intersection: provide overhead street lighting. (6) Driveway on westbound approach: install reflective material on pole, install bollards. (7) Trim or remove bushes in median on major street approaches. (8) Northeast corner: relocate stop farther from intersection, install concrete landing pad leading to bus stop.	243, 244, 245, 246, 247, 248, 249		

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Pasco-2	Feb-Mar 2007	Pasco	Little Road (CR 1) at Embassy Boulevard / Hilltop Drive	The Pasco County CDMS indicates that an average of 16.5 rear-end crashes per year, 6.4 angle crashes per year, and 2.9 left turn crashes per year occur at the intersection.	The northwest corner of the intersection is occupied by a CITGO gas station, the northeast corner by a 7-Eleven gas station, the southwest corner by a Bank of America, and the southeast corner by a Walgreens drug store. The intersection is well light by overhead street lighting. Left turns off the mainline have a negative offset and are controlled by a protected only left turn phase; left turns off the minor street are protected permissive and are controlled by five section heads. The intersection has pedestrian facilities to cross all four legs.	(1) Install backplates at intersection approaches. (2) Provide one signal head indication per through lane for major street approaches. (3) Install advance intersection warning sign on the southbound approach and advance street name signs for intersection approaches. (4) Trim trees and install advance warning street names on eastbound approach. (5) Northeast and southwest corners at channelized right turn lanes from side street: relocate all signs at corners for maximum visibility, remove merge signs. (6) Refurbish faded pavement markings and replace missing RPMs at intersection approaches. (7) Close driveway access with raised median weast of intersection (additional access to shopping plaza currently exists farther west). (8) Evaluate need to resurface on eastbound approach. (9) Extend eastbound left turn storage on eastbound approach. (10) Provide concrete landing pad leading to pushbuttons on northeast corner. (11) Northease and southwest corners at channelized right turn lanes from side streets: relocate bus stops farther from intersection. (12) Southeast corner: relocate the cabinet outside the sidewalk, provide reflective materials or bollards.	190, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262	(1) Advance signal warning signs (with solar powered flashers) were installed.	
Pasco-3	Feb-Mar 2007	Pasco	Ridge Road (CR 587) at Regency Boulevard	The Pasco County CDMS indicates that an average of 20.7 rear-end crashes per year, 13.2 angle crashes per year, and 6.8 left turn crashes per year occur at the intersection.	During the pre-assessment meeting, it was noted that Regency Boulevard serves as an alternate road to US 19; the volumes at the intersection are typically high. Enforcement personnel noted that they frequently enforce the area around the intersection.	(1) Install backplates at intersection. (2) Relocate signal head over lane line for westbound approach. (3) Westbound: provide speed limit signs on far side of intersection. (4) Install advance street name signs for intersection approaches. (5) Provide skip guide markings for southbound through movement at intersection southbound. (6) Refurbish faded pavement markings at intersection, upgrade to high-emphasis. (7) Replace damaged bollard for driveway on westbound approach, provide reflective material. (8) Provide reflective material westbound, relocate utility poles beyond sidewalk, including utility poles on southeast corner. (9) Evaluate need to resurface on eastbound approach. (10) Upgrade pedestrian signs at intersection corners.	263, 264, 265, 266, 267, 268, 269, 270, 271		

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Pasco-4	Feb-Mar 2007	Pasco	Ridge Road (CR 587) at Leo Kidd Avenue	The Pasco County CDMS indicates that an average of 8.5 angle crashes per year, 6.2 rear end crashes per year, and 3.3 left turn crashes per year occur at the intersection.	The Port Richey Police Department, responsible for writing up crash reports at this intersection, reported that they really liked what was done here and that it has made a difference, which suggests the improvements are performed as intended.	(1) Evaluate timing to ensure that westbound through westbound US 19 is green. (2) Install backplates at intersection, provide backplates with reflective border westbound. (3) Provide one signal head indication per through lane on westbound approach. (4) Provide eastbound protected left turn. (5) Relocate from overhead span to shoulder on westbound approach. (6) Refurbish signs on westbound approach, provide in pavement lane use markings. (7) Relocate sign farther upstream from intersection on westbound approach. (8) Convert solid line to skip line on eastbound approach. (9) Provide skip guide markings for northbound through movement. (10) Install raised median on westbound approach. (11) Provide pedestrian crossing across south leg of intersection. (12) Refurbish faded pavement markings at intersection, upgrade to high-emphasis. (13) Provide overhead street lighting at intersection.	192, 193, 272, 273, 274, 275, 276, 277, 278, 279, 280	(1) The amount of overhead signing was reduced. (2) Backplates with retroreflective borders for the Leo Kid Avenue intersection were added.	
Pasco-5	Feb-Mar 2007	Pasco	Little Road (CR 1) at Saint Lawrence Drive	The Pasco County CDMS indicates that an average of 4.6 angle crashes per year, 2.8 rear end crashes per year, and 1.2 left turn crashes per year occur at the intersection.	The nearest signalized intersections are CR 54 to the south and Cypress Lakes to the north. Pasco County traffic operations staff has studied this intersection for possible signalization in past. Traffic volumes fell below the minimum required threshold set by the MUTCD to be considered for signalization.	(1) Westbound and eastbound approaches: evaluate one-way signing for compliance with usage for medians greater than 30 feet. (2) Westbound and eastbound approaches: provide curve ahead warning signs for vehicles entering side street, provide stop ahead signs for vehicles coming from side street. (3) Refurbish pavement markings for westbound and eastbound approaches, upgrade to high-emphasis. (4) At intersection, channelize median prohibiting left turns from side street. (5) Install overhead street lighting at intersection. (6) Trim or remove bushes in median on major street approach.	281, 282, 283, 284, 285		

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Pasco-6	Feb-Mar 2007	Pasco	SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579)	The Pasco County CDMS indicates that an average of 11.6 rear end crashes per year, 11.4 angle crashes per year, and 3.7 left turn crashes per year occur at the intersection.	The FDOT Traffic Operations staff has studied the intersection in the past for protected left turn arrows in the northbound and westbound directions. The left turn phases were not recommended due to relative low left turning volume and left turn crash occurrence in relation to the protected permissive southbound and eastbound left turns.	(1) Install backplates at intersection and upgrade to LED signal displays. (2) On westbound approach, install advance signal warning sign, provide additional capacity. (3) Positively offset turn lanes, evaluate need for protected turn phase northbound and westbound for all approaches. (4) Westbound and northbound approaches: provide additional storage, eliminate access to driveways limiting storage at signal. (5) Eastbound approach: remove redundant evacuation sign, relocate remaining evacuation sign for maximum visibility of all signs. (6) Eastbound and southbound approach: refurbish faded signs. (7) Westbound approach: remove sign. (8) Westbound and eastbound directions: provide speed limit signs on far side of the intersection. (9) Eastbound approach: relocate sign beyond signalized intersection. (10) Southbound approach: evaluate placement to ensure proper location. (11) Relocate sign to right shoulder east of intersection on eastbound direction. (12) Refurbish pavement markings and RPMs on northbound approach. (13) Provide additional right turn arrow designating turn lane on southbound approach.	286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308		

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Pasco-6 (Cont.)	Feb-Mar 2007	Pasco	SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579)			<p>(14) Evaluate pavement markings for proper application and replace the yellow delineators with white on southbound approach, 350 feet north of intersection.</p> <p>(15) Take corrective measures at intersection to eliminate drop-off condition, install a paved shoulder on Morris Bridge Road.</p> <p>(16) Install raised median along SR 54 near intersection in eastbound direction.</p> <p>(17) Close the median opening west of intersection.</p> <p>(18) Provide pedestrian facilities at intersection and install overhead street lighting.</p> <p>(19) Northbound approach: refurbish delineators, clean blocked drainage, resurface damaged approach.</p> <p>(20) Provide reflective material or bollards for southwest corner.</p> <p>(21) Southbound on south side of intersection and eastbound approach: relocate mailboxes farther from roadway, provide paved section for postal service carrier in front of mailboxes.</p> <p>(22) Evaluate crash history and red light compliance at intersection approaches to determine need for white enforcement lights.</p> <p>(23) Install advance street name signs for intersection approaches.</p>			
Pasco-7	Feb-Mar 2007	Pasco	Trouble Creek Road (CR 518) at Madison Street	The Pasco County CDMS indicates that an average of 8.9 angle crashes per year, 7.4 rear end crashes per year, and 1.7 left turn crashes per year occur at the intersection.	The northwest corner of the intersection is occupied by Larson Williams Real Estate office, the northeast corner by a 7-Eleven gas station, the southwest corner by a US Commercial Construction office, and the southeast corner by Meadowlawn Memorial Gardens.	<p>(1) At intersection: convert night time operation to full operation, install backplates.</p> <p>(2) Eastbound and southbound approaches: refurbish faded pavement markings.</p> <p>(3) Eastside: install raised median along approach to prohibit left turn from/to driveways.</p> <p>(4) Southbound on south side of intersection: install reflective material or provide bollards.</p> <p>(5) Take corrective measures to eliminate the drop-off condition on westbound approach, install a paved shoulder on Trouble Creek Road.</p> <p>(6) Install sidewalk extension on southwest corner.</p> <p>(7) Provide concrete landing pad leading to pushbuttons on northeast corner.</p> <p>(8) Upgrade ramps at intersection corners.</p> <p>(9) Northbound and southbound approaches: relocate bus stops farther from intersection provide sidewalk extension to bus stop.</p>	309, 310, 311, 312, 313, 314, 315, 316		

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Pasco-8	Feb-Mar 2007	Pasco	Madison Street at Cecilia Drive	The Pasco County CDMS indicates that an average of 5.2 angle crashes per year, 3.5 rear end crashes per year, and 1.5 left turn crasher per year occur at the intersection.	The northwest corner of the intersection is occupied by Gulf High School. The other three quadrants are residential properties. Marlowe Elementary School is located approximately 2,000 feet to the west of the intersection. Due to right of way constraints, there are no turn lanes on any of the intersection's approaches; all movements at the intersection are permissive.	(1) Convert night time operation to full operation at intersection. (2) Upgrade to strong yellow-green signs on eastbound approach. (3) Refurbish faded pavement markings for intersection and approaches. (4) Evaluate school zone signing and markings for intersection approaches. (5) Relocate signs and trim landscaping on southbound approach looking east. (6) Upgrade ramps at intersection corners.	317, 318, 319, 320		
Pasco-9	Feb-Mar 2007	Pasco	Little Road (CR 1) at Rancho del Rio Drive	The Pasco County CDMS indicates that an average of 5.6 angle crashes per year, 4.3 angle crasher per year, and 1.7 left turn crashes per year occur at the intersection.	Rancho del Rio road is a two lane road serving commercial developments on Little Road and a residential development east of the intersection. The south side of Rancho del Rio presently serves only the commercial developments. At the intersection, both the east and westbound approaches have a dedicated right turn lane and a shared right/through lane. Businesses occupy each corner of the intersection and it is signalized with protected-permissive left turning movement southbound and permissive left turns in all other approaches. The intersection is located on a super elevated horizontal curve on Little Road. It was noted that the possible sight distance restrictions due to the curve in conjunction with vehicle speed on Little Road may be contributing to the crashes.	(1) Northbound and southbound left turn lanes: provide protected phasing, introduce positive turn lane offset, and trim landscaping. (2) Split phase the side street for westbound and eastbound approaches. (3) At intersection: install backplates, convert night time operation to full operation, and install overhead lighting. (4) Increase speed enforcement on mainline. (5) Intersection, westbound and eastbound approaches: provide skip guide markings for eastbound and westbound through movement. (6) Provide horizontal area on long inclined sections of sidewalk on southwest corner. (7) Provide concrete landing pad leading to pushbuttons on northeast corner. (8) Provide a right turn lane on southbound approach. (9) Provide sidewalk extension to bus stop on northbound approach. (10) Northbound and southbound approaches: provide advance intersection warning signs, flashing beacons on advance signs, and install advance street name signs.	191, 321, 322, 323, 324, 325, 326, 327	(1) Side street signal operation was changed to split phase (one direction goes, then the other). (2) Advance signal warning signs (with solar powered flashers) were installed in both directions.	

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Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Pasco-10	Feb-Mar 2007	Pasco	SR 54 at Dean Dairy / Coats Road	The Pasco County CDMS indicates that an average of 6.6 rear end crashes per year, 4.8 angle crashes per year, and 1 left turn crash per year occur at the intersection.	The northwest corner of the intersection is occupied by a Sunoco gas station, the northeast corner is vacant but a sign was noted indicated that a Walgreens drug store will be constructed there, the southwest corner by a shopping plaza with a Winn-Dixie supermarket, and the southeast corner by a Hardy's restaurant store.	(1) At intersection: install backplates, use reflective border backplates where background behind signals is dark, upgrade to LED signal displays, install overhead street lighting, provide pedestrian facilities. (2) Replace burnt out bulb and replace missing blue RPM on northbound approach. (3) Review timing on eastbound approach to provide more mainline green time, review driveways near intersection, provide more through capacity. (4) Trim trees on eastbound and westbound approaches, install advance street name signs. (5) Refurbish pavement markings and RPMs at intersection approaches. (6) Northbound and southbound direction: modify driveway to become a right in / right out. (7) Take corrective measures at northeast and southeast corners to eliminate the drop-off condition, install a paved shoulder on Morris Bridge Road. (8) Eastbound and westbound approaches: revise left turn lanes on intersection's approaches to reduce vehicle conflict points.	328, 329, 330, 331, 332, 333, 334, 335		
Pasco-11-A	Nov 2007	Pasco	Ehren Cutoff corridor at US 41			(1) Paint median nose yellow on west side of intersection. (2) Install white enforcement lights and enforce red-light-running north and southbound. (3) Refurbish pavement edge on south side of eastbound lanes. (4) Increase radius in southeast corner. (5) Refurbish pavement markings and trim tree branches on westbound approach.	232, 233, 234, 235, 236, 237, 238, 239, 240, 241		
Pasco-11-B			Ehren Cutoff corridor, east of US 41, eastbound lanes			(1) Provide object markers in eastbound lanes.			
Pasco-11-C			Ehren Cutoff corridor, east of Cherry Ridge Place			(1) Trim tree branches eastbound. (2) Attempt to coordinate with property owner to trim vegetation on north side.			
Pasco-11-D			Ehren Cutoff corridor, at Dupree Lakes			(1) Refurbish pavement edge on south side of eastbound approach.			
Pasco-11-E			Ehren Cutoff corridor, west of Dupree Lakes			(1) Trim vegetation and remove trees.			

Appendix A
BD545-52/UF52349
Florida Safety Circuit Rider Comprehensive Site Review List

Site ID #	Date	County	Location	Pre-Review Statistics	Comments	Suggestions from SCR	Photo Reference	Actions taken by Agency	Follow-Up Statistics
Pasco-11-F			Ehren Cutoff corridor and Veterans Nursing Home			(1) Remove pole on north side of road.			
Pasco-11-G			Ehren Cutoff corridor, west of Parkway Boulevard			(1) Relocate Pine View Middle School designation signs closer to travel lanes on eastbound approach and increase sign size.			
Pasco-11-H			Ehren Cutoff corridor at Parkway Boulevard			(1) Refurbish pavement markings and RPMs at intersection. (2) Relocate STOP sign on westbound approach closer to Ehren Cutoff corridor. (3) Switch advisory speed sign with regulatory speed sign in eastbound direction. (4) Upgrade diamond warning signs to include reflectors on west side of road. (5) Provide overhead street lighting at intersection.			
Pasco-11-I			Ehren Cutoff corridor, about 1,200 feet north of Parkway Boulevard			(1) Provide delineation for S curve.			
Pasco-11-J			Ehren Cutoff corridor at Tower Road Extension			(1) Refurbish pavement markings at Ehren Cutoff corridor approaches. (2) Remove bushes on east side of road south of Tower Road. (3) Provide turn lane for northbound left turn into Tower Road Extension.			

Photo/Drawing Appendix B

Florida LTAP Safety Circuit Rider Program
BD-545-52/UF52349

Photo/Drawing Appendix (Numbers by County)

Bay - 63, 64

Citrus - 218 through 231

Clay - 62, 85 through 189, 195 through 217, 242

Collier - 194

Desoto - 1 through 6

Gadsden - 65 through 71, 73 through 77, 336, 337

Glades - 11 through 19, 79, 338 through 340

Hardee - 7 through 10, 34 through 42, 80 through 82

Hendry - 43, 72, 78, 83, 84, 341

Hernando - 342 through 383

Hillsborough - no photos available

Levy - 384 through 396

Madison - 44 through 52

Okeechobee - 20 through 33, 55, 56

Pasco - 190 through 193, 243 through 335



1 – Desoto County, Retirement community, Directly across from Wal-Mart Supercenter SR 70, Arcadia



2 – Desoto County, Wal-Mart Supercenter, SR 70, Arcadia



3 – Desoto County, Wal-Mart Supercenter, SR 70, Arcadia



4 – Desoto County, Wal-Mart Supercenter, SR 70, Arcadia



5 – Desoto County, CR 769, roadway before bridge



6 – Desoto County, Cr 769, roadway before bridge



7 – Hardee County, northbound on US Hwy 17



8 – Hardee County, southbound on US Hwy 17



9– Hardee County, eastbound on REA Road



10 – Hardee County, westbound on REA Road



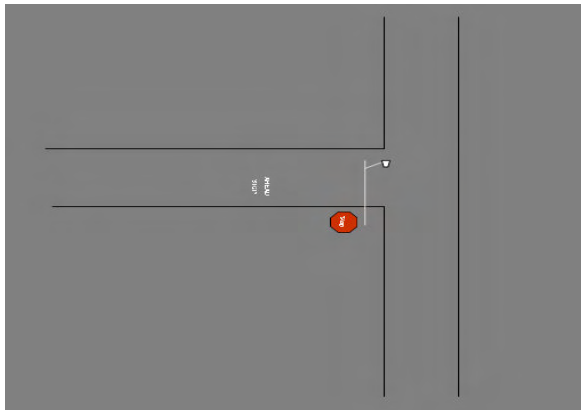
11 – Glades County, facing east on CR 720 approaching US Hwy 27



12 – Glades County, facing west on CR 720 approaching US Hwy 27



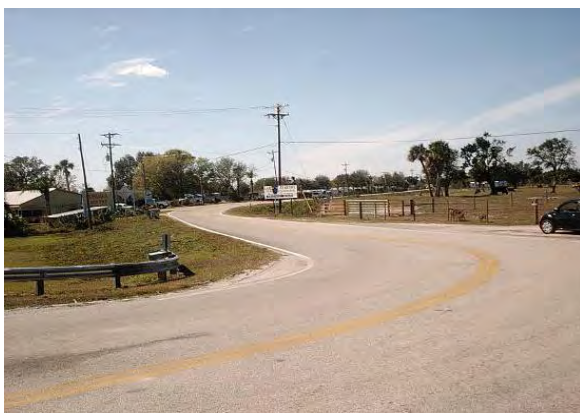
13 – Glades County, CR 74 facing east at intersection of SR 29



14 – Glades County, suggestions for CR 74 facing east at intersection of SR 29



15 - Glades County, traveling south on SR 78



16 – Glades County, traveling west on CR 74



17 – Glades County, traveling on SR 78 facing west, approaching SR 29



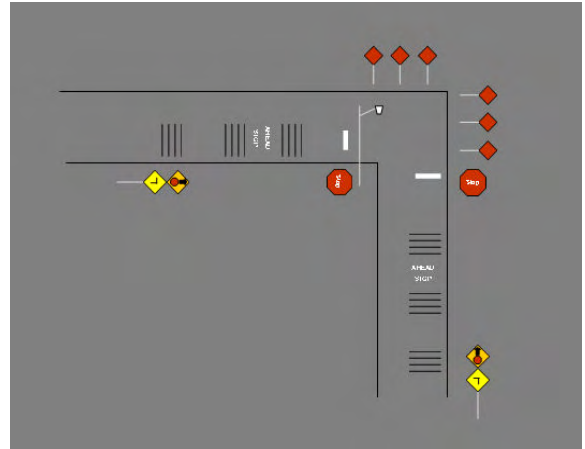
18 – Glades County, rumble strips approaching STOP sign at CR 721 north intersection with SR 78 (STOP sign not in photo)



19 – Glades County - STOP bar at STOP sign installed on CR 721 north intersection with SR 78



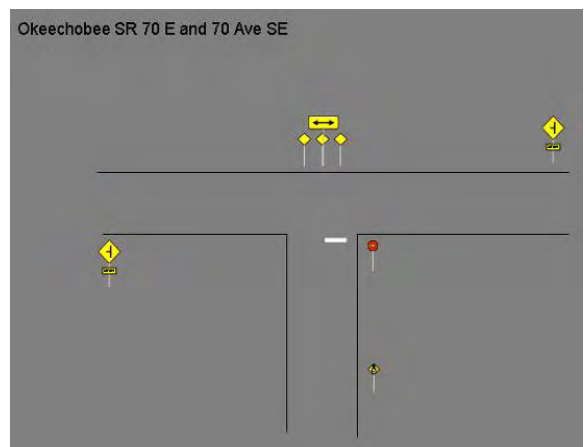
20 – Okeechobee County, traveling north on 128 Terrace



21 – Okeechobee County, suggestions for 120 Street NE and 128 Terrace NE



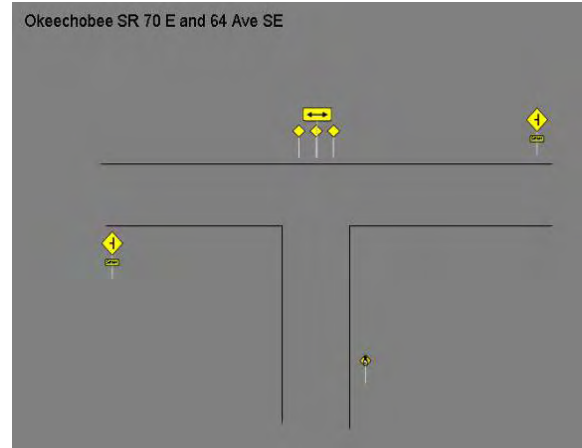
22- Okeechobee County, standing on SE 70 Avenue looking at east SR 70



23 - Okeechobee County, suggestions for SR 70 E and 70 Avenue SE



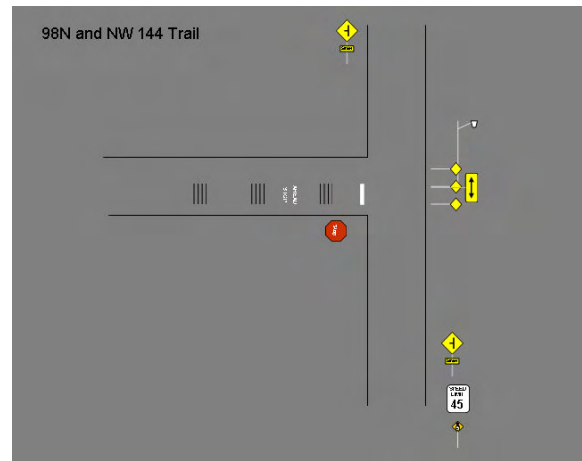
24 – Okeechobee County, standing on SE 64 Avenue SE looking at SR 70 E



25 – Okeechobee County, suggestions for SR 70 E and 64 Avenue SE



26 – Okeechobee County, SR 15 and CR 15B



27 - Okeechobee County, suggestions for SR 15 and CR 15B



28 – Okeechobee County, traveling west on SR 70 W approaching SW 67 Drive on the left



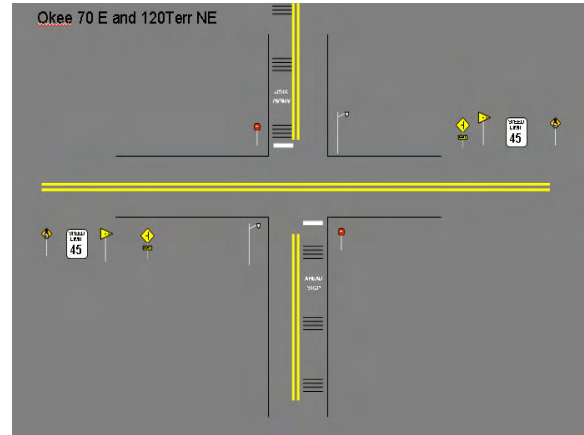
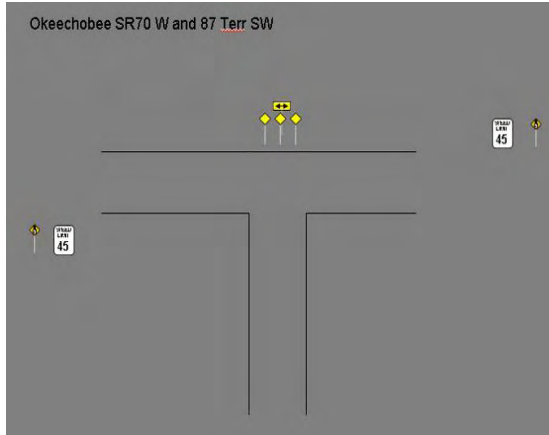
29 – Okeechobee County, traveling north on SW 67 Drive intersecting with SR 70 W



30 – Okeechobee County, traveling west on SR 70 W approaching SW 87 Terrace on the left



31 – Okeechobee County, traveling north on SW 87 Terrace intersecting with SR 70 W



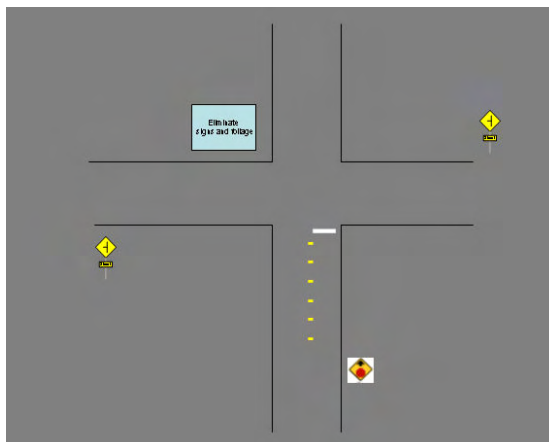
32 – Okeechobee County - Suggestions for SR 70 W and 87 Terrace SW

33 – Okeechobee County - Suggestions for SR 70 E and 128 Avenue NE (location name incorrect in drawing)



34 – Hardee County, CR 664 driving south 1.5 miles west of US 17 approaching one way bridge

35 – Hardee County, approaching SR 636 from the south on Boyd Cowart Road



36 – Hardee County, suggestions for SR 636 and Boyd Cowart Road

37 – Hardee County, heading west on Griffin Road approaching Popash Road



38 – Hardee County, on Griffin Road looking at Popash Road



39 – Hardee County, driving west on Will Dukes Road toward SR 17



40 – Hardee County, looking south on SR 17 from west side of Will Dukes Road



41 – Hardee County, traveling east on Bay Street approaching SR 17



42 - Hardee County, traveling north on Rest Haven approaching SR 64 E



43 – Hendry County, traveling north on Collingswood Parkway



44 – Madison County, traveling west on Avocado Road



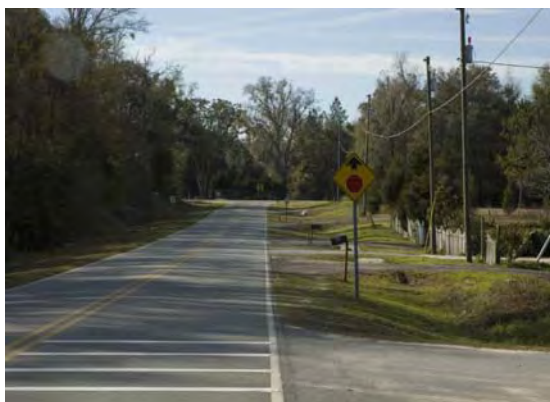
45 – Madison County, traveling south on Rocky Ford Road approaching CR 150



46 – Madison County, traveling east on Captain Buie Road



47 – Madison County, traveling south on Rootman Road, Curve Ahead sign installed



48 – Madison County, traveling south on Country Kitchen Road approaching US 90, Stop Ahead sign and rumble strips added



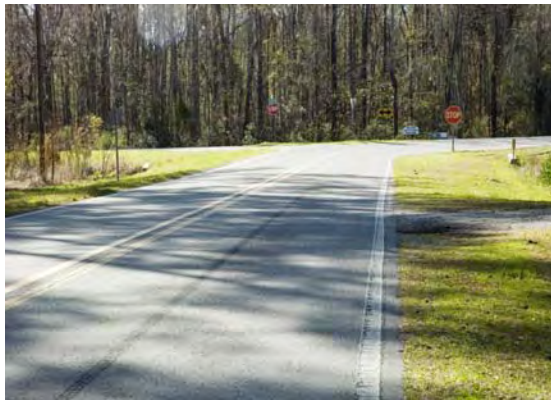
49 – Madison County, traveling east on Cattail Road, Pavement Ends sign and a Reduce Speed to 35 mph sign added



50 – Madison County, traveling south on Captain Brown, STOP Ahead sign added



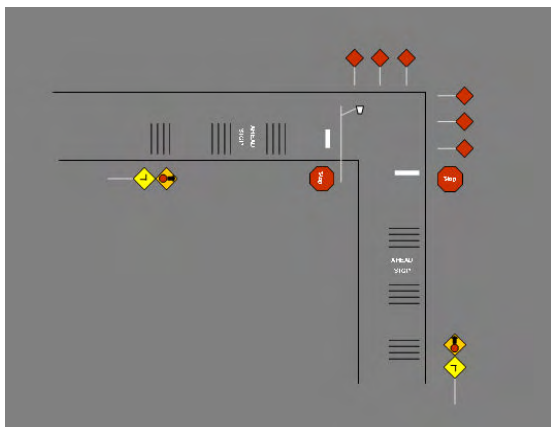
51 – Madison County, traveling southwest on Captain Brown Road approaching Florida Road, double STOP signs added



52 – Madison County, SR 14 and CR 360



53 – Duplicate of photo #20; photo number deleted from site spread sheet



54 – Duplicate of photo #21; photo number deleted from site spread sheet



55 – Okeechobee County, new advance warning sign from south approach to 120 Street NE



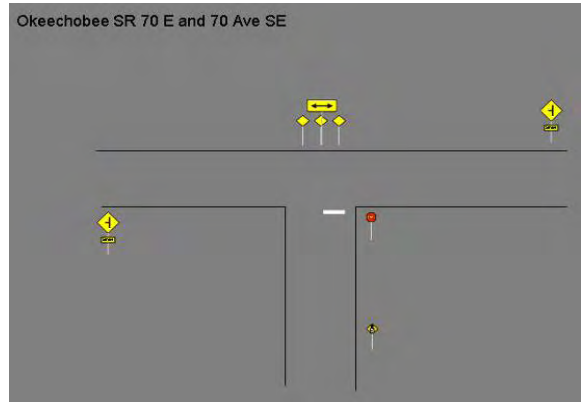
56 – Okeechobee County, 128 Terrace SE with new object markers



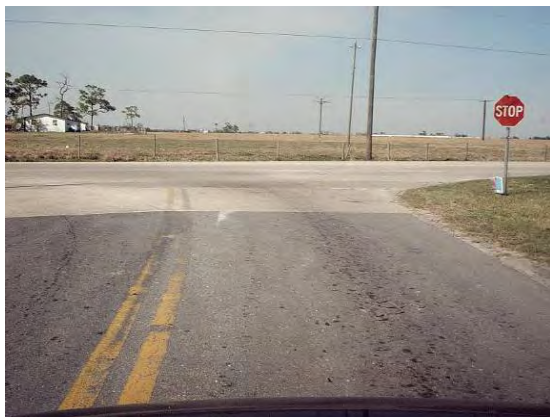
57 – Duplicate of photo #22; photo number deleted from site spread sheet



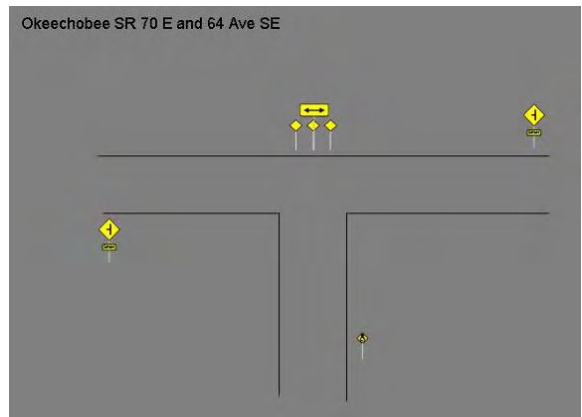
58 – Duplicate of photo #22; photo number deleted from site spread sheet



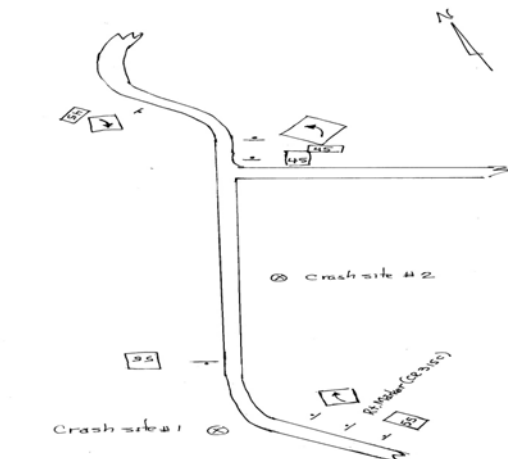
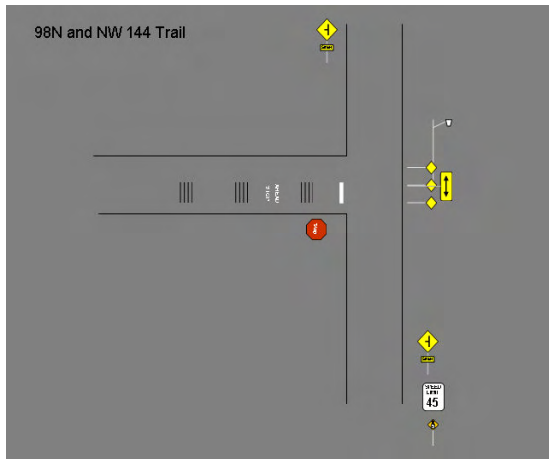
59 – Duplicate of photo #23; photo number deleted from site spread sheet



59a – Duplicate of photo #24; photo number deleted from site spread sheet



60 – Duplicate of photo #25; photo number deleted from site spread sheet



61 – Okeechobee County, suggestions for SR 98 N and NW 144 Trail

62 – Clay County, CR 315C at Bellamy Road



63 – Bay County, northbound approach to Blue Springs Road Bridge

64 – Bay County southbound approach to Blue Springs Road Bridge



65 – Gadsden County, CR 270 west of CR 269

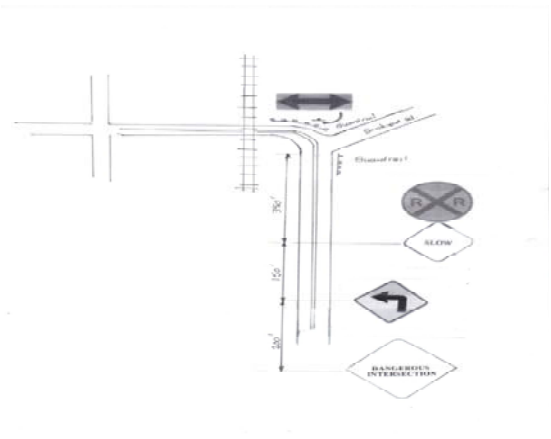
66 – Gadsden County, CR 268, Martin Luther King Boulevard at Brick Yard Road



67 – Gadsden County, CR 161 prior to suggestions



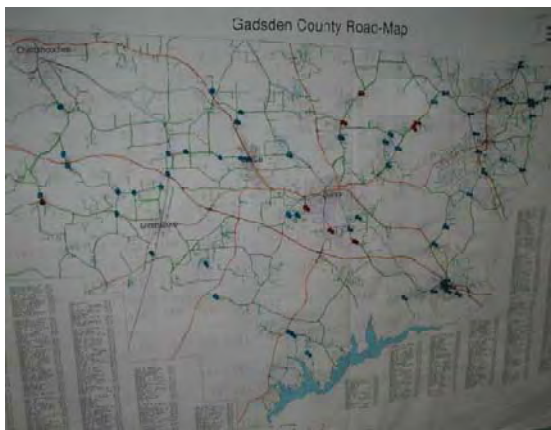
68 - Gadsden County, CR 161 after suggestions



69 – Gadsden County, CR 268, Martin Luther King Boulevard at Brick Yard Road



70 – Gadsden County, CR 268, Martin Luther King Boulevard at Brick Yard Road



71 – Gadsden County, tracking crashes on a monthly basis using a large county map with push pins as crash locaters



72 – Desoto County, CR 880A (Cowboy Way) and Lillian Street



73 – Gadsden County, CR 161 (Point Milligen Road) just east of the Withlacoochee River Bridge



74 - Gadsden County, CR 161 (Point Milligen Road) just east of the Withlacoochee River Bridge



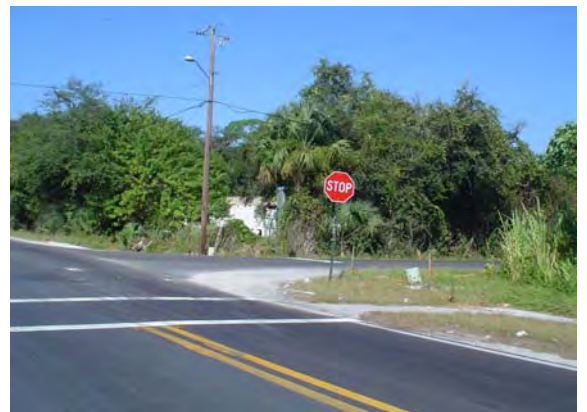
75 – Gadsden County, CR 268, Martin Luther King Boulevard at Brick Yard Road, new signing



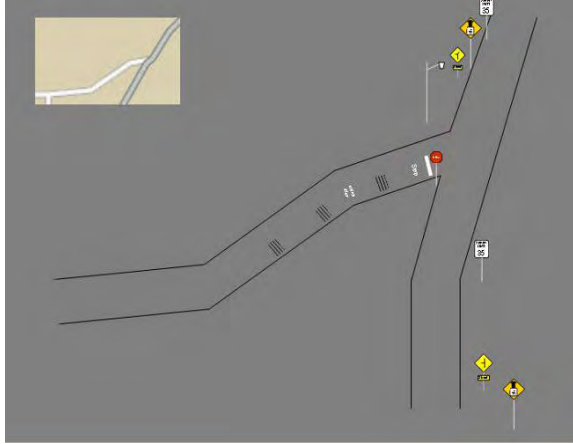
76 - Gadsden County, CR 268, Martin Luther King Boulevard at Brick Yard Road, new turn sign with 15 mph advisory speed sign attached



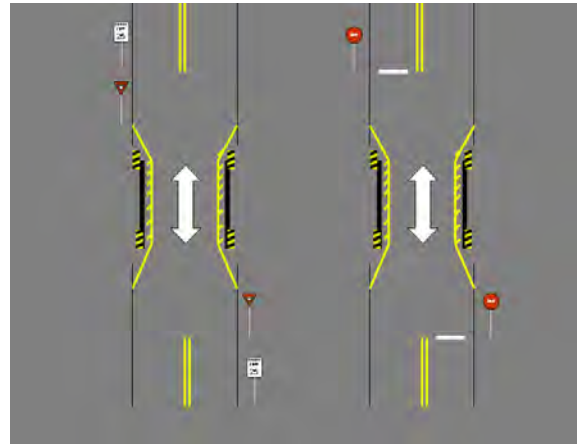
77 - Gadsden County, CR 268, Martin Luther King Boulevard at Brick Yard Road, "Slow" warning sign removed



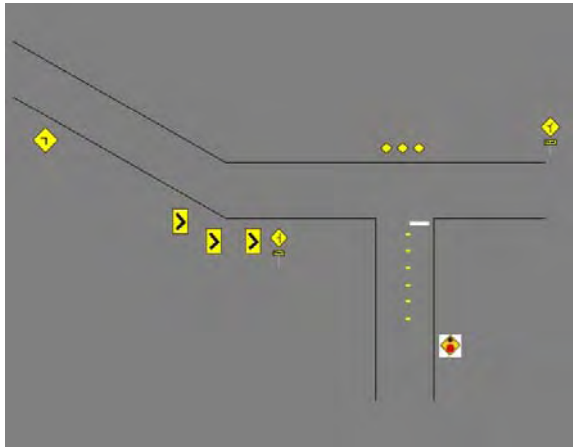
78 – Hendry County, SR 78 and SR 29, vicinity of Nobles and Thigpen



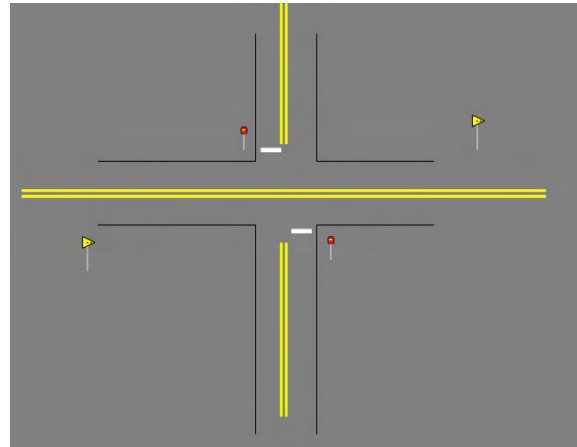
79 - Glades County, suggestions for SR 78 and CR 74



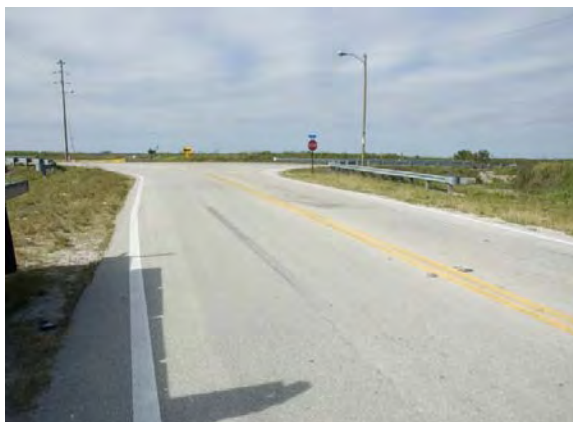
80 - Hardee County, suggestions for CR 664 traveling south 1.5 miles west of SR 17 approaching one-way bridge



81 - Hardee County, suggestions for Popash Road and Griffin Road



82 - Hardee County, 05-7 Rest Haven Road and SR 64 E



83 - Desoto County, CR 835 and CR 833



84 - Desoto County, CR 833 at intersection with CR 835



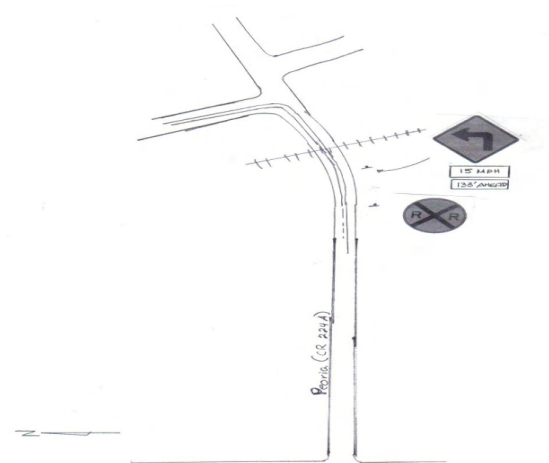
85 - Clay County, CR 226 approaching CR 209, note location of STOP sign



86 - Clay County, CR 226 approaching CR 209



87 - Clay County, STOP sign is 18 feet from the edge line on CR 226



88 - Clay County, Peoria (CR 224A) one mile east of college drive



89 - Clay County, facing southward at CR 215 from the STOP bar on Santa Clara



90 - Clay County, facing east on Camel Road, equipment shown is the county utilities placing a street light (CR 215 intersection)



91 - Clay County, facing north at CR 215 from STOP bar on Santa Clara, note what appears to be a blind spot at the warning sign in the photo center



92 - Clay County, signing sequence southbound on CR 209 approaching CR 315B intersection



93 - Clay County, signing sequence southbound on CR 209 approaching CR 315B intersection



94 - Clay County, signing sequence southbound on CR 209 approaching CR 315B intersection



95 - Clay County, signing sequence southbound on CR 209 approaching CR 315B intersection



96 - Clay County, signing sequence southbound on CR 209 approaching CR 315B intersection



97 - Clay County, signing sequence southbound on CR 209 approaching CR 315B intersection



98 - Clay County, signing sequence southbound on CR 209 approaching CR 315B intersection



99 - Clay County, turning off US 17 onto CR 209



100 - Clay County - Signing on CR 315B northbound approaching intersection with CR 209



101 - Clay County, CR 315C and Bellamy Road, route marker has been vandalized



102 - Clay County, CR 315C and Bellamy Road, curve sign southbound



103 - Clay County, CR 315C and Bellamy Road, tangent section north of first curve northbound



104 - Clay County, CR 315C and Bellamy Road, typical condition of centerline in the entire reviewed section



105 - Clay County, CR 315C and Bellamy Road, typical condition of centerline in the entire reviewed section



106 - Clay County, CR 315C and Bellamy Road, typical edge line condition in entire reviewed section



107 - Clay County, CR 315C and Bellamy Road



108 - Clay County, CR 315C and Bellamy Road



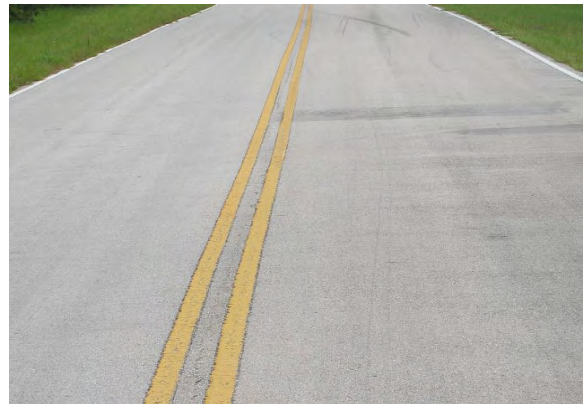
109 - Clay County, CR 315C and Bellamy Road



110 - Clay Count, CR 315C and Bellamy Road



111 - Clay County, Mallard Road and CR 218, existing northbound signs and pavement markings



112 - Clay County, Mallard Road and CR 218, centerline and edge line approaching turn in good condition



113 - Clay County, Mallard Road and CR 218, missing object marker, centerline and edge line through turn



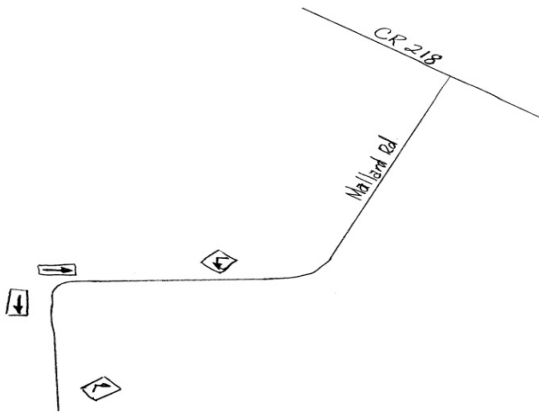
114 - Clay County, Mallard Road and CR 218, third object marker knocked down



115 - Clay County, Mallard Road and CR 218, pavement markings through turn are worn



116 - Clay County, Mallard Road and CR 218, inside lane pavement northbound at turn



117 - Clay County, Mallard Road and CR 218, alignment of Mallard Road at crash site



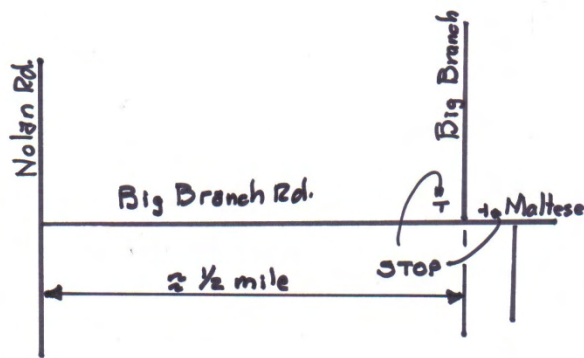
118 - Clay County, Mallard Road and CR 218, northbound Mallard looking at a curve just after turn



119 - Clay County, Mallard Road and CR 218, turn sign 277 feet prior to turn southbound



120 - Clay County, Mallard Road and CR 218, one object marker missing



121 - Clay County, Big Branch Road and Nolan Road



122 - Clay County, Big Branch Road and Nolan Road, signing at the intersection of Nolan



123 - Clay County, Big Branch Road and Nolan Road, double directional signing



124 - Clay County, N Mimosa Avenue intersection with John's Cemetery Road, STOP Ahead is a 30" sign mounted 5 feet above the top of the edge of pavement



125 - Clay County, N Mimosa Avenue intersection with John's Cemetery Road, STOP sign is a 30" sign in excellent condition



126 - Clay County, N Mimosa Avenue intersection with John's Cemetery Road, STOP bar is worn



127 - Clay County, Wells Road at curve east of RXR, speed sign east of RXR



128 - Clay County, Wells Road, right curve with 20 mph advisory signs and beginning of Chevrons



129 - Clay County, Wells Road, slow curve ahead sign is at beginning of curve



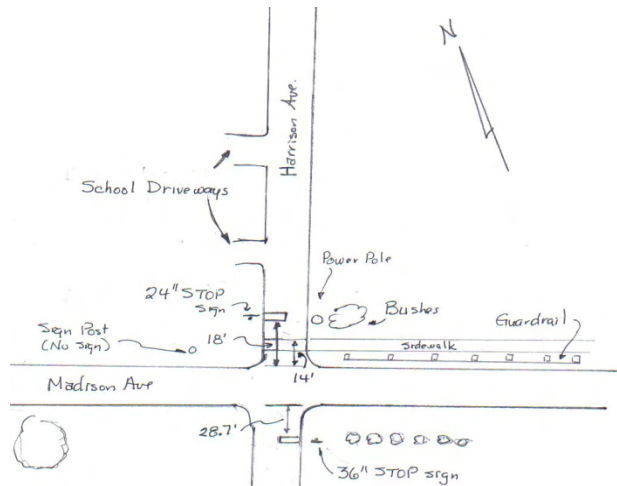
130 - Clay County, Wells Road, Chevrons mounted in double sided guardrail spaced along half of curve



131 - Clay County, Wells Road, damaged guardrail



132 - Clay County, Well Road, westbound direction, curve sign is approximately 600 feet west of a signalized intersection, Chevrons continued about half way through the curve



133 - Clay County - Madison Avenue and Harrison Avenue, sketch of the intersection



134 - Clay County, Madison Avenue and Harrison Avenue, southbound on Harrison looking west at Madison



135 - Clay County, Madison Avenue and Harrison Avenue, southbound Harrison Avenue from STOP bar looking east



136 - Clay County, Madison Avenue and Harrison Avenue, southbound Harrison Avenue looking east four feet closer to Madison Avenue



137 - Clay County, Madison Avenue and Harrison Avenue, northbound on Harrison looking west from existing STOP bar



138 - Clay County, Madison Avenue and Harrison Avenue, northbound on Harrison looking west from a location twelve feet from the edge of Madison



139 - Clay County, Madison Avenue and Harrison Avenue, northbound on Harrison looking west from existing STOP bar



140 - Clay County, Madison Avenue and Harrison Avenue, northbound on Harrison looking east from twelve feet from the edge of Madison



141 - Clay County, Parkwood Drive at Hilltop Drive, northbound STOP sign is faded



142 - Clay County, Parkwood Drive at Hilltop Drive, looking east on Hilltop at existing STOP Bar



143 - Clay County, Parkwood Drive at Hilltop Drive, looking east from a point 6-8 feet from the edge of Parkwood



144 - Clay County, Parkwood Drive at Hilltop Drive, looking east on Parkwood from southbound Hilltop

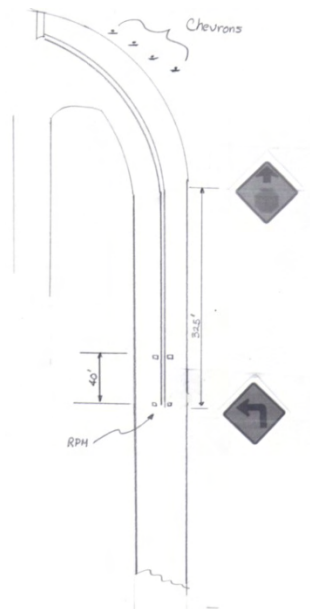


145 - Clay County, CR 739B (Sandridge Road) west of Feedmill Road, approaching curve on CR 739B eastbound prior to Feedmill Road



149 - Clay County, CR 209, faded double solid yellow centerline

150 - Clay County, CR 209, RPMs buried in pavement



151- Clay County, CR 209, 1 mile north of Decoy Road



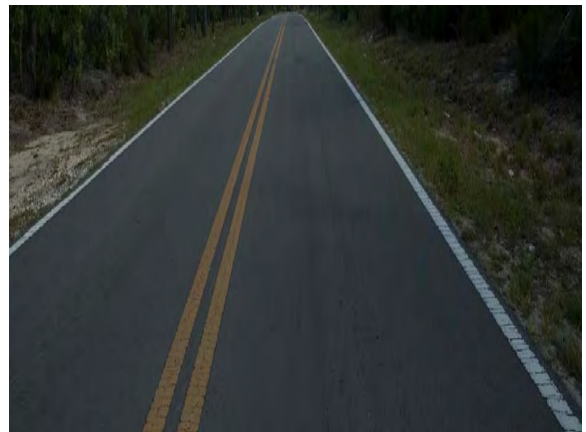
152 - Clay County, northbound on CR 209 approaching right curve



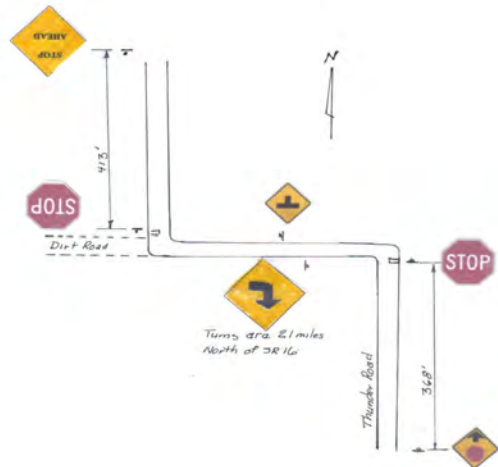
153 - Clay County, northbound on CR 209 approaching right curve



154 - Clay County, North Road 0.3 miles west of CR 15A, looking east on North Road



155 - Levy County, 104 CT and NE 75 Street



156 - Clay County, Thunder Road north of SR 16, road geometry of existing signing

157 - Clay County, Thunder Road, northbound signing



158 - Clay County, Thunder Road north of SR 16, 36 inch STOP sign erected March 2007



159 - Clay County, Thunder Road north of SR 16, assembly in accordance with FDOT Design Standard Index No. 17349 , Case I



160 - Clay County, Thunder Road, sign approaching the west turn



161 - Clay County, Thunder Road, assembly at the intersection of Thunder Road and dirt road



162 - Clay County, Thunder Road approaching western most turn from north



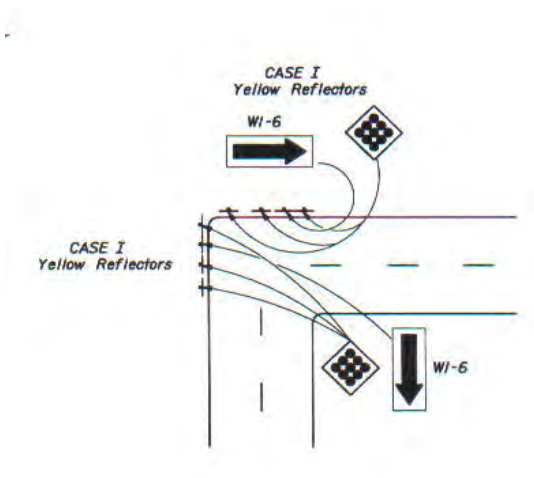
163 - Clay County, Thunder Road, 30 inch STOP Ahead



164 - Clay County, Thunder Road, STOP bar condition at western turn



165 - Clay County, Thunder Road centerline at western turn



166 - Clay County, suggestions for Thunder Road



167 - Clay County, no sight distance problem looking south on CR 215 from Chicory Avenue west side



168 - Clay County, looking north on CR 215 from Chicory Avenue west side at existing STOP Bar



169 - Clay County, looking north on CR 215 from Chicory Avenue west side at a point 12 feet from the edge of the right turn lane



170 - Clay County, looking north on CR 215 from Chicory Avenue east side at existing STOP bar



171 - Clay County, looking north on CR 215 from Chicory Avenue side from a point 12 feet from the edge of CR 215 pavement



172 - Clay County, view of shoulder condition looking north from east side at Chicory Avenue. Shoulder is approximately 12 inches above the CR 215 edge of pavement



173 - Clay County, CR 215 sight distance at 12 feet from edge of pavement, 5 feet 8 inches above roadway, distance from photo location to 55 mph sign is approximately 400 feet



174 - Clay County, east side of CR 215 at Deer Avenue



175 - Clay County, vandalized STOP sign on west side of CR 215 at Deer Avenue



176 - Clay County, view looking north from the existing STOP bar at Santa Clara Avenue



177 - Clay County, view looking north 12 feet from the pavement edge of CR 215 at Santa Clara Avenue



178 - Clay County, CR 215 and Primrose Avenue, view from STOP bar location looking south, post is STOP sign post



179 - Clay County, CR 215, view from STOP bar at Primrose Avenue looking north



180 - Clay County, STOP Ahead sign northbound on CR 215 at Primrose Avenue



181 - Clay County, CR 226 approaching CR 209, new STOP Ahead sign



182 - Clay County, CR 226 approaching CR 209, new STOP location



183 - Clay County, CR 15A, Chevrons in place looking east on North Road at second turn



184 - Clay County, CR 220A (Long Bay Road), completed work



185 - Clay County, CR 224A (Peoria Road) at RXR, new turn sign with advisory and advisory speed



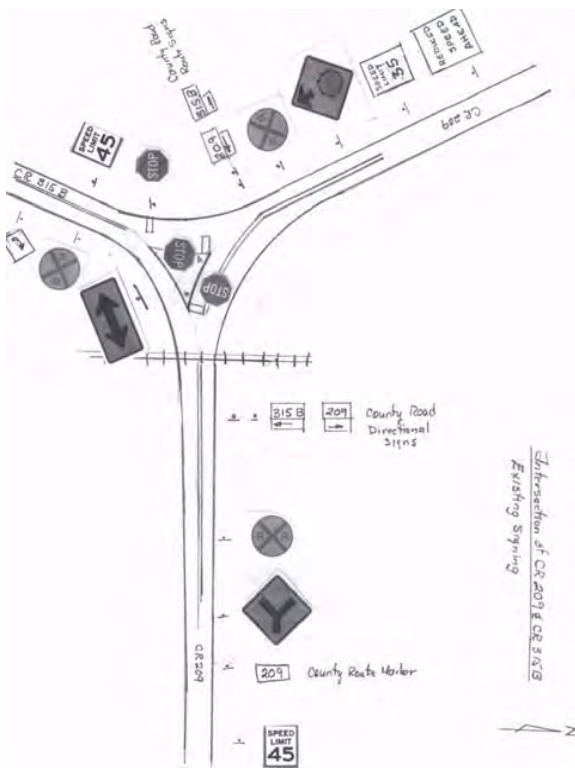
186 - Clay County, CR 224A (Peoria Road) at RXR, replaced RXR warning sign with new sign mounted with warning light



187 - Clay County, Heritage Farms Boulevard at Farm Way, placed new STOP Ahead sign



188 - Clay County, Heritage Farms Boulevard at Farm Way, placed reflective red strip on STOP sign post



189 - Clay County, CR 209 (Russell Road) at intersection of CR 315A

190 - Pasco County, Little Road at Embassy Boulevard after flashers were installed

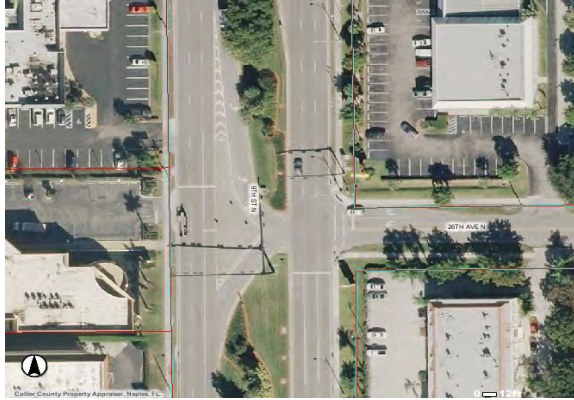


191 - Pasco County, Little Road at Rancho Del Rio Drive after flashers were installed

192 - Pasco County, Ridge Road at Leo Kid Avenue, overhead signs potentially take away driver attention from traffic signals, overhead street name signs reduce driver attention to traffic signal at Leo Kidd



193 - Pasco County, Ridge Road at Leo Kid Avenue
after suggestions



194 - Collier County, US 41 at 26 Avenue N



195 - Clay County, Mallard Road ½ mile south of CR 218, new sign following 2003 MUTCD standard



196 - Clay County, Mallard Road ½ mile south of CR 218, assembly following FDOT Design Standard #17349, arrow sign has been pushed and needs straightening



197- Clay County, Mallard Road ½ mile south of CR 218, new curve sign with advisory speed determined by using a ball bank indicator



198 - Clay County, Mallard Road ½ mile south of CR 218, new sign southbound at curve (no sign before)



199 - Clay County, Mallard Road ½ mile south of CR 218, new sign at turn southbound



200 - Clay County, Mallard Road ½ mile south of CR 218, new assembly southbound



201 - Clay County, CR 739A (Sandridge Road) near Feed Mill Road, original sign upgraded to high intensity grade sheeting and relocated



202 - Clay County, Thunder Road, new sign



203 - Clay County, Thunder Road, new sign



204 - Clay County, Thunder Road, turn sign southbound at eastern most turn



205 - Clay County, Thunder Road, turn assembly signage has not been brought to standard per Florida DOT Design Standard Index No. 17349, Case I



206 - Clay County, Thunder Road, rumble strips on the northbound approach to the STOP condition at the first turn



207 - Clay County, Thunder Road, northbound approach to the STOP condition at the first turn



208 - Clay County, CR 215 intersection with Santa Clara Avenue, Camel Avenue, Juniper Avenue, Chicory Avenue, Deer Avenue, Primrose Avenue, example of upgraded STOP sign



209 - Clay County, CR 215 intersection with Juniper Avenue, new high intensity grade warning sign



210 - Clay County, CR 215 intersection with Juniper Avenue and Chicory Avenue, new high intensity grade warning sign



211 - Clay County, CR 215 intersection with Deer Avenue, new high intensity grade warning signs with amber flashing light located at intersections on the crest of a vertical curve where site distances can be a problem



212 - Clay County, CR 215 and Santa Clara Avenue and Camel Avenue, new northbound signing



213 - Clay County, CR 215 and Santa Clara Avenue and Camel Avenue, new southbound signing



214 - Clay County, CR 215 and Chicory Avenue and Juniper Avenue, new southbound signing



215 - Clay County, CR 215 and Primrose Avenue, new signing sequence #1



216 - Clay County, CR 215 and Primrose Avenue, new signing sequence #2



217 - Clay County, CR 215 and Primrose Avenue, new signing sequence #3



218 - Citrus County, Inverness Primary School, westbound approach to South Cherry Avenue



219 - Citrus County, Inverness Primary School, westbound approach to South Cherry Avenue closeup



220 - Citrus County, Inverness Primary School, pedestrian crossing view from South Montgomery Avenue



221 - Citrus County, Inverness Primary School, school driveway usage sign



222 - Citrus County, Inverness Primary School, median on South Cherry Avenue



223 - Citrus County, Inverness Primary School, vehicle queue in parking lot



224 - Citrus County, Inverness Primary School, entrance on South Cherry Avenue



225 - Citrus County, Inverness Primary School, entrance on Frank Webb Way



226 - Citrus County, Inverness Primary school, at West Highland Boulevard and South Cherry Avenue



227 - Citrus County, Citrus Spring Middle School, on West Citrus Spring Boulevard



228 - Citrus County, Citrus Spring Middle School, along south perimeter of school



229 - Citrus County, Citrus Spring Middle School, West Citrus Spring Boulevard at North Greendale Drive, eastbound approach



230 - Citrus County, Citrus Spring Middle School, West Citrus Spring Boulevard at North Greendale Drive, westbound view from driveway



231 - Citrus County, Citrus Spring Middle School, southbound school driveway



232 - Pasco County, Ehren cutoff at US 41 westbound



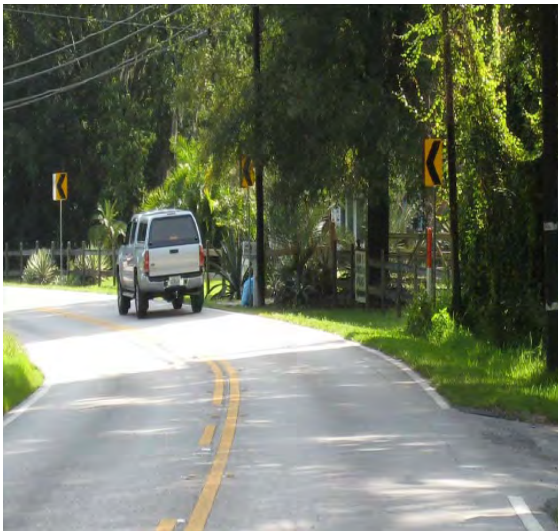
233 - Pasco County, Ehren cutoff at US 41 intersection



234 - Pasco County, Ehren cutoff and US 41, pavement edge



235 - Pasco County, Ehren cutoff at US 41, turning radius



236 - Pasco County, Ehren cutoff east of Cherry Ridge Place, tree branches hide chevrons



237 - Pasco County, Ehren cutoff southbound, about 250 feet west of Dupree Lakes



238 - Pasco County, Ehren cutoff, entrance to Veterans Nursing Home, pole on north side of road



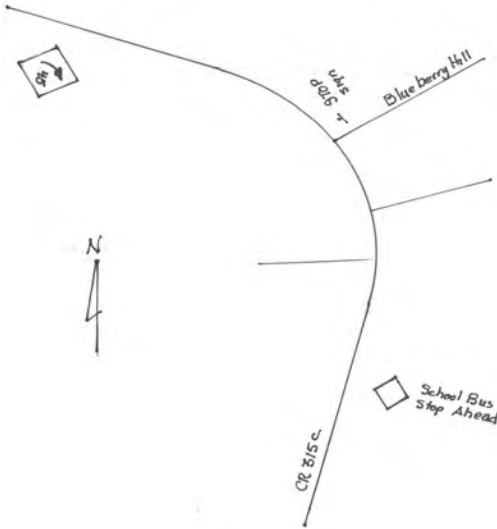
239 - Pasco County, Ehren cutoff west of Parkway Boulevard, destination signs



240 - Pasco County, Ehren cutoff at Parkway Boulevard

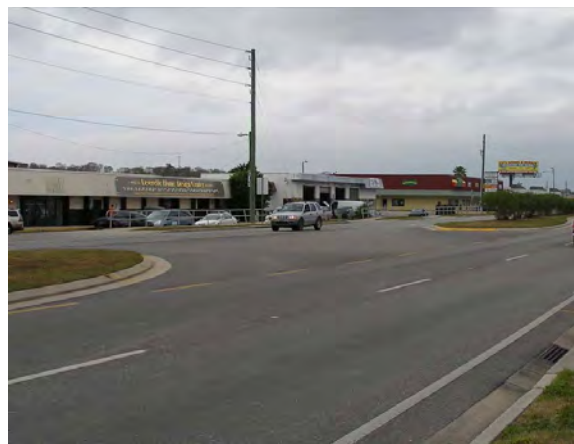


241 - Pasco County, Ehren cutoff at Parkway Boulevard



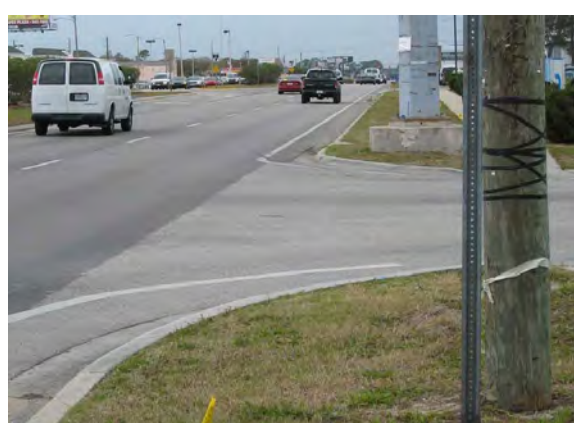
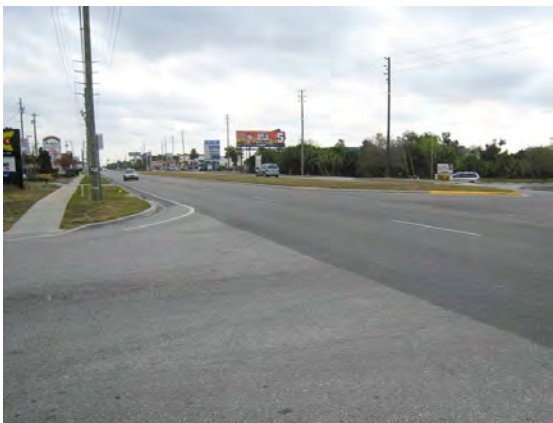
242 - Clay County, CR 315C at Blueberry Hill Road

243 - Pasco County, Ridge Road (CR 587) at Sterling Lane, southbound STOP sign



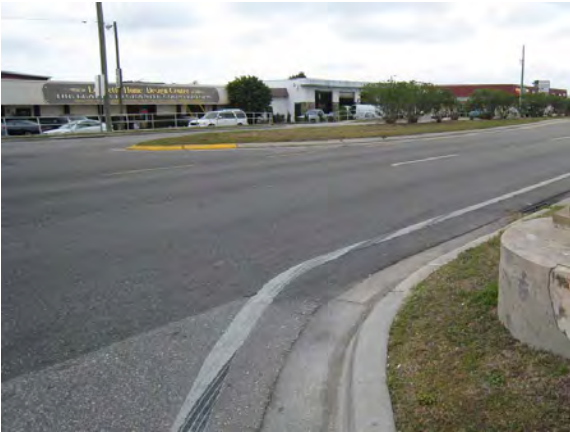
244 - Pasco County, Ridge Road (CR 587) at Sterling Lane, drivers stack in the center of the full median opening

245 - Pasco County, Ridge Road (CR 587) at Sterling Lane, no delineation of the median noses at the intersection



246 - Pasco County, Ridge Road (CR 587) at Sterling Lane, no overhead street lighting at intersection

247 - Pasco County, Ridge Road (CR 587) at Sterling Lane, damage to utility pole on northwest corner



248 - Pasco County, Ridge Road (CR 587) at Sterling Lane, bushes planted in median limit sight distance for southbound turns



249 - Pasco County, Ridge Road (CR 587) at Sterling Lane, PCPT bus stop on the northeast corner of the intersection not accessible to disabled



250 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, traffic signal heads do not have blackplates



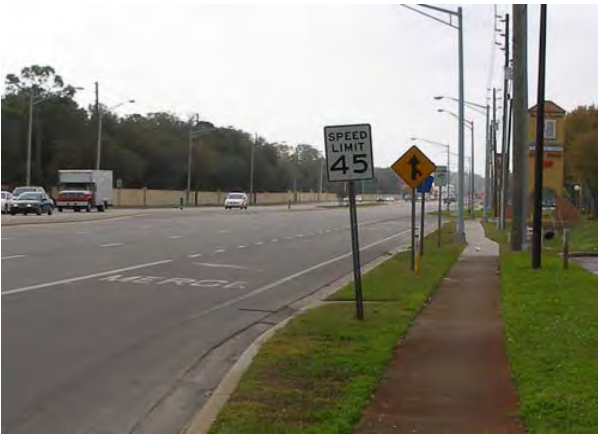
251 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, north and southbound approaches each have two signal heads serving the three thru lanes



252 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, southbound vehicles can backup beyond horizontal curve north of intersection



253 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, view of street name sign for Little Road on eastbound approach limited by trees on southwest corner of intersection



254 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, speed limit sign southbound on south side of intersection limits view of merge sign



255 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, bus stop sign on north side limits view of merge sign for northbound vehicles



256 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, no signs indicating name of next signalized intersections along corridor



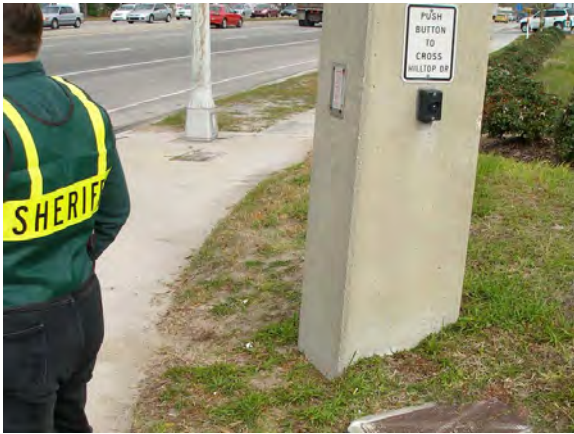
257 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, pavement markings worn and RPMs missing



258 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, vehicles conflicting with each other at full median opening for driveway approximately 200 feet west of CR1 and Embassy Boulevard intersection



259 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, vehicles making eastbound left turns spill out into thru lane



260 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, pushbuttons in northeast corner of intersection cannot readily be accessed by persons with disabilities



261 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, vehicle and bus conflict accentuated by driveways on the north and south side of intersection in merge lanes beyond the bus stops



262 - Pasco County, Little Road (CR1) at Embassy Boulevard / Hilltop Drive, traffic signal controller cabinet located in sidewalk on southwest corner of intersection



263 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, traffic signal heads do not have blackplates



264 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, signal heads for westbound thru vehicles appear to be aligned over painted gore for separated left turn lane



265 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, no speed limit signs westbound



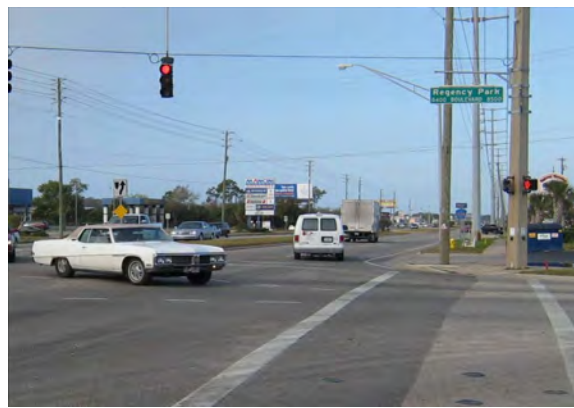
266 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, no signs indicating name of next signalized intersections along corridor



267 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, skip guide lines provided at intersection for southbound thru movement, but no markings provided for northbound movement



268 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, bollards protecting utility pole by 7-Eleven driveway on westbound intersection approach have been damaged



269 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, undelineated wood utility poles around intersection



270 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, wood utility poles in sidewalk on southeast intersection corner



271 - Pasco County, Ridge Road (CR 587) at Regency Boulevard, pushbuttons not up to current standards making it difficult for pedestrians to tell which button controls which crossing



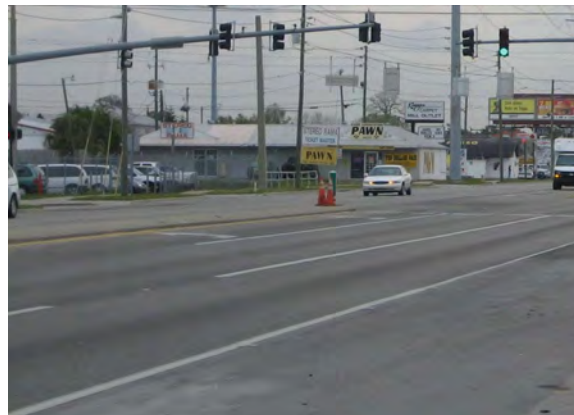
272 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue, drivers observed speeding past Leo Kidd signal to make it through US 19 signal (500 feet away)



273 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue , no traffic signal heads have backplates



274 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue , two signal heads for three thru lanes



275 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue, eastbound left turn queue at Leo Kidd stacks into eastbound thru movement (left turn currently a permissive left turn movement across three opposing thru lanes)



276 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue, three styles of overhead US 19 markers used



277 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue , overhead markers for US 19



278 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue, US 19 junction sign close to intersection not allowing drivers time to change to appropriate lane



279 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue, southbound thru lane lines up with northbound left turn lane



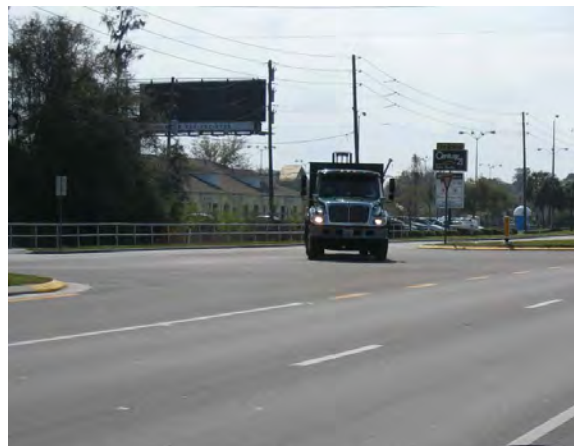
280 - Pasco County, Ridge Road (CR 587) at Leo Kidd Avenue, no overhead street lighting present at intersection



281 - Pasco County, Little Road (CR 1) at Saint Lawrence Drive, one way signs at intersection do not appear to meet MUTCD standards for median openings 30 feet wide or greater



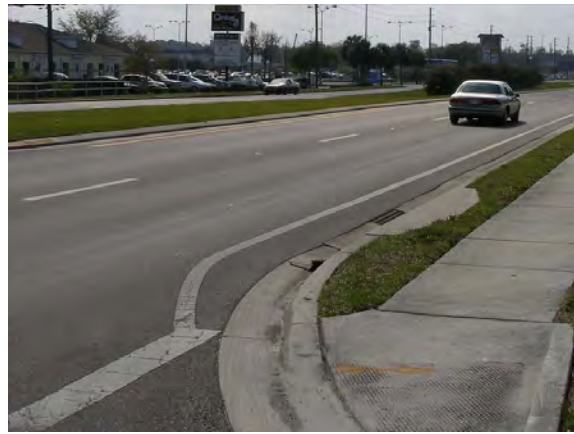
282 - Pasco County, Little Road (CR 1) at Saint Lawrence Drive, unmarked horizontal curves present at far side of intersection for eastbound and westbound approaches



283 - Pasco County, Little Road (CR 1) at Saint Lawrence Drive, full median opening between traffic signals at SR 54 to south and Heritage Lake to north



284 - Pasco County, Little Road (CR 1) at Saint Lawrence Drive, no street lighting present at intersection



285 - Pasco County, Little Road (CR 1) at Saint Lawrence Drive, bushes in median limit driver sight distance for eastbound and westbound left turns



286 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), no backplates on traffic signal head



287 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), significant queuing beyond horizontal curve on SR 54 for vehicles approaching intersection from the westbound approach



288 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), left turn queues stack past marked left turn storage west/northbound, turn lane storage westbound limited by business turn lanes



289 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), two different consecutive evacuation signs on eastbound approach, second sign impeding view of county road designation signs



290 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), faded signs



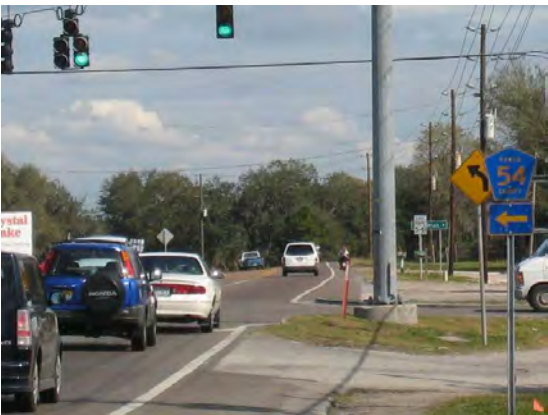
291 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), faded sign



292 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), seeming improper use of fire station sign (no fire stations in vicinity of intersection along SR 54)



293 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), unable to locate speed limit sign on intersection's westbound or eastbound approaches



294 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), advance warning sign for horizontal curve on east side of intersection located prior to intersection



295 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), yield sign controlling southbound dedicated right turn lane is placed in line with southbound STOP bar for the left turn and thru movements



296 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), sign for campers in center of raised median, median opening creates conflict point at Ralph's Travel Park entrance (eastbound traffic backs up beyond median opening blocking entrance plus no left turn lane provided for westbound vehicles attempting to turn into travel park



297 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), dedicated southbound right turn lane has only one right turn arrow on pavement



298 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), chevrons around business exit approximately 350 feet north of intersection do not appear to be correct

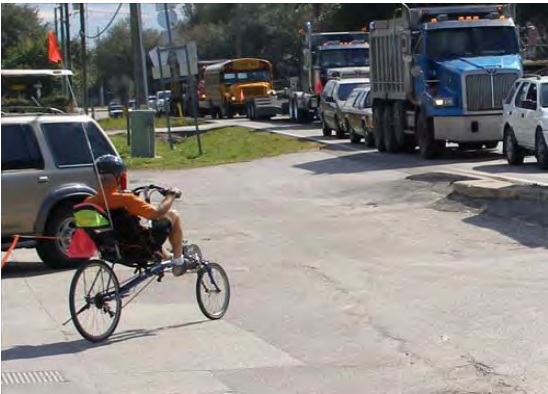
299 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), edge drop off northbound approach



300 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), southeast quadrant of intersection appears to be one continuous unrestricted driveway



301 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), pedestrians crossing intersection where no pedestrian facilities are available



302 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), no shoulders on Morris Bridge Road northbound approach for cyclists to travel on



303 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), uncovered drains



304 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), missing and/or broken delineators



305 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), traffic signal pole on southwest corner of intersection appears to have been struck by vehicle



306 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), mailbox appears to be in clear zone



307 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579, blocked drain around intersection



308 - Pasco County, SR 54 at Morris Bridge Road / Eiland Boulevard (CR 579), no approaches have white lights installed to aid red light running enforcement



309 - Pasco County, Trouble Creek Road (CR 518) at Madison Street, no backplates for traffic signal heads and overhead cables impede signal indication view for northbound approach



310 - Pasco County, Trouble Creek Road (CR 518) at Madison Street, vehicles attempting to make eastbound left turns into gas station across queues in westbound left turn lane



311 - Pasco County, Trouble Creek Road (CR 518) at Madison Street, damaged wood post on far side of intersection southbound



312 - Pasco County, Trouble Creek Road (CR 518) at Madison Street, pavement drop-off on westbound approach to business driveway where no shoulder is present on Trouble Creek Road



313 - Pasco County, Trouble Creek Road (CR 518) at Madison Street, sidewalk not continuous on southwest corner of intersection



314 - Pasco County, Trouble Creek Road (CR 518) at Madison Street, pushbuttons in northwest corner of intersection cannot readily be accessed by persons with disabilities



315 - Pasco County, Trouble Creek Road (CR 518) at Madison Street, ramps leading to pedestrian crossings on all four corners of intersection do not have truncated domes installed



316 - Pasco County, Trouble Creek Road (CR 518) at Madison Street, bus stops do not have concrete landing pads



317 - Pasco County, Madison Street at Cecilia Drive, older standard pedestrian crossing signs used on eastbound approach



318 - Pasco County, Madison Street at Cecilia Drive, northbound approach into school zone does not seem to be designated by pavement markings



319 - Pasco County, Madison Street at Cecilia Drive, sight distance for southbound vehicles is restricted to the east



320 - Pasco County, Madison Street at Cecilia Drive, pedestrian ramps at intersection do not appear to be easily accessed by persons with disabilities



321 - Pasco County, Little Road (CR 1) at Rancho del Rio Drive, no backplates for traffic signal heads



322 - Pasco County, Little Road (CR 1) at Rancho del Rio Drive, eastbound thru approach does not line up with respective receiving lanes



323 - Pasco County, Little Road (CR 1) at Rancho del Rio Drive, sidewalk on southwest intersection quadrant has slope without providing horizontal landing pad prior to sidewalk leveling out beyond curve



324 - Pasco County, Little Road (CR 1) at Rancho del Rio Drive, pedestrian crossing pushbutton for Rancho del Rio road cannot be accessed by persons with disabilities



325 - Pasco County, Little Road (CR 1) at Rancho del Rio Drive, drivers observed using grass as a right turn lane to make a right turn on red on southbound approach plus intersection located on horizontal curve on Little Road



326 - Pasco County, Little Road (CR 1) at Rancho del Rio Drive, bus stop approximately 100 feet south on southeast intersection corner cannot be reached by persons with disabilities



327 - Pasco County, Little Road (CR 1) at Rancho del Rio Drive, no signs indicating name of next signalized intersections along corridor and no street lighting present at intersection



328 - Pasco County, SR 54 at Dean Dairy / Coats Road, overhead cables impede view of traffic signal on southbound approach plus traffic signals blend in with background



329 - Pasco County, SR 54 at Dean Dairy / Coats Road, vehicles queuing on SR 54 beyond business driveways near intersection



330 - Pasco County, SR 54 at Dean Dairy / Coats Road, view of street name signs eastbound and westbound limited by overhanging tree limbs; lack of signs indicating name of upcoming signalized intersection along corridor



331 - Pasco County, SR 54 at Dean Dairy / Coats Road, vehicle conflict for vehicles attempting to make northbound left turn into business driveway approximately 150 feet north of intersection on Coats Road; conflict was also observed at driveways 200 feet south of Dean Dairy Road intersection



332 - Pasco County, SR 54 at Dean Dairy / Coats Road, intersection has only one overhead street light



333 - Pasco County, SR 54 at Dean Dairy / Coats Road, pavement drop off on southeast and northeast intersection corners



334 - Pasco County, SR 54 at Dean Dairy / Coats Road, vehicle conflict surrounding driveways around two-way left turn lane on eastbound and westbound intersection approaches



335 - Pasco County, SR 54 at Dean Dairy / Coats Road,
no pedestrian facilities available



336 - Gadsden County, CR 12 east of Havana

337 – Gadsden County, example of sign mixing



338 – Glades County, CR 720, looking east from just west of first curve, (note skid marks on pavement and lack of shoulders and presence of deep, shallow side ditches)

339 – Glades County, CR 720, note spacing of Chevrons and condition



340 – Glades County, CR 720, power line and service road making public road appear to go straight

341 – Hendry County, looking west at intersection of Nobles and SR 78



342 – Hernando County, Mondon Hill Road and McIntyre Road, worn STOP Bar



343 – Hernando County, Mondon Hill Road and McIntyre Road, worn STOP sign



344 – Hernando County, Mondon Hill Road and McIntyre Road, no overhead street lighting



345 – Hernando County, Mondon Hill Road and McIntyre Road, Mondon Hill Road eastbound view



346 – Hernando County, Mondon Hill Road and McIntyre Road, north view of McIntyre Road



347 – Hernando County, Mondon Hill Road and McIntyre Road, vegetation limiting approach visibility to Mondon Hill Road



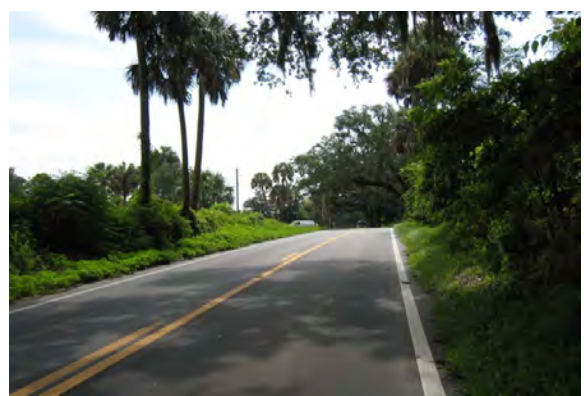
348 – Hernando County, Mondon Hill Road and McIntyre Road, west view of Mondon Hill Road



349 – Hernando County, Mondon Hill Road and McIntyre Road, edge lines



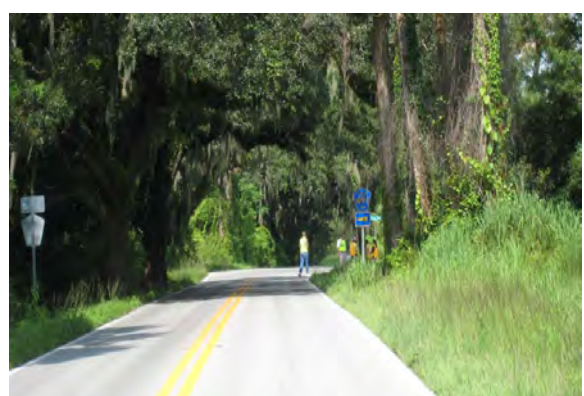
350 – Hernando County, Citrus Way at Fort Dade Avenue (CR 484), southbound view to the west



351 – Hernando County, Citrus Way at Fort Dade Avenue (CR 484), eastbound approach



352 – Hernando County, Citrus Way at Fort Dade Avenue (CR 484), westbound approach view #1



353 – Hernando County, Citrus Way at Fort Dade Avenue (CR 484), westbound approach view #2



354 – Hernando County, Citrus Way at Fort Dade Avenue (CR 484), Fort Dade Avenue corridor



355 – Hernando County, Citrus Way at Fort Dade Avenue (CR 484), edge lines



357 – Hernando County, Powell Road at Saturn Road, northbound approach pavement



358 – Hernando County, Powell Road at Saturn Road, eastbound approach



359 – Hernando County, Powell Road at Saturn Road, northbound approach signs



360 – Hernando County, Powell Road at Saturn Road, centerline on westbound approach



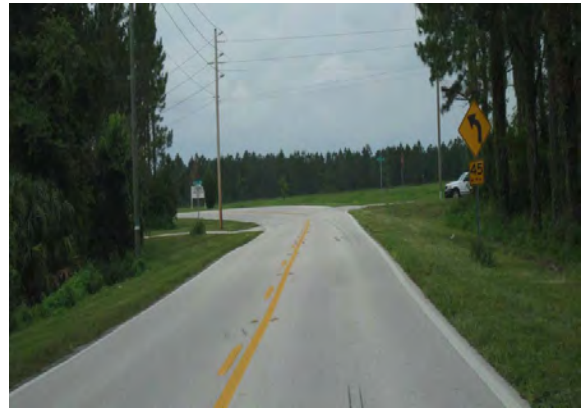
361 – Hernando County, Powell Road at Saturn Road, rough rail crossing



362 – Hernando County, Powell Road at Saturn Road, paved shoulders currently absent for both intersection approaches



363 – Hernando County, Powell Road at Griffin Road, Church at corner



364 – Hernando County, Powell Road at Griffin Road, curve warning sign



365 – Hernando County, Shoal Line Boulevard at Oswaw Boulevard, southbound approach



366 – Hernando County, Shoal Line Boulevard at Oswaw Boulevard, route sign



367 – Hernando County, Shoal Line Boulevard at Osoaw Boulevard, STOP sign #1



368 – Hernando County, Shoal Line Boulevard at Osoaw Boulevard, southbound approach #2



369 – Hernando County, Shoal Line Boulevard at Porpoise Street, drainage structure



370 – Hernando County, Shoal Line Boulevard at Porpoise Street, southbound approach



371 – Hernando County, Shoal Line Boulevard at Porpoise Street, westbound approach



372 – Hernando County, Lake Lindsey Road at Daly Road, westbound view



373 – Hernando County, Lake Lindsey Road at Daly Road, eastbound view



374 – Hernando County, Lake Lindsey Road at Broad Street, STOP bar placement



375 – Hernando County, Lake Lindsey Road at Broad Street, southbound view



376 – Hernando County, Lake Lindsey Road at Ponce de Leon Boulevard, worn STOP bar



377 – Hernando County, Lake Lindsey Road at Ponce de Leon Boulevard, northbound view #1



378 – Hernando County, Lake Lindsey Road at Ponce de Leon Boulevard, missing street names on signal pole



379 – Hernando County, Lake Lindsey Road at Ponce de Leon Boulevard, damaged intersection shoulders along with ponding



380 – Hernando County, Lake Lindsey Road at Ponce de Leon Boulevard, southeast corner



381 – Hernando County, Lake Lindsey Road at Citrus Way, northbound approach



382 – Hernando County, Lake Lindsey Road at Citrus Way, no street lighting



383 – Hernando County, Lake Lindsey Road at Citrus Way, northbound view from STOP bar on Lake Lindsey Road



384 - Levy County, CR 241 one mile north of CR 335 at curve



385 - Levy County, CR 241 and CR 335, traveling on CR 335 approaching CR 241



386 - Levy County, CR 241 and CR 335, 30"x30" STOP sign dirty



387 - Levy County, CR 464 and US 41, north intersection, traveling east on CR 464 intersecting with US 41



388 – Levy County, CR 464 and US 41, north intersection



389 – Levy County, CR 464 and US 41, south intersection



390 - Levy County, CR 326 and SE 200 Avenue, traveling west on CR 326 approaching SE 200 Avenue



391 - Levy County, CR 335 and US 27, traveling east on CR 335 approaching US 27



392 - Levy County, CR 335 and US 27, traveling east on CR 335 approaching US 27



393 - Levy County, CR 323 at SE 10 Street, traveling west on SE 10 Street approaching CR 323



394 - Levy County, CR 316 and CR 323, traveling north on CR 323 approaching CR 316



395 - Levy County, CR 326 and CR 337, traveling south on CR 337 approaching CR 326



396 - Levy County, Old Fanning Road and 140 Street (Clyatt Road), traveling north on Old Fanning Road approaching 140 Street