FDOT

Traffic Engineering
and Operations Office

2025 Network Screening Report for Signalized Intersections

July 2025

STRIDES 2 Zero

Contents

Section 1. Summary

As part of the STRIDES 2 Zero program, the FDOT Traffic Engineering and Operations Office has published a network screening report for Signalized Intersections on the State Highway System (SHS) annually since 2020. This 2025 network screening report for Signalized Intersections is the result of a data-driven network screening process of signalized intersections on the SHS using the most recent three years (i.e., 2022-2024) of fatal (K) and serious injury (A) crash data, extracted as of April 30, 2025, from **Signal Four Analytics**. The process screens through an inventory of signalized intersections, extracted primarily from the Exhibit A Devices layer in **eTraffic** supplemented by the Traffic Signal Locations Feature in the **FDOT Open Data Hub**.

Network screening is the first step in the roadway safety management process outlined in the Highway Safety Manual (HSM) (AASHTO, 2010). For this activity, Florida-specific crash prediction models—known as **Safety Performance Functions (SPFs)**—are developed. SPFs are regression equations that estimate the predicted average crash frequency at each signalized intersection as a function of traffic volume (i.e., Annual Average Daily Traffic [AADT]) and roadway characteristics, including the number of intersection legs, context classification, road type (one-way vs. two-way), and ramp type (diamond vs. others) as applicable for similar locations. To estimate the long-term average crash frequency at a site, a weighted sum of the predicted and observed crash frequencies is calculated, resulting in the expected crash frequency. The difference between the expected and predicted crash frequencies—referred to as the excess expected crash frequency—serves as a threshold for comparing the safety performance of signalized intersections across the network. Additional details on the predictive method and network screening approach can be found in the HSM.

In the 2025 network screening process, a **Candidate Intersection** is defined as a signalized intersection with an estimated excess expected crash frequency equal to or greater than 1.0 over a three-year period (2022–2024). Based on this threshold, 175 Candidate Intersections were initially identified. Of these, 63 are new Candidate Intersections, while the remaining 112 were identified in previous years (2020–2024). **Table 1** shows a summary of the 2025 Candidate Intersections by FDOT district.

Table 1. Number of Candidate Signalized Intersections in 2025

FDOT District	Total Identified Candidates	Identical to Previous Candidates	New Candidates
1	20	14	6
2	3	1	2
3	10	5	5
4	33	19	14
5	32	24	8
6	27	21	6
7	50	28	22
Total	**175**	**112**	**63**

Section 2 of this report lists only the 63 new **Candidate Intersections** for 2025 by district. It also shows five **Sister Intersections** associated with each **Candidate Intersection**. A **Sister Intersection** has similar intersection characteristics (e.g., number of legs and roadway context classification) and traffic volumes compared to the Candidate Intersection but experienced not more than one fatal (K) or serious injury (A) crash during the three analysis years. The purpose of identifying Sister Intersections is to evaluate existing safety features and countermeasures at these better-performing intersections, which can potentially be implemented at the corresponding Candidate Intersections for safety improvements.

References

American Association of State Highway and Transportation Officials (AASHTO). *Highway Safety Manual* (1st Edition). Washington, DC: 2010.

Finding Your Candidate Intersections

Candidate Intersections are grouped by district. The highlighted "tab" on the left side indicates the corresponding district for the ranked Candidate Intersections on that page.

Clicking on will let you see the intersection in Google Maps.

District 1

District 2

Candidate Intersections

Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	Sister Intersections District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	SR 82 12070000 (11.12) CR 876A / DANIELS PKWY 12000160 (2.93)	Lee	C3R	4	8	1.78	4.33	2.55	REAR END[§] LEFT TURN[§] ANGLE*	D4 – 89091000 (2.48) D7 – 15240000 (3.35) D1 – 17030000 (1.21) D4 – 89060000 (31.45) D6 – 87133000 (0.55)
					A	B	C	D		

A brief description of the terminologies used in the report is provided below:

A **Observed Crash Frequency:** Number of crashes reported at and within a signalized intersection's influence area (i.e., 350ft).

B **Predicted Crash Frequency:** Predicted number of crashes estimated using Safety Performance Functions (SPFs) (see Appendix A). It estimates the average crash frequency at a site based on crash data from similar sites within a given exposure level.

C **Expected Crash Frequency:** Number of crashes calculated as a weighted sum of predicted crash frequency and observed crash frequency using the Empirical Bayes (EB) method. Mathematically,

$$\textit{Expected Crash Frequency} = \textit{Weight} \times \textit{Predicted Crash Frequency} + (1 - \textit{Weight}) \times \textit{Observed Crash Frequency}$$

The *Weight* is calculated as a function of the overdispersion parameter (k) given by

$$\textit{Weight} = \frac{1}{1 + k \times \sum \textit{Predicted Crash Frequency Over the Study Years}}$$

An overdispersion parameter is defined as "an estimated parameter from a statistical model that, when the results of modeling are used to estimate crash frequencies, indicates how widely the crash counts are distributed around the estimated mean." (AASHTO, 2010)

D **Excess Expected Crash Frequency:** The difference between the expected and predicted crash frequency at an intersection. Mathematically,

$$\textit{Excess Expected Crash Frequency} = \textit{Expected Crash Frequency} - \textit{Predicted Crash Frequency}$$

District 1

District 2

Candidate Intersections

Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	Sister Intersections District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	SR 82 12070000 (11.12) CR 876A / DANIELS PKWY 12000160 (2.93)	Lee	C3R	4	8	1.78	4.33	2.55	REAR END§ LEFT TURN§ ANGLE*	D4 – 89091000 (2.48) D7 – 15240000 (3.35) D1 – 17030000 (1.21) D4 – 89060000 (31.45) D6 – 87133000 (0.55)

E

E **Disproportionate Crash Type:** The type of crashes where their proportion at an intersection exceeds the threshold proportion. The threshold proportion of a crash type is calculated by dividing the number of observed crashes of the specific crash type by the total number of observed crashes within the group of similar intersections. Additionally, the test of proportions is conducted to determine the probability of the excess crash proportion of a type occurring at random (FHWA, 2016). A probability (*p*) of 0.10 for a crash type at an intersection indicates a 10 percent chance that an intersection of a similar type would experience such a high proportion for the crash type, suggesting that the crash type is likely over-represented at the subject intersection. Similarly, a probability (*p*) of 0.25 for a crash type at an intersection indicates a 25 percent chance that an intersection of a similar type would experience such a high proportion for the crash type, suggesting that the crash type may be considered as somewhat over-represented at the intersection. These are denoted ($^{\dagger}p <= 0.10$, $^{\S}0.10 < p <= 0.25$, $^{*}p > 0.25$) at the end of each crash type when applicable. Crash types exceeding threshold proportion may help identify the contributing factors associated with the particular crash type and select specific countermeasures that may help reduce the occurrence of such crashes at the intersection.

Crash types in this report, as defined below, were identified from the Signal Four Analytics database. The details can be found in the *Signal Four Analytics Data Dictionary* (GeoPlan Center, 2021).

Crash Types

Angle: A crash in which vehicles traveling in perpendicular directions collide.

Left Turn: A crash in which a left-turning vehicle collides with another vehicle going straight.

Right Turn: A crash in which a right-turning vehicle collides with another vehicle either turning left, going straight, or making a U-turn.

Head On: A crash in which vehicles traveling in the opposite direction collide at front ends with each other.

Rear End: A crash in which the front of a vehicle collides with the rear of another vehicle while both traveling in the same direction.

Sideswipe: A crash in which vehicles traveling in the same or opposite direction collide sideways with each other.

Pedestrian: A crash in which either the first harmful event is reported as "Pedestrian" or a "Pedestrian" is involved when the crash type is reported as "Other".

Bicycle: A crash in which either the first harmful event is reported as "Pedalcycle" or a "Pedalcycle" is involved when the crash type is reported as "Other".

Rollover: A crash in which the first harmful event is reported as "Overturn/Rollover", typically involving a single vehicle.

Run Run Off Road: A single-vehicle crash in which the first harmful event is reported as "Collision with Fixed Object".

Other: All other combinations of First Harmful Event, Manner of Collision/Impact, Number of Vehicles, Vehicle Maneuver Action, Vehicle Direction of Travel, and Vehicle Area of Initial Impact that did not lead unambiguously to the crash types already shown. Also, Other is often used for Single Vehicle, Parked Vehicle, and Backed Into.

Reference

GeoPlan Center. *Signal Four Analytics Data Dictionary* (Revision 1). University of Florida: 2021. https://signal4analytics.com/assets/files/S4_Data_Dictionary.pdf. Last accessed April 30, 2025.

Federal Highway Administration (FHWA). *Reliability of Safety Management Methods: Diagnosis* (FHWA-SA-16-038). Washington, DC: 2016.

Section 2. 2025 Candidate and Sister Signalized Intersections

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	SR 45 / US 41 01010000 (19.68) MIDWAY BLVD 01000045 (0.34)	Charlotte	C3C	4	8	2.02	4.43	2.41	PEDESTRIAN§ RUN OFF ROAD* ANGLE*	D7 – 14000088 (3.81) D7 – 10000227 (0.00) D5 – 92000106 (0.00) D1 – 12010000 (5.64) D4 – 86040000 (4.39)
2	SR 45 / US 41 17020000 (21.84) CR 610 / UNIVERSITY PKWY 17192000 (0.00)	Sarasota	C3C	4	7	1.85	3.82	1.97	RUN OFF ROAD† REAR END§ ANGLE*	D3 – 48010000 (13.78) D3 – 58010000 (10.99) D2 – 78040000 (13.80) D5 – 79190000 (14.10) D3 – 55060000 (9.83)
3	SR 78 12060000 (17.01) NEW POST RD 12000243 (0.51)	Lee	C3R	4	6	1.06	2.35	1.29	LEFT TURN†	D7 – 15010000 (12.50) D4 – 89000064 (0.00) D7 – 10000612 (0.16) D7 – 10000001 (0.00) D7 – 10060000 (10.44)
4	SR 45 / US 41 17020000 (16.91) BAHIA VISTA ST 17000031 (0.25)	Sarasota	C4	4	5	1.86	3.07	1.20	LEFT TURN† REAR END*	D7 – 10310000 (1.32) D7 – 10130000 (9.53) D4 – 86000471 (1.21) D4 – 86000049 (3.38) D4 – 86220000 (12.62)
5	SR 70 13160000 (2.32) E 39TH ST 13000116 (1.35)	Manatee	C3C	4	5	1.48	2.64	1.16	BICYCLE* LEFT TURN* PEDESTRIAN*	D5 – 75900004 (0.00) D6 – 87080900 (31.41) D5 – 75000349 (0.00) D1 – 16060000 (10.47) D2 – 72000018 (1.54)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
6	SR 683 / US 301 17120000 (0.48) RINGLING BLVD 17000027 (0.14)	Sarasota	C4	4	5	1.24	2.34	1.10	RIGHT TURN† PEDESTRIAN† RUN OFF ROAD*	D3 – 55060000 (7.85) D6 – 87053000 (3.77) D5 – 75000081 (0.77) D7 – 15000100 (0.00) D6 – 87281000 (1.75)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †*p <= 0.10* §*0.10 < p <= 0.25* **p > 0.25*

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	**SR 19** **76020000 (20.67)** SR 20 76050000 (23.72)	Putnam	C3C	4	6	1.24	2.64	1.40	LEFT TURN† BICYCLE*	D2 – 72018000 (7.57) D2 – 71100000 (0.00) D3 – 55002000 (0.00) D3 – 46020003 (12.05) D3 – 48280000 (2.12)
2	**SR 212 / US 90** **72190000 (4.23)** GROVE PARK BLVD 72000058 (0.00)	Duval	C3C	4	5	1.48	2.65	1.17	LEFT TURN† BICYCLE* PEDESTRIAN*	D5 – 75000027 (3.02) D3 – 58030000 (1.26) D3 – 55050000 (7.57) D5 – 75050000 (0.36) D7 – 10000204 (0.00)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †*p <= 0.10* §*0.10 < p <= 0.25* **p > 0.25*

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	**SR 30 / US 98** **60020000 (16.19)** CR 395 60000022 (2.95)	Walton	C1	4	6	1.63	3.17	1.54	LEFT TURN* OTHER†	D5 – 79580000 (2.80) D5 – 36518000 (0.00) D5 – 11050000 (0.00) D3 – 58005000 (2.83) D5 – 11000009 (0.00)
2	**SR 261 / US 319** **55003000 (5.60)** SR 20 / US 27 55080000 (3.37)	Leon	C3C	4	5	1.94	3.14	1.20	RIGHT TURN† PEDESTRIAN* REAR END*	D2 – 72100000 (5.72) D1 – 16060000 (12.22) D1 – 12010000 (26.95) D2 – 72028000 (1.90) D5 – 77507000 (0.74)
3	**SR 10A / US 90** **48020000 (8.69)** SR 296 / MICHIGAN AVE 48012000 (0.00)	Escambia	C3C	4	5	1.64	2.83	1.19	HEAD ON† LEFT TURN* PEDESTRIAN*	D3 – 55020000 (1.13) D3 – 55005000 (1.14) D6 – 87027000 (2.41) D3 – 46060000 (2.21) D5 – 79270001 (4.03)
4	**SR 366** **55090000 (2.16)** N OCALA RD 55000021 (0.00)	Leon	C4	4	5	1.37	2.51	1.14	HEAD ON§ PEDESTRIAN* ANGLE*	D7 – 15230000 (0.61) D4 – 93010000 (15.78) D4 – 93310000 (21.96) D6 – 87080900 (34.18) D5 – 77040000 (0.50)
5	**SR 75 / US 231** **46040000 (7.44)** CR 390 46600000 (4.30)	Bay	C3C	3	4	0.84	1.86	1.01	ANGLE§ PEDESTRIAN*	D3 – 48040000 (10.75) D5 – 79000366 (0.00) D5 – 70000092 (0.00) D5 – 70000029 (0.00) D3 – 55020000 (4.21)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	SR 812 93530000 (1.60) CONGRESS AVE 93006000 (0.00)	Palm Beach	C4	4	11	2.28	6.06	3.77	BICYCLE§ PEDESTRIAN* RUN OFF ROAD*	D6 – 87072000 (6.67) D7 – 15061000 (0.94) D5 – 92000052 (0.50) D4 – 93150000 (9.05) D6 – 87053000 (4.53)
2	SR 7 / US 441 86100000 (10.28) SR 842 86006000 (3.14)	Broward	C4	4	7	2.07	4.09	2.02	REAR END† RUN OFF ROAD* BICYCLE*	D4 – 93006000 (2.08) D7 – 10030000 (0.00) D4 – 93180000 (3.61) D6 – 87120000 (13.61) D4 – 86014000 (8.76)
3	SR 822 86230000 (3.63) DIXIE HWY 86000114 (0.00)	Broward	C4	4	6	1.55	3.26	1.70	LEFT TURN§ REAR END* RUN OFF ROAD*	D6 – 87037000 (5.36) D6 – 87030000 (15.05) D6 – 87030000 (15.10) D4 – 86018000 (6.18) D4 – 89000038 (0.00)
4	SR 823 86190500 (0.57) SR 858 / MIRAMAR PKWY 86000434 (3.80)	Broward	C3C	4	6	2.32	3.93	1.61	ANGLE§ REAR END* LEFT TURN*	D1 – 12060000 (12.06) D5 – 75000406 (0.00) D4 – 93001000 (5.78) D1 – 12040000 (3.46) D4 – 89015000 (0.00)
5	SR 838 86110000 (6.54) NW 15TH AVE 86000281 (0.00)	Broward	C4	3	5	1.20	2.73	1.53	PEDESTRIAN* BICYCLE* REAR END*	D6 – 87120000 (6.42) D7 – 14000122 (0.32) D5 – 75000031 (0.00) D4 – 86000186 (0.00) D7 – 10000114 (0.38)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
6	SR 838 86110000 (7.05) SR 845 86065000 (0.00)	Broward	C4	4	5	0.84	2.24	1.39	PEDESTRIAN† BICYCLE* REAR END*	D7 – 14712000 (0.00) D6 – 87034000 (4.98) D2 – 71130000 (2.78) D6 – 87072000 (7.16) D4 – 86000094 (2.59)
7	SR 842 86006000 (4.12) SW 31ST AVE 86000128 (2.00)	Broward	C4	4	5	1.90	3.10	1.20	HEAD ON§ PEDESTRIAN* BICYCLE*	D6 – 87019000 (3.74) D4 – 93001000 (7.97) D5 – 11002000 (2.24) D1 – 17040000 (1.11) D6 – 87053000 (6.06)
8	SR 5 / US 1 94010000 (3.24) VILLAGE GREEN DR 94000116 (1.70)	St. Lucie	C3C	4	5	1.88	3.08	1.20	RIGHT TURN† HEAD ON† ANGLE*	D5 – 11090000 (32.05) D3 – 55003000 (8.58) D6 – 87020000 (12.39) D1 – 16006000 (0.00) D2 – 72000282 (2.68)
9	SR 858 86200000 (2.99) SW 8TH AVE 86000099 (0.77)	Broward	C4	4	5	1.74	2.93	1.20	HEAD ON§ RUN OFF ROAD*	D6 – 87170000 (2.02) D4 – 86000193 (4.43) D2 – 72000098 (0.81) D4 – 86000049 (3.38) D6 – 87170000 (1.84)
10	SR 7 / US 441 86100000 (1.55) SR 824 86018000 (2.53)	Broward	C4	4	5	2.12	3.31	1.19	BICYCLE* REAR END* OTHER†	D4 – 86014000 (8.76) D4 – 93180000 (3.61) D4 – 93000110 (8.56) D7 – 10030000 (0.00) D4 – 93006000 (2.08)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
11	SR 5 / US 1 86010000 (0.77) SR 858 86200000 (4.00)	Broward	C4	4	5	2.28	3.46	1.18	ROLLOVER† PEDESTRIAN†	D7 – 15510000 (8.96) D5 – 75035000 (15.73) D5 – 92000052 (0.50) D4 – 93000110 (8.56) D4 – 93180000 (3.61)
12	SR 816 86090000 (4.33) NW 31ST AVE 86000157 (2.00)	Broward	C4	4	5	2.28	3.46	1.18	PEDESTRIAN† REAR END§	D6 – 87072000 (6.67) D7 – 15061000 (0.94) D5 – 92000052 (0.50) D4 – 93150000 (9.05) D6 – 87053000 (4.53)
13	SR 817 86220000 (1.58) SR 824 86018000 (0.00)	Broward	C4	4	5	2.26	3.44	1.18	REAR END† ANGLE*	D5 – 92000052 (0.50) D5 – 75035000 (15.73) D4 – 93000110 (8.56) D7 – 15510000 (8.96) D4 – 93180000 (3.61)
14	SR 7 / US 441 86100000 (5.09) SR 848 86016000 (2.66)	Broward	C3C	4	5	2.42	3.58	1.15	HEAD ON† PEDESTRIAN§ ANGLE*	D4 – 86065000 (9.61) D7 – 10020000 (9.67) D5 – 75002000 (4.60) D7 – 10130000 (10.04) D7 – 14590000 (1.46)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	SR 434 77120000 (5.15) RAMPS TO/FROM I-4 EB	Seminole	C3C	4	4	0.86	2.24	1.39	RUN OFF ROAD§ ANGLE* LEFT TURN*	D5 – 70000122 (0.02) D4 – 93514501 (0.03) D4 – 93514501 (0.10) D1 – 12600000 (7.80) D1 – 12600000 (7.92)
2	SR 5 / US 1 79030000 (3.40) CR 4018 / FLOMICH ST 79000076 (1.66)	Volusia	C4	4	6	0.94	2.14	1.21	RUN OFF ROAD* BICYCLE* ANGLE*	D2 – 26000039 (1.71) D6 – 87008000 (8.86) D2 – 72000095 (0.00) D6 – 87250000 (1.45) D2 – 72050000 (6.55)
3	SR 421 79230000 (1.06) CR 483 / CLYDE MORRIS BLVD 79270001 (0.00)	Volusia	C3C	4	5	2.09	3.29	1.20	SIDESWIPE§ RUN OFF ROAD§ REAR END*	D7 – 10040000 (7.20) D4 – 86033505 (0.00) D5 – 75003000 (1.25) D1 – 12010000 (0.99) D7 – 15000107 (4.55)
4	SR 436 77080000 (7.70) OXFORD RD 77506500 (0.01)	Seminole	C3C	4	5	1.65	2.84	1.19	PEDESTRIAN§ RUN OFF ROAD§ LEFT TURN*	D3 – 46020000 (1.15) D1 – 12010000 (14.81) D5 – 77010000 (2.50) D7 – 10150000 (9.80) D1 – 16180000 (16.14)
5	SR 435 75270000 (1.97) MAJOR BLVD 75000391 (0.23)	Orange	C3C	4	5	1.63	2.82	1.19	SIDESWIPE§ RUN OFF ROAD§ LEFT TURN*	D5 – 77000213 (1.64) D5 – 92520000 (39.68) D4 – 86000442 (2.21) D5 – 75000084 (1.80) D7 – 10150000 (11.32)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
6	SR 15/600 / US 17/92 77010000 (11.61) SR 46 77040000 (0.00)	Seminole	C4	4	5	1.31	2.44	1.12	LEFT TURN† RUN OFF ROAD* BICYCLE*	D4 – 88003000 (0.63) D6 – 87085000 (3.01) D4 – 93720001 (1.01) D4 – 93080000 (0.00) D4 – 93016000 (9.23)
7	SR 500 / US 441 75020000 (14.02) LAKEVIEW DR 75180138 (0.25)	Orange	C3C	4	5	1.14	2.21	1.07	ANGLE† RUN OFF ROAD§	D2 – 72000059 (1.00) D5 – 79000310 (1.55) D1 – 91020000 (1.37) D5 – 79270000 (0.98) D5 – 75180000 (9.84)
8	SR 500 / US 441 36220000 (6.01) SE 132ND ST RD 36220801 (2.43)	Marion	C3C	4	5	1.06	2.09	1.03	REAR END† ANGLE*	D3 – 55190000 (0.42) D3 – 55070100 (0.16) D1 – 16010000 (2.29) D5 – 36008000 (3.41) D3 – 48731000 (0.00)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	SR 5 / US 1 90010000 (3.94) SR A1A / JIMMY BUFFETT MEM HWY 90003000 (2.89)	Monroe	C4	3	5	0.96	2.38	1.41	BICYCLE* REAR END*	D4 – 86110000 (2.23) D6 – 87062000 (5.54) D4 – 86000043 (2.02) D6 – 87250000 (5.82) D4 – 86000436 (0.34)
2	SR 973 87047000 (7.03) SW 24TH ST 87054505 (0.50)	Miami-Dade	C4	4	5	1.97	3.17	1.20	LEFT TURN* PEDESTRIAN* REAR END*	D4 – 93010000 (1.77) D5 – 11002000 (2.24) D1 – 17040000 (1.11) D4 – 93210000 (1.22) D4 – 93001000 (7.97)
3	SR 5 / US 1 90010000 (1.64) PALM AVE 90500007 (0.77)	Monroe	C4	4	5	1.55	2.72	1.18	REAR END† BICYCLE*	D6 – 87281000 (7.17) D4 – 86015000 (3.31) D1 – 16250000 (21.21) D6 – 87281000 (8.63) D6 – 87052000 (1.01)
4	SR 7 / US 441 87140000 (13.61) NW 199TH ST 87000263 (1.45)	Miami-Dade	C4	4	5	2.31	3.48	1.17	PEDESTRIAN† SIDESWIPE§ REAR END*	D6 – 87072000 (6.67) D7 – 15061000 (0.94) D5 – 75003000 (5.00) D4 – 93200000 (3.60) D6 – 87281000 (3.60)
5	SR 976 87044000 (0.65) SW 112ND AVE 87000130 (1.78)	Miami-Dade	C4	4	5	1.48	2.65	1.17	ANGLE† LEFT TURN*	D4 – 86000100 (1.46) D4 – 86000115 (0.46) D6 – 87044000 (1.64) D4 – 93001000 (5.28) D5 – 92550002 (0.38)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
6	SR 5 / US 1 90010000 (1.95) 5TH ST 90500012 (0.29)	Monroe	C4	3	4	0.85	1.87	1.02	BICYCLE†	D4 – 86000231 (0.76) D4 – 86065000 (4.41) D5 – 79150000 (0.97) D2 – 78010000 (17.43) D3 – 57030000 (11.6)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †*p <= 0.10* §*0.10 < p <= 0.25* **p > 0.25*

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
1	SR 599 10060000 (25.44) RAMPS TO/FROM SR 618 WB	Hillsborough	C3C	4	5	0.79	2.58	1.79	LEFT TURN*	D5 – 75270000 (6.81) D7 – 08040000 (5.79) D2 – 26005000 (0.05) D5 – 77060000 (1.59) D5 – 73000001 (0.42)
2	SR 599 10060000 (25.38) RAMPS TO/FROM SR 618 EB	Hillsborough	C3C	4	5	0.79	2.58	1.79	LEFT TURN*	D7 – 08040000 (5.79) D5 – 75270000 (6.81) D4 – 93000220 (0.61) D2 – 26005000 (0.05) D2 – 29010000 (6.77)
3	SR 60 15040000 (4.95) HAMPTON RD 15000498 (0.00)	Pinellas	C3C	4	7	1.37	3.14	1.77	REAR END§ LEFT TURN§	D1 – 12010000 (20.30) D7 – 10000204 (0.00) D7 – 14000055 (0.20) D7 – 15050000 (13.06) D7 – 15000065 (3.18)
4	CR 574 / SPRING HILL DR 08000009 (9.59) RAMPS TO/FROM SR 589 SB	Hernando	C3C	4	5	0.67	2.35	1.67	PEDESTRIAN§ ROLLOVER§ ANGLE*	D5 – 77590000 (8.28) D4 – 88040000 (24.18) D5 – 77070000 (7.00) D4 – 89090000 (11.15) D2 – 72080000 (0.79)
5	SR 60 10110000 (6.31) S FALKENBURG RD 10000222 (0.21)	Hillsborough	C3C	4	6	2.32	3.93	1.61	ANGLE§ REAR END*	D7 – 10130000 (11.05) D1 – 12010000 (13.13) D2 – 72605000 (4.85) D7 – 15120000 (6.06) D5 – 79160000 (0.00)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
6	SR 55 / US 19 15150000 (6.88) N 38TH AVE 15540000 (0.00)	Pinellas	C3C	4	6	1.94	3.54	1.60	HEAD ON† LEFT TURN§	D3 – 48070000 (4.69) D5 – 92050000 (0.00) D5 – 75000288 (0.01) D4 – 93150000 (7.29) D2 – 74060000 (0.01)
7	SR 688 15120000 (7.08) BELCHER RD 15000264 (5.26)	Pinellas	C3R	4	6	1.77	3.35	1.57	BICYCLE† PEDESTRIAN*	D4 – 86507000 (0.00) D4 – 86100000 (23.49) D4 – 86000499 (2.04) D7 – 15050000 (5.93) D1 – 16180000 (17.29)
8	SR 55 / US 19 15150000 (13.63) SR 688 15120000 (8.53)	Pinellas	C3C	4	6	3.09	4.57	1.48	REAR END† SIDESWIPE§	D5 – 75011000 (0.00) D7 – 10000087 (3.75) D7 – 10290000 (2.04) D5 – 75002000 (2.97) D1 – 12004000 (9.57)
9	SR 55 / US 19 08020000 (5.18) BERKELEY MANOR BLVD 08000068 (0.00)	Hernando	C3C	4	6	1.45	2.93	1.48	RUN OFF ROAD† BICYCLE* ANGLE*	D5 – 77080000 (3.24) D6 – 87019000 (4.35) D7 – 10000112 (1.54) D1 – 17020000 (12.30) D5 – 11000015 (0.00)
10	SR 55 / US 19 15150000 (4.44) CENTRAL AVE 15180503 (3.20)	Pinellas	C4	4	6	1.44	2.92	1.48	ANGLE† RUN OFF ROAD* PEDESTRIAN*	D4 – 93000261 (3.02) D4 – 86027500 (0.93) D4 – 86000410 (0.00) D6 – 87281000 (6.15) D4 – 86029500 (0.83)

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2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
11	SR 55 / US 19 14030000 (13.25) SEA RANCH DR 14000176 (1.14)	Pasco	C3C	4	6	1.18	2.54	1.36	LEFT TURN§	D5 – 75000315 (0.00) D7 – 14000023 (0.00) D7 – 14000055 (0.20) D7 – 15050000 (13.06) D1 – 12010000 (20.30)
12	CR 54 / WESLEY CHAPEL BLVD 14090000 (9.01) RAMPS TO/FROM I-75 SB	Pasco	C3C	4	4	0.70	2.00	1.30	LEFT TURN§ REAR END*	D5 – 75080000 (7.68) D6 – 87000186 (0.89) D6 – 87000183 (2.19) D4 – 93000147 (1.39) D4 – 93016000 (8.43)
13	SR 50 08002000 (1.54) SR 45 / US 41 08010000 (8.13)	Hernando	C3C	4	5	1.74	2.94	1.20	REAR END* ANGLE* PEDESTRIAN*	D1 – 16030000 (30.64) D1 – 01050000 (2.24) D5 – 79190000 (6.13) D6 – 87027000 (4.41) D5 – 77000221 (0.00)
14	SR 580 10310000 (3.34) SR 45 / US 41 10040000 (5.69)	Hillsborough	C5	4	5	1.71	2.91	1.20	LEFT TURN§ REAR END* PEDESTRIAN*	D6 – 87030000 (13.51) D4 – 86210000 (4.02) D4 – 86000290 (0.00) D6 – 87016000 (0.59) D6 – 87044000 (8.24)
15	SR 45 / US 41 10060000 (18.24) GIBSONTON DR 10519000 (0.01)	Hillsborough	C3C	4	5	1.59	2.78	1.18	LEFT TURN† BICYCLE*	D5 – 75040000 (10.72) D1 – 17180000 (0.42) D7 – 10823000 (0.00) D6 – 87120000 (4.46) D5 – 70000170 (0.38)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
16	SR 685 10020000 (0.00) SR 60 / US 41B 10080101 (0.43)	Hillsborough	C6	4	5	1.01	2.16	1.15	ANGLE† PEDESTRIAN§	D4 – 94010000 (13.82) D7 – 10330000 (0.16) D5 – 79040000 (6.82) D2 – 72150000 (4.13) D4 – 93012000 (2.92)
17	SR 45 / US 41 10060000 (19.27) RIVERVIEW DR 10512000 (0.00)	Hillsborough	C3C	4	5	1.38	2.52	1.14	REAR END* ANGLE*	D7 – 10000090 (2.84) D4 – 93000045 (0.00) D6 – 87120001 (2.01) D1 – 13050100 (1.51) D6 – 87120000 (16.14)
18	SR 595/651 / US 19A 15007000 (1.53) BELLEAIR RD 15008500 (0.63)	Pinellas	C4	4	5	1.32	2.45	1.13	LEFT TURN* RUN OFF ROAD* BICYCLE*	D5 – 36000076 (0.00) D3 – 48040000 (5.93) D1 – 13020000 (1.52) D3 – 55002000 (10.14) D1 – 13020000 (1.26)
19	SR 35/700 / US 98/301 14050000 (13.46) SR 533 14130000 (0.02)	Pasco	C2T	3	4	1.13	2.24	1.11	LEFT TURN* OTHER†	D3 – 46060000 (9.10) D3 – 58010000 (11.61) D3 – 60050000 (16.10) D7 – 02090000 (6.18) D1 – 16050000 (2.05)
20	SR 688 15120000 (9.86) CR 611 / 49TH ST 15000186 (1.52)	Pinellas	C3C	4	5	2.66	3.76	1.10	PEDESTRIAN§ BICYCLE*	D4 – 86190000 (3.51) D5 – 75002000 (2.97) D1 – 12070000 (6.87) D7 – 10290000 (2.04) D7 – 10000087 (3.75)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †$p <= 0.10$ §$0.10 < p <= 0.25$ *$p > 0.25$

2025 Candidate and Sister Signalized Intersections (continued)

Candidate Intersections										Sister Intersections
Rank	Major Roadway Name(s) & Roadway ID (MP) Minor Roadway Name(s) & Roadway ID (MP)[1]	County	Context Class	# of Legs	Fatal and Serious Injury (KA) Crashes				Disproportionate Crash Type	District – Roadway ID (MP)
					Observed	Predicted	Expected	Excess Expected		
21	SR 600 / US 41/92 10030000 (1.76) N 34TH ST 10000300 (3.25)	Hillsborough	C4	4	5	1.21	2.31	1.09	PEDESTRIAN†	D3 – 57030000 (0.00) D4 – 86110000 (8.10) D7 – 10000118 (1.00) D4 – 93000251 (0.88) D5 – 75000398 (0.70)
22	SR 590 15050003 (2.80) CR 425 / N HERCULES AVE 15000041 (1.87)	Pinellas	C4	4	5	1.11	2.16	1.05	ANGLE† REAR END*	D4 – 93526500 (0.82) D2 – 26000029 (0.00) D7 – 15000066 (3.54) D7 – 15070000 (1.03) D4 – 93010000 (12.89)

[1] *Minor roadway ID and MP are not provided in cases where the minor road is a ramp.* †*p <= 0.10* §*0.10 < p <= 0.25* **p > 0.25*

Appendix

SPFs for two-way, three-leg signalized intersections:

$$N_{p,3l,2w} = exp[-8.0802 + 0.6955 \times \log(AADT_{major}) - 0.4901 \times I_{C3CC3R} - 0.4893 \times I_{C4} - 0.5800 \times I_{C5C6}]$$

with $k = 0.559$

SPFs for three-leg signalized intersections where at least one of the legs is a one-way road:

$$N_{p,3l,1w} = exp[-11.6568 + 1.0200 \times \log(AADT_{major})]$$

with $k = 0.149$

SPFs for two-way, four-leg signalized intersections:

$$N_{p,4l,2w} = exp[-7.8910 + 0.5120 \times \log(AADT_{major}) + 0.2115 \times \log(AADT_{minor}) - 0.5511 \times I_{C2T} - 0.1914 \times I_{C3C} - 0.3152 \times I_{C3R} - 0.2393 \times I_{C4} - 0.3186 \times I_{C5C6}]$$

with $k = 0.334$

SPFs for four-leg signalized intersections where at least one of the legs is a one-way road:

$$N_{p,4l,1w} = exp[-7.8916 + 0.5145 \times \log(AADT_{major}) + 0.1612 \times \log(AADT_{minor}) - 0.5358 \times I_{C2T} + 0.3114 \times I_{C4}]$$

with $k = 0.399$

SPFs for four-leg crossroad ramp terminal intersections:

$$N_{p,4l\,R} = exp[-5.0410 + 0.3545 \times \log(AADT_{crossroad})]$$

with $k = 0.936$

where

$N_{p,nl,2w}$ = Number of predicted crash frequency (crashes per year) at an *n*-legged signalized intersection comprised of only two-way roads;

$N_{p,nl,1w}$ = Number of predicted crash frequency (crashes per year) at an *n*-legged signalized intersection comprised of at least one one-way road;

$N_{p,nl,R}$ = Number of predicted crash frequency (crashes per year) at an *n*-legged crossroad ramp terminal intersection;

$AADT_{major}$ = Annual average daily traffic (veh/day) along the major road;

$AADT_{minor}$ = Annual average daily traffic (veh/day) along the minor road;

$AADT_{crossroad}$ = Annual average daily traffic (veh/day) along the non-ramp crossroad at a ramp terminal;

I_{C2T} = Context classification "C2T" indicator (1 if the intersecting roadways are in context classification C2T; 0 otherwise);

I_{C3C} = Context classification "C3C" indicator (1 if the intersecting roadways are in context classification C3C; 0 otherwise);

I_{C3R} = Context classification "C3R" indicator (1 if the intersecting roadways are in context classification C3R; 0 otherwise);

I_{C3CC3R} = Context classification "C3C" or "C3R" indicator (1 if the intersecting roadways are in either context classification C3C or C3R; 0 otherwise);

I_{C4} = Context classification "C4" indicator (1 if the intersecting roadways are in either context classification C4; 0 otherwise);

I_{C5C6} = Context classification "C5" or "C6" indicator (1 if the intersecting roadways are in either context classification C5 or C6; 0 otherwise);

k = Overdispersion parameter.