2026 Network Screening Report for Signalized Intersections

July 2026

FDOT
Traffic Engineering and Operations Office

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 2026 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., 2023-2025) of fatal (K) and serious injury (A) crash data, extracted as of May 20, 2026, 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 2026 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 (2023–2025). Based on this threshold, 143 Candidate Intersections were initially identified. Of these, 54 are new Candidate Intersections, while the remaining 89 were identified in previous years (2020–2025). **Table 1** shows a summary of the 2026 Candidate Intersections by FDOT district.

Table 1. Number of Candidate Signalized Intersections in 2026

FDOT District	Total Identified Candidates	Identical to Previous Candidates	New Candidates
1	23	14	9
2	4	1	3
3	7	5	2
4	29	17	12
5	27	16	11
6	14	9	5
7	39	27	12
Total	**143**	**89**	**54**

Section 2 of this report lists only the 54 new **Candidate Intersections** for 2026 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
					Observed	Predicted	Expected	Excess Expected		District – Roadway ID (MP)
1	SR 55 / US 41 13130000 (0.75) 30TH AVE W 13000069 (0.50)	Manatee	C4	4	7	1.23	3.08	1.85	HEAD ON[§] ANGLE[§] RUN OFF ROAD*	D1 – 17040000 (0.61) D6 – 87120000 (12.83) D5 – 92000045 (0.00) D4 – 93001000 (5.28) D6 – 87030000 (15.57)

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 55 / US 41 13130000 (0.75) 30TH AVE W 13000069 (0.50)	Manatee	C4	4	7	1.23	3.08	1.85	HEAD ON§ ANGLE§ RUN OFF ROAD*	D1 – 17040000 (0.61) D6 – 87120000 (12.83) D5 – 92000045 (0.00) D4 – 93001000 (5.28) D6 – 87030000 (15.57)

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 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 May 20, 2026.

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

Section 2. 2026 Candidate and Sister Signalized Intersections

District 1 | District 2 | District 3 | District 4 | District 5 | District 6 | District 7

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 55 / US 41 13130000 (0.75) 30TH AVE W 13000069 (0.50)	Manatee	C4	4	7	1.23	3.08	1.85	HEAD ON§ ANGLE§ RUN OFF ROAD*	D1 – 17040000 (0.61) D6 – 87120000 (12.83) D5 – 92000045 (0.00) D4 – 93001000 (5.28) D6 – 87030000 (15.57)
2	SR 45 / US 41 01010000 (16.02) KINGS HIGHWAY 01501000 (0.01)	Charlotte	C3C	4	6	1.54	3.20	1.66	BICYCLE† SIDESWIPE§ ROLLOVER*	D1 – 16020000 (9.12) D3 – 57030000 (8.04) D1 – 16250000 (23.87) D1 – 09030000 (3.51) D1 – 09030000 (10.27)
3	SR 80 12020000 (5.61) RAMPS TO/FROM I-75 NB	Lee	C3C	4	5	0.85	2.50	1.65	RIGHT TURN† RUN OFF ROAD§ LEFT TURN*	D7 – 10290000 (0.28) D5 – 79181000 (3.54) D1 – 03175021 (0.23) D5 – 70140000 (3.32) D5 – 75190000 (8.54)
4	SR 540 16119000 (5.14) THORNHILL RD 16000039 (0.00)	Polk	C2	4	5	1.55	2.84	1.29	PEDESTRIAN† ANGLE§ LEFT TURN*	D3 – 60020000 (14.62) D2 – 26718000 (3.21) D5 – 79580000 (2.80) D3 – 58005000 (2.82) D4 – 88060000 (31.83)
5	SR 55 / US 41/301 13130000 (3.78) 7TH ST W 13000038 (0.75)	Manatee	C3C	4	5	1.49	2.77	1.28	LEFT TURN† REAR END*	D5 – 92090000 (11.92) D5 – 92000037 (0.74) D1 – 16210000 (3.35) D7 – 10150000 (9.62) D1 – 16210000 (3.87)

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

2026 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 43 / US 301 13020000 (0.69) RAMPS TO/FROM US 41 NB	Manatee	C3C	4	4	0.87	2.14	1.27	RIGHT TURN† LEFT TURN* PEDESTRIAN*	D5 – 70013000 (0.1) D2 – 72016000 (0.54) D1 – 16004000 (2.37) D1 – 16004000 (2.52) D5 – 77060000 (1.58)
7	SR 78 / SW PINE ISLAND RD 12060000 (5.46) CR 765 / BURNT STORE RD 12630000 (0.00)	Lee	C3C	4	5	1.24	2.46	1.21	LEFT TURN* OTHER* ANGLE*	D6– 87120000 (3.02) D3 – 55002000 (1.33) D2 – 72012000 (0.00) D2 – 72015000 (1.09) D5 – 70760000 (1.01)
8	SR 683 / US 301 17120000 (0.48) RINGLING BLVD 17000027 (0.14)	Sarasota	C5	3	4	1.13	2.25	1.12	RUN OFF ROAD§ PEDESTRIAN*	D6 – 87060000 (3.47) D6 – 87030000 (10.94) D1 – 16250000 (26.93) D6 – 87030000 (11.94) D6 – 87030000 (0.34)
9	SR 45 / US 41 17020000 (1.88) CR 789 / ALBEE RD 17100000 (0.00)	Sarasota	C3C	3	4	0.92	1.98	1.06	BICYCLE† SIDESWIPE§	D7 – 14000055 (0.20) D1 – 16180000 (10.49) D1 – 16060000 (10.91) D7 – 14571000 (2.69) D5 – 75002000 (1.85)

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

2026 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 24 / SR 26 26070000 (20.34) SR 20 26020000 (2.42)	Alachua	C5	3	6	0.89	2.62	1.72	PEDESTRIAN†	D6 – 87090000 (19.04) D7 – 15100000 (4.97) D5 – 70000025 (0.05) D1 – 12070000 (0.20) D1 – 13010000 (7.32)
2	SR 207 78051000 (12.65) RAMPS TO/FROM I-95 SB	St. Johns	C2	4	4	0.72	1.90	1.18	LEFT TURN* OTHER* REAR END*	D1 – 16470000 (0.31) D1 – 16470026 (0.39) D5 – 79181000 (3.22) D1 – 17075000 (0.33) D1 – 12075000 (0.31)
3	SR 121 26220000 (8.95) RAMPS TO/FROM I-75 NB	Alachua	C3C	4	4	0.68	1.83	1.15	LEFT TURN†	D7 – 10190091 (0.34) D4 – 94070000 (17.38) D5 – 79070000 (10.20) D5 – 70220141 (22.27) D2 – 74040000 (27.47)

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

2026 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 20 57040000 (14.13) PALM BLVD 57540101 (1.14)	Okaloosa	C3C	4	6	1.28	2.84	1.56	HEAD ON§ SIDESWIPE§ REAR END*	D5 – 70000092 (0.00) D3 – 57040000 (2.46) D4 – 93000227 (0.00) D1 – 03030000 (8.62) D2 – 72000023 (0.00)
2	SR 296 48012000 (2.91) CR 453 48511000 (3.61)	Escambia	C3C	4	5	1.55	2.84	1.29	ANGLE† BICYCLE* LEFT TURN*	D2 – 72630000 (0.00) D1 – 16003000 (0.48) D1 – 01050000 (2.24) D3 – 55020000 (1.13) D1 – 16003000 (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*

2026 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 834 86028000 (0.95) RIVERSIDE DR 86000021 (1.01)	Broward	C4	4	8	1.65	4.11	2.46	BICYCLE§ REAR END§ ANGLE*	D6 – 87026000 (8.19) D1 – 12010000 (21.08) D6 – 87038000 (3.64) D4 – 93024500 (0.00) D1 – 16300000 (0.26)
2	SR 834 86028000 (1.69) ROCK ISLAND RD 86000023 (1.34)	Broward	C4	4	7	1.73	3.83	2.10	REAR END† RUN OFF ROAD* LEFT TURN*	D4 – 86170000 (2.34) D1 – 12010000 (21.08) D1 – 16300000 (0.26) D6 – 87026000 (8.19) D6 – 87053000 (1.50)
3	SR 870 86014000 (4.22) NW 31ST AVE 86000163 (1.45)	Broward	C4	4	6	2.07	3.81	1.74	ANGLE§ PEDESTRIAN* REAR END*	D4 – 93200000 (3.60) D4 – 86520000 (1.34) D1 – 03010000 (12.31) D6 – 87053000 (4.53) D4 – 93210000 (1.22)
4	SR 882 93016000 (8.36) RAMPS TO/FROM I-95 SB	Palm Beach	C4	4	5	0.86	2.53	1.67	RUN OFF ROAD† OTHER* ANGLE*	D5 – 75190000 (8.60) D6 – 87001000 (10.22) D5 – 75190003 (4.10) D7 – 15590001 (1.16) D4 – 93000147 (1.39)
5	SR 805 / US 1 93050000 (1.20) 6TH AVE S 93526500 (0.47)	Palm Beach	C4	4	6	1.32	2.89	1.57	PEDESTRIAN† OTHER*	D3 – 48050001 (1.00) D4 – 89040000 (1.75) D6 – 87080900 (34.18) D4 – 93010000 (15.78) D4 – 93000014 (1.61)

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

2026 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 94010000 (18.68) CR 614 / INDRIO RD 94004500 (2.60)	St. Lucie	C3C	3	5	0.84	2.19	1.34	HEAD ON† OTHER* ANGLE*	D2 – 78020000 (1.76) D2 – 78005000 (0.00) D3 – 46010000 (14.19) D2 – 71000014 (0.00) D5 – 70100000 (16.17)
7	SR 834 86028000 (8.48) SR 811 86170000 (10.03)	Broward	C4	4	5	1.63	2.93	1.30	SIDESWIPE§ OTHER† PEDESTRIAN*	D4 – 93021500 (0.70) D6 – 87052000 (1.02) D1 – 17070000 (1.80) D4 – 86065000 (0.00) D2 – 72220000 (11.63)
8	SR 817 86220000 (19.04) RAMBLEWOOD DR 86000477 (0.97)	Broward	C4	4	5	1.41	2.67	1.26	HEAD ON† LEFT TURN* BICYCLE*	D6 – 87044000 (2.64) D4 – 86000219 (1.50) D5 – 92000012 (1.27) D5 – 92000012 (1.27) D5 – 92550002 (0.38)
9	UNIVERSITY DR 86220000 (23.07) RAMPS TO/FROM SR 869	Broward	C4	4	4	0.69	1.84	1.16	LEFT TURN§ REAR END* PEDESTRIAN*	D2 – 72291000 (2.81) D2 – 72291000 (2.87) D6 – 87038000 (8.25) D6 – 87260231 (0.00) D2 – 72005000 (0.06)
10	SR 5 / US 1 86010001 (2.17) SE 30TH ST 86000494 (0.18)	Broward	C4	3	4	1.44	2.59	1.15	REAR END§ ANGLE* LEFT TURN*	D6 – 87120000 (9.58) D7 – 14000122 (0.32) D5 – 75000031 (0.00) D6 – 87170000 (0.73) D6 – 87120000 (6.80)

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

2026 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 25 / US 27 86060000 (4.01) JOHNSON ST 86000491 (0.01)	Broward	C3R	4	6	0.70	1.83	1.12	REAR END† ROLLOVER* ANGLE*	D1 – 17020000 (18.32) D2 – 72028000 (1.02) D3 – 48020000 (22.19) D4 – 89000114 (0.00) D2 – 72193000 (0.88)
12	SR A1A 86030000 (4.08) SR 822 86230000 (5.78)	Broward	C3R	3	4	1.08	2.19	1.11	RUN OFF ROAD† BICYCLE* PEDESTRIAN*	D6 – 87260330 (0.00) D1 – 17080000 (0.00) D7 – 10000129 (0.51) D5 – 92652000 (4.40) D5 – 79160000 (4.59)

[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*

2026 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 50** **75060000 (8.04)** RAMPS TO/FROM SR 417	Orange	C3C	4	6	0.99	3.17	2.18	LEFT TURN† OTHER*	D1 – 16060000 (8.26) D2 – 26070000 (14.53) D5 – 75010000 (1.89) D1 – 16060000 (8.02) D2 – 26070000 (14.67)
2	**SR 25/500 / US 27/441** **36030000 (0.00)** SR 200 / SW 10TH ST 36100000 (18.39)	Marion	C4	4	6	1.77	3.47	1.71	PEDESTRIAN§ OTHER* REAR END*	D7 – 15004503 (0.00) D4 – 93580505 (1.44) D6 – 87072000 (2.02) D4 – 86015000 (10.73) D7 – 02010005 (0.19)
3	**SR 50** **75060000 (12.52)** WOODBURY RD 75000305 (1.49)	Orange	C3C	4	6	1.68	3.37	1.69	PEDESTRIAN† BICYCLE† REAR END*	D6 – 87020000 (12.39) D7 – 10000168 (0.52) D2 – 72000281 (4.29) D2 – 72014000 (1.45) D3 – 55003000 (6.57)
4	**SR 200** **36100000 (17.09)** SR 464 36004000 (0.00)	Marion	C3C	3	5	1.44	3.04	1.60	REAR END* OTHER* PEDESTRIAN*	D5 – 75010000 (5.52) D2 – 72070000 (2.97) D2 – 72070000 (2.97) D6 – 87001000 (2.13) D5 – 77070000 (2.53)
5	**SR 500 / US 192** **70050000 (9.24)** ST JOHNS HERITAGE PKWY 70000228 (0.00)	Brevard	C3R	4	7	0.77	2.19	1.42	RIGHT TURN† REAR END† ANGLE*	D7 – 10090000 (7.21) D4 – 94560000 (6.12) D2 – 26004000 (1.50) D7 – 02010000 (29.81) D2 – 72193000 (0.88)

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

2026 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 421 79230000 (0.28) RAMPS TO/FROM I-95 NB	Volusia	C3C	4	4	1.03	2.35	1.32	RUN OFF ROAD§ LEFT TURN* BICYCLE*	D5 – 77120000 (5.12) D6 – 87002000 (4.63) D4 – 93014500 (1.05) D1 – 13050000 (6.45) D4 – 94120000 (0.26)
7	SR 50 75050000 (9.34) GOOD HOMES RD 75000163 (0.65)	Orange	C3C	4	5	1.52	2.80	1.28	SIDESWIPE§ PEDESTRIAN§ BICYCLE*	D1 – 16003000 (0.48) D2 – 72630000 (0.00) D7 – 10535000 (0.60) D4 – 88060000 (27.14) D3 – 55020000 (1.13)
8	SR 50 18020000 (0.00) SR 471 18110000 (16.72)	Sumter	C3C	3	6	0.50	1.71	1.21	ANGLE† SIDESWIPE§ PEDESTRIAN*	D3 – 61040000 (19.86) D1 – 12020100 (1.08) D2 – 76000015 (2.84) D1 – 12015000 (9.49) D1 – 16331000 (0.90)
9	SR 25/500 / US 27/441 36010000 (17.55) SE 92 PL RD 36000102 (0.00)	Marion	C3C	4	5	1.18	2.37	1.19	LEFT TURN† REAR END*	D5 – 70000092 (2.72) D2 – 72000120 (0.57) D5 – 75000005 (0.01) D5 – 70000042 (1.65) D5 – 79502000 (0.32)
10	SR 15/600 / US 17/92 77010000 (4.69) E CHURCH AVE 77000250 (1.41)	Seminole	C3C	3	4	0.91	1.96	1.05	LEFT TURN* PEDESTRIAN* REAR END*	D1 – 16003000 (8.58) D7 – 14000104 (0.00) D5 – 79000367 (3.63) D1 – 01050000 (15.82) D3 – 58030000 (11.88)

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

2026 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 70020000 (30.85) KINGS HWY 70000391 (1.74)	Brevard	C3C	3	4	0.82	1.84	1.01	ROLLOVER§ BICYCLE* REAR END*	D2 – 71000014 (0.00) D5 – 75020000 (4.00) D3 – 58001000 (0.54) D2 – 78005000 (0.00) D3 – 60040000 (1.58)

[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*

2026 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 932 87038000 (4.16) E 4TH AVE 87000231 (1.54)	Miami-Dade	C4	4	5	1.59	2.88	1.29	PEDESTRIAN* REAR END* ANGLE*	D6 – 87052000 (1.02) D2 – 72220000 (11.63) D5 – 75027501 (2.22) D6 – 87250000 (5.82) D5 – 92010000 (13.25)
2	SR 944 87250000 (3.47) NW 17TH AVE 87028502 (0.00)	Miami-Dade	C4	4	5	1.25	2.46	1.21	PEDESTRIAN† OTHER*	D5 – 77030000 (8.93) D6 – 87250000 (0.43) D7 – 10000137 (1.52) D5 – 11002000 (4.40) D5 – 70060000 (20.89)
3	SR 9 87240000 (2.73) NW 7TH ST 87580501 (0.00)	Miami-Dade	C4	3	4	1.57	2.72	1.15	LEFT TURN§ PEDESTRIAN*	D5 – 11002000 (2.24) D6 – 87053000 (6.06) D4 – 93006000 (1.55) D6 – 87026000 (8.31) D4 – 86190000 (2.31)
4	SR 5 / US 1 87030000 (4.74) SR 953 87281000 (0.00)	Miami-Dade	C4	3	4	1.88	2.97	1.10	RIGHT TURN† OTHER* ANGLE*	D4 – 93000299 (0.00) D7 – 14712000 (0.00) D4 – 86020000 (10.05) D5 – 70020000 (4.07) D4 – 86000409 (0.00)
5	SR 7 / US 441 87140000 (14.68) COUNTY LINE RD 87018500 (0.00)	Miami-Dade	C3R	3	4	2.06	3.11	1.05	REAR END§ RUN OFF ROAD* LEFT TURN*	D6 – 87002000 (7.54) D6 – 87047000 (9.51) D7 – 15080000 (0.00) D7 – 15070500 (0.00) D4 – 93210000 (1.09)

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

2026 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 55 / US 19 15150000 (18.84) CR 528 / DREW ST 15050001 (4.26)	Pinellas	C3C	3	9	3.18	6.93	3.75	LEFT TURN† RUN OFF ROAD§ ANGLE*	D7 – 15150000 (17.06) D7 – 15150000 (21.76) D2 – 72000094 (0.00) D4 – 93000305 (0.00) D6 – 87030000 (24.31)
2	SR 55 / US 19 15150000 (22.17) COUNTRYSIDE BLVD 15000119 (0.57)	Pinellas	C3C	3	8	2.86	6.04	3.18	LEFT TURN† HEAD ON§ PEDESTRIAN*	D7 – 15150000 (21.76) D7 – 15150000 (17.06) D2 – 72000094 (0.00) D4 – 93000305 (0.00) D6 – 87030000 (24.31)
3	SR 55 / US 19 15150000 (20.42) CR 576 / SUNSET POINT RD 15501000 (4.04)	Pinellas	C3C	4	7	2.84	5.01	2.17	LEFT TURN† HEAD ON§ REAR END*	D7 – 15150000 (15.8) D7 – 15080500 (1.53) D6 – 87001000 (4.97) D7 – 15150098 (3.70) D2 – 71000015 (0.00)
4	CR 184 / 38TH AVE N 15000316 (0.78) RAMPS TO/FROM I-275	Pinellas	C3C	4	6	0.82	2.85	2.03	LEFT TURN† OTHER*	D5 – 77060000 (1.58) D2 – 26090000 (12.53) D2 – 72000280 (1.59) D5 – 73020000 (4.71) D3 – 55002000 (11.25)
5	SR 686 15030000 (8.5) 28TH ST N 15000204 (2.56)	Pinellas	C3C	3	5	1.13	2.65	1.51	LEFT TURN† REAR END*	D3 – 57040000 (1.19) D7 – 10000102 (3.02) D2 – 72000024 (0.61) D5 – 11040000 (5.81) D3 – 57040000 (15.67)

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

2026 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	**E COLUMBUS DR** **10000619 (0.33)** RAMP FROM I-4 NB	Hillsborough	C3C	4	5	0.57	1.94	1.37	ANGLE† OTHER*	D5 – 77502000 (1.28) D3 – 48100003 (0.31) D5 – 77502000 (1.01) D4 – 89060000 (25.34) D3 – 48010000 (7.16)
7	**SR 39 / US 301** **14050000 (7.36)** PRETTY POND RD 14000160 (0.23)	Pasco	C3C	4	7	0.72	2.08	1.36	PEDESTRIAN* REAR END* BICYCLE*	D5 – 79070007 (0.00) D1 – 16110000 (12.9) D7 – 10000644 (2.77) D3 – 55020000 (7.72) D3 – 55020000 (7.55)
8	**SR 43 / US 301** **10010000 (7.80)** 19TH AVE NE 10000039 (3.82)	Hillsborough	C3R	4	8	0.58	1.93	1.35	LEFT TURN† SIDESWIPE§ ANGLE*	D5 – 36110000 (16.26) D5 – 70000116 (1.96) D3 – 46090000 (7.08) D5 – 79000024 (1.56) D4 – 94000015 (0.74)
9	**SR 678** **10360000 (0.29)** RAMPS TO/FROM I-275	Hillsborough	C3C	4	4	1.04	2.36	1.33	REAR END§ BICYCLE* LEFT TURN*	D5 – 75470110 (0.21) D7 – 10290000 (0.28) D4 – 93012000 (0.92) D4 – 94120000 (0.58) D7 – 10590000 (7.78)
10	**FALKENBURG RD** **10000214 (0.39)** RAMPS TO/FROM SR 618	Hillsborough	C3C	4	4	0.86	2.12	1.26	LEFT TURN† SIDESWIPE§	D2 – 72070000 (7.39) D7 – 10190098 (0.18) D7 – 10190095 (0.18) D6 – 87471225 (0.57) D5 – 92514000 (1.99)

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

2026 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 599 / US 41 10060001 (0.14) RAMP FROM I-4 SB	Hillsborough	C3C	4	4	0.80	2.02	1.23	PEDESTRIAN§ BICYCLE* LEFT TURN*	D7 – 10060000 (26.61) D5 – 79060000 (16.04) D5 – 73000001 (11.09) D3 – 48117000 (1.24) D6 – 87471224 (0.00)
12	SR 693 15061000 (4.44) CR 296 / 102ND AVE N 15000258 (0.00)	Pinellas	C3C	4	5	1.19	2.39	1.19	SIDESWIPE† HEAD ON† BICYCLE*	D3 – 55002000 (10.15) D1 – 12070000 (9.31) D1 – 01010000 (25.86) D4 – 93000191 (0.00) D5 – 75000090 (1.78)

[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:

$$N_{p,3l,2w} = exp[-9.4024 + 0.6037 \times \log(AADT_{major}) - 0.2248 \times \log(AADT_{minor}) + 0.0534 \times I_{C3CC3R} - 0.0824 \times I_{C4} + 0.1236 \times I_{C5C6}]$$

with $k = 0.569$

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

$$N_{p,4l,1w} = exp[-7.7452 + 0.4775 \times \log(AADT_{major}) + 0.2328 \times \log(AADT_{minor}) - 0.8522 \times I_{C2T} - 0.2892 \times I_{C3C} - 0.4670 \times I_{C3R} - 0.2678 \times I_{C4} - 0.7593 \times I_{C5C6}]$$

with $k = 0.383$

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

$$N_{p,4l,1w} = exp[-10.3349 + 0.4158 \times \log(AADT_{major}) + 0.4756 \times \log(AADT_{minor}) + 0.1998 \times I_{C2T} + 0.5955 \times I_{C4}]$$

with $k = 0.561$

SPFs for four-leg crossroad ramp terminal intersections:

$$N_{p,4l\,R} = exp[-5.9954 + 0.4505 \times \log(AADT_{crossroad})]$$

with $k = 0.781$

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.