STRIDES 2 Zero

Network Screening Report for Signalized Intersections

August 2024

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 2024 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., 2021-2023) of fatal (K) and serious injury (A) crash data, extracted as of May 31, 2024, 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 layer in the **Geographic Information Systems Data Directory**.

The network screening uses the predictive modeling technique suggested in the AASHTO Highway Safety Manual (AASHTO, 2010). It involves developing Florida-specific crash prediction models, also known as **Safety Performance Functions (SPFs)**, to predict the expected average crash frequency at each signalized intersection as a function of traffic volume (i.e., Annual Average Daily Traffic (AADT)) and roadway characteristics, including number of intersection legs, context classification, road type (one-way vs. two-way), and ramp type (diamond vs. others) if applicable. The predicted crash frequency combined with the observed crash frequency determines the expected crash frequency, a true estimate of the long-term average crash frequency expected at a site. The excess expected crash frequency, which is a difference between expected and predicted crash frequency, provides a threshold to compare the safety performance of a site. It is deemed the most reliable network screening performance measure in the HSM. Details about the predictive method and network screening approach can be found in the HSM (AASHTO, 2010).

In the 2024 network screening process, when a signalized intersection is estimated to have an excess expected crash frequency in three years equal to or greater than 1.00, it is referred to as a **Candidate Intersection**. Based on this threshold, 205 **Candidate Intersections** were initially identified. Of these, 92 intersections were identified as **Candidate Intersections** in previous years (2020 through 2023). **Table 1** shows a summary of the 2024 Candidate Intersections by FDOT district.

Table 1. Number of Candidate Signalized Intersections in 2024

FDOT District	Total Identified Candidates	Identical to Previous Candidates	New Candidates
1	25	13	12
2	6	1	5
3	8	4	4
4	28	11	17
5	55	26	29
6	33	13	20
7	50	24	26
Total	**205**	**92**	**113**

Section 2 lists only the 113 new **Candidate Intersections** for 2024 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.

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

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.

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 (A)	1.78 (B)	4.33 (C)	2.55 (D)	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) ⤴

District 1 / District 2

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,

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

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

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

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,

$$Excess\ Expected\ Crash\ Frequency = Expected\ Crash\ Frequency - Predicted\ Crash\ Frequency$$

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
					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*

Sister Intersections

District – Roadway ID (MP)

- **D4** – 89091000 (2.48) ↗
- **D7** – 15240000 (3.35) ↗
- **D1** – 17030000 (1.21) ↗
- **D4** – 89060000 (31.45) ↗
- **D6** – 87133000 (0.55) ↗

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 ([†]$p <= 0.10$, [§]$0.10 < p <= 0.25$, [*]$p > 0.25$) 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 the first harmful event is reported as "Pedestrian".

Bicycle: A crash in which the first harmful event is reported as "Pedalcycle".

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 July 19, 2024.

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

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
					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*
2	SR 25 / US 27 16180000 (4.33) ⬈ CR 17B / CHALET SUZZANNE RD 16670000 (16.96)	Polk	C3C	4	6	1.82	3.55	1.73	SIDESWIPE§ REAR END* OFF ROAD*
3	SR 758 17008000 (4.98) ⬈ RAMPS TO/FROM I-75 SB	Sarasota	C3C	4	6	1.71	3.44	1.73	LEFT TURN§ BICYCLE§ ROLLOVER§
4	SR 540 16300000 (2.96) ⬈ CYPRESS GARDENS RD 16300001 (5.91)	Polk	C3C	4	5	1.73	3.05	1.32	LEFT TURN§ OFF ROAD†
5	SR 876 12100000 (7.48) ⬈ RAMPS TO/FROM I-75 NB	Lee	C3C	4	5	1.70	3.02	1.32	ROLLOVER† SIDESWIPE§

Sister Intersections

District – Roadway ID (MP)

Rank 1:
- D4 – 89091000 (2.48) ⬈
- D7 – 15240000 (3.35) ⬈
- D1 – 17030000 (1.21) ⬈
- D4 – 89060000 (31.45) ⬈
- D6 – 87133000 (0.55) ⬈

Rank 2:
- D2 – 78010000 (16.05) ⬈
- D7 – 10090000 (4.12) ⬈
- D5 – 77120000 (7.87) ⬈
- D1 – 16060000 (11.67) ⬈
- D6 – 87026000 (5.77) ⬈

Rank 3:
- D4 – 93514501 (0.10) ⬈
- D4 – 93514501 (0.03) ⬈
- D5 – 70220125 (0.30) ⬈
- D5 – 75190000 (8.54) ⬈
- D5 – 73000001 (0.04) ⬈

Rank 4:
- D3 – 48040000 (9.01) ⬈
- D5 – 77000061 (2.97) ⬈
- D5 – 70021000 (2.66) ⬈
- D6 – 87120000 (4.46) ⬈
- D1 – 17020000 (9.42) ⬈

Rank 5:
- D1 – 12075000 (0.35) ⬈
- D4 – 93200000 (8.18) ⬈
- D5 – 75050000 (6.02) ⬈
- D5 – 75050000 (6.10) ⬈
- D4 – 93680000 (4.55) ⬈

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

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

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
					Observed	Predicted	Expected	Excess Expected	
6	SR 45 / US 41 01010000 (21.89) SR 776 01050000 (17.55)	Charlotte	C3C	4	5	2.07	3.38	1.31	HEAD ON[†] RUN OFF ROAD* ANGLE*
7	SR 45 / US 41 01010000 (21.06) OCHRAN BLVD 01000078 (2.08)	Charlotte	C3C	4	5	2.24	3.53	1.29	BICYCLE[†] RUN OFF ROAD* PEDESTRIAN*
8	SR 684 13040000 (5.49) 51ST ST W 13000057 (0.00)	Manatee	C3C	4	5	1.47	2.75	1.28	LEFT TURN[§] BICYCLE[§]
9	SR 45 / US 41 12010000 (21.41) HILL AVE 12000227 (0.83)	Lee	C4	4	5	1.25	2.47	1.22	PEDESTRIAN* RUN OFF ROAD* REAR END*
10	SR 45 / US 41 17020000 (17.38) SR 683 / US 301 17120000 (0.03)	Sarasota	C4	3	4	1.22	2.32	1.10	RUN OFF ROAD[†] REAR END* OTHER*

Sister Intersections

District – Roadway ID (MP)

Rank 6:
- D3 – 48010000 (13.78)
- D6 – 87001000 (2.43)
- D2 – 78002900 (0.00)
- D1 – 16070000 (0.75)
- D2 – 72000085 (1.33)

Rank 7:
- D1 – 12010000 (5.64)
- D4 – 93000174 (1.02)
- D1 – 13040000 (6.49)
- D5 – 75290000 (0.00)
- D1 – 12010000 (7.93)

Rank 8:
- D3 – 46020003 (4.65)
- D5 – 70120003 (0.00)
- D3 – 48000017 (9.71)
- D5 – 11230000 (2.45)
- D6 – 87027000 (5.40)

Rank 9:
- D7 – 10000118 (1.00)
- D3 – 57030000 (0.00)
- D4 – 86000140 (1.38)
- D4 – 93000246 (0.00)
- D5 – 92640100 (0.50)

Rank 10:
- D4 – 86110000 (8.15)
- D6 – 87170000 (1.17)
- D7 – 10270008 (0.31)
- D4 – 86020000 (10.05)
- D6 – 87090000 (12.20)

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

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

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
					Observed	Predicted	Expected	Excess Expected	
11	**SR 25 / US 27** **05010000 (21.20)** ⬀ SR 29 05090000 (12.44)	Glades	C2	4	5	0.83	1.86	1.03	RUN OFF ROAD* LEFT TURN* ANGLE*
12	**SR 684 / US 41** **13040001 (0.06)** ⬀ SR 684 13040002 (0.07)	Manatee	C3C	3	4	0.92	1.94	1.02	RUN OFF ROAD†

Sister Intersections

District – Roadway ID (MP)

D7 – 10090000 (14.64) ⬀
D3 – 50080000 (14.69) ⬀
D2 – 39050000 (13.98) ⬀
D2 – 34110000 (19.33) ⬀
D3 – 53070000 (9.25) ⬀
D3 – 48040000 (10.75) ⬀
D7 – 10700000 (12.97) ⬀
D4 – 86000415 (0.00) ⬀
D5 – 70000092 (0.00) ⬀
D5 – 70000029 (0.00) ⬀

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

FDOT

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
					Observed	Predicted	Expected	Excess Expected	
1	SR 21 71070000 (14.31) / WELLS RD 71000015 (0.00)	Clay	C3C	4	7	2.78	4.98	2.20	PEDESTRIAN[†] REAR END[§] SIDESWIPE[§]
2	SR 24 26090000 (14.89) / SR 24A / SR 226 26004000 (0.01)	Alachua	C3R	3	6	1.13	2.97	1.84	REAR END[†] RUN OFF ROAD[*]
3	SR 21 72170000 (1.01) / COLLINS RD 72800000 (3.50)	Duval	C3C	4	5	1.80	3.12	1.32	LEFT TURN[*] RUN OFF ROAD[*] OTHER[*]
4	SR 25 / US 441 26010000 (14.21) / SR 26 26070000 (19.48)	Alachua	C5	4	5	1.36	2.62	1.26	PEDESTRIAN[§] SIDESWIPE[§] REAR END[*]
5	SR 24 26050000 (5.12) / SR 120 26003000 (2.54)	Alachua	C3C	4	5	1.29	2.54	1.25	LEFT TURN[§] SIDESWIPE[§] PEDESTRIAN[*]

Sister Intersections

District – Roadway ID (MP)

D4 – 93200000 (8.18)
D1 – 12075000 (0.35)
D5 – 75050000 (6.10)
D4 – 93022501 (0.27)
D5 – 79230000 (0.28)
D6 – 87053000 (4.53)
D4 – 86015000 (3.81)
D5 – 92000052 (0.50)
D4 – 93150000 (9.05)
D6 – 87038000 (3.15)
D4 – 86000413 (1.53)
D4 – 86000178 (0.00)
D3 – 57030000 (20.42)
D4 – 86100000 (20.42)
D2 – 72000098 (0.81)
D4 – 94120000 (0.58)
D4 – 93012000 (0.92)
D4 – 86040000 (16.62)
D4 – 93000149 (1.19)
D4 – 86040000 (16.57)
D4 – 93510000 (1.01)
D5 – 75470110 (0.21)
D5 – 75050000 (1.22)
D4 – 93680000 (4.55)
D4 – 93014500 (1.12)

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

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

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

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
					Observed	Predicted	Expected	Excess Expected	
1	SR 30A / US 98 46020003 (2.56) / SR 75 / US 231 46040000 (1.12)	Bay	C4	4	6	1.61	3.30	1.69	REAR END[†] SIDESWIPE[§] OTHER[*]
2	SR 85 57040000 (1.64) / YACHT CLUB DR 57610001 (0.32)	Okaloosa	C3C	4	5	1.99	3.31	1.32	HEAD ON[†] RUN OFF ROAD[*] OTHER[*]
3	SR 20 57040000 (15.67) / ROCKY BAYOU DR 57000114 (0.00)	Okaloosa	C3C	4	5	1.67	2.98	1.31	LEFT TURN[†] RIGHT TURN[†]
4	SR 83 / US 331 60040000 (9.68) / SR 20 60030000 (17.73)	Walton	C3C	4	5	1.56	2.86	1.30	REAR END[*] RUN OFF ROAD[*] ANGLE[*]

Sister Intersections

District – Roadway ID (MP)

Rank	Sister Intersections
1	D7 – 10310000 (5.47) D2 – 72100000 (5.72) D6 – 87001000 (2.43) D1 – 16060000 (12.22) D2 – 72000085 (1.33)
2	D2 – 72000081 (1.50) D5 – 77070000 (2.53) D3 – 58010000 (10.99) D5 – 92050000 (0.00) D1 – 17008000 (4.85)
3	D1 – 03001000 (0.00) D5 – 79270001 (0.00) D6 – 87090000 (11.56) D1 – 12010000 (7.93) D4 – 93580506 (0.00)
4	D5 – 77120000 (1.67) D2 – 72014000 (5.97) D5 – 79000001 (5.86) D3 – 46040000 (9.12) D5 – 70014000 (2.43)

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

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 7 / US 441 86100000 (6.22) / SR 818 86015000 (6.66)	Broward	C4	4	8	2.43	5.14	2.71	PEDESTRIAN[†] REAR END[§] ANGLE[*]	D5 – 79120000 (17.6) / D5 – 36030000 (6.78) / D2 – 26090000 (6.32) / D1 – 04040000 (14.66) / D5 – 36518000 (0.00)
2	SR 806 93030000 (7.36) / RAMPS TO/FROM I-95 NB	Palm Beach	C4	4	8	1.83	4.41	2.58	LEFT TURN[§] ANGLE[*] REAR END[*]	D5 – 70014000 (2.88) / D7 – 10030000 (7.10) / D2 – 26050000 (6.02) / D2 – 26600000 (2.08) / D5 – 75200000 (8.94)
3	SR 842 86006000 (4.63) / NW 27TH AVE 86000129 (1.04)	Broward	C4	4	7	1.88	4.05	2.17	HEAD ON[§] BICYCLE[*]	D6 – 87030000 (18.25) / D7 – 10000244 (1.26) / D4 – 86000213 (0.00) / D7 – 10000115 (1.32) / D4 – 86000140 (1.38)
4	SR 822 86230000 (2.77) / RAMPS TO/FROM I-95 NB	Broward	C4	4	6	2.04	3.80	1.76	REAR END[§] PEDESTRIAN[§] SIDESWIPE[§]	D5 – 11200000 (10.24) / D5 – 77000216 (1.03) / D2 – 71070000 (5.37) / D7 – 14000060 (0.00) / D7 – 02090000 (6.18)
5	SR 848 86016000 (5.53) / RAMPS TO/FROM I-95 SB	Broward	C4	4	6	1.91	3.67	1.76	SIDESWIPE[§] REAR END[*]	D5 – 79160000 (0.25) / D1 – 16140000 (0.34) / D5 – 79000044 (1.85) / D7 – 10340000 (0.24) / D3 – 46514000 (9.02)

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

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

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

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
					Observed	Predicted	Expected	Excess Expected	
6	**SR 7 / US 441 86100000 (0.81)** ↗ / SR 858 86200000 (0.00)	Broward	C4	4	6	2.34	4.09	1.75	REAR END§ HEAD ON§ OTHER*
7	**SR 811 93090000 (10.26)** ↗ / SR 706 93190000 (16.06)	Palm Beach	C4	4	6	2.05	3.80	1.75	REAR END§ ANGLE§ PEDESTRIAN*
8	**SR 824 86018000 (5.12)** ↗ / RAMPS TO/FROM I-95 NB	Broward	C4	4	6	1.94	3.69	1.75	ANGLE† RUN OFF ROAD§ OTHER*
9	**SR 848 86016000 (5.59)** ↗ / RAMPS TO/FROM I-95 NB	Broward	C4	4	6	1.91	3.66	1.75	SIDESWIPE§ REAR END*
10	**SR 7 / US 441 86100000 (12.89)** ↗ / NW 26TH ST 86000454 (0.59)	Broward	C4	4	6	1.85	3.59	1.74	PEDESTRIAN§ RUN OFF ROAD† ROLLOVER†

Sister Intersections

District – Roadway ID (MP)

D1 – 12060000 (10.98) ↗
D7 – 15120000 (9.11) ↗
D7 – 10150000 (11.32) ↗
D3 – 46160000 (0.00) ↗
D5 – 11590500 (0.00) ↗
D5 – 70020000 (21.14) ↗
D1 – 16250000 (28.43) ↗
D5 – 70000018 (0.00) ↗
D5 – 79000286 (0.00) ↗
D1 – 16261000 (0.34) ↗
D1 – 16010000 (2.29) ↗
D5 – 36008000 (3.41) ↗
D2 – 72560500 (3.61) ↗
D5 – 73020000 (0.00) ↗
D1 – 01010000 (7.01) ↗
D1 – 16590000 (21.9) ↗
D2 – 26020000 (1.25) ↗
D7 – 15050000 (3.40) ↗
D5 – 70150000 (7.39) ↗
D3 – 48004000 (4.02) ↗
D5 – 77070000 (2.53) ↗
D5 – 79050000 (0.01) ↗
D2 – 72000081 (1.50) ↗
D4 – 93040000 (9.81) ↗
D5 – 70000033 (1.50) ↗

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

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	**45TH ST** **93510000 (1.11)** ↗ RAMPS TO/FROM I-95 NB	Palm Beach	C4	4	5	2.03	3.35	1.32	OTHER[†] PEDESTRIAN[§] RUN OFF ROAD[*]	**D5** – 77000053 (0.00) ↗ **D5** – 75110000 (0.00) ↗ **D2** – 26090000 (13.01) ↗ **D5** – 92651000 (0.00) ↗ **D3** – 55050000 (4.36) ↗
12	**SR 822** **86230000 (2.72)** ↗ RAMPS TO/FROM I-95 SB	Broward	C4	4	5	1.93	3.25	1.32	REAR END[§] SIDESWIPE[§] OTHER[*]	**D5** – 36010000 (23.23) ↗ **D3** – 48003000 (5.43) ↗ **D2** – 72170000 (5.71) ↗ **D5** – 77510001 (0.28) ↗ **D4** – 88060000 (27.14) ↗
13	**SR 818** **86015000 (5.06)** ↗ DAVIE RD 86540000 (0.00)	Broward	C4	4	5	1.63	2.94	1.31	RIGHT TURN[†] SIDESWIPE[§] REAR END[*]	**D2** – 78500000 (2.38) ↗ **D5** – 75060000 (12.00) ↗ **D7** – 10140000 (8.05) ↗ **D7** – 15000457 (0.46) ↗ **D5** – 36100000 (11.84) ↗
14	**SR 817** **86220000 (18.74)** ↗ ATLANTIC BLVD 86039500 (1.47)	Broward	C4	4	5	2.25	3.54	1.29	ANGLE[§] LEFT TURN[*] REAR END[*]	**D3** – 57050000 (15.65) ↗ **D3** – 57050000 (15.79) ↗ **D5** – 92090000 (0.82) ↗ **D5** – 92090000 (0.70) ↗ **D3** – 55003000 (0.00) ↗
15	**SR 7 / US 441** **86100000 (9.14)** ↗ DAVIE BLVD 86000066 (0.57)	Broward	C4	4	5	2.22	3.51	1.29	PEDESTRIAN[*] RUN OFF ROAD[*] REAR END[*]	**D3** – 57620000 (11.6) ↗ **D5** – 11080000 (0.00) ↗ **D1** – 16280000 (2.48) ↗ **D1** – 16050000 (2.05) ↗ **D5** – 36060000 (4.83) ↗

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

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

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
					Observed	Predicted	Expected	Excess Expected	
16	SR 7 / US 441 86100000 (4.10) / SR 822 / SHERIDAN ST 86512000 (0.50)	Broward	C4	4	5	2.31	3.58	1.27	BICYCLE§ RUN OFF ROAD*
17	SR 7 / US 441 86100000 (6.47) / ORANGE DR 86000509 (2.75)	Broward	C4	3	4	1.23	2.33	1.10	LEFT TURN* BICYCLE§ PEDESTRIAN*

Sister Intersections

District – Roadway ID (MP)

Rank 16:
- D3 – 57050000 (15.65)
- D3 – 57050000 (15.79)
- D5 – 92090000 (0.82)
- D5 – 92090000 (0.70)
- D3 – 55003000 (0.00)

Rank 17:
- D7 – 10680000 (4.02)
- D4 – 93001000 (5.78)
- D1 – 12060000 (12.06)
- D2 – 72040345 (0.24)
- D6 – 87020000 (12.02)

Sidebar: District 1, District 2, District 3, District 4, District 5, District 6, District 7

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

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
					Observed	Predicted	Expected	Excess Expected	
1	SR 35 / US 301 18010000 (27.99) / CR 466 18510000 (6.59)	Sumter	C3C	4	11	1.62	5.25	3.63	LEFT TURN[†] RIGHT TURN[†] OTHER*
2	SR 514 70180000 (3.11) / SR 507 70012000 (0.00)	Brevard	C3C	4	8	2.20	4.88	2.68	REAR END* RUN OFF ROAD* ANGLE*
3	SR 436 75120000 (1.68) / PIEDMONT WEKIWA RD 75000120 (1.31)	Orange	C3C	4	8	1.96	4.57	2.61	SIDESWIPE* BICYCLE*
4	SR 500 / SR 600 / US 17 / US 441 75010000 (6.06) / CR 528 / LANDSTREET RD 75580000 (5.65)	Orange	C3C	4	7	2.41	4.64	2.23	SIDESWIPE[†] ANGLE[§] REAR END*
5	SR 5 / US 1 70010000 (12.97) / PORT MALABAR BLVD 70000046 (1.77)	Brevard	C3C	3	7	0.76	2.56	1.80	RIGHT TURN[†] OTHER* RUN OFF ROAD*

Sister Intersections

District – Roadway ID (MP)

Rank	Sister Intersections
1	D7 – 15020000 (13.84) / D5 – 75000398 (0.21) / D2 – 76050000 (25.07) / D6 – 87190000 (0.24) / D3 – 46020000 (8.03)
2	D6 – 87140000 (8.18) / D5 – 75040000 (11.99) / D6 – 87055000 (1.02) / D6 – 87080900 (33.19) / D6 – 87072000 (2.02)
3	D3 – 55040000 (0.00) / D7 – 15045000 (1.69) / D6 – 87240000 (0.72) / D7 – 10080000 (0.99) / D6 – 87030000 (0.84)
4	D6 – 87281000 (6.15) / D4 – 86000463 (2.25) / D6 – 87120000 (14.61) / D7 – 10130000 (6.80) / D6 – 87026005 (1.10)
5	D6 – 87270219 (0.00) / D2 – 72170000 (0.52) / D6 – 87027003 (0.14) / D6 – 87047000 (9.33) / D2 – 72160000 (3.49)

Left margin tabs: District 1, District 2, District 3, District 4, District 5, District 6, District 7

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

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

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
					Observed	Predicted	Expected	Excess Expected	
6	SR 50 75050000 (12.82) / CR 431 / PINE HILLS RD 75690000 (0.00)	Orange	C3C	4	6	2.10	3.85	1.75	ANGLE† RIGHT TURN† SIDESWIPE§
7	SR 50 75060000 (3.10) / MAGUIRE BLVD 75029500 (0.52)	Orange	C3C	4	6	1.93	3.68	1.75	PEDESTRIAN§ SIDESWIPE§ OTHER*
8	SR 35 / US 301 36050000 (1.52) / CR 42 / SE HWY 42 36130000 (4.76)	Marion	C2	4	6	1.74	3.46	1.72	ROLLOVER† RUN OFF ROAD* ANGLE*
9	SR 520 70100000 (7.37) / SR 501 70011000 (0.00)	Brevard	C3C	4	6	1.38	2.99	1.61	ANGLE† LEFT TURN* PEDESTRIAN*
10	SR 50 75060000 (4.55) / OLD CHENEY HWY 75000033 (0.00)	Orange	C4	4	6	1.35	2.95	1.60	RIGHT TURN† BICYCLE* RUN OFF ROAD*

Sister Intersections

District – Roadway ID (MP)

- D6 – 87054000 (4.67)
- D6 – 87054000 (2.04)
- D6 – 87054000 (2.55)
- D1 – 16210000 (0.00)
- D7 – 10080000 (1.11)

- D2 – 72291000 (0.00)
- D4 – 86000371 (1.88)
- D2 – 72015000 (0.00)
- D5 – 75030000 (3.82)
- D4 – 86000201 (2.10)

- D7 – 15040000 (5.95)
- D4 – 86000453 (2.12)
- D4 – 89000019 (0.23)
- D5 – 77000057 (0.90)
- D6 – 87090000 (10.44)

- D4 – 86000116 (0.00)
- D4 – 86000170 (2.20)
- D3 – 57030000 (19.29)
- D4 – 86000280 (0.00)
- D3 – 57030000 (18.53)

- D1 – 12070000 (6.15)
- D2 – 72000023 (0.00)
- D1 – 12070000 (5.08)
- D1 – 09030000 (5.49)
- D2 – 72000016 (3.02)

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

FDOT

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

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
					Observed	Predicted	Expected	Excess Expected	
11	SR 500 / US 192 / US 441 92030000 (12.54) / CR 532 / NOVA RD 92001000 (0.01)	Osceola	C2	3	5	1.39	2.93	1.54	LEFT TURN§ PEDESTRIAN*
12	SR 25 / SR 200 / US 301 / US 441 36001000 (0.48) / CR 2862 / NW 35TH ST 36000052 (0.48)	Marion	C3C	4	6	1.20	2.73	1.53	ANGLE† HEAD ON§ REAR END*
13	SR 520 70100000 (6.35) / RANGE RD 70000021 (0.00)	Brevard	C3C	4	6	1.14	2.63	1.49	REAR END§ BICYCLE* ANGLE*
14	SR 3 70140000 (1.32) / LUCAS RD 70620501 (0.57)	Brevard	C3C	4	6	1.09	2.55	1.46	PEDESTRIAN† BICYCLE† OTHER*
15	SR 40 36110000 (19.94) / SW 80TH AVE 36000100 (7.17)	Marion	C3R	4	6	0.99	2.39	1.40	REAR END† RUN OFF ROAD* LEFT TURN*

Sister Intersections

District – Roadway ID (MP)

Rank 11:
- D1 – 01010100 (1.62)
- D6 – 87008001 (0.55)
- D1 – 12001000 (0.00)
- D2 – 72000166 (0.46)
- D6 – 87080000 (4.06)

Rank 12:
- D4 – 93000154 (2.37)
- D2 – 26000011 (0.00)
- D4 – 88004000 (5.55)
- D2 – 26000028 (0.00)
- D5 – 75000007 (0.00)

Rank 13:
- D5 – 92000045 (0.00)
- D5 – 11070000 (12.62)
- D6 – 87072000 (5.69)
- D6 – 87030000 (16.59)
- D7 – 15000106 (0.00)

Rank 14:
- D3 – 55050000 (5.29)
- D4 – 86220000 (11.33)
- D4 – 89000037 (1.02)
- D7 – 15030000 (0.79)
- D4 – 94000049 (0.00)

Rank 15:
- D6 – 87062000 (0.50)
- D7 – 15000308 (2.01)
- D7 – 15200001 (0.00)
- D1 – 17020000 (17.87)
- D3 – 48020000 (16.96)

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

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
					Observed	Predicted	Expected	Excess Expected	
16	SR 50 11070000 (14.68) / CITRUS TOWER BLVD 11000092 (1.42)	Lake	C3C	4	5	2.00	3.32	1.32	ANGLE[†] PEDESTRIAN*
17	SR 5 / US 1 70020000 (0.08) / SR 16 78060000 (20.88)	Brevard	C3C	4	5	1.89	3.21	1.32	BICYCLE[§] RUN OFF ROAD* ANGLE*
18	SR 15 / SR 600 / US 17 / US 92 77010000 (1.02) / LAKE OF THE WOODS BLVD 77000055 (0.00)	Seminole	C3C	4	5	1.80	3.12	1.32	PEDESTRIAN[†] REAR END*
19	SR 500 / SR 600 / US 17 / US 441 75010000 (1.37) / TOWN CENTER BLVD 75000284 (2.18)	Orange	C3C	4	5	2.01	3.32	1.31	REAR END* ANGLE* PEDESTRIAN*
20	SR 434 75260000 (4.88) / CR 424 / EDGEWATER DR 75500000 (2.58)	Orange	C3C	4	5	1.69	3.00	1.31	LEFT TURN[§] ANGLE[†]

Sister Intersections

District – Roadway ID (MP)

Candidate	Sister Intersections
16	D5 – 77000227 (0.39) / D3 – 57610013 (3.64) / D5 – 77000028 (1.68) / D5 – 77080000 (4.39) / D3 – 60020001 (3.03)
17	D3 – 60010000 (14.83) / D2 – 72010000 (10.04) / D7 – 02000004 (0.00) / D5 – 75000091 (2.12) / D3 – 48080060 (0.33)
18	D7 – 14000059 (0.00) / D1 – 16060000 (2.12) / D2 – 72000080 (2.76) / D1 – 12070000 (2.97) / D7 – 14000039 (0.00)
19	D4 – 93021500 (0.70) / D1 – 03010000 (9.98) / D6 – 87034000 (2.97) / D4 – 93040000 (11.11) / D4 – 93210000 (4.56)
20	D2 – 71504000 (4.93) / D4 – 86517000 (4.29) / D5 – 92000076 (0.85) / D1 – 16070000 (0.75) / D1 – 17020000 (10.03)

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

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
					Observed	Predicted	Expected	Excess Expected	
21	SR 500 / US 27 36070000 (15.58) ⧉ / NW 60TH AVE 36000004 (2.46)	Marion	C2	3	5	0.87	2.18	1.31	LEFT TURN†
22	SR 423 75190001 (39.24) ⧉ / RAMPS TO/FROM SR 408 EB	Orange	C3C	4	5	1.34	2.60	1.26	LEFT TURN§ ROLLOVER§ OTHER*
23	SR 423 75190001 (39.36) ⧉ / RAMPS TO/FROM SR 408 WB	Orange	C3C	4	5	1.30	2.55	1.25	PEDESTRIAN† SIDESWIPE§
24	SR 435 75270000 (3.07) ⧉ / CONROY RD 75000139 (0.00)	Orange	C3C	4	5	2.46	3.70	1.24	PEDESTRIAN† OTHER*
25	SR 5 / US 1 79010000 (31.68) ⧉ / BELLEVUE AVE 79000097 (1.86)	Volusia	C4	4	5	1.18	2.38	1.20	ANGLE§ REAR END*

Sister Intersections

District – Roadway ID (MP)

Rank 21:
- D4 – 93040000 (11.11) ⧉
- D4 – 93021500 (0.70) ⧉
- D6 – 87034000 (2.97) ⧉
- D4 – 93507500 (1.51) ⧉
- D5 – 75010000 (11.02) ⧉

Rank 22:
- D7 – 10000043 (1.78) ⧉
- D6 – 87091000 (8.06) ⧉
- D2 – 72000136 (0.00) ⧉
- D6 – 87038000 (2.66) ⧉
- D1 – 13150000 (7.59) ⧉

Rank 23:
- D4 – 86004000 (6.45) ⧉
- D7 – 15090000 (1.91) ⧉
- D1 – 13150000 (4.57) ⧉
- D4 – 94010000 (11.76) ⧉
- D7 – 15230000 (0.61) ⧉

Rank 24:
- D7 – 10680000 (4.02) ⧉
- D4 – 93001000 (5.78) ⧉
- D1 – 12060000 (12.06) ⧉
- D2 – 72040345 (0.24) ⧉
- D6 – 87020000 (12.02) ⧉

Rank 25:
- D5 – 79000107 (0.00) ⧉
- D5 – 36000133 (0.57) ⧉
- D2 – 72110000 (0.55) ⧉
- D5 – 75030000 (5.15) ⧉
- D5 – 11040000 (3.70) ⧉

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

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

District 1
District 2
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District 7

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
					Observed	Predicted	Expected	Excess Expected	
26	SR 15A 79160000 (2.26) / CR 4108 / W EUCLID AVE 79000034 (1.01)	Volusia	C4	4	5	1.11	2.28	1.17	RIGHT TURN[†] BICYCLE[§] OTHER[*]
27	SR 25 / SR 200 / US 301 / US 441 36001000 (3.52) / SR 326 36180000 (14.00)	Marion	C2	3	4	1.29	2.39	1.10	REAR END[†]
28	SR 421 79230000 (0.42) / TAYLOR RD 79000209 (0.00)	Volusia	C3C	3	4	1.22	2.32	1.10	REAR END[§] ANGLE[†] BICYCLE[§]
29	SR 5 / US 1 79030000 (2.92) / WALKER ST 79000077 (1.65)	Volusia	C4	4	5	0.89	1.95	1.06	OTHER[†] SIDESWIPE[§] ANGLE[*]

Sister Intersections

District – Roadway ID (MP)

D4 – 88560000 (3.53)
D5 – 75000177 (0.90)
D5 – 75030000 (4.02)
D4 – 93760000 (0.00)
D6 – 87080900 (33.82)

D7 – 14000060 (0.00)
D7 – 02090000 (6.18)
D5 – 77000216 (1.03)
D5 – 11200000 (10.24)
D3 – 46070000 (0.00)

D5 – 92000031 (0.00)
D6 – 87090000 (10.44)
D2 – 26070000 (15.19)
D7 – 10000374 (0.00)
D6 – 87002000 (5.52)

D5 – 79000079 (1.65)
D7 – 15000462 (0.01)
D5 – 79030000 (1.92)
D4 – 93050000 (3.41)
D4 – 94005000 (2.24)

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

FDOT

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

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
					Observed	Predicted	Expected	Excess Expected	
1	**SR 997** **87150000 (22.38)** ⧉ / SR 90 / US 41 87120000 (0.00)	Miami-Dade	C2	4	8	2.00	4.63	2.63	RIGHT TURN[†] OTHER[*]
2	**SR 5 / US 1** **87030000 (4.41)** ⧉ / RIVIERA DR 87000123 (1.34)	Miami-Dade	C4	4	7	1.91	4.08	2.17	LEFT TURN[†] RUN OFF ROAD[†]
3	**SR 934** **87080900 (39.26)** ⧉ / N MIAMI AVE 87032501 (3.85)	Miami-Dade	C4	4	7	1.49	3.51	2.02	PEDESTRIAN[†] OTHER[*]
4	**SR 5 / US 1** **87020000 (4.34)** ⧉ / SW 296TH ST / AVOCADO RD 87000504 (2.50)	Miami-Dade	C3C	4	7	1.41	3.40	1.99	OTHER[†] PEDESTRIAN[*] LEFT TURN[*]
5	**SR 934** **87080900 (36.97)** ⧉ / NW 22ND AVE 87504502 (1.52)	Miami-Dade	C4	4	6	1.83	3.57	1.74	LEFT TURN[*] BICYCLE[*] OTHER[*]

Sister Intersections

District – Roadway ID (MP)

D1 – 16050000 (9.81) ⧉
D6 – 87150000 (17.43) ⧉
D6 – 87150000 (10.90) ⧉
D5 – 36030000 (6.78) ⧉
D4 – 93200000 (0.00) ⧉
D4 – 86000464 (0.00) ⧉
D6 – 87030000 (5.99) ⧉
D6 – 87044000 (3.66) ⧉
D6 – 87030000 (2.12) ⧉
D6 – 87020000 (18.22) ⧉
D4 – 93526500 (0.48) ⧉
D4 – 93016000 (9.23) ⧉
D6 – 87085000 (3.01) ⧉
D7 – 10000081 (0.00) ⧉
D4 – 89040000 (1.75) ⧉
D2 – 72000042 (0.00) ⧉
D7 – 14000116 (0.16) ⧉
D6 – 87091000 (5.09) ⧉
D5 – 11060000 (7.22) ⧉
D7 – 14050000 (5.83) ⧉
D6 – 87140000 (8.18) ⧉
D5 – 75030000 (5.40) ⧉
D5 – 36004000 (1.23) ⧉
D5 – 75040000 (11.99) ⧉
D5 – 75030000 (7.80) ⧉

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

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

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
					Observed	Predicted	Expected	Excess Expected	
6	SR 5 / US 1 87030000 (3.99) / GRANADA BLVD 87000107 (1.18)	Miami-Dade	C4	4	6	1.83	3.56	1.73	REAR END§ ANGLE§ RUN OFF ROAD*
7	SR 968 87053000 (5.04) / SW 37TH AVE / DOUGLAS RD 87029501 (1.51)	Miami-Dade	C4	4	6	1.81	3.54	1.73	ANGLE§ HEAD ON§ PEDESTRIAN*
8	SR 5 / US 1 90010000 (4.47) / CROSS ST 90550026 (0.00)	Monroe	C4	3	6	0.92	2.60	1.68	BICYCLE§ LEFT TURN* REAR END*
9	SR 7 / US 441 87140000 (1.55) / NW/NE 14TH ST 87000161 (0.00)	Miami-Dade	C4	4	6	1.08	2.53	1.45	ANGLE† LEFT TURN*
10	SR 959 87062000 (5.07) / NW 7TH ST 87049500 (1.09)	Miami-Dade	C4	4	5	1.90	3.22	1.32	PEDESTRIAN* LEFT TURN* REAR END*

Sister Intersections

District – Roadway ID (MP)

Rank 6:
- D4 – 86000464 (0.00)
- D6 – 87044000 (3.66)
- D6 – 87030000 (5.99)
- D6 – 87030000 (2.12)
- D6 – 87020000 (18.22)

Rank 7:
- D5 – 75570000 (0.00)
- D4 – 93000288 (0.58)
- D2 – 78060000 (20.77)
- D6 – 87072000 (3.01)
- D6 – 87002000 (3.54)

Rank 8:
- D2 – 78010000 (17.43)
- D4 – 93030000 (0.00)
- D4 – 86000231 (0.76)
- D5 – 75030000 (6.80)
- D5 – 79150000 (0.97)

Rank 9:
- D6 – 87190000 (0.37)
- D2 – 26070000 (18.71)
- D5 – 70011000 (1.20)
- D4 – 93060000 (28.16)
- D2 – 28030001 (9.18)

Rank 10:
- D6 – 87140000 (8.18)
- D5 – 75040000 (11.99)
- D6 – 87055000 (1.02)
- D6 – 87080900 (33.19)
- D6 – 87072000 (2.02)

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

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 7 / US 441** **87140000 (1.80)** ↗ / NW 17TH ST 87000460 (0.00)	Miami-Dade	C4	4	6	0.89	2.21	1.32	PEDESTRIAN§ OTHER* REAR END*	D7 – 15020000 (13.84) ↗ / D5 – 75000398 (0.21) ↗ / D2 – 76050000 (25.07) ↗ / D6 – 87190000 (0.24) ↗ / D3 – 46020000 (8.03) ↗
12	**SR 976** **87044000 (7.75)** ↗ / SR 953 87281000 (0.57)	Miami-Dade	C5	4	5	1.65	2.96	1.31	LEFT TURN* PEDESTRIAN* REAR END*	D3 – 55040000 (0.00) ↗ / D7 – 15045000 (1.69) ↗ / D6 – 87240000 (0.72) ↗ / D7 – 10080000 (0.99) ↗ / D6 – 87030000 (0.84) ↗
13	**IVES DAIRY RD** **87013000 (2.62)** ↗ / RAMPS TO/FROM I-95 SB	Miami-Dade	C3C	4	5	2.20	3.50	1.30	PEDESTRIAN§ REAR END* OTHER*	D6 – 87270219 (0.00) ↗ / D2 – 72170000 (0.52) ↗ / D6 – 87027003 (0.14) ↗ / D6 – 87047000 (9.33) ↗ / D2 – 72160000 (3.49) ↗
14	**SR 817** **87019000 (0.73)** ↗ / NW 151ST ST 87000331 (0.88)	Miami-Dade	C4	4	5	1.53	2.83	1.30	ANGLE† OTHER*	D6 – 87281000 (6.15) ↗ / D4 – 86000463 (2.25) ↗ / D6 – 87120000 (14.61) ↗ / D7 – 10130000 (6.80) ↗ / D6 – 87026005 (1.10) ↗
15	**SR 7 / US 441** **87140000 (3.07)** ↗ / SR 25 / US 27 87090000 (18.52)	Miami-Dade	C5	4	5	1.23	2.45	1.22	ANGLE† SIDESWIPE§	D6 – 87054000 (4.67) ↗ / D6 – 87054000 (2.04) ↗ / D6 – 87054000 (2.55) ↗ / D1 – 16210000 (0.00) ↗ / D7 – 10080000 (1.11) ↗

Side tabs: District 1, District 2, District 3, District 4, District 5, District 6, District 7

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

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 5 / US 1 90020000 (0.07) ↗ MACDONALD AVE 90000533 (1.16)	Monroe	C4	3	5	0.74	1.95	1.21	BICYCLE[†] PEDESTRIAN[§] RUN OFF ROAD[*]	D2 – 72291000 (0.00) ↗ D4 – 86000371 (1.88) ↗ D2 – 72015000 (0.00) ↗ D5 – 75030000 (3.82) ↗ D4 – 86000201 (2.10) ↗
17	SR 25 / US 27 87090000 (10.04) ↗ NW 79TH AVE 87000526 (1.11)	Miami-Dade	C3C	3	4	1.31	2.42	1.11	RUN OFF ROAD[†] OTHER[*]	D7 – 15040000 (5.95) ↗ D4 – 86000453 (2.12) ↗ D4 – 89000019 (0.23) ↗ D5 – 77000057 (0.90) ↗ D6 – 87090000 (10.44) ↗
18	SR 94 87001000 (6.47) ↗ SW 112TH AVE 87000480 (1.09)	Miami-Dade	C4	3	4	1.06	2.13	1.07	LEFT TURN[*] OTHER[*] PEDESTRIAN[*]	D4 – 86000116 (0.00) ↗ D4 – 86000170 (2.20) ↗ D3 – 57030000 (19.29) ↗ D4 – 86000280 (0.00) ↗ D3 – 57030000 (18.53) ↗
19	SR 5 / US 1 87020000 (6.74) ↗ SW 268TH ST / MOODY DR 87000051 (0.00)	Miami-Dade	C3C	3	4	1.02	2.08	1.06	ANGLE[†] OTHER[*] RUN OFF ROAD[*]	D1 – 12070000 (6.15) ↗ D2 – 72000023 (0.00) ↗ D1 – 12070000 (5.08) ↗ D1 – 09030000 (5.49) ↗ D2 – 72000016 (3.02) ↗
20	SR 934 87080900 (38.59) ↗ NW 6TH AVE 87270120 (0.13)	Miami-Dade	C4	4	5	1.19	2.23	1.04	REAR END[†] OTHER[*]	D1 – 01010100 (1.62) ↗ D6 – 87008001 (0.55) ↗ D1 – 12001000 (0.00) ↗ D2 – 72000166 (0.46) ↗ D6 – 87080000 (4.06) ↗

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

Districts 1–7 (left margin labels)

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
					Observed	Predicted	Expected	Excess Expected	
1	SR 35 / SR 700 / US 98 / US 301 14050000 (11.63) / SR 52 14680000 (3.12)	Pasco	C3R	4	10	1.20	4.01	2.81	REAR END[†] ANGLE*
2	SR 55 / US 19 15150000 (3.13) / 18TH AVE S 15000142 (1.25)	Pinellas	C4	4	8	1.47	3.85	2.38	PEDESTRIAN[§] LEFT TURN[§] BICYCLE*
3	SR 43 / US 301 10010000 (14.18) / SYMMES RD 10523000 (3.25)	Hillsborough	C3R	4	6	1.68	3.39	1.71	RIGHT TURN[†] ROLLOVER[†] HEAD ON[§]
4	SR 685 / US 41B 10020000 (5.16) / E BIRD ST 10000128 (0.01)	Hillsborough	C4	4	6	1.15	2.65	1.50	PEDESTRIAN* BICYCLE* RUN OFF ROAD*
5	SR 580 10150000 (5.89) / KELLY RD 10000025 (1.01)	Hillsborough	C3C	3	5	1.12	2.57	1.45	PEDESTRIAN[†] OTHER[†]

Sister Intersections

District – Roadway ID (MP)

Rank 1:
- D4 – 93000154 (2.37)
- D2 – 26000011 (0.00)
- D4 – 88004000 (5.55)
- D2 – 26000028 (0.00)
- D5 – 75000007 (0.00)

Rank 2:
- D5 – 92000045 (0.00)
- D5 – 11070000 (12.62)
- D6 – 87072000 (5.69)
- D6 – 87030000 (16.59)
- D7 – 15000106 (0.00)

Rank 3:
- D3 – 55050000 (5.29)
- D4 – 86220000 (11.33)
- D4 – 89000037 (1.02)
- D7 – 15030000 (0.79)
- D4 – 94000049 (0.00)

Rank 4:
- D6 – 87062000 (0.50)
- D7 – 15000308 (2.01)
- D7 – 15200001 (0.00)
- D1 – 17020000 (17.87)
- D3 – 48020000 (16.96)

Rank 5:
- D7 – 14000059 (0.00)
- D1 – 16060000 (2.12)
- D2 – 72000080 (2.76)
- D1 – 12070000 (2.97)
- D7 – 14000039 (0.00)

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

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

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

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
					Observed	Predicted	Expected	Excess Expected	
6	SR 45 / US 41 08010000 (1.39) / CR 576 / AYERS RD 08000040 (0.00)	Hernando	C3C	4	6	1.00	2.40	1.40	LEFT TURN[†] RIGHT TURN[†]
7	SR 600 / US 92 10030000 (4.77) / SR 600 / US 92 10030102 (0.00)	Hillsborough	C3C	4	7	0.68	2.01	1.33	LEFT TURN[†] SIDESWIPE[†] REAR END[*]
8	SR 55 / US 19 15150000 (4.13) / 5TH AVE S 15000320 (1.25)	Pinellas	C4	4	5	1.97	3.29	1.32	LEFT TURN[*] SIDESWIPE[§] ANGLE[*]
9	SR 60 15040000 (2.93) / CR 425 / S HERCULES AVE 15000041 (1.36)	Pinellas	C3C	4	5	1.84	3.16	1.32	LEFT TURN[§] PEDESTRIAN[*]
10	SR 60 15040000 (3.44) / CR 501 / S BELCHER RD 15514000 (3.03)	Pinellas	C4	4	5	2.00	3.31	1.31	REAR END[§] LEFT TURN[*]

Sister Intersections

District – Roadway ID (MP)

Rank 6:
- D3 – 60010000 (14.83)
- D2 – 72010000 (10.04)
- D7 – 02000004 (0.00)
- D5 – 75000091 (2.12)
- D3 – 48080060 (0.33)

Rank 7:
- D2 – 71504000 (4.93)
- D4 – 86517000 (4.29)
- D5 – 92000076 (0.85)
- D1 – 16070000 (0.75)
- D1 – 17020000 (10.03)

Rank 8:
- D4 – 93040000 (11.11)
- D4 – 93021500 (0.70)
- D6 – 87034000 (2.97)
- D4 – 93507500 (1.51)
- D5 – 75010000 (11.02)

Rank 9:
- D5 – 77000227 (0.39)
- D3 – 57610013 (3.64)
- D5 – 77000028 (1.68)
- D5 – 77080000 (4.39)
- D3 – 60020001 (3.03)

Rank 10:
- D7 – 10000043 (1.78)
- D6 – 87091000 (8.06)
- D2 – 72000136 (0.00)
- D6 – 87038000 (2.66)
- D1 – 13150000 (7.59)

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

FDOT

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

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
					Observed	Predicted	Expected	Excess Expected	
11	SR 55 / US 19 15150000 (4.87) / SR 595 / US 19A 15010000 (2.51)	Pinellas	C4	4	5	1.94	3.25	1.31	PEDESTRIAN* LEFT TURN* BICYCLE§
12	SR 595 / US 19A 15010000 (3.76) / CR 611 / 49TH ST N 15000254 (0.44)	Pinellas	C4	4	5	1.65	2.96	1.31	LEFT TURN* RUN OFF ROAD* ANGLE*
13	SR 688 15120000 (5.53) / LAKE AVE 15000271 (0.00)	Pinellas	C3R	4	5	1.57	2.87	1.30	REAR END§ RIGHT TURN† BICYCLE*
14	SR 599 / US 41 10060000 (24.93) / PALM RIVER RD 10000102 (0.00)	Hillsborough	C3C	4	5	1.50	2.80	1.30	LEFT TURN* BICYCLE§ PEDESTRIAN*
15	SR 580 10310000 (2.84) / SR 685 / US 41B 10020000 (5.87)	Hillsborough	C3C	4	5	2.20	3.49	1.29	REAR END* SIDESWIPE§ PEDESTRIAN*

Sister Intersections

District – Roadway ID (MP)

D4 – 93021500 (0.70)
D1 – 03010000 (9.98)
D6 – 87034000 (2.97)
D4 – 93040000 (11.11)
D4 – 93210000 (4.56)
D4 – 86004000 (6.45)
D7 – 15090000 (1.91)
D1 – 13150000 (4.57)
D4 – 94010000 (11.76)
D7 – 15230000 (0.61)
D4 – 93000113 (1.09)
D4 – 93000003 (2.07)
D4 – 86000499 (2.04)
D6 – 87046000 (2.94)
D1 – 16180000 (17.29)
D6 – 87020000 (9.76)
D3 – 55020000 (3.71)
D4 – 93000191 (0.00)
D1 – 13020000 (1.52)
D3 – 58010000 (9.84)
D5 – 70020000 (2.89)
D4 – 86517000 (4.29)
D2 – 72028000 (3.96)
D1 – 16261000 (1.81)
D3 – 48070000 (4.69)

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

FDOT

District 1											

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
					Observed	Predicted	Expected	Excess Expected	
16	**SR 43 / US 301 10010000 (20.65)** ↗ SR 676 10250000 (0.00)	Hillsborough	C3C	4	5	2.36	3.63	1.27	BICYCLE[†] ANGLE[*]
17	**SR 54 14090000 (9.31)** ↗ SR 581 14610000 (4.51)	Pasco	C3C	4	5	2.43	3.68	1.25	REAR END[†] BICYCLE[§]
18	**SR 590 15050003 (0.25)** ↗ SR 595 / US 19A 15025000 (0.50)	Pinellas	C4	4	5	1.33	2.58	1.25	LEFT TURN[†] OTHER[*] ANGLE[*]
19	**SR 55 / US 19 / US 95 02030000 (20.74)** ↗ CR 488 / W DUNNELLON RD 02070000 (0.00)	Citrus	C2	4	5	1.29	2.53	1.24	LEFT TURN[†]
20	**SR 43 / US 301 10010000 (16.30)** ↗ BALM RIVERVIEW RD 10690000 (0.00)	Hillsborough	C3C	4	5	2.67	3.86	1.19	LEFT TURN[†]

Sister Intersections

District – Roadway ID (MP)

Rank	Sister Intersections
16	D5 – 77120000 (4.22) ↗ D6 – 87027000 (5.37) ↗ D2 – 72190000 (6.33) ↗ D5 – 75020000 (3.42) ↗ D6 – 87002000 (4.75) ↗
17	D4 – 93580506 (0.00) ↗ D1 – 03001000 (0.00) ↗ D6 – 87090000 (11.56) ↗ D2 – 72190000 (6.33) ↗ D5 – 79270001 (0.00) ↗
18	D4 – 93060000 (27.09) ↗ D1 – 13010000 (0.04) ↗ D6 – 87034000 (4.46) ↗ D4 – 93000053 (1.06) ↗ D5 – 79070001 (0.93) ↗
19	D4 – 94631003 (2.76) ↗ D1 – 09030000 (1.06) ↗ D1 – 16090000 (21.14) ↗ D3 – 48040000 (23.56) ↗ D1 – 17005000 (2.71) ↗
20	D1 – 12010000 (13.13) ↗ D7 – 10130000 (11.05) ↗ D2 – 72516500 (0.00) ↗ D7 – 10000002 (4.11) ↗ D1 – 12010000 (12.67) ↗

Left margin district labels: District 1, District 2, District 3, District 4, District 5, District 6, District 7

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

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
					Observed	Predicted	Expected	Excess Expected	
21	SR 55 / US 19 15150000 (26.65) / CR 584A / NEBRASKA AVE 15550000 (1.78)	Pinellas	C3C	4	5	2.73	3.90	1.17	REAR END[†] ANGLE*
22	SR 35 / SR 700 / US 98 / US 301 14050000 (12.64) / MORNINGSIDE DR 14000148 (0.00)	Pasco	C3C	4	5	1.03	2.17	1.14	LEFT TURN[§] PEDESTRIAN*
23	SR 55 / US 19 15150000 (31.29) / CR 582 / KEYSTONE RD 15560000 (0.00)	Pinellas	C3C	4	5	2.90	4.01	1.11	SIDESWIPE[†] PEDESTRIAN[§]
24	SR 54 14090000 (11.14) / VANDINE RD 14000100 (0.00)	Pasco	C3R	3	4	1.23	2.33	1.10	OTHER[†] LEFT TURN*
25	SR 45 / US 41 10040000 (6.19) / E LINEBAUGH AVE 10000132 (2.32)	Hillsborough	C5	4	5	0.96	2.06	1.10	BICYCLE[†] ANGLE* REAR END*

Sister Intersections
District – Roadway ID (MP)

- D2 – 71020000 (14.00)
- D7 – 14000149 (1.00)
- D1 – 12005000 (5.28)
- D6 – 87001000 (4.97)
- D2 – 72000286 (1.13)
- D5 – 79000044 (1.85)
- D3 – 46514000 (9.02)
- D1 – 16140000 (0.34)
- D5 – 79160000 (0.25)
- D7 – 02000042 (0.01)
- D6 – 87001000 (4.97)
- D1 – 16210000 (3.06)
- D2 – 71020000 (14.00)
- D2 – 71130000 (0.00)
- D1 – 12005000 (5.28)
- D4 – 93210000 (0.78)
- D7 – 14570000 (6.34)
- D7 – 15080000 (0.00)
- D7 – 14570003 (0.00)
- D7 – 10000031 (11.18)
- D3 – 48080060 (3.96)
- D6 – 87054000 (3.58)
- D6 – 87034000 (2.21)
- D6 – 90010000 (1.11)
- D6 – 87054000 (4.59)

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

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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		
26	**SR 685 / US 41B 10020000 (3.83)** ⧉ E HANNA AVE 10000125 (0.00)	Hillsborough	C4	4	5	0.87	1.92	1.05	PEDESTRIAN[†] ANGLE*	**D7 –** 15020000 (13.84) ⧉ **D2 –** 76050000 (25.07) ⧉ **D5 –** 75030000 (2.26) ⧉ **D6 –** 87047000 (2.52) ⧉ **D3 –** 48000032 (20.89) ⧉

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

Appendix

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

$N_{p,3l,2w} = exp[-7.6005 + 0.6500 \times \log(AADT_{major}) + 0.3881 \times I_{C3CC3R}$
$- 0.4237 \times I_{C4} - 0.8506 \times I_{C5C6}]$
with $k = 0.535$

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

$N_{p,3l,1w} = exp[-6.2950 + 0.5248 \times \log(AADT_{major}) - 0.7455 \times I_{C5C6}]$
with $k = 0.186$

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

$N_{p,4l,2w} = exp[-7.5677 + 0.5101 \times \log(AADT_{major}) + 0.1941 \times \log(AADT_{minor})$
$- 0.6025 \times I_{C2T} - 0.1995 \times I_{C3C} - 0.3857 \times I_{C3R} - 0.2604 \times I_{C4}$
$- 0.4570 \times I_{C5C6}]$
with $k = 0.390$

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

$N_{p,4l,1w} = exp[-8.9831 + 0.4449 \times \log(AADT_{major}) + 0.3198 \times \log(AADT_{minor})$
$+ 0.5079 \times I_{C4} - 0.2765 \times I_{C5C6}]$
with $k = 0.314$

SPFs for three-leg crossroad ramp terminal intersections:

$N_{p,3lR} = exp[-5.4429 + 0.4968 \times \log(\max(AADT_{ramps})) \times I_{diamond} + 0.4461$
$\times \log(\max(AADT_{ramps})) \times I_{parclo}]$
with $k = 0.293$

SPFs for four-leg crossroad ramp terminal intersections:

$N_{p,4lR} = exp[-6.5457 + 0.2415 \times \log(AADT_{crossroad}) + 0.3573$
$\times \log(\max(AADT_{ramps})) \times I_{diamond} + 0.3438 \times$
$\log(\max(AADT_{ramps})) \times I_{parclo}]$
with $k = 0.395$

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;
$AADT_{ramps}$	=	Annual average daily traffic (veh/day) along ramps 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);
I_{C4}	=	Context classification "C4" indicator (1 if the intersecting roadways are in either context classification C4; 0 otherwise);
$I_{diamond}$	=	Indicator variable for diamond ramp configuration (1 if the ramp configuration is diamond; 0 otherwise);
I_{parclo}	=	Indicator variable for parclo ramp configuration (1 if the ramp configuration is parclo; 0 otherwise); and
k	=	Overdispersion parameter.