



**Road Safety Analysis Report
For
Cleary Boulevard
Broward County**

August 2023

1.0 INTRODUCTION

Cleary Boulevard (Blvd) was identified as a high-crash location in the 2045 Metropolitan Transportation Plan (MTP) and chosen for study by the Broward Metropolitan Planning Organization (BMPO). The location is in and under the maintenance jurisdiction of the City of Plantation. The study corridor in relation to the surrounding roadways is graphically depicted on the Location Map below.

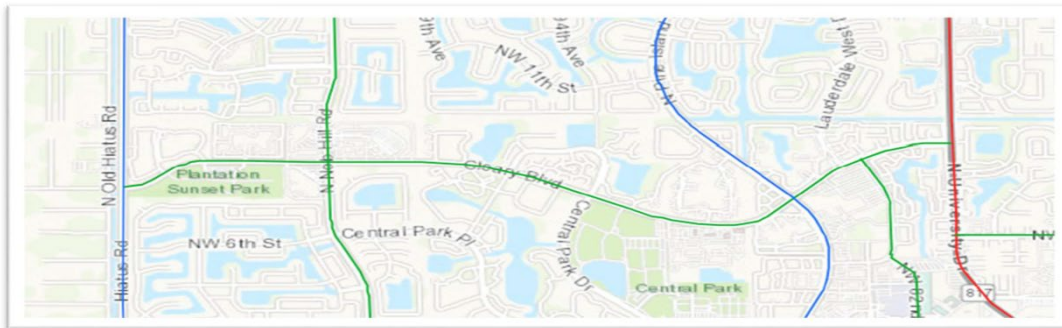


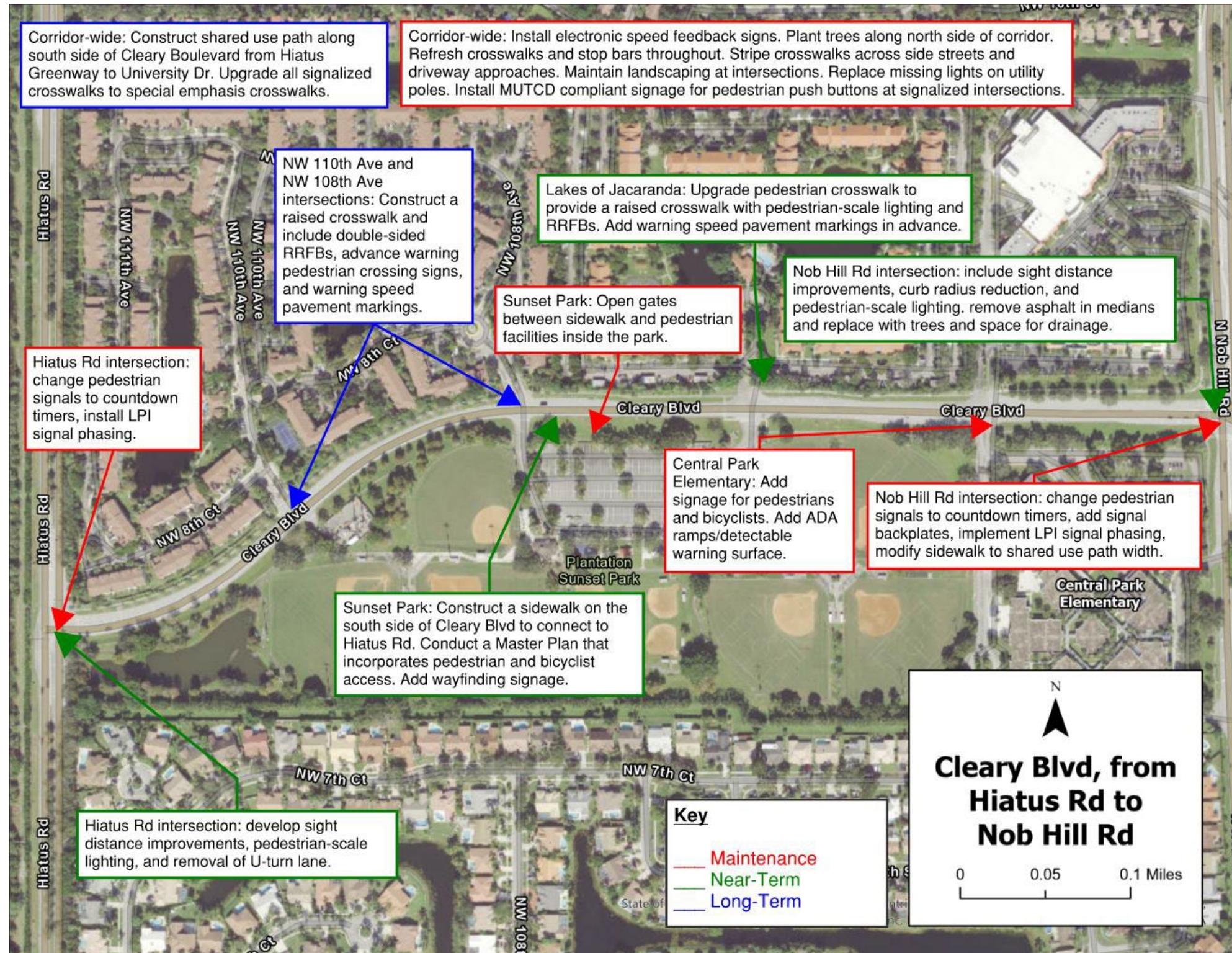
Figure 2: Green indicates City owned roads, blue indicates Broward County owned roads, and red indicates FDOT roads.

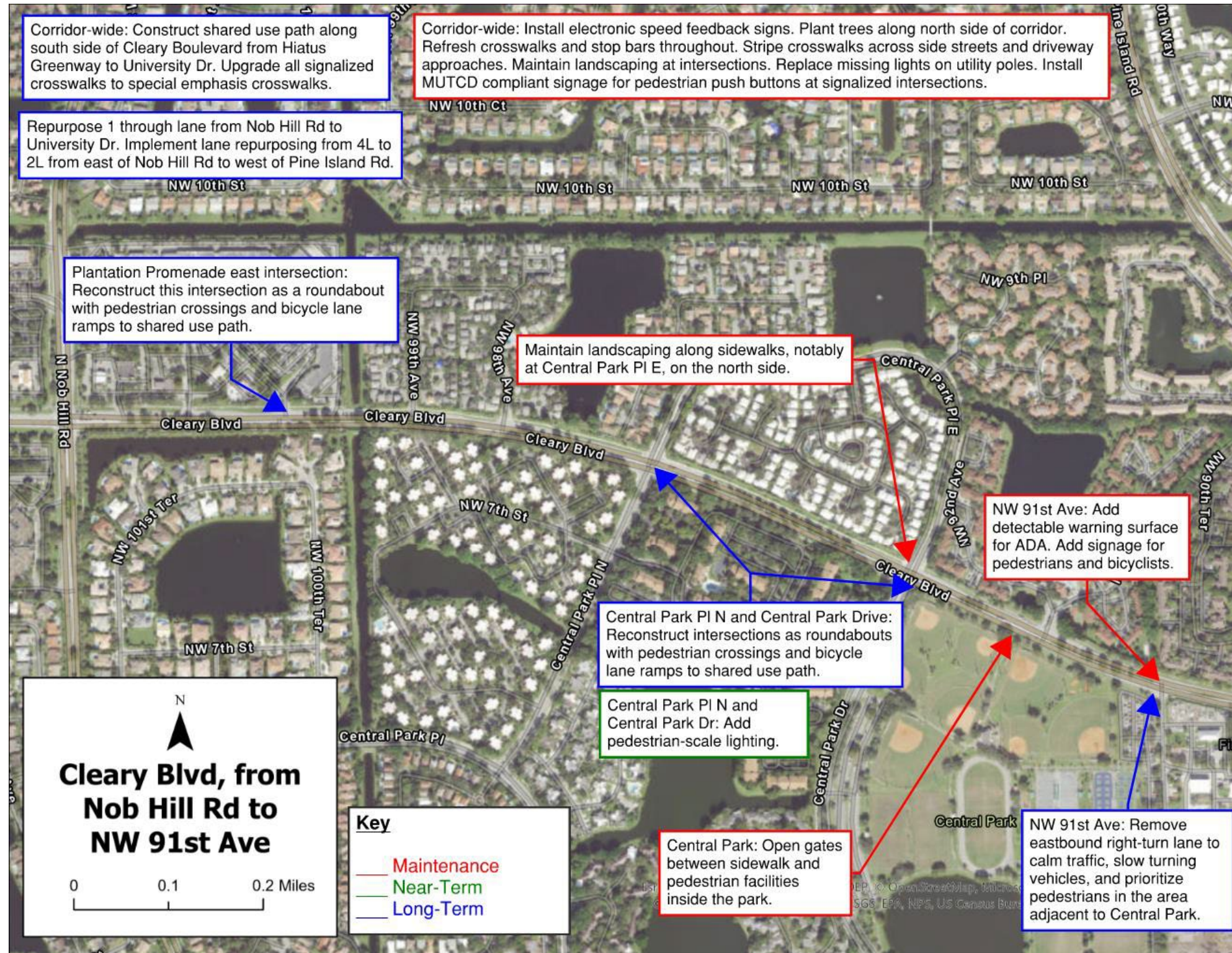
2.0 EXISTING CONDITION

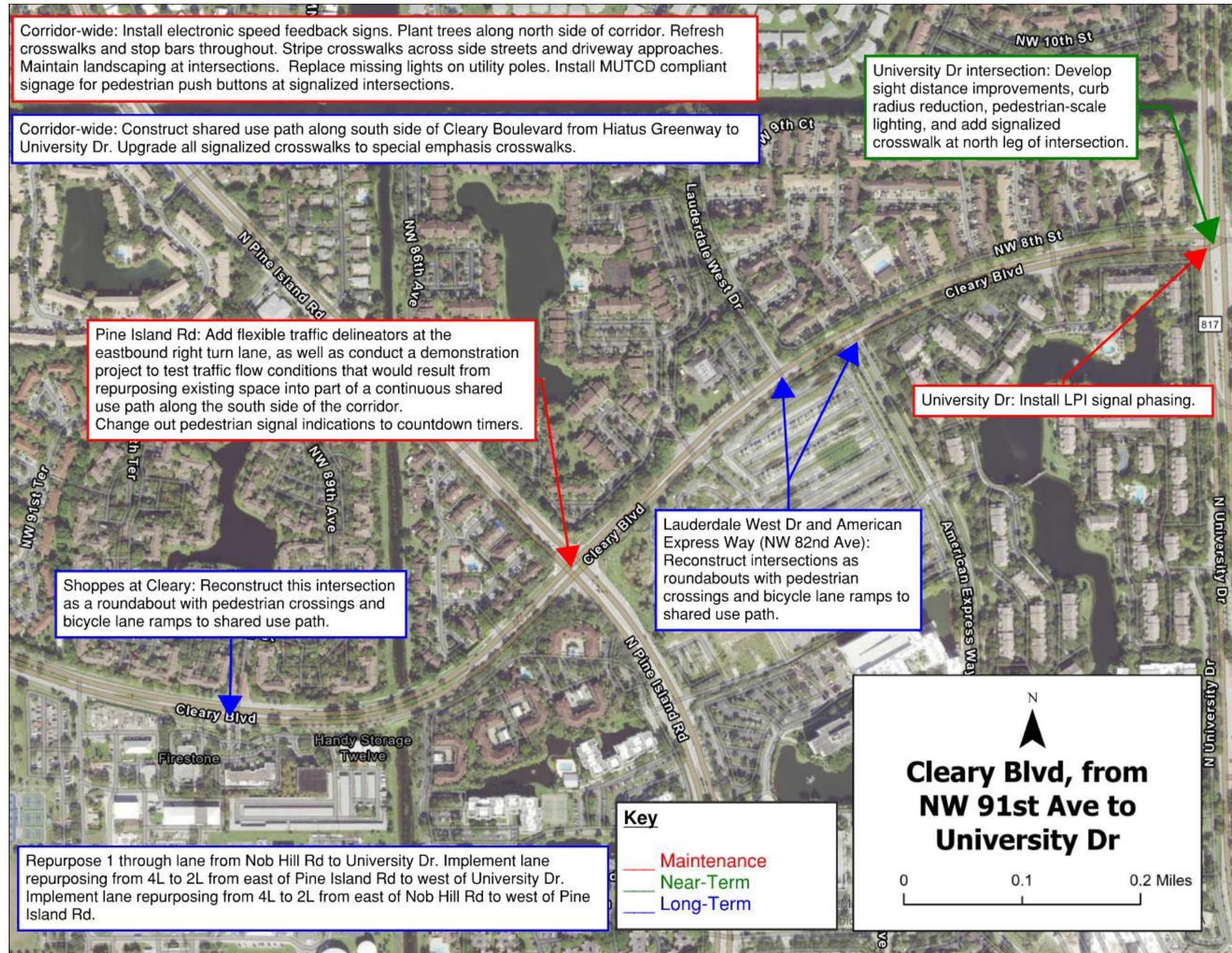
The characteristics of Cleary Blvd located in the City of Plantation, Broward County, Florida are summarized below.

Features	Description
Main Street	Cleary Blvd
Traffic Control	A combination of signalized intersections, unsignalized intersections and directional median openings.
Context Classification	C4 and C3R
Posted Speeds	40 MPH
Sidewalks	Sidewalk gaps exist on the west side of the corridor between Hiatus Rd and Nob Hill Rd.
Bicycle Lanes	No bicycle lanes exist on the corridor.
Pedestrian/Bicycle Generators	Two (2) major parks, multiple restaurants, banks, and other commercial establishments, Central Park Elementary School, and Chabad of Plantation.

Features	Description
Nearest Signalized Intersections	Intersections at Hiatus Rd., Nob Hill Rd., Central Park Pl., N. Pine Island Rd., N. University Dr.
Roadway Lighting	Cobra Head lighting on north side of corridor west of Plantation Central Park, and on both sides of the corridor between Plantation Central Park and Pine Island Road
Surrounding Development	Low-density residential, auto-oriented commercial, two (2) schools, and two (2) major parks.
Pavement, Signing & Marking Condition	Pavement markings appear somewhat worn west of N. Pine Island Rd. Pavement conditions appear in good condition throughout corridor.
Transit	No transit directly on Cleary Blvd, but north-south bus routes on N. Pine Island Rd., and N. University Dr.
Main Street Type	4 Lane Divided







3.0 COLLISION ANALYSIS

Crash data from Signal Four Analytics for the period 2017-2023 was analyzed. A total of 676 crashes occurred within the study corridor between January 2017 and January 2023. These included zero (0) fatal crashes, 191 injury crashes, and 485 property damage only (PDO) crashes. Overall, injury crashes accounted for 28% of total crashes. Note that Short Form crashes are not included since typical FDOT studies performed using Crash Analysis Reporting System (CARS) data does not include short form crashes.

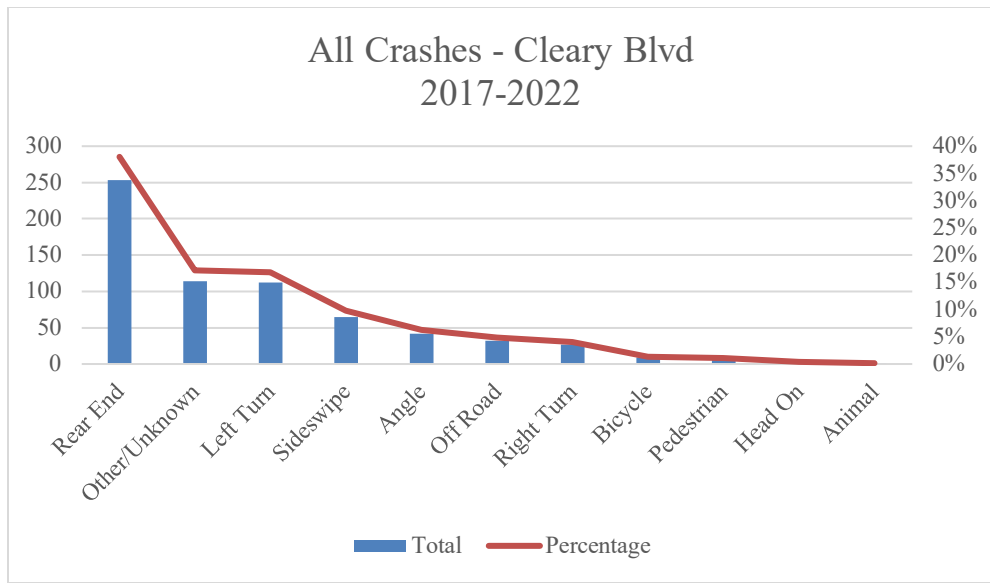
The most frequent crash types per were rear end (258 crashes/38 percent), left turn (112 crashes/17 percent), sideswipe (65/10 percent), and angle (43/6 percent). In general, rear end and sideswipe crashes may indicate congested conditions. There were 7 crashes (1%) involving pedestrians and 9 crashes (1%) involving bicyclists.

A review of pedestrian crashes indicates that there were four (4) serious injury crashes, and three (3) other injury crashes. A review of bicycle crashes indicates that there were two (2) serious injury crashes, five (5) other injury crashes, and two (2) non-injury crashes. See **Appendix A** for full Crash Data Analysis tables.

The number of crashes by types are as follows:

Crashes by Type (2017-2022)

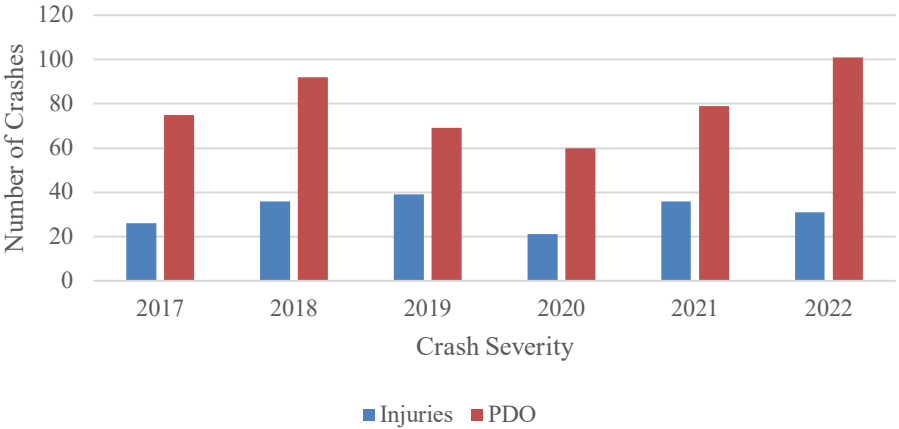
Type	Total	Percentage
Rear End	258	38%
Left Turn	112	17%
Sideswipe	65	10%
Angle	43	6%
Off Road	33	5%
Right Turn	28	4%
Bicycle	9	1%
Pedestrian	7	1%
Head On	3	0%
Animal	1	0%
Other/Unknown	117	17%
Grand Total	676	100%



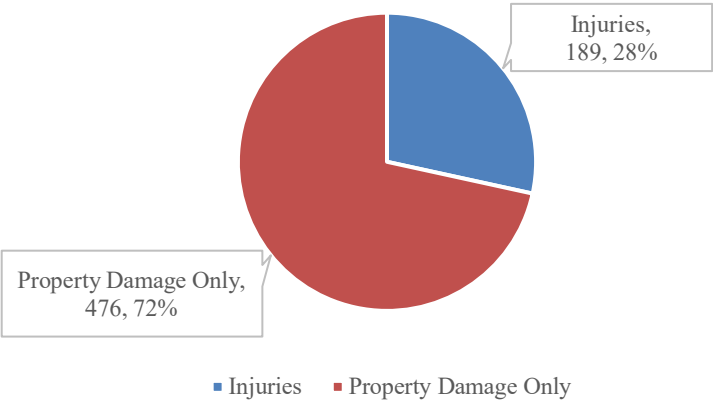
The number of crashes by severity is as follows:

Year	Injury	PDO	Total
2017	26	75	101
2018	36	92	128
2019	39	69	108
2020	21	60	81
2021	36	79	115
2022	31	101	132
Total	189	476	665

Cleary Blvd. Crash Severity
2017-2022



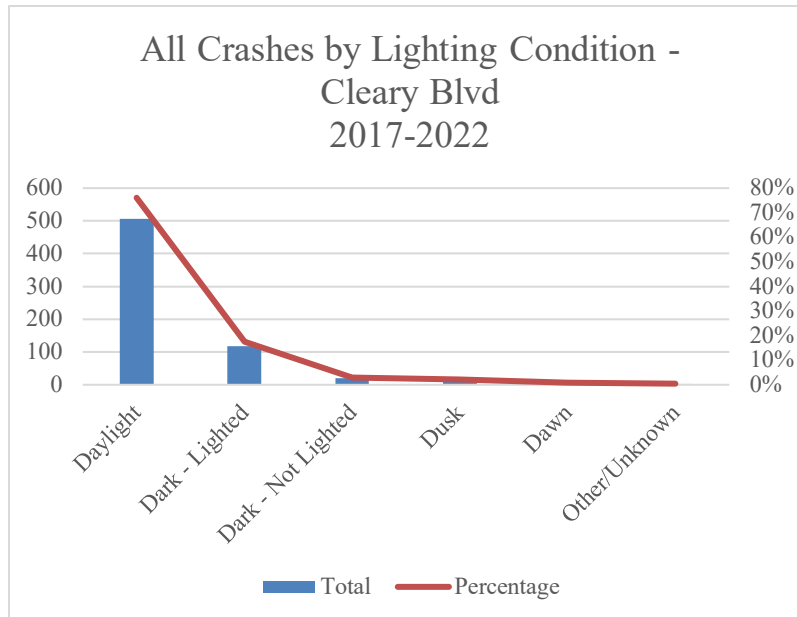
Cleary Blvd. Crash Severity
2017 - 2022

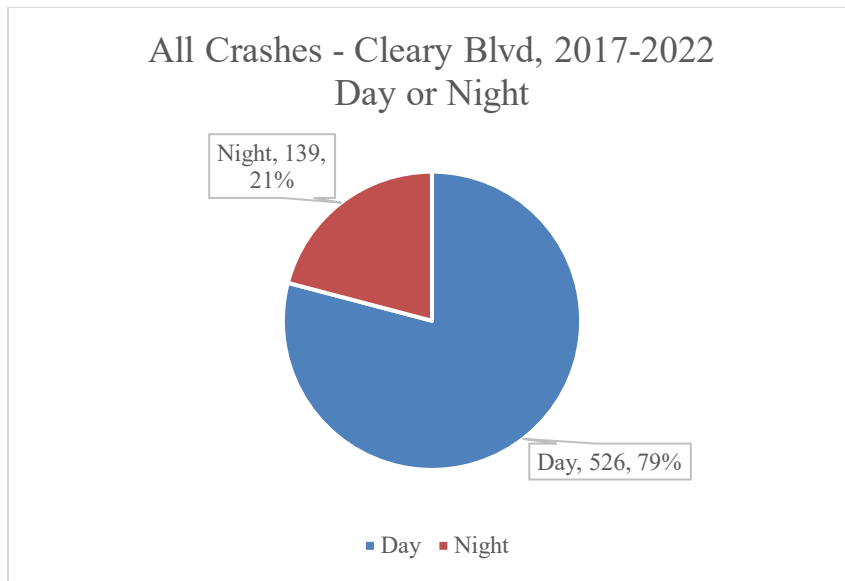


The number of crashes by lighting condition are as follows:

Crashes by Lighting Condition (2017-2022)

Lighting Condition	Total	Percentage
Daylight	506	76%
Dark - Lighted	117	18%
Dark - Not Lighted	20	3%
Dusk	14	2%
Dawn	5	1%
Other/Unknown	3	0%
Grand Total	665	100%





The number of crashes by analysis year are as follows:

Year	Total	Percentage
2017	101	15%
2018	128	19%
2019	108	16%
2020	81	12%
2021	115	17%
2022	132	20%
Total	665	100%

Full crash diagrams for each year can be found in **Appendix A**.

4.0 Field Observations

A qualitative assessment based on field observations was performed by a team of stakeholders on April 18, and April 20, 2023 at the study corridor of Cleary Boulevard. The team consisted of the following representatives:

Name	Agency
Mark Brown	Broward MPO
Karen Friedman	Broward MPO
Leonard Dornevil	City of Plantation
Stephanie Schotanus	City of Plantation
Michael Ambrosio	City of Plantation
Mayra Manrique	Broward County
Paul Yang	Broward County
Wibet Hay	FDOT
Claudette De Los Santos	FDOT
David Moore	FDOT

Prior to the field observations, the RSA team was provided with corridor existing conditions data related to crash history, geometrics, and surrounding land use patterns. The crash trends were compared to traffic and physical conditions to identify field factors potentially contributing to increased crash risk. In addition, maintenance issues were identified and are detailed later in this report.

The purpose of the qualitative assessment was to evaluate safety of the corridor while taking into consideration prevailing operating traffic conditions to identify areas where improvements would be potentially beneficial for safety and efficiency. Specific attention

was paid to the interaction between vehicular and non-vehicular roadway users. Field photographs are attached in **Appendix B**.

Mobility and Safety:

1. At Cleary Blvd at NW 91st Ave there is a lack of pedestrian accessibility or crosswalks. Pedestrians and bicyclists seen crossing Cleary Blvd to access Central Park entrance on NW 91st Ave.
2. Sidewalk connection along the southside on Cleary Blvd at NW 91st Ave is not ADA compliant.
3. Sidewalk connection at driveway of Gingerwood Townhomes is not ADA compliant – sidewalks are not aligned, and there is a lack of accessibility by foot from the residential development to the commercial plaza, Shoppes at Cleary.
4. Sidewalk connection at NW 85th Terrace driveway is not ADA compliant. The sidewalks are not aligned, and there is a lack of accessibility by foot from the residential development, Los Prados Apartment Homes, to the commercial plaza, Plantation Midtown.
5. Landing pads east of Pine Island need to become ADA compliant for a community shuttle to be implemented by the City of Plantation.
6. Intersection at Lauderdale W Drive is not ADA compliant.
7. Sidewalk connections at driveways at Townhouses at Jacaranda are not ADA compliant.
8. Existing crosswalk at University Dr is incomplete, with no crosswalk provided at the north leg.
9. There are no bike lanes along the corridor.
10. Lack of pedestrian entrances to access Central Park, with locked park entrance gates.
11. Sidewalk connections at driveways at NW 98th Ave and NW 99th Ave are not ADA compliant.
12. At the intersection at Nob Hill Road, the residential development Plantation Palms on the SE corner does not have sidewalk access.
13. The main entrance to Central Park Elementary School is not ADA compliant. It is lacking pavement markings or Yield to pedestrian signage indicating a pedestrian entrance for students.
14. There is a sidewalk gap west of Sunset Park on the southside of the corridor.

15. Not controlled crossing at Lakes of Jacaranda intersection.
16. No pedestrian accessibility to Sunset Park at NW 108th Ave.
17. Intersection at Hiatus Road is not ADA compliant. There are no crosswalks provided to cross Hiatus, and no sidewalk on the westside.

Maintenance:

1. Street markings are faded at Cleary and NW 91st Ave.
2. At the NW corner of intersection at Pine Island Road, landscape growth obstructs visibility for pedestrians and drivers. Additionally, crosswalks are faded, and there isn't enough time in the signal crossing device for pedestrians to cross. Bus stops need enhancements (Stop ID: 2608, 5162).
3. Crosswalks are faded at intersection at University Dr.
4. Intersection at Central Park Drive has faded crosswalks – it is part of a park connection, but the crosswalk is not high emphasis.
5. Intersection at Central Park Place has faded crosswalks – it is part of a park connection, but the crosswalk is not high emphasis. Push button is additionally lacking street name information.
6. Along the corridor, there are landscape obstructions on sidewalks preventing usage of the entire sidewalk width.
7. There are cracks or lifted pavement at various points along the corridor, creating a tripping hazard.
8. Drainage infrastructure clogged by landscape debris. Evident at Plantation Midtown, where flooding was observed on the southside of the corridor.
9. No pedestrian lighting throughout the corridor.
10. No wayfinding throughout the corridor.

5.0 Recommendations

Based on the crash records, field observations of the intersection operation, and input from the multi-disciplinary RSA team, this study recommends the improvements identified below. Improvements identified as maintenance can be completed within two years, near-term can be completed within three to five years, and long-term can be completed beyond five years.

1. Add flexible traffic delineators at the eastbound right turn lane on Cleary at Pine Island, as well as conduct a demonstration project to test traffic flow conditions that would result from repurposing existing space into part of a continuous shared use path along the south side of the corridor. Maintenance.
Justification: Incremental measure to test conditions for a future potential improvement.
2. Refresh crosswalks and stop bars throughout corridor. Maintenance.
Justification: Improve existing condition of facility.
3. Stripe crosswalks across side street and driveway approaches, as well as implement special emphasis crosswalks at existing signalized crosswalks. It was noted that there were inconsistencies in how current conditions for side streets are provided. Maintenance.
Justification: Remedy inconsistencies and provide greater visibility.
4. Change out pedestrian signal indications to countdown timers (Cleary at Pine Island, Nob Hill, and Hiatus Road are currently missing countdown indications.) Maintenance.
Justification: Improve pedestrian signals.
5. Complete and maintain landscaping and maintenance at intersections (for example: visibility concerns were noted at the northwest corner of Cleary and Pine Island that resulted from overgrown landscaping). Conduct maintenance of landscaping where it encroaches on sidewalk (for example: the sidewalk on Central Park Place East north of Cleary is almost entirely consumed by a ficus). Maintenance.
Justification: Necessary maintenance actions.
6. Add signage for pedestrians and bicyclists at NW 91st Ave, Townhouses at Jacaranda, NW 98th Ave, NW 99th Ave, and at Central Park Elementary School. Maintenance.
Justification: Missing or inadequate signage at these locations.
7. Add signal backplates at Nob Hill Road intersection. Maintenance.

- Justification:* Missing signal backplates.
8. Install electronic speed feedback signs. Maintenance.
Justification: Countermeasure against speeding along the corridor.
 9. Add ADA ramps/detectable warning surface at NW 91st Ave, Gingerwood Townhomes, Shoppes at Cleary, NW 85th Terrace, Lauderdale W Drive, Townhouses at Jacaranda, NW 98th Ave, NW 99th Ave, Central Park Elementary, and Hiatus Road. Maintenance.
Justification: Necessary ADA amenities at these locations.
 10. Enhance pedestrian access to both Sunset Park and Central Park by opening gates between sidewalk facilities and pedestrian facilities inside the parks. Maintenance.
Justification: Improving pedestrian access is a major goal.
 11. Include sidewalk modifications to shared use path width at Nob Hill Rd intersection on the southeast and southwest corners. Implement LPI signal phasing. Maintenance.
Justification: Improves pedestrian and bicyclist ease of facility use.
 12. Plant trees along the north side of the Cleary corridor; it was noted that the north side has significantly less shade than the south side. Maintenance.
Justification: Beautification and shade along the corridor will be provided.
 13. Add LPI timing installation at University Dr intersection. Maintenance.
Justification: Greater crosswalk safety with LPI timing installation.
 14. Install MUTCD compliant signage related to pedestrian push buttons at signalized intersections. Maintenance.
Justification: Missing or inadequate MUTCD compliant signage currently present
 15. Replace missing lights on utility poles. Maintenance.
Justification: Necessary repair.
 16. Conduct Sunset Park Master Plan; incorporate pedestrian and bicyclist access improvements to/from the proposed shared use path on the south side of Cleary. Near-Term.
Justification: Improve accessibility for pedestrians and bicyclists.
 17. Add wayfinding signage along corridor highlighting access to key destinations such as Plantation Midtown, Central Park, and Sunset Park. Near-Term.
Justification: There is currently no wayfinding along the corridor.
 18. Develop sight distance improvements, curb radius reduction, pedestrian-scale lighting, and add signalized crosswalk at north leg of University Drive intersection. Near-Term.

- Justification:* Necessary improvements due to crash rates recorded at this intersection.
19. Add pedestrian-scale lighting at Central Park Pl and Central Park Dr. Near-Term.
Justification: Currently no pedestrian-scale lighting.
 20. Develop sight distance improvements, curb radius reduction, pedestrian-scale lighting at Nob Hill intersection. Near-Term.
Justification: Safety measures for pedestrians and bicyclists.
 21. Upgrade pedestrian crosswalk at Lakes of Jacaranda to provide a raised crosswalk with pedestrian-scale lighting and Rectangular Rapid Flashing Beacons (RRFBs). Add warning speed pavement markings in advance. Near-Term.
Justification: Improved pedestrian conditions.
 22. Develop sight distance improvements, pedestrian-scale lighting, and removal of U-turn lane at Hiatus Road intersection. Near-Term.
Justification: Safety measures for pedestrians and bicyclists.
 23. Construct a sidewalk on the south side of Cleary at Sunset Park to connect to Hiatus Road. Near-Term.
Justification: Improved accessibility for pedestrians and bicyclists.
 24. Add raised crosswalks at key destinations. Include double-sided RRFBs, advance warning pedestrian crossing signs, and warning speed pavement markings. Near-Term.
Justification: Safety measures for pedestrians and bicyclists.
 25. Remove asphalt in medians and replace with trees, as well as space for drainage west of Nob Hill. Near-Term.
Justification: Improved drainage conditions as well as beautification.
 26. Install Pedestrian Hybrid Beacon (PHB) signalization for proposed pedestrian crossings in multi-lane divided portions of Cleary Blvd at Plantation Promenade east driveway and at NW 91st Ave. Near Term.
Justification: Enhanced safety measure at locations of observed crossings.
 27. Implement the recommendations of the City of Plantation MMTP Phase 2. Long-Term.
Justification: Extensive recommendations for improvement across corridor.
 28. Remove eastbound right-turn lane at NW 91st Ave to calm traffic, slow turning vehicles, and prioritize pedestrians in the area adjacent to Central Park. Long-Term.
Justification: Traffic calming measure aimed at pedestrian and bicyclist safety improvement.

29. Repurpose 1 through lane from Nob Hill Rd to University Dr. Long-Term.

Justification: Provide enhanced facility for non-motorized transportation users.

A conceptual improvement diagram is attached as **Appendix C**. A construction cost estimate, benefit-cost (B-C) analysis, and net present value (NPV) analysis are attached as **Appendices D, E, and F**, respectively.

6.0 Feasibility Review

This section is under development.

7.0 Implementation Plan

The implementation plan presented below identifies the agency responsible for the implementation, the nature of the improvement with respect to maintenance, near-term, or long-term and the associated cost.

Improvement	Responsible Agency	Agency with Roadway Jurisdiction	Maint., Near-, or Long-Term	Cost
Add flexible traffic delineators at the eastbound right turn lane on Cleary at Pine Island, as well as conduct a demonstration project to test traffic flow conditions that would result from repurposing existing space into part of a continuous shared use path along the south side of the corridor.	City of Plantation	City of Plantation	Maintenance	
Refresh crosswalks and stop bars throughout corridor.	City of Plantation	City of Plantation	Maintenance	
Stripe crosswalks across side street and driveway approaches, as well as implement special emphasis crosswalks at existing signalized crosswalks. It was noted that there were inconsistencies in how current conditions for side streets are provided.	City of Plantation	City of Plantation	Maintenance	
Change out pedestrian signal indications to countdown timers (Cleary at Pine Island, Nob Hill, and Hiatus Road are currently missing countdown indications.)	Broward County Traffic Engineering Division	Broward County	Maintenance	
Complete and maintain landscaping and maintenance at intersections (for example: visibility concerns were noted at the northwest corner of Cleary and Pine Island that resulted from overgrown landscaping).	City of Plantation	City of Plantation	Maintenance	
Conduct maintenance of landscaping where it encroaches on sidewalk (for example: the sidewalk on Central Park Place East north of Cleary is almost entirely consumed by a ficus).	City of Plantation	City of Plantation	Maintenance	
Add signage for pedestrians and bicyclists at NW 91st Ave, Townhouses at Jacaranda, NW 98th Ave, NW 99th Ave, and at Central Park Elementary School.	City of Plantation	City of Plantation	Maintenance	

Add signal backplates at Nob Hill Road intersection	Broward County Traffic Engineering Division	Broward County	Maintenance	
Install electronic speed feedback signs	Broward County Traffic Engineering Division	Broward County	Maintenance	
Add ADA ramps/detectable warning surface at NW 91st Ave, Gingerwood Townhomes, Shoppes at Cleary, NW 85th Terrace, Lauderdale W Drive, Townhouses at Jacaranda, NW 98th Ave, NW 99th Ave, Central Park Elementary, and Hiatus Road	City of Plantation	City of Plantation	Maintenance	
Enhance pedestrian access to both Sunset Park and Central Park by opening gates between sidewalk facilities and pedestrian facilities inside the parks.	City of Plantation Parks and Recreation	City of Plantation	Maintenance	
Include sidewalk modifications to shared use path width at Nob Hill Rd intersection on the southeast and southwest corners. Implement LPI signal phasing.	Broward County	Broward County	Maintenance	
Plant trees along the north side of the Cleary corridor; it was noted that the north side has significantly less shade than the south side.	City of Plantation Parks and Recreation	City of Plantation	Maintenance	
Add LPI timing installation at University Dr intersection.	FDOT	FDOT	Maintenance	
Install MUTCD compliant signage related to pedestrian push buttons at signalized intersections.	Broward County	Broward County	Maintenance	
Replace missing lights on utility poles.	FPL	FPL	Maintenance	
Conduct Sunset Park Master Plan; incorporate pedestrian and bicyclist access improvements to/from the proposed shared use path on the south side of Cleary.	City of Plantation Parks and Recreation	City of Plantation	Near-Term	

Add wayfinding signage along corridor highlighting access to key destinations such as Plantation Midtown, Central Park, and Sunset Park.	City of Plantation Parks and Recreation	City of Plantation	Near-Term	
Develop sight distance improvements, curb radius reduction, pedestrian-scale lighting, and add signalized crosswalk at north leg of University Dr intersection.	Broward County	Broward County	Near-Term	
Add pedestrian-scale lighting at Central Park Pl and Central Park Dr.	City of Plantation	City of Plantation	Near-Term	
Develop sight distance improvements, curb radius reduction, pedestrian-scale lighting at Nob Hill	Broward County	Broward County	Near-Term	
Upgrade existing pedestrian crosswalk at Lakes of Jacaranda to provide a raised crosswalk with pedestrian-scale lighting and RRFBs. Add warning speed pavement markings in advance.	City of Plantation	City of Plantation	Near-Term	
Develop sight distance improvements, pedestrian-scale lighting, and removal of U-turn lane at Hiatus Road intersection	Broward County Traffic Engineering Division	Broward County	Near-Term	
Construct a sidewalk on the south side of Cleary at Sunset Park to connect to Hiatus Road.	City of Plantation	City of Plantation	Near-Term	
Add raised crosswalks at key crossings. Include double-sided RRFBs, advance warning pedestrian crossing signs, and warning speed pavement markings.	City of Plantation	City of Plantation	Near-Term	
Remove asphalt in medians and replace with trees, as well as space for drainage west of Nob Hill.	Broward County	Broward County	Near-Term	
Install Pedestrian Hybrid Beacon (PHB) signalization for proposed pedestrian crossings in multi-lane divided portions of Cleary Blvd at Plantation Promenade east driveway and at NW 91 st Ave	Broward County Traffic Engineering Division	Broward County	Near-Term	

Implement the recommendations of the City of Plantation MMTP Phase 2.	City of Plantation	City of Plantation	Long-Term	
Remove eastbound right-turn lane at NW 91st Ave to calm traffic, slow turning vehicles, and prioritize pedestrians in the area adjacent to Central Park.	City of Plantation	City of Plantation	Long-Term	
Repurpose 1 through lane from Nob Hill Rd to University Drive.	City of Plantation	City of Plantation	Long-Term	

Appendix A – Crash Summary

CRASH SUMMARY

CRASH SUMMARY																				
				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
12	86631360	2/23/2017	4:15 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
13	86631331	2/23/2017	8:24 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
14	86631362	2/24/2017	11:36 PM	Friday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
15	86631447	3/5/2017	4:03 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
16	86631498	3/10/2017	2:00 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
17	86631600	3/20/2017	10:20 AM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
18	86631601	3/20/2017	4:27 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
19	86631619	3/21/2017	8:39 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
20	86631629	3/22/2017	6:35 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
21	86631636	3/22/2017	4:10 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
22	86631639	3/23/2017	10:09 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

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				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
23	86631653	3/24/2017	5:11 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
24	86631689	3/29/2017	2:20 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	1	1	0	0	0	0	0	\$ -		
25	86631798	4/6/2017	5:05 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
26	86631844	4/11/2017	12:11 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
27	86631899	4/15/2017	6:08 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
28	86631916	4/17/2017	5:26 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	1	1	0	0	0	0	0	\$ 50.00		
29	86631951	4/19/2017	11:03 AM	Wednesday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	1	0	0	1	0	0	0	\$ -		
30	86631990	4/24/2017	3:10 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
31	86631993	4/24/2017	10:35 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
32	87073240	4/25/2017	7:50 PM	Tuesday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
33	87073250	4/28/2017	6:50 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	1	0	0	1	0	0	0	\$ -		

CRASH SUMMARY

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Crash Ref No.	Report Number	Date	Time	Day	Major Route: Cleary Blvd				Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage
					Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event										
Study Period: 1/27/2017 to 12/31/2022																		
34	87073268	5/1/2017	1:03 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
35	87073567	5/29/2017	3:45 PM	Monday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -
36	87073621	6/3/2017	9:19 AM	Saturday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -
37	87073630	6/3/2017	12:43 PM	Saturday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -
38	87073638	6/4/2017	2:12 PM	Sunday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
39	87073654	6/5/2017	9:15 PM	Monday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
40	87073663	6/7/2017	1:09 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
41	87073715	6/12/2017	1:11 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
42	87073729	6/13/2017	9:54 PM	Tuesday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -
43	87073731	6/14/2017	10:10 AM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	0	1	0	0	0	0	\$ -
44	87073849	6/26/2017	4:19 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -

CRASH SUMMARY

CRASH SUMMARY																				
				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
45	87073860	6/29/2017	8:52 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	0	0	1	0	0	0	\$ -		
46	87073861	6/29/2017	1:02 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
47	87073972	7/10/2017	6:47 PM	Monday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
48	87074016	7/12/2017	1:04 PM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
49	87074036	7/15/2017	12:50 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	3	3	0	0	0	0	0	\$ -		
50	87074039	7/16/2017	7:24 AM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	1	0	1	0	0	0	0	\$ 100.00		
51	87074053	7/19/2017	12:54 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
52	87074073	7/21/2017	3:29 PM	Friday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
53	87074193	7/25/2017	8:25 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
54	87074129	7/27/2017	3:20 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
55	87074146	7/28/2017	7:56 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

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Crash Ref No.	Report Number	Date	Time	Day	Major Route: Cleary Blvd				Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage	
					Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event											
Study Period: 1/27/2017 to 12/31/2022																			
56	87074174	8/1/2017	8:02 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	0	\$ -
57	87074272	8/9/2017	7:28 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	0	\$ -
58	87074317	8/9/2017	3:40 PM	Wednesday	Not at Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	0	0	0	0	0	0	0	0	\$ 150.00
59	87074287	8/11/2017	9:27 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	0	\$ -
60	87074466	8/11/2017	3:00 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	0	\$ -
61	87074352	8/16/2017	2:35 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	0	\$ -
62	87074423	8/18/2017	2:34 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	0	\$ -
63	87074391	8/19/2017	11:44 PM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Angle	N	1	1	0	0	0	0	0	0	\$ -
64	87074553	8/20/2017	9:28 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	0	\$ -
65	87074402	8/21/2017	11:00 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	0	\$ -
66	87074478	8/28/2017	9:00 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	0	\$ -

CRASH SUMMARY

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				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
67	87074533	9/1/2017	9:30 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
68	87074542	9/1/2017	7:35 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
69	87074526	9/1/2017	6:17 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
70	87074534	9/2/2017	4:50 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	1	0	1	0	0	0	0	\$ -		
71	87074551	9/4/2017	1:00 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
72	87074559	9/5/2017	9:30 AM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
73	87074587	9/6/2017	5:49 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	0	1	1	0	0	0	\$ -		
74	87074601	9/8/2017	12:47 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
75	87074625	9/12/2017	11:55 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
76	87074641	9/14/2017	2:00 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
77	87074673	9/17/2017	11:30 AM	Sunday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	1	0	1	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
78	87074761	9/19/2017	6:50 PM	Tuesday	Roundabout	Daylight	Dry	Motor Vehicle in Transport	Head On	N	0	0	0	0	0	0	0	\$ -		
79	87074754	9/24/2017	5:00 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
80	87074836	10/4/2017	7:42 AM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
81	87074877	10/5/2017	8:21 PM	Thursday	Four-Way Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
82	87074883	10/9/2017	7:50 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
83	87074923	10/12/2017	8:05 AM	Thursday	T-Intersection	Daylight	Wet	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
84	87075002	10/14/2017	9:50 AM	Saturday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Other	N	1	1	0	0	0	0	0	\$ -		
85	87074960	10/15/2017	9:02 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
86	87074980	10/17/2017	4:10 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
87	87075015	10/21/2017	8:10 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
88	87075061	10/25/2017	7:45 AM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
89	87075104	10/29/2017	9:04 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
90	87075194	11/7/2017	7:35 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
91	87075201	11/7/2017	2:50 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
92	87075352	11/22/2017	5:08 PM	Wednesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -		
93	87075342	11/22/2017	8:03 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	1	0	1	0	0	0	0	\$ -		
94	87075398	11/27/2017	7:25 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
95	87075420	11/29/2017	5:53 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
96	87075452	12/1/2017	9:11 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
97	87075489	12/5/2017	2:08 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
98	87075595	12/15/2017	6:29 PM	Friday	Four-Way Intersection	Dusk	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
99	87075655	12/20/2017	4:36 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
100	87075771	12/26/2017	12:05 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
101	87075731	12/29/2017	12:51 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	0	1	0	0	0	\$ 10,000.00		
102	87075816	1/4/2018	4:13 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
103	87075922	1/16/2018	7:23 PM	Tuesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	2	0	2	0	0	0	0	\$ 1,000.00		
104	87075978	1/22/2018	7:49 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Tree (standing)	Off Road	N	0	0	0	0	0	0	0	\$ 2,000.00		
105	87075974	1/22/2018	2:20 PM	Monday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ -		
106	87075984	1/23/2018	3:10 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
107	87075996	1/24/2018	8:40 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
108	87076009	1/25/2018	4:22 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
109	87076040	1/29/2018	6:21 PM	Monday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
110	87076084	1/31/2018	3:24 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
111	87076093	2/4/2018	8:10 PM	Sunday	Not at Intersection	Dark - Not Lighted	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
112	87076081	2/4/2018	5:14 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
113	87076145	2/9/2018	11:15 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
114	87076149	2/10/2018	12:31 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
115	87076196	2/10/2018	10:45 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
116	87076163	2/11/2018	12:11 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
117	87695471	2/16/2018	7:33 AM	Friday	T- Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
118	87695490	2/17/2018	5:00 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
119	87695532	2/22/2018	6:35 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
120	87695635	2/26/2018	8:18 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
121	87695668	2/28/2018	5:25 AM	Wednesday	T- Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
122	87695605	3/1/2018	7:30 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	3	3	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
123	87695617	3/3/2018	2:07 AM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
124	87695637	3/4/2018	7:30 AM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
125	87695658	3/5/2018	4:49 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
126	87695651	3/5/2018	1:18 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	3	1	0	2	0	0	0	\$ -		
127	87695702	3/8/2018	8:13 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
128	87695777	3/15/2018	7:20 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
129	87695810	3/18/2018	5:24 PM	Sunday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
130	87695834	3/20/2018	6:58 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	1	1	0	0	0	0	0	\$ -		
131	87695865	3/23/2018	6:47 PM	Friday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
132	87695889	3/25/2018	2:18 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
133	87695925	3/28/2018	3:56 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		

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134	87695943	3/30/2018	8:52 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
135	87695996	4/4/2018	7:50 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
136	87696007	4/4/2018	7:48 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
137	87696012	4/5/2018	3:54 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
138	87696136	4/18/2018	12:10 AM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	Y	0	0	0	0	0	0	0	\$ -		
139	87696132	4/18/2018	8:37 AM	Wednesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
140	87696198	4/20/2018	8:24 AM	Friday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
141	87696148	4/20/2018	8:21 AM	Friday	Not at Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	1	0	1	0	0	0	0	\$ 100.00		
142	87696150	4/20/2018	2:38 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
143	87696162	4/22/2018	2:21 AM	Sunday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
144	87696167	4/23/2018	7:26 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		

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145	87696193	4/24/2018	12:52 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	1	0	1	0	0	0	0	\$ -		
146	87696548	5/22/2018	10:47 AM	Tuesday	Not at Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	0	1	0	0	0	\$ -		
147	87696546	5/25/2018	12:00 PM	Friday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
148	87696562	5/29/2018	10:08 AM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
149	87696568	5/30/2018	3:54 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
150	87696584	5/31/2018	3:17 PM	Thursday	Four-Way Intersection	Daylight	Dry	Curb	Off Road	N	1	0	1	0	0	0	0	\$ 300.00		
151	87696588	5/31/2018	1:00 AM	Thursday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
152	87696585	5/31/2018	5:14 PM	Thursday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
153	87696656	6/8/2018	8:55 PM	Friday	Four-Way Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Angle	Y	0	0	0	0	0	0	0	\$ -		
154	87696675	6/11/2018	1:57 PM	Monday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -		
155	87696729	6/16/2018	3:55 AM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
156	87696782	6/23/2018	3:04 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

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				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
157	87696789	6/25/2018	7:15 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	3	3	0	0	0	0	0	\$ -		
158	87696808	6/25/2018	5:31 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
159	87696810	6/27/2018	1:30 PM	Wednesday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
160	87696857	7/4/2018	10:00 PM	Wednesday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
161	87696896	7/7/2018	8:38 PM	Saturday	T-Intersection	Dusk	Dry	Pedalcycle	Bicycle	N	1	0	0	1	0	0	0	\$ -		
162	87696903	7/8/2018	11:55 PM	Sunday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
163	87696908	7/9/2018	10:14 AM	Monday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
164	87696919	7/9/2018	1:20 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	2	0	0	0	0	0	\$ -		
165	87696976	7/13/2018	1:46 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
166	87696966	7/17/2018	9:28 PM	Tuesday	Not at Intersection	Dark - Unknown Lighting	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
167	87697096	7/21/2018	5:00 AM	Saturday	Not at Intersection	Dawn	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ 300.00		
168	87697032	7/25/2018	12:19 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

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169	87697034	7/25/2018	8:40 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -
170	87697031	7/25/2018	12:18 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
171	87697053	7/26/2018	5:16 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -
172	87697067	7/27/2018	4:25 PM	Friday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -
173	87697069	7/28/2018	3:53 AM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Curb	Off Road	Y	0	0	0	0	0	0	0	\$ -
174	87697077	7/28/2018	2:10 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
175	87697098	7/29/2018	2:40 PM	Sunday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
176	87697181	8/1/2018	8:52 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
177	87697182	8/1/2018	8:52 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
178	87697120	8/2/2018	6:36 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
179	87697135	8/4/2018	7:12 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -

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180	87697275	8/17/2018	10:00 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
181	87697273	8/17/2018	8:38 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
182	87697288	8/20/2018	8:20 AM	Monday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ 200.00		
183	87697395	8/29/2018	5:40 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
184	87697413	8/31/2018	5:55 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
185	87697495	9/4/2018	1:50 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
186	87697458	9/5/2018	4:21 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
187	87697466	9/6/2018	2:15 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
188	87697453	9/6/2018	12:00 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
189	87697508	9/12/2018	2:40 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
190	87697506	9/12/2018	12:55 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		

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191	87697511	9/13/2018	4:40 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
192	87697519	9/14/2018	3:04 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Head On	N	0	0	0	0	0	0	0	\$ -		
193	87697553	9/17/2018	11:40 AM	Monday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
194	87697594	9/20/2018	8:18 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
195	87697624	9/22/2018	12:43 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	0	1	0	0	0	0	\$ -		
196	87697631	9/23/2018	10:18 AM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
197	87697653	9/24/2018	5:30 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
198	87697715	10/2/2018	7:53 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
199	87697724	10/4/2018	5:53 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
200	87697746	10/4/2018	10:58 AM	Thursday	Not at Intersection	Daylight	Wet	Curb	Off Road	N	0	0	0	0	0	0	0	\$ 150.00		
201	87697732	10/5/2018	10:42 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		

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202	87697747	10/6/2018	12:00 PM	Saturday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	0	\$ -	
203	87697748	10/6/2018	11:33 AM	Saturday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	0	\$ -	
204	87697791	10/9/2018	11:45 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	0	\$ -	
205	87697821	10/11/2018	8:29 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	0	\$ -	
206	87697930	10/25/2018	11:54 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	0	\$ -	
207	87698037	11/5/2018	9:45 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	0	\$ -	
208	87698080	11/7/2018	12:41 AM	Wednesday	Other	Dark - Lighted	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	0	\$ -	
209	87698115	11/7/2018	1:17 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	0	\$ -	
210	87698076	11/8/2018	7:30 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	0	\$ -	
211	87698191	11/19/2018	4:00 PM	Monday	Four-Way Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	1	0	0	1	0	0	0	0	\$ 300.00	
212	87698379	11/19/2018	10:12 AM	Monday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	0	1	0	0	0	0	\$ -	

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213	87698180	11/19/2018	11:43 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -
214	87698188	11/20/2018	11:38 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -
215	87698187	11/20/2018	10:14 AM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -
216	87698219	11/21/2018	9:37 AM	Wednesday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -
217	87698252	11/26/2018	6:10 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
218	87698248	11/26/2018	5:28 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -
219	87698329	12/2/2018	6:19 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
220	87698305	12/3/2018	7:24 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
221	87698373	12/5/2018	6:15 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -
222	88787093	12/16/2018	6:03 PM	Sunday	Four-Way Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -
223	88787109	12/19/2018	8:20 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -

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224	88787129	12/19/2018	7:05 PM	Wednesday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
225	88787224	12/24/2018	6:10 PM	Monday	Not at Intersection	Dark - Not Lighted	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ 200.00		
226	88787183	12/25/2018	3:20 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
227	88787205	12/28/2018	9:44 AM	Friday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -		
228	88787217	12/29/2018	6:35 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ -		
229	88787228	12/30/2018	3:37 AM	Sunday	Not at Intersection	Dark - Lighted	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
230	88787236	1/1/2019	5:55 PM	Tuesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Head On	N	1	0	0	1	0	0	0	\$ 1,000.00		
231	88787278	1/7/2019	7:43 PM	Monday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Sideswipe	Y	0	0	0	0	0	0	0	\$ -		
232	88787276	1/7/2019	4:10 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
233	88787390	1/18/2019	6:25 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
234	88787384	1/18/2019	8:30 AM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	0	0	2	0	0	0	\$ -		
235	88787392	1/19/2019	12:20 AM	Saturday	Four-Way Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		

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236	88787427	1/21/2019	7:45 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	1	0	1	0	0	0	\$ -		
237	88787417	1/22/2019	7:00 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
238	88787517	1/31/2019	3:00 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	1	1	0	0	0	0	\$ -		
239	88787529	2/2/2019	9:21 AM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
240	88787533	2/2/2019	10:50 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
241	88787547	2/4/2019	12:15 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
242	88787572	2/6/2019	6:41 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	1	1	0	0	0	0	0	\$ -		
243	88787585	2/7/2019	8:07 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	2	0	2	0	0	0	0	\$ -		
244	88787628	2/11/2019	5:45 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
245	88787623	2/12/2019	8:50 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
246	88787683	2/18/2019	3:10 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		

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247	88787685	2/19/2019	9:32 AM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
248	88787692	2/19/2019	7:45 PM	Tuesday	T-Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
249	88787722	2/21/2019	5:22 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
250	88787737	2/22/2019	9:41 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Curb	Off Road	N	2	0	2	0	0	0	0	\$ 28,000.00		
251	88787865	3/7/2019	7:21 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	0	1	1	0	0	0	\$ -		
252	88787876	3/8/2019	11:00 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
253	88787896	3/9/2019	5:18 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
254	88787939	3/14/2019	7:50 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
255	88787986	3/19/2019	2:23 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
256	88787983	3/19/2019	3:12 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
257	88788044	3/25/2019	8:00 AM	Monday	Not at Intersection	Dawn	Dry	Parked Motor Vehicle	Other	N	1	0	1	0	0	0	0	\$ -		

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258	88788094	3/29/2019	5:15 PM	Friday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
259	88788179	4/2/2019	12:58 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	0	1	0	0	0	\$ -		
260	88788162	4/6/2019	1:50 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	3	0	3	0	0	0	0	\$ -		
261	88788204	4/9/2019	4:26 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
262	88788223	4/11/2019	5:00 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
263	88788384	4/28/2019	9:22 AM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
264	88788440	5/3/2019	5:45 PM	Friday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
265	88788459	5/6/2019	1:29 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
266	88788549	5/15/2019	2:40 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
267	88788562	5/16/2019	7:21 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
268	88788563	5/16/2019	8:47 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

CRASH SUMMARY																				
				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
269	88788645	5/20/2019	5:53 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
270	88788656	5/24/2019	11:00 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
271	88788752	5/26/2019	4:25 PM	Sunday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
272	88788685	5/29/2019	8:05 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
273	88788715	5/31/2019	8:00 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
274	88788731	6/1/2019	10:20 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
275	88788804	6/7/2019	5:00 PM	Friday	Not at Intersection	Daylight	Wet	Curb	Off Road	N	0	0	0	0	0	0	0	\$ -		
276	88788924	6/21/2019	12:40 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	1	1	0	0	0	0	0	\$ -		
277	88788967	6/24/2019	8:18 PM	Monday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
278	88788996	6/28/2019	2:01 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	0	1	1	0	0	0	\$ -		
279	88788991	6/30/2019	4:20 AM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	Y	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

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				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
280	88788999	7/1/2019	11:55 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
281	88789045	7/7/2019	5:10 PM	Sunday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ 500.00		
282	88789051	7/9/2019	9:51 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	3	3	0	0	0	0	0	\$ -		
283	88789084	7/11/2019	10:15 PM	Thursday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
284	88789090	7/12/2019	7:05 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
285	88789135	7/15/2019	6:59 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
286	88789126	7/15/2019	7:00 PM	Monday	T-Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	1	1	0	0	0	0	0	\$ -		
287	88789157	7/20/2019	9:30 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
288	88789174	7/22/2019	3:38 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
289	88789173	7/22/2019	12:41 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
290	88789200	7/25/2019	1:04 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
291	88789245	7/31/2019	12:24 AM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
292	88789279	8/1/2019	3:10 PM	Thursday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
293	88789317	8/5/2019	5:15 PM	Monday	Not at Intersection	Dusk	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
294	88789328	8/5/2019	4:13 PM	Monday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
295	88789395	8/11/2019	11:50 AM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
296	88789403	8/12/2019	6:17 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
297	88789535	8/21/2019	5:54 PM	Wednesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	1	1	0	0	0	0	\$ -		
298	88789568	8/25/2019	3:30 PM	Sunday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
299	88789593	8/31/2019	4:30 PM	Saturday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
300	88789615	9/4/2019	9:25 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	Y	4	4	0	0	0	0	0	\$ -		
301	88789669	9/6/2019	5:09 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
302	88789682	9/12/2019	11:00 AM	Thursday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Other	N	1	0	1	0	0	0	0	\$ 50.00		

CRASH SUMMARY

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				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
303	88789708	9/15/2019	7:45 AM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
304	88789755	9/20/2019	9:30 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	2	0	2	0	0	0	0	\$ -		
305	88789841	9/22/2019	5:52 PM	Sunday	Four-Way Intersection	Daylight	Dry	Curb	Off Road	N	1	1	0	0	0	0	0	\$ 2,000.00		
306	88789806	9/26/2019	8:05 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
307	88789808	9/26/2019	7:41 AM	Thursday	Four-Way Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	0	1	0	0	0	\$ -		
308	88789837	9/29/2019	8:14 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
309	88789902	10/6/2019	9:36 PM	Sunday	Four-Way Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
310	88789933	10/9/2019	1:00 AM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Sideswipe	Y	2	2	0	0	0	0	0	\$ -		
311	88789968	10/11/2019	6:41 PM	Friday	Not at Intersection	Dusk	Wet	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
312	88790011	10/16/2019	1:00 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
313	88790122	10/22/2019	8:23 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
314	88790070	10/23/2019	10:32 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Major Route: Cleary Blvd				Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage
					Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event										
Study Period: 1/27/2017 to 12/31/2022																		
County: Broward																		
315	88790090	10/24/2019	7:18 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	4	2	2	0	0	0	0	\$ -
316	88790087	10/24/2019	7:04 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
317	88790147	10/31/2019	1:50 PM	Thursday	Four-Way Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	0	0	0	0	0	0	0	\$ -
318	88790257	11/4/2019	9:05 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -
319	88790204	11/5/2019	6:55 PM	Tuesday	T-Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -
320	88790275	11/8/2019	3:56 PM	Friday	Not at Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	0	1	0	0	0	\$ -
321	88790247	11/8/2019	9:30 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -
322	88790285	11/14/2019	8:22 AM	Thursday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
323	88790307	11/15/2019	3:38 PM	Friday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -
324	88790332	11/18/2019	5:45 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -
325	88790355	11/20/2019	7:40 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -
326	88790354	11/20/2019	7:42 AM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
327	88790383	11/22/2019	6:13 PM	Friday	T-Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	3	2	1	0	0	0	0	\$ -		
328	88790376	11/22/2019	9:29 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
329	88790448	11/27/2019	8:30 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
330	88790450	11/28/2019	8:13 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
331	88790458	11/29/2019	9:00 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
332	88790482	12/2/2019	11:25 AM	Monday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
333	88790553	12/8/2019	4:39 PM	Sunday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	6	6	0	0	0	0	0	\$ -		
334	88790649	12/19/2019	1:13 PM	Thursday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
335	88790673	12/20/2019	6:43 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
336	88790696	12/23/2019	7:38 AM	Monday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
337	88790712	12/23/2019	9:34 PM	Monday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Other	N	1	1	0	0	0	0	0	\$ -		

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338	88790819	1/6/2020	7:55 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
339	88790845	1/8/2020	4:55 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
340	88790844	1/8/2020	4:15 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
341	88790865	1/10/2020	3:22 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
342	88790941	1/17/2020	6:56 PM	Friday	Four-Way Intersection	Dusk	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
343	88790935	1/17/2020	10:39 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
344	88790958	1/18/2020	11:59 AM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
345	88791031	1/25/2020	8:35 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
346	88791177	1/31/2020	8:16 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
347	88791139	2/6/2020	6:17 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
348	88791253	2/12/2020	11:22 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		

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349	88791226	2/14/2020	3:20 PM	Friday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	1	0	1	0	0	0	0	\$ -		
350	88791328	2/24/2020	8:57 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
351	88791359	2/25/2020	5:30 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
352	88791372	2/27/2020	1:40 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
353	88791421	2/29/2020	7:05 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
354	88791407	3/1/2020	3:35 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
355	88791435	3/3/2020	9:07 PM	Tuesday	T-Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
356	88791448	3/4/2020	4:41 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
357	88791482	3/7/2020	6:35 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	0	0	1	0	0	0	\$ -		
358	88791513	3/10/2020	6:55 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
359	88791517	3/11/2020	7:45 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
360	88791555	3/14/2020	7:05 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
361	88791611	3/22/2020	12:13 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
362	88791625	3/25/2020	12:57 AM	Wednesday	Not at Intersection	Dark - Not Lighted	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ 1,200.00		
363	88791684	4/8/2020	10:00 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
364	88791709	4/14/2020	12:55 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
365	24002651	4/22/2020	1:46 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
366	24002642	4/22/2020	2:00 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	3	0	3	0	0	0	0	\$ -		
367	24002697	4/28/2020	8:20 AM	Tuesday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	1	0	1	0	0	0	0	\$ 1,500.00		
368	24002683	5/2/2020	11:35 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
369	87697598	5/15/2020	11:08 PM	Friday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
370	24002766	5/15/2020	6:18 AM	Friday	Four-Way Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Angle	N	1	0	1	0	0	0	0	\$ -		
371	24002888	5/27/2020	3:20 PM	Wednesday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		

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CRASH SUMMARY																				
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				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
372	24002868	6/2/2020	1:55 PM	Tuesday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
373	24002886	6/6/2020	8:45 AM	Saturday	Not at Intersection	Daylight	Dry	Other Fixed Object	Off Road	N	0	0	0	0	0	0	0	\$ 5,000.00		
374	24002898	6/9/2020	8:52 AM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ 100.00		
375	24002979	6/23/2020	7:16 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
376	24003001	6/26/2020	5:40 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
377	24003079	7/10/2020	10:07 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
378	24003165	7/19/2020	7:43 PM	Sunday	Four-Way Intersection	Dusk	Dry	Motor Vehicle in Transport	Angle	N	4	3	1	0	0	0	0	\$ -		
379	24003176	7/22/2020	5:03 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	1	1	0	0	0	0	\$ -		
380	24003226	7/31/2020	5:14 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
381	24003239	8/2/2020	7:00 PM	Sunday	Not at Intersection	Dusk	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
382	24003276	8/7/2020	11:38 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		

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383	24003293	8/9/2020	9:40 AM	Sunday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	1	1	0	0	0	0	0	\$ 250.00		
384	24003352	8/11/2020	8:50 AM	Tuesday	Not at Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	1	0	0	0	0	0	\$ 5,000.00		
385	24003329	8/13/2020	3:45 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
386	24003359	8/16/2020	4:30 PM	Sunday	T-Intersection	Daylight	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ 50.00		
387	24003391	8/22/2020	11:20 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
388	24003450	8/31/2020	6:25 PM	Monday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
389	24003489	9/1/2020	6:40 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	0	2	0	0	0	0	\$ -		
390	24003462	9/3/2020	4:05 PM	Thursday	Four-Way Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	0	1	0	0	0	\$ -		
391	24003514	9/10/2020	3:10 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
392	24003506	9/10/2020	11:05 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
393	24003533	9/14/2020	11:10 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
394	24003596	9/19/2020	5:43 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	2	1	1	0	0	0	0	\$ -		

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395	24003594	9/23/2020	4:54 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
396	24003673	10/7/2020	4:36 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
397	24003725	10/10/2020	10:40 AM	Saturday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
398	24003722	10/15/2020	8:48 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
399	24003780	10/22/2020	8:07 PM	Thursday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
400	24003800	10/25/2020	11:06 PM	Sunday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
401	24003859	11/2/2020	12:53 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
402	24003892	11/5/2020	6:39 PM	Thursday	Four-Way Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Left Turn	N	2	2	0	0	0	0	0	\$ -		
403	24003961	11/13/2020	6:53 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
404	24003975	11/16/2020	6:44 AM	Monday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
405	24003984	11/17/2020	6:07 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	2	0	2	0	0	0	0	\$ -		

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406	24004036	11/24/2020	5:37 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
407	24004051	11/27/2020	11:40 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
408	24004063	11/30/2020	12:50 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
409	24004083	12/3/2020	6:25 PM	Thursday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
410	24004130	12/10/2020	3:01 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -		
411	24004155	12/12/2020	3:10 PM	Saturday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
412	24004176	12/15/2020	2:25 PM	Tuesday	T- Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
413	24004204	12/18/2020	7:25 PM	Friday	T- Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
414	24004225	12/18/2020	12:16 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
415	24004271	12/27/2020	3:30 AM	Sunday	Not at Intersection	Dark - Lighted	Dry	Other Fixed Object	Off Road	N	0	0	0	0	0	0	0	\$ 1,100.00		
416	24004286	12/28/2020	10:45 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	1	1	0	0	0	0	0	\$ -		

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417	24004285	12/29/2020	9:58 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
418	24004293	12/30/2020	3:10 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
419	24004322	1/3/2021	12:51 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	0	2	0	0	0	0	\$ -		
420	24004336	1/5/2021	4:08 PM	Tuesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
421	24004347	1/7/2021	8:20 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
422	24004396	1/14/2021	3:25 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
423	24004444	1/21/2021	7:57 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	0	0	1	0	0	0	\$ -		
424	24005336	1/23/2021	6:45 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
425	24004471	1/24/2021	12:56 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	2	2	0	0	0	0	0	\$ -		
426	24004483	1/25/2021	5:56 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
427	24004494	1/27/2021	1:51 PM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	3	3	0	0	0	0	0	\$ -		

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428	24004511	1/28/2021	11:30 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
429	24004562	2/6/2021	6:25 PM	Saturday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
430	24004576	2/9/2021	11:05 AM	Tuesday	Not at Intersection	Daylight	Dry	Tree (standing)	Off Road	N	0	0	0	0	0	0	0	\$ 2,000.00		
431	24004581	2/10/2021	7:32 AM	Wednesday	T- Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
432	24004669	2/17/2021	11:12 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Angle	N	1	1	0	0	0	0	0	\$ -		
433	24004697	2/18/2021	10:17 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
434	24004670	2/23/2021	8:42 AM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
435	24004674	2/23/2021	9:50 AM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -		
436	24004702	2/26/2021	1:52 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	2	2	0	0	0	0	0	\$ -		
437	24004712	2/28/2021	6:00 AM	Sunday	Four-Way Intersection	Dawn	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
438	24004732	3/2/2021	5:36 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		

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439	24004746	3/3/2021	6:54 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
440	24004745	3/3/2021	7:22 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
441	24004782	3/10/2021	1:26 AM	Wednesday	Not at Intersection	Dark - Not Lighted	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ 25,000.00		
442	24004829	3/15/2021	4:51 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
443	24004915	3/28/2021	8:00 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
444	24004929	3/29/2021	8:37 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
445	24004967	4/6/2021	9:20 PM	Tuesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Angle	N	1	1	0	0	0	0	0	\$ -		
446	24005062	4/19/2021	4:22 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
447	24005152	4/24/2021	1:58 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
448	24005238	4/26/2021	5:58 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	0	0	1	0	0	0	\$ 2,500.00		
449	24005127	4/27/2021	9:15 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		

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450	24005186	4/28/2021	11:45 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
451	24005151	5/1/2021	3:50 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
452	24005162	5/3/2021	10:55 AM	Monday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	1	0	0	1	0	0	0	\$ -		
453	24005175	5/5/2021	7:41 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
454	24005263	5/13/2021	3:34 PM	Thursday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
455	24005267	5/13/2021	9:25 PM	Thursday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
456	24005304	5/19/2021	11:59 AM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	2	2	0	0	0	0	0	\$ -		
457	24005353	5/25/2021	4:35 PM	Tuesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
458	24005382	5/29/2021	6:10 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
459	24005424	6/2/2021	9:14 PM	Wednesday	T-Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
460	24005434	6/4/2021	9:00 PM	Friday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	2	2	0	0	0	0	0	\$ -		

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461	24005458	6/8/2021	8:38 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
462	24005499	6/13/2021	6:09 PM	Sunday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
463	24005515	6/15/2021	4:16 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
464	24005513	6/15/2021	2:49 PM	Tuesday	Other	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
465	24005511	6/15/2021	11:34 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
466	24005550	6/18/2021	4:26 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
467	24005575	6/23/2021	9:53 AM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	4	2	2	0	0	0	0	\$ -		
468	24005589	6/24/2021	2:15 PM	Thursday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
469	88791767	7/1/2021	11:04 AM	Thursday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	0	1	1	0	0	0	\$ 500.00		
470	88791759	7/2/2021	1:51 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
471	88791768	7/3/2021	11:47 AM	Saturday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		

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472	88791801	7/8/2021	8:31 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -
473	88791815	7/9/2021	10:01 PM	Friday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -
474	88791881	7/15/2021	2:52 PM	Thursday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	0	2	0	0	0	0	\$ -
475	88791924	7/15/2021	1:37 PM	Thursday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	1	0	1	0	0	0	0	\$ -
476	88791871	7/15/2021	9:15 AM	Thursday	T-Intersection	Daylight	Wet	Motor Vehicle in Transport	Other	N	3	0	3	0	0	0	0	\$ -
477	24616373	7/16/2021	1:03 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -
478	88791900	7/16/2021	5:43 PM	Friday	Not at Intersection	Daylight	Wet	Curb	Off Road	N	0	0	0	0	0	0	0	\$ -
479	88791963	7/23/2021	6:22 PM	Friday	Not at Intersection	Daylight	Wet	Utility Pole/Light Support	Off Road	N	1	1	0	0	0	0	0	\$ -
480	24616350	7/25/2021	1:27 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -
481	88791972	7/25/2021	2:50 PM	Sunday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ 50.00
482	24616346	7/28/2021	1:11 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -

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				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
483	24616358	7/29/2021	1:30 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
484	24616409	8/4/2021	3:40 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
485	24616460	8/11/2021	10:10 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
486	24616511	8/11/2021	9:23 AM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
487	24616503	8/14/2021	3:50 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
488	24616521	8/17/2021	1:12 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
489	24616570	8/22/2021	8:15 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
490	24616657	8/30/2021	7:09 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
491	24616658	8/31/2021	5:50 PM	Tuesday	Not at Intersection	Daylight	Wet	Curb	Off Road	N	0	0	0	0	0	0	0	\$ -		
492	24616708	8/31/2021	12:00 AM	Tuesday	Not at Intersection	Unknown	Unknown	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
493	24616676	8/31/2021	6:45 AM	Tuesday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
494	24616699	9/4/2021	5:05 PM	Saturday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
495	24616692	9/4/2021	5:50 AM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Angle	N	2	0	2	0	0	0	0	\$ -		
496	24616744	9/10/2021	4:30 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
497	24616748	9/11/2021	7:35 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
498	24616796	9/17/2021	11:04 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
499	24616813	9/19/2021	1:07 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	4	4	0	0	0	0	0	\$ 500.00		
500	24616824	9/20/2021	10:05 AM	Monday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
501	24616845	9/22/2021	4:18 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
502	24616887	9/26/2021	6:05 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
503	24616927	9/30/2021	5:50 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
504	24616934	10/1/2021	10:45 AM	Friday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
505	24617007	10/5/2021	6:21 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	1	1	0	0	0	0	0	\$ 200.00		
506	24616982	10/5/2021	7:17 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
507	24617070	10/15/2021	1:35 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
508	24617145	10/23/2021	12:25 AM	Saturday	Not at Intersection	Dark - Lighted	Wet	Other Post, Pole or Support	Off Road	N	0	0	0	0	0	0	0	\$ 1,000.00		
509	24617220	10/30/2021	4:20 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
510	24617247	10/31/2021	3:24 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
511	24617227	11/1/2021	7:33 AM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
512	24617263	11/4/2021	7:05 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	3	0	3	0	0	0	0	\$ -		
513	24617270	11/4/2021	3:40 PM	Thursday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
514	24617358	11/9/2021	11:29 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
515	24617326	11/10/2021	8:23 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
516	24617344	11/12/2021	1:28 AM	Friday	Other	Dark - Lighted	Dry	Other Non-Collision	Other	N	0	0	0	0	0	0	0	\$ 2,500.00		

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517	24617406	11/18/2021	6:07 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
518	24617433	11/20/2021	4:35 PM	Saturday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	2	0	2	0	0	0	0	\$ -		
519	24617452	11/23/2021	7:05 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
520	24617502	11/30/2021	1:09 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
521	24617557	12/4/2021	1:18 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
522	24617569	12/6/2021	7:07 AM	Monday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ 5,000.00		
523	24617600	12/8/2021	2:55 PM	Wednesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
524	24617688	12/10/2021	1:55 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
525	24617645	12/11/2021	10:45 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
526	24617681	12/14/2021	8:40 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
527	24617697	12/15/2021	11:04 AM	Wednesday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
528	24617796	12/22/2021	1:18 AM	Wednesday	Four-Way Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
529	24617801	12/26/2021	11:01 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
530	24617805	12/27/2021	1:23 PM	Monday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
531	24617816	12/28/2021	3:29 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
532	24617822	12/29/2021	11:26 AM	Wednesday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
533	24617845	12/31/2021	1:30 PM	Friday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
534	24617896	1/6/2022	2:41 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
535	24617897	1/6/2022	3:34 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	3	3	0	0	0	0	0	\$ -		
536	24617907	1/8/2022	1:40 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	1	1	0	0	0	0	0	\$ -		
537	24617910	1/8/2022	7:25 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	\$ -		
538	24617918	1/9/2022	5:52 PM	Sunday	Four-Way Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Left Turn	N	1	0	0	1	0	0	0	\$ -		

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539	24617952	1/11/2022	5:39 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
540	24617975	1/15/2022	4:46 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -		
541	24617977	1/15/2022	8:55 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
542	24618006	1/18/2022	11:35 AM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
543	24618028	1/20/2022	7:15 PM	Thursday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
544	24618050	1/23/2022	3:44 PM	Sunday	T- Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	0	1	0	0	0	\$ -		
545	24618065	1/26/2022	6:15 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	2	2	0	0	0	0	0	\$ 5,500.00		
546	24618081	1/27/2022	9:20 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
547	24618178	2/4/2022	7:51 PM	Friday	T- Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	2	2	0	0	0	0	0	\$ -		
548	24618188	2/8/2022	6:52 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
549	24618197	2/8/2022	3:11 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
550	24618224	2/10/2022	2:37 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
551	24618230	2/10/2022	10:50 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
552	24618248	2/12/2022	3:40 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
553	24618263	2/13/2022	10:05 AM	Sunday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
554	24618268	2/14/2022	1:20 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
555	24618318	2/15/2022	6:51 PM	Tuesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
556	24618290	2/16/2022	10:40 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
557	24618292	2/16/2022	7:45 AM	Wednesday	T- Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
558	24618288	2/16/2022	7:05 AM	Wednesday	Four-Way Intersection	Dawn	Dry	Motor Vehicle in Transport	Left Turn	N	4	0	0	4	0	0	0	\$ -		
559	24618380	2/17/2022	2:58 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ 100.00		
560	24618393	2/19/2022	12:36 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		

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561	24618328	2/19/2022	11:30 PM	Saturday	Not at Intersection	Dark - Not Lighted	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
562	24618362	2/23/2022	4:05 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
563	24618425	3/1/2022	12:05 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	2	2	0	0	0	0	0	\$ -		
564	24618444	3/3/2022	8:08 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
565	24618511	3/10/2022	2:35 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
566	24618605	3/16/2022	4:05 PM	Wednesday	Four-Way Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	2	0	2	0	0	0	0	\$ -		
567	24618574	3/16/2022	5:59 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Other	N	2	2	0	0	0	0	0	\$ -		
568	24618621	3/23/2022	8:23 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	0	1	0	0	0	\$ -		
569	24618636	3/24/2022	9:35 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
570	24618633	3/25/2022	12:01 AM	Friday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
571	24618647	3/27/2022	1:50 AM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

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572	24618761	4/1/2022	10:30 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
573	24618705	4/2/2022	8:00 AM	Saturday	Not at Intersection	Unknown	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
574	24618795	4/5/2022	8:33 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
575	24618737	4/6/2022	3:07 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
576	24618783	4/11/2022	10:00 AM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	1	0	0	1	0	0	0	\$ -		
577	24618845	4/18/2022	3:58 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
578	24618872	4/21/2022	3:00 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
579	24618881	4/23/2022	2:37 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
580	24619010	5/5/2022	8:00 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
581	24619041	5/7/2022	1:25 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	0	1	0	0	0	0	\$ -		
582	24619208	5/7/2022	4:06 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		

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583	24619049	5/8/2022	8:48 AM	Sunday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
584	24619073	5/10/2022	7:45 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
585	24619061	5/10/2022	1:14 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
586	24619121	5/15/2022	12:21 AM	Sunday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Angle	N	4	4	0	0	0	0	0	\$ -		
587	24619151	5/17/2022	8:45 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
588	24619184	5/22/2022	8:46 PM	Sunday	T- Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
589	24619183	5/22/2022	7:05 PM	Sunday	Four-Way Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
590	24619225	5/27/2022	2:18 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ 500.00		
591	24619293	5/31/2022	3:13 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
592	24619269	6/2/2022	10:35 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
593	24619280	6/3/2022	5:20 PM	Friday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

CRASH SUMMARY																		
Major Route: Cleary Blvd										County: Broward								
Study Period: 1/27/2017 to 12/31/2022																		
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage
594	24619317	6/7/2022	12:16 AM	Tuesday	T-Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -
595	25338367	6/10/2022	4:07 PM	Friday	Not at Intersection	Daylight	Dry	Tree (standing)	Off Road	N	0	0	0	0	0	0	0	\$ -
596	25338314	6/11/2022	12:45 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -
597	25338350	6/16/2022	8:33 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
598	25338431	6/17/2022	2:33 PM	Friday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -
599	25338446	6/26/2022	8:09 PM	Sunday	Not at Intersection	Dusk	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -
600	25338456	6/28/2022	5:05 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -
601	25338491	6/30/2022	6:10 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -
602	25338534	7/2/2022	12:08 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -
603	25338504	7/3/2022	3:57 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	4	4	0	0	0	0	0	\$ 2,000.00
604	25338511	7/4/2022	9:12 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -

CRASH SUMMARY

CRASH SUMMARY																				
				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
605	25338538	7/8/2022	9:23 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
606	25338589	7/12/2022	12:14 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
607	25338603	7/14/2022	9:26 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
608	25338607	7/14/2022	7:00 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
609	25338608	7/14/2022	11:20 PM	Thursday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
610	25338632	7/19/2022	10:57 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
611	25338699	7/23/2022	8:50 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	\$ -		
612	25338679	7/24/2022	3:22 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
613	25338693	7/27/2022	8:29 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
614	25338719	7/28/2022	1:25 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	2	1	1	0	0	0	0	\$ -		
615	25338779	8/5/2022	2:40 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

CRASH SUMMARY																				
				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
616	25338798	8/7/2022	8:31 PM	Sunday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
617	25338805	8/9/2022	4:52 PM	Tuesday	Roundabout	Daylight	Dry	Motor Vehicle in Transport	Angle	N	0	0	0	0	0	0	0	\$ -		
618	25338843	8/12/2022	12:50 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
619	25338884	8/18/2022	2:25 PM	Thursday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
620	25338907	8/20/2022	4:40 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
621	25338919	8/21/2022	11:15 PM	Sunday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
622	25338979	8/24/2022	5:39 PM	Wednesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
623	25338991	8/28/2022	1:12 PM	Sunday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
624	25339055	9/3/2022	4:35 PM	Saturday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	\$ -		
625	25339089	9/7/2022	8:54 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
626	25339163	9/10/2022	12:25 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
627	25339183	9/15/2022	8:15 PM	Thursday	Four-Way Intersection	Dark - Lighted	Dry	Curb	Off Road	Y	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

CRASH SUMMARY																				
				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
628	25339251	9/18/2022	4:03 AM	Sunday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
629	25339276	9/20/2022	12:35 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	1	1	0	0	0	0	0	\$ -		
630	25339298	9/29/2022	6:29 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
631	25339346	10/7/2022	11:37 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	1	1	0	0	0	0	0	\$ -		
632	25339358	10/8/2022	3:10 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Turn	N	0	0	0	0	0	0	0	\$ -		
633	25339369	10/10/2022	7:31 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
634	25339400	10/11/2022	7:43 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ -		
635	25339508	10/16/2022	9:18 AM	Sunday	Four-Way Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	1	0	0	0	0	\$ -		
636	25339533	10/19/2022	3:20 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	\$ 2,000.00		
637	25339536	10/21/2022	4:58 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
638	25339500	10/22/2022	8:13 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	1	0	1	0	0	0	0	\$ -		

CRASH SUMMARY

CRASH SUMMARY																				
				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
639	25339553	10/24/2022	2:48 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
640	25339549	10/25/2022	10:57 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
641	25339560	10/26/2022	1:46 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
642	25339590	10/28/2022	5:20 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
643	25339619	10/31/2022	7:13 PM	Monday	Four-Way Intersection	Dark - Not Lighted	Dry	Pedalcycle	Bicycle	N	1	0	1	0	0	0	0	\$ 600.00		
644	25339671	11/1/2022	5:30 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
645	25339637	11/1/2022	7:17 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
646	25339685	11/6/2022	6:01 PM	Sunday	Not at Intersection	Dusk	Wet	Animal	Animal	N	0	0	0	0	0	0	0	\$ 500.00		
647	25339792	11/9/2022	6:43 PM	Wednesday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	3	3	0	0	0	0	0	\$ -		
648	25339708	11/9/2022	1:06 PM	Wednesday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
649	25339709	11/9/2022	12:24 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
650	25339863	11/20/2022	5:22 PM	Sunday	Not at Intersection	Dark - Not Lighted	Wet	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
651	25339839	11/22/2022	4:40 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	3	3	0	0	0	0	0	\$ -		
652	25339825	11/22/2022	9:25 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
653	25339883	11/29/2022	2:17 PM	Tuesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Angle	N	3	2	0	1	0	0	0	\$ -		
654	25339935	11/29/2022	9:13 PM	Tuesday	Four-Way Intersection	Dark - Lighted	Dry	Pedestrian	Pedestrian	N	1	0	1	0	0	0	0	\$ -		
655	25339945	12/3/2022	3:25 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
656	25339919	12/4/2022	7:30 PM	Sunday	T-Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
657	25339943	12/7/2022	8:53 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
658	25340014	12/15/2022	6:35 AM	Thursday	Not at Intersection	Dawn	Dry	Motor Vehicle in Transport	Sideswipe	N	0	0	0	0	0	0	0	\$ -		
659	25340029	12/15/2022	11:50 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
660	25340030	12/16/2022	3:00 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	\$ -		
661	25340247	12/24/2022	12:47 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		

CRASH SUMMARY

CRASH SUMMARY																				
				Major Route: Cleary Blvd									County: Broward							
				Study Period: 1/27/2017 to 12/31/2022																
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol/ Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Fatality Within 30 Days	Non-Traffic Fatal	Property Damage		
662	25340144	12/26/2022	11:29 AM	Monday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	\$ -		
663	25340174	12/27/2022	5:30 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Turn	N	0	0	0	0	0	0	0	\$ -		
664	25340154	12/30/2022	5:30 PM	Friday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		
665	25340153	12/31/2022	11:05 AM	Saturday	Not at Intersection	Daylight	Dry	Parked Motor Vehicle	Other	N	0	0	0	0	0	0	0	\$ -		

Appendix B – Field Photographs



Bicyclist crossing at NW 91st Ave intersection without facility.



Overgrown ficus impeding onto width of sidewalk.



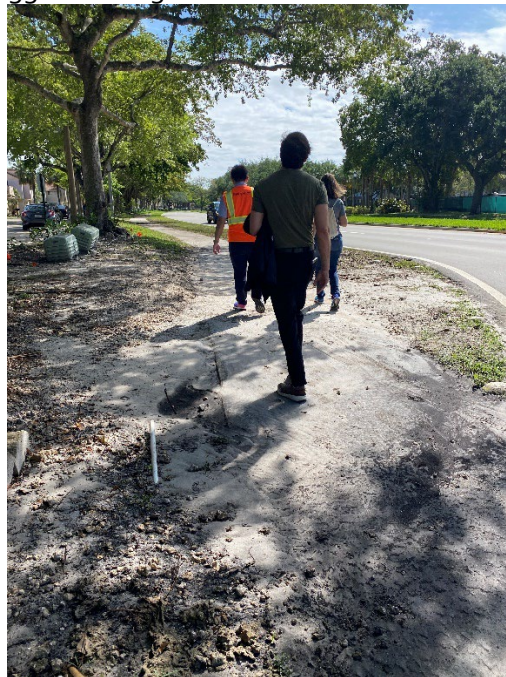
Uneven sidewalk on eastside of corridor.



Vehicle at intersection stopped in crosswalk



Clogged drainage inlet on eastern half of corridor



Potential for driveway improvements



Flooding near construction site on eastern half of corridor.



Lack of dedicated bicycle facilities



Gaps in sidewalks between Sunset Park and Hiatus Road



Locked entrance gates to Sunset Park.

Appendix C – Conceptual Improvement Diagram





Eastbound
Cleary Boulevard

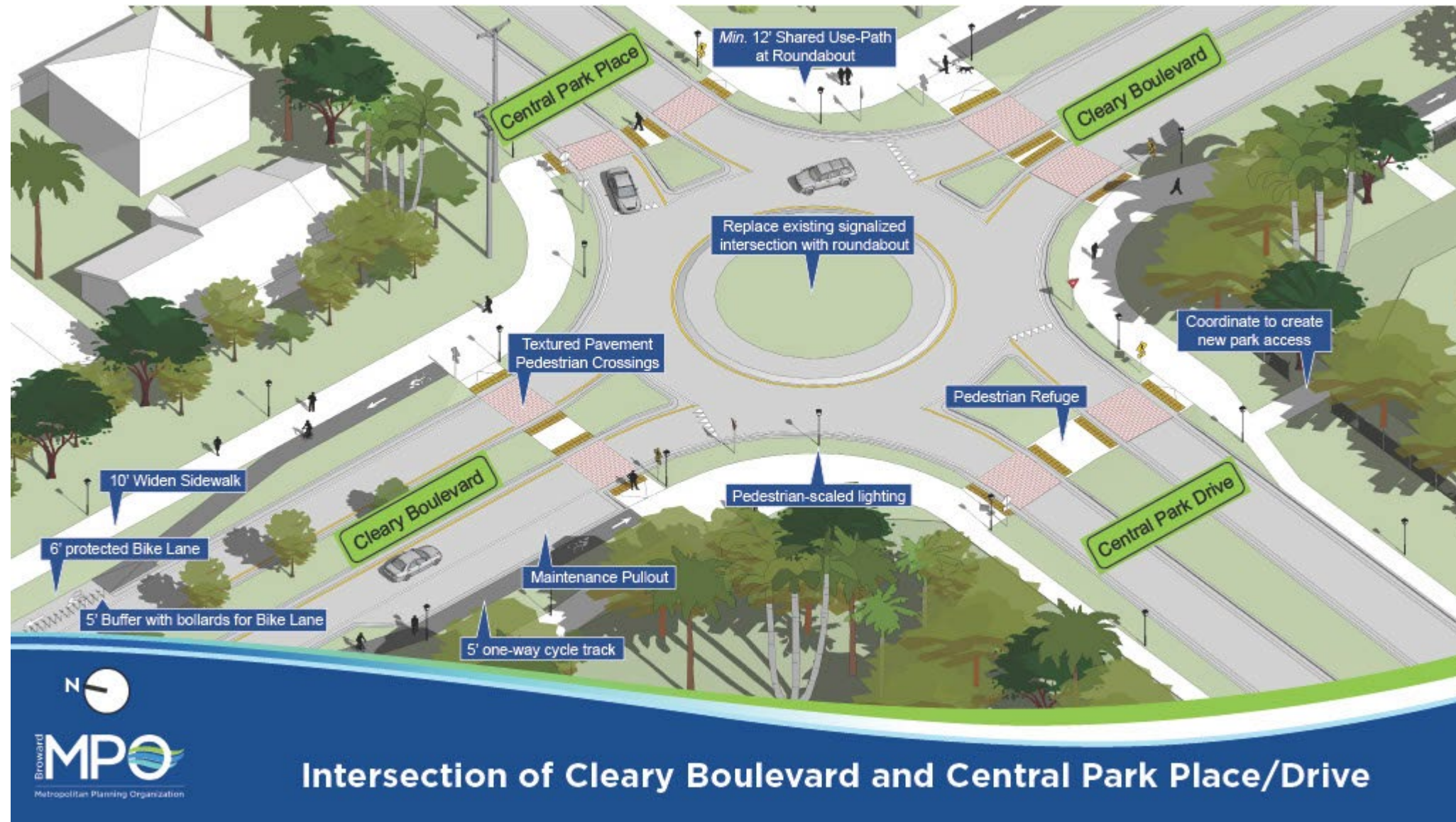
Pedestrian-scaled lighting
20' wide shared-use
pedestrian area



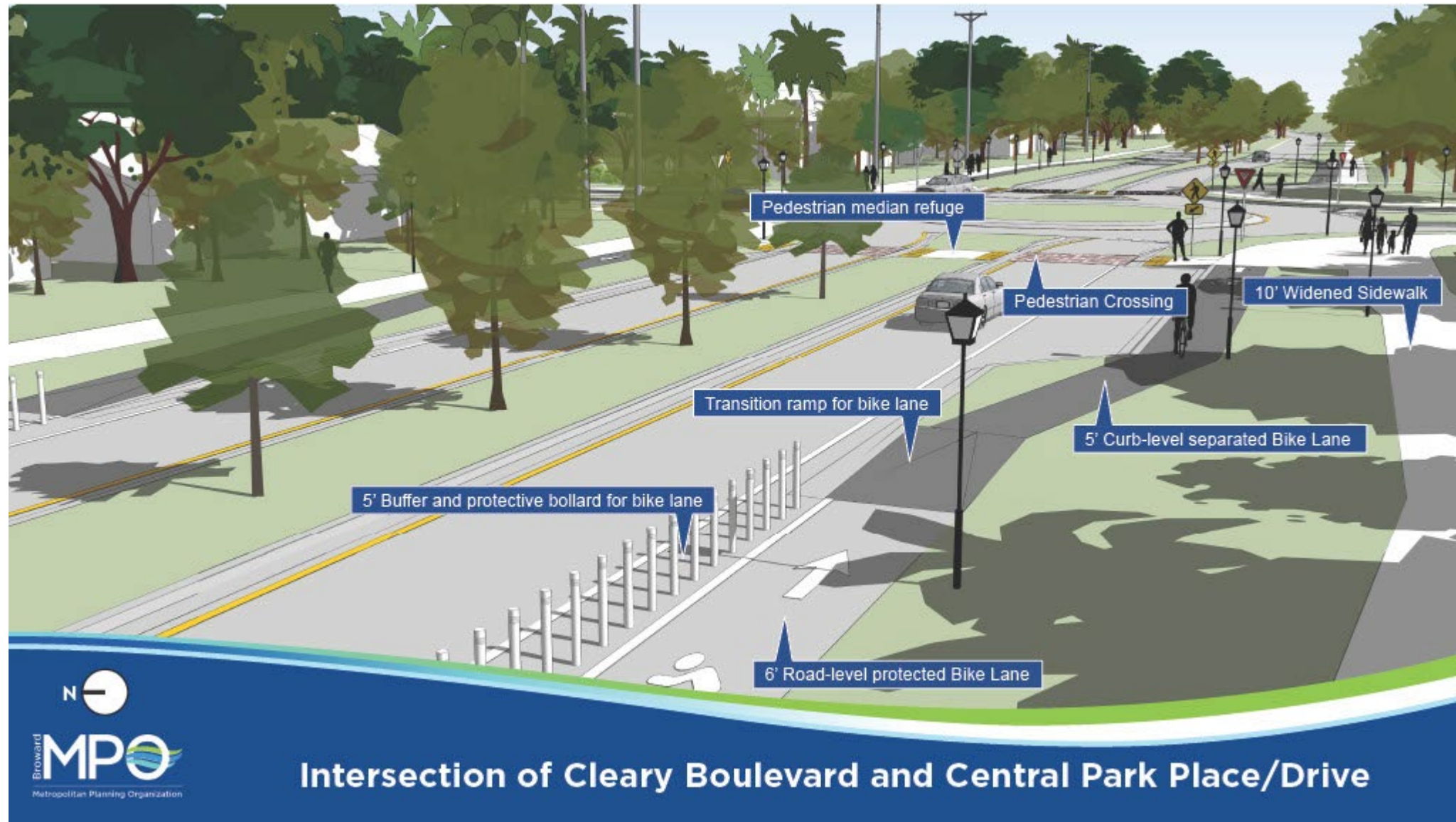
Cleary Boulevard at Pine Island Road (Proposed)



Clery Boulevard at Pine Island Road (Proposed)



Intersection of Cleary Boulevard and Central Park Place/Drive



Appendix D – Construction Cost Estimate

CONCEPTUAL COST ESTIMATE

LOCATION: 4. SR 817/University Drive & Cleary Boulevard
DESCRIPTION: Multimodal Master Transportation Plan

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Special emphasis crosswalks	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	750	\$ 1,425.00
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	700	\$ 3,269.00
	Subtotal					\$ 4,694.00
Install pedestrian signage	0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.140	\$ 7,627.94
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	4	\$ 1,807.32
	0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 353.72	4	\$ 1,414.88
	Subtotal					\$ 10,850.14
Install LPI	PI-002	INSTALL LEADING PEDESTRIAN INTERVAL (LPI) SIGNAL TIMING	EA	\$ 2,000.00	1	\$ 2,000.00
	Subtotal					\$ 2,000.00
Install ped scale lighting	PI-001	INSTALL PEDESTRIAN SCALE LIGHTING NEAR INTERSECTION	EA	\$ 10,000.00	8	\$ 80,000.00
	Subtotal					\$ 80,000.00
Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.						
					SUBTOTAL	\$ 97,544.14
		General Mobilization			6%	\$ 5,853.00
		Maintenance of Traffic (MOT)			6%	\$ 5,853.00
		Misc. & Contingency (Not including major utility)			15%	\$ 14,632.00
					CONSTRUCTION COST	\$ 123,882.14

CONCEPTUAL COST ESTIMATE

LOCATION: 15. Cleary Boulevard and Hiatus Road
DESCRIPTION: Multimodal Master Transportation Plan

Install pedestrian bridge

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
460-5	PREFABRICATED ALUMINUM PEDESTRIAN BRIDGE (BRIDGE BROTHER COMPANY QUOTE)	SF	\$ 70.00	2,000	\$ 140,000.00
Subtotal					\$ 140,000.00

Construct a signalized pedestrian crossing across the north leg

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.140	\$ 7,627.94
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	300	\$ 570.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	250	\$ 1,167.50
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	\$ 1,028.95	2	\$ 2,057.90
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	\$ 1,898.53	2	\$ 3,797.06
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	\$ 1,226.72	2	\$ 2,453.44
0520 5 42	TRAFFIC SEPARATOR CONCRETE- TYPE IV, 6' WIDE	LF	\$ 74.44	20	\$ 1,488.80
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	45	\$ 1,156.05
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	8	\$ 305.20
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	90	\$ 4,913.10
Subtotal					\$ 25,536.99

Construct a shared use path connection to proposed canal bridge

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.30	\$ 16,345.58
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	40	\$ 448.80
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	120	\$ 510.00
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 25.33	120	\$ 3,039.60
0334 1 12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	\$ 127.37	15	\$ 1,910.55
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	8	\$ 305.20
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	65	\$ 1,669.85
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	120	\$ 6,550.80
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	120	\$ 505.20
Subtotal					\$ 31,285.58

Construct a shared use path connection to Sunset Park

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.40	\$ 21,794.11
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	60	\$ 673.20
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	200	\$ 850.00
0285 701	OPTIONAL BASE, BASE GROUP 01	SY	\$ 17.00	200	\$ 3,400.00
0334 1 12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	\$ 127.37	25	\$ 3,184.25
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	32	\$ 1,220.80
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	120	\$ 3,082.80
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	200	\$ 10,918.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	200	\$ 842.00
Subtotal					\$ 45,965.16

Signage and pavement markings

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	8	\$ 3,614.64
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 353.72	8	\$ 2,829.76
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	800	\$ 1,520.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	180	\$ 840.60
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	8	\$ 2,258.72
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	4	\$ 802.96
0711 16 231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	\$ 1,722.32	0.300	\$ 516.70
Subtotal					\$ 12,383.38

Install ped scale lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-001	INSTALL PEDESTRIAN SCALE LIGHTING NEAR INTERSECTION	EA	\$ 10,000.00	8	\$ 80,000.00
Subtotal					\$ 80,000.00

Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.

Remove northbound U-turn lane

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.20	\$ 10,897.06
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	100	\$ 1,122.00
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	500	\$ 2,125.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	500	\$ 2,105.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	LF	\$ 24.00	120	\$ 2,880.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	800	\$ 20,552.00
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.30	\$ 1,539.81
0711 11 224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	\$ 3.69	40	\$ 147.60
PI-003	DRAINAGE MODIFICATIONS	LS	\$ 10,000.00	1	\$ 10,000.00
Subtotal					\$ 51,368.47

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-004	ADJUST SIGNAL TIMING FOR SOUTHBOUND TO EASTBOUND LEFT-TURN MOVEMENT	LS	\$ 2,000.00	1	\$ 2,000.00
Subtotal					\$ 2,000.00

SUBTOTAL					\$ 388,539.58
	General Mobilization			6%	\$ 23,312.00
	Maintenance of Traffic (MOT)			6%	\$ 23,312.00
	Misc. & Contingency (Not including major utility)			15%	\$ 58,281.00
CONSTRUCTION COST					\$ 493,444.58

CONCEPTUAL COST ESTIMATE

LOCATION: 16. Cleary Blvd at Nob Hill Rd
DESCRIPTION: Multimodal Master Transportation Plan

Widen curb ramps on the south side and reconstruct sidewalks on the approaches to shared use path width standards

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.09	\$ 4,903.68
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	\$ 24.00	26.7	\$ 640.80
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	60	\$ 1,541.40
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	100	\$ 5,459.00
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	56	\$ 2,136.40
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	17	\$ 71.57
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	4	\$ 1,807.32
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	180	\$ 342.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	14	\$ 65.38
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	4	\$ 1,129.36
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	2	\$ 401.48
0711 16 231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	\$ 1,722.32	0.010	\$ 17.22
Subtotal					\$ 18,515.61

Install ped scale lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-001	INSTALL PEDESTRIAN SCALE LIGHTING NEAR INTERSECTION	EA	\$ 10,000.00	8	\$ 80,000.00
Subtotal					\$ 80,000.00

Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.

SUBTOTAL				\$	98,515.61
	General Mobilization		6%	\$	5,910.94
	Maintenance of Traffic (MOT)		6%	\$	5,910.94
	Misc. & Contingency (Not including major utility)		15%	\$	14,777.34
CONSTRUCTION COST				\$	125,115.00

CONCEPTUAL COST ESTIMATE

LOCATION: 17. Cleary Blvd at Pine Island Rd
DESCRIPTION: Multimodal Master Transportation Plan

Repurpose the eastbound-to-southbound right-turn lane to accommodate a shared use path on the south side of Cleary; reconstruct curb ramps; connect sidewalk in the southeast corner to Midtown Square development; convert crosswalks to special emphasis markings

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.30	\$ 16,345.58
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	\$ 24.00	213.3	\$ 5,119.92
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	400	\$ 1,700.00
0285 701	OPTIONAL BASE, BASE GROUP 01	SY	\$ 17.00	326	\$ 5,542.00
0334 1 12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	\$ 127.37	25.67	\$ 3,269.59
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	286	\$ 7,347.34
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	267	\$ 14,575.53
0526 1 2	PAVERS, ARCHITECTURAL, SIDEWALK	SY	\$ 116.44	133	\$ 15,525.33
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	56	\$ 2,136.40
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	54	\$ 227.34
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	4	\$ 1,807.32
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	1,000	\$ 1,900.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	750	\$ 3,502.50
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	4	\$ 1,129.36
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	2	\$ 401.48
0711 16 231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	\$ 1,722.32	0.01	\$ 17.22
PI-003	DRAINAGE MODIFICATIONS	LS	\$ 10,000.00	1	\$ 10,000.00
Subtotal					\$ 90,546.92

Install ped scale lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-001	INSTALL PEDESTRIAN SCALE LIGHTING NEAR INTERSECTION	EA	\$ 10,000.00	8	\$ 80,000.00
Subtotal					\$ 80,000.00

Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.

SUBTOTAL				\$	170,546.92
	General Mobilization			6%	\$ 10,232.82
	Maintenance of Traffic (MOT)			6%	\$ 10,232.82
	Misc. & Contingency (Not including major utility)			15%	\$ 25,582.04
CONSTRUCTION COST				\$	216,595.00

CONCEPTUAL COST ESTIMATE

LOCATION: 18. Cleary Blvd from Nob Hill Rd. to University Dr.
DESCRIPTION: Multimodal Master Transportation Plan

Reconstruct sidewalk on the south side of Cleary Boulevard to shared use path standards including curb ramps, signage, and pavement markings

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	6.31	\$ 343,802.12
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	\$ 24.00	7340	\$ 176,160.00
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	5093	\$ 57,143.46
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	22000	\$ 93,500.00
0285 701	OPTIONAL BASE, BASE GROUP 01	SY	\$ 17.00	17926	\$ 304,742.00
0334 1 12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	\$ 127.37	1,412	\$ 179,846.44
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	712	\$ 38,868.08
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	448	\$ 17,091.20
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	13445	\$ 56,603.45
0700 1 60	SINGLE POST SIGN, REMOVE	AS	\$ 37.39	30	\$ 1,121.70
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	40	\$ 18,073.20
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	1,000	\$ 1,900.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	200	\$ 934.00
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	40	\$ 11,293.60
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	20	\$ 4,014.80
0711 16 231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	\$ 1,722.32	0.520	\$ 895.61
PI-003	DRAINAGE MODIFICATIONS	LS	\$ 50,000.00	1.000	\$ 50,000.00
Subtotal					\$ 1,355,989.65

Install ped scale lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-001	INSTALL PEDESTRIAN SCALE LIGHTING NEAR INTERSECTION	EA	\$ 10,000.00	100	\$ 1,000,000.00
Subtotal					\$ 1,000,000.00

Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.

SUBTOTAL				\$ 2,355,989.65
	General Mobilization		6%	\$ 141,359.38
	Maintenance of Traffic (MOT)		6%	\$ 141,359.38
	Misc. & Contingency (Not including major utility)		15%	\$ 353,398.45
CONSTRUCTION COST				\$ 2,992,107.00

CONCEPTUAL COST ESTIMATE

LOCATION: 19. Cleary Blvd - Hiatus Rd to Nob Hill Rd
DESCRIPTION: Multimodal Master Transportation Plan

Construct a shared use path on the south side from Hiatus Rd to the Sunset Park east entrance; reconstruct the sidewalk on the south side to shared use path standards from Sunset Park to Nob Hill Rd including ADA curb ramps, signage, and pavement markings

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	1.78	\$ 96,937.77
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	\$ 24.00	834.0	\$ 20,016.00
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	1551.0	\$ 17,402.22
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	6700.0	\$ 28,475.00
0285 701	OPTIONAL BASE, BASE GROUP 01	SY	\$ 17.00	5460.0	\$ 92,820.00
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	360.00	\$ 522.00
0334 1 12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	\$ 127.37	430.00	\$ 54,769.10
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 148.76	26.33	\$ 3,916.85
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	19.80	\$ 3,489.35
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	356	\$ 19,434.04
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	224	\$ 8,545.60
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	4095	\$ 17,239.95
0700 1 60	SINGLE POST SIGN, REMOVE	AS	\$ 37.39	11	\$ 411.29
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	24	\$ 10,843.92
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	300	\$ 570.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	60	\$ 280.20
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	12	\$ 3,388.08
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	6	\$ 1,204.44
0711 16 231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	\$ 1,722.32	0.160	\$ 275.57
PI-003	DRAINAGE MODIFICATIONS	LS	\$ 15,000.00	1	\$ 15,000.00
Subtotal					\$ 395,541.38

Construct 3 raised crosswalks (NW 110th Terrace, NW 108th Avenue, and convert existing Lakes of Jacaranda crosswalk to be a raised crosswalk)

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.20	\$ 10,897.06
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	240.00	\$ 348.00
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 148.76	26.40	\$ 3,927.26
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	13.20	\$ 2,326.24
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	100	\$ 5,459.00
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	60	\$ 2,289.00
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	4	\$ 1,807.32
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	144	\$ 273.60
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	8	\$ 2,258.72
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	8	\$ 1,605.92
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	0.102	\$ 519.29
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.102	\$ 524.94
Subtotal					\$ 32,236.34

Install ped scale lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-001	INSTALL PEDESTRIAN SCALE LIGHTING NEAR INTERSECTION	EA	\$ 10,000.00	32	\$ 320,000.00
Subtotal					\$ 320,000.00

Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.

SUBTOTAL				\$ 747,777.73
	General Mobilization		6%	\$ 44,866.66
	Maintenance of Traffic (MOT)		6%	\$ 44,866.66
	Misc. & Contingency (Not including major utility)		15%	\$ 112,166.66
CONSTRUCTION COST				\$ 949,678.00

CONCEPTUAL COST ESTIMATE

LOCATION: 20. Cleary Blvd Phase 1 Lane Repurposing (Plantation Promenade to Shoppes at Cleary)
DESCRIPTION: Multimodal Master Transportation Plan

Repurpose one travel lane in each direction from Plantation Promenade to Shoppes at Cleary and provide separated bicycle lanes, maintenance pull outs, and a raised crosswalk across Cleary Boulevard at NW 91st Avenue

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.11	\$ 5,993.38
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	267	\$ 2,995.74
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	162	\$ 688.50
0285 701	OPTIONAL BASE, BASE GROUP 01	SY	\$ 17.00	137	\$ 2,329.00
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	21,560	\$ 31,262.00
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 148.76	88	\$ 13,090.88
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	1,303.00	\$ 229,627.69
0700 1 60	SINGLE POST SIGN, REMOVE	AS	\$ 37.39	8	\$ 299.12
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	24	\$ 10,843.92
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	\$ 80.08	1,540	\$ 123,323.20
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	660	\$ 1,254.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	150	\$ 700.50
0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	\$ 140.90	1	\$ 140.90
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	\$ 84.89	22	\$ 1,867.58
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	24	\$ 6,776.16
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	24	\$ 4,817.76
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	3.504	\$ 17,790.55
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	1.269	\$ 6,513.10
PI-003	DRAINAGE MODIFICATIONS	LS	\$ 50,000.00	1	\$ 50,000.00
Subtotal					\$ 510,313.98

Convert two signalized intersections to roundabouts at Central Park Place and Central Park Drive

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.34	\$ 5,993.38
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	\$ 24.00	1,072.00	\$ 25,728.00
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	82	\$ 920.04
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	960	\$ 4,080.00
0285 710	OPTIONAL BASE, BASE GROUP 10	SY	\$ 23.64	960	\$ 22,694.40
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	6,710	\$ 9,729.50
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 148.76	160	\$ 23,801.60
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	407.86	\$ 71,877.17
0350 30 13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	SY	\$ 88.00	266	\$ 23,408.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	3,500	\$ 89,915.00
0520 2 8	CONCRETE CURB, TYPE RA	LF	\$ 33.80	302	\$ 10,207.60
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	1,556	\$ 84,942.04
0523 1	PATTERNED PAVEMENT, VEHICULAR AREAS	SY	\$ 195.71	253.34	\$ 49,581.17
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	640	\$ 24,416.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	1,592	\$ 6,702.32
0632 7 6	SIGNAL CABLE, REMOVE- INTERSECTION	PI	\$ 913.64	2	\$ 1,827.28
0639 1620	ELECTRICAL POWER SERVICE, REMOVE UNDERGROUND	AS	\$ 910.25	2	\$ 1,820.50
0641 2 80	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- POLE 30' AND GREATER	EA	\$ 3,353.63	8	\$ 26,829.04
0670 5600	TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET	AS	\$ 1,089.06	2	\$ 2,178.12
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	60	\$ 27,109.80
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	740	\$ 1,406.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	574	\$ 2,680.58
0711 11 141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	\$ 1,742.41	54	\$ 94,090.14
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	8	\$ 2,258.72
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	16	\$ 3,211.84
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	0.72	\$ 3,655.81
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.60	\$ 3,079.63
Subtotal					\$ 624,143.68

Convert two non-signalized intersections to roundabouts at Plantation Promenade and Shoppes at Cleary

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.34	\$ 18,525.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	\$ 24.00	1072	\$ 25,728.00
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	960	\$ 4,080.00
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	82	\$ 920.04
0285 710	OPTIONAL BASE, BASE GROUP 10	SY	\$ 23.64	960	\$ 22,694.40
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	6710	\$ 9,729.50
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 148.76	160	\$ 23,801.60
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	407.9	\$ 71,877.17
0350 30 13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	SY	\$ 88.00	266	\$ 23,408.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	3,500	\$ 89,915.00
0520 2 8	CONCRETE CURB, TYPE RA	LF	\$ 33.80	302	\$ 10,207.60
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	1,556	\$ 84,942.04
0523 3	PATTERNED PAVEMENT	SY	\$ 100.00	253.3	\$ 25,334.00
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	640	\$ 24,416.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	1592	\$ 6,702.32
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	60	\$ 27,109.80
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	740	\$ 1,406.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	574	\$ 2,680.58
0711 11 141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	\$ 1,742.41	54	\$ 94,090.14
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	8	\$ 2,258.72
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	16	\$ 3,211.84
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	0.72	\$ 3,655.81
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.60	\$ 3,079.63
Subtotal					\$ 579,773.18

Construct raised crosswalk at NW 91st Avenue/east access to Central Park

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.15	\$ 8,172.79
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	160.00	\$ 232.00
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 148.76	17.60	\$ 2,618.18
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	8.80	\$ 1,550.82
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	93.33	\$ 5,095.07
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	4.00	\$ 1,807.32
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	120.00	\$ 228.00
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	4	\$ 1,129.36
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	4	\$ 802.96
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	0.023	\$ 115.40
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.023	\$ 116.65
Subtotal					\$ 21,868.55

Install ped scale lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-001	INSTALL PEDESTRIAN SCALE LIGHTING	EA	\$ 10,000.00	150	\$ 1,500,000.00
Subtotal					\$ 1,500,000.00

Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.

SUBTOTAL					\$ 3,236,099.39
	General Mobilization			6%	\$ 194,165.96
	Maintenance of Traffic (MOT)			6%	\$ 194,165.96
	Misc. & Contingency (Not including major utility)			15%	\$ 485,414.91
CONSTRUCTION COST					\$ 4,109,847.00

CONCEPTUAL COST ESTIMATE

LOCATION: 21. Cleary Blvd Phase 1 Lane Repurposing (East of Pine Island Rd to West of University Dr)
DESCRIPTION: Multimodal Master Transportation Plan

Repurpose one travel lane in each direction from east of Pine Island Road to west of University Drive including maintenance pull outs

Convert two non-signalized intersections to roundabouts at Lauderdale West Drive and NW 82nd Avenue

Install ped scale lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	7,840	\$ 11,368.00
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	431	\$ 75,955.13
0700 1 60	SINGLE POST SIGN, REMOVE	AS	\$ 37.39	4	\$ 149.56
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	10	\$ 4,518.30
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	\$ 80.08	560	\$ 44,844.80
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	700	\$ 1,330.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	120	\$ 560.40
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	\$ 84.89	18	\$ 1,528.02
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	10	\$ 2,823.40
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	10	\$ 2,007.40
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	2.027	\$ 10,289.67
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.530	\$ 2,721.89
Subtotal					\$ 158,096.57
PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.34	\$ 18,525.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	\$ 24.00	1072	\$ 25,728.00
0160 4	TYPE B STABILIZATION	SY	\$ 4.25	960	\$ 4,080.00
0120 1	REGULAR EXCAVATION	CY	\$ 11.22	82	\$ 920.04
0285 710	OPTIONAL BASE, BASE GROUP 10	SY	\$ 23.64	960	\$ 22,694.40
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	6710	\$ 9,729.50
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 148.76	160	\$ 23,801.60
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	407.9	\$ 71,877.17
0350 30 13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	SY	\$ 88.00	266	\$ 23,408.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	3,500	\$ 89,915.00
0520 2 8	CONCRETE CURB, TYPE RA	LF	\$ 33.80	302	\$ 10,207.60
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	1,556	\$ 84,942.04
0523 1	PATTERNED PAVEMENT, VEHICULAR AREAS	SY	\$ 195.71	253.3	\$ 49,581.17
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	640	\$ 24,416.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	1592	\$ 6,702.32
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	60	\$ 27,109.80
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	740	\$ 1,406.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	574	\$ 2,680.58
0711 11 141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	\$ 1,742.41	54	\$ 94,090.14
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	8	\$ 2,258.72
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	16	\$ 3,211.84
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	0.72	\$ 3,655.81
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.60	\$ 3,079.63
Subtotal					\$ 604,020.35
PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-001	INSTALL PEDESTRIAN SCALE LIGHTING	EA	\$ 10,000.00	68	\$ 680,000.00
Subtotal					\$ 680,000.00
Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.					
SUBTOTAL					\$ 1,442,116.93
	General Mobilization			6%	\$ 86,527.02
	Maintenance of Traffic (MOT)			6%	\$ 86,527.02
	Misc. & Contingency (Not including major utility)			15%	\$ 216,317.54
CONSTRUCTION COST					\$ 1,831,489.00

CONCEPTUAL COST ESTIMATE

LOCATION: 22. Cleary Blvd Ultimate Build Out Lane Repurposing (One Lane in each direction through Nob Hill Rd, Pine Island Rd and University Dr)
DESCRIPTION: Multimodal Master Transportation Plan

Repurpose one travel lane in each direction through the arterial intersections at Nob Hill Road, Pine Island Road, and University Drive

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	\$ 1.45	10,080	\$ 14,616.00
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	\$ 176.23	554	\$ 97,631.42
0700 1 60	SINGLE POST SIGN, REMOVE	AS	\$ 37.39	4	\$ 149.56
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	10	\$ 4,518.30
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	\$ 80.08	720	\$ 57,657.60
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	1,080	\$ 2,052.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	240	\$ 1,120.80
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	\$ 84.89	32	\$ 2,716.48
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	\$ 18.31	320	\$ 5,859.20
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	12	\$ 3,388.08
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	12	\$ 2,408.88
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	1.020	\$ 5,179.07
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.682	\$ 3,499.58
Subtotal					\$ 200,796.97

Install ped scale lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-001	INSTALL PEDESTRIAN SCALE LIGHTING	EA	\$ 10,000.00	36	\$ 360,000.00
Subtotal					\$ 360,000.00
Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other factors. For planning purposes, cost assumptions per each pole installation are \$7k for pole, \$1k for electrical power service, \$1k for conduit, and \$1k miscellaneous/contingency. Note that electrical power service is typically bid per intersection or area assembly, not per pole, but an estimate has been provided per pole for planning purposes.					

SUBTOTAL				\$ 560,796.97
	General Mobilization		6%	\$ 33,647.82
	Maintenance of Traffic (MOT)		6%	\$ 33,647.82
	Misc. & Contingency (Not including major utility)		15%	\$ 84,119.54
CONSTRUCTION COST				\$ 712,213.00

Optional use of hardened separators

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	\$ 80.08	-720	\$ (57,657.60)
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	19,219	\$ 493,741.25
SUBTOTAL					\$ 996,880.61
	General Mobilization		6%	\$ 59,812.84	
	Maintenance of Traffic (MOT)		6%	\$ 59,812.84	
	Misc. & Contingency (Not including major utility)		15%	\$ 149,532.09	
CONSTRUCTION COST				\$ 1,266,039.00	

CONCEPTUAL COST ESTIMATE

LOCATION: 23. Cleary Blvd Quick Build Phase 1 Lane Repurposing (Plantation Promenade to Shoppes of Cleary)
DESCRIPTION: Multimodal Master Transportation Plan

Quick Build Bicycle Lanes

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	\$ 80.08	1,540	\$ 123,323.20
0700 1 60	SINGLE POST SIGN, REMOVE	AS	\$ 37.39	8	\$ 299.12
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	24	\$ 10,843.92
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	660	\$ 1,254.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	150	\$ 700.50
0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	\$ 140.90	1	\$ 140.90
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	\$ 84.89	22	\$ 1,867.58
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	24	\$ 6,776.16
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	24	\$ 4,817.76
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	3.504	\$ 17,790.55
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	1.269	\$ 6,513.10
Subtotal					\$ 51,003.59

Quick Build Roundabouts

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	\$ 80.08	2,520	\$ 201,801.60
0110 1 1	CLEARING & GRUBBING	AC	\$ 54,485.28	0.07	\$ 3,813.97
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	\$ 24.00	56.9	\$ 1,365.56
0339 1	MISCELLANEOUS ASPHALT PAVEMENT	TN	\$ 244.43	7.12	\$ 1,740.34
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 25.69	704	\$ 18,085.76
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 54.59	356	\$ 19,434.04
0527 2	DETECTABLE WARNINGS	SF	\$ 38.15	1,280	\$ 48,832.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 4.21	142.2	\$ 598.76
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	120	\$ 54,219.60
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.90	2,240	\$ 4,256.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$ 4.67	256	\$ 1,195.52
0711 11 141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	\$ 1,742.41	0.024	\$ 41.82
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	\$ 282.34	16	\$ 4,517.44
0711 14 170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	\$ 200.74	32	\$ 6,423.68
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	\$ 5,077.52	0.016	\$ 81.24
0711 16 201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$ 5,132.71	0.116	\$ 595.39
0711 17 1	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO REMAIN	SF	\$ 3.28	720	\$ 2,361.60
Subtotal					\$ 369,364.32

Total					\$ 420,367.91
	General Mobilization			6%	\$ 25,222.07
	Maintenance of Traffic (MOT)			6%	\$ 25,222.07
	Misc. & Contingency (Not including major utility)			15%	\$ 63,055.19
CONSTRUCTION COST					\$ 533,868.00

CONCEPTUAL COST ESTIMATE

LOCATION: 24. Quick Build Cleary Blvd at Pine Island Rd
DESCRIPTION: Multimodal Master Transportation Plan

Temporary Traffic
Control Devices

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	\$ 80.08	50	\$ 4,004.00
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 451.83	2	\$ 903.66
				Subtotal	\$ 4,907.66
	General Mobilization			6%	\$ 294.46
	Maintenance of Traffic (MOT)			6%	\$ 294.46
	Misc. & Contingency (Not including major utility)			15%	\$ 736.15
				CONSTRUCTION COST	\$ 6,233.00

CONCEPTUAL COST ESTIMATE

LOCATION: Cleary Blvd PHB signalization approach for previously uncontrolled pedestrian crossings
 DESCRIPTION: RSA Recommendation

PHBs

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
PI-009	Install Pedestrian Hybrid Beacon (PHB) signalization strategy at proposed uncontrolled pedestrian crossings	EA	\$ 300,000.00	2	\$ 600,000.00
				Subtotal	\$ 600,000.00
	General Mobilization			6%	\$ 36,000.00
	Maintenance of Traffic (MOT)			6%	\$ 36,000.00
	Misc. & Contingency (Not including major utility)			15%	\$ 90,000.00
				CONSTRUCTION COST	\$ 762,000.00

Appendix E – Benefit Cost Analysis

The net present value (NPV) of implementing the recommendations from the Cleary Boulevard RSA was calculated to be \$35,400,849.

Cleary Boulevard from Hiatus Road to University Drive

Crash Reduction Calculations

Location	Safety/Operational Issues	Treatment	CMF ID	# of pertinent crashes (2017-2022)	Crashes/Year	Adjusted Crashes/Year	CRF*	Expected crash reduction
Plantation Promenade, Shoppes at Cleary, Lauderdale West Drive, and NW 82nd Avenue	traffic calming measure aimed at pedestrian and bicyclist safety improvement	Convert unsignalized intersection to roundabout	215	1	0.17	0.17	44%	0.07 crashes/year
University Drive and Cleary boulevard	Pedestrian and bicycle crashes	High visibility crosswalk	4123	3	0.50	0.50	40%	0.20 crashes/year
North leg of Cleary Boulevard and Hiatus Road	No pedestrian signal	Install pedestrian signals	8482	1	0.17	0.17	N/A	N/A crashes/year
NW 110th Terrace, NW 108th Avenue, convert existing Lakes of Jacaranda crosswalk to be a raised crosswalk, Cleary Boulevard at NW 91st Avenue	Poor/hazardous pedestrian conditions at these locations	Install raised pedestrian crosswalks	135	1	0.17	0.17	36%	0.06 crashes/year
Cleary Boulevard and Hiatus Road to Sunset Park east entrance on the South side of street, as well as to proposed canal bridge, Cleary Boulevard and Nob Hill Road, Cleary Boulevard at Pine Island Road, Cleary Boulevard from Nob Hill Road to University Drive, Cleary Boulevard from Hiatus Road to Nob Hill Road, Cleary Boulevard from Plantation Promenade to Shoppes at Cleary	Bicycle facilities are non-existent, in-road, or in poor condition	Install shared use path	9250	11	1.83	1.83	25%	0.46 crashes/year
Sunset Park to Nob Hill Road	Poor visibility of markings	Install wider longitudinal pavement markings	10640	4	0.67	0.67	12.3%	0.08 crashes/year
Cleary at Pine Island, Nob Hill, and Hiatus Road	Currently missing countdown indications for pedestrian signals	Install pedestrian countdown timer	8790	8	1.33	1.33	8.8%	0.12 crashes/year
Cleary Boulevard and University Drive, Cleary Boulevard and Hiatus Road, Cleary Boulevard and Nob Hill Road, Cleary Boulevard at Pine Island Road, Cleary Boulevard from Nob Hill Road to University Drive, Cleary Boulevard from Hiatus Road to Nob Hill Road, Cleary Boulevard from Plantation Promenade to Shoppes at Cleary, Cleary Boulevard from East of Pine Island Road to West of University Drive	Non-existent or poor pedestrian scale lighting	Improve street lighting illuminance and uniformity	11026	12	2.00	2.00	32.1%	0.64 crashes/year
University Drive and Cleary Boulevard	Unsafe/ inadequate pedestrian conditions	Implement a Leading Pedestrian Interval (LPI)	9903	3	0.50	0.50	19%	0.10 crashes/year
Cleary Boulevard and Hiatus Road	Lacking appropriate pavement markings	Pavement markings on approach	9147	1	0.17	0.17	21.1%	0.04 crashes/year
Cleary Boulevard and Hiatus Road, Cleary Boulevard and University Drive	Missing or inadequate signage at these locations	Install advanced yield or stop marking and signs	9018	127	21.17	21.17	11.4%	2.41 crashes/year
Central Park Place and Central Park Drive	traffic calming measure aimed at pedestrian and bicyclist safety improvement	Signalized intersection converted to modern roundabout	4252	50	8.33	8.33	20.8%	1.73 crashes/year
Plantation Promenade and NW 91st Avenue	Inadequate safety conditions	Pedestrian Hybrid Beacon (PHB) for all crashes	9021	335	55.83	55.83	56.8%	31.71 crashes/year
Throughout corridor	Speeding	Install speed feedback signs	79	269	38.43	38.43	41%	15.76 crashes/year

Overall crash reduction 53.38 crashes/year

CMF / CRF Details

CMF ID: 79

CMF Name: Individual changeable speed warning signs

Description:

Prior Condition: No Prior Condition(s)

Category: Advanced technology and ITS

Study ID: [Handbook of Road Safety Measures, Elvik, R. and Vaa, T. 2004](#)

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.59
Adjusted Standard Error:	0.62
Unadjusted Standard Error:	0.34

Crash Reduction Factor	
Value:	41
Adjusted Standard Error:	62
Unadjusted Standard Error:	34

Applicability

Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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CMF / CRF Details

CMF ID: 135

CMF Name: Install raised pedestrian crosswalks

Description:

Prior Condition: No Prior Condition(s)

Category: Pedestrians

Study ID: [Handbook of Road Safety Measures, Elvik, R. and Vaa, T. 2004](#)

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.64
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	36
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Local
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and Suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

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CMF / CRF Details

CMF ID: 215

CMF Name: Convert unsignalized intersection to roundabout

Description:

Prior Condition: No Prior Condition(s)

Category: Intersection geometry

Study ID: [*Safety Effects of Roundabouts in Flanders: Signal Type, Speed Limits, and Vulnerable Road Users, De Brabander and Vereeck 2007*](#)

Star Quality Rating

Star Quality Rating:	4 Stars
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Crash Modification Factor (CMF)

Value:	0.56
Adjusted Standard Error:	0.1
Unadjusted Standard Error:	0.05

Crash Reduction Factor

Value:	44
Adjusted Standard Error:	10
Unadjusted Standard Error:	5

Applicability	
Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

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CMF / CRF Details

CMF ID: 413

CMF Name: Widen sidewalks at intersections

Description:

Prior Condition: No Prior Condition(s)

Category: Pedestrians

Study ID: [Handbook of Road Safety Measures, Elvik, R. and Vaa, T. 2004](#)

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	1.12
Adjusted Standard Error:	1.26
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	-12
Adjusted Standard Error:	126
Unadjusted Standard Error:	

Applicability

Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Not specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

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CMF / CRF Details

CMF ID: 9018

CMF Name: Install advanced yield or stop markings and signs

Description: Install advanced yield or stop markings and signs

Prior Condition: No advanced yield or stop markings and signs

Category: Pedestrians

Study ID: [Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, Zegeer et al. 2017](#)

Star Quality Rating

Star Quality Rating:	4 Stars
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Crash Modification Factor (CMF)

Value:	0.886
Adjusted Standard Error:	
Unadjusted Standard Error:	0.065

Crash Reduction Factor

Value:	11.4
Adjusted Standard Error:	
Unadjusted Standard Error:	6.5

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Minor Arterial
Minimum Number of Lanes:	2
Maximum Number of Lanes:	8
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	Minimum of 340 to Maximum of 52892 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2004 to 2013
Municipality:	
State:	AZ,FL,IL,MA,NY,NC,OR,VA,WI
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	310 crashes before, 671 crashes after
Sample Size (sites):	69 sites before, 69 sites after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Nov 17, 2017
Comments:	Study sites were a combination of intersection and mid-block locations.

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CMF / CRF Details

CMF ID: 3019

CMF Name: Install crosswalk on one minor approach

Description: Install crosswalk on one minor approach

Prior Condition: unsignalized 4-leg intersection with no crosswalk on the minor

Category: Pedestrians

Study ID: [The Group Least Absolute Shrinkage and Selection Operator, Haleem and Abdel-Aty 2010](#)

Star Quality Rating

Star Quality Rating:	4 Stars
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Crash Modification Factor (CMF)

Value:	0.35
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor

Value:	65
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	8
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	All
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2003 to 2006
Municipality:	
State:	FL
Country:	U.S.A.
Type of Methodology Used:	Regression cross-section
Sample Size (sites):	1735 sites

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Jul 15, 2011
Comments:	

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CMF / CRF Details

CMF ID: 3143

CMF Name: Increase surface width from X to Y feet

Description: Increase the width of the travel way. This pertains to the travel lane

Prior Condition: No Prior Condition(s)

Category: Roadway

Study ID: [Safety Evaluation of Truck-Related Crashes at Freeway Diverge Areas, Zhenyu Wang, Bin Cao, Weiping Deng, Jian John Lu, and Zhao Zhang 2011](#)

Star Quality Rating

Star Quality Rating:	4 Stars
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Crash Modification Factor (CMF)

Value:	
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor

Value:	
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

Crash Type:	Truck related
Crash Severity:	All
Roadway Types:	Principal Arterial Other Freeways and Expressways
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2005 to 2008
Municipality:	
State:	FL
Country:	usa
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	4630 crashes

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Jul 15, 2011
Comments:	

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CMF / CRF Details

CMF ID: 4123

CMF Name: Install high-visibility crosswalk

Description: High-visibility crosswalks aim to increase awareness of pedestrian

Prior Condition: High visibility crosswalks aim to increase awareness of pedest

Category: Pedestrians

Study ID: [The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience, Li Chen, Cynthia Chen, and Reid Ewing 2012](#)

Star Quality Rating	
Star Quality Rating:	2 Stars

Crash Modification Factor (CMF)	
Value:	0.6
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	40
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not Specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Not specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	1998 to 2008
Municipality:	New York City
State:	NY
Country:	USA
Type of Methodology Used:	Simple before/after
Sample Size (crashes):	63 crashes before, 15 crashes after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Nov 01, 2012
Comments:	The treatment group included both signalized and unsignalized intersections. The corresponding change in crashes in the comparison group was an 18 percent reduction in pedestrian-vehicle crashes. This could be used to adjust the treatment effect to account for other factors not related to the treatment.

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CMF / CRF Details

CMF ID: 4252

CMF Name: Convert signalized intersection to modern roundabout

Description:

Prior Condition: Signalized intersection

Category: Intersection geometry

Study ID: [Evaluation of Safety Strategies at Signalized Intersections, Srinivasan, et al. 2011](#)

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.792
Adjusted Standard Error:	
Unadjusted Standard Error:	0.05

Crash Reduction Factor	
Value:	20.8
Adjusted Standard Error:	
Unadjusted Standard Error:	5

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	1
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	Not specified
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Roundabout
Major Road Traffic Volume:	Minimum of 5322 to Maximum of 43123 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	

Average Major Road Volume:	18529 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	1999 to 2009
Municipality:	
State:	CO,FL,IN,MD,MI,NY,NC,SC,VT,WA
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (sites):	28 sites after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Dec 06, 2012
Comments:	Countermeasure name has been slightly modified for consistency across Clearinghouse

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CMF / CRF Details

CMF ID: 4462

CMF Name: Install intersection lighting

Description: Install lighting at intersections where no lighting existed previously

Prior Condition: No lighting

Category: Highway lighting

Study ID: [A Framework for Estimating the Safety Effects of Roadway Lighting at Intersections, Donnell, Porter, Shankar 2010](#)

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.881
Adjusted Standard Error:	
Unadjusted Standard Error:	0.054

Crash Reduction Factor	
Value:	11.9
Adjusted Standard Error:	
Unadjusted Standard Error:	0.54

Applicability	
Crash Type:	Nighttime
Crash Severity:	All
Roadway Types:	Not Specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	4
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	All
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	Night
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Not specified
Major Road Traffic Volume:	Minimum of 40 to Maximum of 77430 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 1 to Maximum of 77430 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	1999 to 2002
Municipality:	
State:	MN
Country:	USA
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	38437 crashes

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Dec 06, 2012
Comments:	

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CMF / CRF Details

CMF ID: 7774

CMF Name: Install lighting

Description:

Prior Condition: Roadways without street lighting

Category: Highway lighting

Study ID: [Validation and Application of Highway Safety Manual \(Part D\) in Florida, Abdel-Aty et al. 2014](#)

Star Quality Rating

Star Quality Rating:	4 Stars
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Crash Modification Factor (CMF)

Value:	0.63
Adjusted Standard Error:	
Unadjusted Standard Error:	0.12

Crash Reduction Factor

Value:	37
Adjusted Standard Error:	
Unadjusted Standard Error:	12

Applicability	
Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	All
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	Night
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2006 to 2010
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (sites):	45 sites before, 45 sites after
Sample Size (site-years):	site-years before, 90 site-years after
Sample Size (miles):	131.7 miles before
Sample Size (miles-years):	395 mile-years before, 263 mile-years after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Mar 08, 2016
Comments:	CMFs of adding lighting on all roads types with all number of lanes. The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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CMF / CRF Details

CMF ID: 8482

CMF Name: Install Pedestrian Signals

Description:

Prior Condition: Intersections without pedestrian signals

Category: Pedestrians

Study ID: [Developing Crash Modification Functions for Pedestrian Signal Improvement, Sacchi et al. 2015](#)

Star Quality Rating

Star Quality Rating:	4 Stars
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Crash Modification Factor (CMF)

Value:	
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor

Value:	
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	O (property damage only)
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	Not specified
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 5120 to Maximum of 44800 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 650 to Maximum of 9530 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	23326 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	2130 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2005 to 2013
Municipality:	Metro Vancouver
State:	notusa
Country:	Canada
Type of Methodology Used:	Meta-regression
Sample Size (crashes):	65 crashes
Sample Size (sites):	13 sites
Sample Size (site-years):	53 site-years

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Mar 13, 2017
Comments:	

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CMF / CRF Details

CMF ID: 8790

CMF Name: Install pedestrian countdown timer

Description: Install pedestrian countdown timer

Prior Condition: No PCS installed

Category: Intersection traffic control

Study ID: [Developing Crash Modification Factors to Quantify Impacts of Pedestrian Countdown Signals to Drivers, Kitali et al. 2017](#)

Star Quality Rating

Star Quality Rating:	5 Stars
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Crash Modification Factor (CMF)

Value:	0.912
Adjusted Standard Error:	
Unadjusted Standard Error:	0.029

Crash Reduction Factor

Value:	8.8
Adjusted Standard Error:	
Unadjusted Standard Error:	2.9

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	6
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	30
Maximum Speed Limit:	55
Speed Unit:	mph
Speed Limit Comment:	
Area Type:	
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 6033 to Maximum of 57458 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 567 to Maximum of 36000 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	28894 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	11428 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2003 to 2014
Municipality:	Jacksonville and Gainesville
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	2022 crashes before, 1574 crashes after
Sample Size (sites):	110 sites before, 110 sites after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Nov 17, 2017
Comments:	

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CMF / CRF Details

CMF ID: 9022

CMF Name: Install pedestrian hybrid beacon (PHB or HAWK) with advanced yield

Description: Install a combination of a pedestrian hybrid beacon (PHB) and adv

Prior Condition: No PHB or advanced yield or stop markings and signs

Category: Pedestrians

Study ID: [Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, Zegeer et al. 2017](#)

Star Quality Rating

Star Quality Rating:	4 Stars
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Crash Modification Factor (CMF)

Value:	0.82
Adjusted Standard Error:	
Unadjusted Standard Error:	0.078

Crash Reduction Factor

Value:	18
Adjusted Standard Error:	
Unadjusted Standard Error:	7.8

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Minor Arterial
Minimum Number of Lanes:	2
Maximum Number of Lanes:	8
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	Minimum of 6634 to Maximum of 48791 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2004 to 2013
Municipality:	
State:	AZ,FL,IL,MA,NY,NC,OR,VA,WI
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	286 crashes before, 341 crashes after
Sample Size (sites):	27 sites before, 27 sites after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Nov 17, 2017
Comments:	Study sites were a combination of intersection and mid-block locations.

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CMF / CRF Details

CMF ID: 9147

CMF Name: Install parallelogram-shaped pavement markings on approaches to

Description: Install parallelogram-shaped pavement markings approaches to pe

Prior Condition: No Prior Condition(s)

Category: Pedestrians

Study ID: [Effects of parallelogram-shaped pavement markings on vehicle speed and safety of pedestrian crosswalks on urban roads in China, Guo et al. 2016](#)

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.789
Adjusted Standard Error:	
Unadjusted Standard Error:	0.053

Crash Reduction Factor	
Value:	21.1
Adjusted Standard Error:	
Unadjusted Standard Error:	5.29

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	3
Maximum Number of Lanes:	3
Number of Lanes Direction:	One Direction
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	60
Maximum Speed Limit:	60
Speed Unit:	km/h
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/pedestrian crossing (eg, midblock crossing)
Intersection Geometry:	
Traffic Control:	Not specified
Major Road Traffic Volume:	Minimum of 6989 to Maximum of 27035 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	

Average Major Road Volume:	11318 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2008 to 2013
Municipality:	Nanning
State:	notusa
Country:	China
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	177 crashes
Sample Size (sites):	12 sites
Sample Size (site-years):	72 site-years

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Jan 17, 2018
Comments:	

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CMF / CRF Details

CMF ID: 9250

CMF Name: Install shared path

Description:

Prior Condition: No shared path present

Category: Bicyclists

Study ID: [Statewide Analysis of Bicycle Crashes, Alluri et al. 2017](#)

Star Quality Rating	
Star Quality Rating:	2 Stars

Crash Modification Factor (CMF)	
Value:	0.75
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	25
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/bicycle
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Minimum Number of Lanes:	6
Maximum Number of Lanes:	6
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	Minimum of 5700 to Maximum of 98500 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	Not specified
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2011 to 2014
Municipality:	
State:	FL
Country:	
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	2049 crashes
Sample Size (miles):	1209 miles

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Jun 17, 2018
Comments:	Minor arterial, major collector, and minor collector facility types were also included.

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CMF / CRF Details

CMF ID: 9903

CMF Name: Modify signal phasing (implement a leading pedestrian interval)

Description:

Prior Condition: Signal phasing without leading pedestrian interval

Category: Intersection traffic control

Study ID: [Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety, Goughnour et al. 2018](#)

Star Quality Rating

Star Quality Rating:	5 Stars
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Crash Modification Factor (CMF)

Value:	0.81
Adjusted Standard Error:	
Unadjusted Standard Error:	0.07

Crash Reduction Factor

Value:	19
Adjusted Standard Error:	
Unadjusted Standard Error:	7

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 6650 to Maximum of 32363 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 1850 to Maximum of 25883 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	16407 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	8544 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2005 to 2014
Municipality:	Chicago
State:	IL
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	226 crashes before, 154 crashes after
Sample Size (sites):	56 sites before, 56 sites after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Mar 11, 2019
Comments:	Crash Type = Vehicle - Pedestrian Crashes. This CMF is for sites where LPIs were implemented either at all crossings (across major and minor roads) or only for crossings across the minor road (parallel to the major road).

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CMF / CRF Details

CMF ID: 10640

CMF Name: Install wider longitudinal pavement markings

Description:

Prior Condition: 4 in. wide longitudinal pavement markings

Category: Delineation

Study ID: [*Investigating Safety Effects of Wider Longitudinal Pavement Markings, Hussein et al. 2020*](#)

Star Quality Rating

Star Quality Rating:	5 Stars
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Crash Modification Factor (CMF)

Value:	0.877
Adjusted Standard Error:	
Unadjusted Standard Error:	0.041

Crash Reduction Factor

Value:	12.3
Adjusted Standard Error:	
Unadjusted Standard Error:	4.1

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	All
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2008 to 2015
Municipality:	Alberta, British Columbia, and Quebec
State:	notusa
Country:	Canada
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	2022 crashes before, 1047 crashes after
Sample Size (sites):	38 sites before, 38 sites after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Feb 25, 2021
Comments:	In Alberta, the width of longitudinal pavement markings of both edges, the median (for divided highways), and the centerline (for undivided highways) were increased from 100 mm (4 in.) to 150 mm (6 in.). In British Columbia, only the width of the longitudinal median markings was increased from 100 mm (4 in.) to 200 mm (8 in.) for divided highways; for the undivided highways, only edge line markings were widened from 100 mm (4 in.) to 200 mm (8 in.). In Quebec, the edge line markings on both sides were widened from 100 mm (4 in.) to 200 mm (8 in.).

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CMF / CRF Details

CMF ID: 11026

Improve street lighting illuminance and uniformity

Description: Add or update street lighting to change the illuminance and uniformity along a roadway segment

Prior Condition: Average lighting level is [0 ft, 0.5fc]

Category: Highway lighting

Study: [Development of crash modification factors for roadway illuminance: A matched case-control study, Li et al., 2021](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.679

Adjusted Standard Error:

Unadjusted Standard Error: 0.129

Crash Reduction Factor (CRF)

Value: 32.1 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	12.9
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Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban and suburban
Traffic Volume:	
Time of Day:	Night

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2011 to 2014
Municipality:	Tampa
State:	FL

Country:	
Type of Methodology Used:	5
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-16-2022
Comments:	CMF of increasing the average lighting level from [0 fc, 0.5 fc] to (0.5 fc, 1.0 fc]

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Appendix F – Net Present Value

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Metropolitan Planning Organization

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For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact Carl Ema at emac@browardmpo.org.

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