

ESTIMATED CRASH REDUCTION
SR 134 at California Avenue

IMPROVEMENT	CRF Source	NUMBER OF CRASHES POTENTIALLY IMPACTED (2012-2016)						ARF ^x						ESTIMATED REDUCTION IN CRASHES (2012-2016)						AVERAGE CRASH REDUCTION PER YR
		ANGLE	LEFT-TURN	SIDESWIPE	OTHER NON-FIXED	GUARDRAIL	NIGHT	ANGLE	LEFT-TURN	SIDESWIPE	OTHER NON-FIXED	GUARDRAIL	NIGHT	ANGLE	LEFT-TURN	SIDESWIPE	OTHER NON-FIXED	GUARDRAIL	NIGHT	
		MODIFY MEDIAN OPENING BY RESTRICTING LEFT-TURN/THROUGH MOVEMENTS FROM MINOR ROAD	3	13.0					0.57						7.41					
																				0.00
																				0.00
																				0.00

- 1 - FHWA Desktop Reference for Crash Reduction Factors
- 2 - FDOT approved Technical Report "Update of
- 3 - CMFClearinghouse.org website
- 4 - Engineering Judgement

NUMBER OF CRASHES (Per Year) THAT ARE LIKELY TO BE REDUCED WITH PROPOSED IMPROVEMENTS = 1.48

ESTIMATED CRASH REDUCTION
SR 134 at Kinkaid Road

IMPROVEMENT	CRF Source	NUMBER OF CRASHES POTENTIALLY IMPACTED						ARF ^x						ESTIMATED REDUCTION IN CRASHES						AVERAGE CRASH REDUCTION PER YR
		(2012-2016)						(2012-2016)						(2012-2016)						
		ANGLE	LEFT-TURN	SIDESWIPE	OTHER NON-FIXED	GUARDRAIL	NIGHT	ANGLE	LEFT-TURN	SIDESWIPE	OTHER NON-FIXED	GUARDRAIL	NIGHT	ANGLE	LEFT-TURN	SIDESWIPE	OTHER NON-FIXED	GUARDRAIL	NIGHT	
MODIFY MEDIAN OPENING BY RESTRICTING LEFT-TURN/THROUGH MOVEMENTS FROM MINOR ROAD	3	33.0			1.0			0.57			0.57			18.81			0.57			3.88
																				0.00
																				0.00
																				0.00

- 1 - FHWA Desktop Reference for Crash Reduction Factors
- 2 - FDOT approved Technical Report "Update of
- 3 - CMFClearinghouse.org website
- 4 - Engineering Judgement

NUMBER OF CRASHES (Per Year) THAT ARE LIKELY TO BE REDUCED WITH PROPOSED IMPROVEMENTS = 3.88

