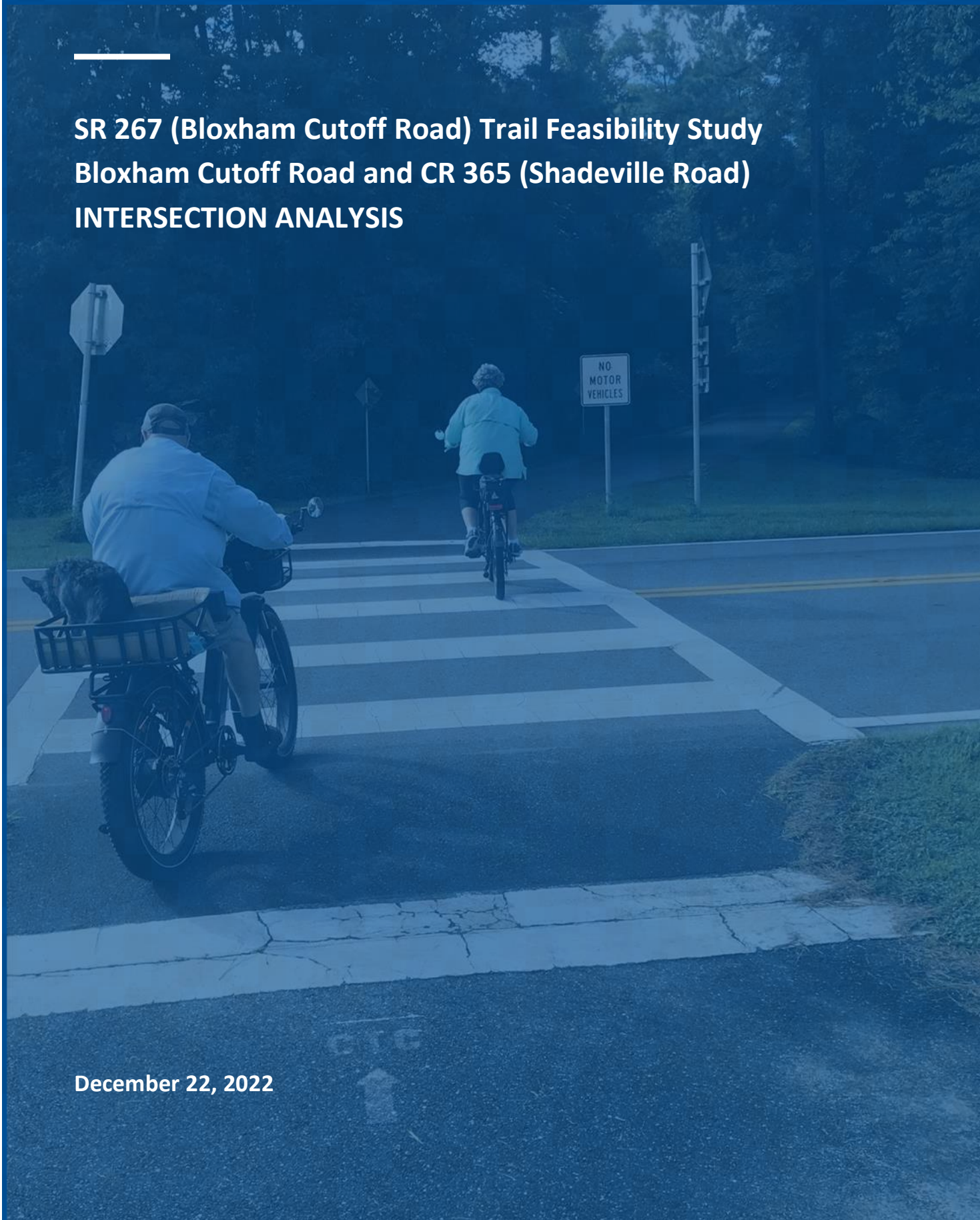

SR 267 (Bloxxham Cutoff Road) Trail Feasibility Study Bloxxham Cutoff Road and CR 365 (Shadeville Road) INTERSECTION ANALYSIS

December 22, 2022





**SR 267 (Bloxham Cutoff Road) Trail Feasibility Study
Bloxham Cutoff Road and CR 365 (Shadeville Road)
INTERSECTION ANALYSIS**

Date: December 22, 2022

Prepared by Halff Associates, Inc.

HALFF ASSOCIATES, INC.

2255 KILLEARN CENTER BOULEVARD, SUITE 200
TALLAHASSEE, FL 32309

TEL (850) 224-4400
WWW.HALFF.COM

CONTENTS

1.	Introduction	2
2.	Traffic Data Collection	3
3.	Historical Traffic Counts	4
4.	Crash Data and Analysis	4
5.	Intersection Recommendations	5

EXHIBITS

- Exhibit 1: Intersection Location Map
- Exhibit 2: Intersection Aerial Image
- Exhibit 3: Intersection Concept (Plus)
- Exhibit 4: Intersection Concept (Roundabout)

APPENDICES

- A. Turning Movement Counts
- B. FDOT Five-Year Crash Data

1. Introduction

The Capital Region Transportation Planning Agency (CRTPA) desires to explore possible improvements to trail and vehicular safety at the intersection of SR 267 (Bloxham Cutoff Road) and CR 365 (Shadeville Road)/Old Woodville Highway. The location of this intersection is graphically represented in **Exhibit 1**.

Exhibit 1. Intersection Location Map



SR 267 is an existing two-lane rural major collector (FDOT Roadway Access Class 4) with a posted speed limit of 45 mph through the Shadeville Road intersection. The existing posted speed limit on the two-lane Shadeville Road is 55 mph. The existing St. Marks Historic Railroad State Trail, orientated north to south, crosses through the subject intersection at three locations: (1) across the north leg on Old Woodville Road, (2) across Bloxham Cutoff Road in the middle of the subject intersection, and (3) across the south leg on Shadeville Road. An aerial image is provided in **Exhibit 2**.

Exhibit 2. Intersection Aerial Image



2. Traffic Data Collection

The 2021 Annual Average Daily Traffic (ADDT) volumes at this intersection are shown below:

- Bloxham Cutoff Road – 1,900 (ADDT)
- Shadeville Road – 3,900 AADT

The speed limit approaching the intersection in the eastbound direction are decreasing from 55 mph to 45 mph with an advisory sign for 35 mph. The speed limit approaching the intersection in the westbound direction is 45mph. There are three trail crossings within the intersection which have potential conflicts with vehicular traffic.

1. Old Woodville Road
2. SR 267 (Bloxham Cutoff Road)
3. Shadeville Road

Evening peak hour traffic turning movement counts were conducted recently on a typical weekday. During the evening peak hour (5:00pm to 6:00pm), the highest measured traffic movements were Westbound Left Turn (297 vehicles) and Northbound Right Turn (142 vehicles). All other intersection movements experience low traffic volumes. Additionally, very few pedestrians/bicycles were observed crossing through the intersection (peak activity for non-vehicular travel likely occurs on weekends). Turning movement counts are included in **Appendix A**.

3. Historical Traffic Counts

Traffic volumes have fluctuated over the past five years (2017-2021) based on available data obtained from Florida Department of Transportation’s (FDOT) Florida Online (2021) Web Application. Two FDOT traffic count stations were reviewed to understand recent traffic growth trends at this intersection location. Both locations (FDOT stations 590228 and 590100) show a slight overall decrease in Average Annual Daily Traffic (AADT) from 2017 to 2021. The historical AADT for these count stations are provided as follows:

Table 1. Historical Traffic Counts

	FDOT Station 590228 (SR 267/Bloxham Cutoff Road)	FDOT Station 590100 (Shadeville Road)
Year	AADT	AADT
2017	2,300	4,100
2018	2,400	3,900
2019	2,500	4,300
2020	2,000	4,000
2021	1,900	3,900

4. Crash Data and Analysis

Five-year crash data were obtained from FDOT for Bloxham Cutoff Road from Milepost (MP) 7.944 to 12.866 for the most recent “complete” years 2015 through 2020. The two split-intersection connections along Bloxham Cutoff Road at Shadeville Road are located at MP 12.724 and MP 12.751. Therefore, crash report data for incidents within 250 feet of the intersection were evaluated to account for incidents on Bloxham Cutoff Road within the limits of the study intersection (i.e., MP 12.674 to MP 12.801). The Five-year crash data is contained in **Appendix B**.

Table 2. Five-Year Crash Data

Year	Total Crashes	Fatal Crashes	Injury Crashes	Dark Crashes	Wet Crashes	Alc/Drug Crashes
2015	2	0	1	0	1	0
2016	3	0	2	1	1	0
2017	1	0	1	0	0	0
2018	5	0	3	3	0	1
2019	1	0	1	1	0	0
2020	2	0	2	1	0	0
Total	14	0	10	6	2	1
	100%	0%	71%	43%	14%	7%

Based on the data provided, the crash report information revealed zero fatalities and two incapacitating injury crashes. Overall, total crashes and crash frequency were low, most crashes occurred during dry conditions, and one involved driving under the influence of drugs. The most significant finding is that six of the 14 crashes occurred during darkness. Types of crashes varied, including a few front-to-front, a few front-to-rear, a few angle collisions, one rollover, a few off-road collisions with a tree, and one involving a bicycle.

5. Intersection Recommendations

Based on data collection, field observations, and crash history, several intersection existing features are noted:

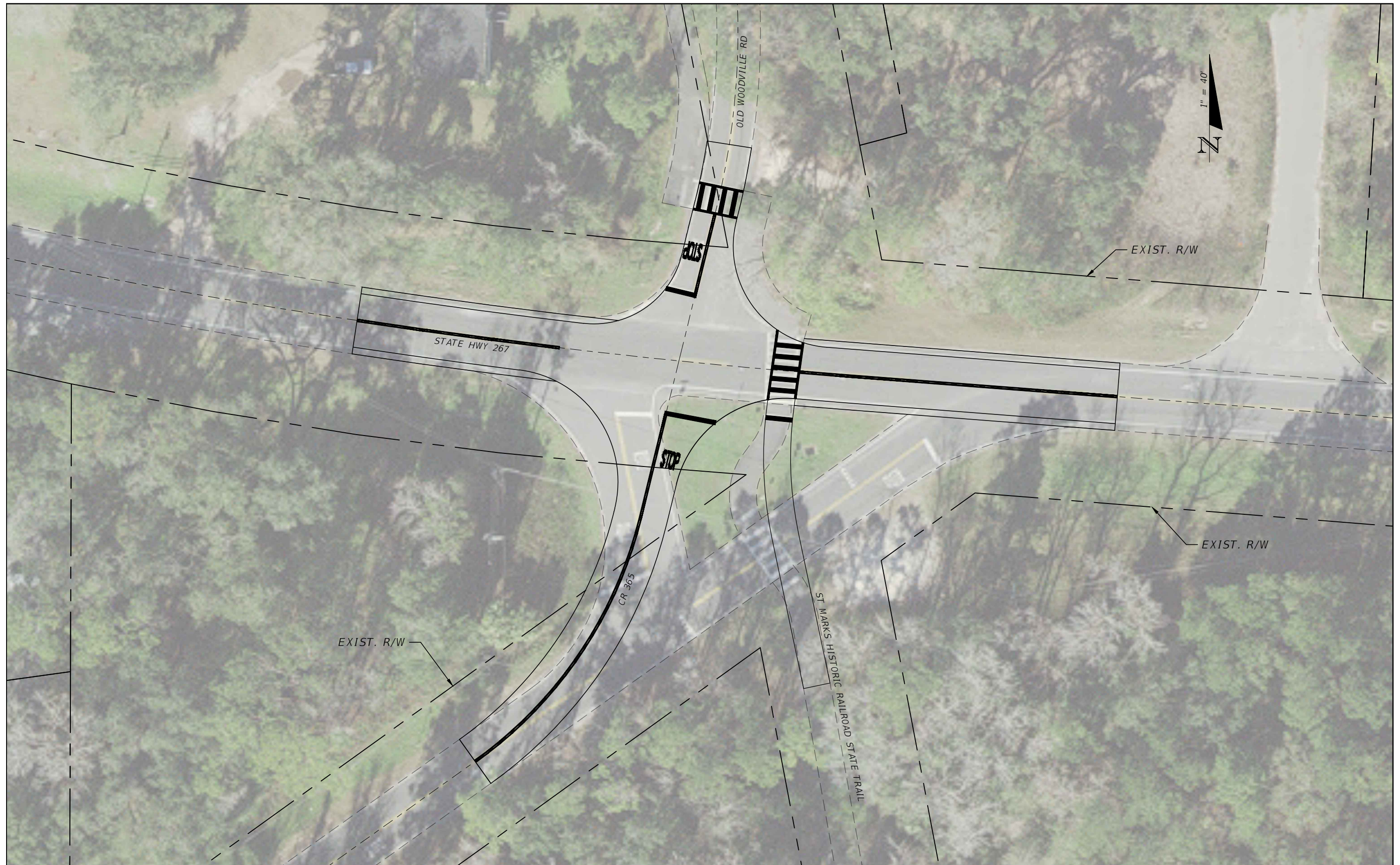
Existing Features

- The angle of the northbound Shadeville Road approach to Bloxham Cutoff Road is skewed. The existing design of this intersection features a generous turning angle for the higher volume eastbound right turns (with low opposing eastbound traffic) which encourages more of a yield condition with higher-than-typical intersection turning speeds. The St. Marks Trail is positioned in proximity, less than 100 feet, from the right turn creating a potential distracted driver situation with regards to trail users.
- The speed limit is 55mph on the northbound Shadeville Road approaching a STOP condition at Bloxham Cutoff Road. Under dark travel conditions, vehicles approach a STOP condition with a non-typical intersection configuration (with trail crossings present) potentially at a speed higher than desired.
- There are three trail crossings within the operational area of this intersection, including one crossing on a high-speed major collector highway.
- Reflective object markers were installed across from one of the two northbound Shadeville Road approaches to Bloxham Cutoff Road.
- The intersection does not have lighting.

Recommendations

1. Consider re-aligning the Shadeville Road approach to Bloxham Cutoff Road closer to 90 degrees, to create a “plus” intersection with the north leg at Old Woodville Road. The revised intersection design reconfiguration would meet driver expectation, especially during nighttime hours. Additionally, the speeds of westbound left-turning vehicles onto southbound Shadeville Road would be reduced as they encounter the Shadeville Road trail crossing. The realignment will also reduce the number of trail crossings through this intersection from three to two. **Exhibit 3** provides the recommended intersection concept.
2. A second intersection option, a roundabout configuration, was also considered and is shown in **Exhibit 4**. Due to traffic patterns, potential property impacts, and rural land use conditions, the “plus” intersection was considered the more viable concept.
3. Consider implementing a speed limit reduction and installing rumble strips on northbound Shadeville Road in advance of the intersection with Bloxham Cutoff. The objective would be to further reduce vehicular speeds on Shadeville Road as they approach a STOP condition at Bloxham Cutoff Road.
4. Consider installing object markers to illuminate intersection features during nighttime hours, as necessary.
5. Given the level of activity at this intersection, consider installing No Parking signs in the southeast quadrant of the intersection. The St. Marks Trail along Woodville Highway has three trailheads and an additional trailhead at this location is not needed based on discussions with St. Marks Trail

EXHIBIT 3



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

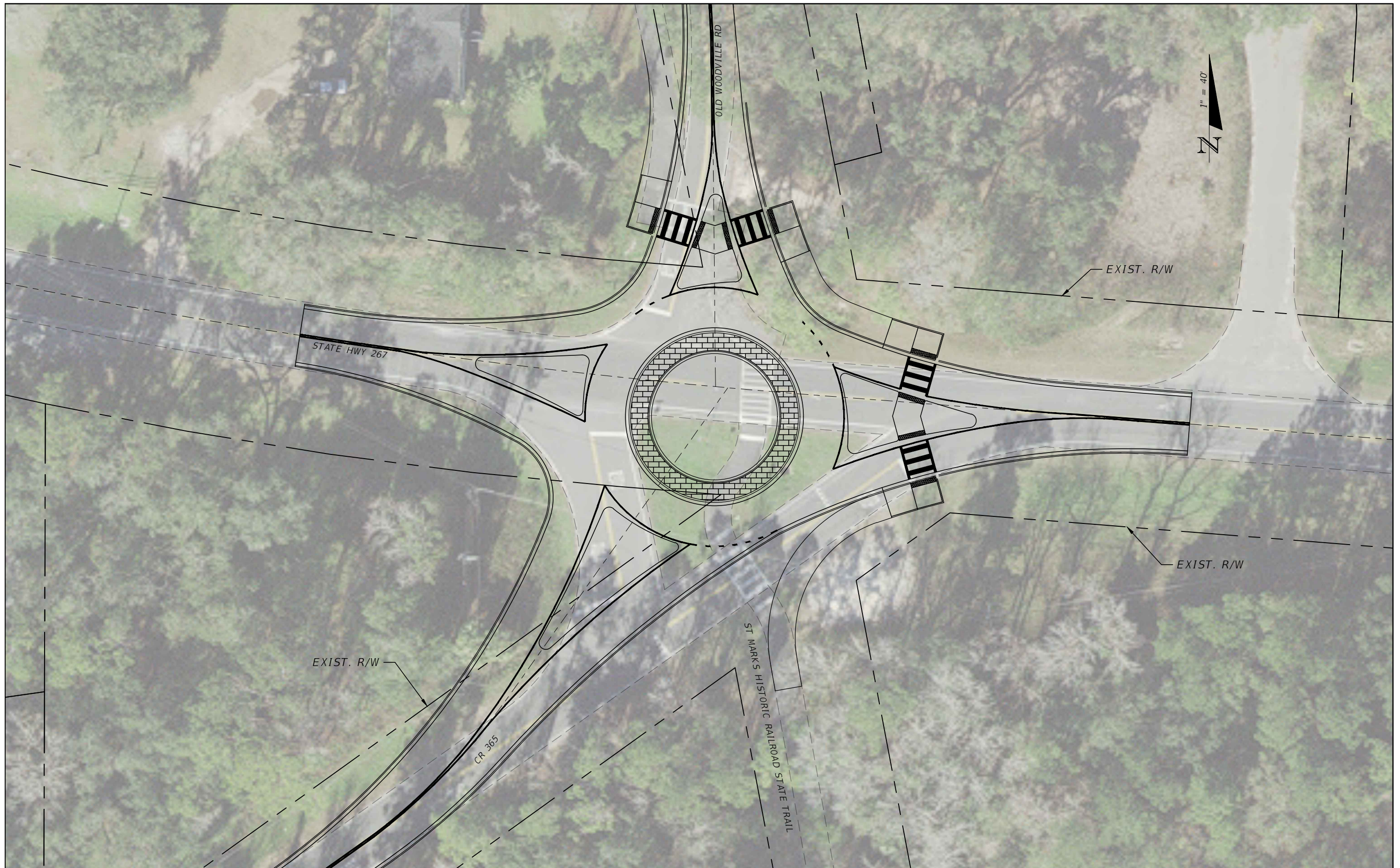
HALFF
 HALFF ASSOCIATES, INC
 2255 KILLEARN CENTER BLVD, SUITE 200
 TALLAHASSEE, FLORIDA 32309
 CERTIFICATE OF AUTHORIZATION 33380

BLOXHAM MULTI-USE TRAIL	
ROAD NO.	COUNTY
SR 267	WAKULLA

CONCEPT

SHEET NO.
2

EXHIBIT 4



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

HALFF
 HALFF ASSOCIATES, INC
 2255 KILLEARN CENTER BLVD, SUITE 200
 TALLAHASSEE, FLORIDA 32309
 CERTIFICATE OF AUTHORIZATION 33380

SR 267/SHADEVILLE ROAD INTERSECTION	
ROAD NO.	COUNTY
SR 267	WAKULLA

INTERSECTION CONCEPT

SHEET NO.
3

**Bloxham Cutoff Road and Shadeville Road
Intersection Analysis**

APPENDIX A

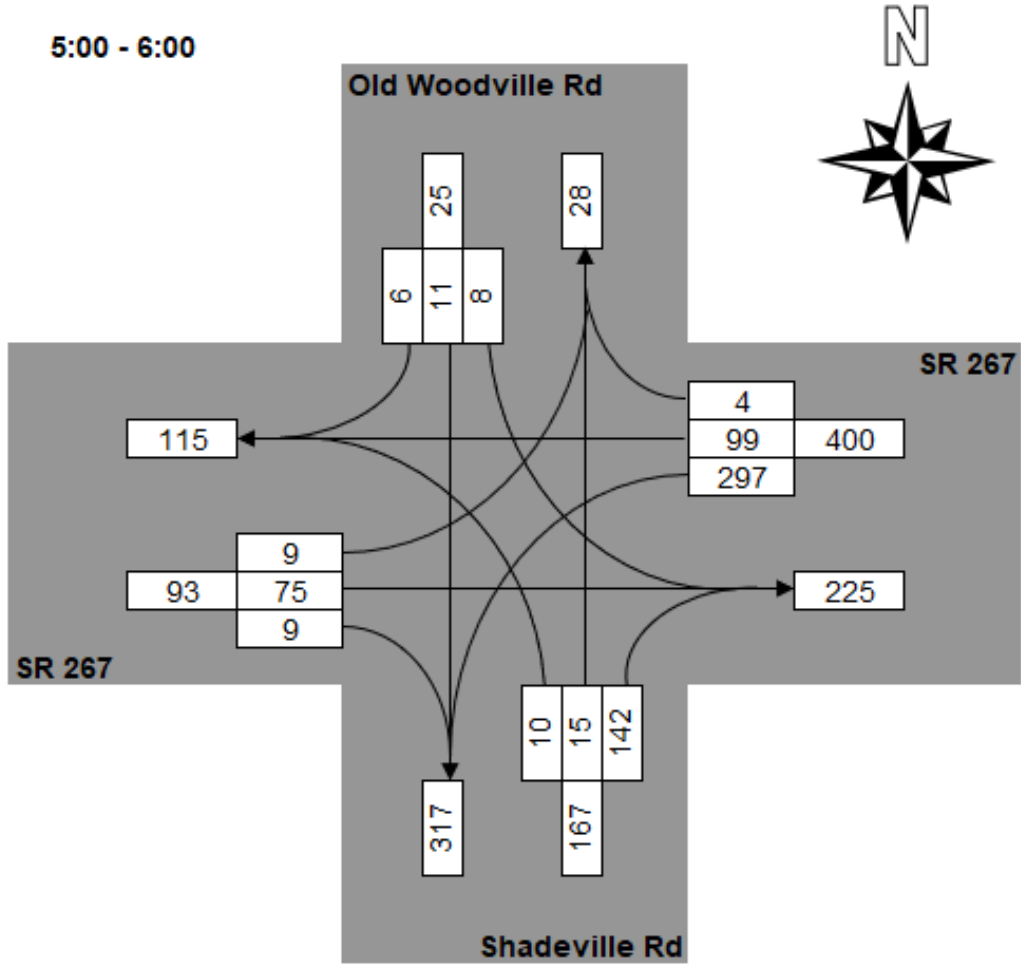
TURNING MOVEMENT COUNTS



TURNING MOVEMENT STUDY

Intersection: SR 267 & Shadeville Rd./Old Wood Date: 9/15/22

PM Peak 5:00 - 6:00

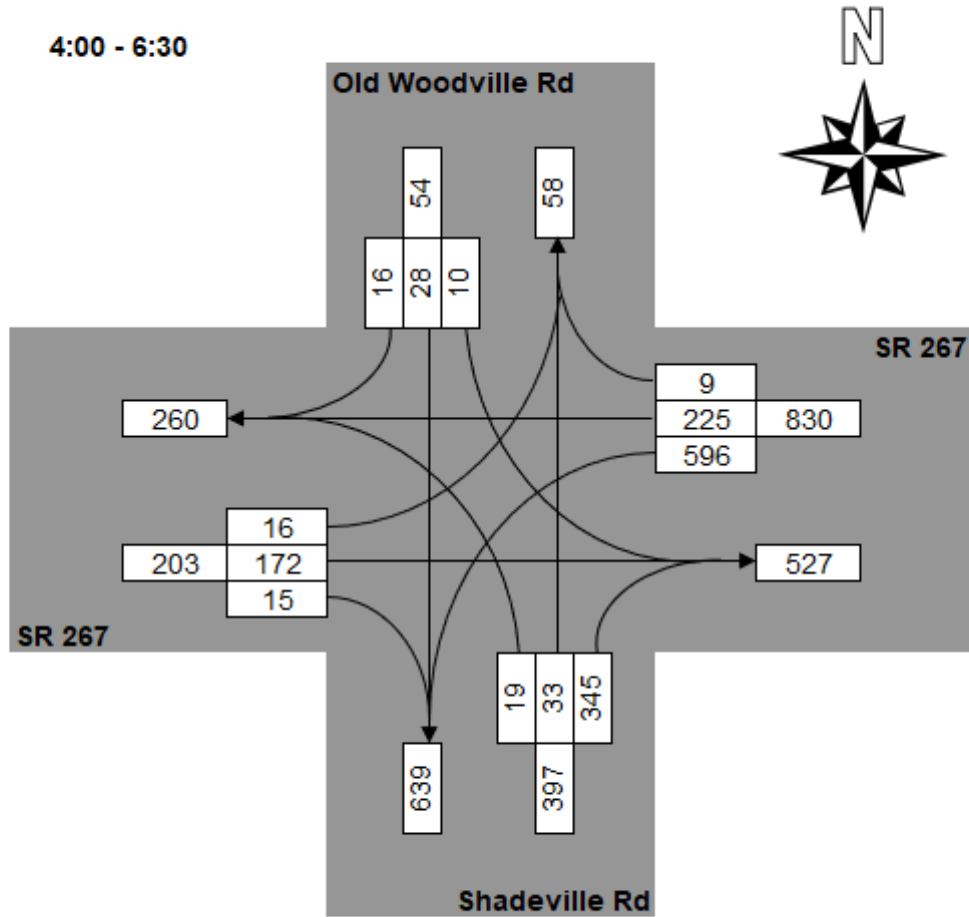




TURNING MOVEMENT STUDY

Intersection: SR 267 & Shadeville Rd./Old Woodville Rd Date: 9/15/22

Time 4:00 - 6:30



**Bloxham Cutoff Road and Shadeville Road
Intersection Analysis**

**APPENDIX B
FIVE-YEAR CRASH DATA**

```

          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR

```

C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.

```

I/O NAME: ..... CAR0126
PROGRAM ID: ..... CARPJ126
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 9986001
SUBMIT W/HOLD? ..... N
USERID: ..... KNKAIB
PC EXTRACT OPTION: ..... 01 - CRASH LEVEL EXTRACT (ONE ROW PER CRASH)
DATASET NAME: ..... KNKAIB.CAR.EXTRACT.DATA

```

REPORT...CARPJ126-01
 DATE...08/29/2022
 TIME...07:46:19

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 EXTRACT FOR PC FOR STATE-MAINTAINED ROADS

PAGE NO: 1
 USERID: KNKAIB
 I/O.... CAR0126

COMMENT:

FROM: 01/01/2015 TO 12/31/2020
 FROM CO/SEC/SUB: 59 100 000
 TO CO/SEC/SUB: 59 100 000

MP: 007.944
 MP: 012.866

RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2015	0	0	0	1	1	3	4	0	1	0	0
2016	0	0	0	6	7	7	13	0	7	1	1
2017	0	0	0	3	7	5	8	0	7	1	0
2018	0	0	0	5	11	5	10	0	11	0	0
2019	0	0	0	4	5	1	5	0	5	0	0
2020	0	0	0	2	2	5	7	0	2	0	1
TOTAL	0	0	0	21	33	26	47	0	33	2	2

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.

REPORT...CARPJ126-01
 DATE...08/29/2022
 TIME...07:46:19

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 EXTRACT FOR PC FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 2
 USERID: KNKAIKB
 I/O.... CAR0126

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2015	0	0	0	1	1	3	4	0	1	0	0
2016	0	0	0	6	7	7	13	0	7	1	1
2017	0	0	0	3	7	5	8	0	7	1	0
2018	0	0	0	5	11	5	10	0	11	0	0
2019	0	0	0	4	5	1	5	0	5	0	0
2020	0	0	0	2	2	5	7	0	2	0	1
TOTAL	0	0	0	21	33	26	47	0	33	2	2

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.

1 - CRASH LEVEL EXTRACT (ONE ROW PER CRASH)

COL	CAR COLUMN NAME	TYPE	SIZE	START	EXAMPLE	COLUMN DESCRIPTION
---	-----	---	---	---	-----	-----
1	CRSH_NUM	CHAR	9	1	123456789	CRASH NUMBER
2	CAL_YR	CHAR	4	11	CCYY	CALENDAR YEAR
3	EVNT_CRSH_DT	DATE	10	16	CCYY-MM-DD	EVENT CRASH DATE
4	EVNT_CRSH_TM	CHAR	4	27	23:38	EVENT CRASH TIME
5	DAYOWEEK	CODE	1	32	1	DHSMV DAY OF WEEK
6	MANDIST	CODE	2	34	01	MANAGING DISTRICT
7	CONTYDOT	CODE	2	37	00000001, 000	DEPT OF TRANSPORTATION COUNTY
8	RDWYID	CHAR	8	40	55020021	ROADWAY ID WITHIN COUNTY
9	LOCMP	CHAR	7	49	333.444	CRSH LOC FINAL MP ON ROADWAY
10	LOCNODE	CHAR	5	57	99999	FINAL REF NODE NUMBER CRASH LO
11	LOCDIST	CHAR	8	63	4444.666	CRSH LOC FINAL DIST REL NODE N
12	LOCMEACD	CODE	2	72	01	CRASH LOCATION FINAL MEASURE C
13	LOCDIRCD	CODE	1	75	A	CRASH LOCATION FINAL DIRECTION
14	EVNT_ON_RD_NM	CHAR	50	77	HOLLYWOOD BLV	EVENT ON ROAD NAME
15	EVNT_INTCT_RD_NM	CHAR	50	128	UNIVERSITY BL	EVENT INTERSECING ROAD NAME
16	DISTINTS	CHAR	8	179	0010.091	DISTANCE TO INTRSECT ROAD
17	MEAINTC	CODE	2	188	11	CODE FOR DIST TO INTRSECT ROAD
18	DIRINTCD	CODE	1	191	A	CODE FOR DIR INTRSECT ROAD
19	ROUTEID	CHAR	8	193	BR-A- 1-A	ROUTE OR ROAD FULL ID
20	USRTNO	CHAR	8	202	I- 95	US ROUTE NUMBER
21	CONTYDMV	CODE	2	211	13	DEPT MOTOR VEHICLES COUNTY NUM
22	DHSCTYNO	CHAR	2	214	01	DHSMV CITY NUMBER
23	EVNT_CTY_PLCE_NM	CHAR	32	217	WINTER HAVEN	EVENT CITY PLACE NAME
24	EVNT_CTY_LMT_CD	CODE	1	250	2	EVENT CITY LIMIT CODE
25	ACCISEV	CODE	1	252	1	ACCIDENT SEVERITY CODE
26	TYP_DR_ACDNT_CD	CODE	1	254	1	TYPE DRIVER ACCIDENT CODE
27	FRST_HARM_EVNT_CD	CODE	2	256	14	FIRST HARMFUL EVENT CODE
28	IMPCT_TYP_CD	CODE	2	259		IMPACT TYPE CODE
29	FRST_HARM_LOC_CD	CODE	2	262	01	FIRST HARMFUL LOCATION CODE
30	JCT_CD	CODE	2	265	01	JUNCTION CODE
31	INTCHG_CD	CODE	2	268		INTERCHANGE CODE
32	ACCSIDRD	CODE	1	271	L	ACCIDENT SIDE OF ROAD
33	ACCLANE	CODE	1	273	P	LANE OF ACCIDENT CODE
34	DHSRDSYS	CODE	2	275	01	DHSMV ROAD SYSTEM IDENTIFIER
35	TYPESHL	CODE	2	278	1	SHOULDER TYPE
36	INTCT_TYP_CD	CODE	2	281	01	INTERSECTION TYPE CODE
37	RD_SRFC_COND_CD	CODE	2	284	01	ROAD SURFACE CONDITION CODE
38	LGHT_COND_CD	CODE	2	287	01	LIGHTING CONDITION CODE
39	EVNT_WTHR_COND_CD	CODE	2	290	01	EVENT WEATHER CONDITION CODE
40	SCHL_BUS_REL_CD	CODE	2	293	01	SCHOOL BUS RELATED CODE
41	WRK_ZONE_REL_CD	CODE	2	296	01	WORK ZONE RELATED CODE
42	LOC_WTHN_ZONE_CD	CODE	2	299	04	LOCATION WITHIN ZONE CODE
43	WRK_ZONE_TYP_CD	CODE	2	302	03	WORK ZONE TYPE CODE
44	WRK_PRSNT_CD	CODE	2	305	01	WORKERS PRESENT CODE
45	LAW_ENFRC_PRSNT_CD	CODE	2	308	01	LAW ENFORCEMENT PRESENT CODE
46	FRST_RD_COND_CD	CODE	2	311	10	FIRST ROAD CONDITION CODE
47	SCND_RD_COND_CD	CODE	2	314	01	SECOND ROAD CONDITION CODE
48	THRD_RD_COND_CD	CODE	2	317	88	THIRD ROAD CONDITION CODE
49	FRST_ENVRN_COND_CD	CODE	2	320	02	FIRST ENVIRONMENT CONDITION CO

1 - CRASH LEVEL EXTRACT (ONE ROW PER CRASH)

COL	CAR COLUMN NAME	TYPE	SIZE	START	EXAMPLE	COLUMN DESCRIPTION
50	SCND_ENVRN_COND_CD	CODE	2	323	05	SECOND ENVIRONMENT CONDITION C
51	THRD_ENVRN_COND_CD	CODE	2	326	04	THIRD ENVIRONMENT CONDITION CO
52	V1_TRAF_CTRL_CD	CODE	2	329	01	VEH #1 TRAFFIC CONTROL CODE
53	V2_TRAF_CTRL_CD	CODE	2	332	01	VEH #2 TRAFFIC CONTROL CODE
54	ALCINVCD	CODE	1	335	0	ALCOHOL INVOLVED IN ACCIDENT C
55	FAHWYSYS	CODE	1	337	1	FEDERAL HIGHWAY SYSTEM CODE
56	FUNCLASS	CODE	2	339	01	HWY FUNCTIONAL CLASS CODE
57	CRRATECD	CODE	2	342	11	CRASH RATES CALCULATION CATEGO
58	RDACCESS	CODE	1	345	2	ACCESS CONTROL TYPE
59	PLACECD	CODE	4	347	2791 (ALPHABET	CENSUS PLACE CODE
60	SURWIDTH	CHAR	3	352	45	THRU PAVEMENT SURFACE WIDTH
61	SHLDTYPE	CODE	1	356	6	HIGHWAY SHOULDER TYPE
62	SHLDTYP2	CODE	1	358	6	HIGHWAY SHOULDER TYPE TWO
63	SHLDTYP3	CODE	1	360	6	HIGHWAY SHOULDER TYPE
64	SLDWIDTH	CHAR	4	362	10.0	HIGHWAY SHOULDER WIDTH NUMBER
65	SHLDWTH2	CHAR	4	367	5.0	HIGHWAY SHOULDER WIDTH NUMBER
66	SHLDWTH3	CHAR	4	372	99.9	HIGHWAY SHOULDER WIDTH
67	MEDWIDTH	CHAR	3	377	40	HIGHWAY MEDIAN WIDTH
68	HRZDGCVRV	CHAR	6	381	2D 3' 20"	HORIZONTAL DEGREE OF CURVE
69	MAXSPEED	CHAR	3	388	55	MAXIMUM POSTED SPEED LIMIT
70	TYPEPARK	CODE	1	392	1	TYPE OF ROADWAY PARKING
71	SECTADT	CHAR	6	394	4,150	SECTION AVERAGE ANNUAL DAILY T
72	AVGTFACT	CHAR	5	401	4.00	RDWY SECTION AVG T FACTOR NUMB
73	SKTRESNM	NUM	4	407	1	SKID TEST RESULT NUMBER
74	V1_MOST_HARM_EVNT_CD	CODE	2	412	01	VEH #1 MOST HARMFUL EVENT CODE
75	V1_HARM_EVNT_SEQ01_CD	CODE	2	415	40	VEH #1 HARMFUL EVENT SEQ 01 CD
76	V1_VHCL_BDY_TYP_CD	CODE	2	418	01	VEH #1 BODY TYPE CODE
77	V1_VHCL_SPCL_FNC_CD	CODE	2	421	01	VEH #1 SPECIAL FUNCTION CODE
78	V1_CMRC_USE_CD	CODE	2	424	01	VEH #1 COMMERCIAL USE CODE
79	V1_CMRC_VEH_CNFIG_CD	CODE	2	427	01	VEH #1 COMMERCIAL CONFIG CODE
80	V1_CARY_BDY_TYP_CD	CODE	2	430	01	VEH #1 CARRIER BODY TYPE CODE
81	V1_CMRC_VEH_WT_CD	CODE	2	433	01	VEH #1 COMMERCIAL WEIGHT CODE
82	V1_POINTIMP	CODE	2	436	01	VEH #1 POINT OF IMPACT
83	V1_VHCL_MOVE_CD	CODE	2	439	01	VEH #1 MOVEMENT CODE
84	V1_TRAVDIR	CODE	1	442	E	VEH #1 DIRECTION OF TRAVEL
85	V1_FRST_DR_ACTN_CD	CODE	2	444	01	VEH #1 FIRST DRIVER ACTION CD
86	V1_AGE3	CHAR	3	447	018	VEH #1 DRIVER AGE
87	V1_SUSP_ALC_USE_CD	CHAR	2	451	01	VEH #1 SUSPECT ALCOHOL USE CD
88	V1_SUSP_DRUG_USE_CD	CHAR	2	454	01	VEH #1 SUSPECT DRUG USE CODE
89	V2_MOST_HARM_EVNT_CD	CODE	2	457	01	VEH #2 MOST HARMFUL EVENT CODE
90	V2_HARM_EVNT_SEQ01_CD	CODE	2	460	40	VEH #2 HARMFUL EVENT SEQ 01 CD
91	V2_VHCL_BDY_TYP_CD	CODE	2	463	01	VEH #2 BODY TYPE CODE
92	V2_VHCL_SPCL_FNC_CD	CODE	2	466	01	VEH #2 SPECIAL FUNCTION CODE
93	V2_CMRC_USE_CD	CODE	2	469	01	VEH #2 COMMERCIAL USE CODE
94	V2_CMRC_VEH_CNFIG_CD	CODE	2	472	01	VEH #2 COMMERCIAL CONFIG CODE
95	V2_CARY_BDY_TYP_CD	CODE	2	475	01	VEH #2 CARRIER BODY TYPE CODE
96	V2_CMRC_VEH_WT_CD	CODE	2	478	01	VEH #2 COMMERCIAL WEIGHT CODE
97	V2_POINTIMP	CODE	2	481	01	VEH #2 POINT OF IMPACT
98	V2_VHCL_MOVE_CD	CODE	2	484	01	VEH #2 MOVEMENT CODE

REPORT..CARPJ126-01
 DATE...2022-08-29
 TIME...07:36:14:0

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 EXTRACT FOR PC FOR STATE-MAINTAINED ROADS

PAGE NO 1
 I/O... CAR0126

1 - CRASH LEVEL EXTRACT (ONE ROW PER CRASH)

COL	CAR COLUMN NAME	TYPE	SIZE	START	EXAMPLE	COLUMN DESCRIPTION
---	-----	---	---	---	-----	-----
99	V2_TRAVDIR	CODE	1	487	E	VEH #2 DIRECTION OF TRAVEL
100	V2_FRST_DR_ACTN_CD	CODE	2	489	01	VEH #2 FIRST DRIVER ACTION CD
101	V2_AGE3	CHAR	3	492	018	VEH #2 DRIVER AGE
102	V2_SUSP_ALC_USE_CD	CHAR	2	496	01	VEH #2 SUSPECT ALCOHOL USE CD
103	V2_SUSP_DRUG_USE_CD	CHAR	2	499	01	VEH #2 SUSPECT DRUG USE CODE
104	TOT_CRSH_DMG_AMT	CHAR	16	502	1000.00	TOTAL CRASH DAMAGE AMOUNT
105	TOT_VHCL_DMG_AMT	CHAR	16	519	2000.00	TOTAL VEHICLE DAMAGE AMOUNT
106	TOT_PROP_DMG_AMT	CHAR	16	536	500.00	TOTAL PROPERTY DAMAGE AMOUNT
107	TOT_OF_PERS_NUM	NUM	3	553	3	TOTAL NUMBER OF PERSON
108	TOT_OF_DR_NUM	NUM	3	557	3	TOTAL OF DRIVER NUMBER
109	TOT_OF_VHCL_NUM	NUM	3	561	2	TOTAL NUMBER OF VEHICLE
110	TOT_OF_FATL_NUM	NUM	3	565	111	TOTAL NUMBER OF FATALITY
111	TOT_OF_INJR_NUM	NUM	3	569	222	TOTAL OF INJURIES NUMBER
112	TOTSEVREINJ_NUM	NUM	3	573	222	TOTAL SEVERE INJURIES NUMBER
113	TOTNONTRAFFATL_NUM	NUM	3	577	2	TOTAL NONTRAFFIC FATALITY NUMB
114	TOT_OF_PEDST_NUM	NUM	3	581	05	TOTAL NUMBER OF PEDESTRIAN
115	TOTOF_PEDLCYCL_NUM	NUM	3	585	12	TOTAL OF PEDAL CYCLIST NUMBER
116	EVNT_LAT_NUM	CHAR	10	589	30.2870000	EVENT LATITUDE NUMBER
117	EVNT_LONG_NUM	CHAR	11	600	-81.5122000	EVENT LONGITUDE NUMBER
118	CAR_LAT_NUM	CHAR	10	612	30.2870000	CAR LATITUDE NUMBER
119	CAR_LONG_NUM	CHAR	11	623	-81.5122000	CAR LONGITUDE NUMBER
120	RUN DATE	DATE	10	635	2014-08-04	DATE REPORT WAS RUN
121	RUN TIME	TIME	8	646	14:00:50	TIME THAT REPORT WAS RUN
122	OPT	CHAR	2	655	01	EXTRACT OPTION RUN
123	PROGRAM	CHAR	8	658	CARPJ126	PROGRAM THAT CREATED EXTRACT