# PRELIMINARY ENGINEERING REPORT

## PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
## STATE ROAD 9 (I-95)

From North of Oakland Park Boulevard (SR 816) to South of Glades Road (SR 808)
Mileposts 13.742-25.307 and 0.000-2.014

Volume 2 of 3





ETDM Number 3330
Broward and Palm Beach Counties
FPID Numbers 409359-1 and 409355-1
FAP Number 0951-608-I and 0951-608-I
Prepared for:

*FDOT DISTRICT FOUR*
*3400 West Commercial Boulevard*
*Fort Lauderdale, Florida 33309*

FINAL

AUGUST 2013

# PRELIMINARY ENGINEERING REPORT
## Volume 2 of 3

# State Road 9 (Interstate 95)
# Project Development and Environment Study

***Project Study Limits:***
From North of Oakland Park Boulevard (SR 816) to South of Glades Road (SR 808)
In Broward County (Mileposts 13.742-25.307) and Palm Beach County (Mileposts 0.000-2.014)

ETDM Number 3330
FPID Numbers 409359-1 and 409355-1
FAP Numbers 0951-609-I and 0951-608-I

**Prepared for:**

**FDOT District Four**
**3400 West Commercial Boulevard**
**Fort Lauderdale, Florida 33309**

**Prepared by:**
*The Corradino Group*
*5200 NW 33rd Avenue, Suite 203*
*Fort Lauderdale, FL 33309*

**AUGUST 2013**

**FINAL**

# State Road 9 (Interstate 95)
# Project Development and Environment Study

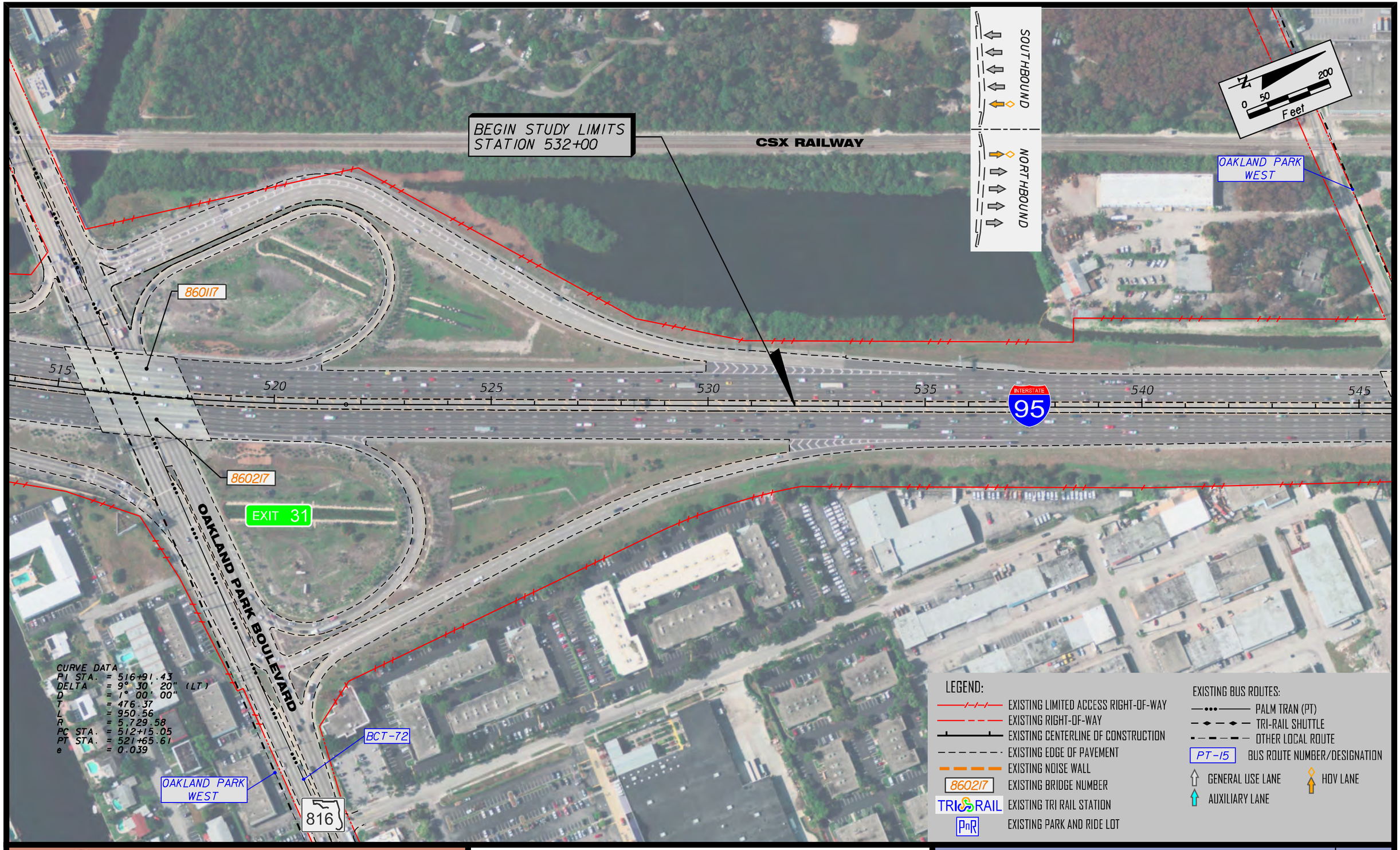
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D Existing and Proposed Drainage Basin Maps
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G Existing Estimated Utility Locations
H Bridge Analysis and Bridge Project Questionnaire
I Existing Bridge Soil Profiles

# APPENDIX A

## Corridor Base Maps




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 1




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 2




FLORIDA DEPARTMENT OF TRANSPORTATION
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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 3




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 4

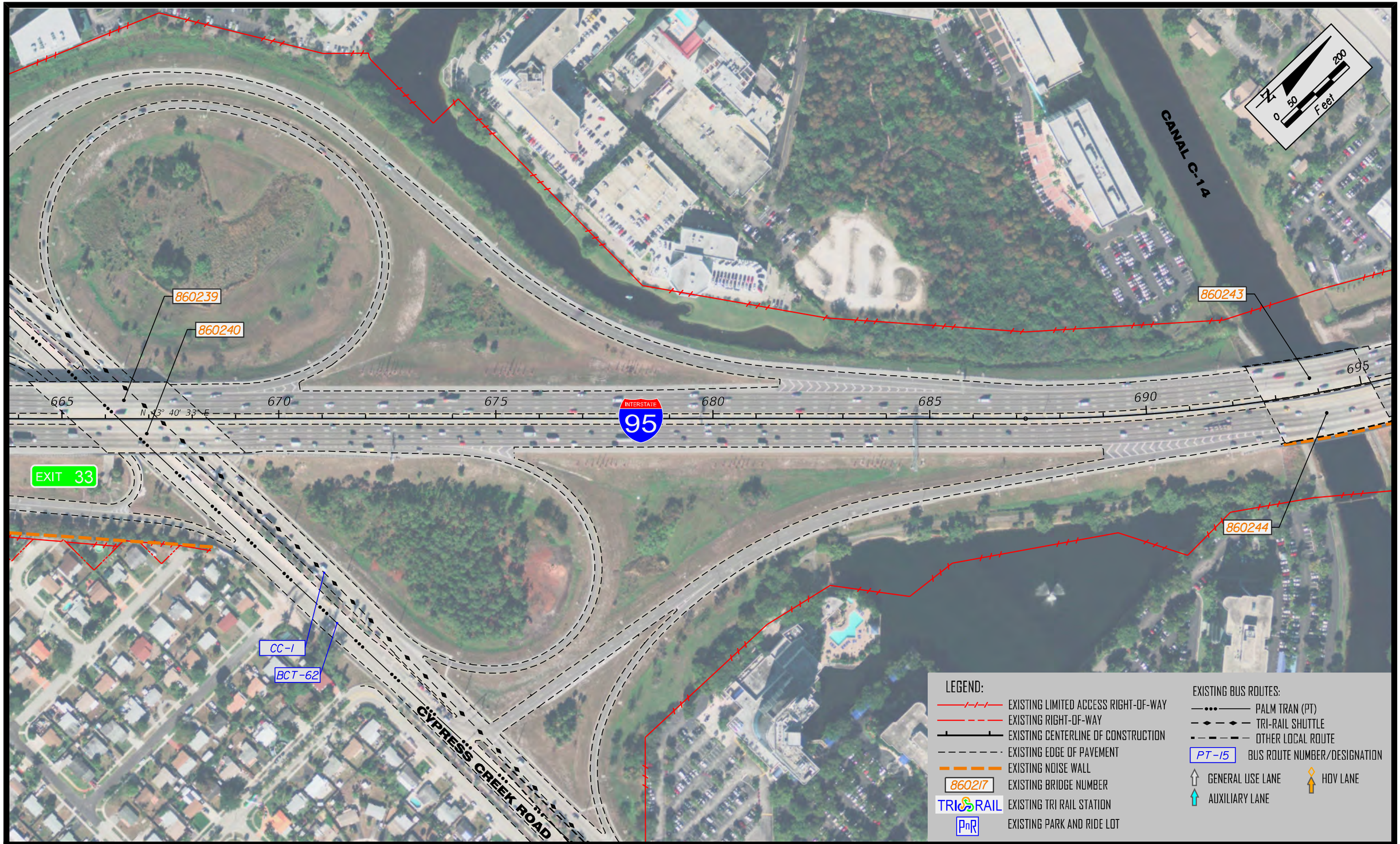



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I-95 (SR 9) PD&E STUDY
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SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO.
5




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
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SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO.
6

CANAL C-14

ANDREWS AVENUE

CC-3

BCT-60

860241

860242

McNAB ROAD

695 700 705 710 715 720 725

INTERSTATE 95

0 50 200 Feet

CURVE DATA
PI STA. = 702+84.14
DELTA = 44° 30' 42" LT
D = 1° 30' 00"
T = 1,563.14
L = 2,967.44
R = 3,819.72
PC STA. = 687+20.46
PT STA. = 716+88.00
e = 0.058

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING NOISE WALL
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
- PnR EXISTING PARK AND RIDE LOT

EXISTING BUS ROUTES:

- PALM TRAN (PT)
- TRI-RAIL SHUTTLE
- OTHER LOCAL ROUTE
- PT-15 BUS ROUTE NUMBER/DESIGNATION
- GENERAL USE LANE
- AUXILIARY LANE
- HOV LANE

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
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SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO. 7




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
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- EXISTING EDGE OF PAVEMENT
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FLORIDA DEPARTMENT OF TRANSPORTATION
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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 8

ANDREWS AVENUE

CC-3

BCT-60

BCT-42

RACE TRACK ROAD

ATLANTIC BLVD

860233

860231

860232

755 760 765 770 775 780 785

INTERSTATE 95

EXIT 36

814

POMPANO BEACH BLUE

N

0 50 200

Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
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BROWARD AND PALM BEACH COUNTIES

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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 9

BCT-60

POMPANO BEACH BLUE

POMPANO BEACH GREEN WEST

DR MARTIN L KING JR BLVD

860235

860236

790 795 800 805 810 815

M-60-05-0-N

INTERSTATE 95

N

0 50 200

Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
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October 2011

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SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO. 10




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
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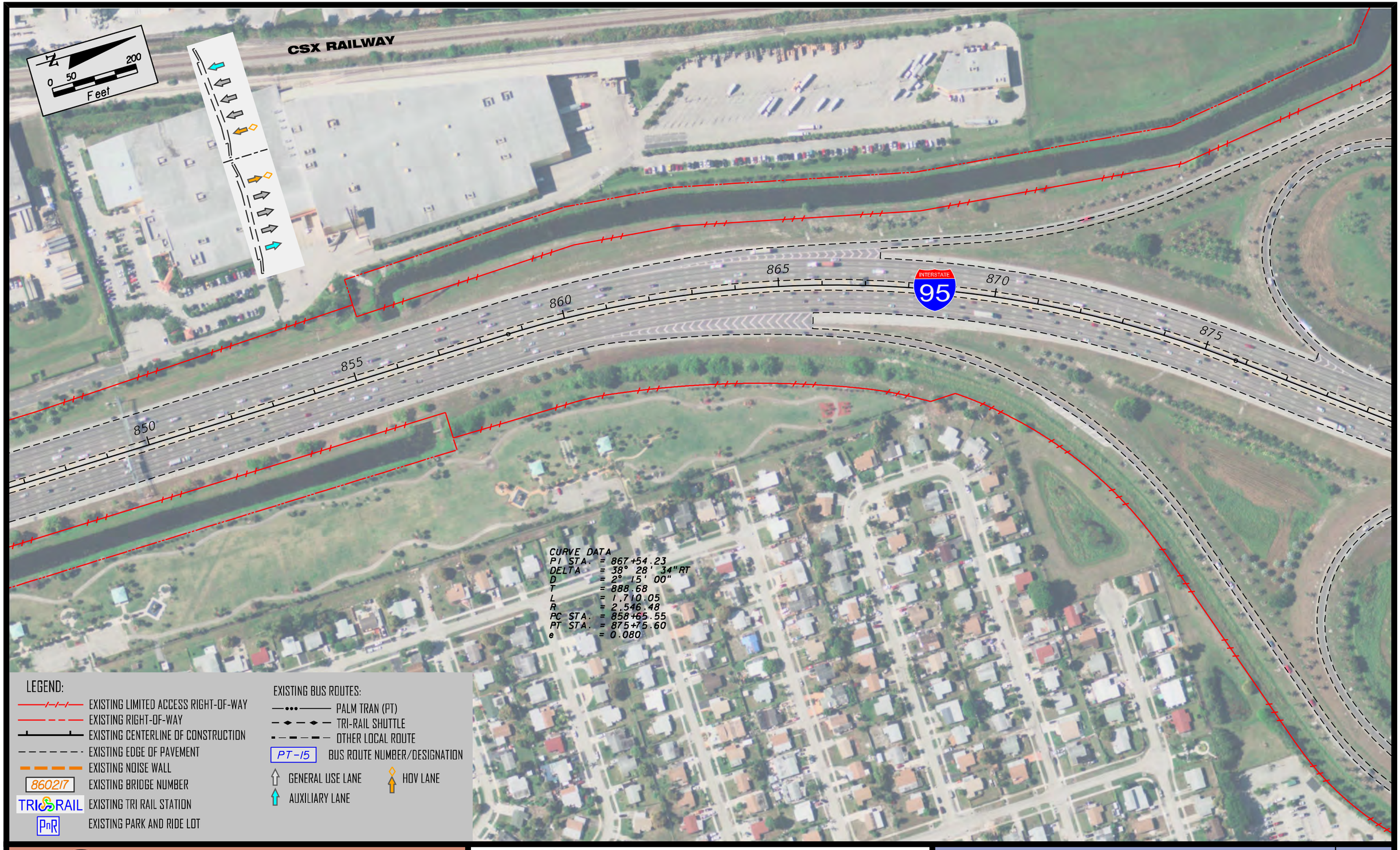
FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 11




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING NOISE WALL
- 860217 EXISTING BRIDGE NUMBER
- TRI-RAIL EXISTING TRI RAIL STATION
- PnR EXISTING PARK AND RIDE LOT

EXISTING BUS ROUTES:

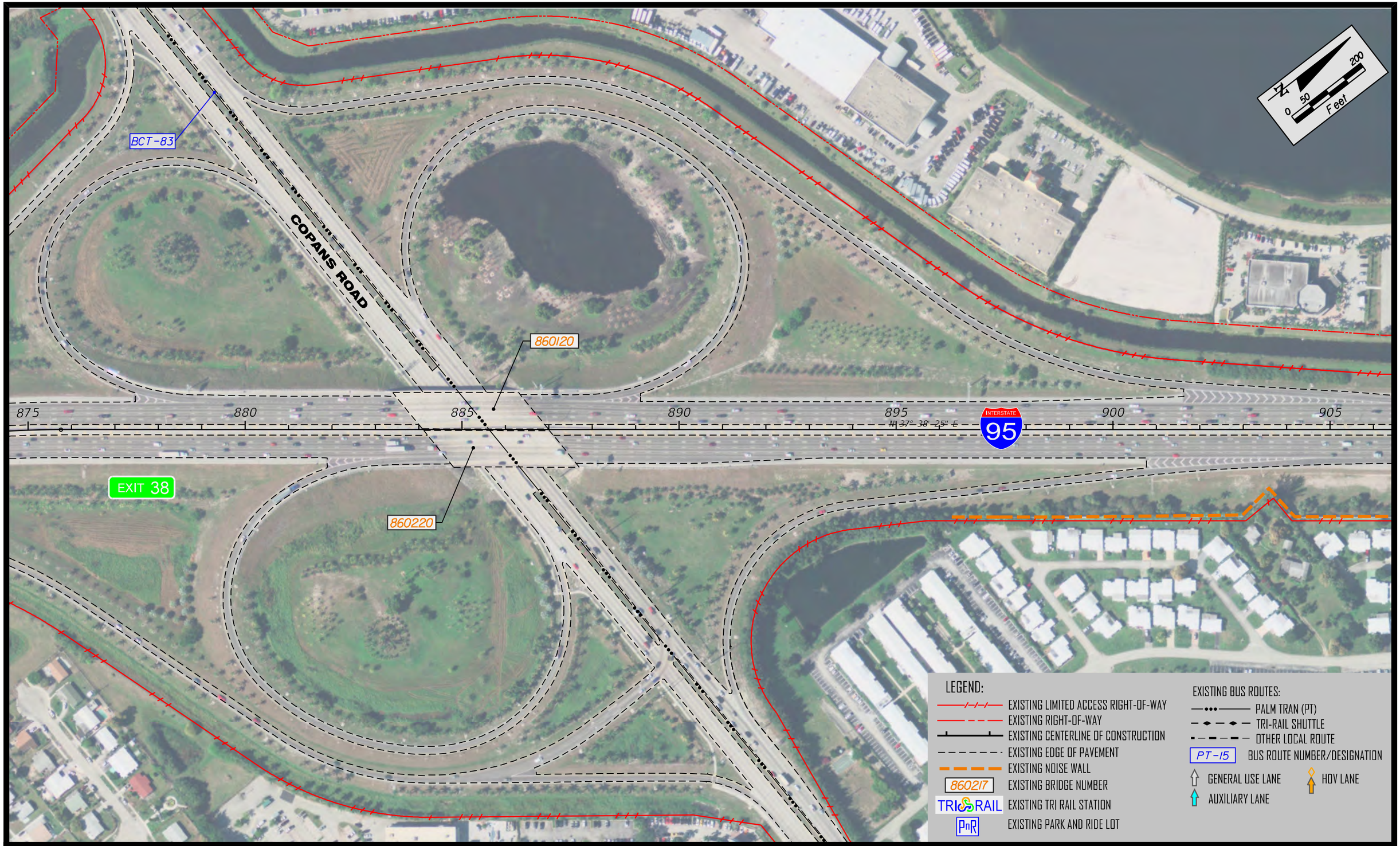
- PALM TRAN (PT)
- TRI-RAIL SHUTTLE
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FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
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SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO. 12



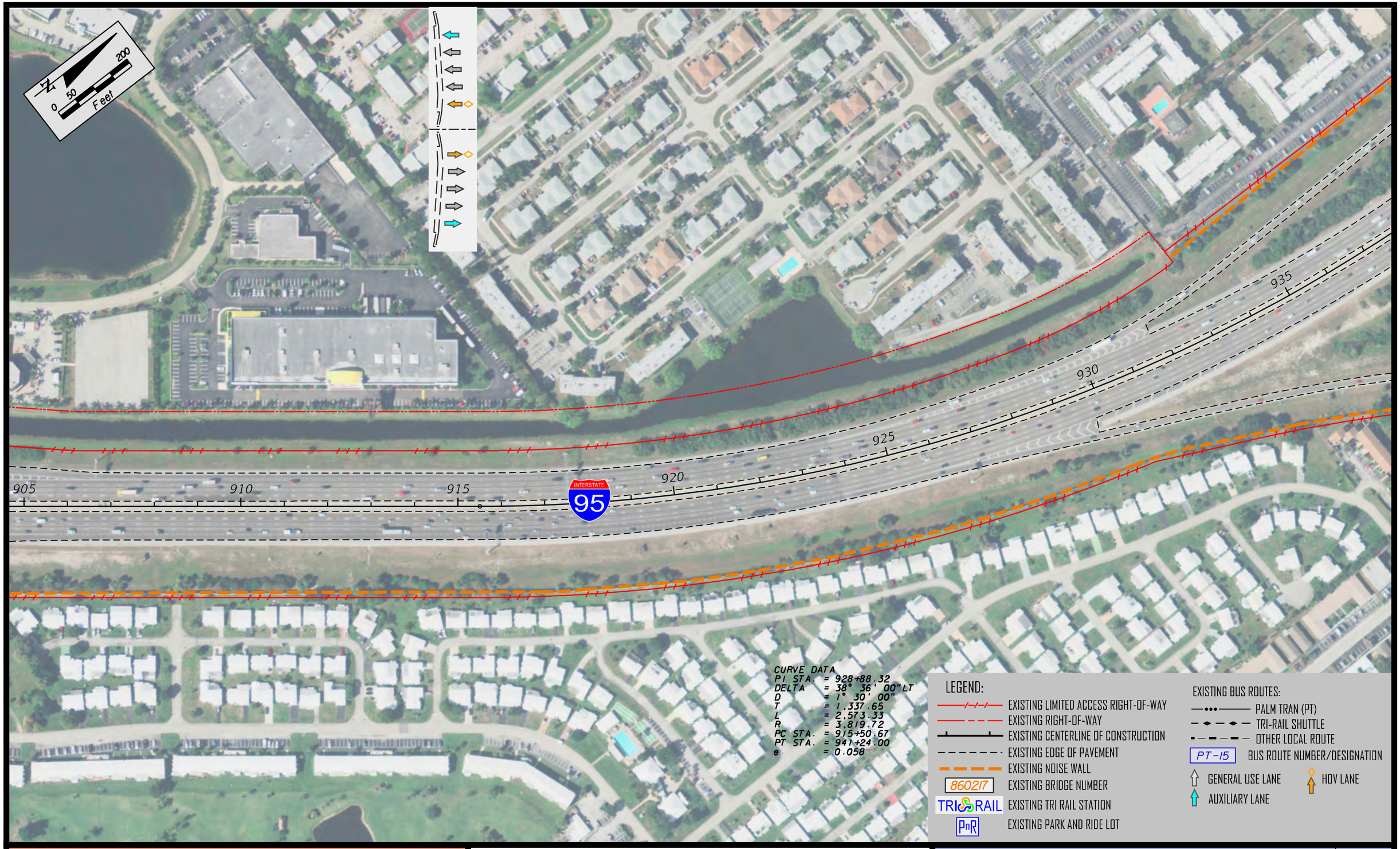

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 13



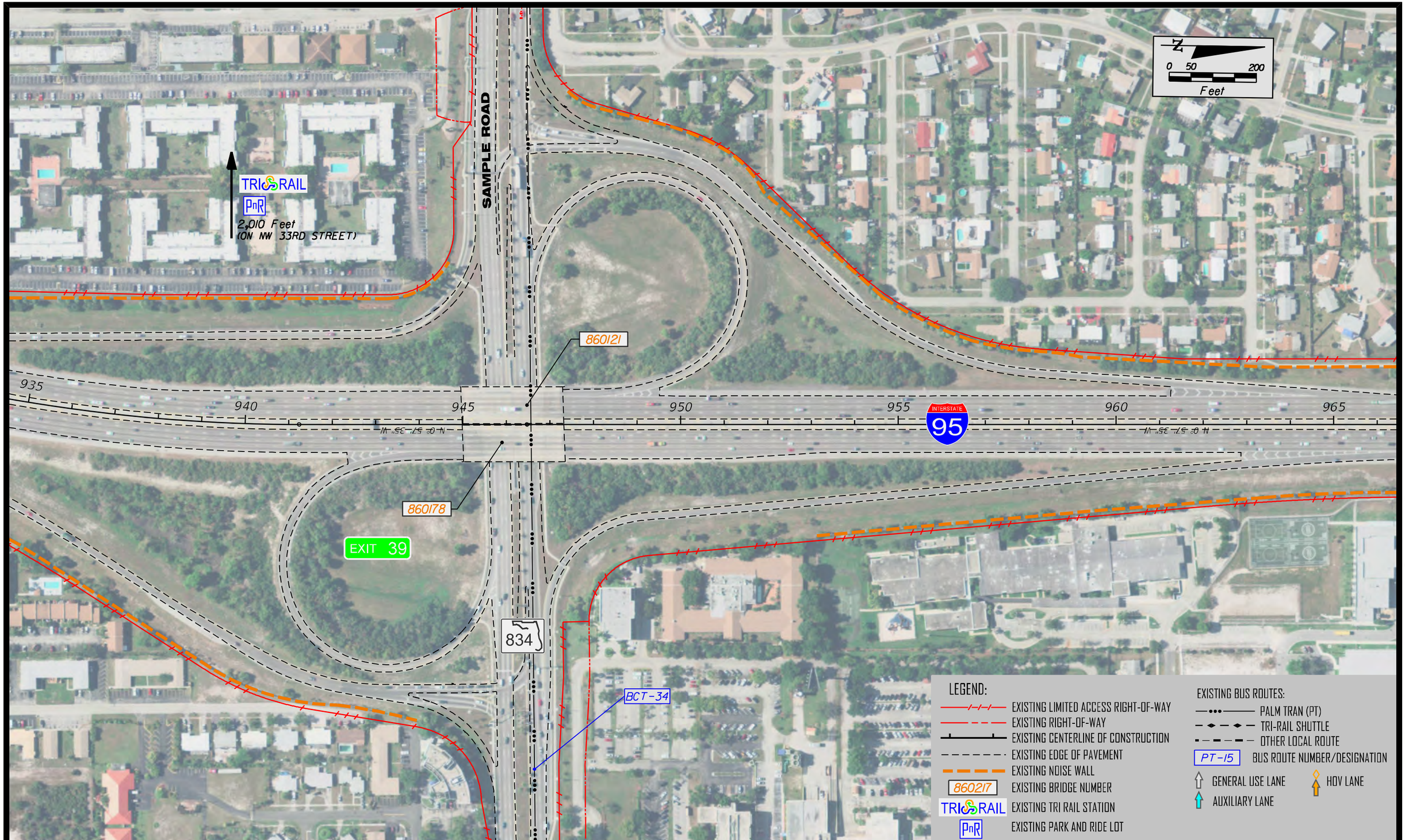

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BROWARD AND PALM BEACH COUNTIES
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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 14




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
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SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO.
15




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
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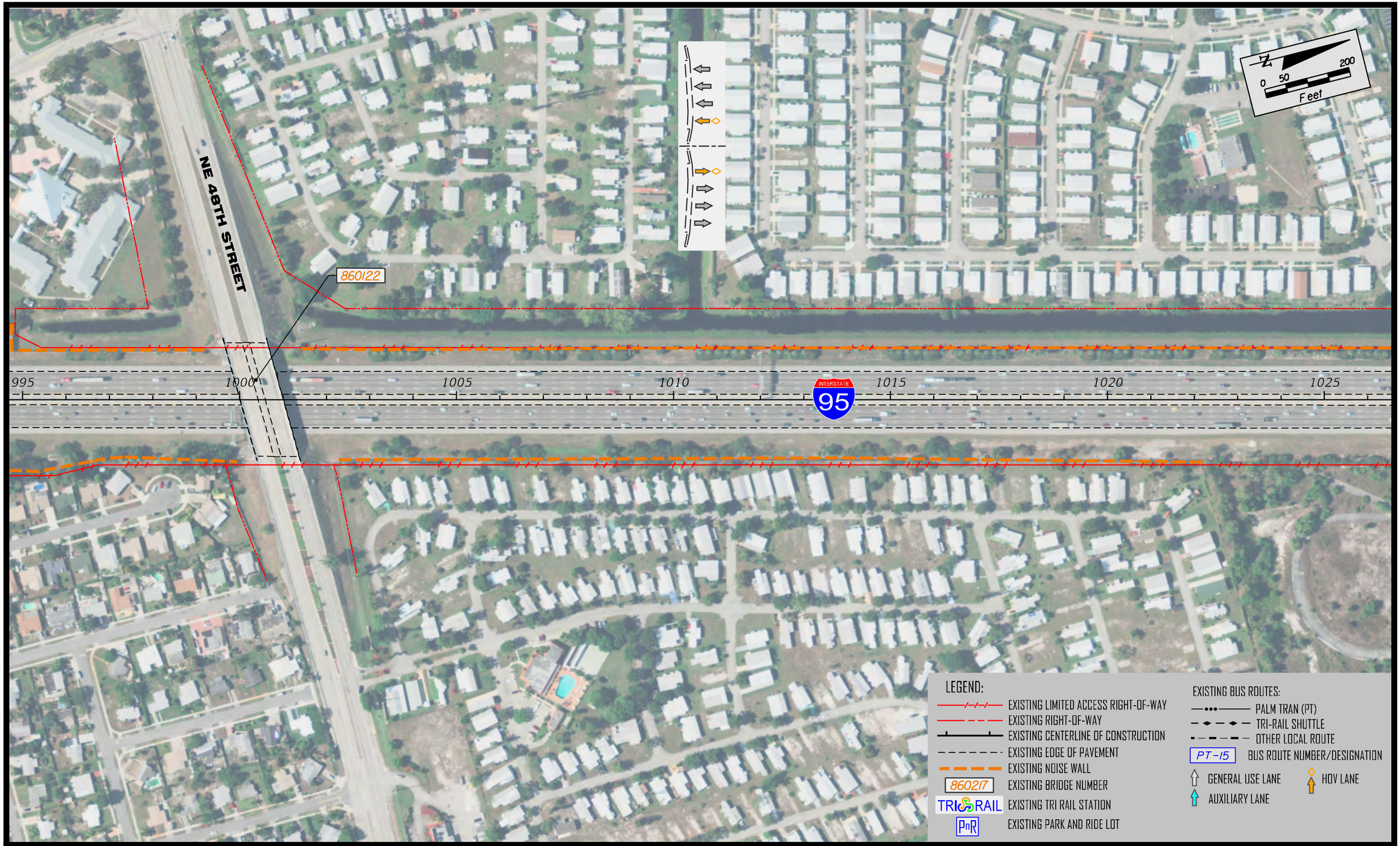
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BROWARD AND PALM BEACH COUNTIES
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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 16




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING NOISE WALL
- 860217 EXISTING BRIDGE NUMBER
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- PnR EXISTING PARK AND RIDE LOT

EXISTING BUS ROUTES:

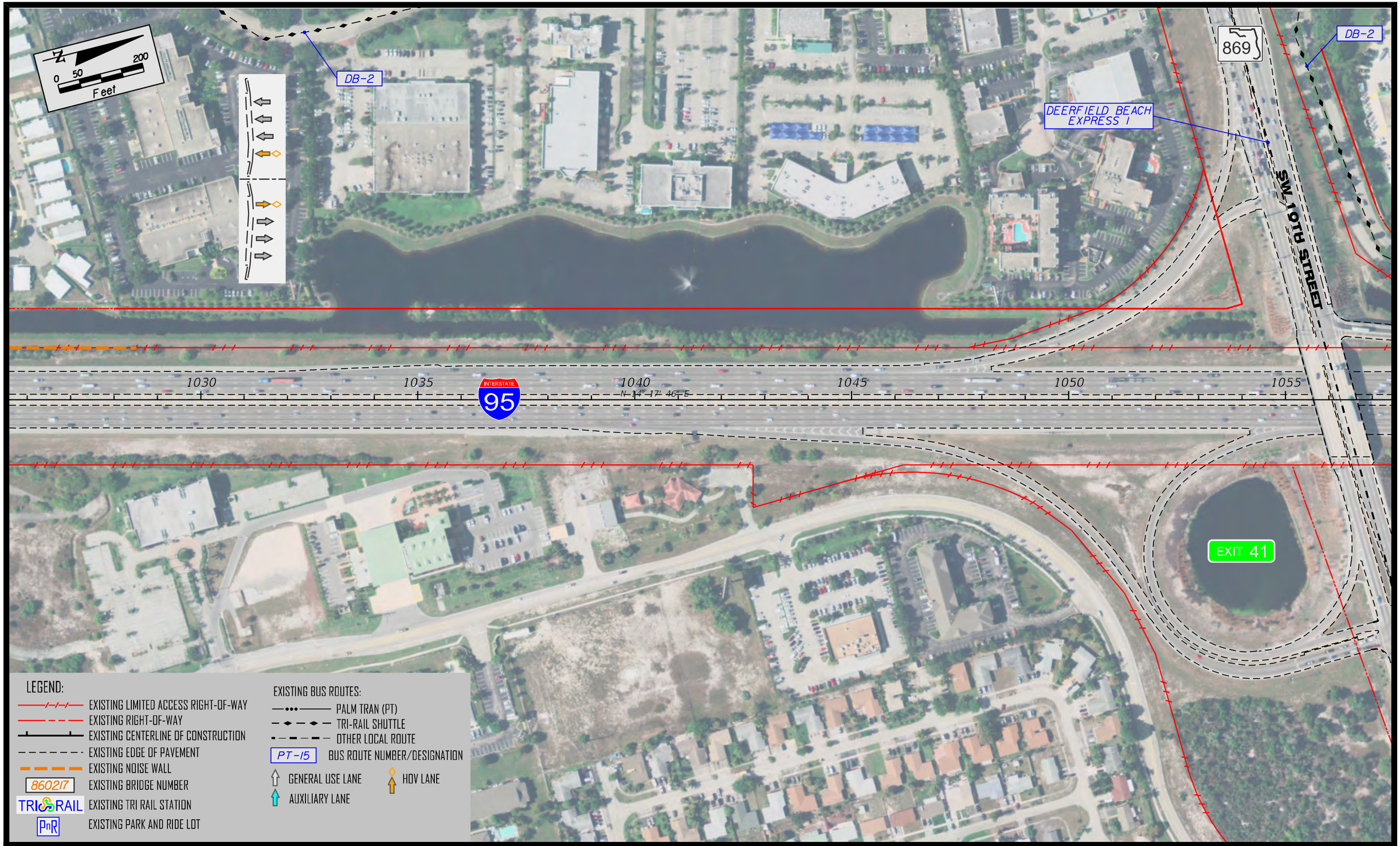
- PALM TRAN (PT)
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FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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# SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 17




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
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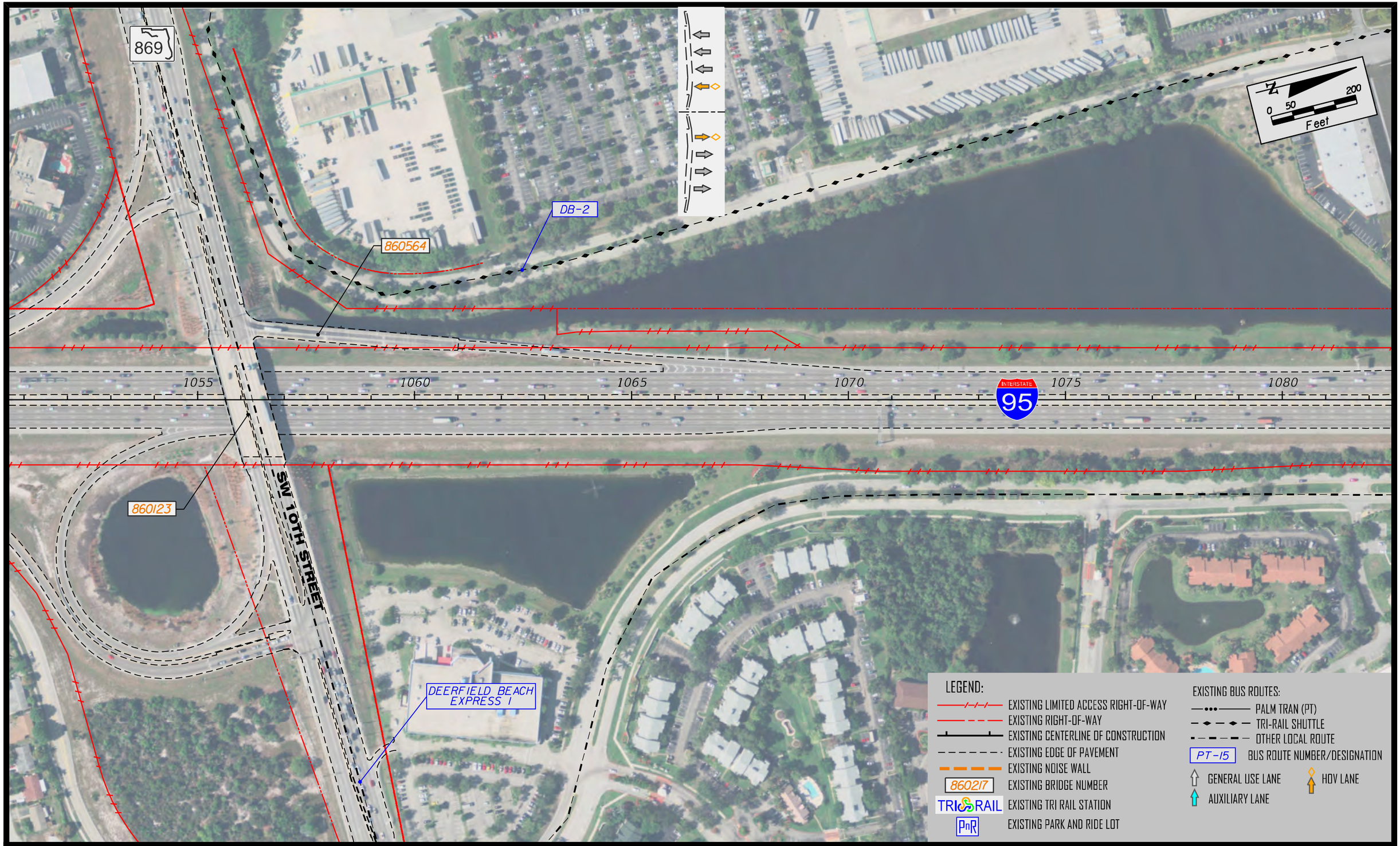
FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 18




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO.
19

N
0 50 200
Feet

DB-2

BCT-48

810

TRI RAIL
PnR
1,030 Feet
(ON HILLSBORO BLVD)

860124

1110
1105
1100
1095
1090
1085

INTERSTATE 95

860194

EXIT 42

HILLSBORO BLVD

DEERFIELD BEACH EXPRESS 1

DB-1

CURVE DATA
PI STA. = 1101+88.25
DELTA = 18° 37' 17"LT
D = 0° 45' 00"
T = 1,252.48
L = 2,482.87
R = 7,639.44
PC STA. = 1089+35.77
PT STA. = 1114+18.64
e = 0.030

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
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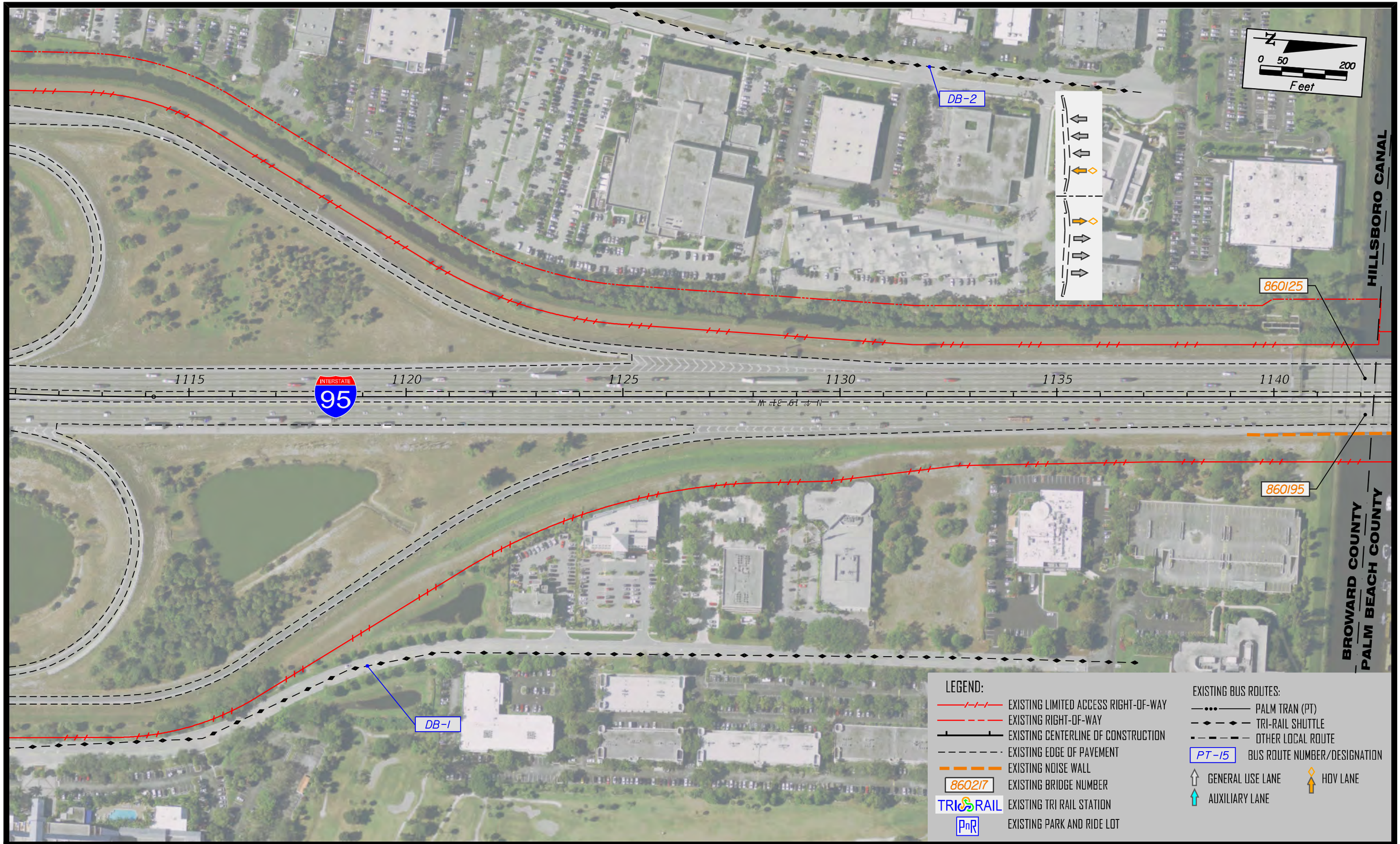
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FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 20

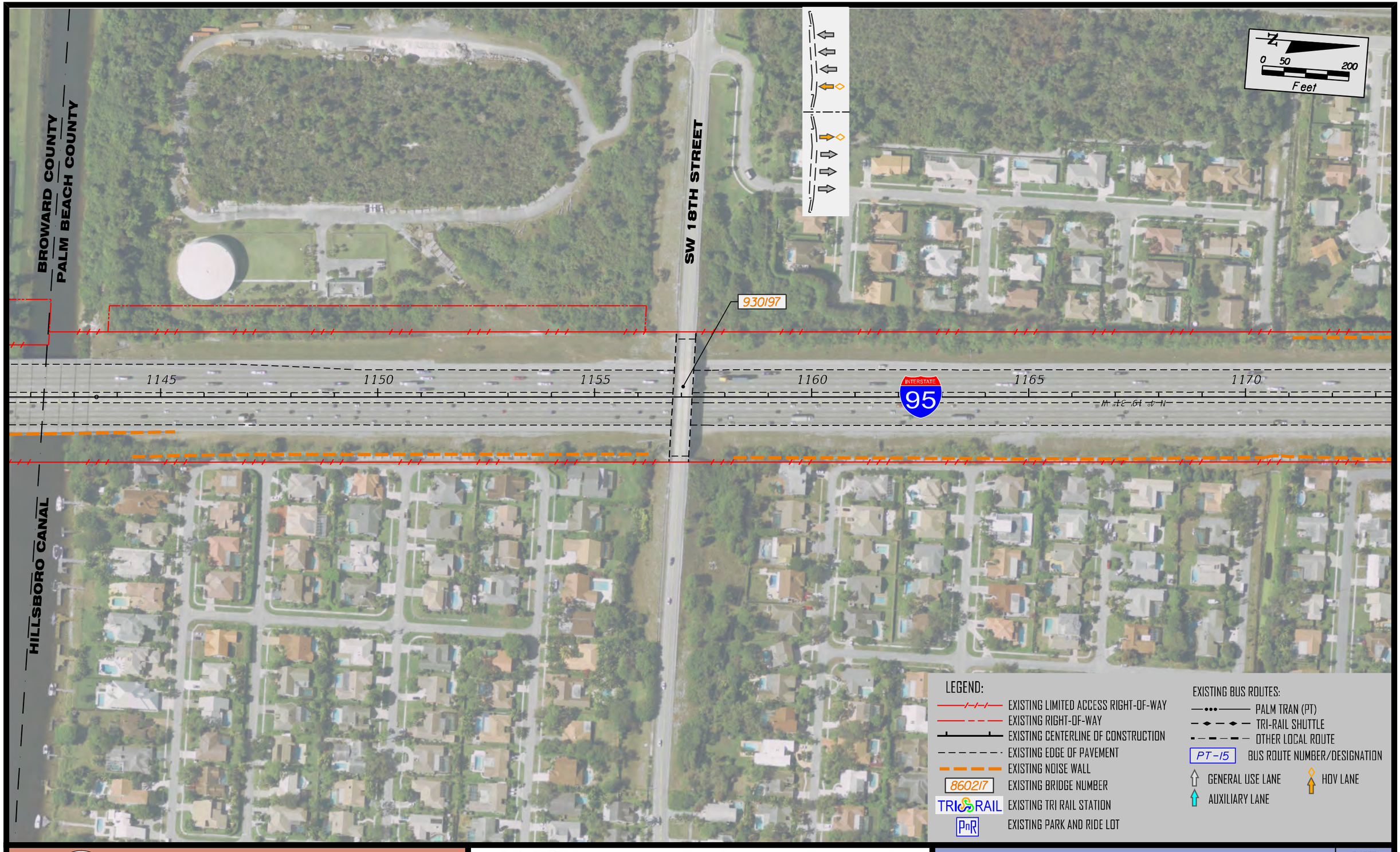



FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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# SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 21




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING NOISE WALL
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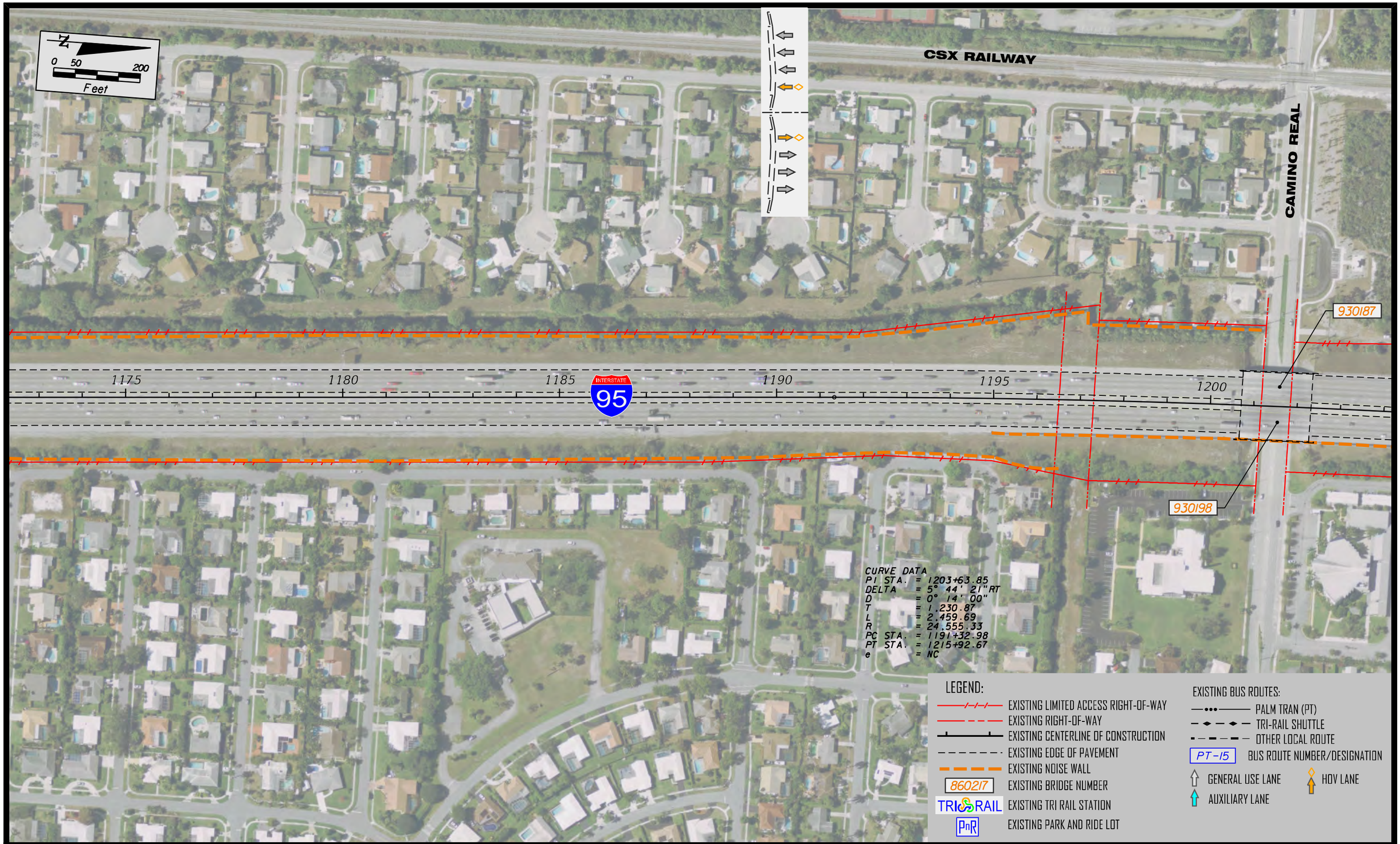
FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 22



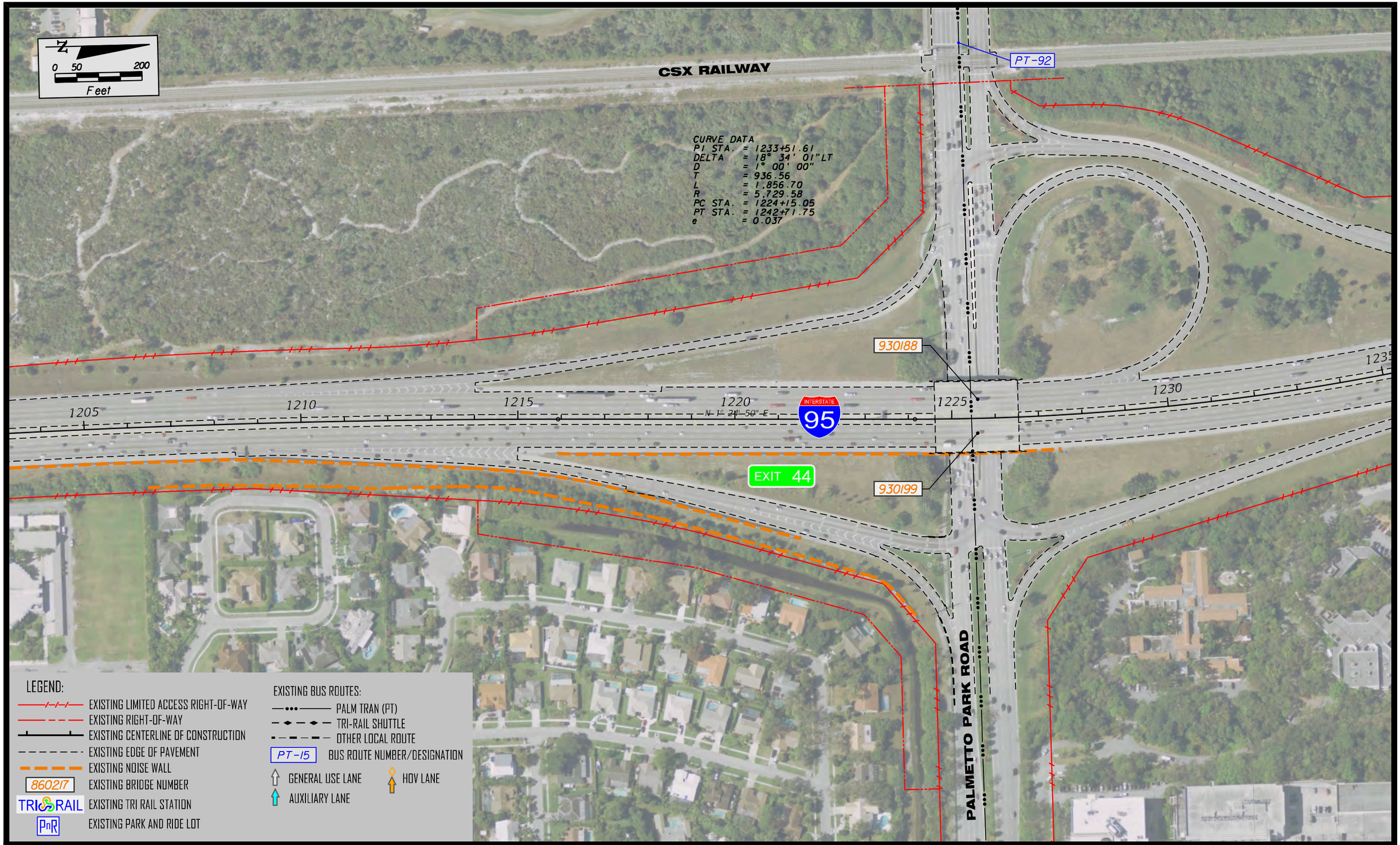

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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## SR 9 (INTERSTATE 95) BASE MAP

SHEET NO. 23




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2011

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SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO.
24

END STUDY LIMITS
STATION 1249+18

CSX RAILWAY

1235 1240 1245 1250 1255 1260 1265

INTERSTATE 95

N

0 50 200
Feet

CURVE DATA
PI STA. = 1265+40.73
DELTA = 33° 13' 40" RT
D = 1° 00' 00"
T = 1,709.57
L = 3,322.77
R = 5,729.58
PC STA. = 1248+31.16
PT STA. = 1281+53.93
e = 0.037

LEGEND:

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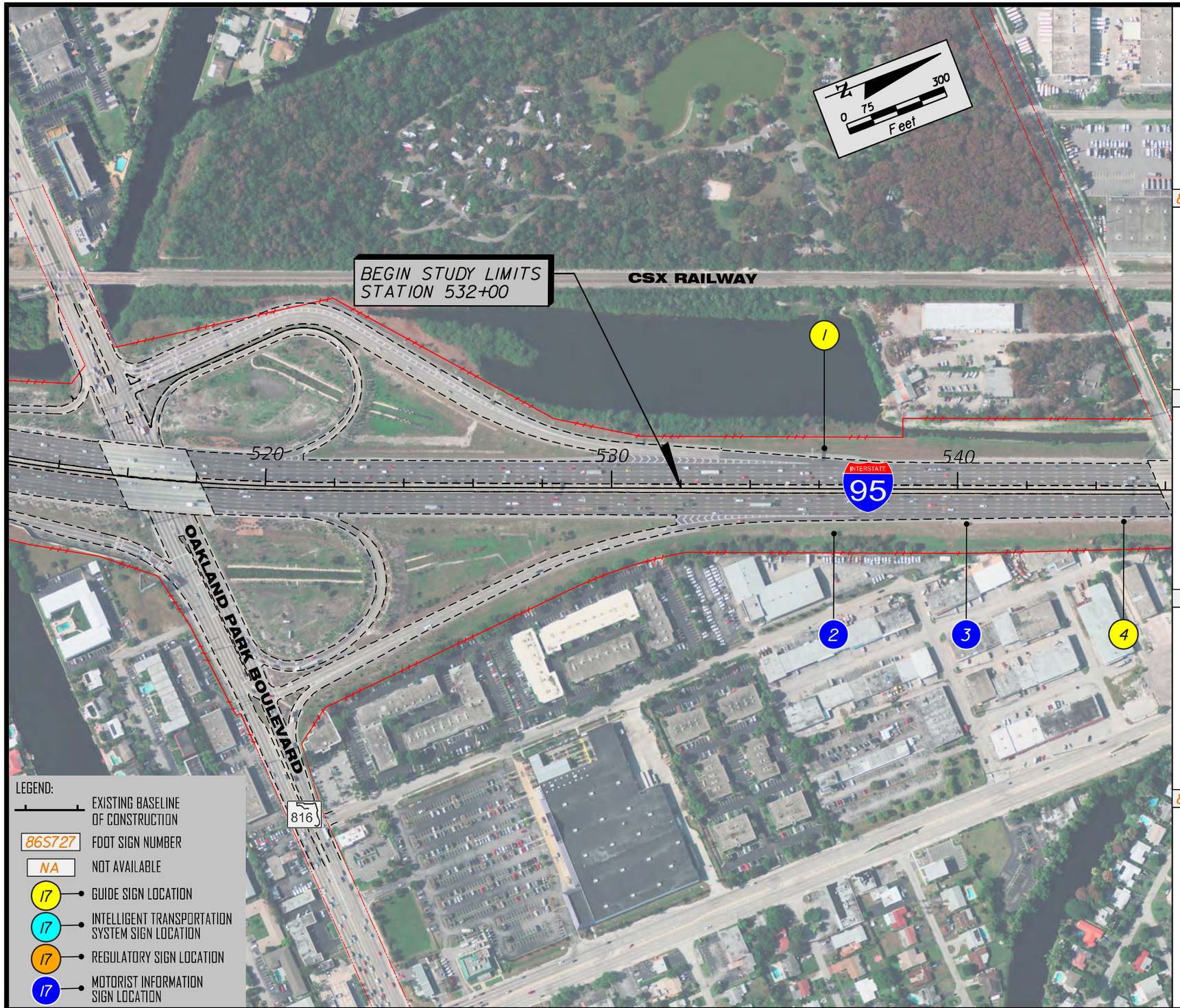
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SR 9 (INTERSTATE 95)
BASE MAP

SHEET NO.
25

# APPENDIX B

## Roadway Signing Inventory




LEGEND:

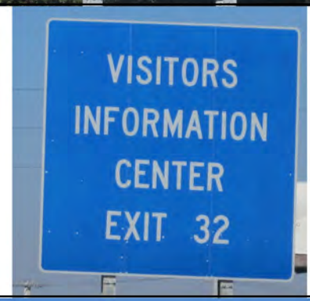
- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- I7 — GUIDE SIGN LOCATION
- I7 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- I7 — REGULATORY SIGN LOCATION
- I7 — MOTORIST INFORMATION SIGN LOCATION




86S771 — 1




NA — 2




NA — 3




86S701 — 4

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

November 2012

I-95 (SR 9) PD&E STUDY

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) EXISTING SIGN INVENTORY

SHEET NO. 1




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

86S818




5

86S818




6

NA




7

86S819




8

86S819




9

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
2




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




86S772 — 10




NA — 11




NA — 12




NA — 13




86S702 — 15




86S773 — 14

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
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# SR 9 (INTERSTATE 95) EXISTING SIGN INVENTORY

SHEET NO. 3




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




NA — 16




86S703 — 17




86S820 — 18




86S820 — 19



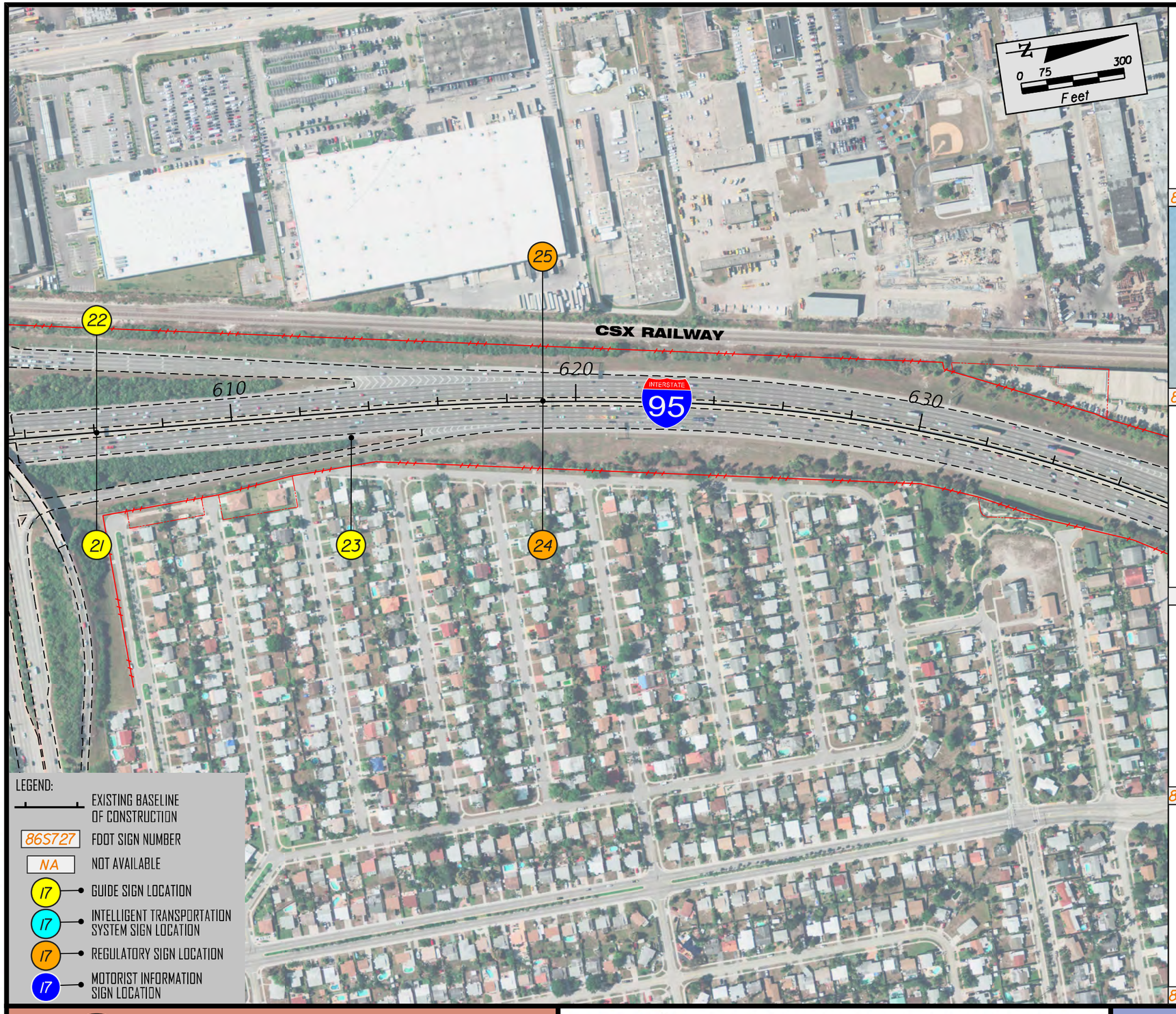

NA — 20

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO. 4




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




86S821 — 21




86S821 — 22




NA — 23




86S822 — 24




86S822 — 25

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

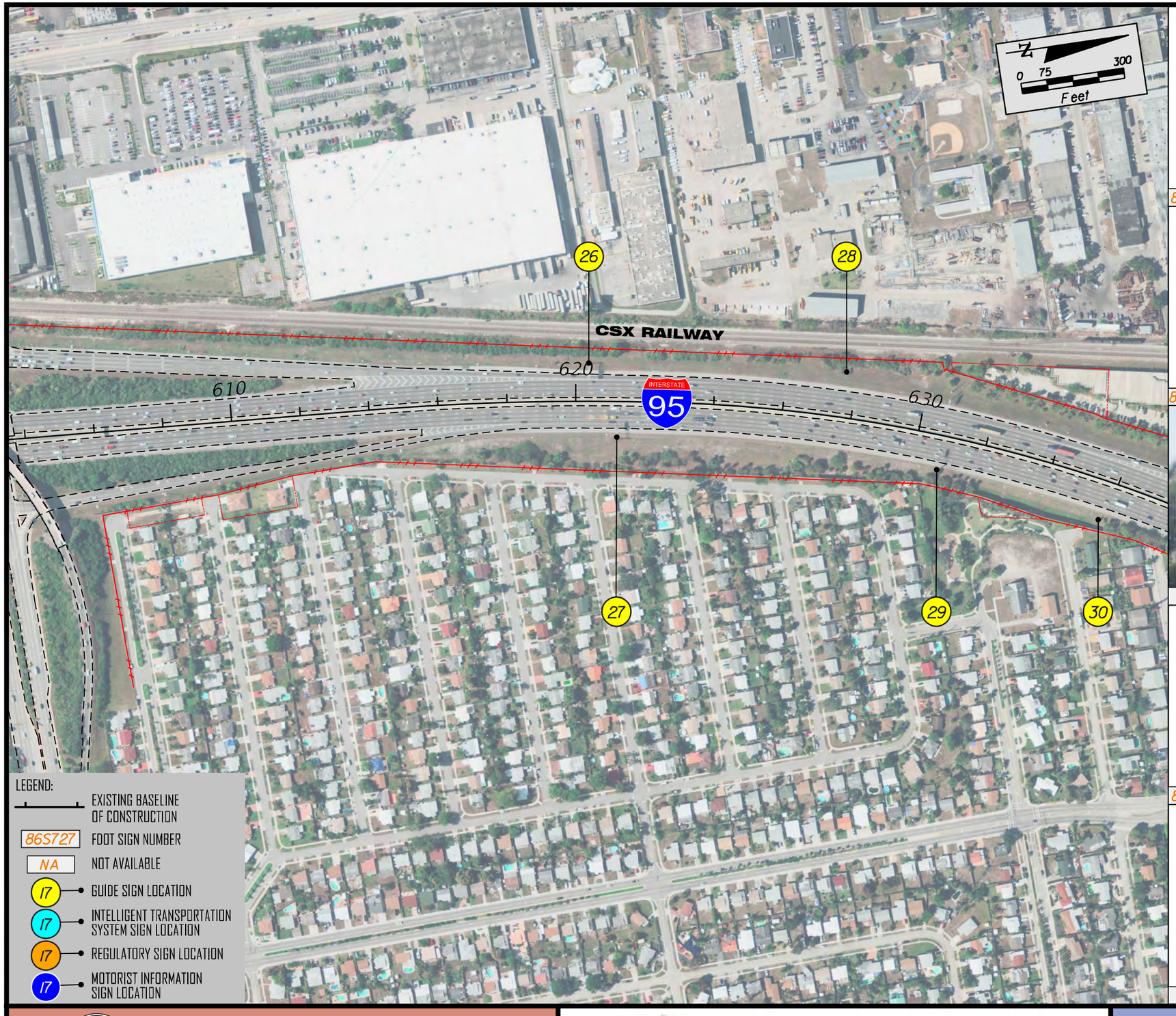
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO. 5




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




86S877 — 26



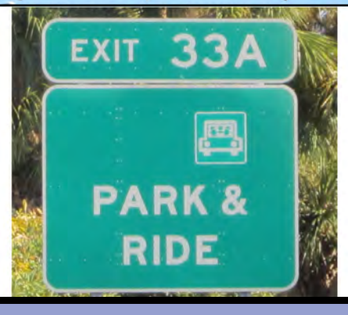

86S876 — 27




NA — 28




86S710 — 29




NA — 30

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

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# SR 9 (INTERSTATE 95) EXISTING SIGN INVENTORY

SHEET NO. 6




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

86S775




31

NA




32

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

November 2012

I-95 (SR 9) PD&E STUDY

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# SR 9 (INTERSTATE 95) EXISTING SIGN INVENTORY

SHEET NO. 7




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA




33

NA




34

NA




35

NA




36

86S705




37

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

November 2012

I-95 (SR 9) PD&E STUDY

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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
8




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- I7 — GUIDE SIGN LOCATION
- I7 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- I7 — REGULATORY SIGN LOCATION
- I7 — MOTORIST INFORMATION SIGN LOCATION

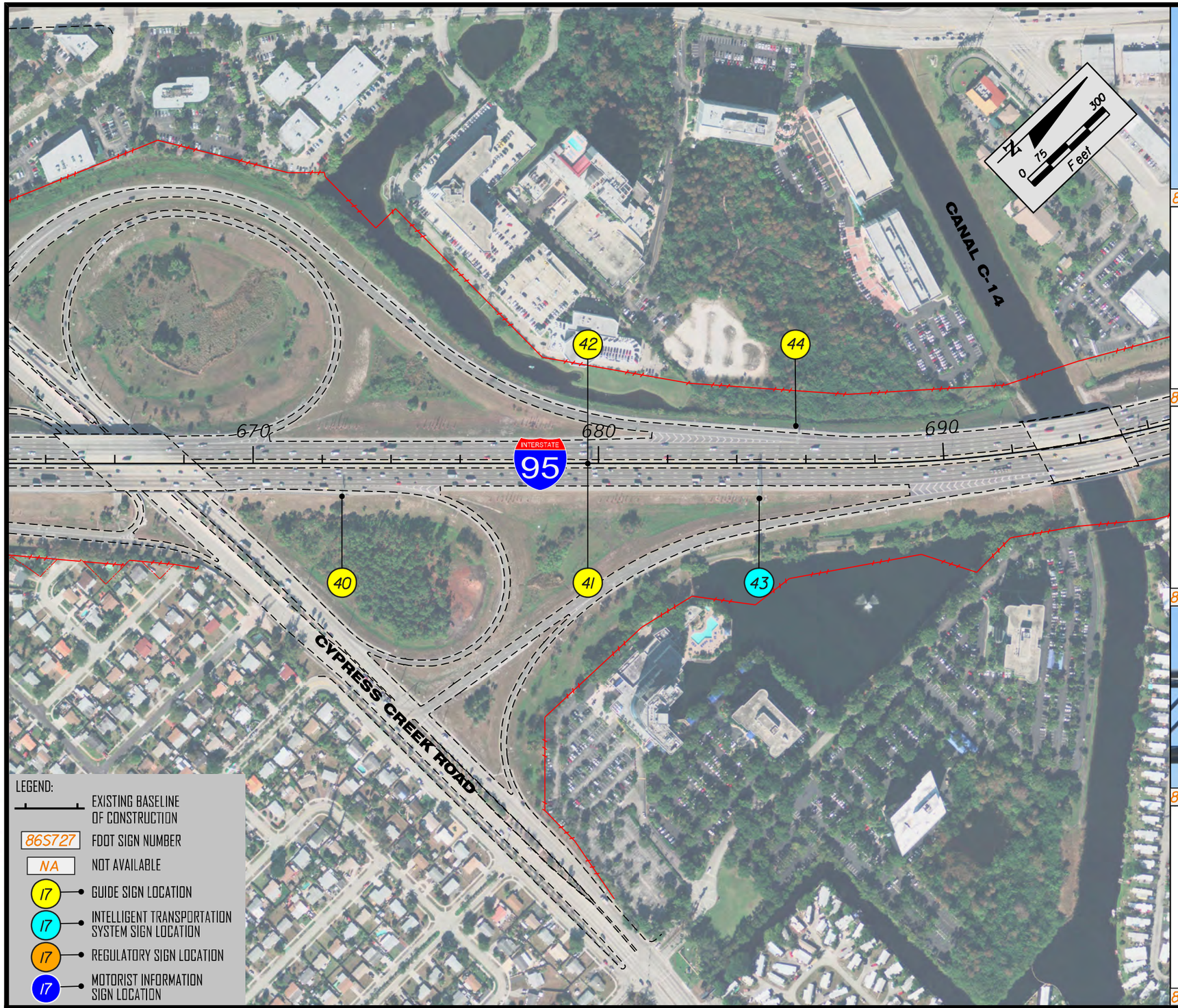
| | | |
|---|---|---|
| NA |  | 38 |
| NA |  | 39 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
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EXISTING SIGN INVENTORY

SHEET NO. 9



















LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 FDOT SIGN NUMBER
- NA NOT AVAILABLE
- 17 GUIDE SIGN LOCATION
- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 REGULATORY SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
10




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA



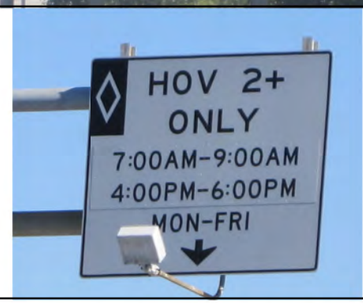

45

NA




46

86S828




47

86S828




48

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

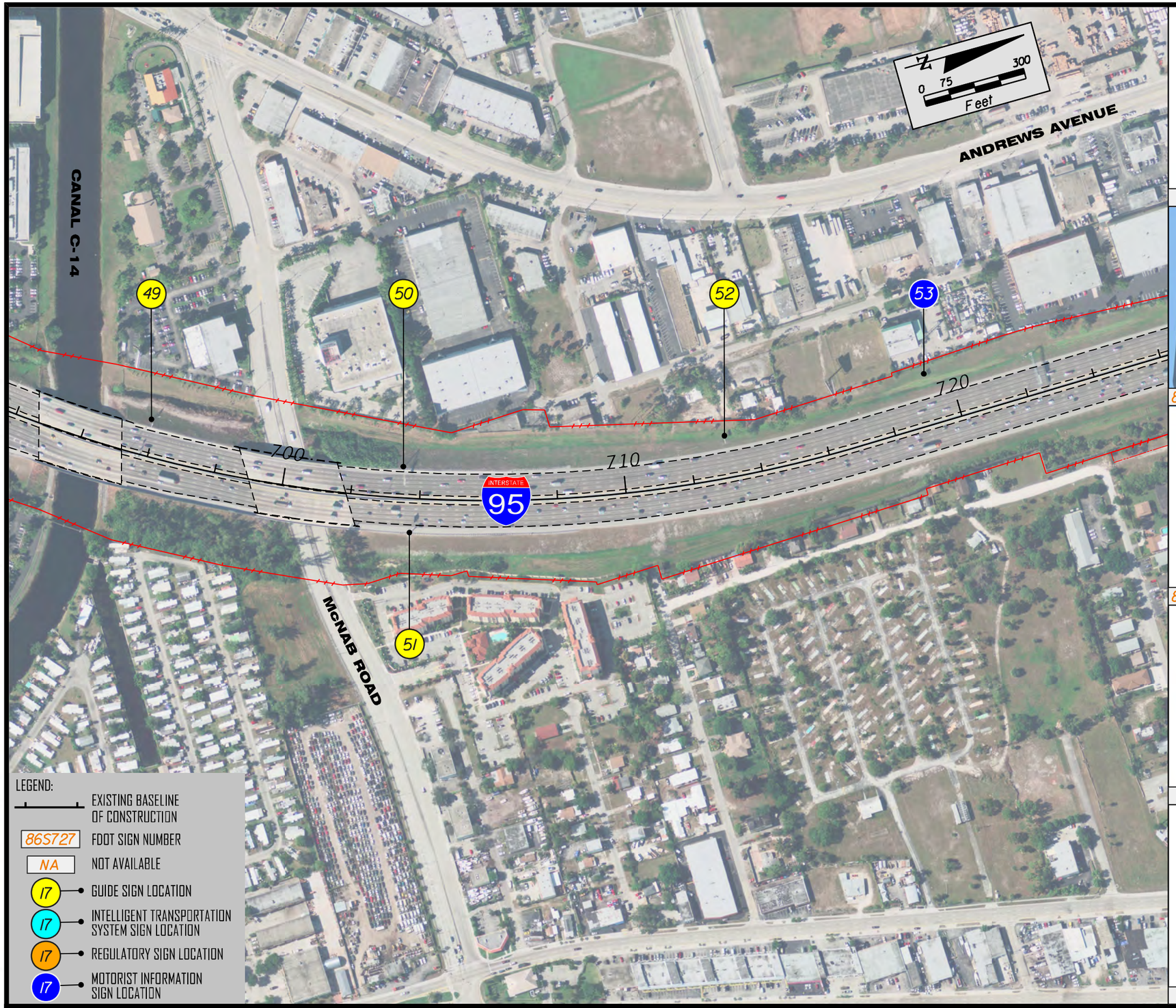
November 2012

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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
11




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA




49

86S781




50

86S712




51

NA




52

NA



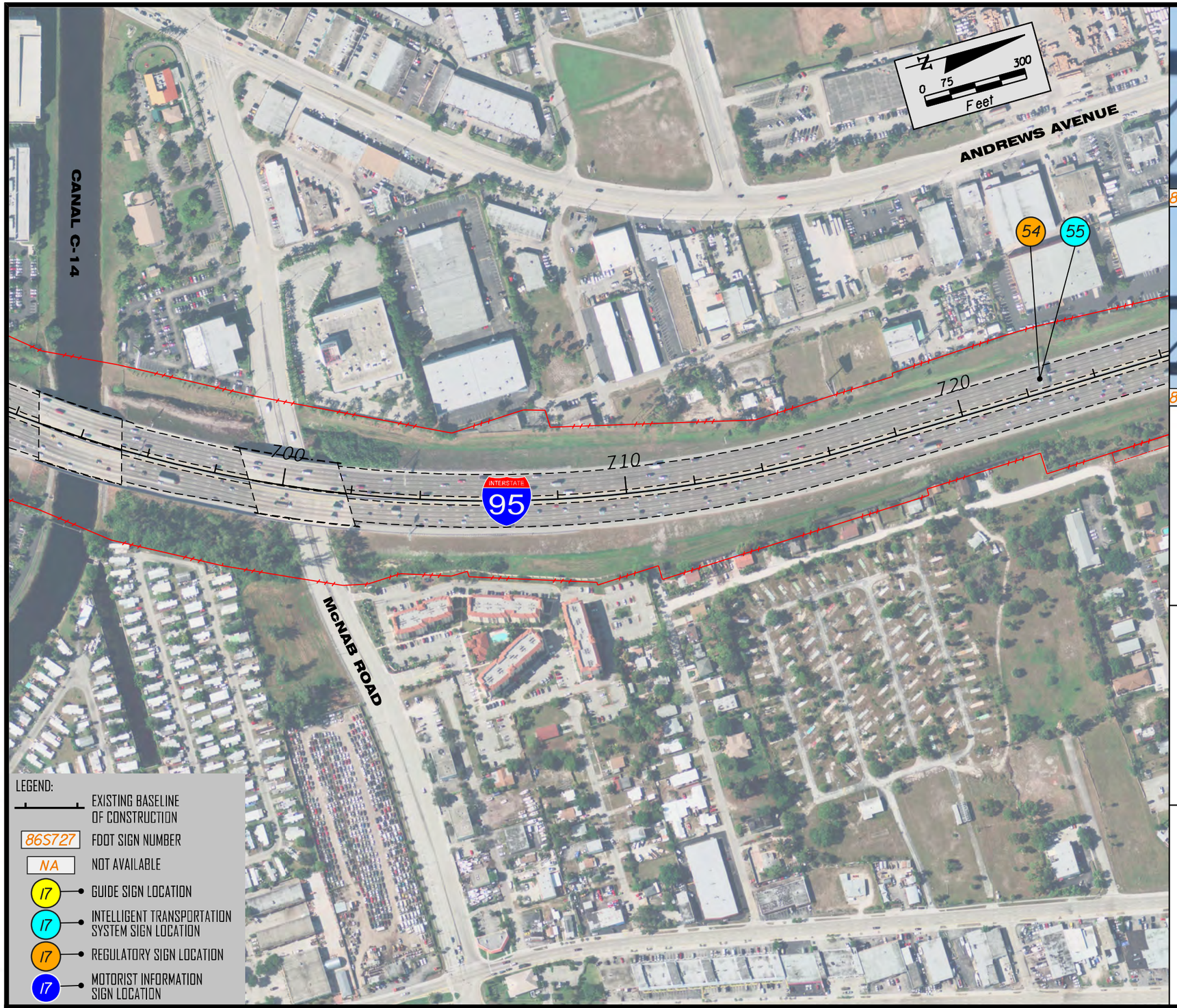

53

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

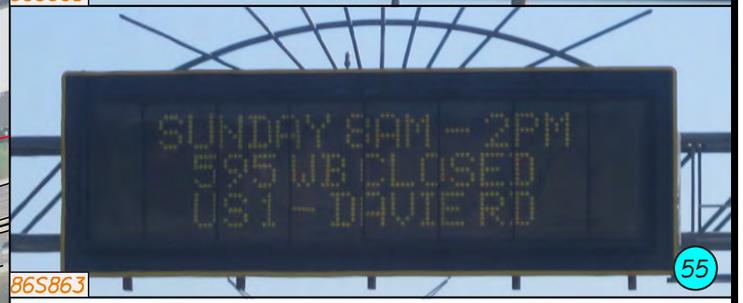
SHEET NO.
12




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION






LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




86S782 — 56




NA — 57




NA — 58




NA — 59




NA — 61




86S711 — 60

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO. 14




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- I7 — GUIDE SIGN LOCATION
- I7 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- I7 — REGULATORY SIGN LOCATION
- I7 — MOTORIST INFORMATION SIGN LOCATION

NA




62

NA




63




86S824

64




86S824

65




86S711

66

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

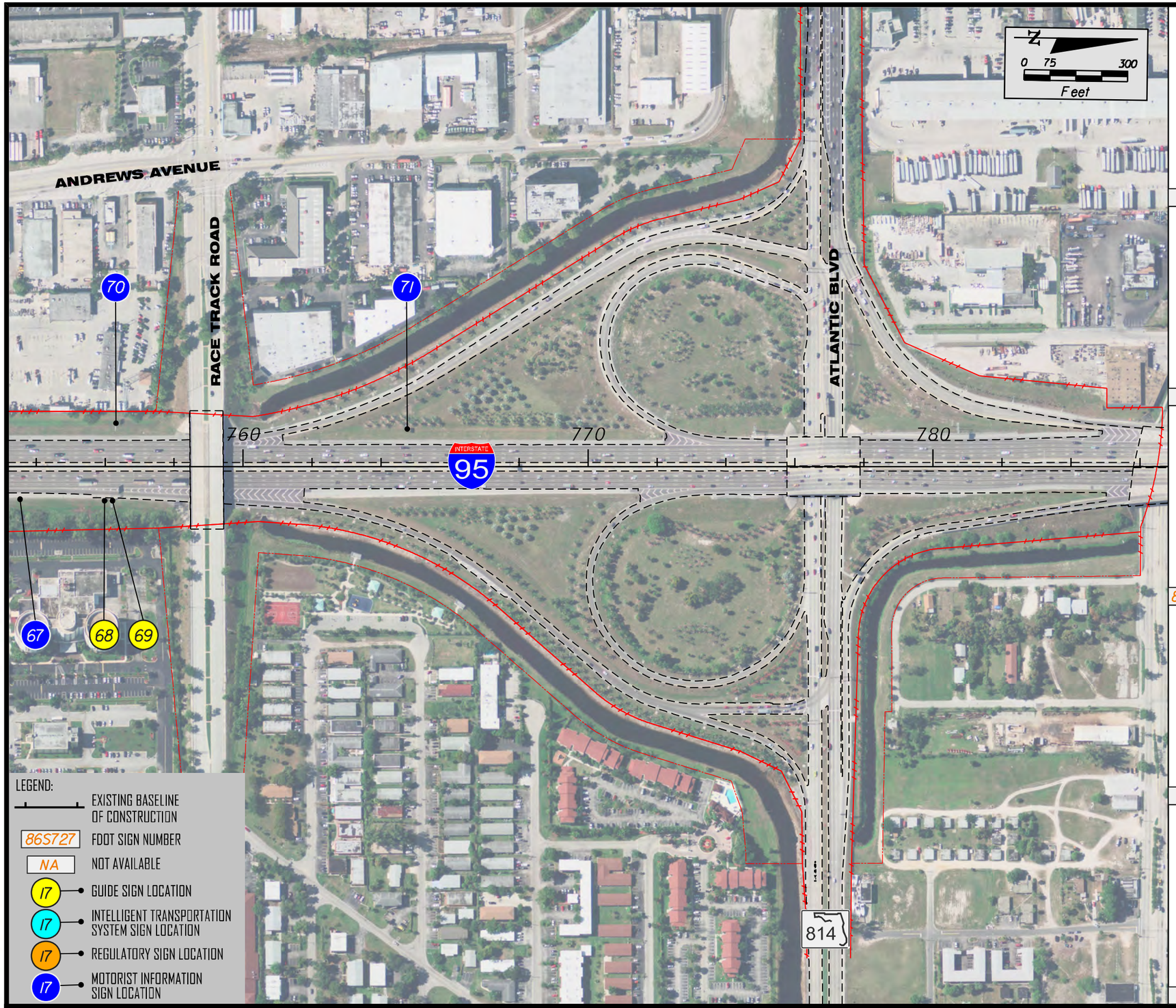
November 2012

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
15




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FOOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA



67

NA




68

86S713




69

NA




70

NA




71

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

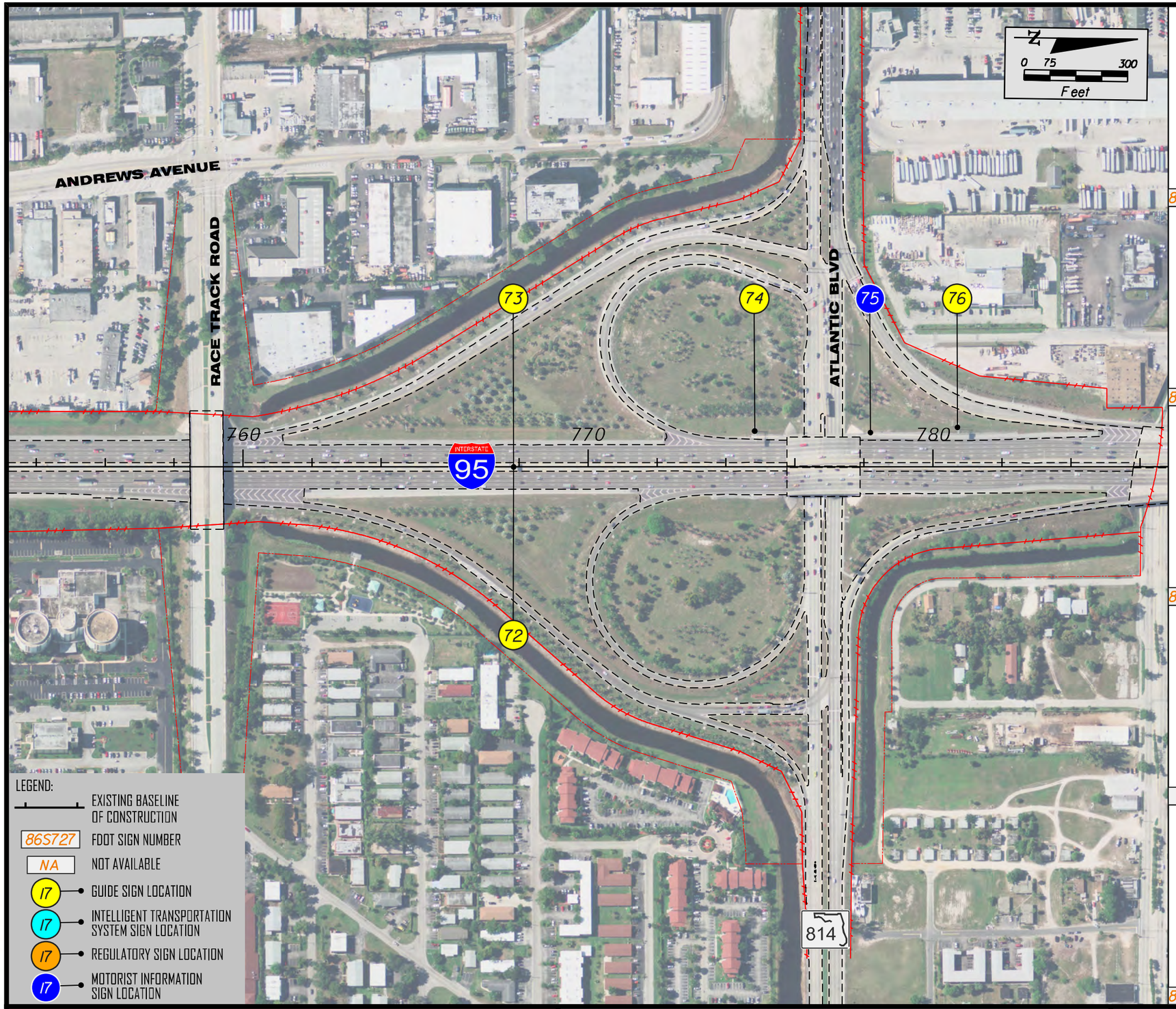
November 2012

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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

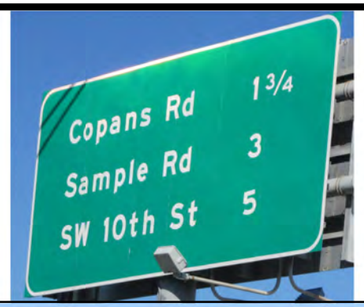
SHEET NO.
16




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

86S825




72

86S825




73

86S878




74

NA



75

86S784




76

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
17




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

86S785




77

NA




78

NA




79

86S715




80

NA




81

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

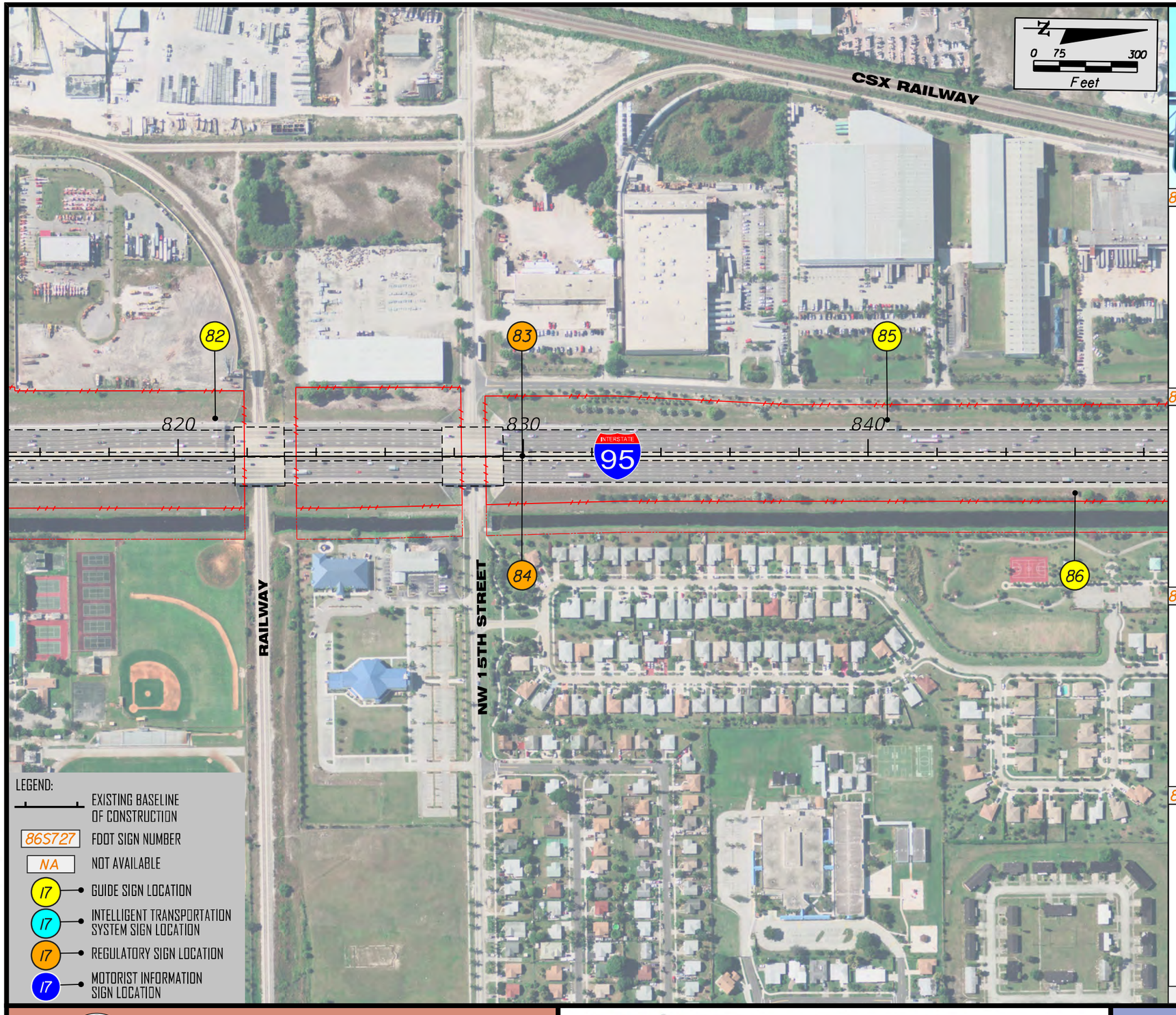
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO. 18




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 FDOT SIGN NUMBER
- NA NOT AVAILABLE
- 17 GUIDE SIGN LOCATION
- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 REGULATORY SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION




86S786 — 82




86S826 — 83




86S826 — 84




86S787 — 85



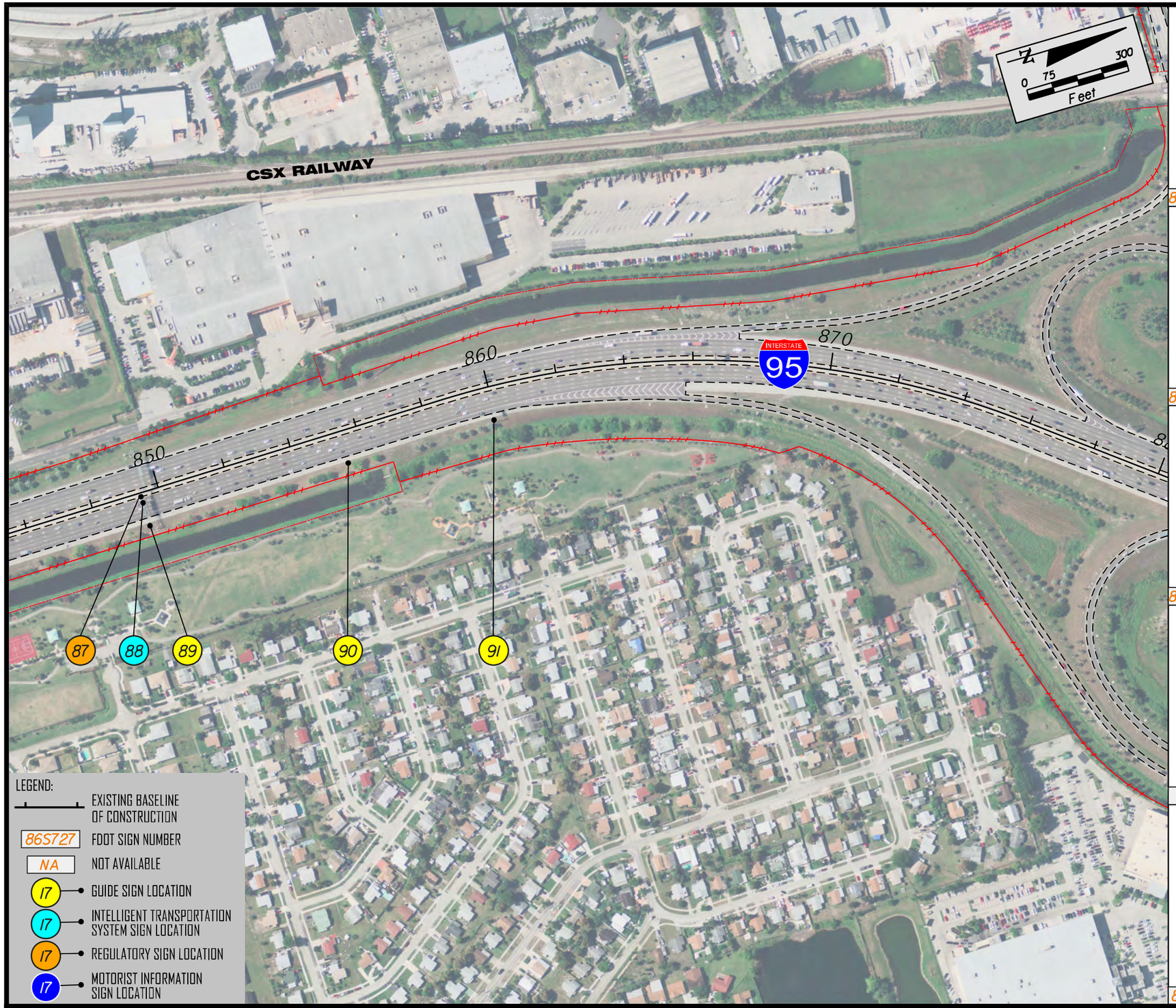

NA — 86

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO. 19




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




86S859 — 87



86S859 — 88



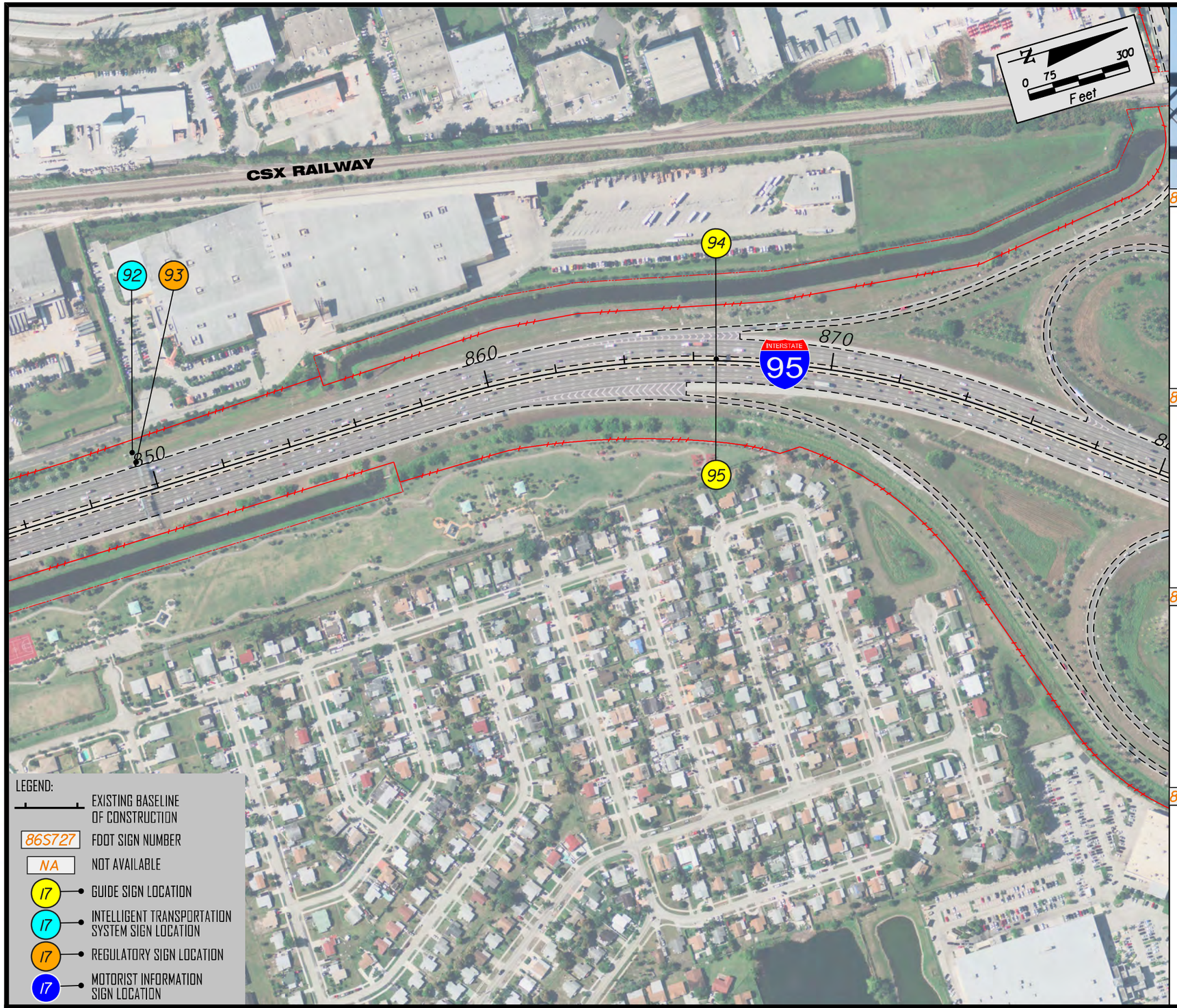

86S859 — 89




NA — 90




86S716 — 91




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION



86S864 — 92




86S864 — 93




86S827 — 94




86S827 — 95

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

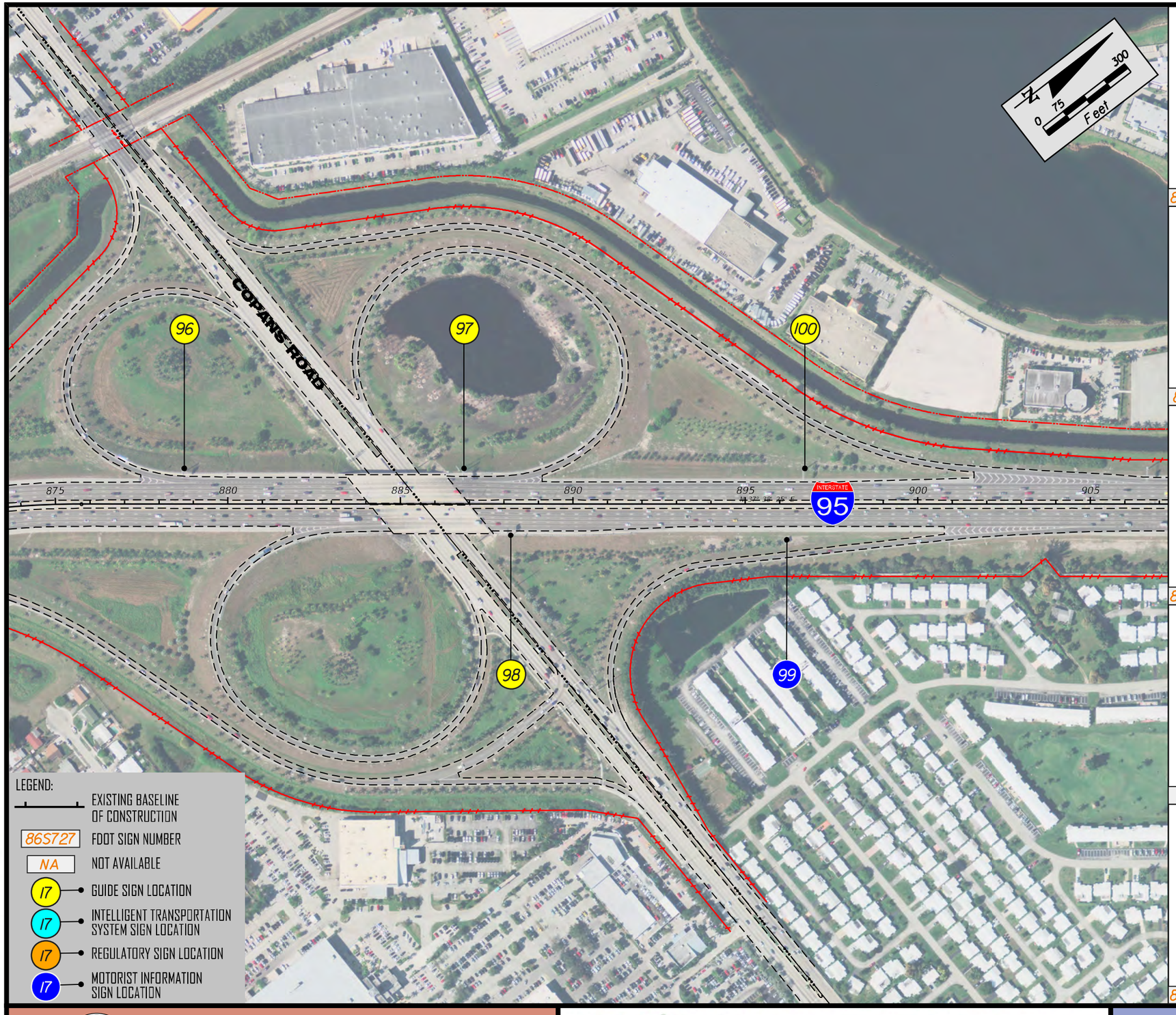
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
21




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

86S789




96

86S791




97

86S720




98

NA




99

86S792




100

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

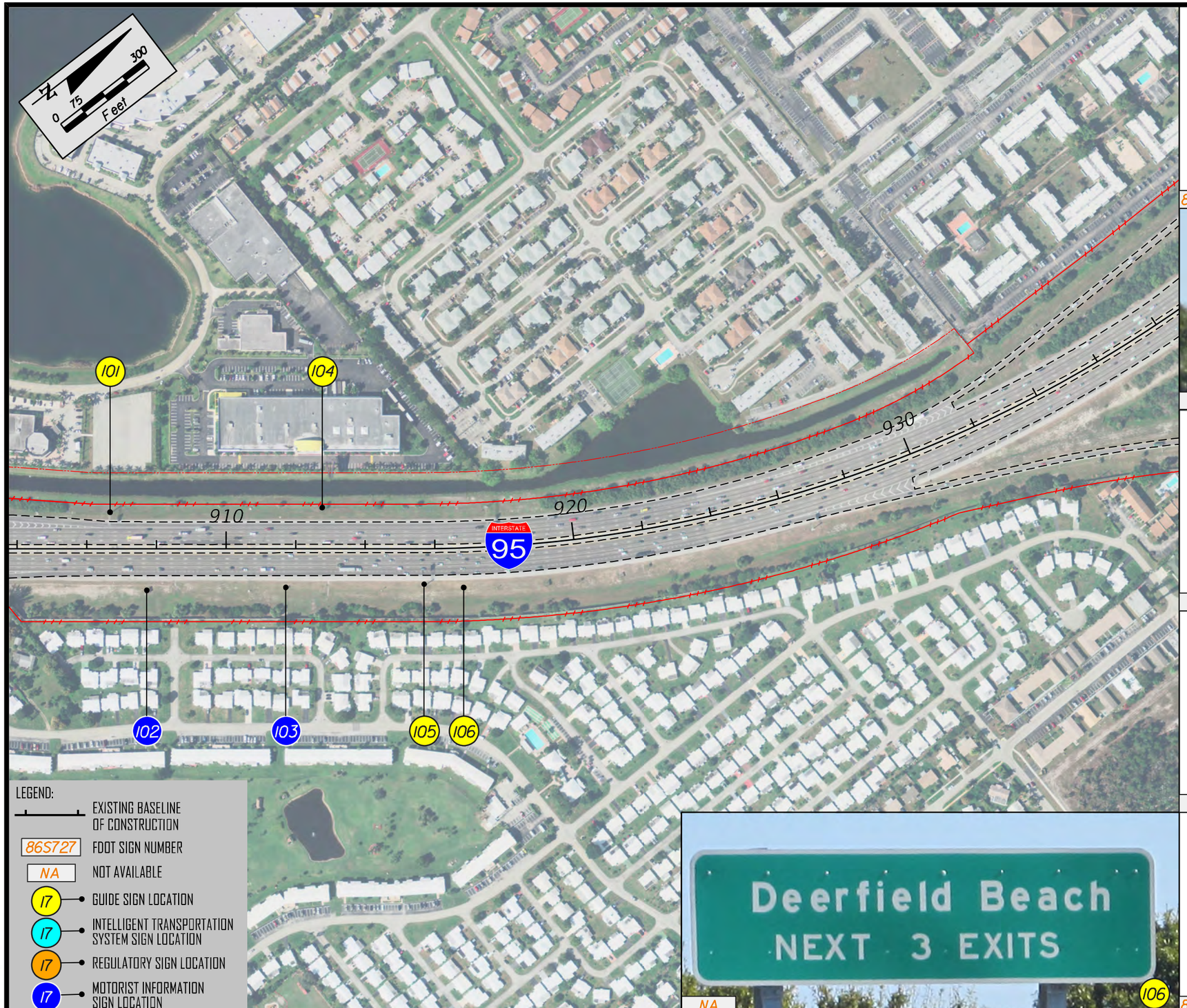
November 2012

# I-95 (SR 9) PD&E STUDY

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING SIGN INVENTORY

SHEET NO. 22




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




86S793 — 101




102

NA




NA — 103




NA — 104




NA — 106



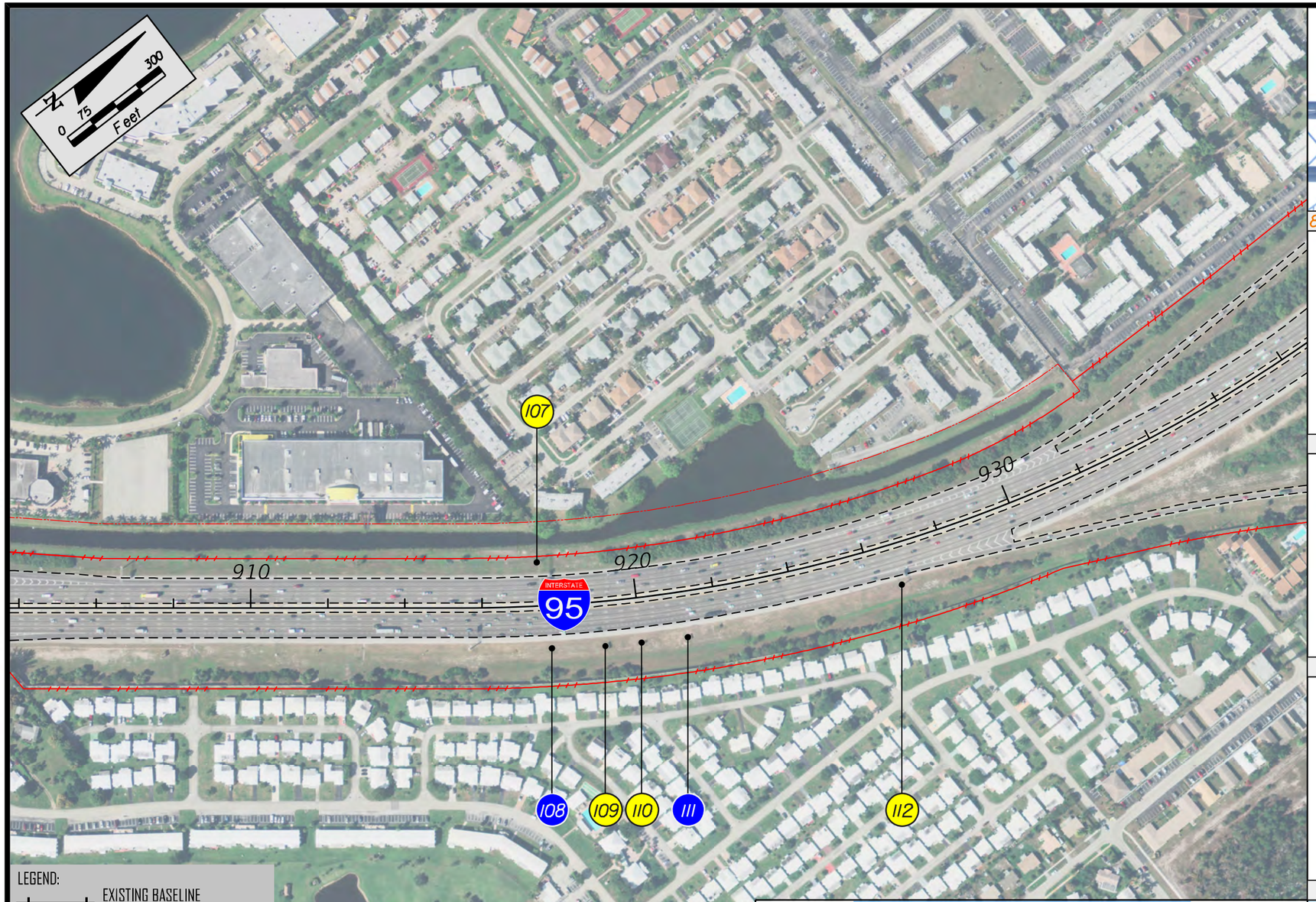

86S722 — 105

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

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SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
23




LEGEND:

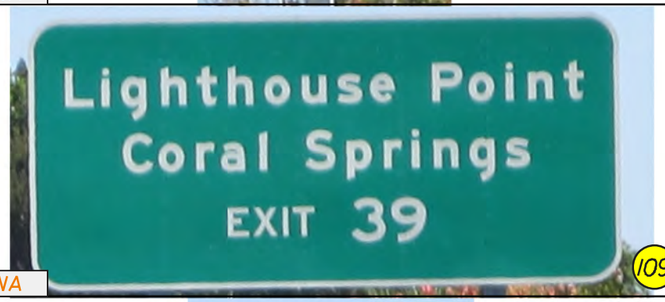
- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION



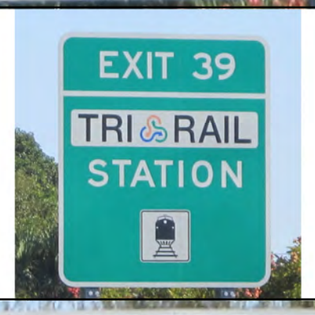

86S796 — 107



NA — 108



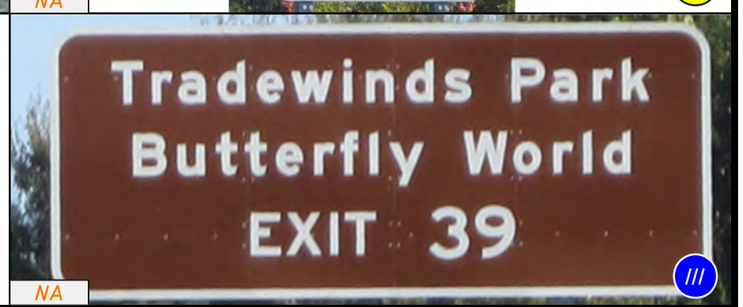

NA — 109



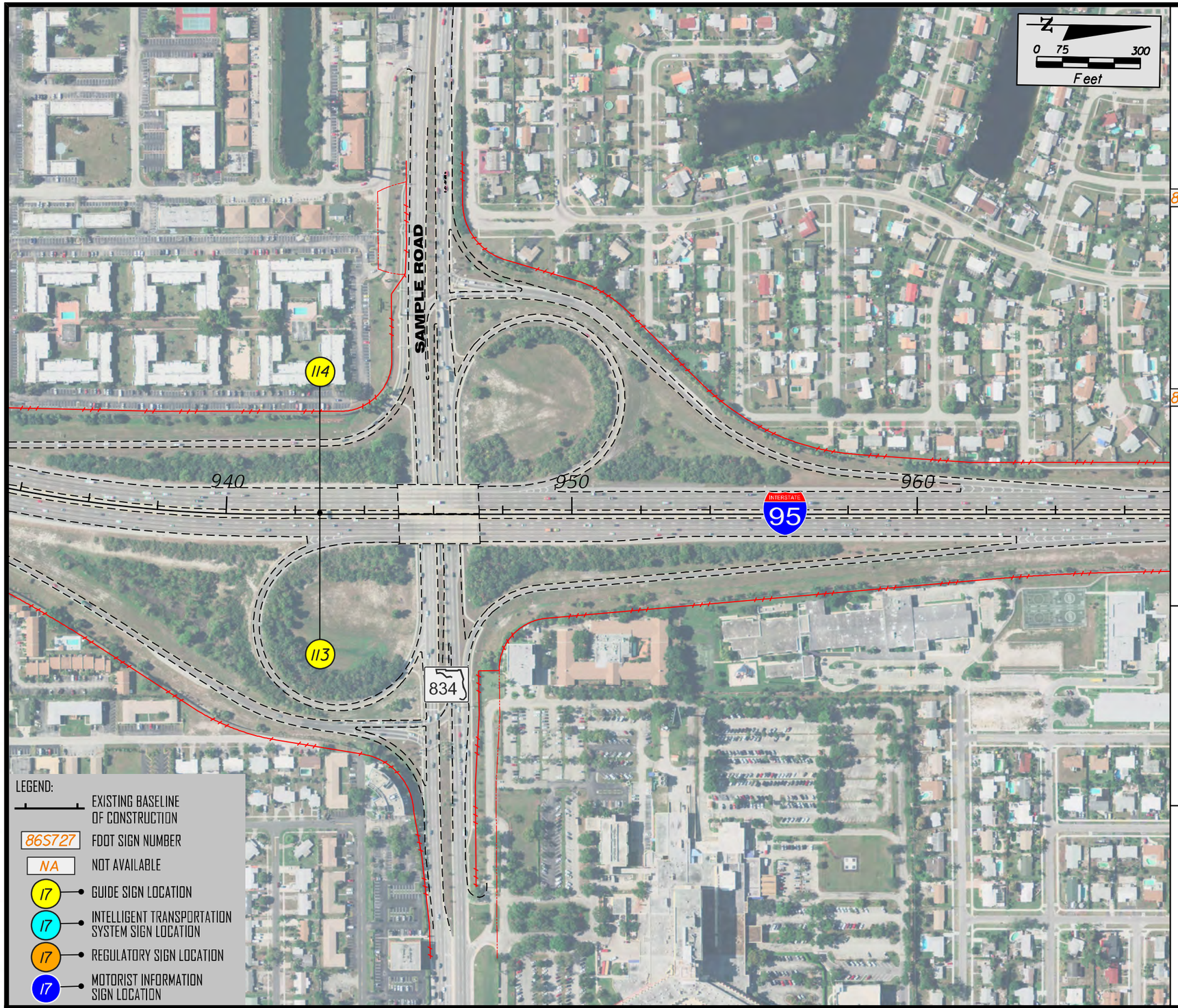

NA — 110




86S721 — 112




NA — 111







86S829 113




86S829 114

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO. 25




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA




115

NA



116

NA




117

NA




118

86S874




119

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

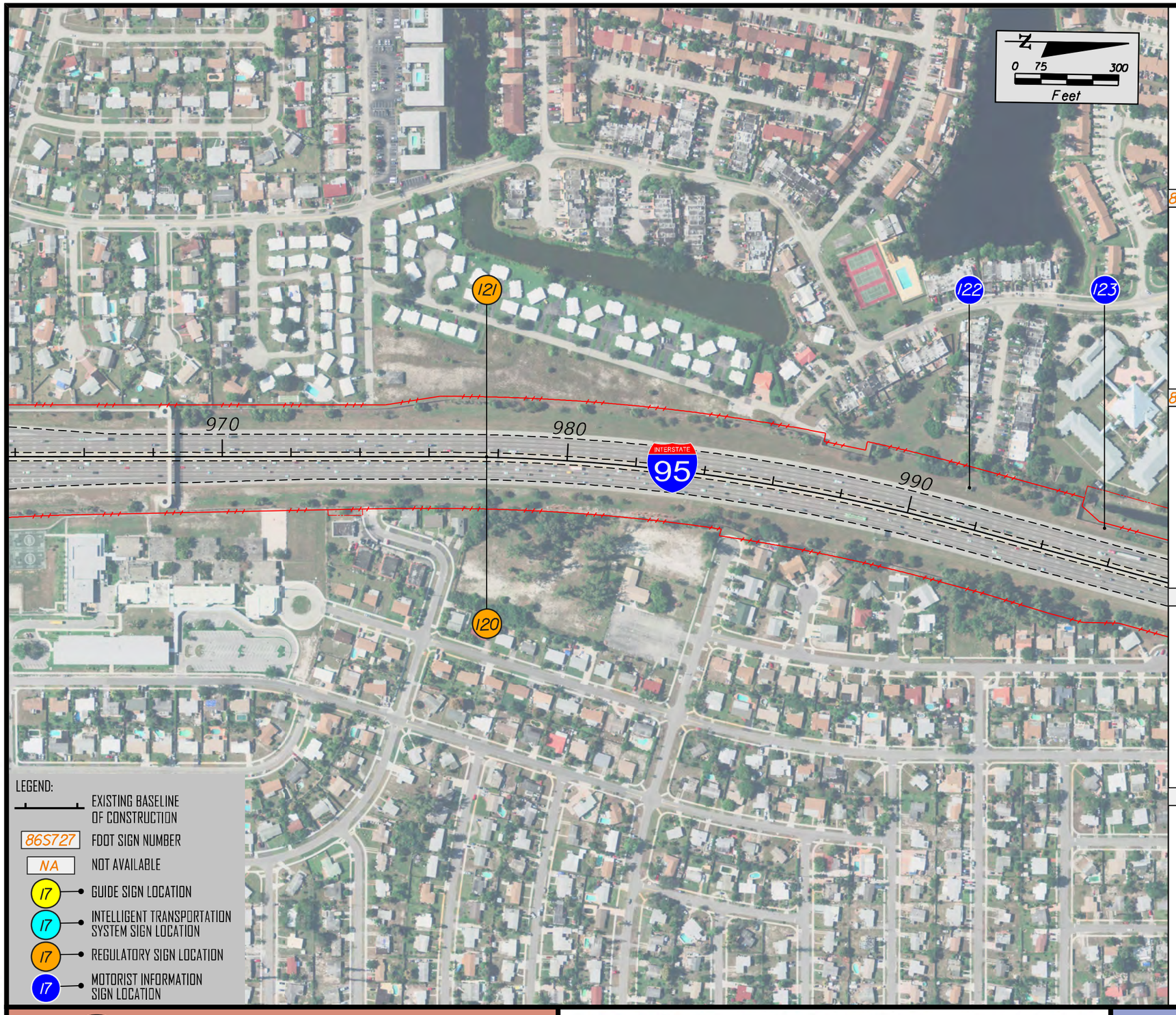
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
26




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 FDOT SIGN NUMBER
- NA NOT AVAILABLE
- 17 GUIDE SIGN LOCATION
- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 REGULATORY SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION

86S830




120

86S830




121

NA

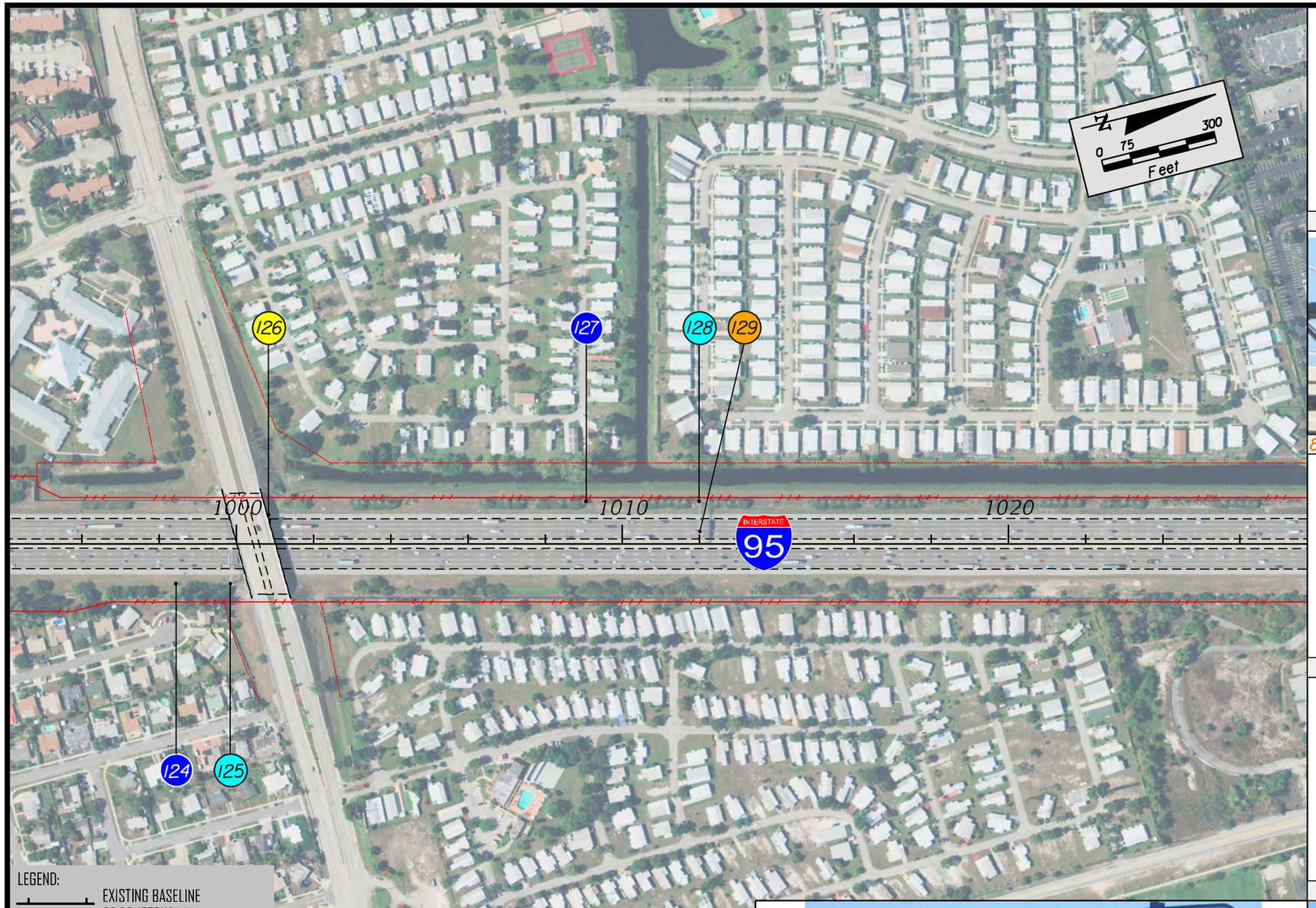



122

NA




123




LEGEND:

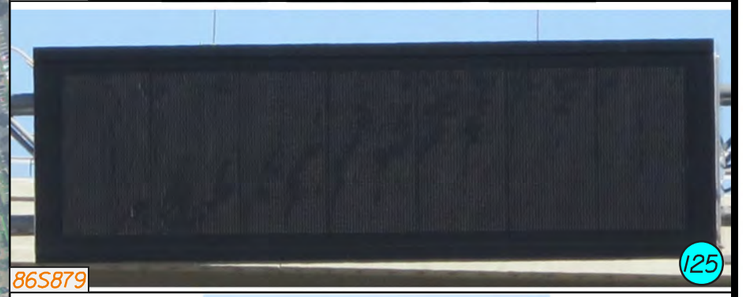
- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA




124

NA



86S879

125

NA




126

NA

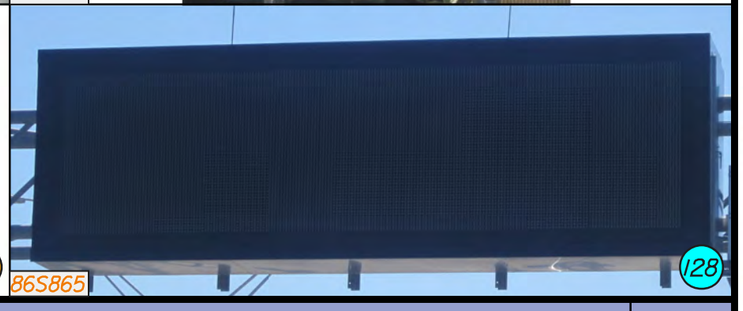



127




86S865

129



86S865

128

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

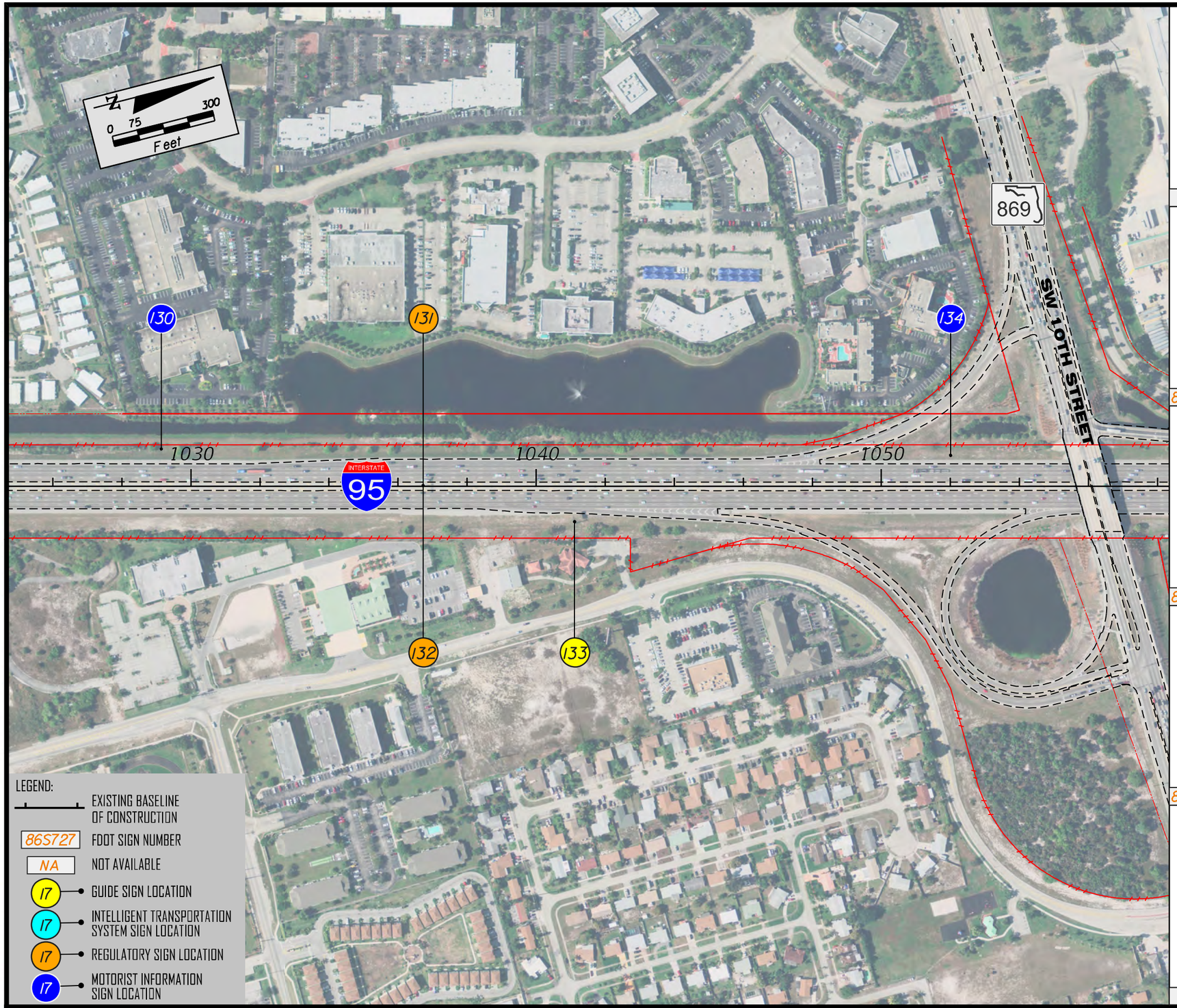
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
28




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA



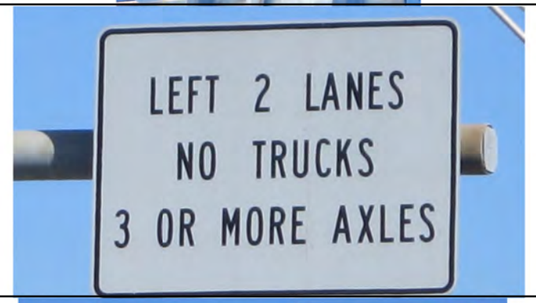

130

86S831




131

86S831




132

86S875




133

NA




134

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

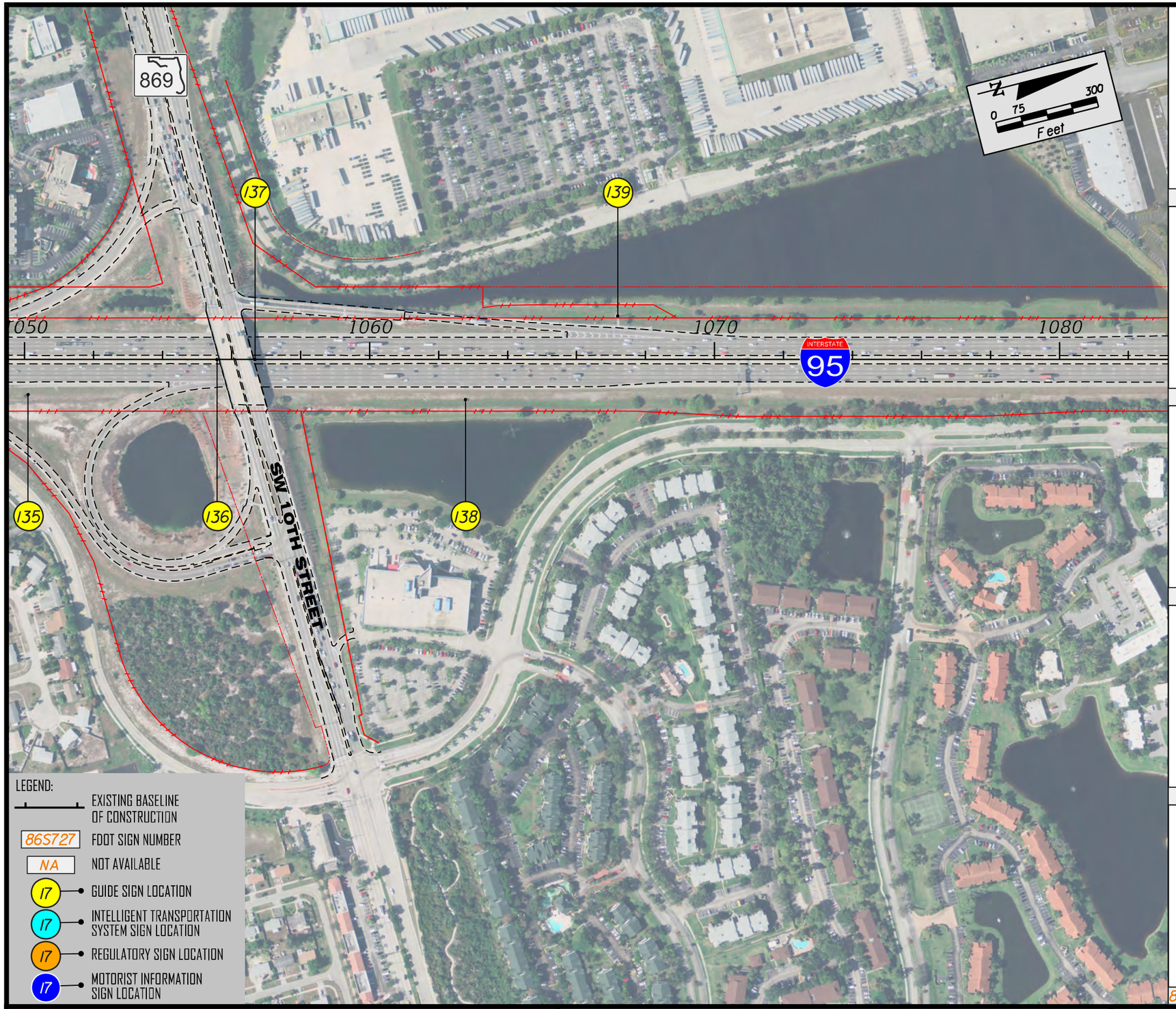
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
29




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA




135

NA




136

NA




137

NA




138

86S795




139

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

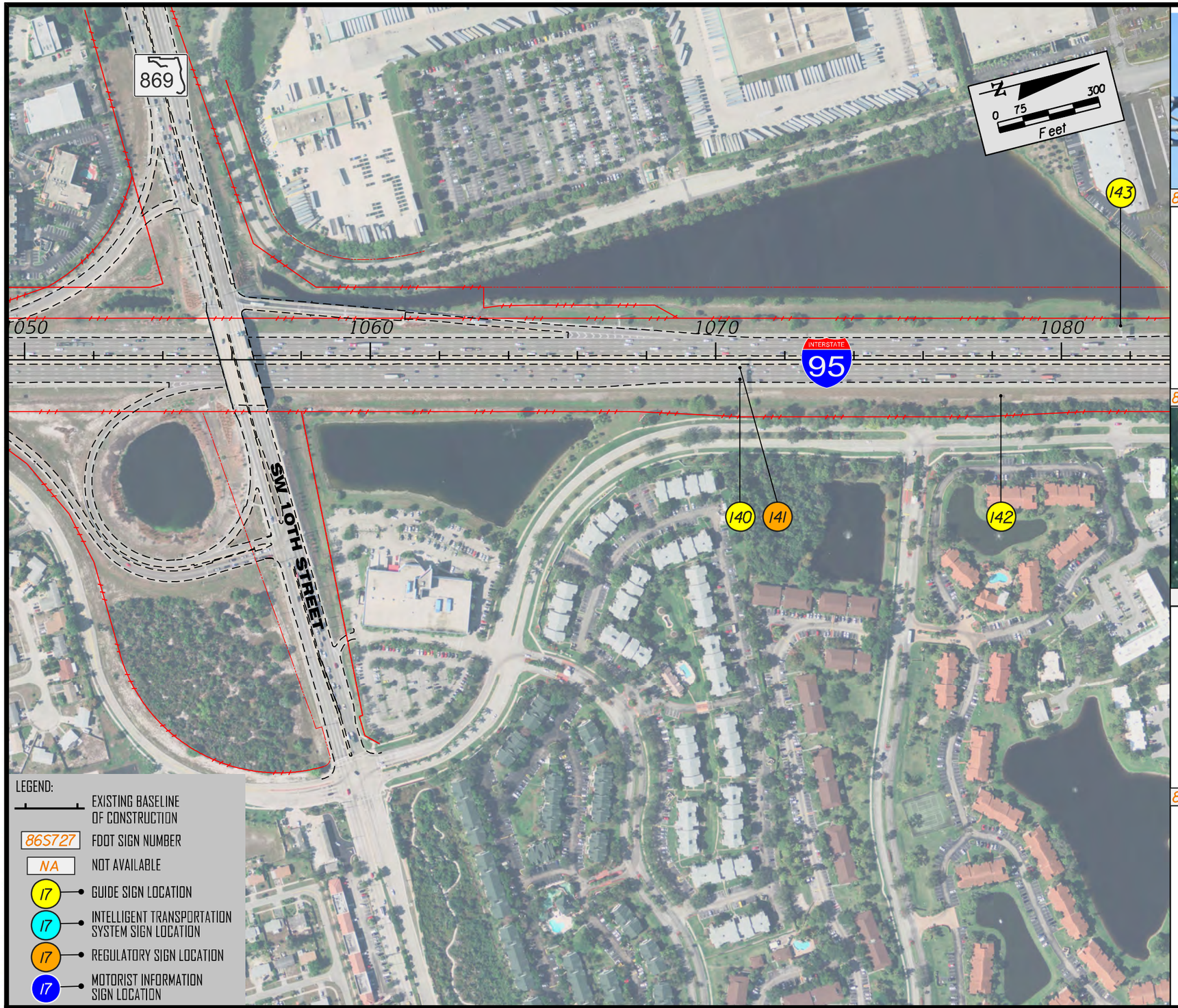
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
30




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




86S726 — 140




86S726 — 141




NA — 142



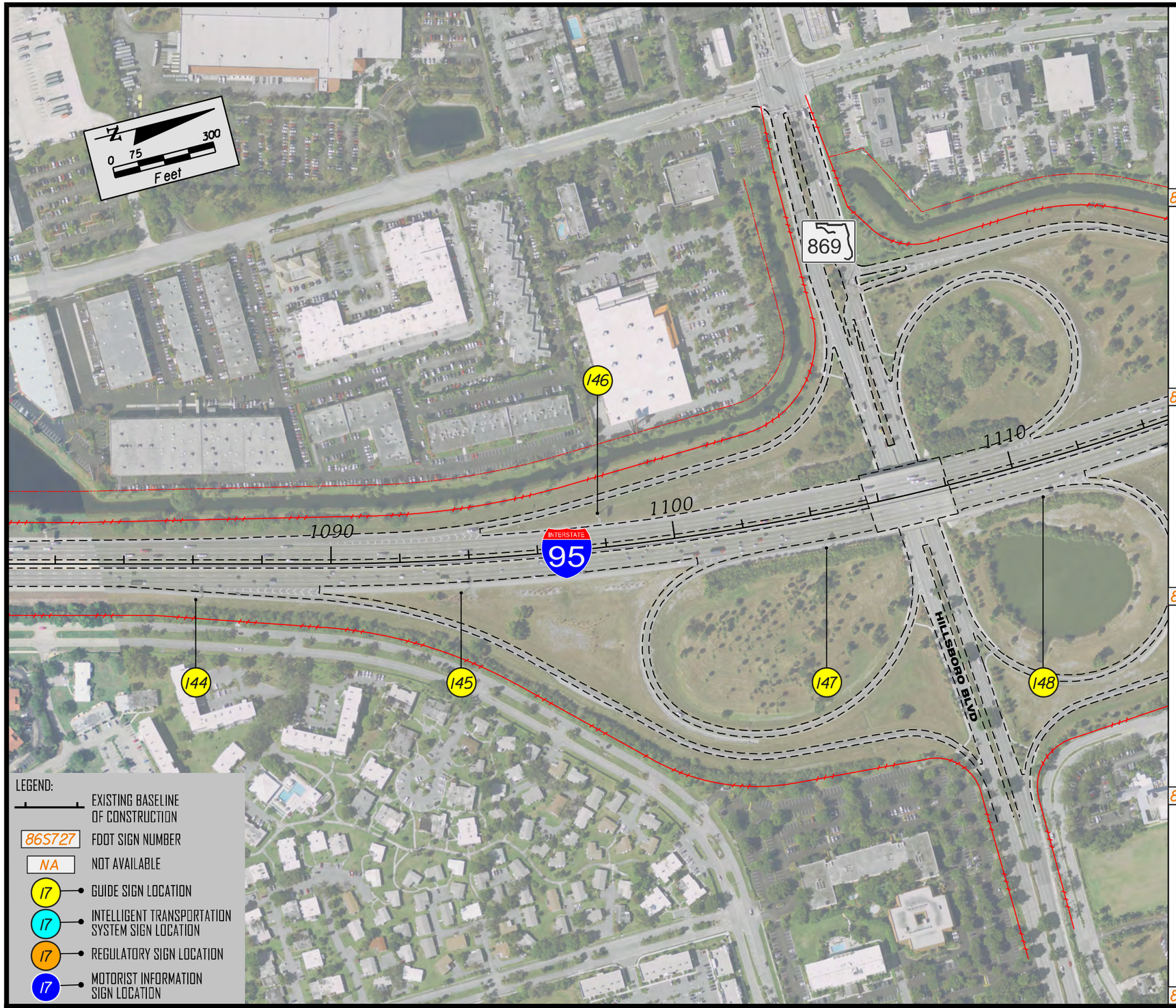

86S795 — 143

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO. 31







86S728 — 144




86S729 — 145




86S797 — 146




86S724 — 147



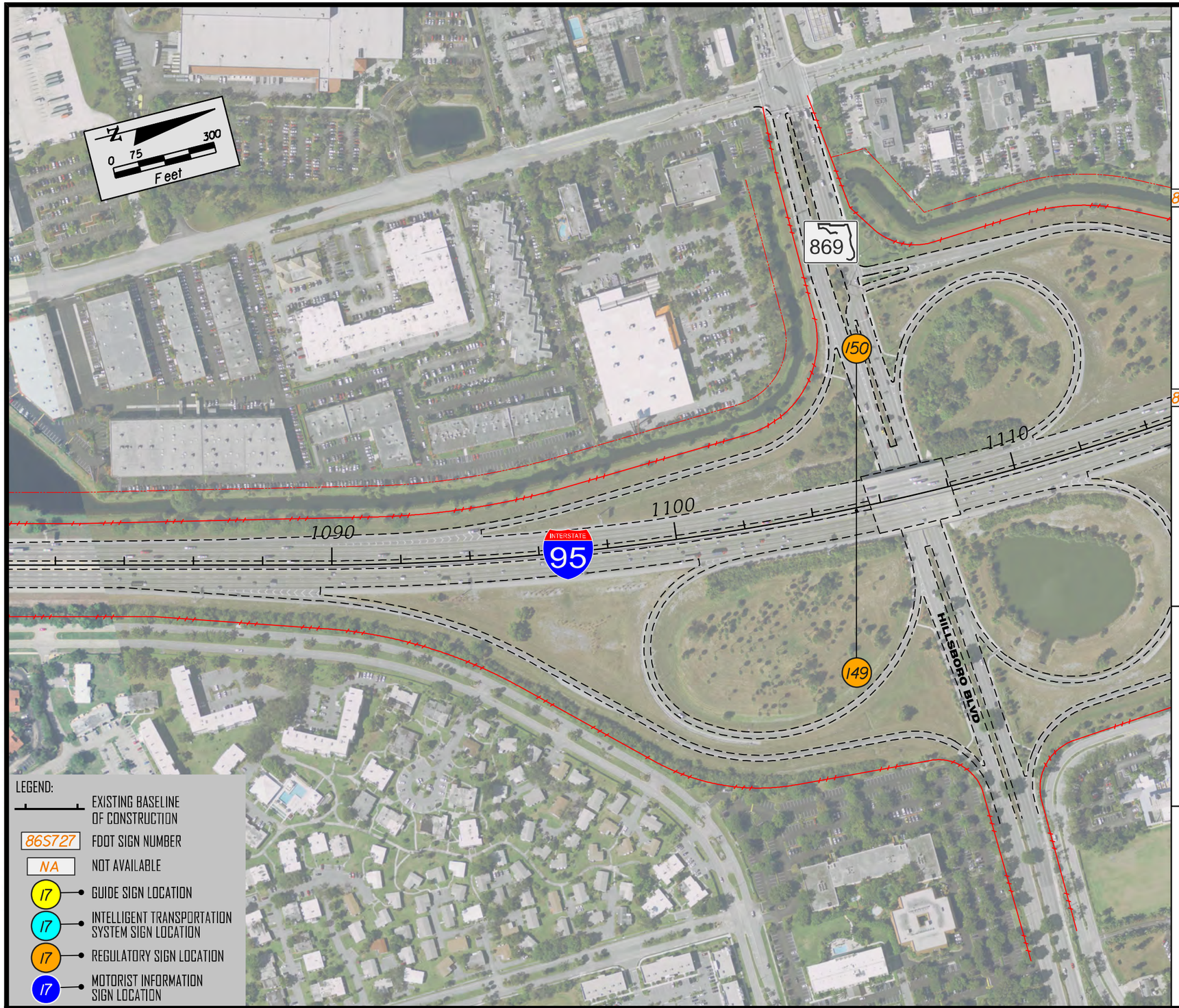

86S730 — 148

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
32




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

86S832




149

86S832




150

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

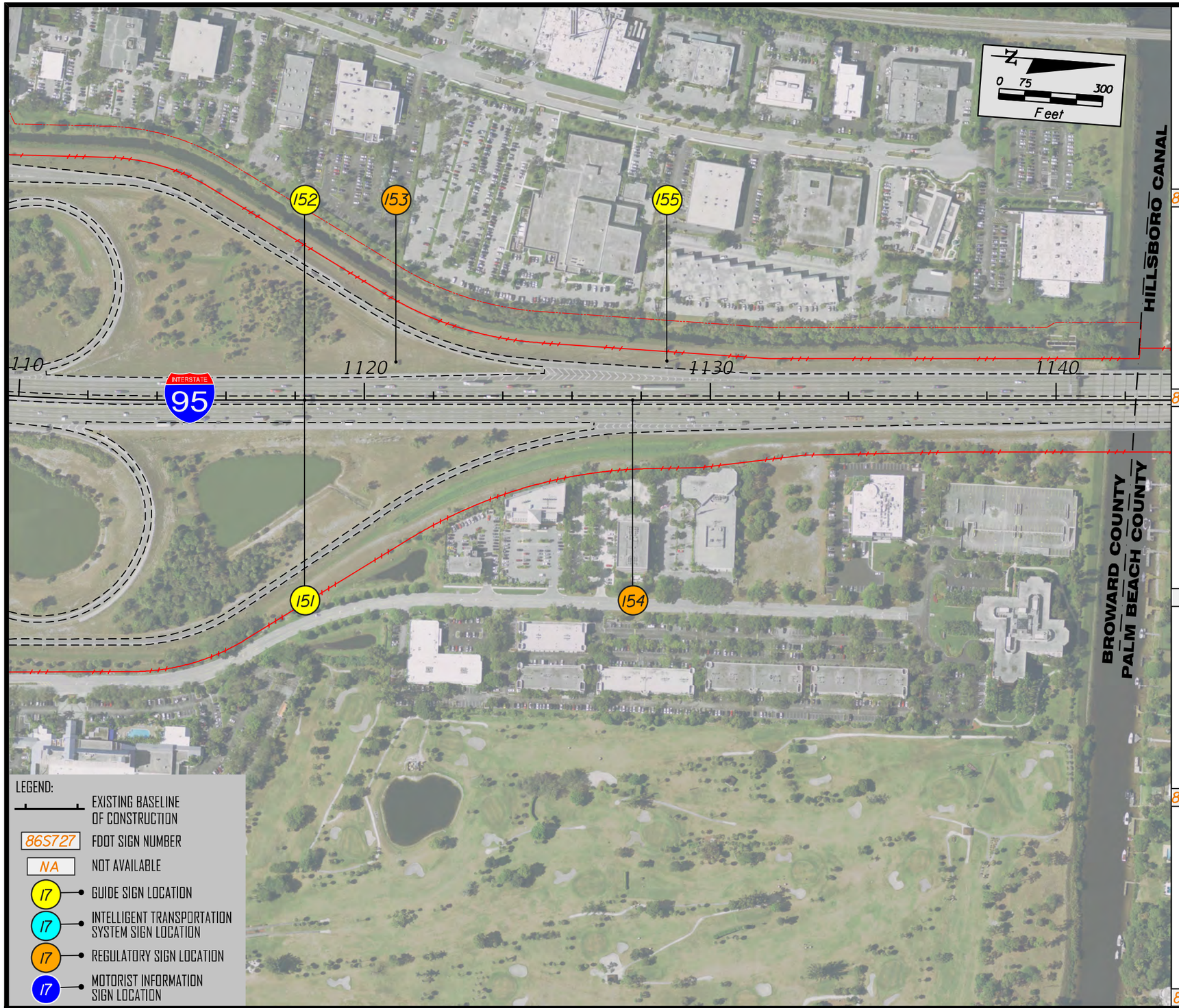
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
33




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

86S833




151

86S833




152

NA




153

86S834




154

86S799




155

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

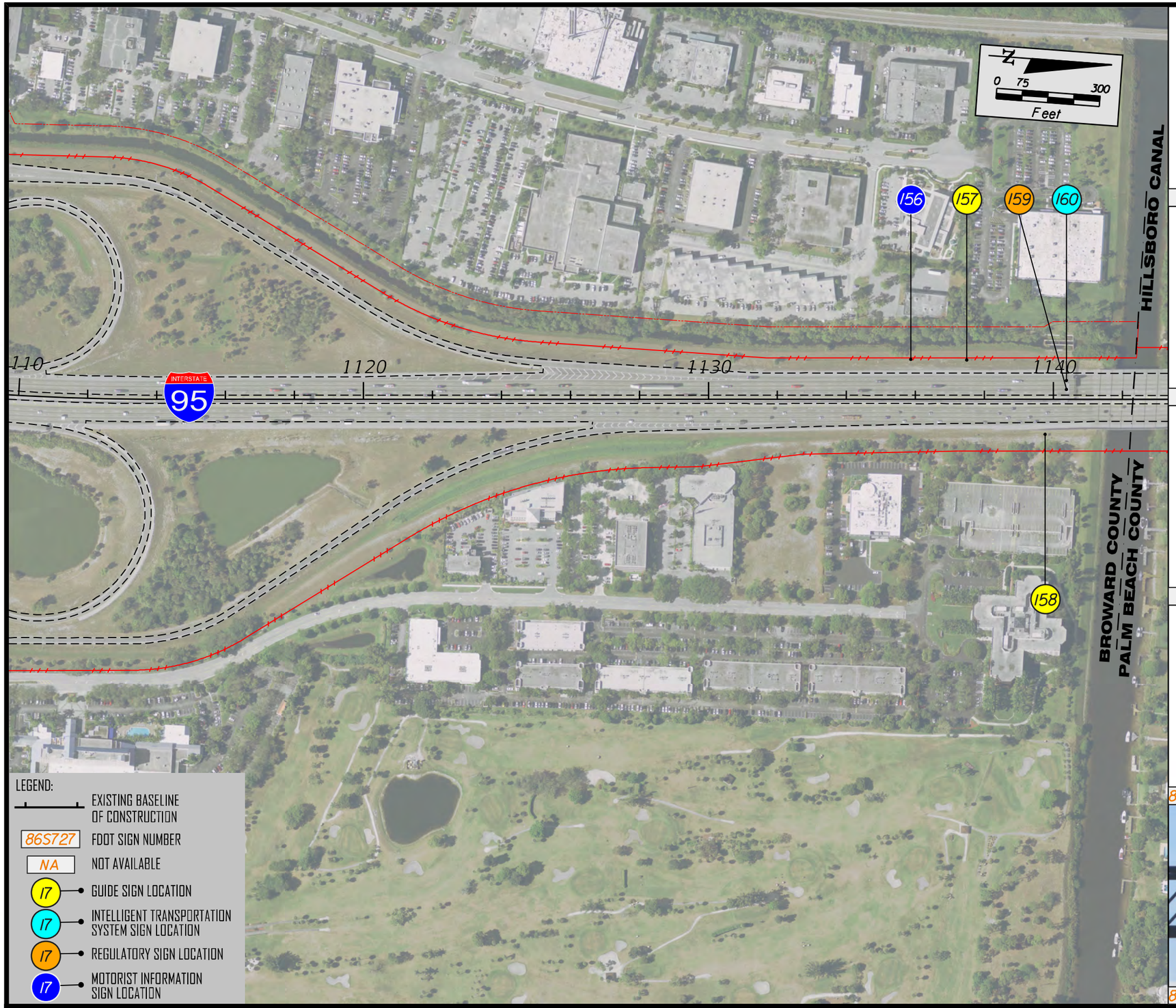
November 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING SIGN INVENTORY

SHEET NO. 34




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA




156

NA




157

NA




158

86S866




159

86S866



160

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
35




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA




161

NA




162

NA




163

NA




164

NA




165

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
36







NA 166




NA 167




NA 168




NA 169



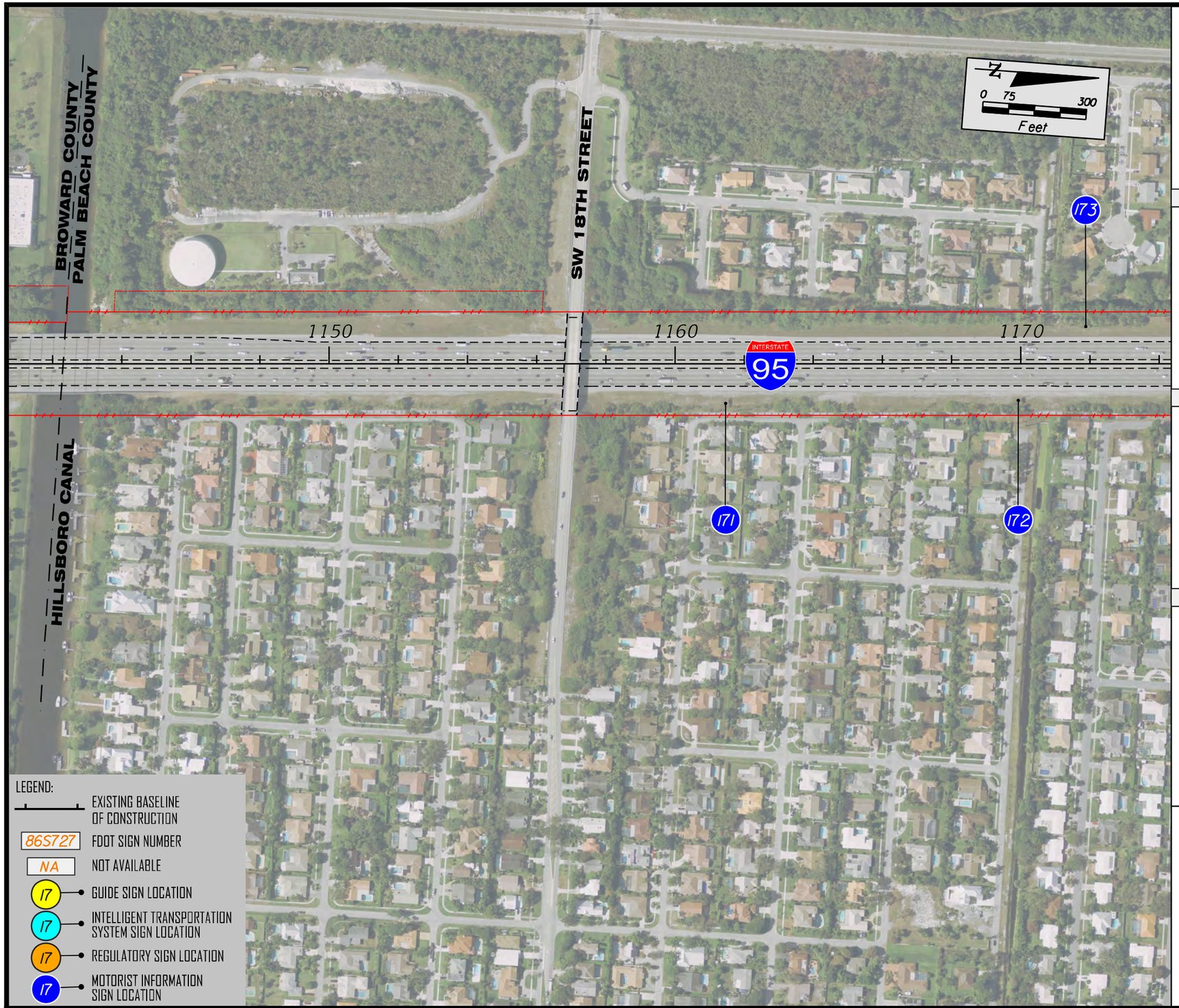

NA 170

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
37







NA

171




NA

172




NA

173

LEGEND:

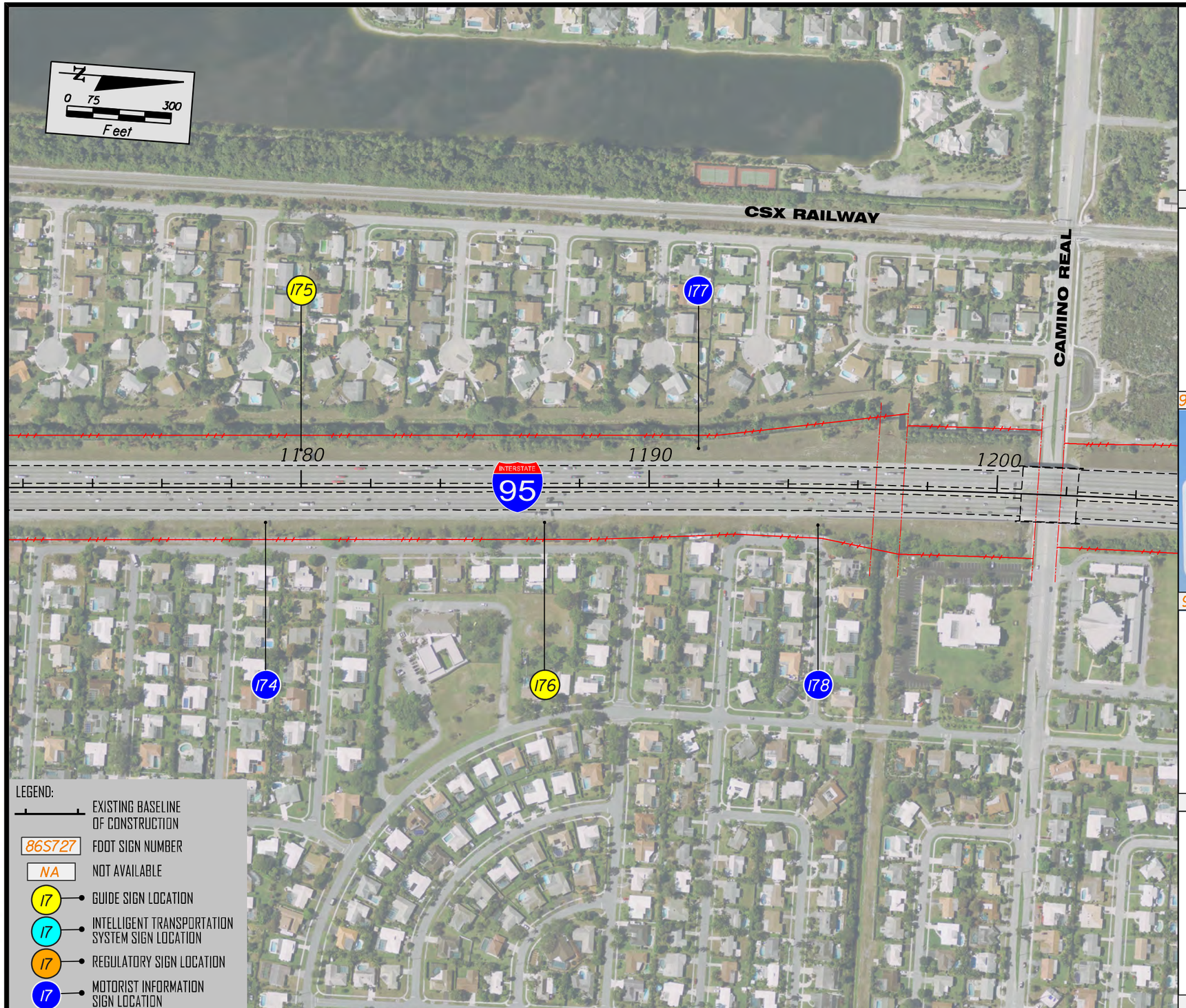
- EXISTING BASELINE OF CONSTRUCTION
- 865727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
38







NA

174




93S764

175




93S651

176




NA

177




NA

178

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

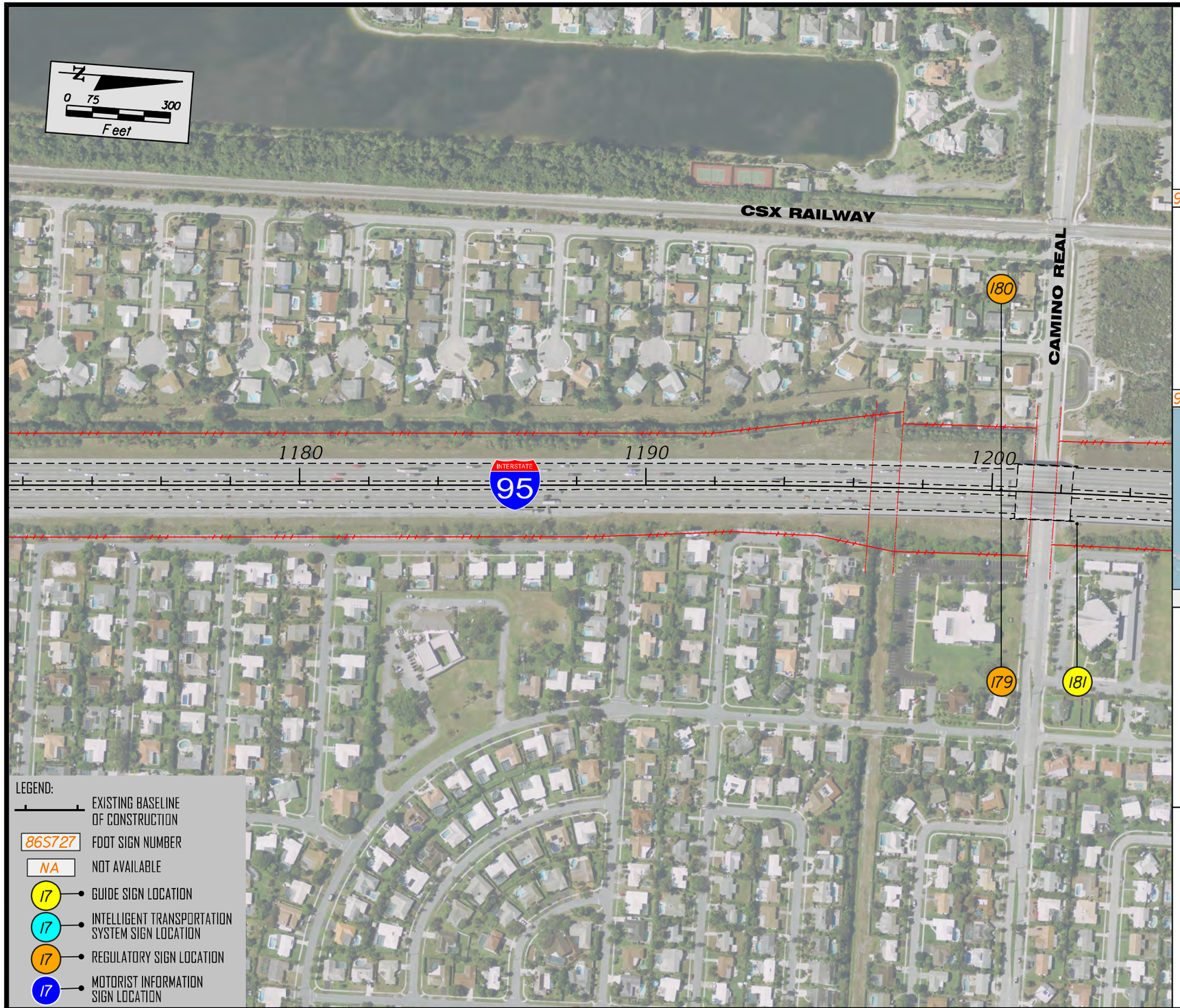
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
39







93S809 179




93S809 180




NA 181

LEGEND:

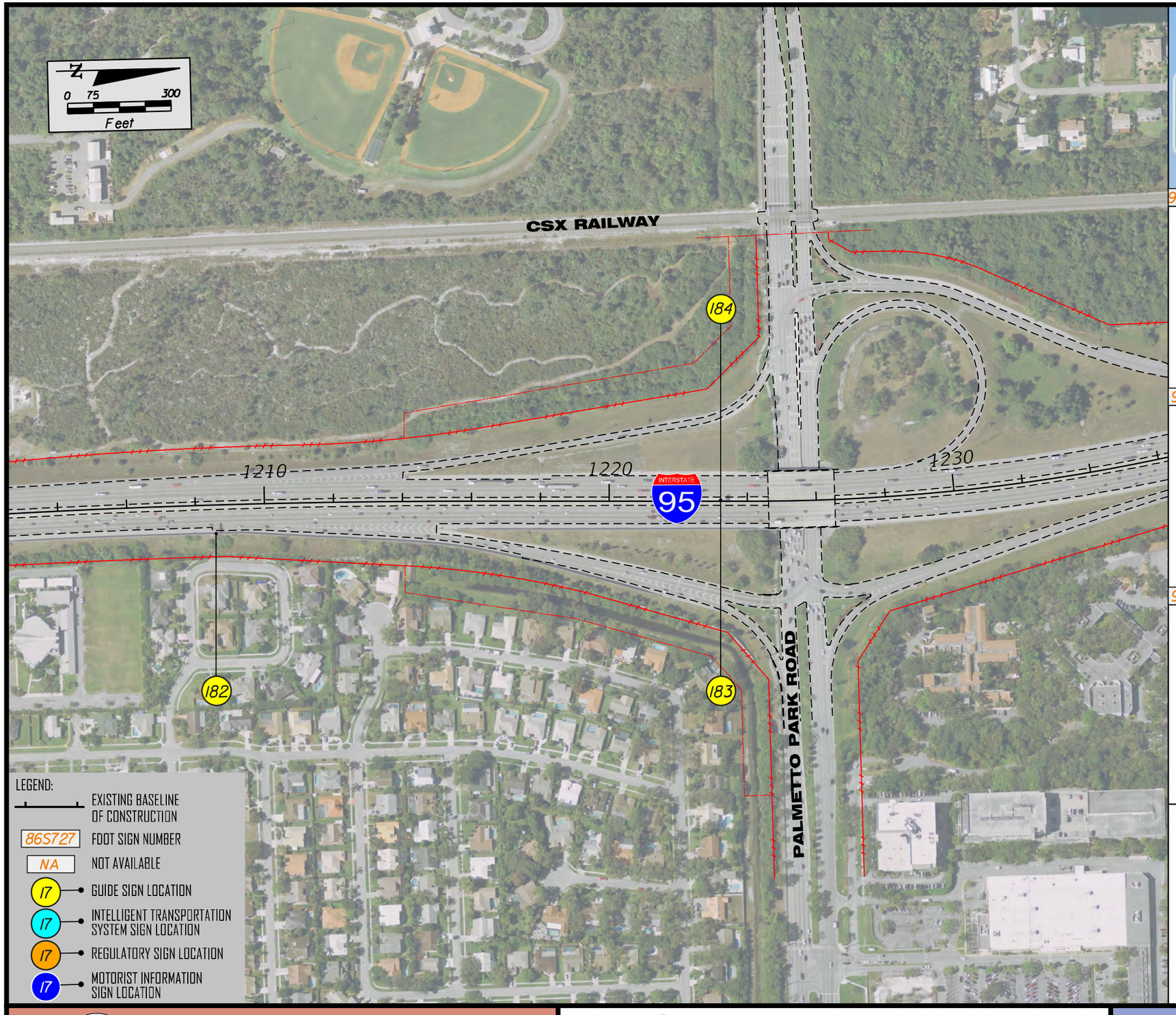
- EXISTING BASELINE OF CONSTRUCTION
- 86S727 FDOT SIGN NUMBER
- NA NOT AVAILABLE
- 17 GUIDE SIGN LOCATION
- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 REGULATORY SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
40











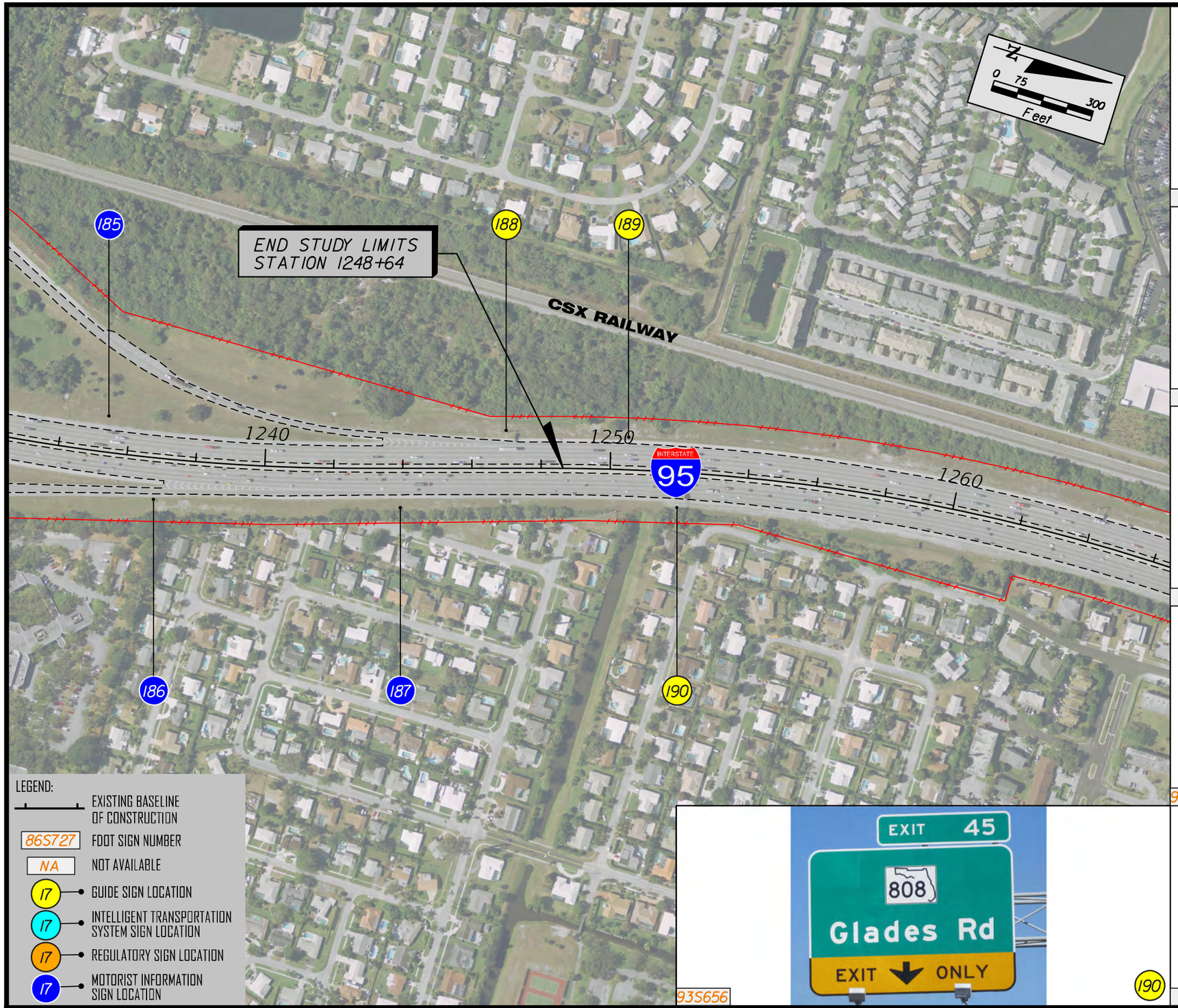


FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
41




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




NA — 185




NA — 186




NA — 187




93S762 — 188




93S656 — 190



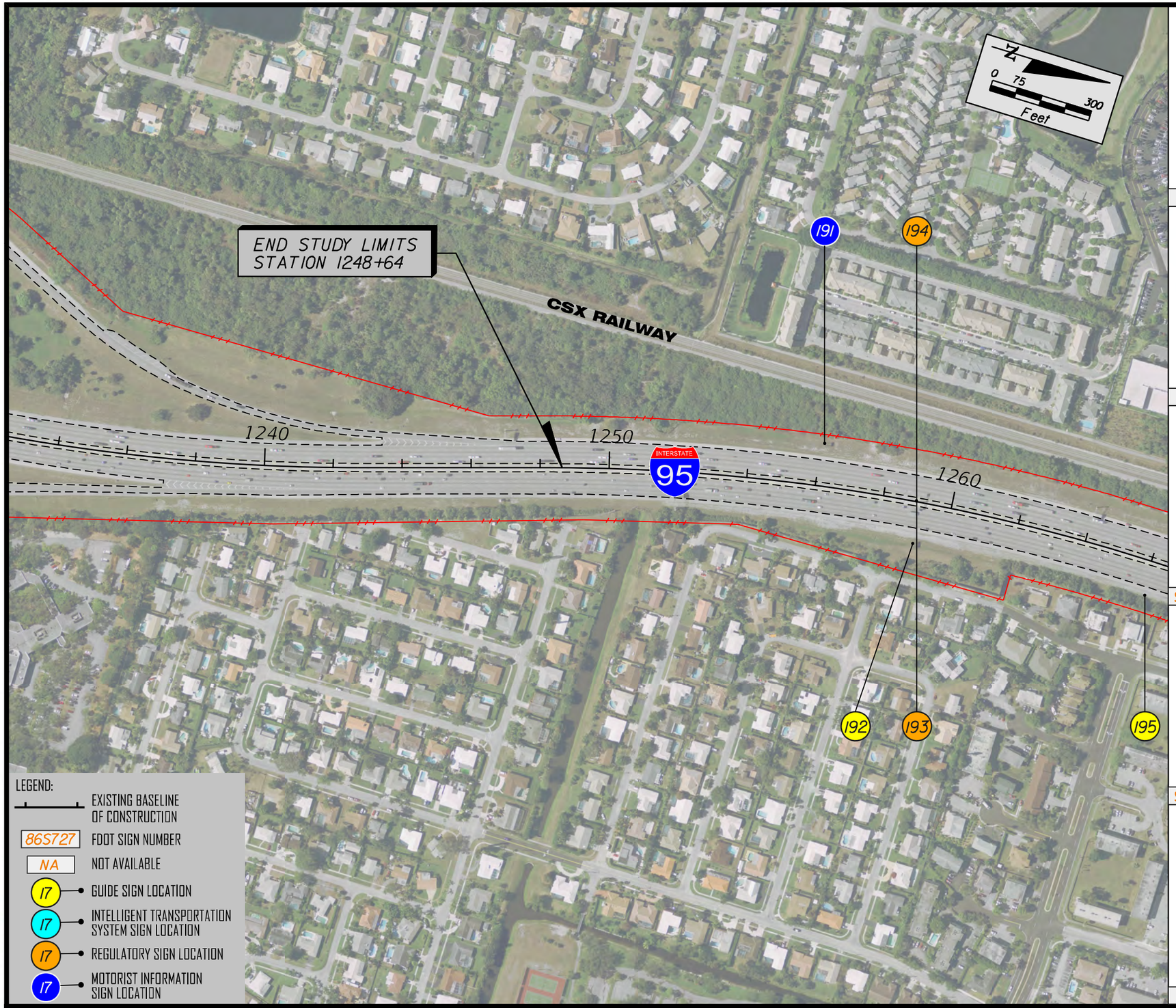

NA — 189

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
November 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO. 42




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION

NA




191

NA




192

93S811




193

93S811




194

NA




195

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

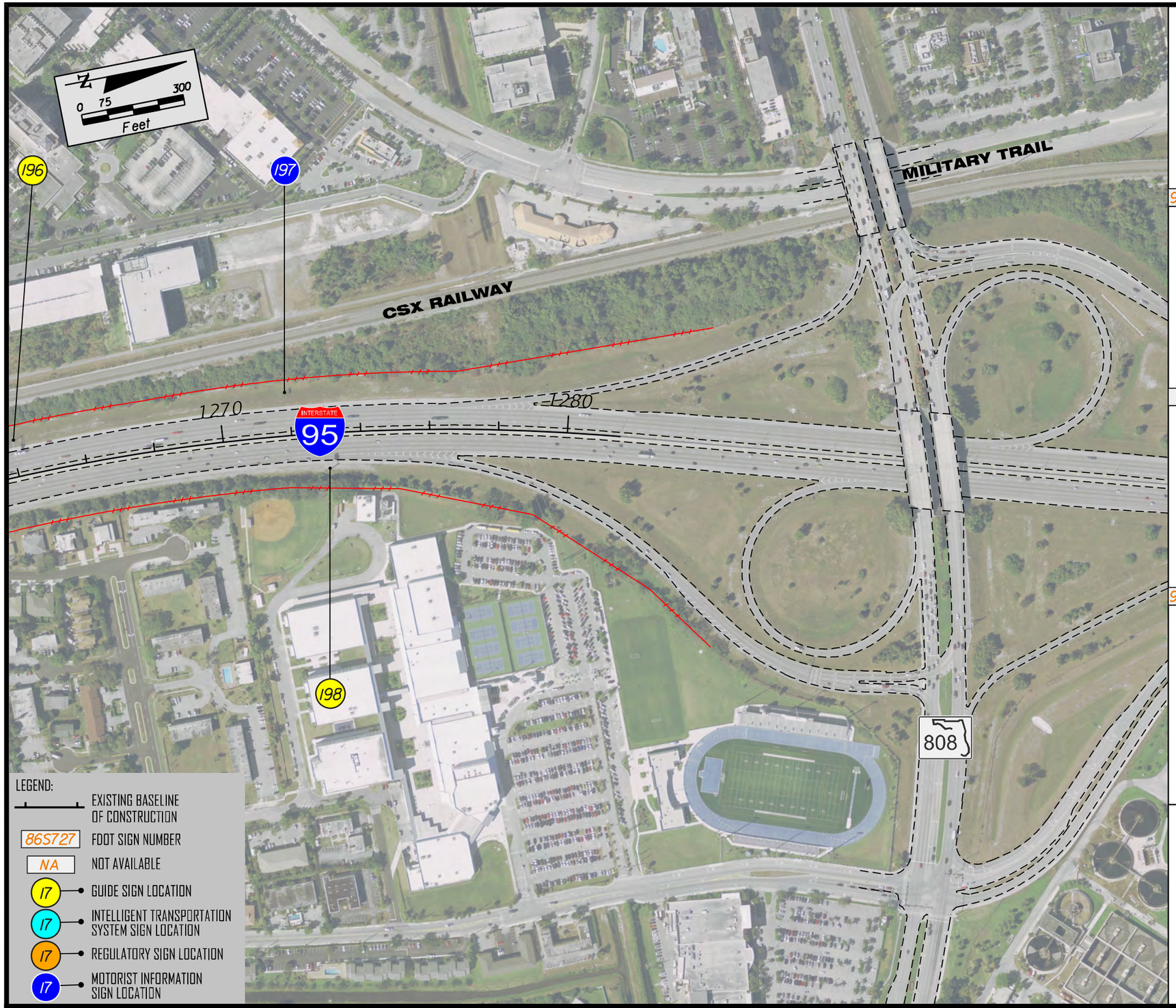
November 2012

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING SIGN INVENTORY

SHEET NO.
43




LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 86S727 — FDOT SIGN NUMBER
- NA — NOT AVAILABLE
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — REGULATORY SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION




93S657 — 196




NA — 197

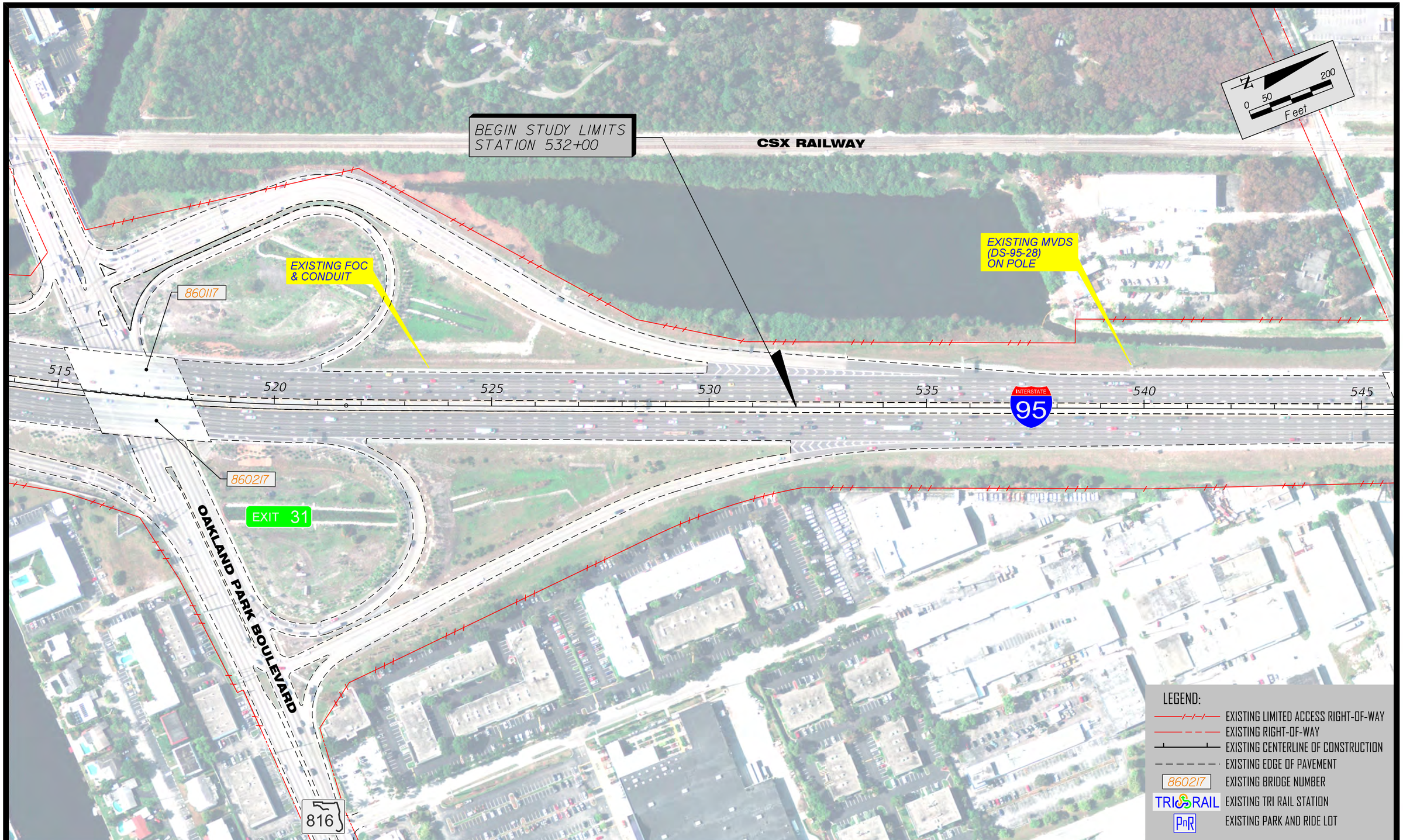



93S763 — 198

# APPENDIX C

## Existing and Proposed Intelligent Transportation System

# Existing ITS Network Plans




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

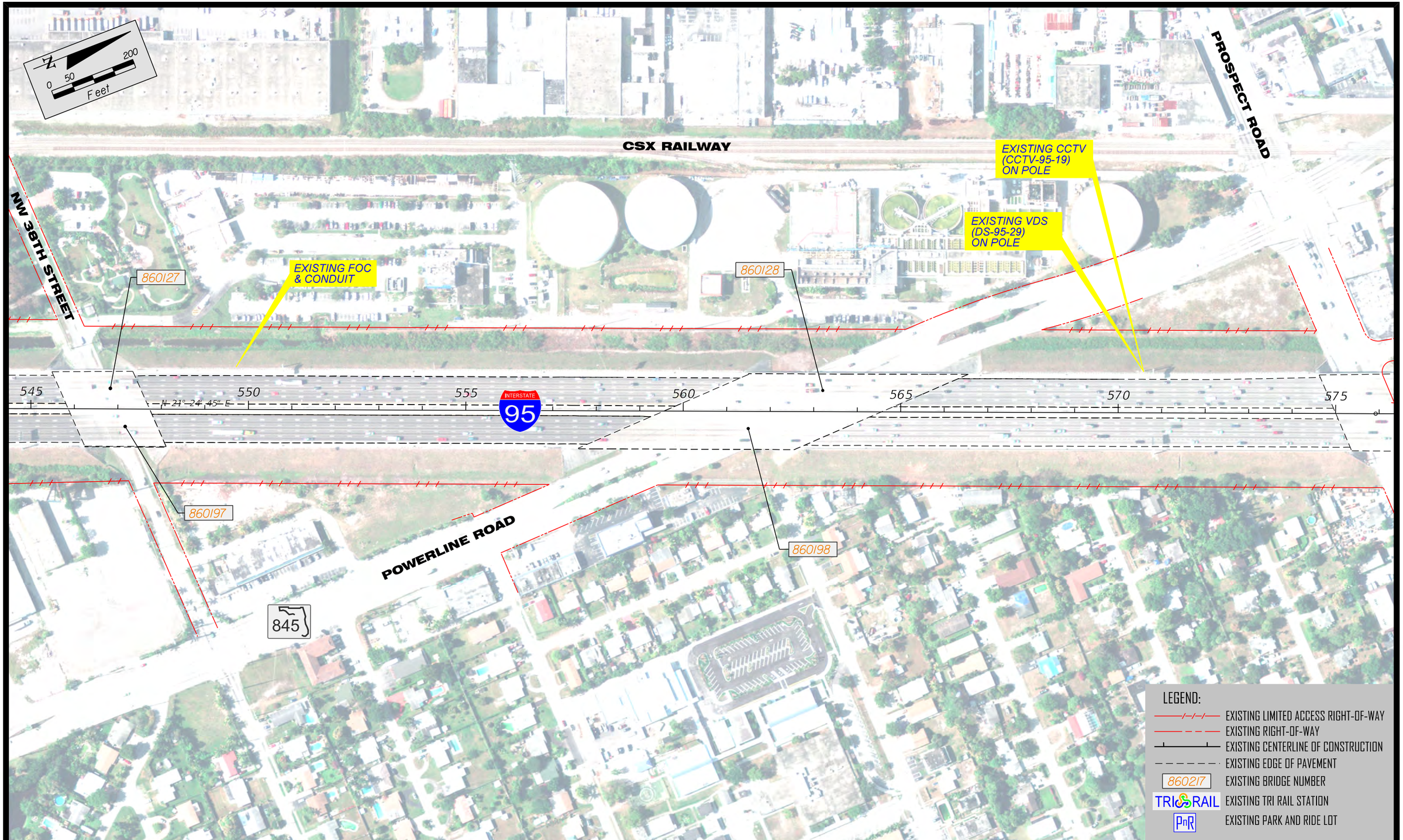
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO. 1




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
2

POWERLINE ROAD

845

CSX RAILWAY

EXISTING MVDS (DS-95-30) ON POLE

EXISTING FOC & CONDUIT

COMMERCIAL BOULEVARD

860131

860130

860129

860199

860196

575

580

585

590

595

600

605

N 21° 24' 45" E

N 3° 45' 45" E

INTERSTATE 95

EXIT 32

PROSPECT ROAD

870

N

0 50 200

Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
- PnR EXISTING PARK AND RIDE LOT

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING ITS NETWORK

SHEET NO. 3

EXISTING FOC & CONDUIT

EXISTING MVDS (DS-95-31) ON POLE

EXISTING CCTV (CCTV-95-20) ON POLE

CSX RAILWAY

605 610 615 620 625 630 635

INTERSTATE 95

N

0 50 200

Feet

PnR

120 Feet
(ON COMMERCIAL BLVD)

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
- PnR EXISTING PARK AND RIDE LOT

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

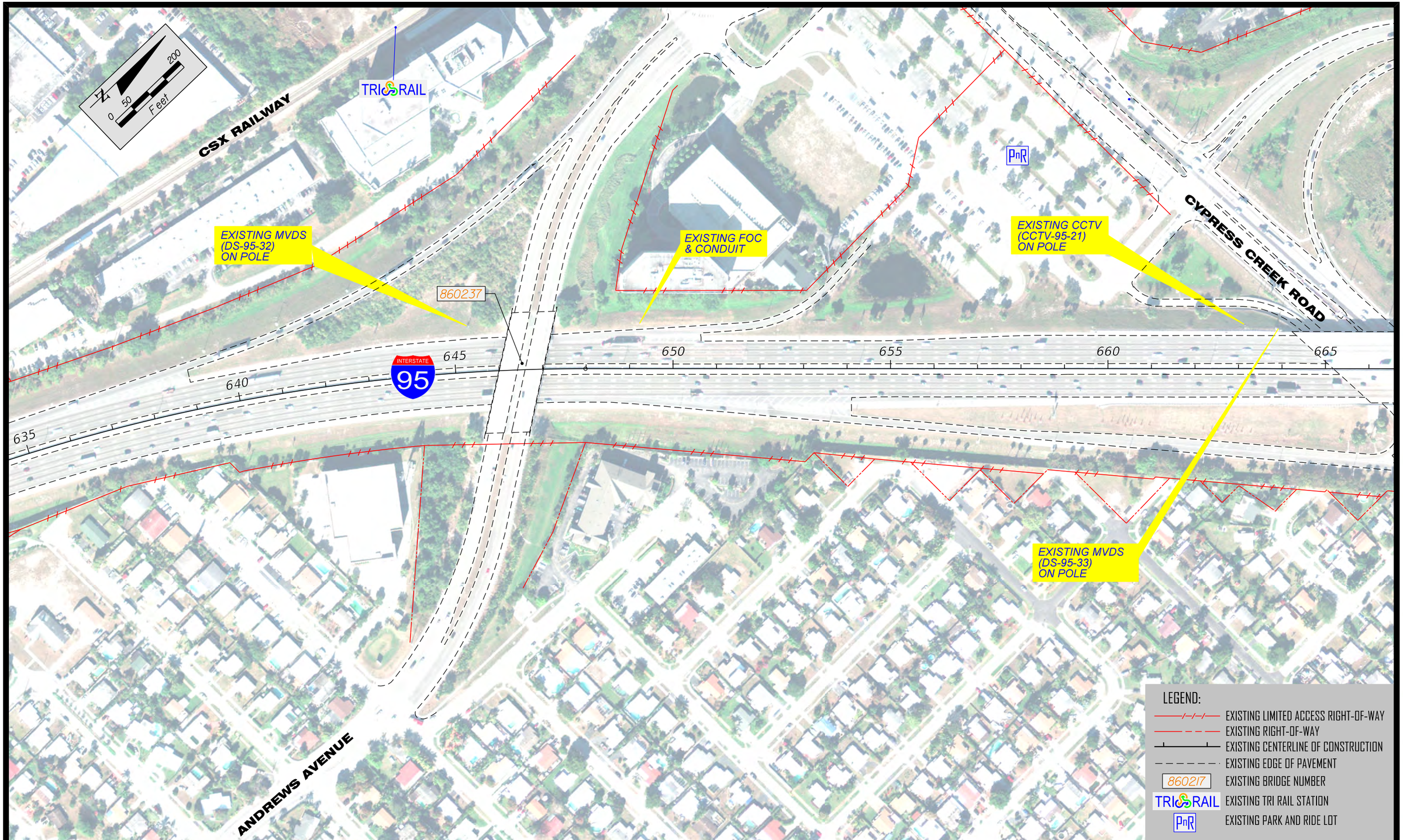
January 2013

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
EXISTING ITS NETWORK

SHEET NO. 4




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

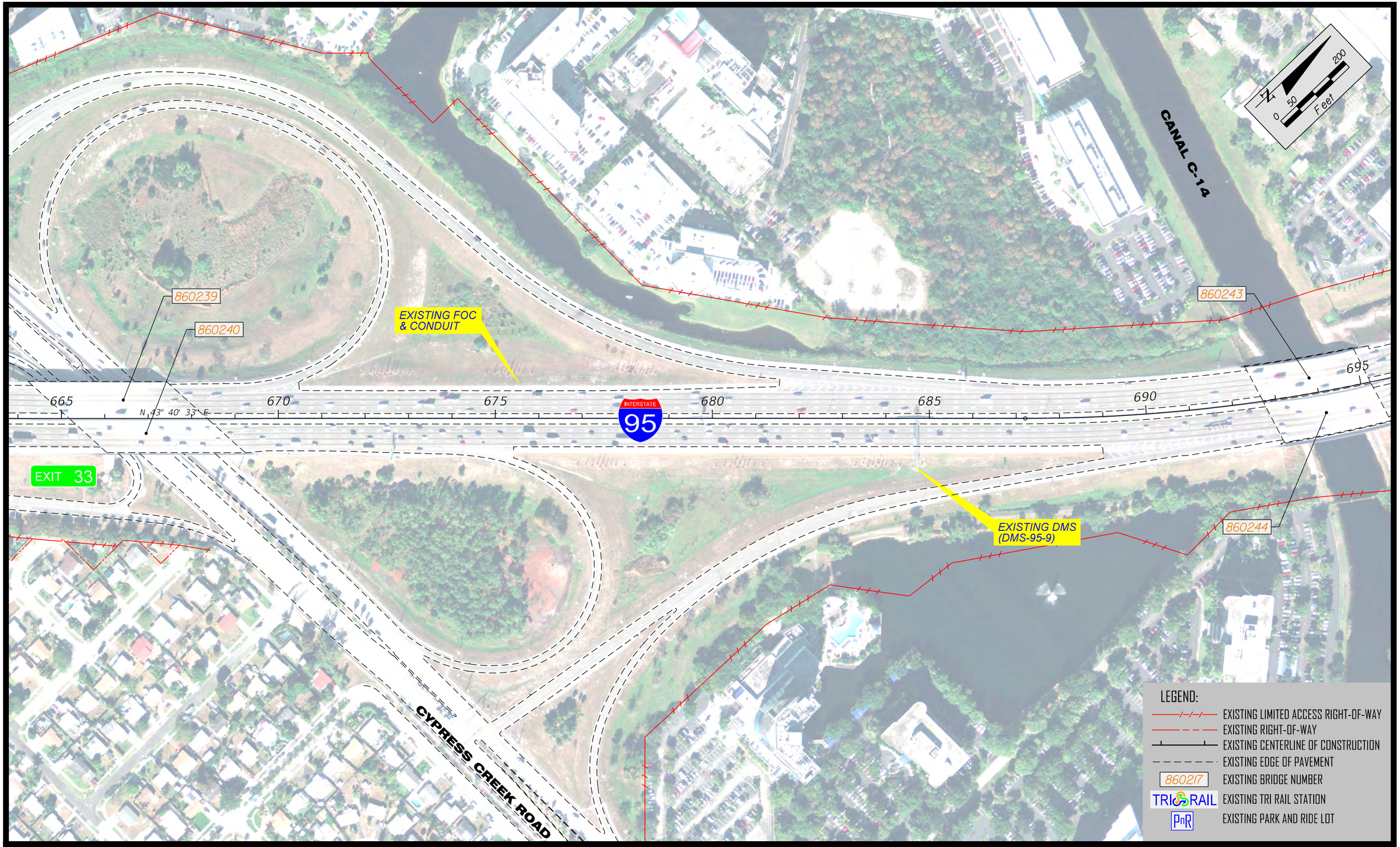
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO. 5




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
6

CANAL C-14

ANDREWS AVENUE

EXISTING CCTV
(CCTV-95-22)
ON POLE

EXISTING MVDS
(DS-95-35)
ON POLE

EXISTING FOC
& CONDUIT

EXISTING MVDS
(DS-95-34)
ON OVERHEAD TRUSS

EXISTING DMS
(DMS-95-10)

860241

860242

695 700 705 710 715 720 725

INTERSTATE 95

McNAB ROAD

N
0 50 200
Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
- PnR EXISTING PARK AND RIDE LOT

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO. 7

ANDREWS AVENUE

N

0 50 200

Feet

EXISTING FOC & CONDUIT

EXISTING MVDS (DS-95-36) ON POLE

EXISTING CCTV (CCTV-95-23) ON POLE

EXISTING HAR HAR BEACON (HAR-95-07)

725 730 735 740 745 750 755

INTERSTATE 95

EXISTING HAR HAR BEACON (HAR-95-06)

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
- PnR EXISTING PARK AND RIDE LOT

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) EXISTING ITS NETWORK

SHEET NO. 8

ANDREWS AVENUE

RACE TRACK ROAD

ATLANTIC BLVD

860233

860231

860232

EXISTING FOC & CONDUIT

EXISTING MVDS (DS-95-37) ON POLE

EXISTING CCTV (CCTV-95-24) ON POLE

755 760 765 770 775 780 785

INTERSTATE 95

EXIT 36

814

N

0 50 200

Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
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FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

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# SR 9 (INTERSTATE 95) EXISTING ITS NETWORK

SHEET NO. 9

DR MARTIN L KING JR BLVD

EXISTING FOC & CONDUIT

EXISTING MVDS (DS-95-38) ON POLE

860235

860236

790 795 800 805 810 815

INTERSTATE 95

N

0 50 200

Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
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FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

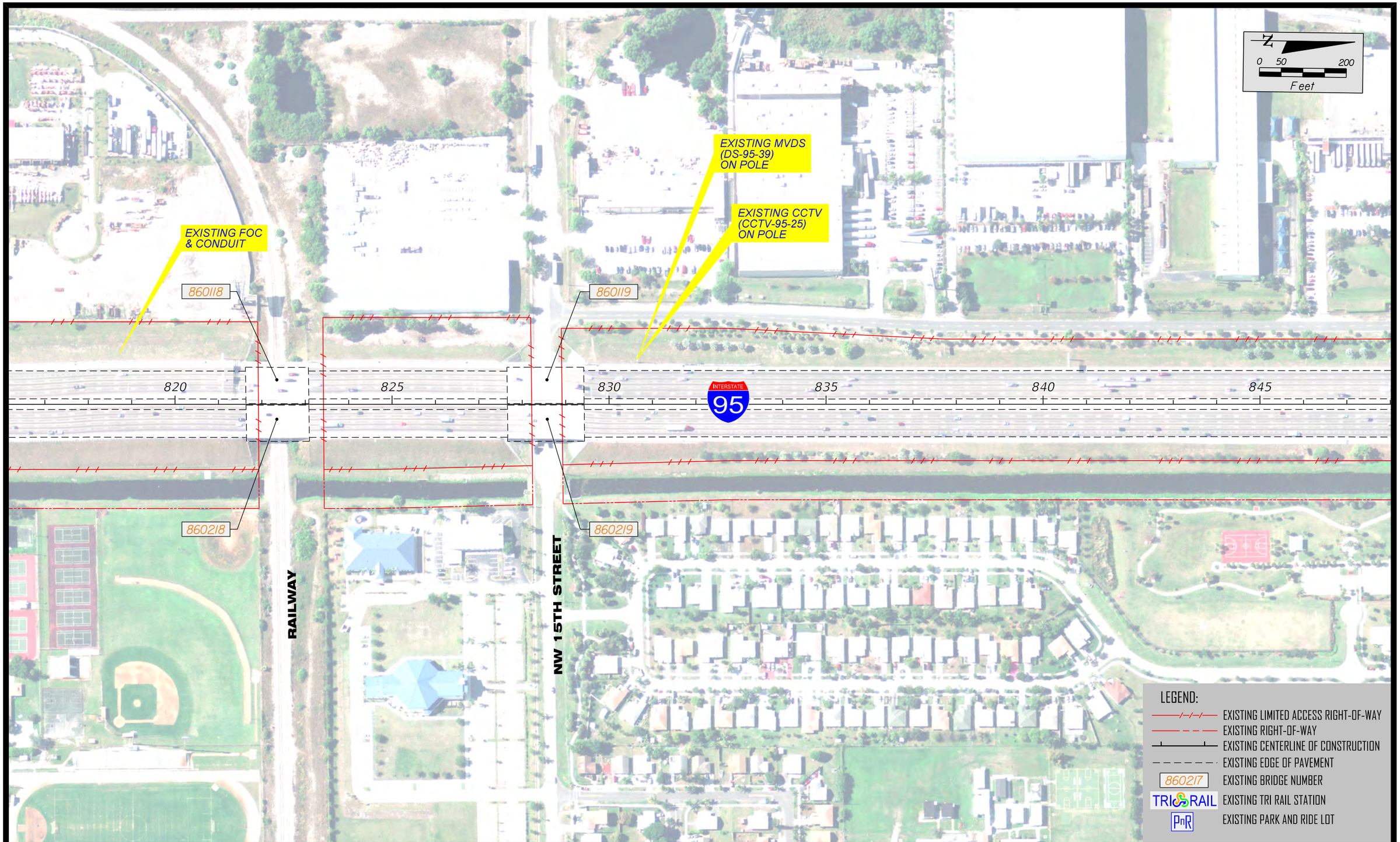
January 2013

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## SR 9 (INTERSTATE 95) EXISTING ITS NETWORK

SHEET NO. 10



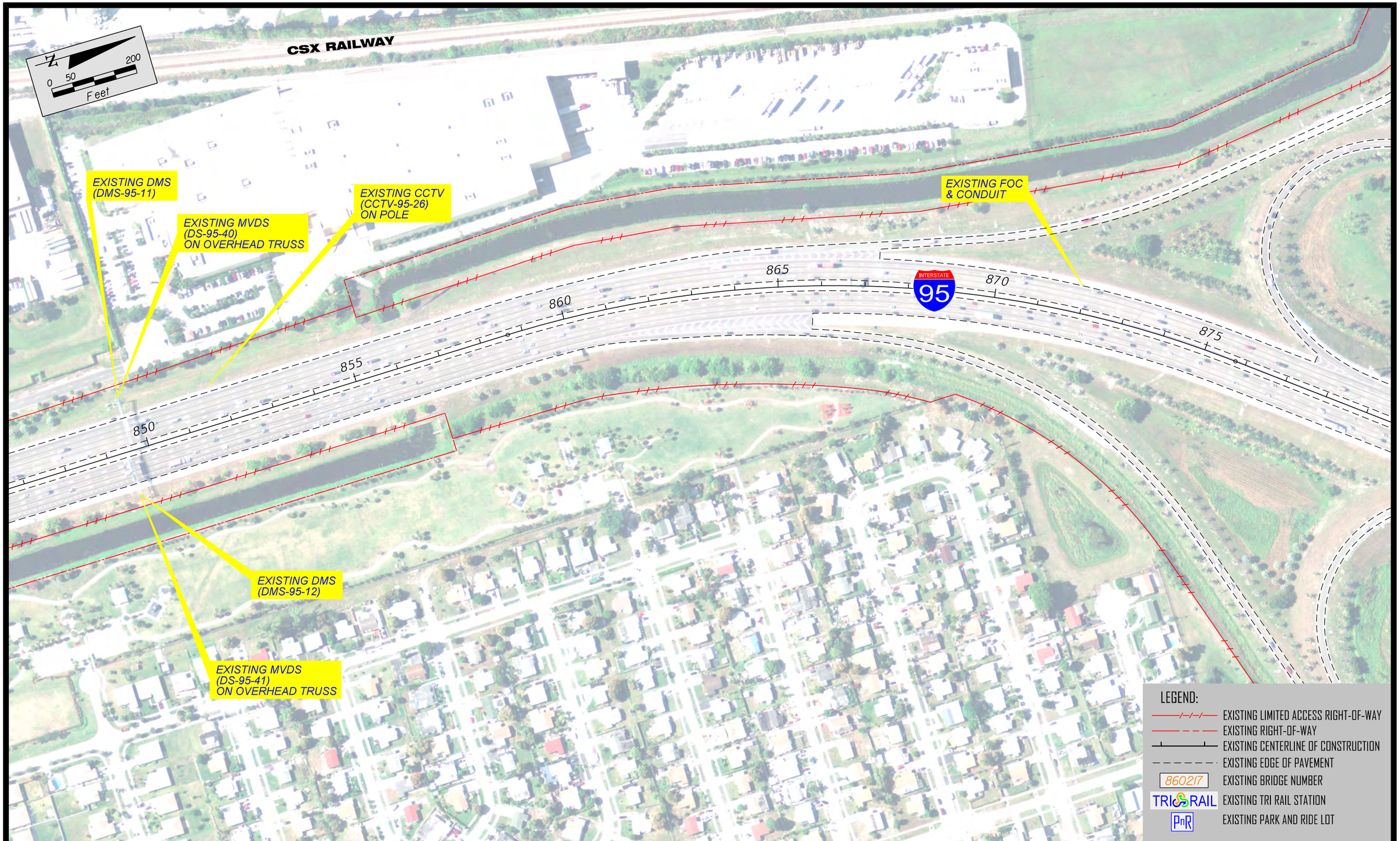

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) EXISTING ITS NETWORK

SHEET NO. 11




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

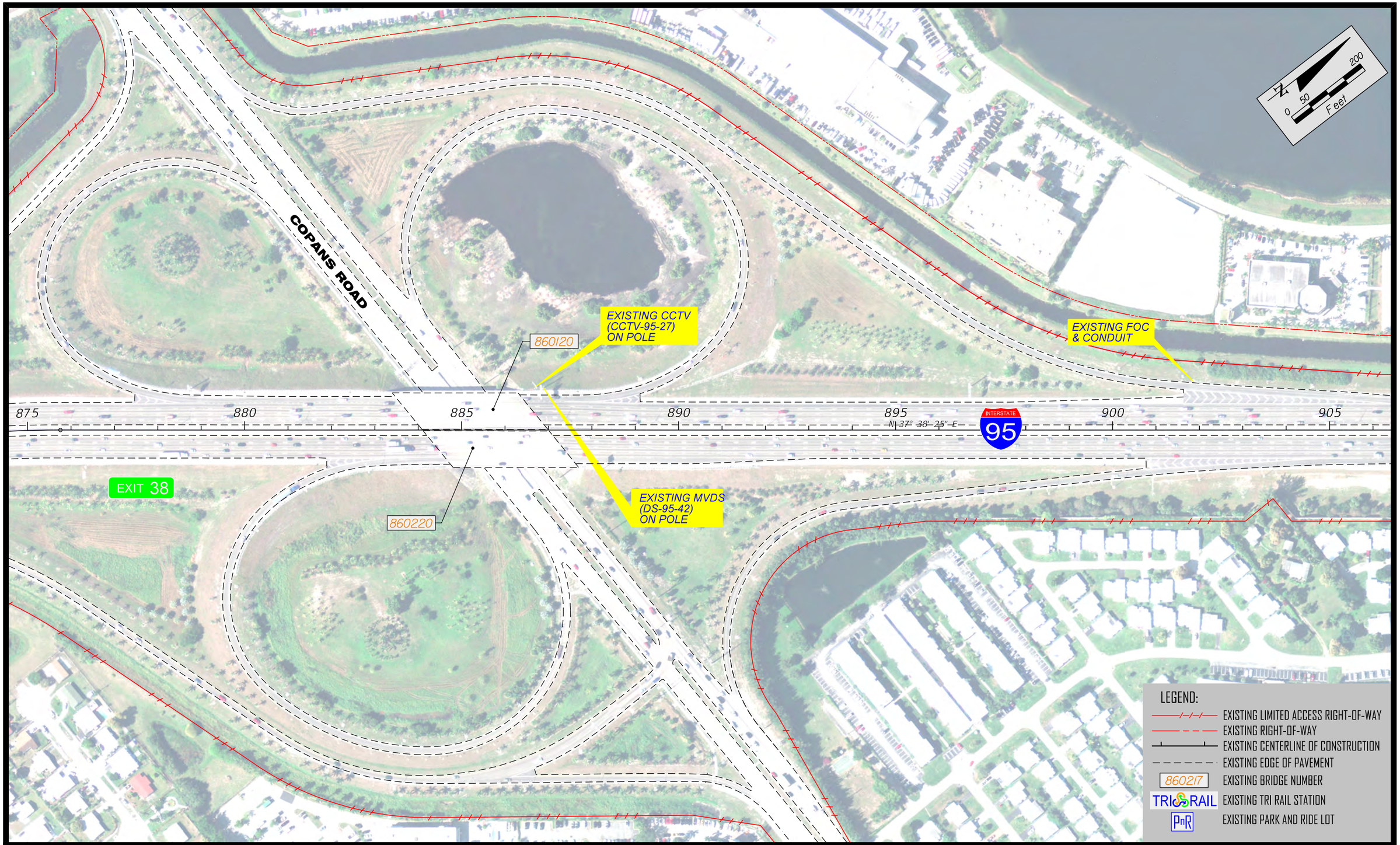
January 2013

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FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
12




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

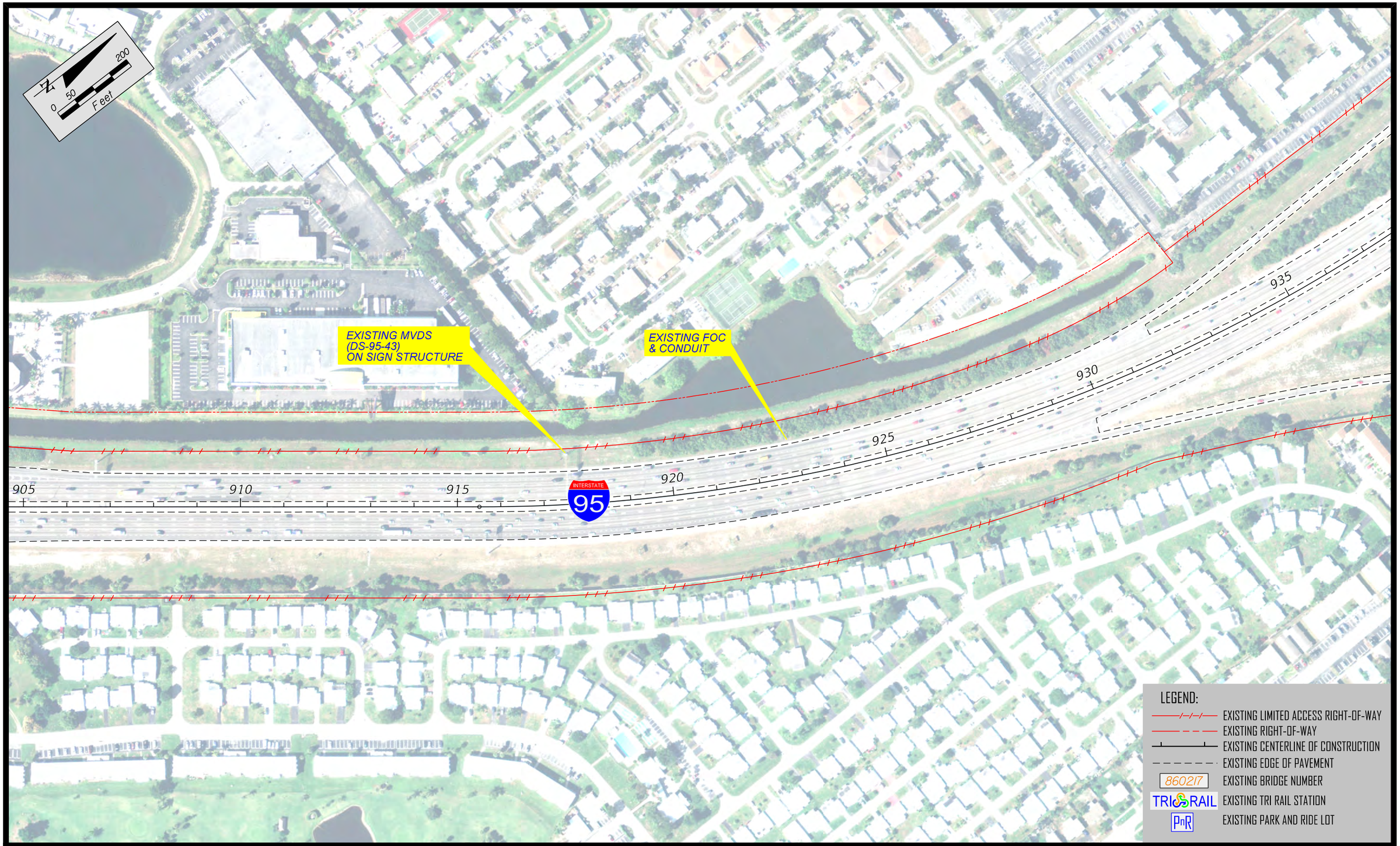
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
13




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
14

EXISTING CCTV
(CCTV-95-28)
ON POLE

TRI RAIL
PnR
2,010 Feet
(ON NW 33RD STREET)

EXISTING MVDS
(DS-95-44)
ON POLE

SAMPLE ROAD

EXISTING FOC
& CONDUIT

860121

860178

EXIT 39

834

935 940 945 950 955 960 965

INTERSTATE 95

N 0° 57' 35" W

N 0° 57' 35" W

N
0 50 200
Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
- PnR EXISTING PARK AND RIDE LOT

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

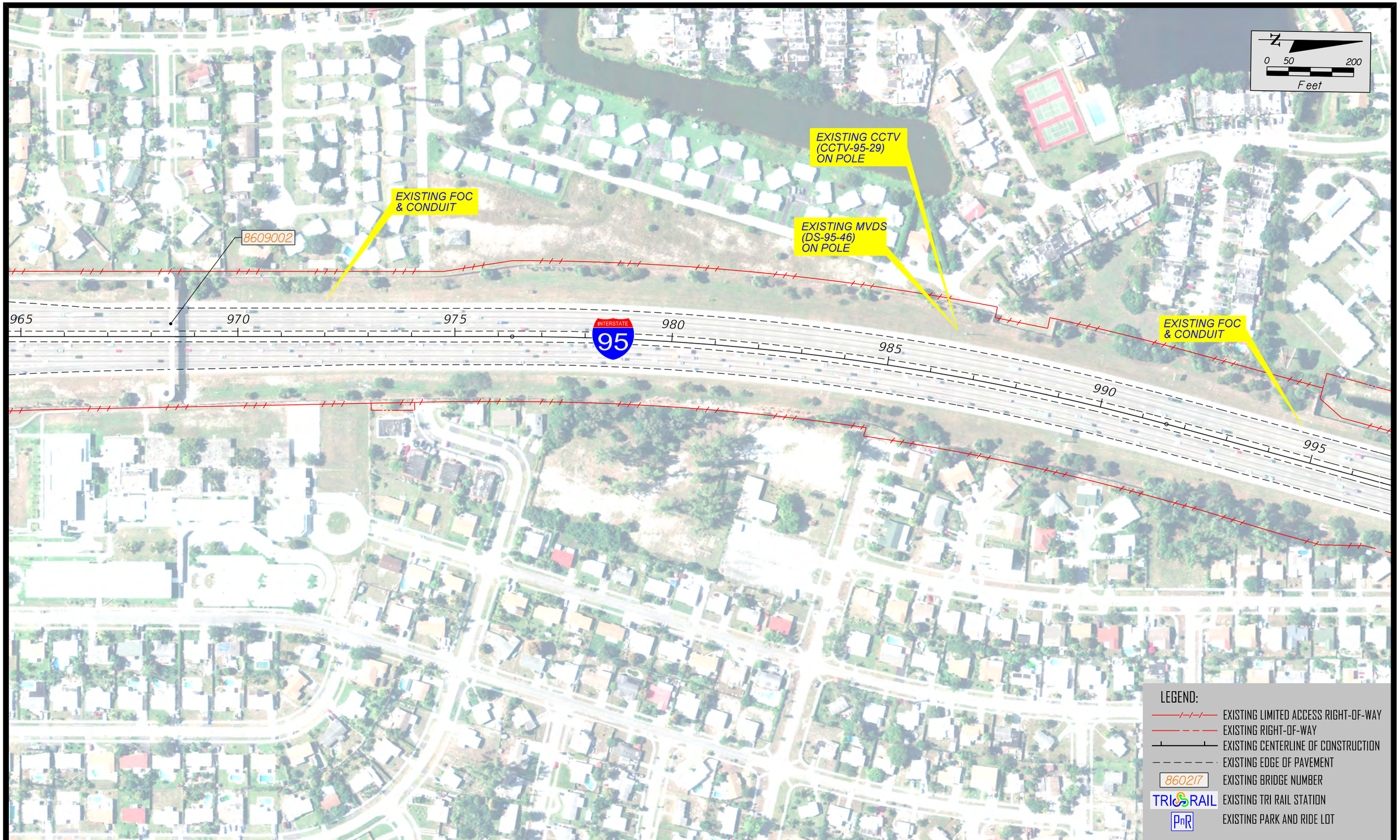
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO. 15




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

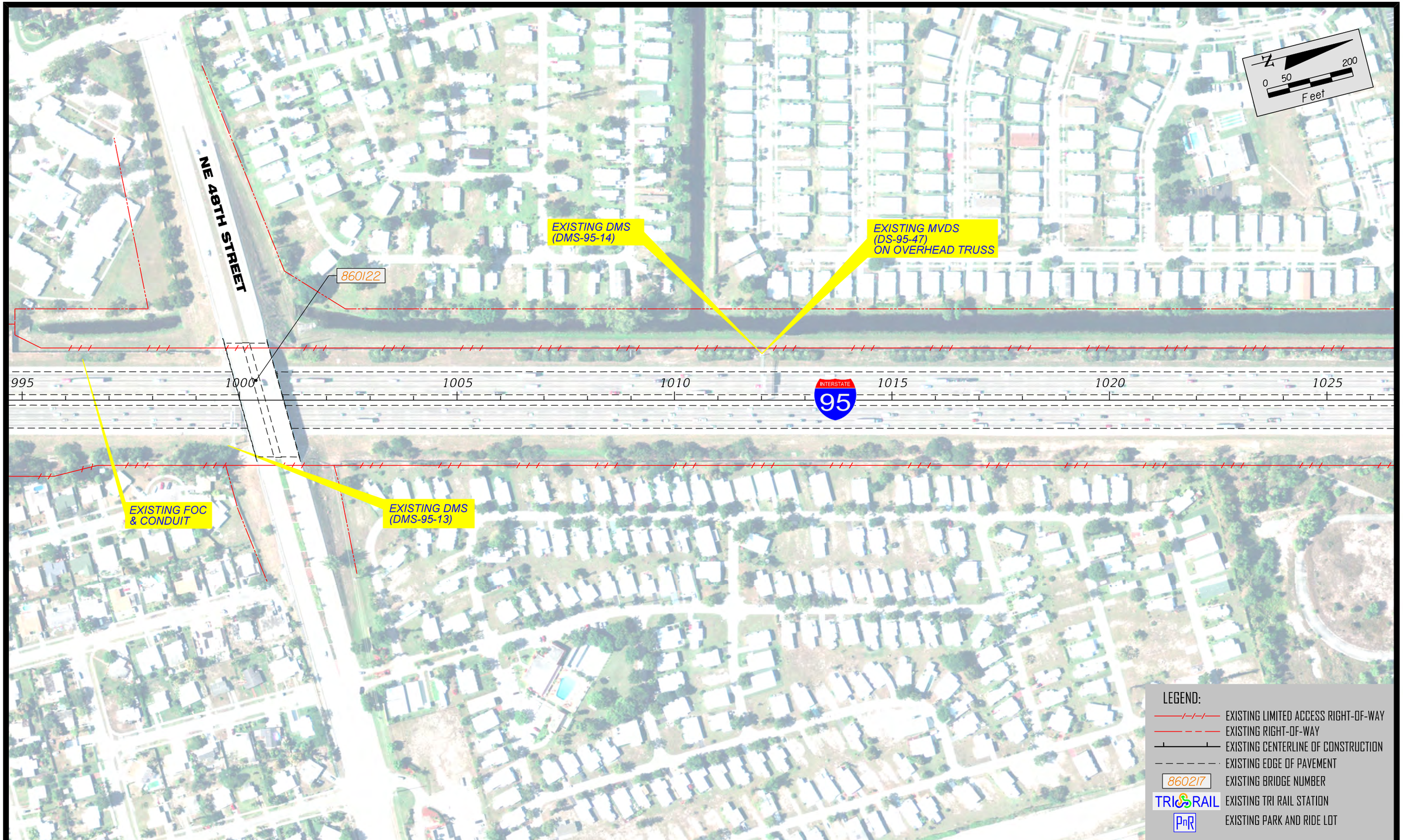
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO. 16




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

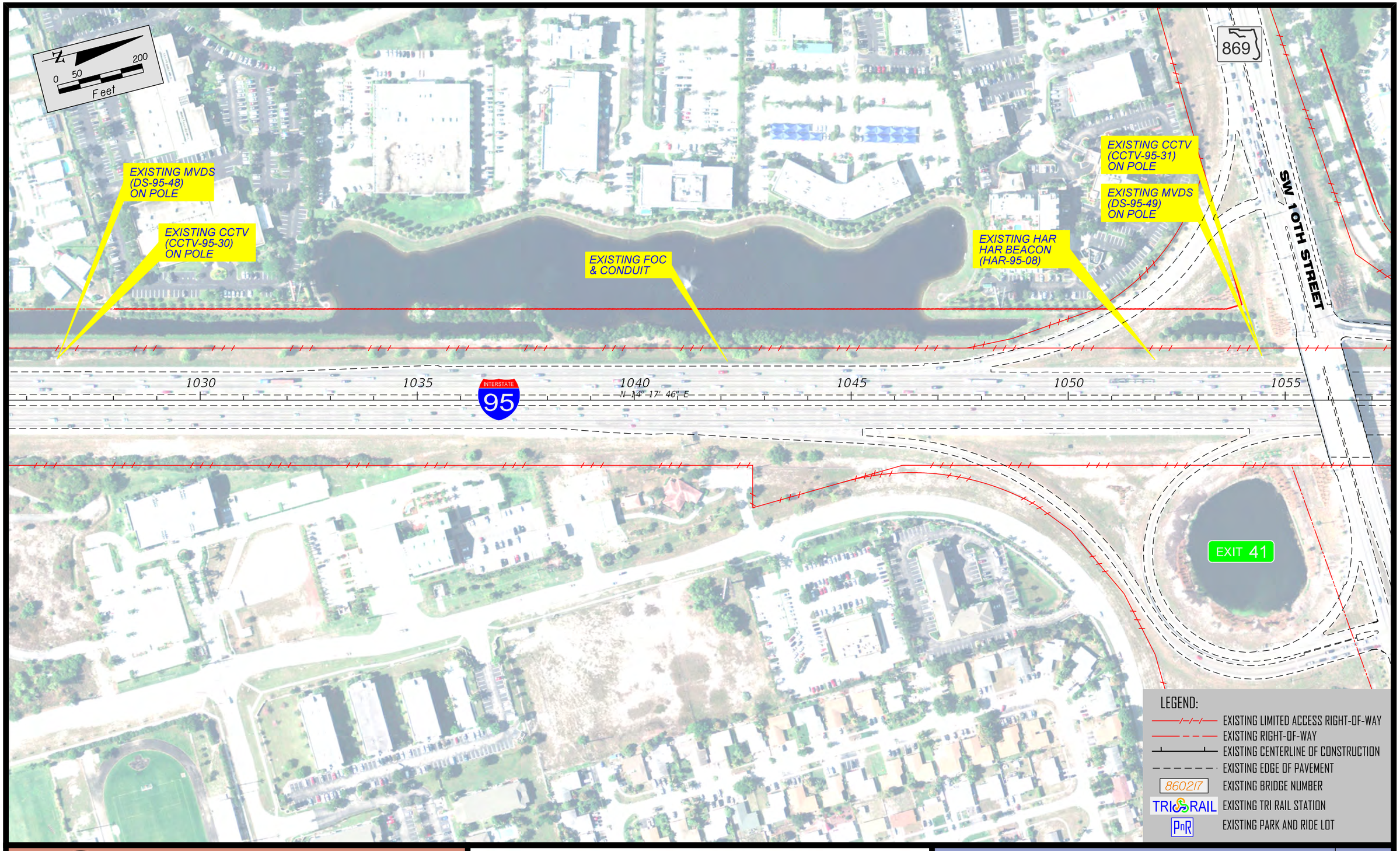
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
17



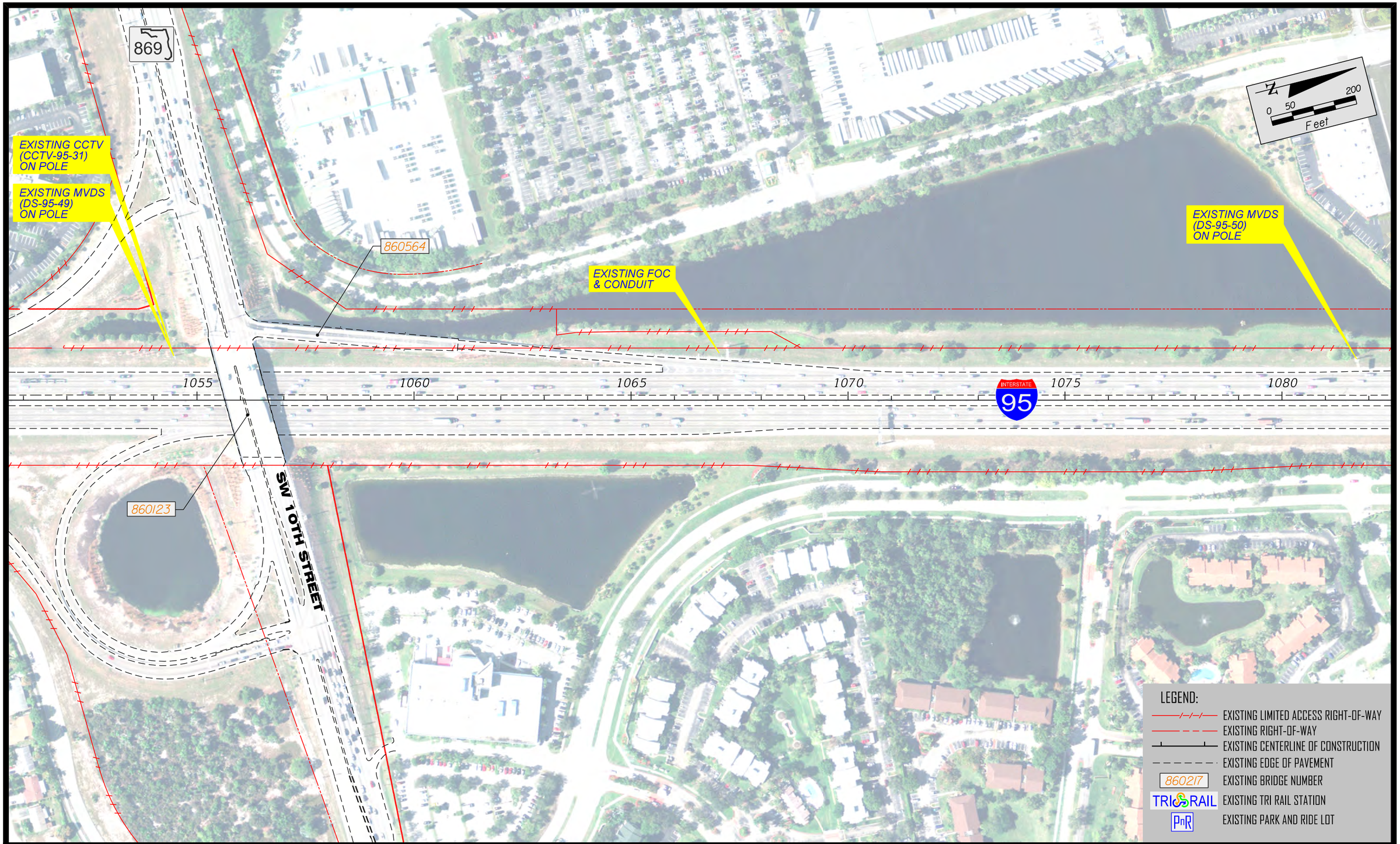

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

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## SR 9 (INTERSTATE 95) EXISTING ITS NETWORK

SHEET NO.
18




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
19

N

0 50 200

Feet

TRI RAIL

PnR

1,030 Feet
(ON HILLSBORO BLVD)

810

860124

EXISTING MVDS
(DS-95-51)
ON POLE

EXISTING FOC
& CONDUIT

1110

1105

1100

1095

1090

1085

INTERSTATE
95

EXISTING CCTV
(CCTV-95-32)
ON POLE

860194

HILLSBORO BLVD

EXIT 42

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
- PnR EXISTING PARK AND RIDE LOT

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
20




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

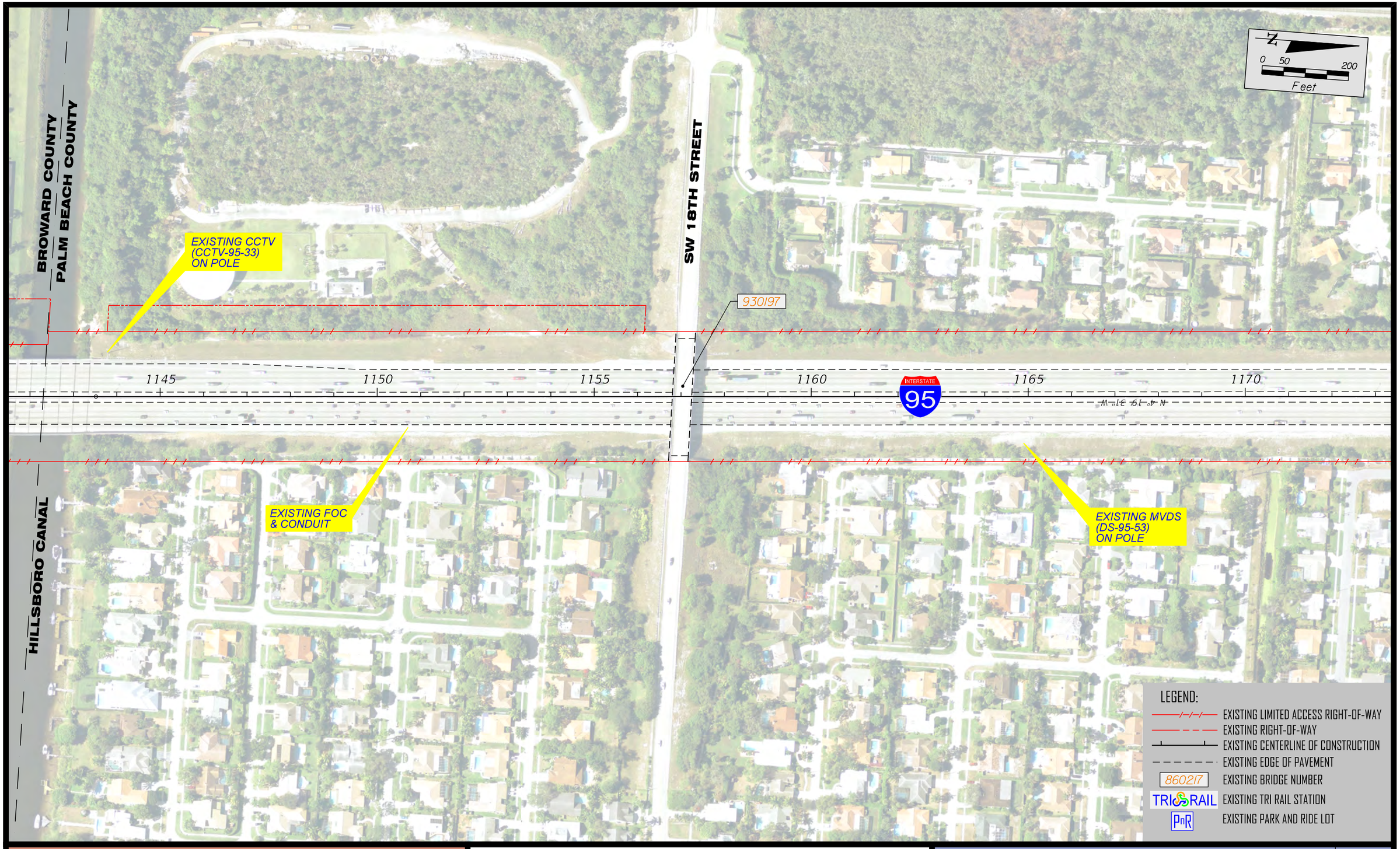
January 2013

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
21



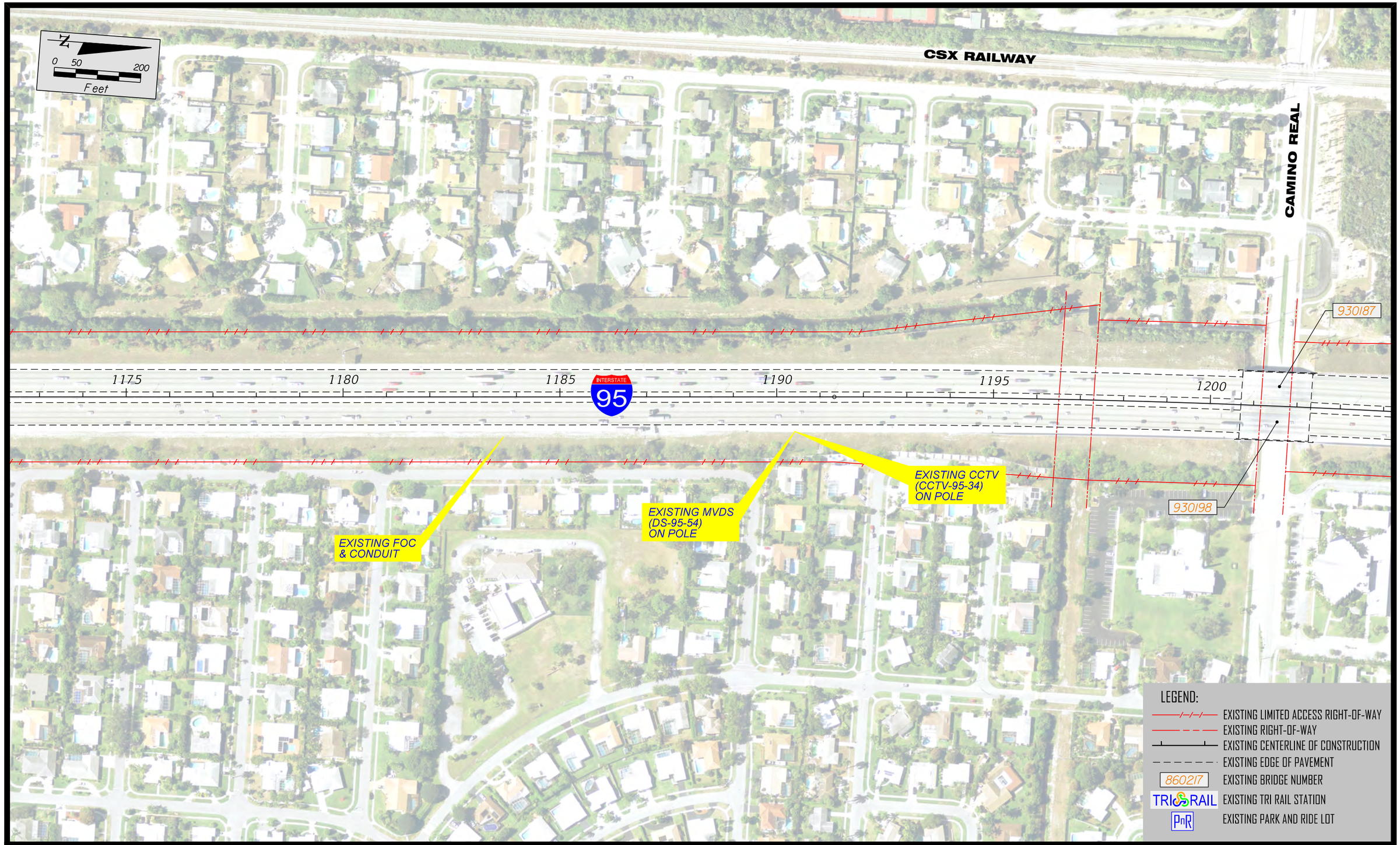

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

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FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
22




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO.
23

N

0 50 200

Feet

CSX RAILWAY

EXISTING CCTV (CCTV-95-35) ON POLE

EXISTING MVDS (DS-95-55) ON POLE

EXISTING MVDS (DS-95-45) ON POLE

EXISTING FOC & CONDUIT

930188

930199

1205 1210 1215 1220 1225 1230 1235

N 1° 24' 50" E

INTERSTATE 95

EXIT 44

PALMETTO PARK ROAD

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
- TRI RAIL EXISTING TRI RAIL STATION
- P R EXISTING PARK AND RIDE LOT

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

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## SR 9 (INTERSTATE 95) EXISTING ITS NETWORK

SHEET NO. 24

END STUDY LIMITS
STATION 1249+18

CSX RAILWAY

EXISTING HAR
HAR BEACON
(HAR-95-09)

EXISTING FOC
& CONDUIT

EXISTING MVDS
(DS-95-56)
ON POLE

EXISTING HAR
HAR BEACON
(HAR-95-10)

1235 1240 1245 1250 1255 1260 1265

INTERSTATE 95

N

0 50 200
Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- 860217 EXISTING BRIDGE NUMBER
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FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

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## SR 9 (INTERSTATE 95)
## EXISTING ITS NETWORK

SHEET NO. 25

# Conceptual ITS Network Plans

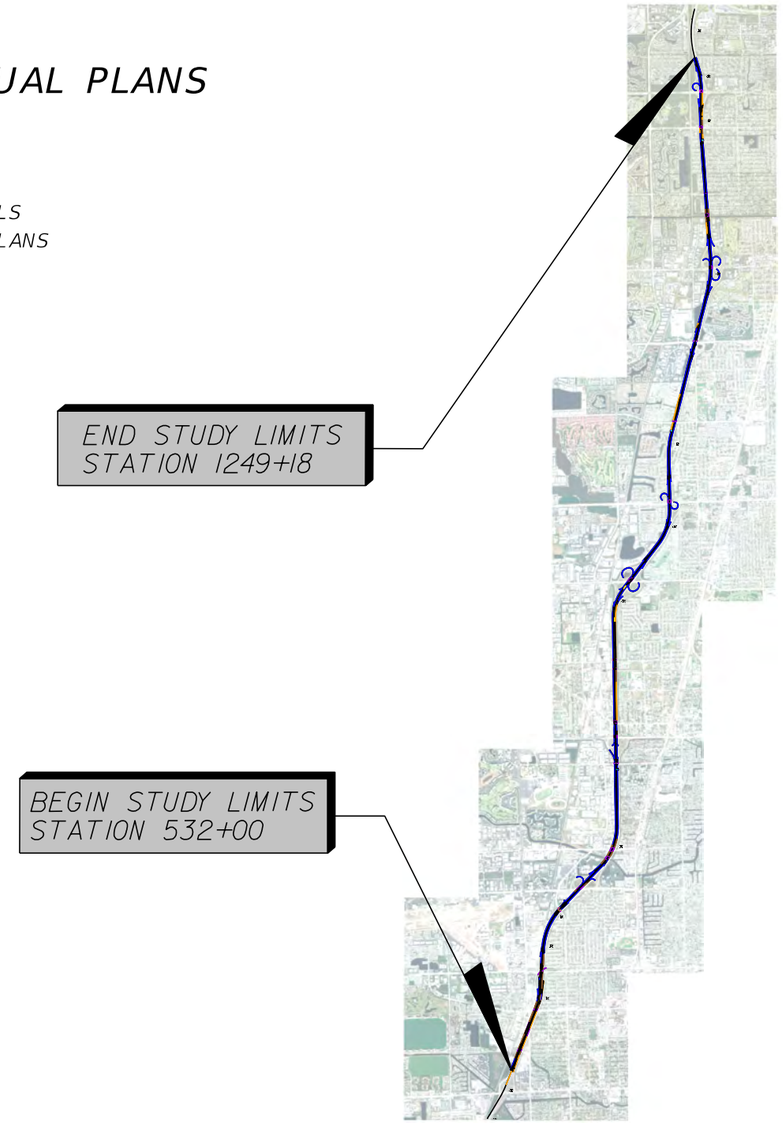
STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

# CONCEPTUAL ITS NETWORK PLANS

## INDEX OF ITS CONCEPTUAL PLANS

| SHEET NO. | SHEET DESCRIPTION |
|---|---|
| 1 | COVER SHEET |
| 2 | LEGEND AND SYMBOLS |
| 3-27 | CONCEPTUAL ITS PLANS |




N

NTS

100 %
JANUARY 2013

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

SHEET NO.
1

PROPOSED POLE

PROPOSED UNDERGROUND CONDUIT

PROPOSED BRIDGEMOUNT CONDUIT

PROPOSED DIRECTIONAL BORE

PROPOSED CCTV

PROPOSED MVDS

PROPOSED SLICE BOX

PROPOSED FIBER OPTIC PULL BOX

PROPOSED POLE MOUNTED CABINET

PROPOSED BASE MOUNTED CABINET

PROPOSED TOLL GANTRY

PROPOSED DMS (EL)

PROPOSED DMS (GPL)

PROPOSED CMS (EL)

PROPOSED CMS (GPL)

PROPOSED GANTRY EQUIPMENT BUILDING AREA

EXPRESS LANE

GENERAL PURPOSE LANE

EXISTING DIRECTIONAL BORE

EXISTING UNDERGROUND CONDUIT

EXISTING BRIDGEMOUNT CONDUIT

EXISTING OVERHEAD ELECTRICAL

EXISTING DMS OVERHEAD TRUSS

EXISTING SIGN OVERHEAD TRUSS

EXISTING CCTV / MVDS POLE

EXISTING SERVICE POLE

EXISTING POWER POLE

EXISTING MULTI-COLUMN SIGN

EXISTING CANTILEVER SIGN STRUCTURE

EXISTING MEDIAN TRUSS

EXISTING BUTTERFLY SIGN

EXISTING HAR - BEACON

EXISTING CCTV

EXISTING MVDS

EXISTING SPLICE VAULT

EXISTING FIBER OPTIC PULL BOX

EXISTING ELECTRICAL OR ITS CABLE PULL BOX

EXISTING POLE MOUNT CABINET

EXISTING BASE MOUNT CABINET

REFER TO SR 9 (INTERSTATE 95) EXISTING SIGN INVENTORY FOR ADDITIONAL INFORMATION.

17 GUIDE SIGN LOCATION

17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION

17 REGULATORY SIGN LOCATION

17 MOTORIST INFORMATION SIGN LOCATION

NOTE: SYMBOLS ARE NOT TO SCALE IN THE PLAN SET. UTIILIZE THE DIMENSIONS SHOWN IN THESE PLANS AND SPECIFICATIONS WHEN LAYING OUT THE PROJECT.

## ABBREVIATIONS

EL - EXPRESS LANE
GPL - GENERAL PURPOSE LANE
FOC - FIBER OPTIC CABLE OR FACE OF CURB
DMS - DYNAMIC MESSAGE SIGN
EOTL - EDGE OF TRAVEL LANE
FO - FIBER OPTIC
HDPE - HIGH DENSITY POLYETHYLENE
SM - SINGLE MODE
ITS - INTELLIGENT TRANSPORTATION SYSTEM
ROW - RIGHT OF WAY
L/A ROW - LIMITED ACCESS RIGHT OF WAY
MVDS - MICROWAVE VEHICLE DETECTION SYSTEM

# LEGEND AND SYMBOLS

ROW

L/A ROW

BEGIN STUDY LIMITS
STATION 532+00

CSX RAILWAY

ROW

PROPOSED 4 - 2" HDPE CONDUIT
WITH 144SM FOC

EXISTING FOC
CONDUIT
(TO REMAIN)

EXISTING MVDS
(DS-95-28)
ON POLE
TO BE REPLACED

EXISTING FOC
CONDUIT
(TO BE ABANDONED)

L/A ROW

1

6

515

520

525

530

535

540

545

INTERSTATE
95

0 50 200
Feet

OAKLAND PARK BOULEVARD

L/A ROW

L/A ROW

2

3

4

5

ROW

ROW

816

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95)
## CONCEPTUAL ITS NETWORK

SHEET NO.
3

EXISTING FOC CONDUIT (TO BE ABANDONED) (TYP.)

PROPOSED 4 - 2" HDPE BRIDGE MOUNTED CONDUIT WITH 144SM FOC (TYP.)

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC

EXISTING MVDS (DS-95-29) ON POLE TO REMAIN

EXISTING CCTV (CCTV-95-19) ON POLE TO REMAIN

CSX RAILWAY

PROSPECT ROAD

NW 38TH STREET

POWERLINE ROAD

INTERSTATE 95

ROW

L/A ROW

NO TRUCKS
ONLY
EXPRESS LANE ENTRANCE
ONLY
LEFT

EXPRESS LANES
ONLY
TO XXXX
TO SW 10th St
$ X.XX
$ X.XX

EXPRESS LANES
ONLY
TO ZZZZ
TO WWWW
$ X.XX
$ X.XX

N 21° 24' 45" E

545 550 555 560 565 570 575

0 50 200 Feet

* PROPOSED TOLL RATE AND STATUS DMS SIGNS IN CRITICAL CONFLICT WITH EXISTING SIGN STRUCTURES. SUB-STANDARD REGULATORY SIGN SEQUENCE SEPARATION DISTANCE, LESS THAN 800'. TO BE COORDINATED WITH CONCEPT SIGNAGE PLANS.

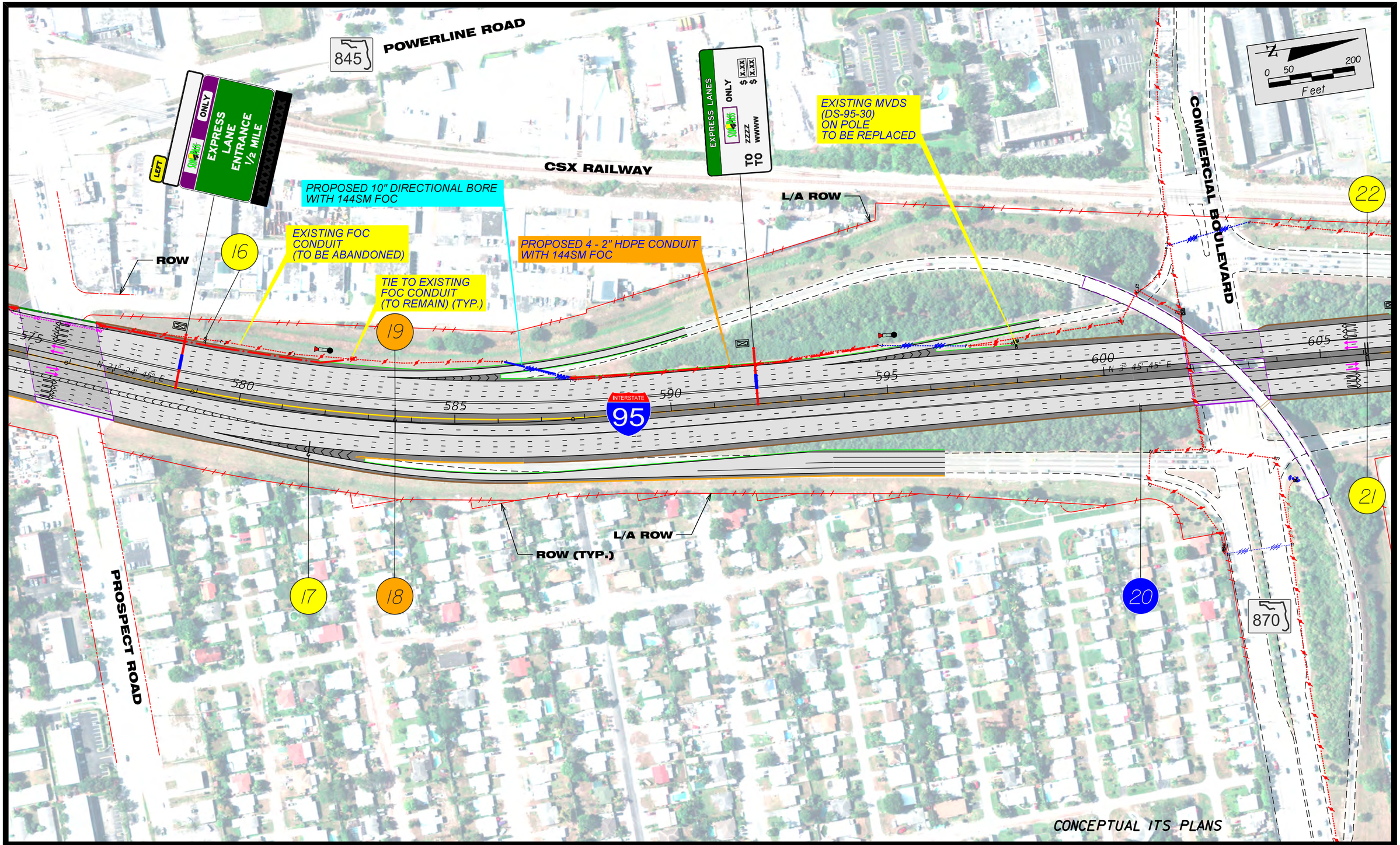
CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

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SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO. 4




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

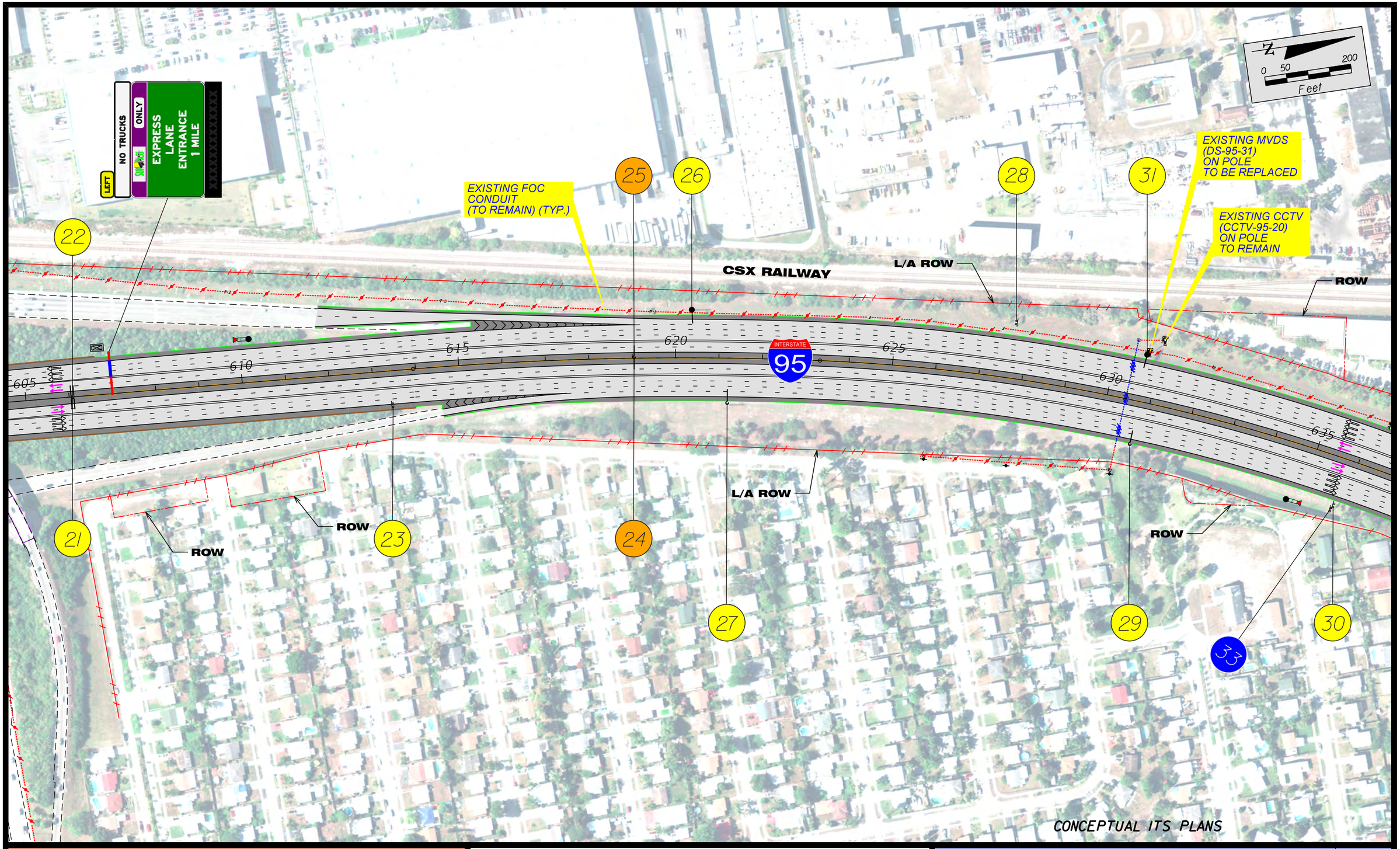
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 5



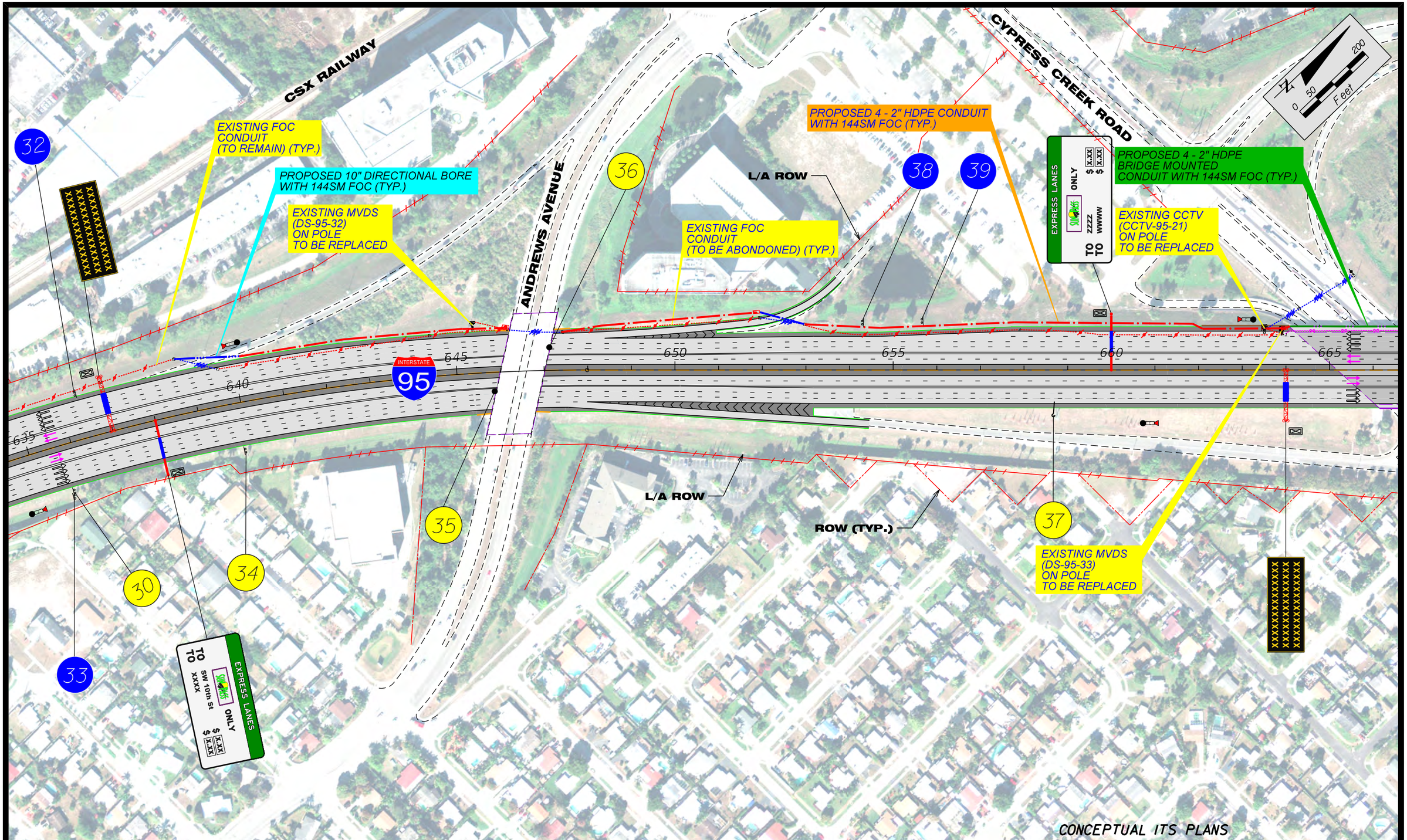

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

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FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 6




CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

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SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
7

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC (TYP.)

EXISTING FOC CONDUIT (TO BE ABONDONED) (TYP.)

EXISTING FOC CONDUIT (TO REMAIN)

PROPOSED 10" DIRECTIONAL BORE WITH 144SM FOC (TYP.)

PROPOSED 4 - 2" HDPE BRIDGE MOUNTED CONDUIT WITH 144SM FOC (TYP.)

CANAL C-14

L/A ROW

ROW (TYP.)

CYPRESS CREEK ROAD

EXISTING DMS (DMS-95-9) TO BE REPLACED TO STA. 664+00

L/A ROW

EXPRESS LANE ENTRANCE 1 MILE

SunPass ONLY

NO TRUCKS

LEFT

INTERSTATE 95

N 43° 40' 32" E

665 670 675 680 685 690 695

40 41 42 43 44 45 46 47 48 49

0 50 200 Feet

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

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## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 8

CANAL C-14

ANDREWS AVENUE

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC

PROPOSED 4 - 2" HDPE BRIDGE MOUNTED CONDUIT WITH 144SM FOC (TYP.)

EXISTING CCTV (CCTV-95-22) ON POLE TO BE REPLACED

EXISTING MVDS (DS-95-35) ON POLE TO BE REPLACED

EXISTING FOC CONDUIT (TO BE ABONDONED) (TYP.)

EXISTING FOC CONDUIT TO TIE INTO PROPOSED CONDUIT

EXISTING MVDS (DS-95-34) ON OVERHEAD TRUSS TO BE REPLACED

EXISTING DMS (DMS-95-10) TO BE REPLACED TO STA. 637+00

EXISTING FOC CONDUIT (TO REMAIN)

L/A ROW

ROW

47 48 49 50 51 52 53 54 55

695 700 705 710 715 720 725

INTERSTATE 95

McNAB ROAD

TO SW 10th St XXXX

EXPRESS LANES

SUNPASS ONLY

$ X.XX

EXPRESS LANE ENTRANCE 1/2 MILE

LEFT

0 50 200 Feet

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 9

ANDREWS AVENUE

N

0 50 200

Feet

EXISTING FOC CONDUIT (TO BE ABONDONED)

EXISTING CCTV (CCTV-95-23) ON POLE TO BE REPLACED

EXISTING MVDS (DS-95-36) ON POLE TO BE REPLACED

EXISTING HAR HAR BEACON (HAR-95-07) TO RELOCATE

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC

L/A ROW

ROW

ROW

L/A ROW

56 57 58 59 60 61 62 63 64 65 66 67

725 730 735 740 745 750 755

INTERSTATE 95

EXPRESS LANE ENTRANCE ONLY

SPEEDS ONLY

NO TRUCKS LEFT

EXISTING HAR HAR BEACON (HAR-95-06) TO RELOCATE

* PROPOSED TOLL RATE AND STATUS DMS SIGNS IN CRITICAL CONFLICT WITH EXISTING SIGN STRUCTURES. SUB-STANDARD REGULATORY SIGN SEQUENCE SEPARATION DISTANCE, LESS THAN 800'. TO BE COORDINATED WITH CONCEPT SIGNAGE PLANS.

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
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SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
10

ANDREWS AVENUE

RACE TRACK ROAD

ATLANTIC BLVD

EXPRESS LANES
ONLY
$ X.XX
$ X.XX
TO ZZZZ
TO WWWW

PROPOSED 10" DIRECTIONAL BORE WITH 144SM FOC (TYP.)

PROPOSED 4 - 2" HDPE BRIDGE MOUNTED CONDUIT WITH 144SM FOC

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC

EXISTING FOC CONDUIT (TO BE ABANDONED) (TYP.)

EXISTING MVDS (DS-95-37) ON POLE TO BE REPLACED

EXISTING CCTV (CCTV-95-24) ON POLE TO BE REPLACED

L/A ROW

ROW

70 71 72 73 74 75 76

68 69

755 760 765 770 775 780 785

INTERSTATE 95

814

N

0 50 200

Feet

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 11

DR MARTIN L KING JR BLVD

EXISTING FOC CONDUIT TO TIE INTO PROPOSED CONDUIT

77

78

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC

EXISTING FOC CONDUIT (TO BE ABANDONED) (TYP.)

79

EXISTING MVDS (DS-95-38) ON POLE TO BE REPLACED

EXISTING FOC CONDUIT TO TIE INTO PROPOSED CONDUIT

81

L/A ROW

790 795 800 805 810 815

INTERSTATE 95

L/A ROW

ROW

80

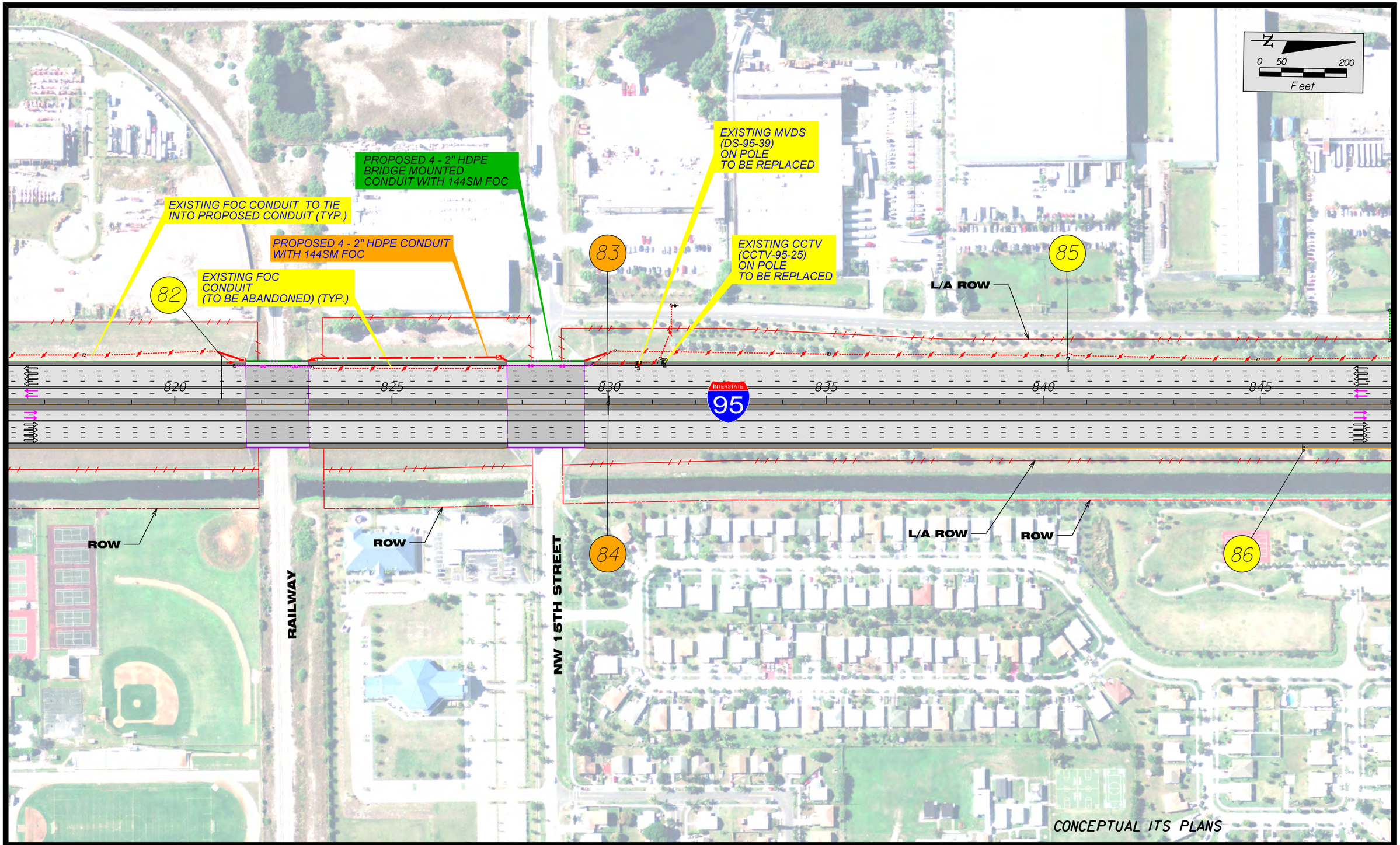
N

0 50 200

Feet

CONCEPTUAL ITS PLANS

| | | | |
|---|---|---|---|
| FLORIDA DEPARTMENT OF TRANSPORTATION<br>BROWARD AND PALM BEACH COUNTIES<br>January 2013 | I-95 (SR 9) PD&E STUDY<br>FPID: 409359-1-22-01 (BROWARD COUNTY)<br>FPID: 409355-1-22-01 (PALM BEACH COUNTY) | SR 9 (INTERSTATE 95)<br>CONCEPTUAL ITS NETWORK | SHEET NO.<br>12 |




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

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# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO.
13

CSX RAILWAY

N

0 50 200

Feet

EXISTING DMS (DMS-95-11) TO BE REPLACED TO STA. 811+20

EXISTING MVDS (DS-95-41) ON OVERHEAD TRUSS TO BE REPLACED

EXISTING CCTV (CCTV-95-26) ON POLE TO BE REPLACED

ROW

L/A ROW

EXISTING FOC CONDUIT (TO REMAIN)

INTERSTATE 95

92 93 94 95 96

850 855 860 865 870 875

L/A ROW

ROW

87 88 89 90 91

EXISTING DMS (DMS-95-12) TO REMAIN

EXISTING MVDS (DS-95-40) ON OVERHEAD TRUSS TO REMAIN

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

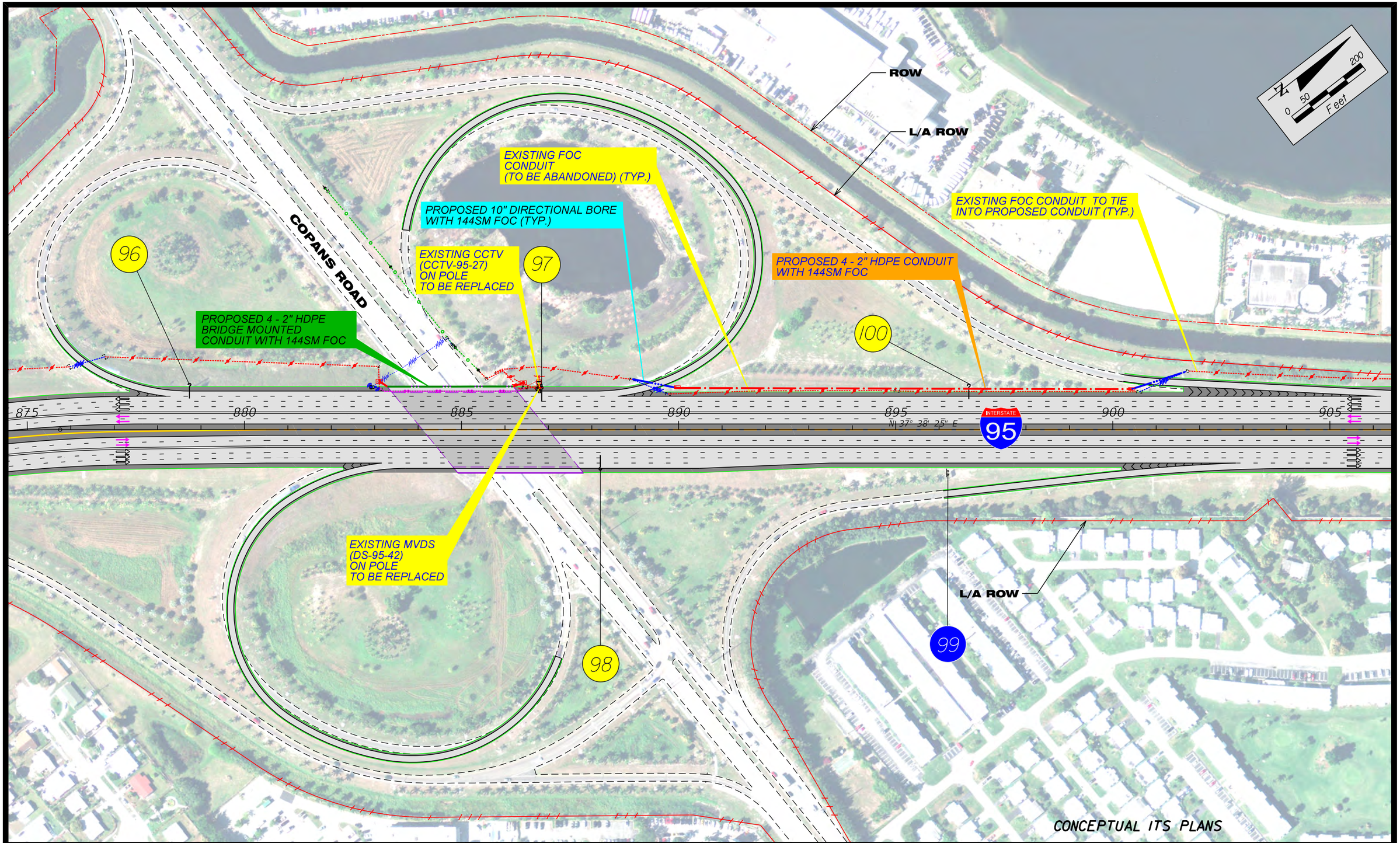
January 2013

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
14



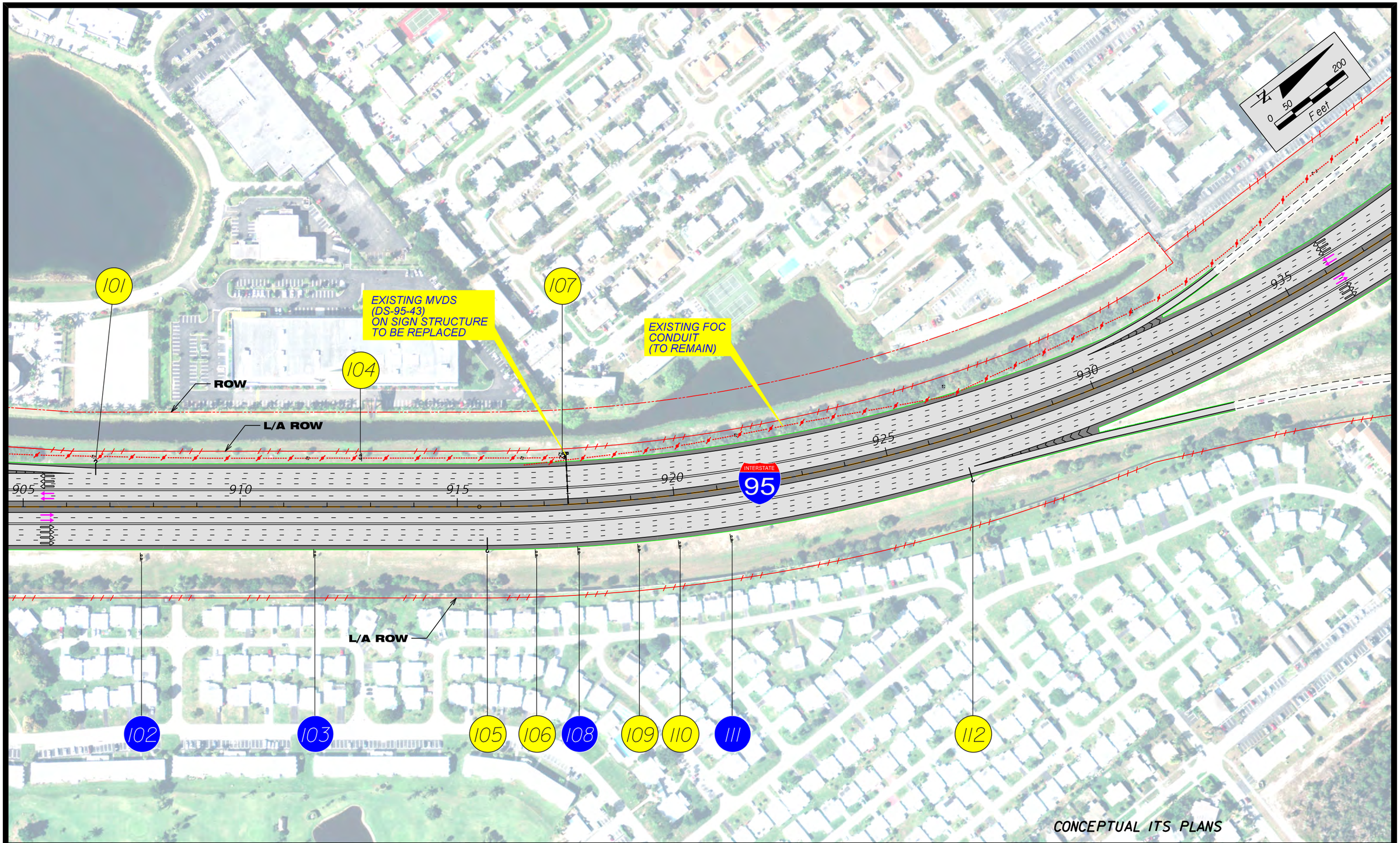

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 15




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

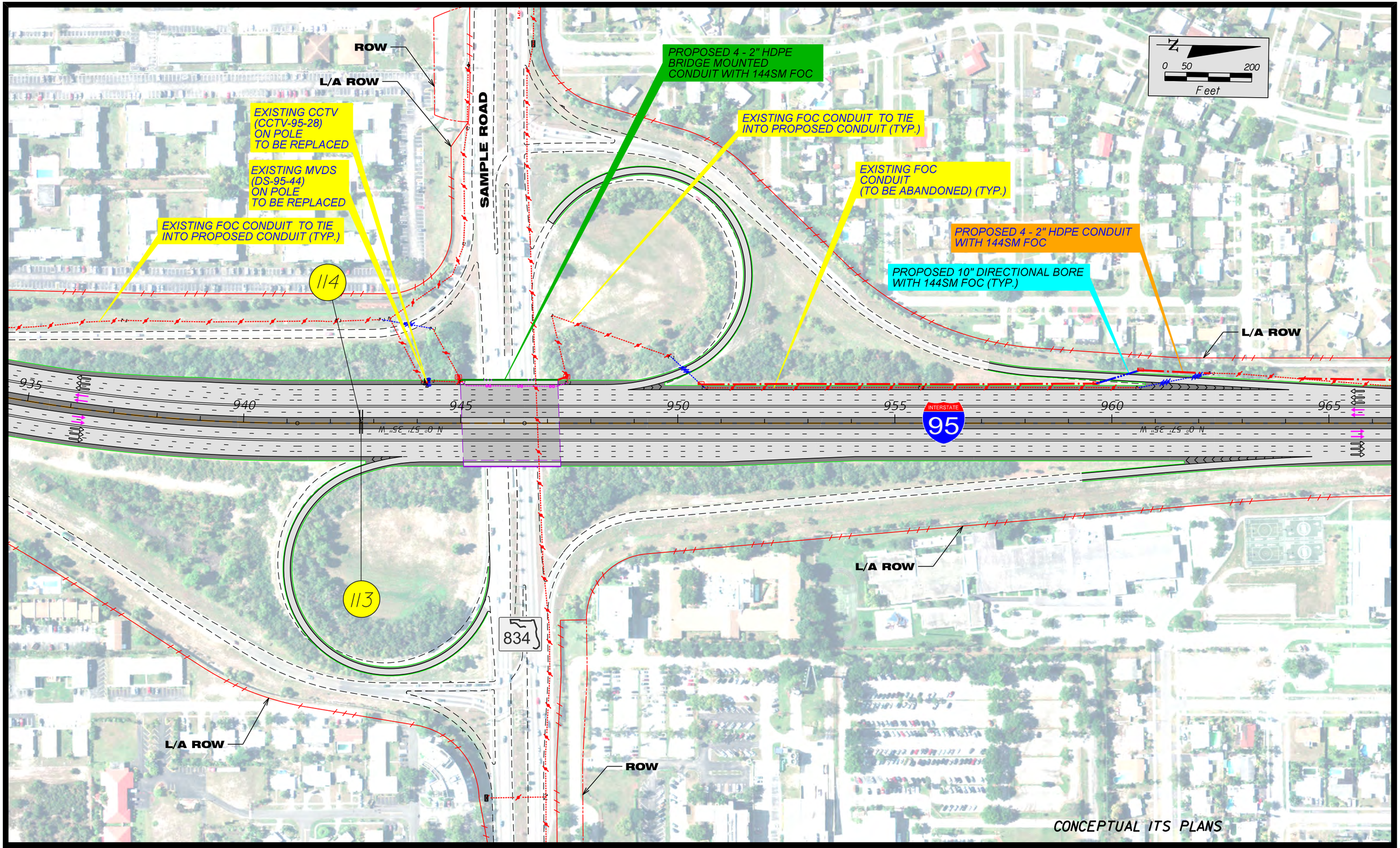
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## CONCEPTUAL ITS NETWORK

SHEET NO.
16

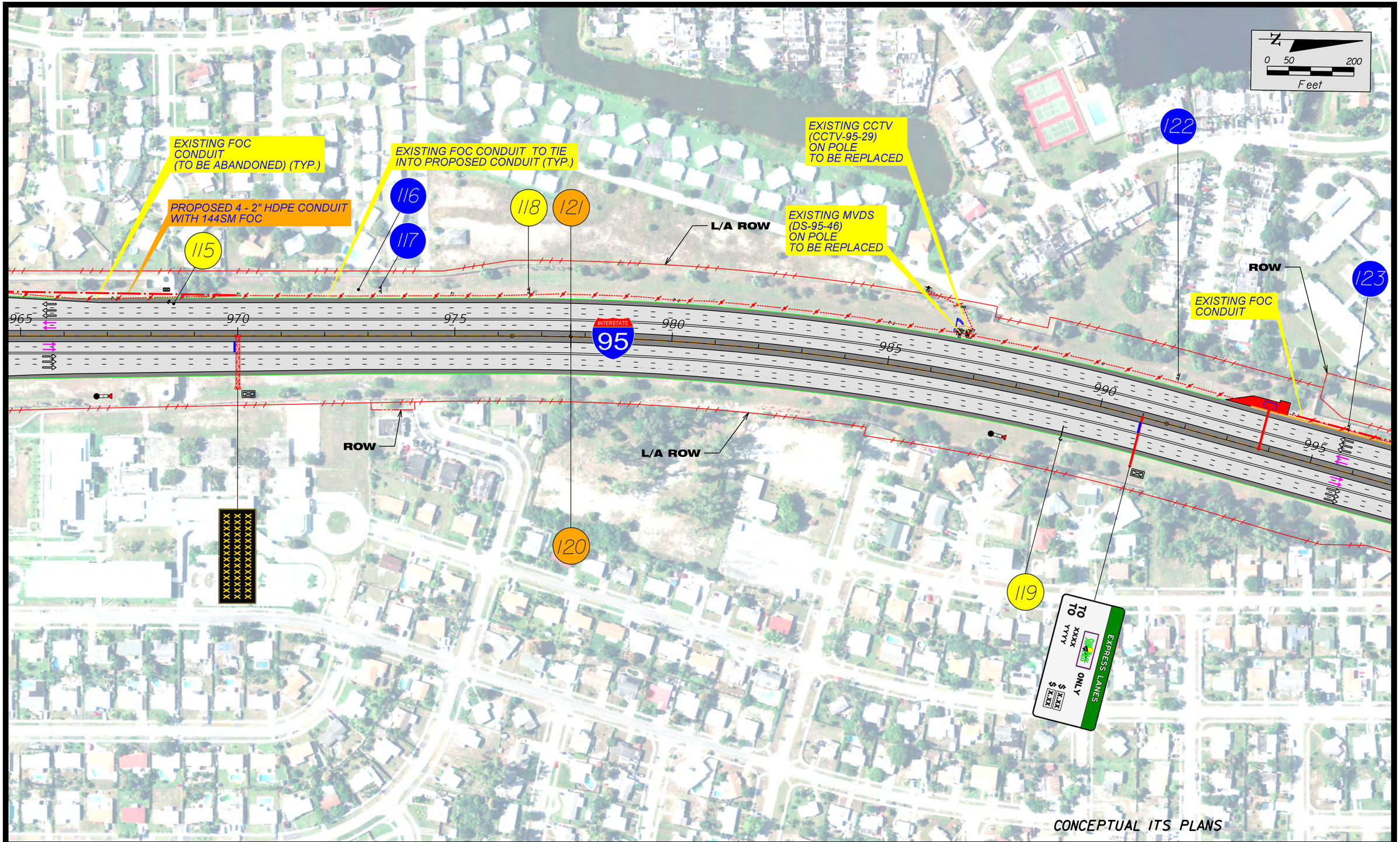



FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
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SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
17

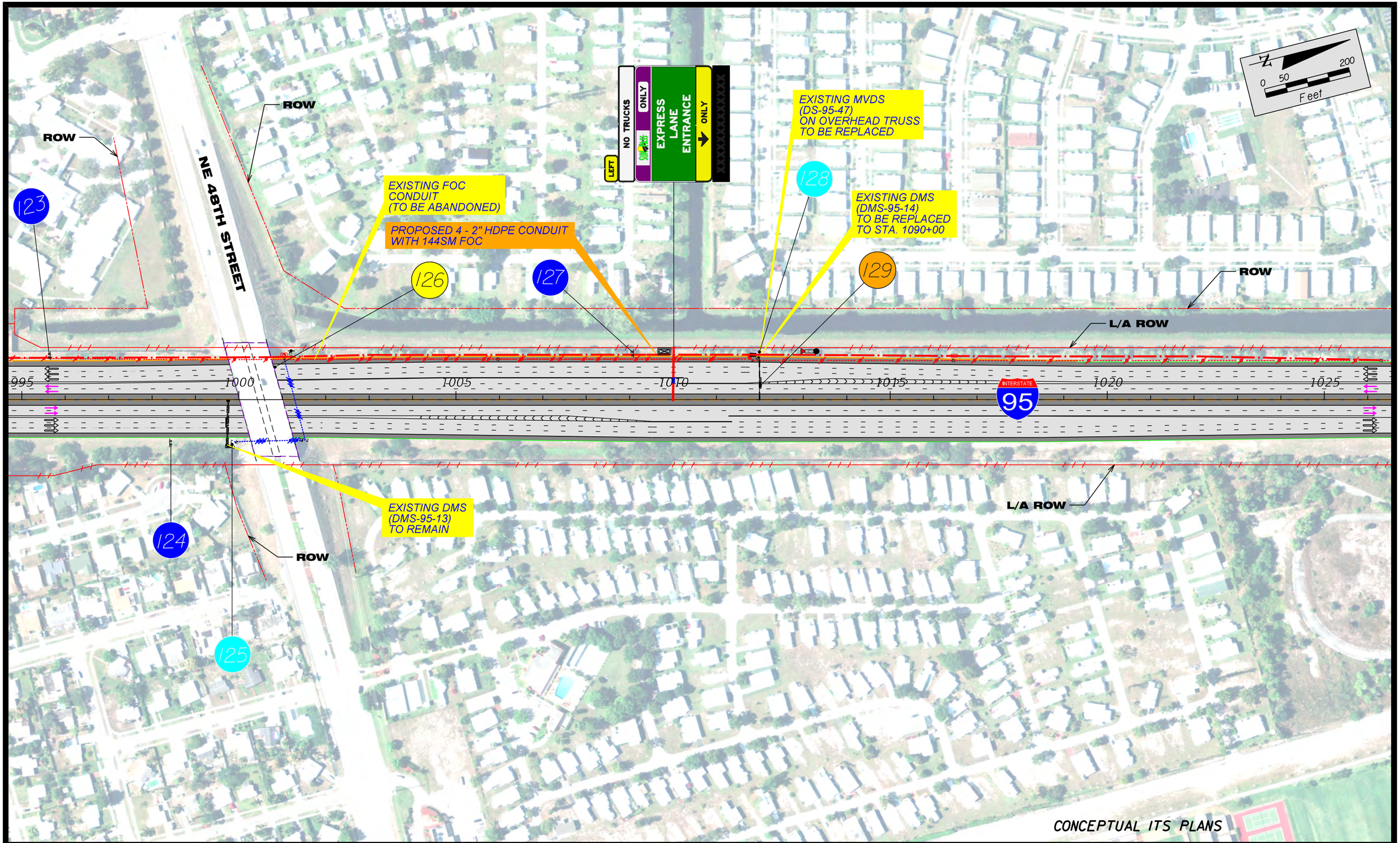



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BROWARD AND PALM BEACH COUNTIES
January 2013

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
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SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
18




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO.
19

EXISTING MVDS (DS-95-48) ON POLE TO BE REPLACED

EXISTING CCTV (CCTV-95-30) ON POLE TO BE REPLACED

EXPRESS LANES ONLY TO ZZZZ Cypress Creek Rd $ X.XX $ X.XX

EXISTING FOC CONDUIT (TO BE ABANDONED) (TYP.)

LEFT ONLY EXPRESS LANE ENTRANCE ½ MILE

EXPRESS LANES ONLY TO ZZZZ Cypress Creek Rd $ X.XX $ X.XX

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC

EXISTING HAR HAR BEACON (HAR-95-08) TO RELOCATE

EXISTING CCTV (CCTV-95-31) ON POLE TO BE REPLACED

EXISTING MVDS (DS-95-49) ON POLE TO BE REPLACED

N

0 50 200

Feet

869

SW 10TH STREET

130 131 134 137

L/A ROW

1030 1035 1040 1045 1050 1055

N 14° 17' 46" E

INTERSTATE 95

L/A ROW

132 133 135 136

EXISTING FOC CONDUIT TO TIE INTO PROPOSED CONDUIT (TYP.)

ROW

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 20

EXISTING CCTV (CCTV-95-31) ON POLE TO BE REPLACED

EXISTING MVDS (DS-95-49) ON POLE TO BE REPLACED

EXISTING HAR HAR BEACON (HAR-95-08) TO RELOCATE

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC

EXISTING FOC CONDUIT (TO BE ABANDONED) (TYP.)

EXISTING FOC CONDUIT TO TIE INTO PROPOSED CONDUIT (TYP.)

EXISTING MVDS (DS-95-50) ON POLE TO BE REPLACED

PROPOSED 10" DIRECTIONAL BORE WITH 144SM FOC (TYP.)

869

SW 10TH STREET

ROW

L/A ROW

INTERSTATE 95

136 137 138 139 140 141 142 143

1055 1060 1065 1070 1075 1080

LEFT NO TRUCKS ONLY SUNPASS EXPRESS LANE ENTRANCE 1 MILE

TO XXXX TO YYYY SUNPASS ONLY $ XXX $ XXX EXPRESS LANES

N

0 50 200 Feet

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

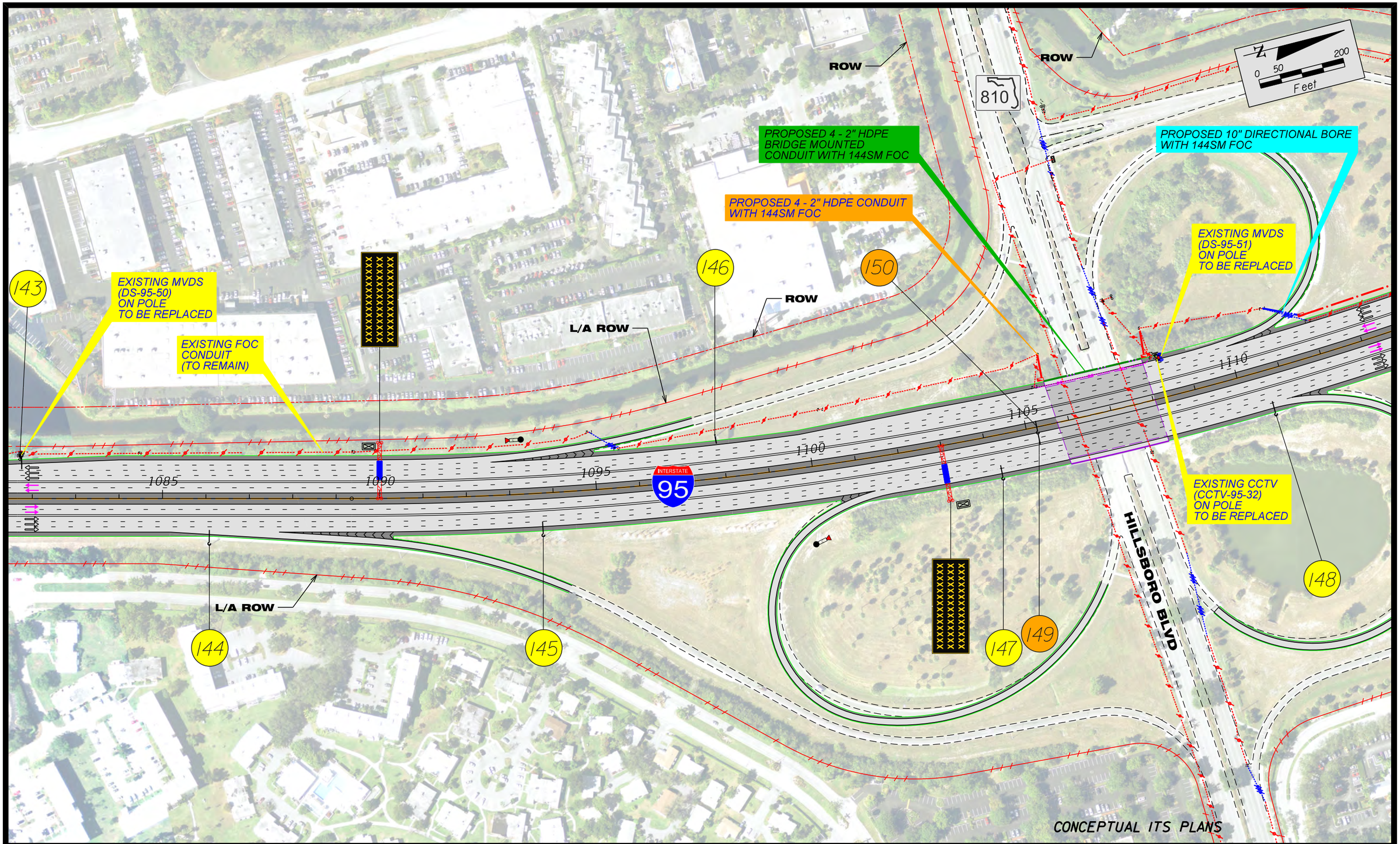
January 2013

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 21



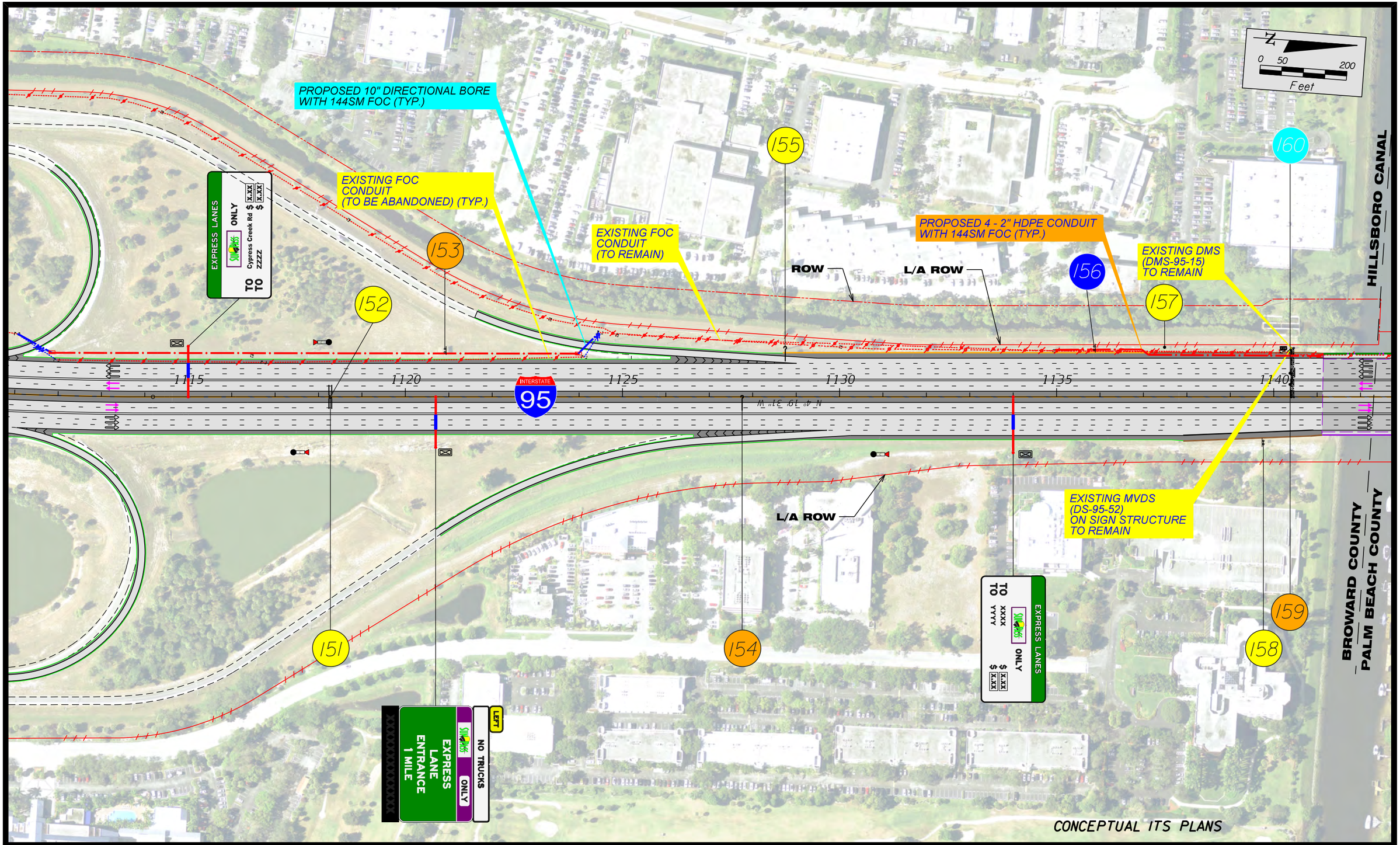

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## CONCEPTUAL ITS NETWORK

SHEET NO.
22



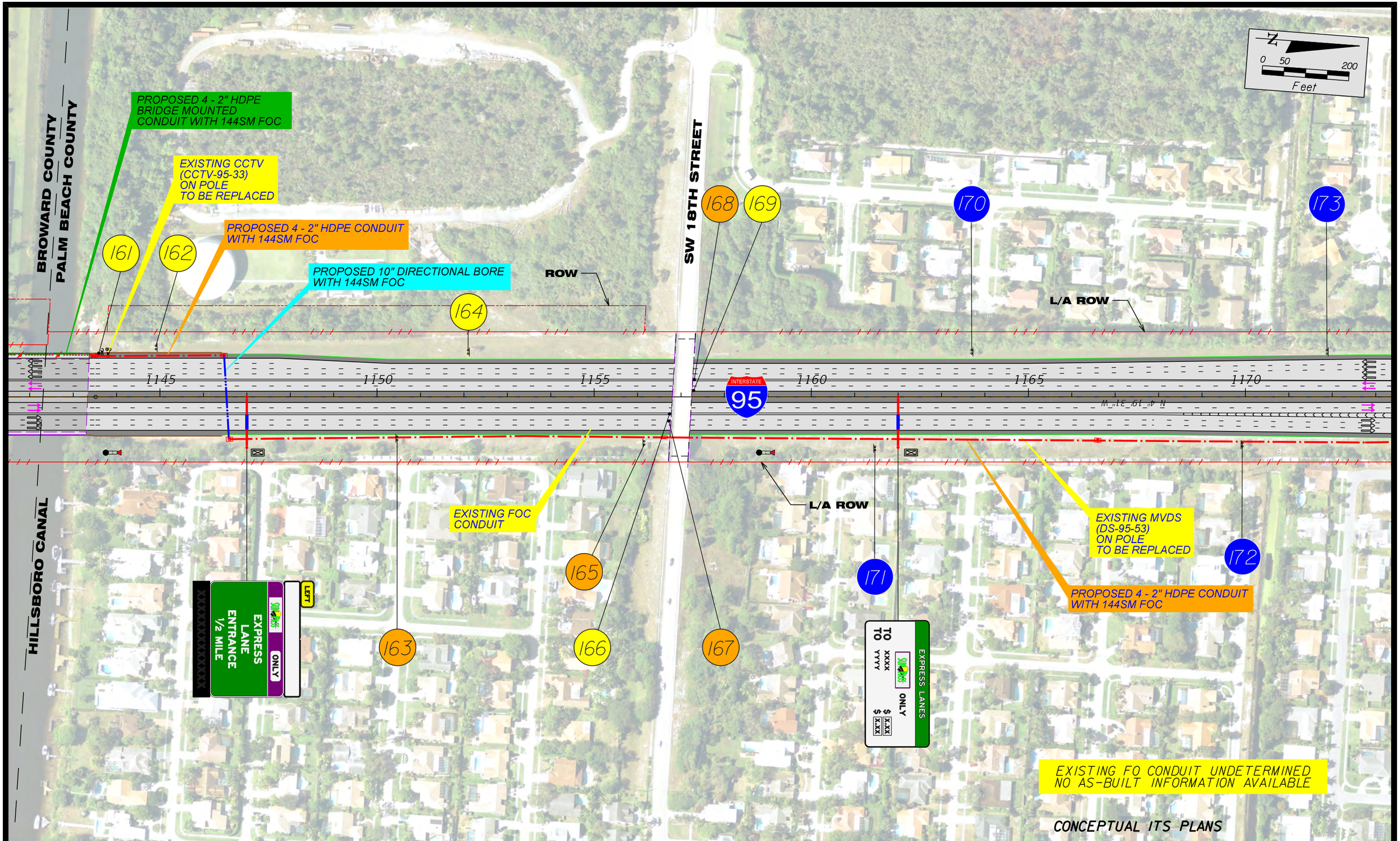

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) CONCEPTUAL ITS NETWORK

SHEET NO. 23




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
24

CSX RAILWAY

N

0 50 200

Feet

CAMINO REAL

ROW

ROW

L/A ROW

175

177

180

1175 1180 1185 1190 1195 1200

INTERSTATE 95

174

L/A ROW

EXISTING FOC CONDUIT (TO BE ABANDONED) (TYP.)

PROPOSED 4 - 2" HDPE CONDUIT WITH 144SM FOC

EXISTING MVDS (DS-95-54) ON POLE TO BE REPLACED

EXISTING CCTV (CCTV-95-34) ON POLE TO BE REPLACED

176

178

179

181

EXPRESS LANE ENTRANCE ONLY

XXXXXXXXXX

SUNPASS ONLY

NO TRUCKS LEFT

EXISTING FO CONDUIT UNDETERMINED
NO AS-BUILT INFORMATION AVAILABLE

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
25

CSX RAILWAY

ROW

L/A ROW

EXISTING CCTV
(CCTV-95-35)
ON POLE
TO REMAIN

EXISTING MVDS
(DS-95-55)
ON POLE
TO BE REPLACED

EXISTING MVDS
(DS-95-45)
ON POLE
TO BE REPLACED

EXPRESS LANES
ONLY
Cypress Creek Rd $ X.XX
TO $ X.XX
TO ZZZZ

184

185

183

182

1205

1210

1215

1220

N 1° 2'' 50'' E

1225

1230

INTERSTATE 95

PROPOSED 4 - 2" HDPE CONDUIT
WITH 144SM FOC

PROPOSED 10" DIRECTIONAL BORE
WITH 144SM FOC

PROPOSED 4 - 2" HDPE
BRIDGE MOUNTED
CONDUIT WITH 144SM FOC

PALMETTO PARK ROAD

EXISTING FO CONDUIT UNDETERMINED
NO AS-BUILT INFORMATION AVAILABLE

N

0 50 200

Feet

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

January 2013

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
26

END STUDY LIMITS
STATION 1249+18

EXISTING HAR
HAR BEACON
(HAR-95-09)
TO RELOCATE

CSX RAILWAY

L/A ROW

EXISTING FOC
CONDUIT
(TO BE ABANDONED) (TYP.)

PROPOSED 10" DIRECTIONAL BORE
WITH 144SM FOC

EXISTING MVDS
(DS-95-56)
ON POLE
TO BE REPLACED

PROPOSED 4 - 2" HDPE CONDUIT
WITH 144SM FOC

EXISTING HAR
HAR BEACON
(HAR-95-10)
TO RELOCATE

L/A ROW

EXISTING FO CONDUIT UNDETERMINED
NO AS-BUILT INFORMATION AVAILABLE

185 186 187 188 189 190 191 192 193 194 195 196

1235 1240 1245 1250 1255 1260 1265

INTERSTATE 95

N 17° 08' 11" W

N
0 50 200
Feet

CONCEPTUAL ITS PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

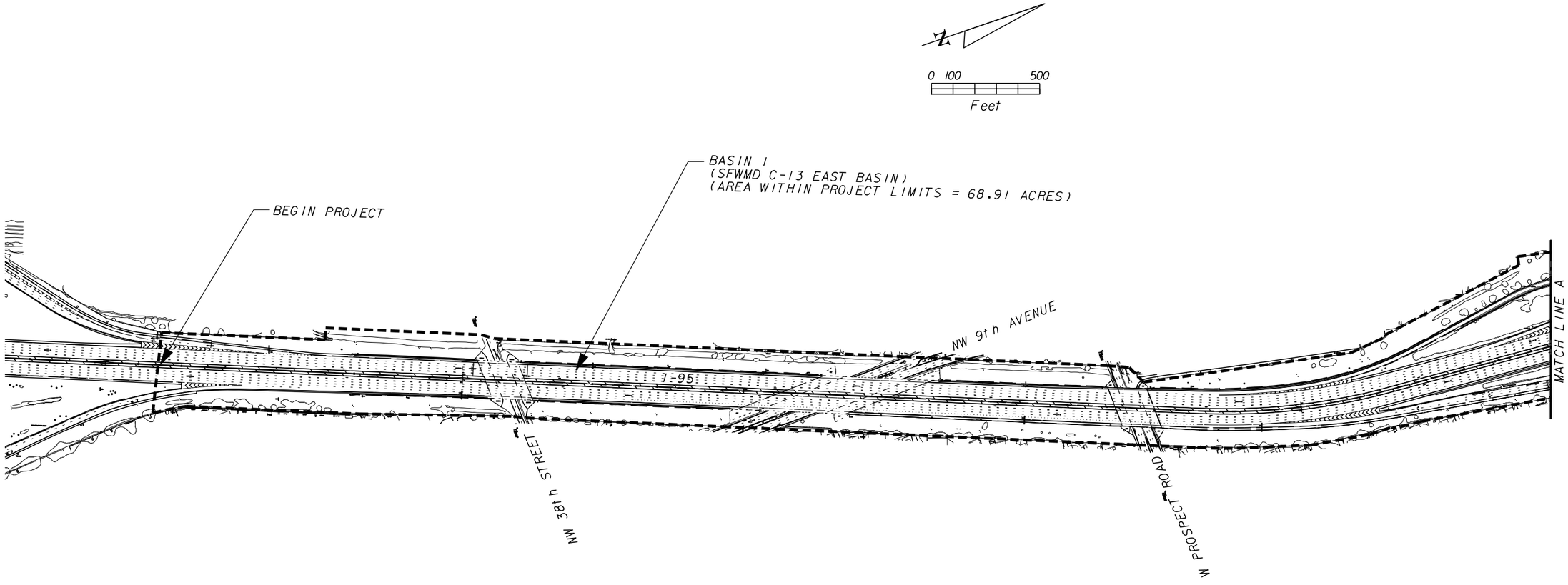
SR 9 (INTERSTATE 95)
CONCEPTUAL ITS NETWORK

SHEET NO.
27

# APPENDIX D

## Existing and Proposed Drainage Basin Maps

# Pre-Development Drainage Maps




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

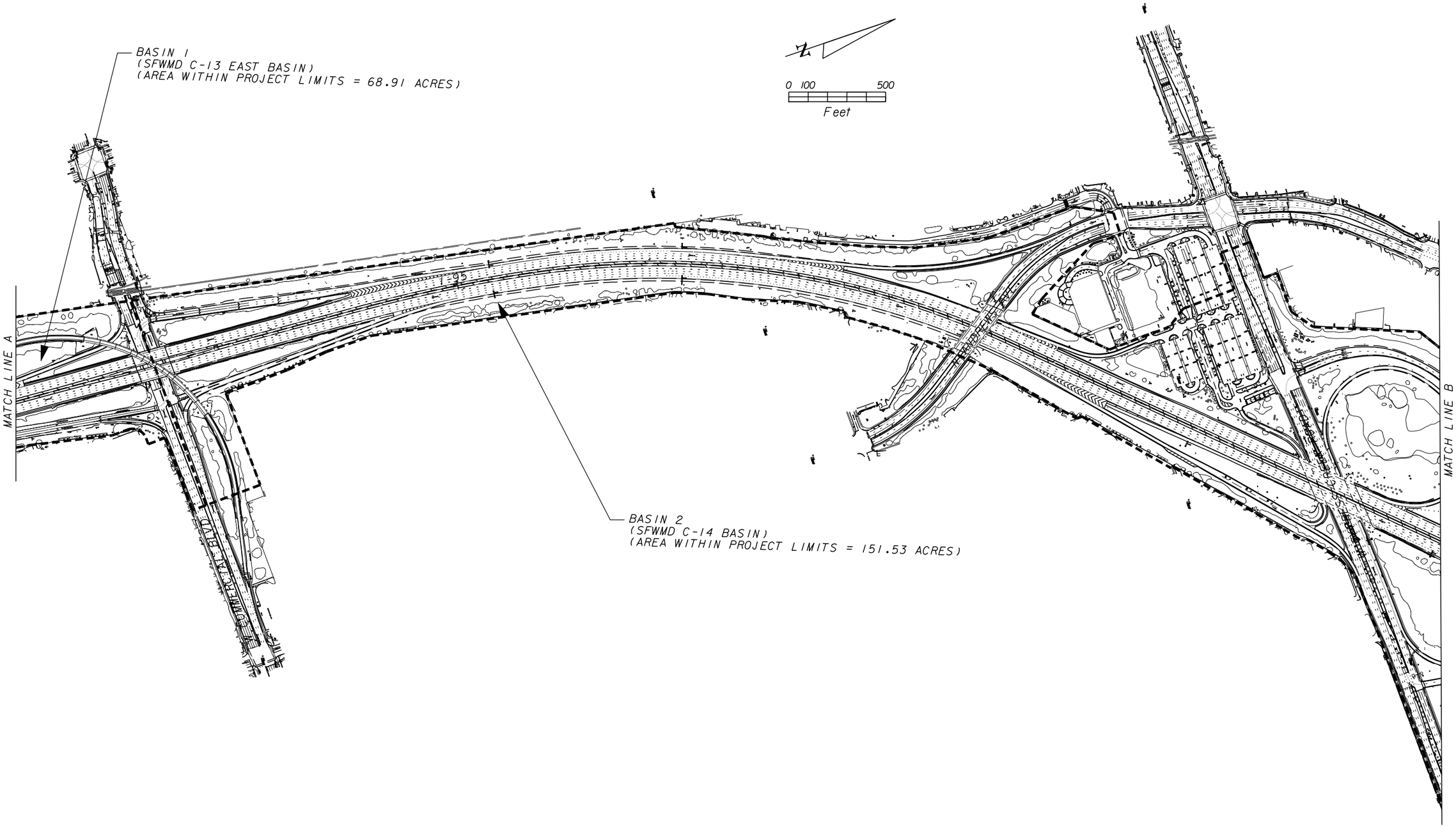
October 2011

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95)
# PRE-DEVELOPMENT DRAINAGE MAP (1)

SHEET NO.




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

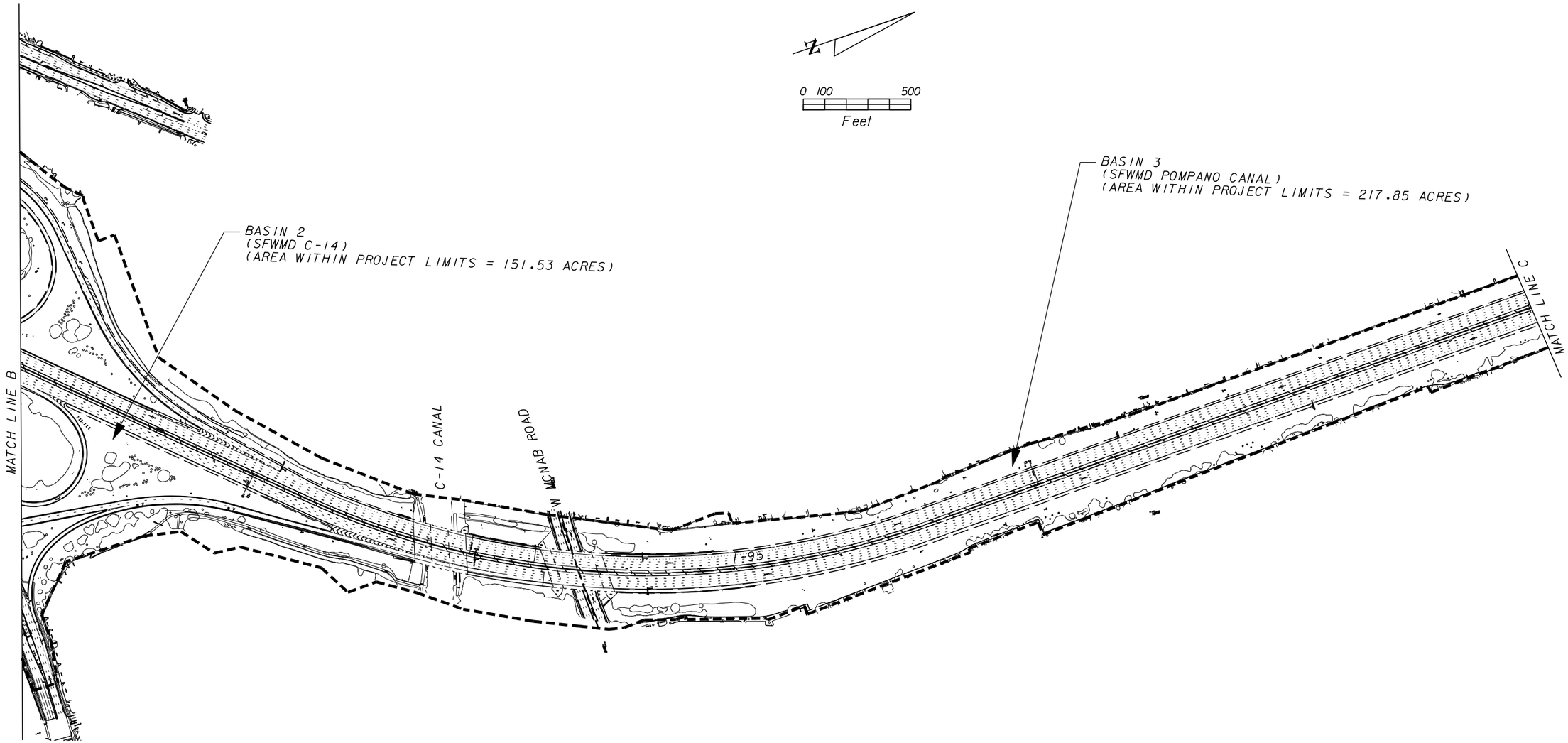
October 2011

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95)
# PRE-DEVELOPMENT DRAINAGE MAP (2)

SHEET NO.




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

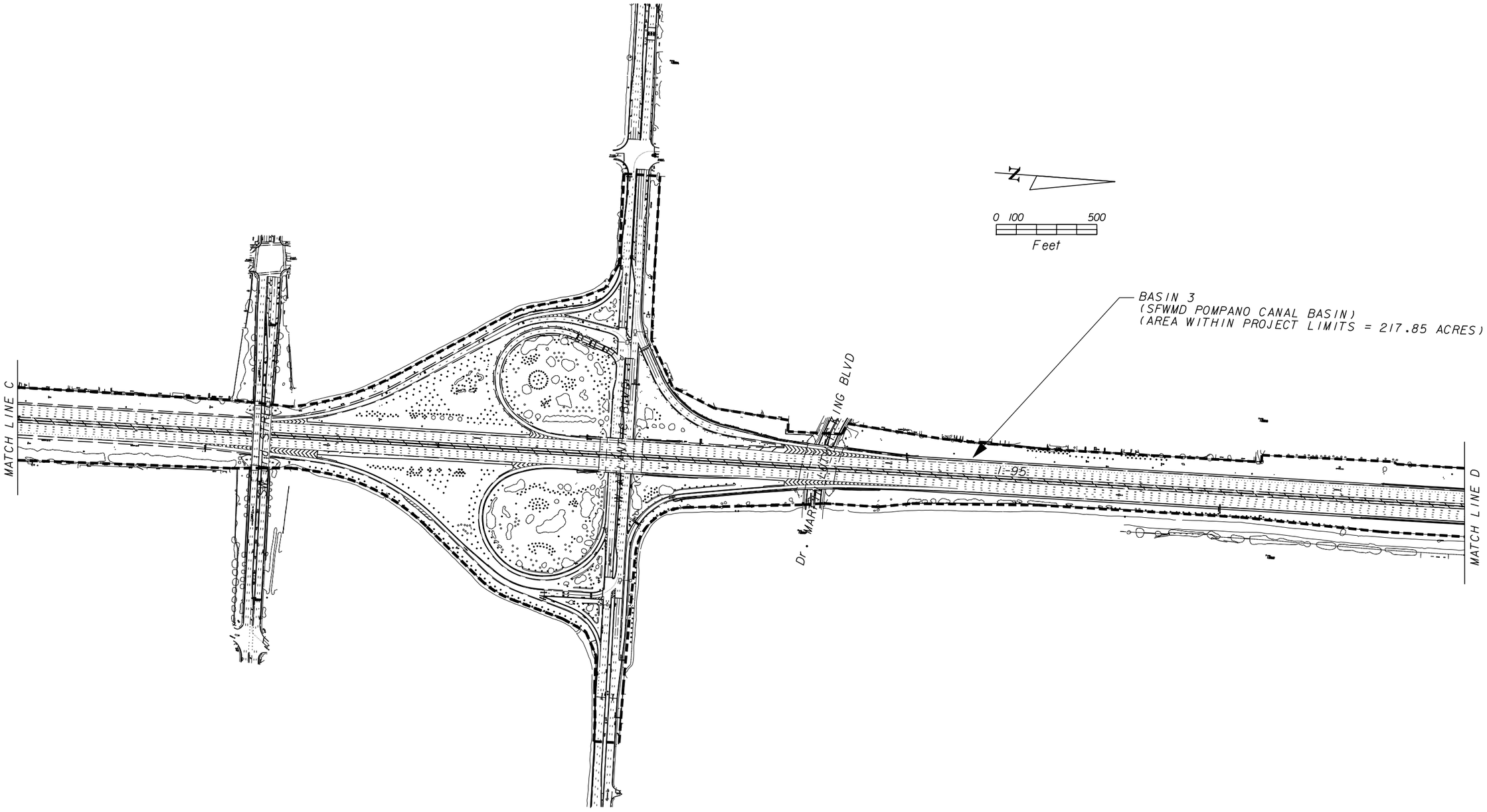
October 2011

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95)
# PRE-DEVELOPMENT DRAINAGE MAP (3)

SHEET NO.




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

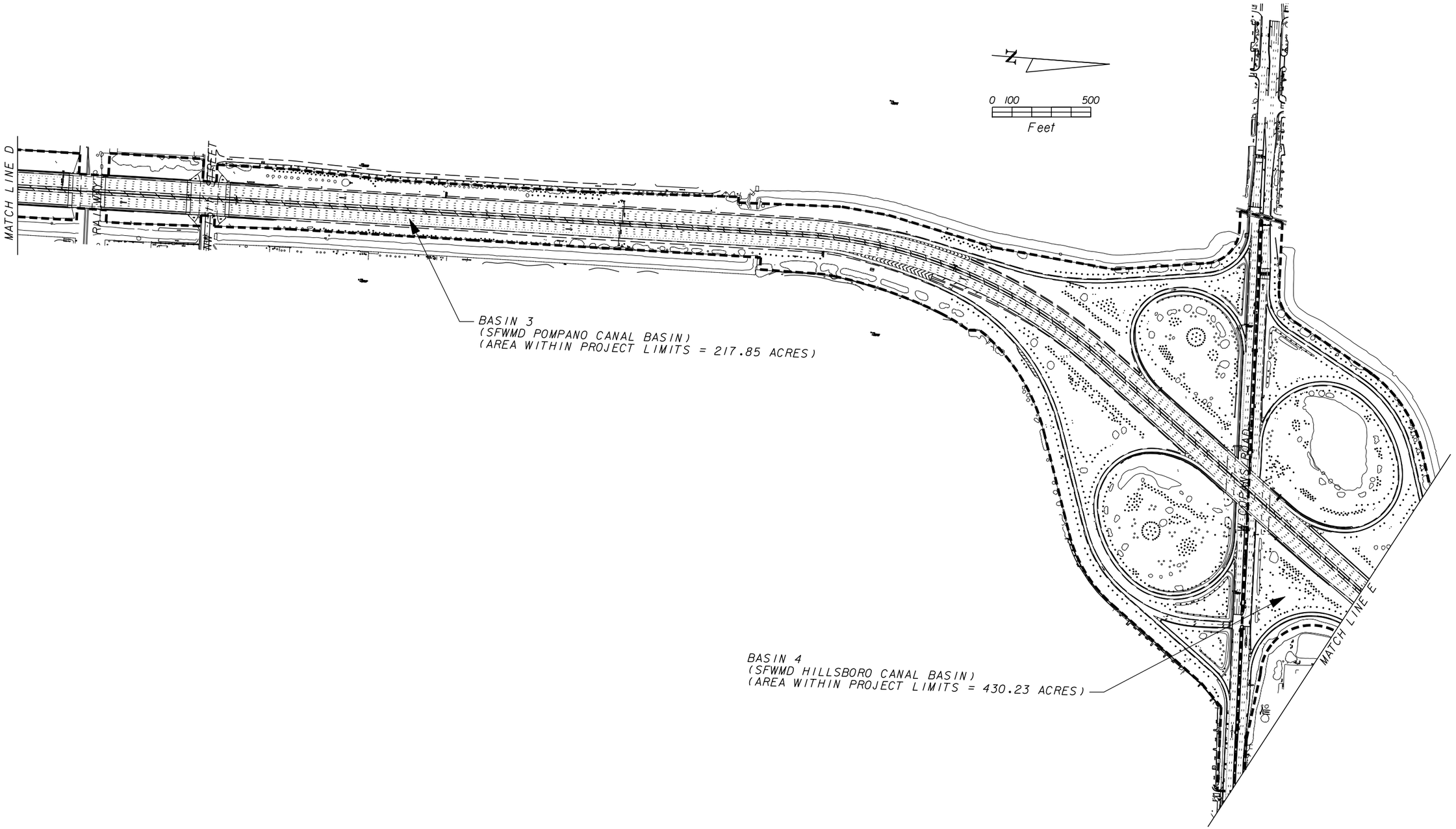
October 2011

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95)
# PRE-DEVELOPMENT DRAINAGE MAP (4)

SHEET NO.




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

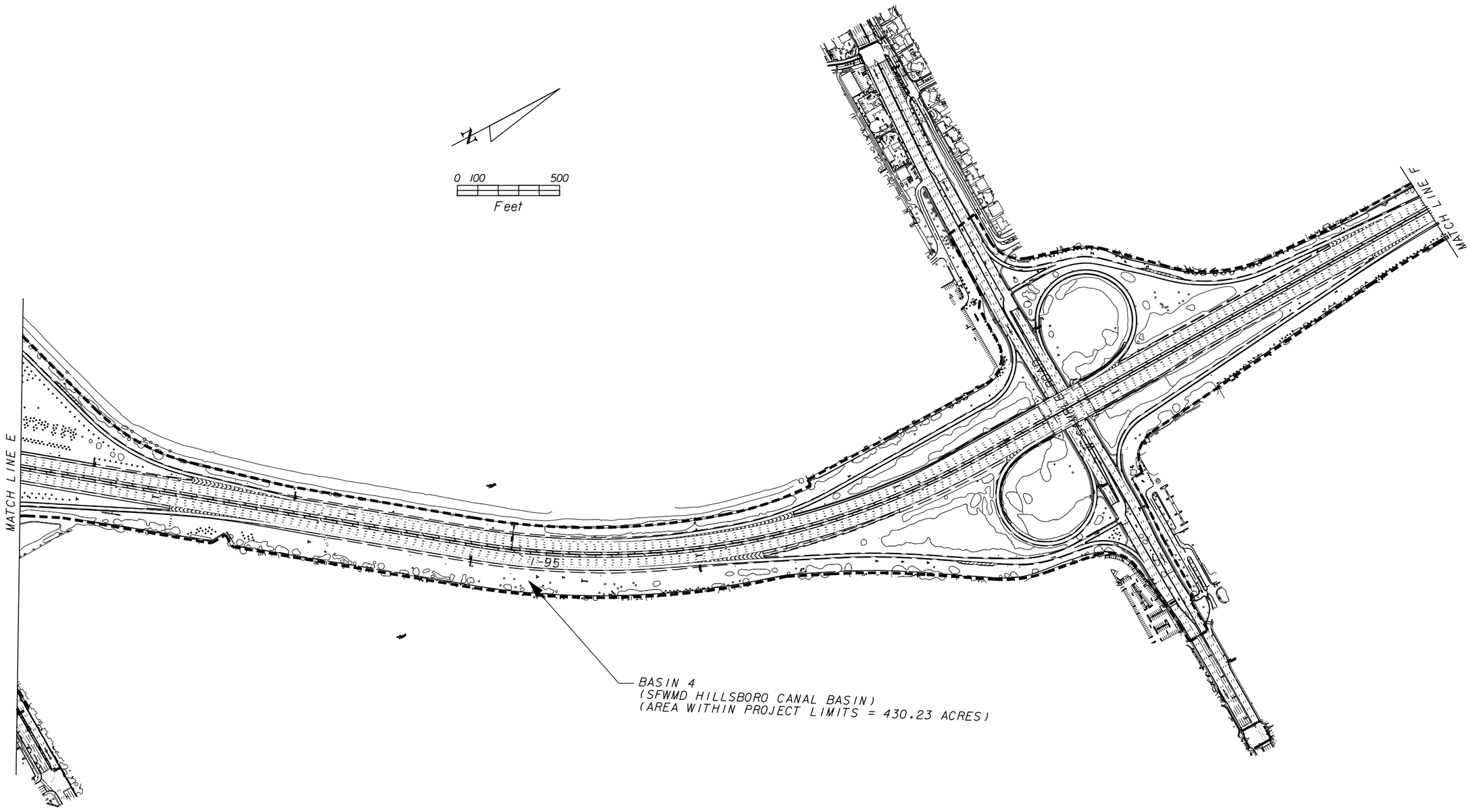
October 2011

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95)
# PRE-DEVELOPMENT DRAINAGE MAP (5)

SHEET NO.




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

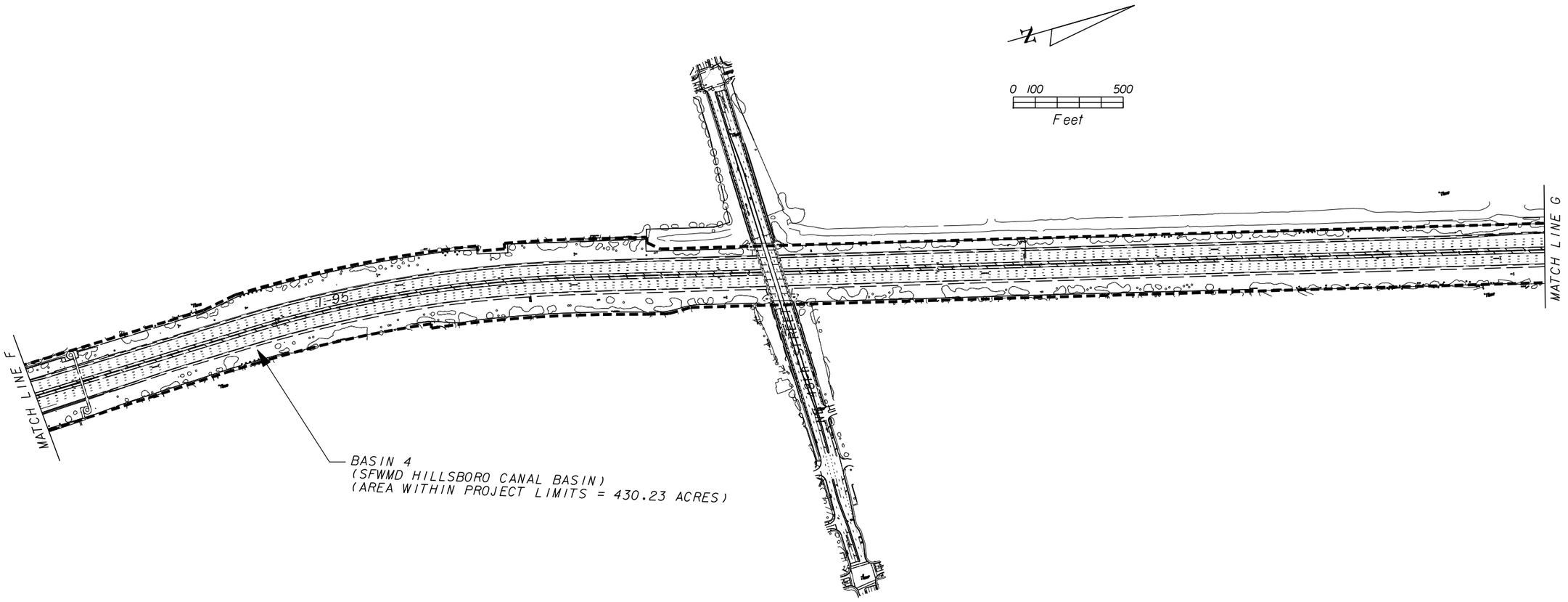
October 2011

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95)
# PRE-DEVELOPMENT DRAINAGE MAP (6)

SHEET NO.




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

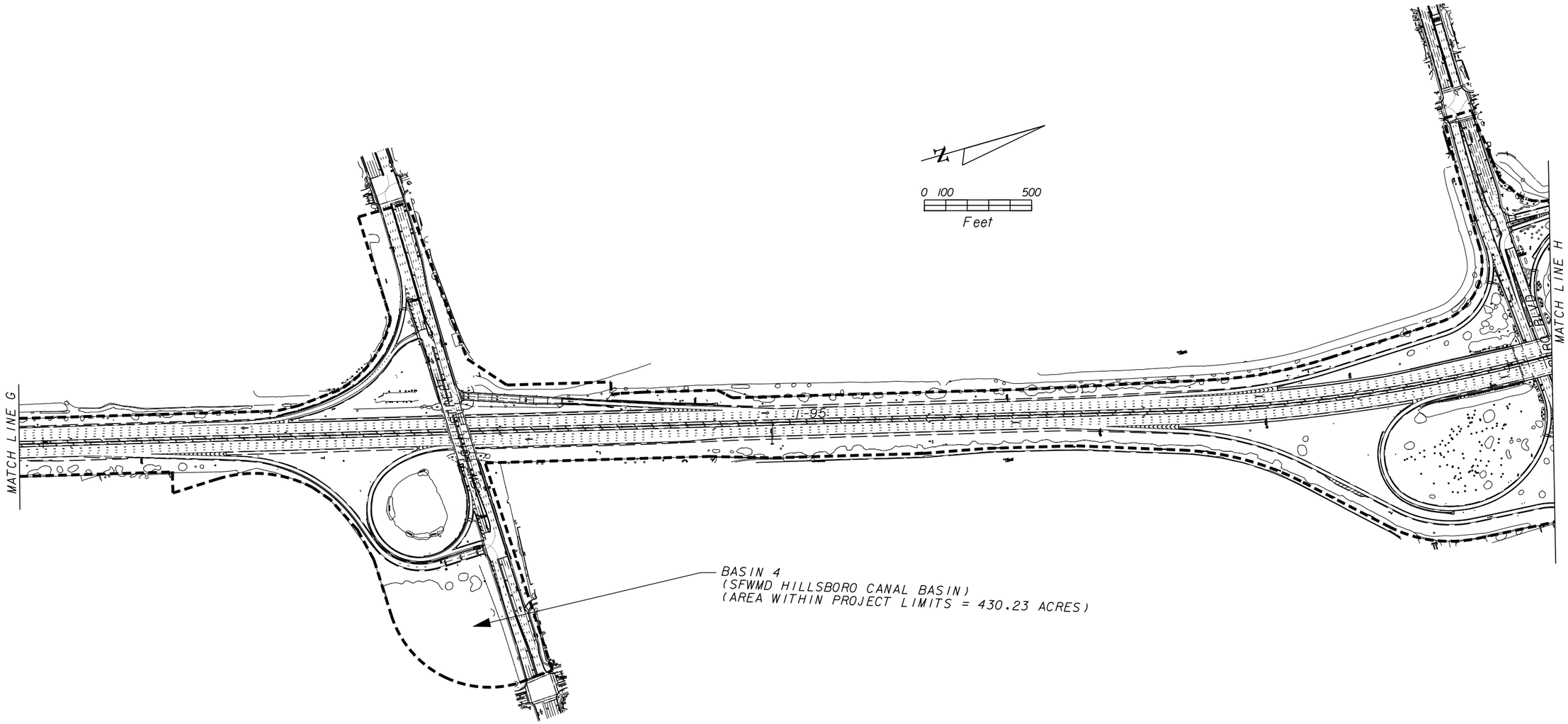
October 2011

I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
PRE-DEVELOPMENT DRAINAGE MAP (7)

SHEET NO.



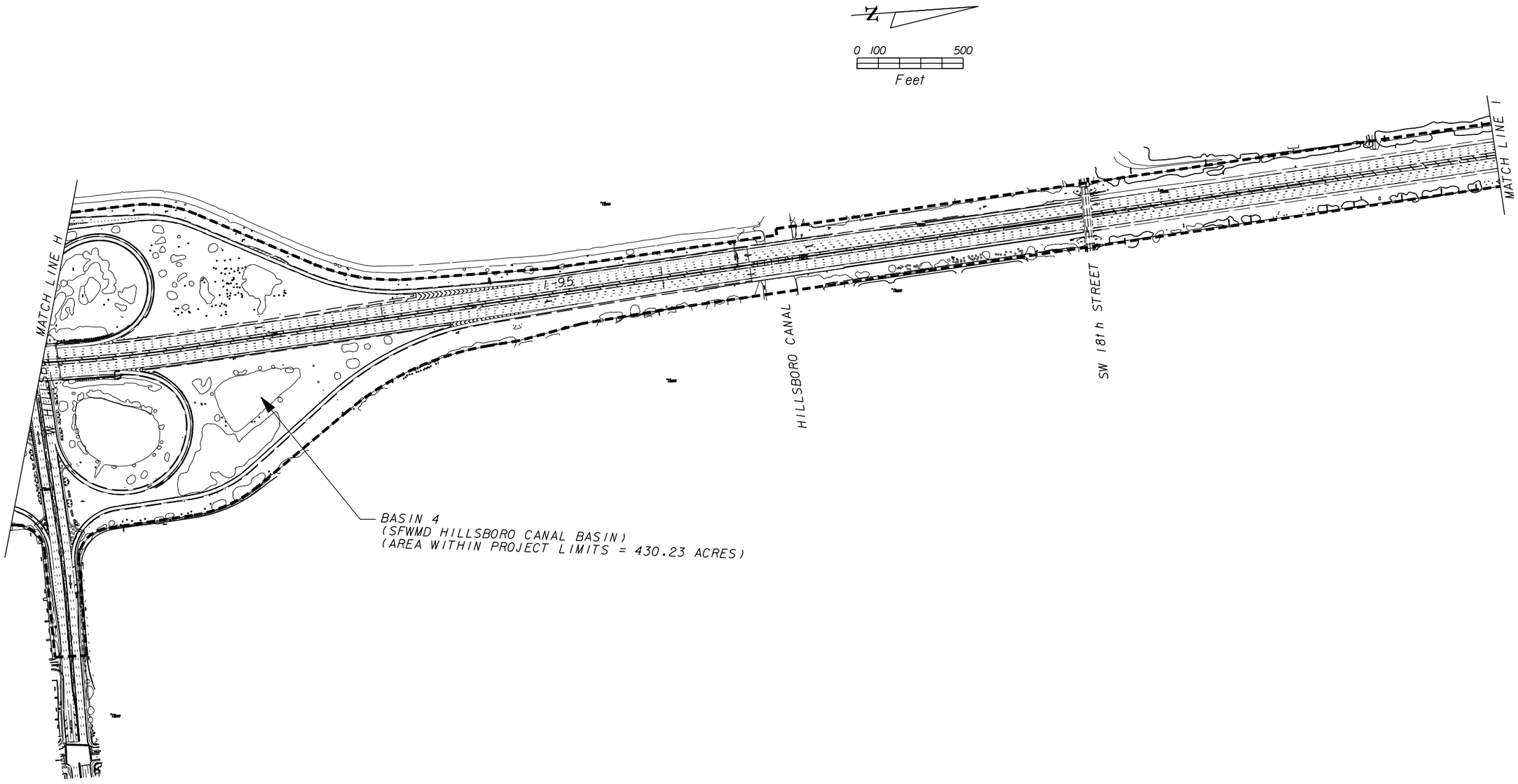

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

October 2011

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
PRE-DEVELOPMENT DRAINAGE MAP (8)

SHEET NO.




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

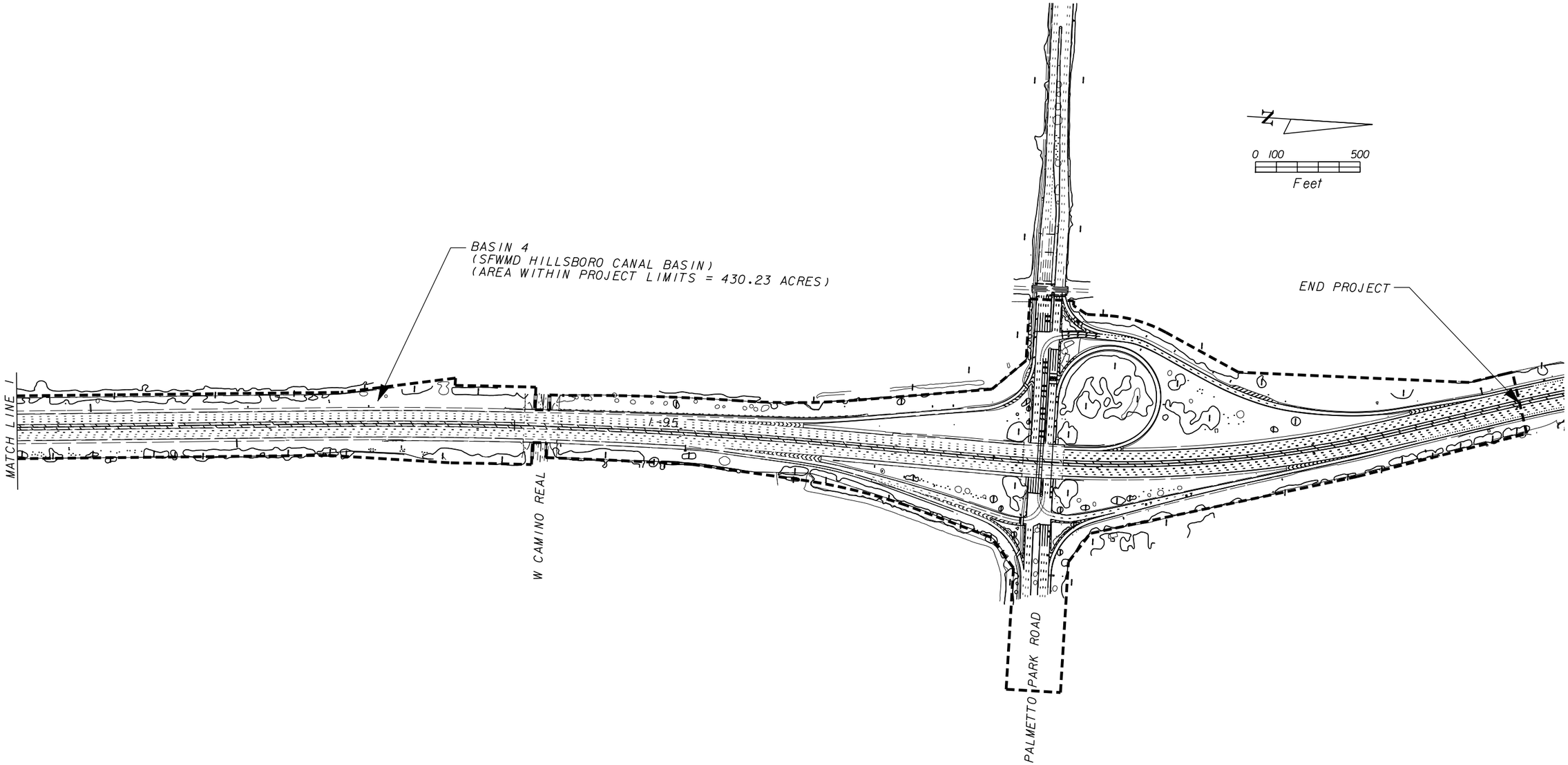
October 2011

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95)
# PRE-DEVELOPMENT DRAINAGE MAP (9)

SHEET NO.




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

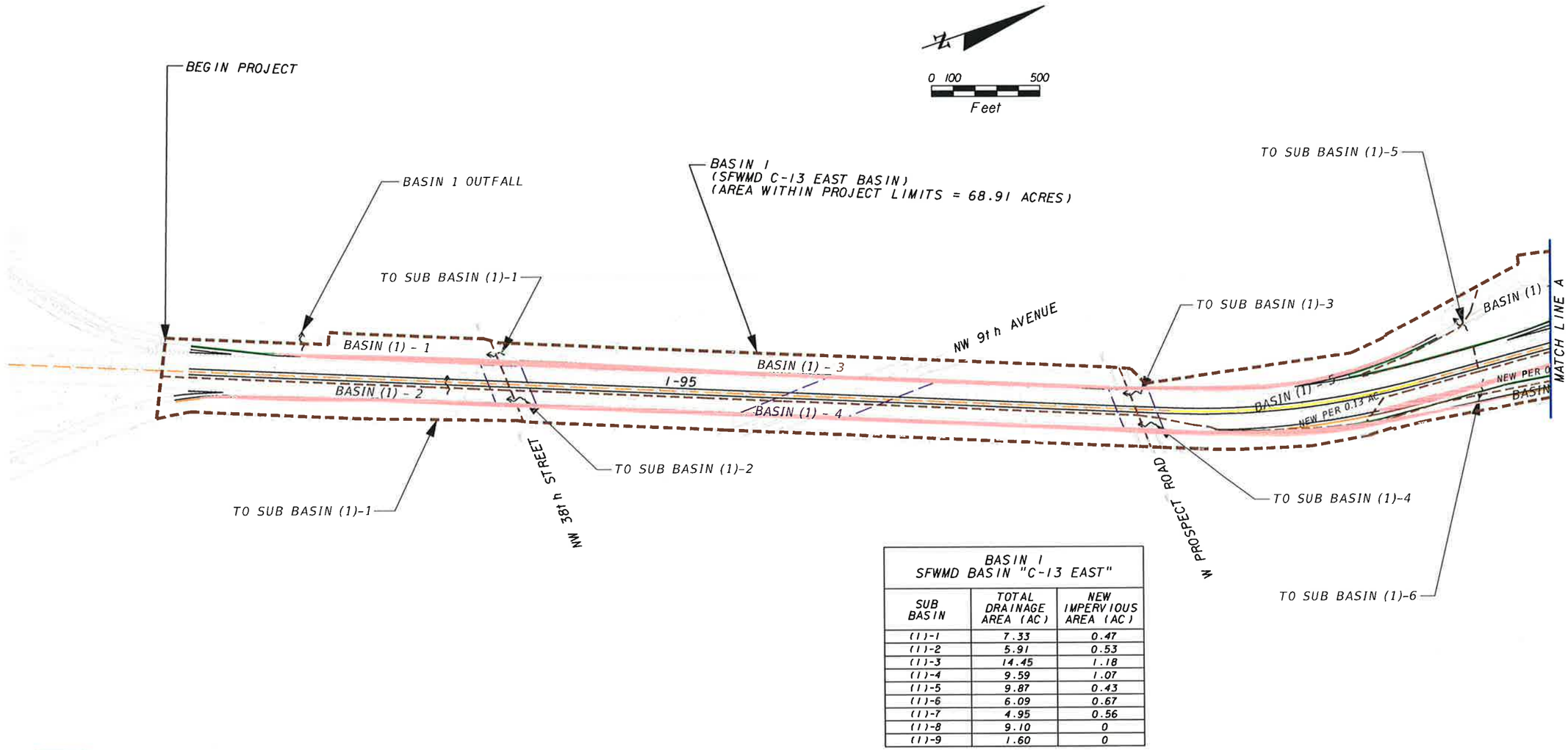
October 2011

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
PRE-DEVELOPMENT DRAINAGE MAP (10)

SHEET NO.

# Post Development Drainage Map



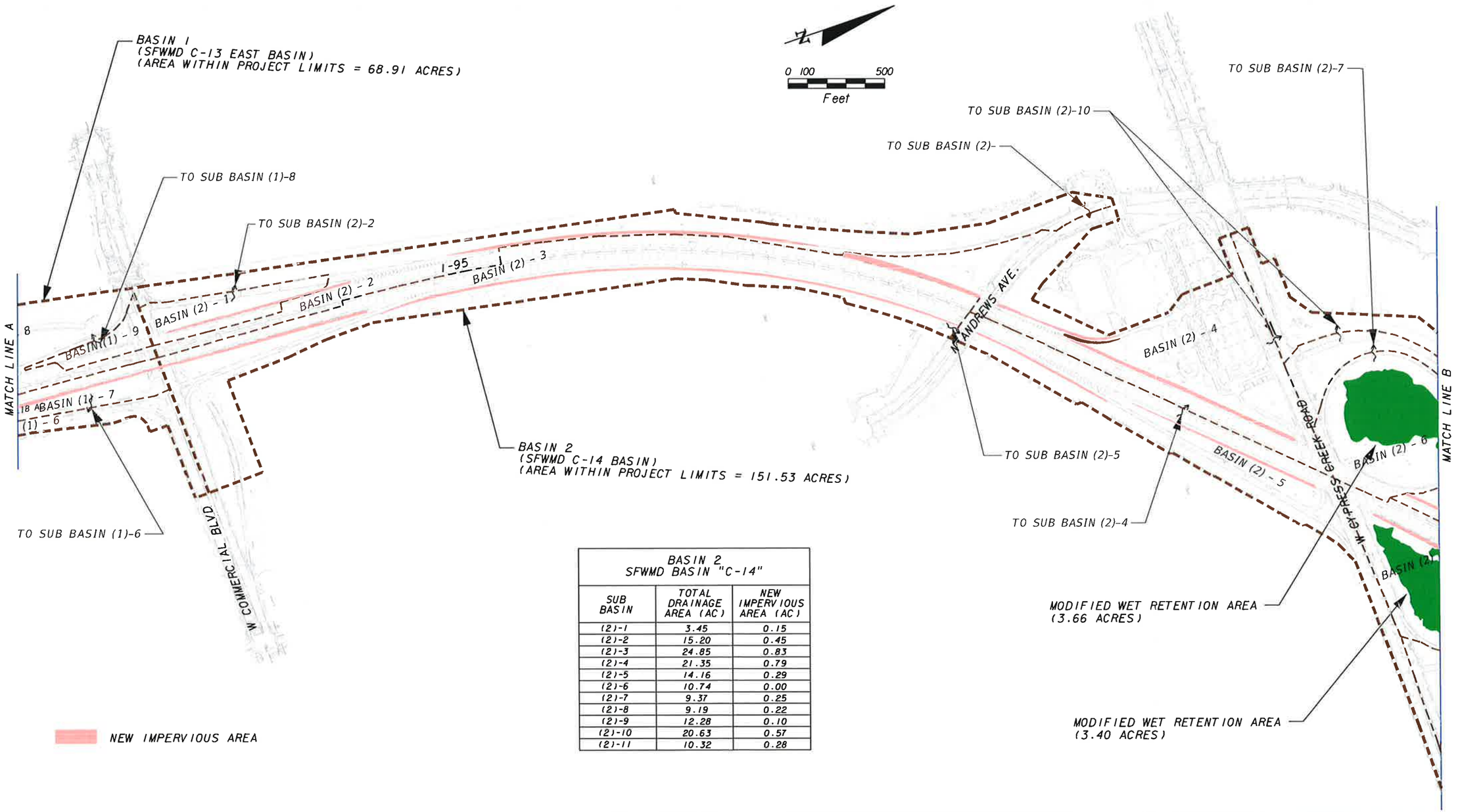

| BASIN I<br>SFWMD BASIN "C-13 EAST" | | |
|---|---|---|
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
| (1)-1 | 7.33 | 0.47 |
| (1)-2 | 5.91 | 0.53 |
| (1)-3 | 14.45 | 1.18 |
| (1)-4 | 9.59 | 1.07 |
| (1)-5 | 9.87 | 0.43 |
| (1)-6 | 6.09 | 0.67 |
| (1)-7 | 4.95 | 0.56 |
| (1)-8 | 9.10 | 0 |
| (1)-9 | 1.60 | 0 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (1)

SHEET NO.



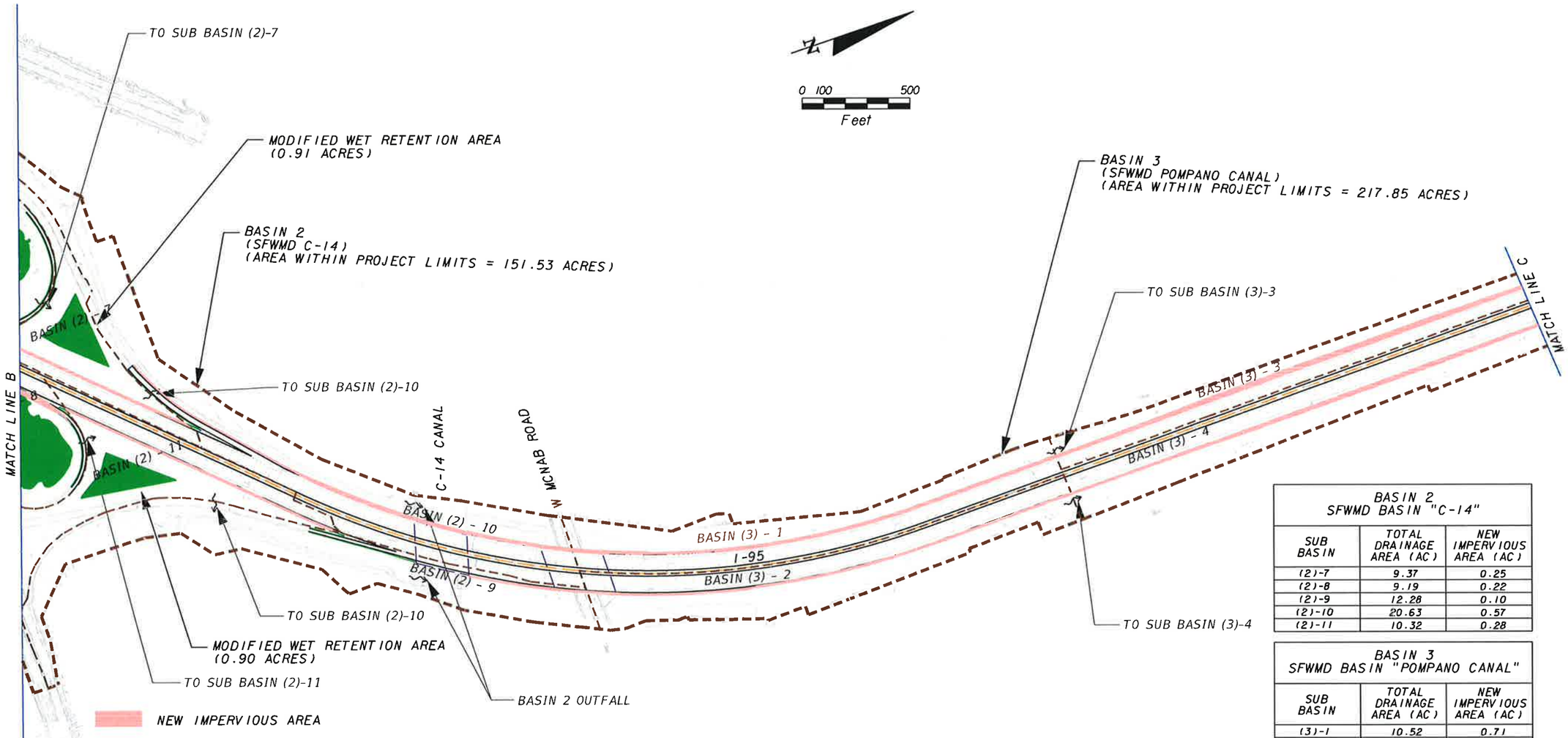

| BASIN 2 SFWMD BASIN "C-14" | | |
|---|---|---|
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
| (2)-1 | 3.45 | 0.15 |
| (2)-2 | 15.20 | 0.45 |
| (2)-3 | 24.85 | 0.83 |
| (2)-4 | 21.35 | 0.79 |
| (2)-5 | 14.16 | 0.29 |
| (2)-6 | 10.74 | 0.00 |
| (2)-7 | 9.37 | 0.25 |
| (2)-8 | 9.19 | 0.22 |
| (2)-9 | 12.28 | 0.10 |
| (2)-10 | 20.63 | 0.57 |
| (2)-11 | 10.32 | 0.28 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (2)

SHEET NO.




| BASIN 2 SFWMD BASIN "C-14" | | |
|---|---|---|
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
| (2)-7 | 9.37 | 0.25 |
| (2)-8 | 9.19 | 0.22 |
| (2)-9 | 12.28 | 0.10 |
| (2)-10 | 20.63 | 0.57 |
| (2)-11 | 10.32 | 0.28 |

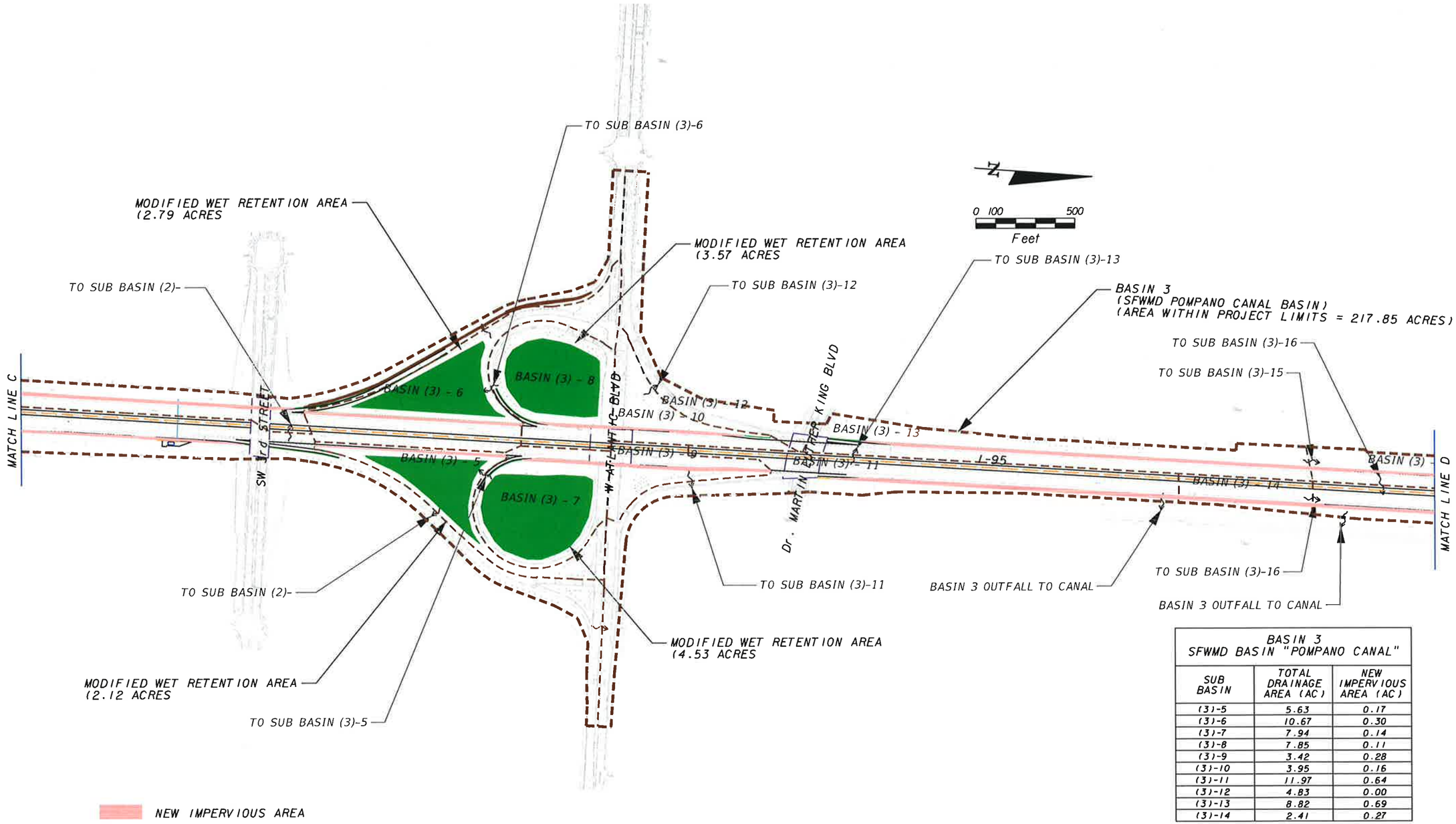
| BASIN 3 SFWMD BASIN "POMPANO CANAL" | | |
|---|---|---|
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
| (3)-1 | 10.52 | 0.71 |
| (3)-2 | 11.51 | 0.49 |
| (3)-3 | 15.08 | 1.17 |
| (3)-4 | 23.40 | 1.07 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) POST-DEVELOPMENT DRAINAGE MAP (3)

SHEET NO.




BASIN 3
SFWMD BASIN "POMPANO CANAL"

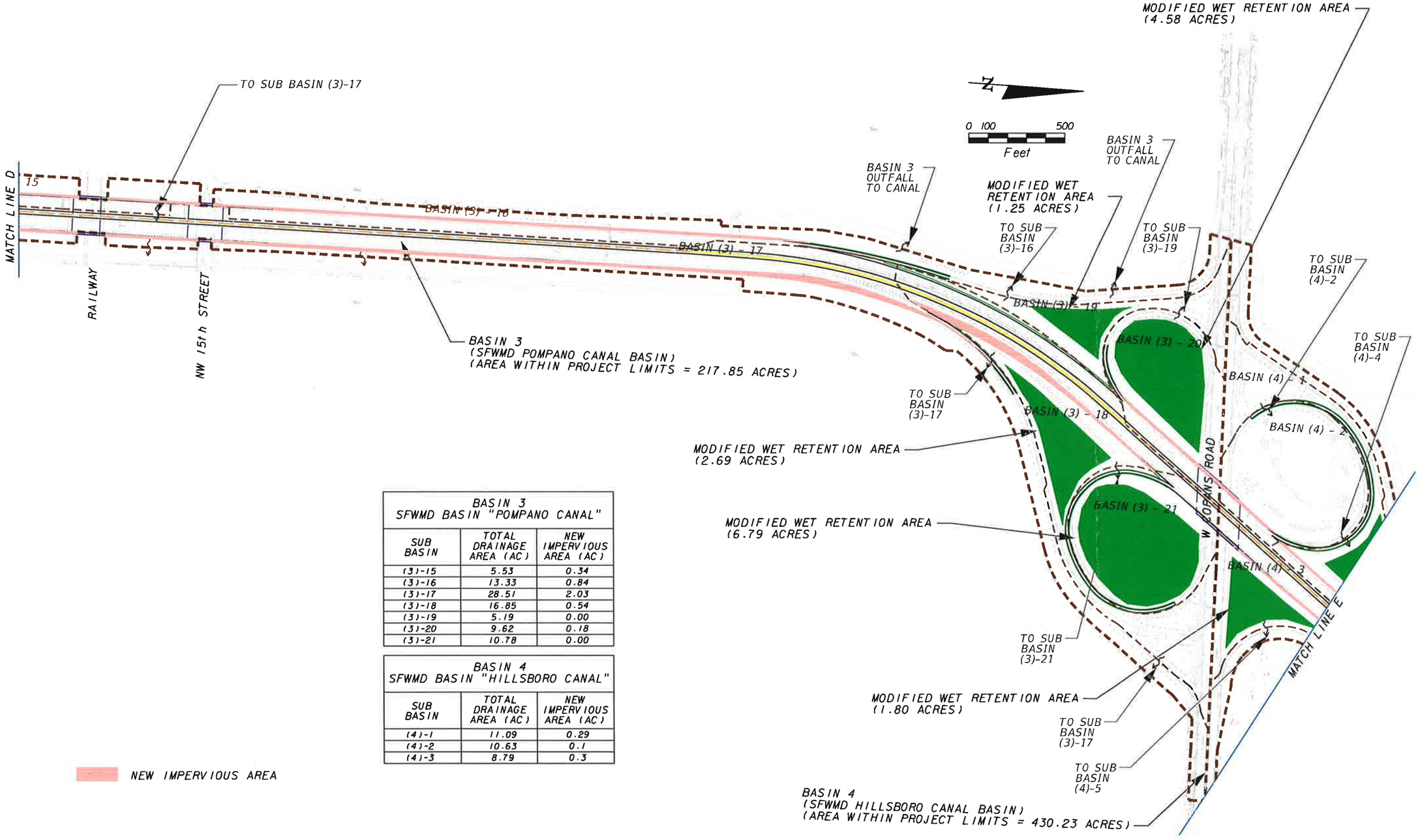
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
|---|---|---|
| (3)-5 | 5.63 | 0.17 |
| (3)-6 | 10.67 | 0.30 |
| (3)-7 | 7.94 | 0.14 |
| (3)-8 | 7.85 | 0.11 |
| (3)-9 | 3.42 | 0.28 |
| (3)-10 | 3.95 | 0.16 |
| (3)-11 | 11.97 | 0.64 |
| (3)-12 | 4.83 | 0.00 |
| (3)-13 | 8.82 | 0.69 |
| (3)-14 | 2.41 | 0.27 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (4)

SHEET NO.




| BASIN 3<br>SFWMD BASIN "POMPANO CANAL" | | |
|---|---|---|
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
| (3)-15 | 5.53 | 0.34 |
| (3)-16 | 13.33 | 0.84 |
| (3)-17 | 28.51 | 2.03 |
| (3)-18 | 16.85 | 0.54 |
| (3)-19 | 5.19 | 0.00 |
| (3)-20 | 9.62 | 0.18 |
| (3)-21 | 10.78 | 0.00 |

| BASIN 4<br>SFWMD BASIN "HILLSBORO CANAL" | | |
|---|---|---|
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
| (4)-1 | 11.09 | 0.29 |
| (4)-2 | 10.63 | 0.1 |
| (4)-3 | 8.79 | 0.3 |

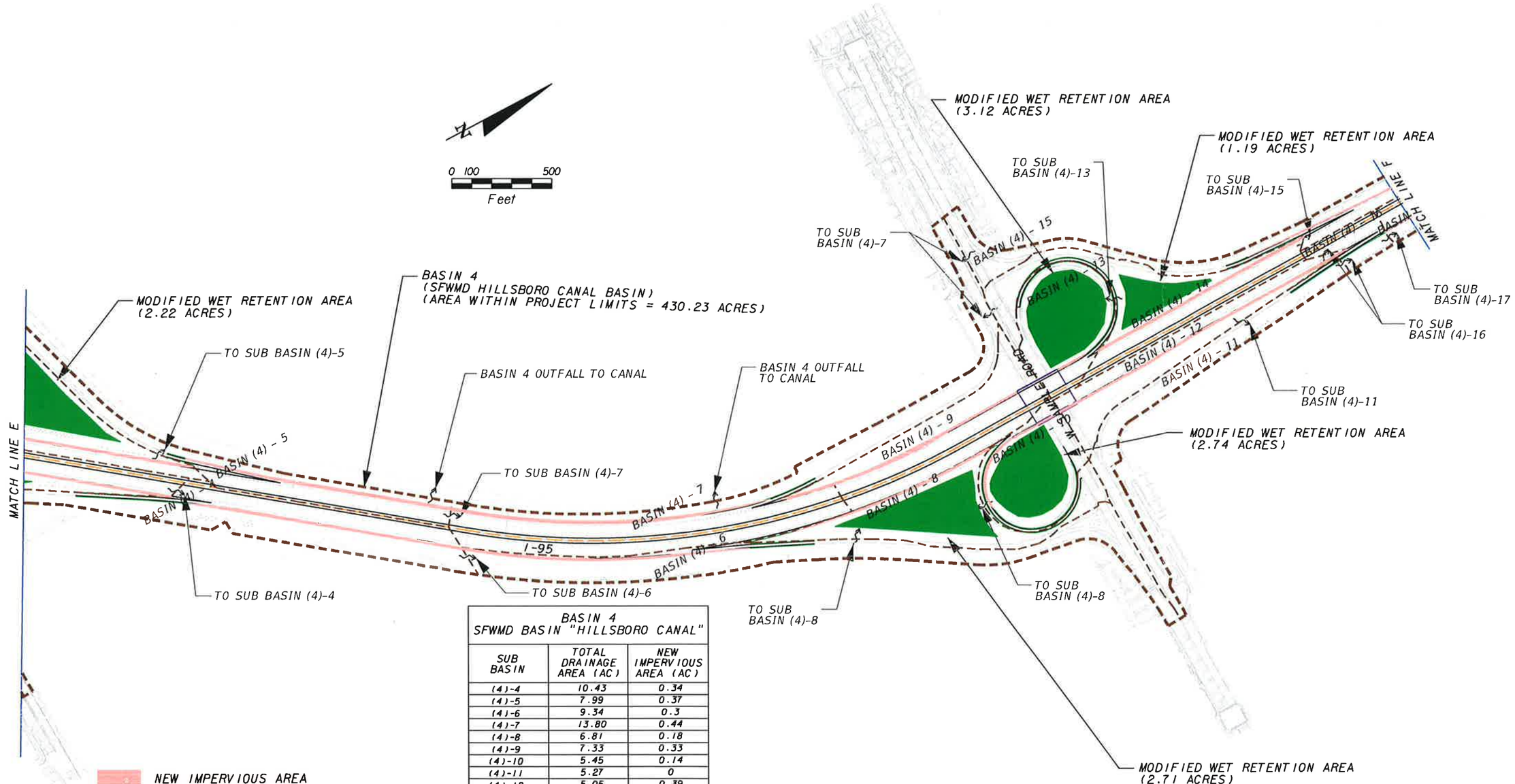
NEW IMPERVIOUS AREA

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (5)

SHEET NO.




BASIN 4
SFWMD BASIN "HILLSBORO CANAL"

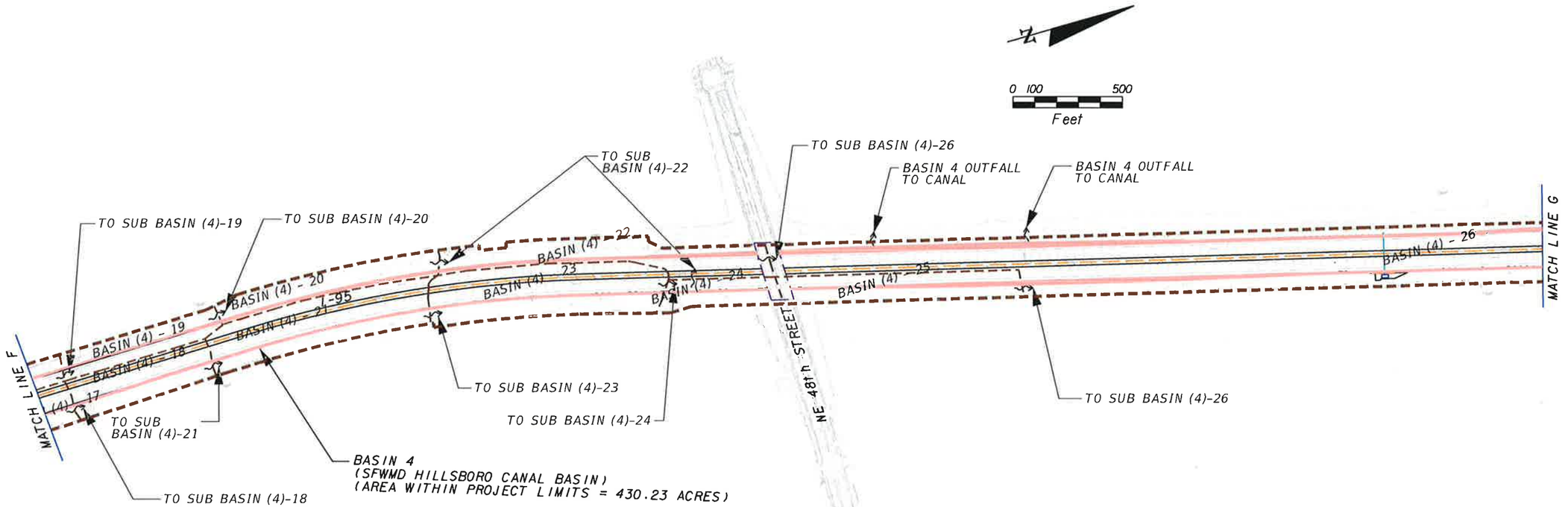
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
|---|---|---|
| (4)-4 | 10.43 | 0.34 |
| (4)-5 | 7.99 | 0.37 |
| (4)-6 | 9.34 | 0.3 |
| (4)-7 | 13.80 | 0.44 |
| (4)-8 | 6.81 | 0.18 |
| (4)-9 | 7.33 | 0.33 |
| (4)-10 | 5.45 | 0.14 |
| (4)-11 | 5.27 | 0 |
| (4)-12 | 5.05 | 0.39 |
| (4)-13 | 5.63 | 0.03 |
| (4)-14 | 7.87 | 0.33 |
| (4)-15 | 5.06 | 0.11 |
| (4)-16 | 1.48 | 0 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (6)

SHEET NO.




NEW IMPERVIOUS AREA

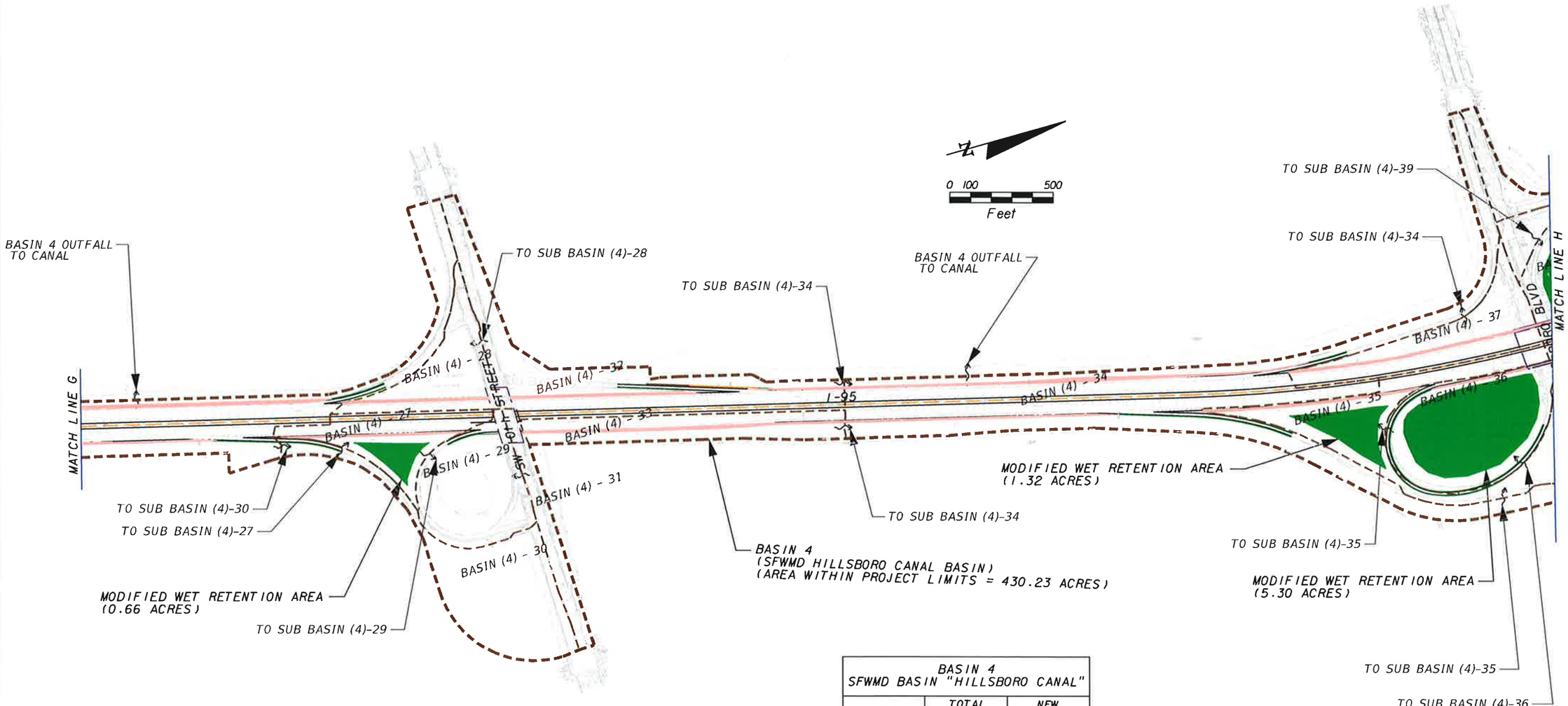
| BASIN 4 SFWMD BASIN "HILLSBORO CANAL" | | |
|---|---|---|
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
| (4)-17 | 1.22 | 0.03 |
| (4)-18 | 2.79 | 0.16 |
| (4)-19 | 2.09 | 0.15 |
| (4)-20 | 2.61 | 0.3 |
| (4)-21 | 5.04 | 0.25 |
| (4)-22 | 4.14 | 0.47 |
| (4)-23 | 5.72 | 0.25 |
| (4)-24 | 1.57 | 0.11 |
| (4)-25 | 3.16 | 0.38 |
| (4)-26 | 28.49 | 2.83 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
January 2013

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (7)

SHEET NO.




BASIN 4
SFWMD BASIN "HILLSBORO CANAL"

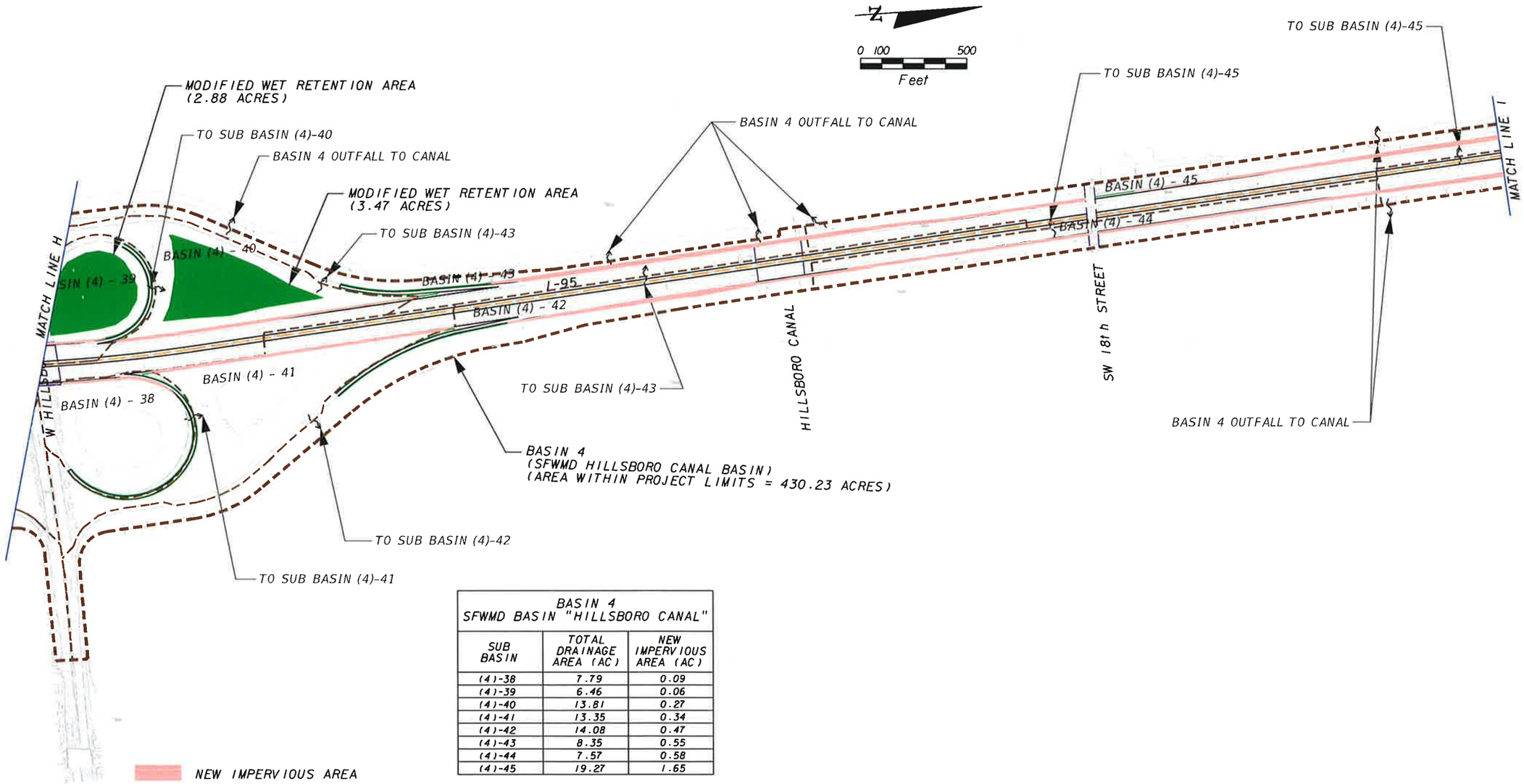
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
|---|---|---|
| (4)-27 | 4.14 | 0.16 |
| (4)-28 | 4.30 | 0.21 |
| (4)-29 | 6.13 | 0 |
| (4)-30 | 8.29 | 0 |
| (4)-31 | 2.16 | 0 |
| (4)-32 | 10.05 | 0.36 |
| (4)-33 | 4.54 | 0.45 |
| (4)-34 | 22.27 | 0.85 |
| (4)-35 | 8.62 | 0.24 |
| (4)-36 | 8.65 | 0.08 |
| (4)-37 | 5.54 | 0.32 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2012

I-95 (SR 9) PD&E STUDY
FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (8)

SHEET NO.




BASIN 4
SFWMD BASIN "HILLSBORO CANAL"

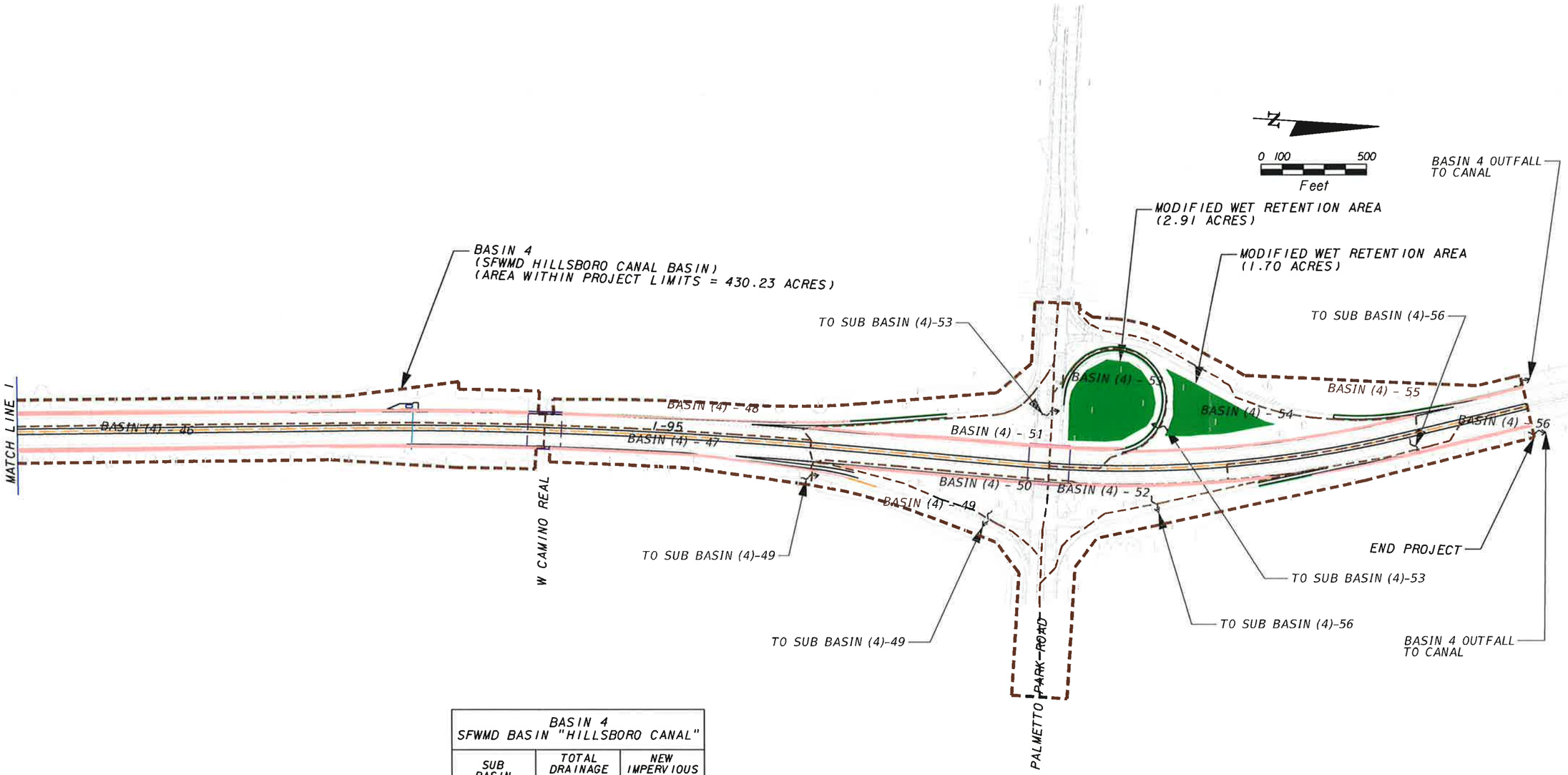
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
|---|---|---|
| (4)-38 | 7.79 | 0.09 |
| (4)-39 | 6.46 | 0.06 |
| (4)-40 | 13.81 | 0.27 |
| (4)-41 | 13.35 | 0.34 |
| (4)-42 | 14.08 | 0.47 |
| (4)-43 | 8.35 | 0.55 |
| (4)-44 | 7.57 | 0.58 |
| (4)-45 | 19.27 | 1.65 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2012

I-95 (SR 9) PD&E STUDY
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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (9)

SHEET NO.




NEW IMPERVIOUS AREA

| BASIN 4 SFWMD BASIN "HILLSBORO CANAL" | | |
|---|---|---|
| SUB BASIN | TOTAL DRAINAGE AREA (AC) | NEW IMPERVIOUS AREA (AC) |
| (4)-46 | 12.93 | 1.02 |
| (4)-47 | 5.32 | 0.25 |
| (4)-48 | 7.43 | 0.17 |
| (4)-49 | 4.32 | 0.01 |
| (4)-50 | 3.46 | 0.24 |
| (4)-51 | 6.64 | 0.34 |
| (4)-52 | 3.11 | 0.29 |
| (4)-53 | 5.63 | 0.1 |
| (4)-54 | 10.88 | 0.29 |
| (4)-55 | 8.57 | 0.08 |
| (4)-56 | 7.71 | 0.24 |

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
October 2012

I-95 (SR 9) PD&E STUDY
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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

SR 9 (INTERSTATE 95)
POST-DEVELOPMENT DRAINAGE MAP (10)

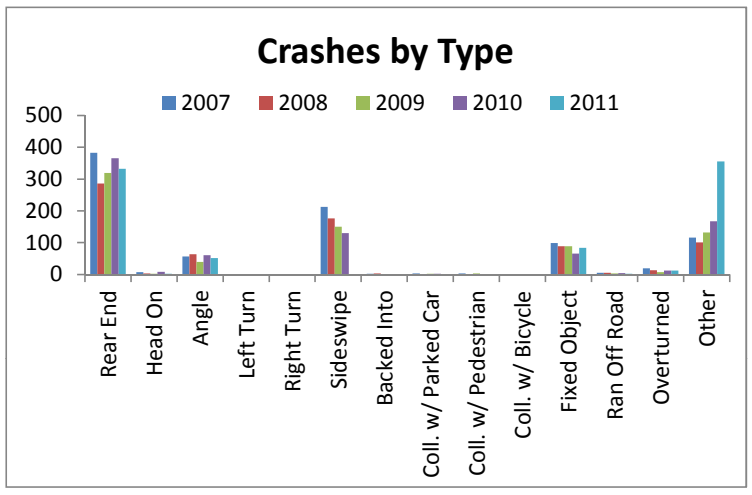
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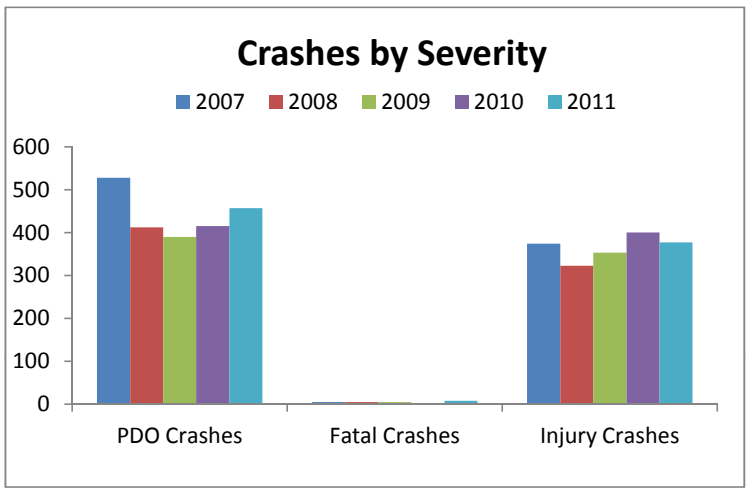
# APPENDIX E

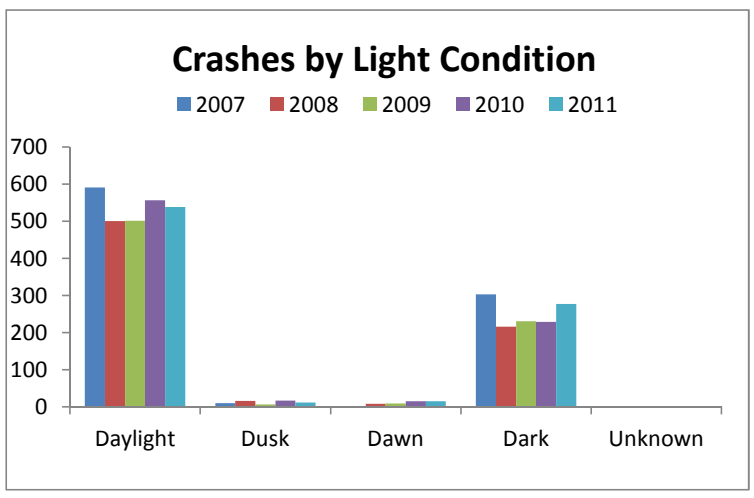
## Safety Analysis Evaluation: Crash Data Analysis

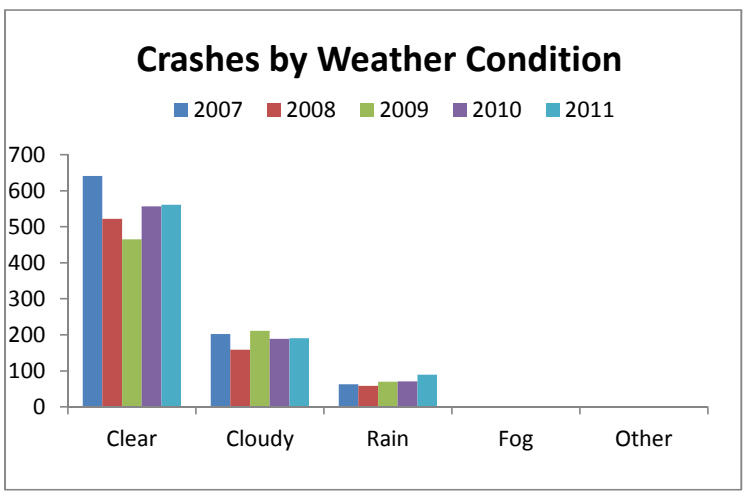
# CRASH HISTOGRAMS

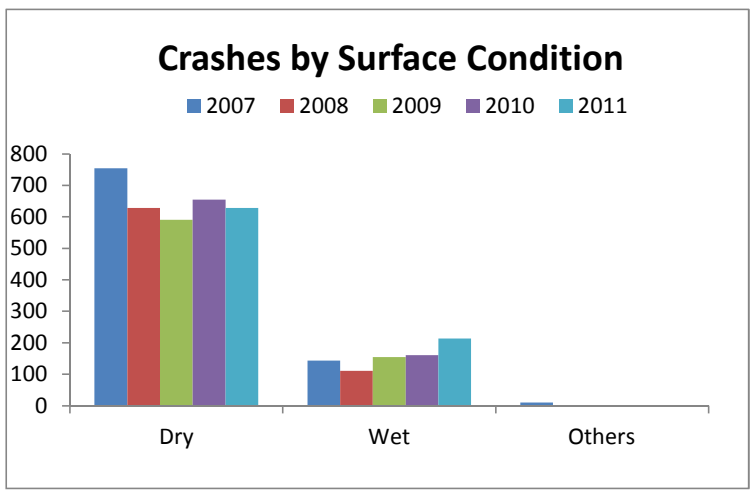
## SR 9 / I-95 Broward County Segment

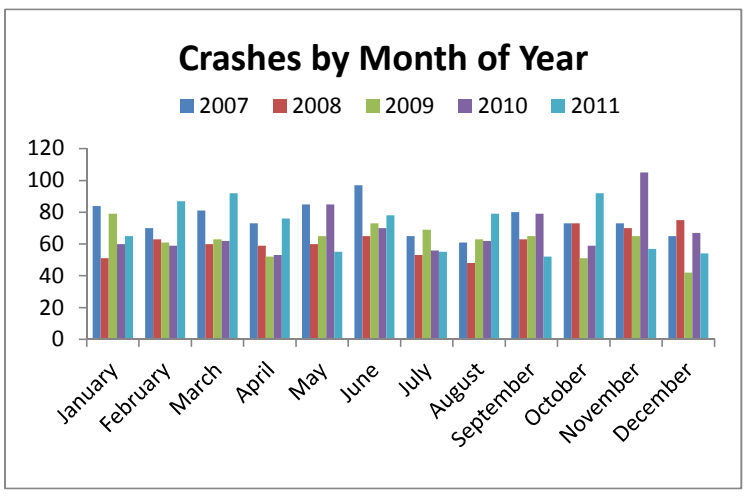


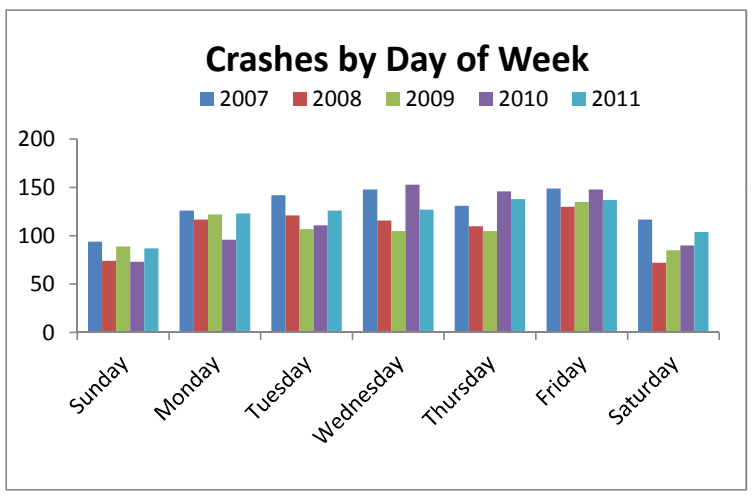



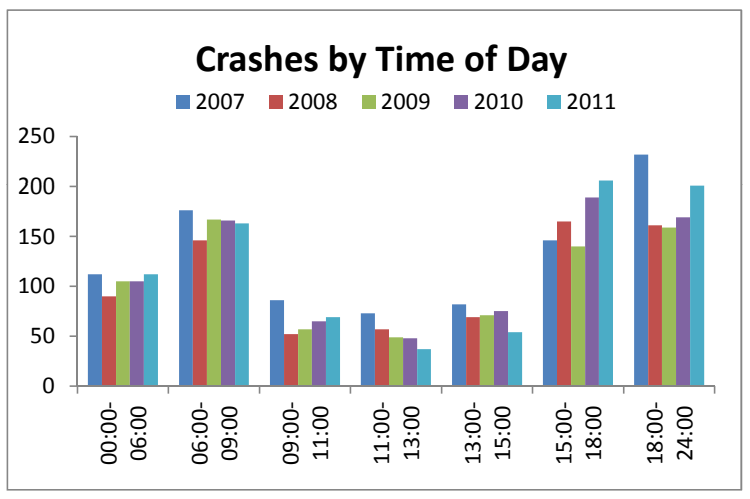



# 2007 Broward County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.742 | 07/06/07 | Fri | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 2 | 13.742 | 08/28/07 | Tue | 1100 | Angle | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 3 | 13.742 | 11/29/07 | Thu | 0800 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 4 | 13.774 | 03/02/07 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 5 | 13.774 | 05/21/07 | Mon | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 6 | 13.774 | 09/19/07 | Wed | 0300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 7 | 13.799 | 08/15/07 | Wed | 0100 | Hit Guardrail | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 8 | 13.869 | 01/21/07 | Sun | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 9 | 13.869 | 05/07/07 | Mon | 0300 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Slippery | No Improper Driving/Act |
| 10 | 13.869 | 09/16/07 | Sun | 0300 | Coll. W/ Parked Car | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 11 | 13.963 | 10/25/07 | Thu | 1100 | Angle | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 12 | 13.973 | 04/16/07 | Mon | 0600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 13 | 13.990 | 01/26/07 | Fri | 1600 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 14 | 13.990 | 02/05/07 | Mon | 0300 | Rear-End | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 15 | 13.990 | 04/04/07 | Wed | 0600 | Angle | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 16 | 13.990 | 04/04/07 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 17 | 13.990 | 04/23/07 | Mon | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 18 | 13.990 | 04/25/07 | Wed | 0600 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 19 | 13.990 | 05/08/07 | Tue | 1700 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 20 | 13.990 | 06/19/07 | Tue | 1000 | Sideswipe | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 21 | 13.990 | 09/25/07 | Tue | 0000 | Angle | 0 | 2 | 0 | Night | Wet | No Improper Driving/Act |
| 22 | 13.990 | 12/16/07 | Sun | 1800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 23 | 14.075 | 01/12/07 | Fri | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 24 | 14.075 | 01/20/07 | Sat | 2000 | Angle | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 25 | 14.075 | 02/13/07 | Tue | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 26 | 14.075 | 05/16/07 | Wed | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 27 | 14.075 | 07/13/07 | Fri | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 28 | 14.075 | 07/23/07 | Mon | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 29 | 14.075 | 09/05/07 | Wed | 0400 | Angle | 0 | 1 | 0 | Night | Dry | Alchol-Under Influence |
| 30 | 14.075 | 09/05/07 | Wed | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 31 | 14.075 | 10/08/07 | Mon | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 32 | 14.075 | 12/06/07 | Thu | 0400 | Head-On | 0 | 3 | 0 | Night | Wet | Unknown/Not Coded |
| 33 | 14.075 | 12/15/07 | Sat | 0100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 34 | 14.075 | 12/22/07 | Sat | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 35 | 14.223 | 08/27/07 | Mon | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 36 | 14.240 | 08/17/07 | Fri | 2100 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 37 | 14.490 | 01/14/07 | Sun | 2100 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 38 | 14.490 | 01/27/07 | Sat | 0600 | Hit Guardrail | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 39 | 14.490 | 01/29/07 | Mon | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 40 | 14.490 | 04/07/07 | Sat | 1000 | Rear-End | 0 | 3 | 0 | Day | Dry | Obstructing Traffic |
| 41 | 14.490 | 04/23/07 | Mon | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 42 | 14.490 | 05/06/07 | Sun | 2000 | Construction Barricade/Sign | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 43 | 14.490 | 06/13/07 | Wed | 1200 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 44 | 14.490 | 07/24/07 | Tue | 1400 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 45 | 14.490 | 08/04/07 | Sat | 1200 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 46 | 14.490 | 08/12/07 | Sun | 1300 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 47 | 14.490 | 09/19/07 | Wed | 0300 | Angle | 0 | 2 | 0 | Night | Slippery | Unknown/Not Coded |
| 48 | 14.490 | 12/09/07 | Sun | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 49 | 14.505 | 09/04/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 50 | 14.554 | 04/12/07 | Thu | 1100 | Sideswipe | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 51 | 14.554 | 07/06/07 | Fri | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 52 | 14.601 | 05/28/07 | Mon | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 53 | 14.601 | 07/14/07 | Sat | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 54 | 14.602 | 06/03/07 | Sun | 2300 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 55 | 14.613 | 02/27/07 | Tue | 1400 | Head-On | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 56 | 14.696 | 01/09/07 | Tue | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 57 | 14.696 | 06/29/07 | Fri | 0500 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 58 | 14.734 | 03/02/07 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 59 | 14.777 | 10/20/07 | Sat | 0900 | Sideswipe | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 60 | 14.791 | 03/06/07 | Tue | 1400 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 61 | 14.825 | 02/05/07 | Mon | 0400 | Sideswipe | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 62 | 14.825 | 02/11/07 | Sun | 2300 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 63 | 14.825 | 03/16/07 | Fri | 1500 | Angle | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 64 | 14.825 | 05/13/07 | Sun | 1300 | All Other | 0 | 1 | 0 | Unknown | Unknown | Unknown/Not Coded |
| 65 | 14.825 | 06/04/07 | Mon | 0700 | Sideswipe | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 66 | 14.825 | 06/13/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 67 | 14.825 | 06/20/07 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 68 | 14.825 | 06/20/07 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 69 | 14.825 | 08/21/07 | Tue | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 70 | 14.825 | 09/05/07 | Wed | 1100 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 71 | 14.825 | 10/29/07 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 72 | 14.825 | 11/07/07 | Wed | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 73 | 14.825 | 11/15/07 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 74 | 14.825 | 12/08/07 | Sat | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 75 | 14.833 | 01/24/07 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 76 | 14.848 | 04/12/07 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 77 | 14.886 | 03/02/07 | Fri | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 78 | 14.886 | 05/24/07 | Thu | 0700 | Head-On | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 79 | 14.886 | 06/09/07 | Sat | 1300 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 80 | 14.886 | 10/30/07 | Tue | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Improper Load |
| 81 | 14.905 | 05/12/07 | Sat | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 82 | 14.923 | 04/28/07 | Sat | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 83 | 14.923 | 05/26/07 | Sat | 2200 | Sideswipe | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 84 | 14.961 | 05/18/07 | Fri | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 85 | 14.961 | 12/10/07 | Mon | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 86 | 14.967 | 10/07/07 | Sun | 1000 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 87 | 14.975 | 04/30/07 | Mon | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 88 | 14.980 | 01/19/07 | Fri | 0000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 89 | 14.980 | 02/14/07 | Wed | 1700 | Coll. W/ Pedestrian | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 14.980 | 02/26/07 | Mon | 1900 | Coll. W/ Pedestrian | 1 | 0 | 0 | Night | Dry | Unknown/Not Coded |
| 91 | 14.980 | 03/09/07 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 92 | 14.980 | 03/17/07 | Sat | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Obstructing Traffic |
| 93 | 14.980 | 04/18/07 | Wed | 1500 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 94 | 14.980 | 05/02/07 | Wed | 1800 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 95 | 14.980 | 07/17/07 | Tue | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 96 | 14.980 | 08/19/07 | Sun | 0300 | Hit Guardrail | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 97 | 14.980 | 10/28/07 | Sun | 1800 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 98 | 14.999 | 08/03/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 99 | 15.018 | 06/06/07 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 100 | 15.018 | 08/08/07 | Wed | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 101 | 15.037 | 06/20/07 | Wed | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 102 | 15.047 | 06/06/07 | Wed | 0000 | Hit Guardrail | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 103 | 15.056 | 03/22/07 | Thu | 0300 | Angle | 0 | 1 | 0 | Night | Wet | Alchol-Under Influence |
| 104 | 15.056 | 07/06/07 | Fri | 0600 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 105 | 15.056 | 09/04/07 | Tue | 2300 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 106 | 15.056 | 09/16/07 | Sun | 1700 | Sideswipe | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 107 | 15.066 | 02/23/07 | Fri | 1800 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 108 | 15.070 | 07/30/07 | Mon | 1200 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 109 | 15.071 | 03/23/07 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 110 | 15.072 | 03/25/07 | Sun | 0500 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 111 | 15.082 | 05/06/07 | Sun | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 112 | 15.082 | 10/30/07 | Tue | 2000 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 113 | 15.086 | 03/06/07 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 114 | 15.115 | 09/20/07 | Thu | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 115 | 15.117 | 12/13/07 | Thu | 2200 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 116 | 15.122 | 08/15/07 | Wed | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 117 | 15.126 | 03/26/07 | Mon | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 118 | 15.126 | 12/28/07 | Fri | 1100 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 119 | 15.134 | 05/25/07 | Fri | 2200 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 120 | 15.136 | 02/10/07 | Sat | 0200 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 121 | 15.136 | 06/26/07 | Tue | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 122 | 15.160 | 04/10/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 123 | 15.179 | 05/13/07 | Sun | 0800 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 124 | 15.179 | 06/18/07 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 125 | 15.179 | 06/22/07 | Fri | 0000 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 126 | 15.193 | 07/25/07 | Wed | 1900 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 127 | 15.212 | 01/19/07 | Fri | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 128 | 15.212 | 06/04/07 | Mon | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 129 | 15.212 | 09/21/07 | Fri | 2000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 130 | 15.212 | 10/02/07 | Tue | 0900 | Rear-End | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 131 | 15.212 | 10/16/07 | Tue | 2200 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 132 | 15.212 | 10/16/07 | Tue | 2200 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 133 | 15.217 | 04/07/07 | Sat | 1100 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 134 | 15.231 | 02/15/07 | Thu | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 135 | 15.250 | 02/27/07 | Tue | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 136 | 15.254 | 01/04/07 | Thu | 1800 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 137 | 15.254 | 05/25/07 | Fri | 2200 | Rear-End | 0 | 0 | 1 | Night | Wet | Alchol-Under Influence |
| 138 | 15.254 | 05/25/07 | Fri | 1000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Alchol-Under Influence |
| 139 | 15.254 | 06/26/07 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 140 | 15.254 | 10/03/07 | Wed | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 141 | 15.254 | 10/23/07 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 142 | 15.273 | 02/23/07 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 143 | 15.273 | 11/04/07 | Sun | 0900 | Angle | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 144 | 15.273 | 11/04/07 | Sun | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 145 | 15.297 | 12/21/07 | Fri | 0200 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 146 | 15.306 | 01/22/07 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 147 | 15.306 | 06/18/07 | Mon | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 148 | 15.306 | 08/21/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 149 | 15.306 | 12/08/07 | Sat | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 150 | 15.325 | 09/07/07 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 151 | 15.334 | 07/10/07 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 152 | 15.334 | 09/07/07 | Fri | 1400 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 153 | 15.334 | 12/27/07 | Thu | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 154 | 15.367 | 08/05/07 | Sun | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 155 | 15.367 | 09/21/07 | Fri | 2000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 156 | 15.367 | 12/07/07 | Fri | 1700 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 157 | 15.496 | 07/16/07 | Mon | 0600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 158 | 15.517 | 05/25/07 | Fri | 2100 | Sideswipe | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 159 | 15.557 | 10/09/07 | Tue | 1000 | All Other | 0 | 2 | 0 | Day | Dry | Improper Load |
| 160 | 15.584 | 06/13/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 161 | 15.584 | 07/08/07 | Sun | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 162 | 15.584 | 12/25/07 | Tue | 0900 | All Other | 0 | 2 | 0 | Day | Wet | Improper Lane Change |
| 163 | 15.617 | 02/26/07 | Mon | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 164 | 15.617 | 11/26/07 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 165 | 15.686 | 11/23/07 | Fri | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 166 | 15.754 | 01/27/07 | Sat | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Load |
| 167 | 15.754 | 03/20/07 | Tue | 1500 | Sideswipe | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 168 | 15.754 | 03/23/07 | Fri | 1100 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 169 | 15.754 | 03/28/07 | Wed | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 170 | 15.754 | 07/19/07 | Thu | 1900 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 171 | 15.754 | 07/20/07 | Fri | 0600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 172 | 15.886 | 06/18/07 | Mon | 0600 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 173 | 15.970 | 10/06/07 | Sat | 2100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 174 | 16.004 | 03/15/07 | Thu | 1200 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 175 | 16.004 | 04/05/07 | Thu | 1800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 176 | 16.004 | 04/05/07 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 177 | 16.004 | 04/23/07 | Mon | 0900 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 178 | 16.004 | 06/14/07 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 179 | 16.004 | 06/15/07 | Fri | 1900 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 180 | 16.004 | 10/08/07 | Mon | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 181 | 16.009 | 02/26/07 | Mon | 1500 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 182 | 16.009 | 11/11/07 | Sun | 0200 | Rear-End | 0 | 3 | 0 | Night | Dry | Alchol-Under Influence |
| 183 | 16.011 | 11/07/07 | Wed | 1700 | Rear-End | 0 | 5 | 0 | Night | Dry | Unknown/Not Coded |
| 184 | 16.050 | 01/28/07 | Sun | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 185 | 16.050 | 10/13/07 | Sat | 0200 | Sideswipe | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 186 | 16.065 | 01/16/07 | Tue | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 187 | 16.065 | 05/25/07 | Fri | 0100 | Utility/Light Pole | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 188 | 16.084 | 05/17/07 | Thu | 0800 | Sideswipe | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 189 | 16.084 | 05/17/07 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 190 | 16.084 | 06/02/07 | Sat | 0100 | Sideswipe | 0 | 0 | 1 | Night | Slippery | Improper Lane Change |
| 191 | 16.084 | 06/22/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 192 | 16.084 | 11/11/07 | Sun | 1800 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 193 | 16.121 | 03/03/07 | Sat | 0100 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 194 | 16.121 | 11/10/07 | Sat | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 195 | 16.140 | 12/02/07 | Sun | 0800 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 196 | 16.159 | 03/03/07 | Sat | 0200 | Rear-End | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 197 | 16.159 | 03/10/07 | Sat | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 198 | 16.159 | 03/25/07 | Sun | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 199 | 16.159 | 03/28/07 | Wed | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 200 | 16.159 | 04/13/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 201 | 16.159 | 05/17/07 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 202 | 16.159 | 05/19/07 | Sat | 0400 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 203 | 16.159 | 09/22/07 | Sat | 0300 | Head-On | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 204 | 16.159 | 09/27/07 | Thu | 2100 | Rear-End | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 205 | 16.159 | 10/01/07 | Mon | 2100 | Coll. W/ Parked Car | 0 | 1 | 0 | Night | Wet | Obstructing Traffic |
| 206 | 16.159 | 11/03/07 | Sat | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 207 | 16.159 | 12/01/07 | Sat | 0000 | Head-On | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 208 | 16.159 | 12/19/07 | Wed | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 209 | 16.159 | 12/26/07 | Wed | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 210 | 16.197 | 04/19/07 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 211 | 16.197 | 05/16/07 | Wed | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 212 | 16.216 | 05/29/07 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 213 | 16.216 | 09/15/07 | Sat | 0300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 214 | 16.226 | 04/02/07 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 215 | 16.226 | 06/04/07 | Mon | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 216 | 16.226 | 06/19/07 | Tue | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 217 | 16.235 | 09/01/07 | Sat | 0200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 218 | 16.245 | 02/22/07 | Thu | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 219 | 16.245 | 03/21/07 | Wed | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 220 | 16.245 | 09/22/07 | Sat | 0300 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 221 | 16.246 | 04/27/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 222 | 16.249 | 05/24/07 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 223 | 16.254 | 10/16/07 | Tue | 0000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 224 | 16.324 | 08/02/07 | Thu | 0900 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 225 | 16.336 | 03/12/07 | Mon | 0800 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 226 | 16.345 | 07/02/07 | Mon | 1900 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 227 | 16.355 | 06/22/07 | Fri | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 228 | 16.355 | 09/18/07 | Tue | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 229 | 16.364 | 07/18/07 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 230 | 16.364 | 11/16/07 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 231 | 16.374 | 05/09/07 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 232 | 16.374 | 10/26/07 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 233 | 16.393 | 06/02/07 | Sat | 0700 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 234 | 16.393 | 07/11/07 | Wed | 0900 | Sideswipe | 0 | 5 | 0 | Day | Dry | Improper Lane Change |
| 235 | 16.412 | 03/08/07 | Thu | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 236 | 16.412 | 06/07/07 | Thu | 1200 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 237 | 16.412 | 06/10/07 | Sun | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 238 | 16.412 | 09/02/07 | Sun | 0300 | Coll. W/ Pedestrian | 1 | 0 | 0 | Night | Dry | Alc & Drugs-Under Infl |
| 239 | 16.431 | 01/28/07 | Sun | 1200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 240 | 16.431 | 03/09/07 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 241 | 16.431 | 04/13/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 242 | 16.431 | 04/23/07 | Mon | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 243 | 16.431 | 07/08/07 | Sun | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 244 | 16.431 | 09/22/07 | Sat | 0500 | Overturned | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 245 | 16.431 | 10/23/07 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 246 | 16.436 | 02/03/07 | Sat | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 247 | 16.436 | 06/11/07 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 248 | 16.436 | 12/16/07 | Sun | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 249 | 16.450 | 04/07/07 | Sat | 1100 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 250 | 16.450 | 05/25/07 | Fri | 0700 | Overturned | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 251 | 16.450 | 06/21/07 | Thu | 0600 | Hit Sign/Sign Post | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 252 | 16.506 | 02/06/07 | Tue | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 253 | 16.506 | 02/13/07 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 254 | 16.506 | 03/15/07 | Thu | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 255 | 16.525 | 02/02/07 | Fri | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 256 | 16.525 | 03/17/07 | Sat | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 257 | 16.525 | 04/16/07 | Mon | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 258 | 16.525 | 04/16/07 | Mon | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 259 | 16.525 | 09/25/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 260 | 16.525 | 09/30/07 | Sun | 0300 | Sideswipe | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 261 | 16.525 | 11/14/07 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 262 | 16.563 | 02/05/07 | Mon | 1700 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 263 | 16.582 | 10/25/07 | Thu | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 264 | 16.586 | 01/31/07 | Wed | 1500 | Angle | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 265 | 16.586 | 02/09/07 | Fri | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 266 | 16.586 | 04/18/07 | Wed | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 267 | 16.586 | 04/23/07 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 268 | 16.586 | 05/04/07 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 269 | 16.586 | 05/06/07 | Sun | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 270 | 16.586 | 08/19/07 | Sun | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 271 | 16.586 | 09/28/07 | Fri | 1700 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 272 | 16.586 | 11/15/07 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 273 | 16.586 | 11/30/07 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 274 | 16.586 | 12/14/07 | Fri | 0300 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 275 | 16.620 | 01/03/07 | Wed | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 276 | 16.620 | 01/09/07 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 277 | 16.620 | 07/12/07 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 278 | 16.620 | 10/04/07 | Thu | 2200 | Hit Guardrail | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 279 | 16.620 | 11/18/07 | Sun | 0500 | Hit Tree/Shrubbery | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 280 | 16.711 | 08/15/07 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Alchol-Under Influence |
| 281 | 16.784 | 10/21/07 | Sun | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 282 | 16.836 | 02/13/07 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 283 | 16.836 | 08/03/07 | Fri | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 284 | 16.839 | 03/09/07 | Fri | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 285 | 16.839 | 03/09/07 | Fri | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 286 | 16.839 | 03/26/07 | Mon | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 287 | 16.839 | 04/26/07 | Thu | 1800 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 288 | 16.839 | 06/08/07 | Fri | 1500 | Angle | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 289 | 16.839 | 06/21/07 | Thu | 1400 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 290 | 16.839 | 06/24/07 | Sun | 2000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 291 | 16.839 | 07/10/07 | Tue | 1500 | Angle | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 292 | 16.904 | 07/12/07 | Thu | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 293 | 17.036 | 12/21/07 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 294 | 17.254 | 09/29/07 | Sat | 1600 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 295 | 17.336 | 01/09/07 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 296 | 17.336 | 03/14/07 | Wed | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 297 | 17.336 | 03/19/07 | Mon | 1000 | Backed Into | 0 | 0 | 1 | Day | Dry | Improper Backing |
| 298 | 17.336 | 03/25/07 | Sun | 1600 | Rear-End | 0 | 5 | 0 | Day | Dry | No Improper Driving/Act |
| 299 | 17.336 | 05/19/07 | Sat | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 300 | 17.336 | 05/29/07 | Tue | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 301 | 17.336 | 06/21/07 | Thu | 1500 | Hit Guardrail | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 302 | 17.336 | 06/28/07 | Thu | 1200 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 303 | 17.336 | 07/20/07 | Fri | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 304 | 17.336 | 07/31/07 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 305 | 17.336 | 08/21/07 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 306 | 17.336 | 08/28/07 | Tue | 0600 | Rear-End | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 307 | 17.336 | 09/12/07 | Wed | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 308 | 17.336 | 09/19/07 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 309 | 17.336 | 10/26/07 | Fri | 2100 | All Other | 0 | 1 | 0 | Night | Slippery | Improper Lane Change |
| 310 | 17.336 | 11/06/07 | Tue | 1100 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 311 | 17.336 | 11/10/07 | Sat | 0200 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 312 | 17.336 | 11/26/07 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 313 | 17.336 | 12/16/07 | Sun | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 314 | 17.367 | 03/16/07 | Fri | 1000 | Overturned | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 315 | 17.367 | 04/13/07 | Fri | 0000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 316 | 17.367 | 04/20/07 | Fri | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 317 | 17.367 | 04/21/07 | Sat | 1900 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 318 | 17.367 | 04/23/07 | Mon | 2300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 319 | 17.367 | 04/29/07 | Sun | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 320 | 17.367 | 05/09/07 | Wed | 0100 | All Other | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 321 | 17.367 | 05/15/07 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 322 | 17.367 | 05/19/07 | Sat | 0300 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 323 | 17.367 | 06/01/07 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 324 | 17.367 | 08/18/07 | Sat | 0200 | Ran In Ditch/Culvert | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 325 | 17.367 | 10/09/07 | Tue | 0700 | Angle | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 326 | 17.367 | 10/15/07 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 327 | 17.367 | 11/07/07 | Wed | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 328 | 17.407 | 10/15/07 | Mon | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 329 | 17.736 | 03/19/07 | Mon | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 330 | 17.867 | 01/26/07 | Fri | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 331 | 17.867 | 05/30/07 | Wed | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 332 | 17.867 | 07/22/07 | Sun | 1500 | Rear-End | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 333 | 17.867 | 07/24/07 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 334 | 17.867 | 08/14/07 | Tue | 1200 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 335 | 17.867 | 10/08/07 | Mon | 1700 | Backed Into | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 336 | 17.867 | 11/06/07 | Tue | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 337 | 17.867 | 12/27/07 | Thu | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 338 | 17.894 | 02/12/07 | Mon | 0000 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 339 | 17.894 | 06/24/07 | Sun | 2200 | Sideswipe | 0 | 3 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 340 | 17.934 | 06/27/07 | Wed | 0700 | Hit Fence | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 341 | 17.988 | 01/10/07 | Wed | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 342 | 17.988 | 04/02/07 | Mon | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 343 | 18.083 | 05/31/07 | Thu | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 344 | 18.083 | 11/14/07 | Wed | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 345 | 18.117 | 03/09/07 | Fri | 0300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 346 | 18.117 | 03/31/07 | Sat | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 347 | 18.117 | 05/18/07 | Fri | 2100 | Overturned | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 348 | 18.117 | 05/29/07 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 349 | 18.117 | 06/23/07 | Sat | 2200 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 350 | 18.117 | 08/08/07 | Wed | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 351 | 18.117 | 09/25/07 | Tue | 1300 | Rear-End | 0 | 4 | 0 | Day | Wet | Unknown/Not Coded |
| 352 | 18.117 | 11/07/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 353 | 18.117 | 11/07/07 | Wed | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 354 | 18.117 | 12/13/07 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 355 | 18.178 | 02/05/07 | Mon | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 356 | 18.178 | 06/04/07 | Mon | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 357 | 18.178 | 06/10/07 | Sun | 0300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 358 | 18.178 | 08/31/07 | Fri | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 359 | 18.178 | 11/09/07 | Fri | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 360 | 18.178 | 12/02/07 | Sun | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 361 | 18.178 | 12/16/07 | Sun | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 362 | 18.197 | 12/04/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 363 | 18.215 | 01/12/07 | Fri | 1400 | Overturned | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 364 | 18.215 | 08/02/07 | Thu | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 365 | 18.234 | 08/18/07 | Sat | 0200 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 366 | 18.234 | 12/10/07 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 367 | 18.239 | 03/11/07 | Sun | 1100 | Angle | 1 | 1 | 0 | Day | Dry | Careless Driving |
| 368 | 18.253 | 05/16/07 | Wed | 1000 | Rear-End | 0 | 4 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 369 | 18.267 | 04/13/07 | Fri | 1000 | Angle | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 370 | 18.272 | 01/16/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 371 | 18.272 | 02/06/07 | Tue | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 372 | 18.272 | 06/20/07 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 373 | 18.272 | 11/06/07 | Tue | 2100 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 374 | 18.272 | 11/18/07 | Sun | 0300 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 375 | 18.272 | 11/30/07 | Fri | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 376 | 18.286 | 12/27/07 | Thu | 0200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 377 | 18.291 | 04/12/07 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 378 | 18.291 | 05/07/07 | Mon | 0900 | Concrete Barrier Wall | 0 | 4 | 0 | Day | Dry | Improper Lane Change |
| 379 | 18.291 | 09/25/07 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 380 | 18.291 | 12/28/07 | Fri | 0400 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 381 | 18.303 | 07/22/07 | Sun | 2100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 382 | 18.303 | 09/16/07 | Sun | 2000 | Angle | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 383 | 18.310 | 05/16/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 384 | 18.317 | 07/30/07 | Mon | 0200 | Angle | 0 | 2 | 0 | Night | Wet | No Improper Driving/Act |
| 385 | 18.320 | 02/23/07 | Fri | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 386 | 18.320 | 08/28/07 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 387 | 18.329 | 08/08/07 | Wed | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Passing |
| 388 | 18.339 | 07/27/07 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 389 | 18.348 | 03/03/07 | Sat | 0000 | Angle | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 390 | 18.348 | 05/01/07 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 391 | 18.366 | 08/19/07 | Sun | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 392 | 18.367 | 11/06/07 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 393 | 18.405 | 05/17/07 | Thu | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 394 | 18.407 | 11/19/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 395 | 18.416 | 12/18/07 | Tue | 2300 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 396 | 18.422 | 07/18/07 | Wed | 1100 | Separation Of Units | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 397 | 18.424 | 07/21/07 | Sat | 0800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 398 | 18.424 | 07/27/07 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 399 | 18.426 | 03/15/07 | Thu | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 400 | 18.426 | 06/14/07 | Thu | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 401 | 18.426 | 07/05/07 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 402 | 18.435 | 05/26/07 | Sat | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 403 | 18.435 | 12/28/07 | Fri | 0700 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 404 | 18.445 | 10/04/07 | Thu | 2300 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 405 | 18.454 | 01/26/07 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 406 | 18.464 | 01/05/07 | Fri | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Improper Load |
| 407 | 18.464 | 11/15/07 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 408 | 18.483 | 01/27/07 | Sat | 0500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 409 | 18.483 | 01/27/07 | Sat | 0500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 410 | 18.483 | 04/06/07 | Fri | 0700 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 411 | 18.490 | 08/23/07 | Thu | 1300 | Rear-End | 0 | 2 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 412 | 18.502 | 01/09/07 | Tue | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Obstructing Traffic |
| 413 | 18.502 | 03/20/07 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | Improper Lane Change |
| 414 | 18.502 | 04/14/07 | Sat | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 415 | 18.502 | 06/20/07 | Wed | 1500 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 416 | 18.502 | 11/06/07 | Tue | 0900 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 417 | 18.507 | 05/21/07 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 418 | 18.507 | 07/24/07 | Tue | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 419 | 18.507 | 11/10/07 | Sat | 0900 | Sideswipe | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 420 | 18.521 | 02/20/07 | Tue | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 421 | 18.525 | 06/28/07 | Thu | 1200 | Angle | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 422 | 18.527 | 10/18/07 | Thu | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 423 | 18.535 | 10/31/07 | Wed | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 424 | 18.535 | 11/05/07 | Mon | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 425 | 18.549 | 06/12/07 | Tue | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 426 | 18.554 | 11/10/07 | Sat | 0600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 427 | 18.554 | 12/31/07 | Mon | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 428 | 18.577 | 02/02/07 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 429 | 18.596 | 02/06/07 | Tue | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 430 | 18.596 | 06/12/07 | Tue | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 431 | 18.596 | 06/14/07 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 432 | 18.596 | 08/06/07 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 433 | 18.596 | 12/03/07 | Mon | 0000 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 434 | 18.634 | 12/11/07 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 435 | 18.657 | 03/09/07 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 436 | 18.657 | 04/12/07 | Thu | 1500 | Sideswipe | 1 | 1 | 0 | Day | Dry | Careless Driving |
| 437 | 18.657 | 05/19/07 | Sat | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 438 | 18.657 | 06/22/07 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 439 | 18.657 | 06/27/07 | Wed | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 440 | 18.657 | 07/04/07 | Wed | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 441 | 18.657 | 07/07/07 | Sat | 1300 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 442 | 18.657 | 07/11/07 | Wed | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 443 | 18.657 | 11/24/07 | Sat | 1800 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 444 | 18.691 | 02/22/07 | Thu | 1000 | Angle | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 445 | 18.691 | 02/28/07 | Wed | 0100 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 446 | 18.691 | 03/09/07 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 447 | 18.691 | 05/26/07 | Sat | 2200 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 448 | 18.691 | 11/09/07 | Fri | 1000 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 449 | 18.707 | 09/25/07 | Tue | 1200 | Hit Guardrail | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 450 | 18.757 | 05/20/07 | Sun | 2000 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 451 | 18.786 | 08/22/07 | Wed | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 452 | 18.847 | 04/20/07 | Fri | 1000 | All Other | 0 | 1 | 0 | Day | Unknown | Improper Lane Change |
| 453 | 18.907 | 04/06/07 | Fri | 1200 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 454 | 18.907 | 05/15/07 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 455 | 18.907 | 06/18/07 | Mon | 0600 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 456 | 18.907 | 07/05/07 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 457 | 18.907 | 07/17/07 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 458 | 18.907 | 08/10/07 | Fri | 2000 | Overturned | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 459 | 18.907 | 09/10/07 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 460 | 18.907 | 10/02/07 | Tue | 2000 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 461 | 18.907 | 11/24/07 | Sat | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 462 | 18.975 | 08/12/07 | Sun | 0300 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 463 | 19.157 | 10/23/07 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 464 | 19.157 | 12/13/07 | Thu | 1900 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 465 | 19.231 | 10/21/07 | Sun | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 466 | 19.405 | 01/05/07 | Fri | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 467 | 19.405 | 01/05/07 | Fri | 0600 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 468 | 19.405 | 03/05/07 | Mon | 0700 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 469 | 19.405 | 03/06/07 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 470 | 19.405 | 03/16/07 | Fri | 2000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 471 | 19.405 | 03/19/07 | Mon | 1900 | Rear-End | 1 | 2 | 0 | Night | Dry | Careless Driving |
| 472 | 19.405 | 04/05/07 | Thu | 1400 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 473 | 19.405 | 04/12/07 | Thu | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 474 | 19.405 | 04/28/07 | Sat | 1200 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 475 | 19.405 | 06/26/07 | Tue | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 476 | 19.405 | 06/28/07 | Thu | 0800 | All Other | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 477 | 19.405 | 09/01/07 | Sat | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 478 | 19.405 | 09/12/07 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 479 | 19.405 | 09/30/07 | Sun | 2100 | All Other | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 480 | 19.405 | 11/13/07 | Tue | 0700 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 481 | 19.405 | 12/07/07 | Fri | 1100 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 482 | 19.405 | 12/13/07 | Thu | 1100 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 483 | 19.407 | 01/01/07 | Mon | 0200 | Overturned | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 484 | 19.407 | 01/17/07 | Wed | 1100 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 485 | 19.407 | 02/18/07 | Sun | 1000 | Angle | 0 | 4 | 0 | Day | Wet | Unknown/Not Coded |
| 486 | 19.407 | 02/22/07 | Thu | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 487 | 19.407 | 02/26/07 | Mon | 1500 | Angle | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 488 | 19.407 | 03/30/07 | Fri | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 489 | 19.407 | 04/11/07 | Wed | 1700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 490 | 19.407 | 05/02/07 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 491 | 19.407 | 05/20/07 | Sun | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 492 | 19.407 | 06/17/07 | Sun | 1900 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 493 | 19.407 | 07/02/07 | Mon | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 494 | 19.407 | 08/22/07 | Wed | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 495 | 19.407 | 08/31/07 | Fri | 1400 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 496 | 19.407 | 09/26/07 | Wed | 0900 | Rear-End | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 497 | 19.407 | 10/16/07 | Tue | 1200 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 498 | 19.407 | 10/25/07 | Thu | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 499 | 19.407 | 11/06/07 | Tue | 0800 | Angle | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 500 | 19.407 | 11/20/07 | Tue | 0600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 501 | 19.407 | 11/21/07 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 502 | 19.407 | 11/28/07 | Wed | 2300 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 503 | 19.476 | 05/17/07 | Thu | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 504 | 19.724 | 04/19/07 | Thu | 2100 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 505 | 19.905 | 03/28/07 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 506 | 19.905 | 04/04/07 | Wed | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 507 | 19.905 | 06/21/07 | Thu | 1900 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 508 | 19.905 | 09/05/07 | Wed | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Followed Too Closely |
| 509 | 19.905 | 11/02/07 | Fri | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Driver Distraction |
| 510 | 19.905 | 11/07/07 | Wed | 0600 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 511 | 19.905 | 11/17/07 | Sat | 2300 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 512 | 19.905 | 12/22/07 | Sat | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 513 | 20.084 | 02/12/07 | Mon | 0600 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 514 | 20.121 | 04/20/07 | Fri | 1800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 515 | 20.121 | 06/23/07 | Sat | 0400 | Coll. W/ Parked Car | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 516 | 20.121 | 09/01/07 | Sat | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Obstructing Traffic |
| 517 | 20.121 | 09/01/07 | Sat | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 518 | 20.121 | 12/23/07 | Sun | 1300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 519 | 20.155 | 03/11/07 | Sun | 2100 | Angle | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 520 | 20.155 | 06/05/07 | Tue | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 521 | 20.155 | 07/28/07 | Sat | 2200 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 522 | 20.155 | 08/26/07 | Sun | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 523 | 20.155 | 10/01/07 | Mon | 0000 | Hit Other Fixed Object | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 524 | 20.155 | 11/08/07 | Thu | 1300 | Ran In Ditch/Culvert | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 525 | 20.171 | 08/22/07 | Wed | 2200 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 526 | 20.216 | 01/07/07 | Sun | 1400 | Sideswipe | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 527 | 20.216 | 04/22/07 | Sun | 1200 | Hit Fence | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 528 | 20.216 | 06/17/07 | Sun | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 529 | 20.216 | 06/20/07 | Wed | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 530 | 20.216 | 06/23/07 | Sat | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 531 | 20.216 | 07/07/07 | Sat | 0200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Disregarded Other Traffic Control |
| 532 | 20.216 | 08/28/07 | Tue | 2100 | Head-On | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 533 | 20.216 | 09/05/07 | Wed | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 534 | 20.216 | 09/22/07 | Sat | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Slippery | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 535 | 20.216 | 12/03/07 | Mon | 0900 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 536 | 20.235 | 01/23/07 | Tue | 0500 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 537 | 20.235 | 02/13/07 | Tue | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 538 | 20.235 | 11/02/07 | Fri | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 539 | 20.253 | 05/02/07 | Wed | 0500 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 540 | 20.253 | 09/09/07 | Sun | 0100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 541 | 20.272 | 07/23/07 | Mon | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 542 | 20.291 | 02/13/07 | Tue | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 543 | 20.291 | 03/11/07 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 544 | 20.291 | 05/14/07 | Mon | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 545 | 20.291 | 11/24/07 | Sat | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 546 | 20.305 | 04/18/07 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 547 | 20.305 | 05/29/07 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 548 | 20.310 | 01/21/07 | Sun | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 549 | 20.310 | 01/31/07 | Wed | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 550 | 20.310 | 04/05/07 | Thu | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 551 | 20.310 | 04/13/07 | Fri | 0300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 552 | 20.310 | 06/14/07 | Thu | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 553 | 20.310 | 06/15/07 | Fri | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 554 | 20.310 | 08/03/07 | Fri | 0700 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 555 | 20.310 | 09/19/07 | Wed | 0800 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 556 | 20.310 | 11/09/07 | Fri | 0800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 557 | 20.310 | 11/17/07 | Sat | 1200 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 558 | 20.348 | 01/17/07 | Wed | 2100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 559 | 20.348 | 07/02/07 | Mon | 0900 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | Improper Load |
| 560 | 20.367 | 05/21/07 | Mon | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 561 | 20.367 | 05/28/07 | Mon | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 562 | 20.367 | 06/04/07 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 563 | 20.377 | 07/20/07 | Fri | 0100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 564 | 20.386 | 03/17/07 | Sat | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 565 | 20.386 | 05/16/07 | Wed | 0000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 566 | 20.386 | 06/05/07 | Tue | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 567 | 20.386 | 09/23/07 | Sun | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 568 | 20.386 | 10/27/07 | Sat | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 569 | 20.396 | 03/30/07 | Fri | 0000 | Overturned | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 570 | 20.396 | 05/15/07 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 571 | 20.396 | 10/29/07 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 572 | 20.404 | 03/03/07 | Sat | 2200 | Hit Sign/Sign Post | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 573 | 20.417 | 12/09/07 | Sun | 1100 | Overturned | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 574 | 20.460 | 12/12/07 | Wed | 1900 | All Other | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 575 | 20.479 | 05/30/07 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 576 | 20.485 | 06/14/07 | Thu | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 577 | 20.495 | 09/29/07 | Sat | 1100 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 578 | 20.504 | 04/05/07 | Thu | 0000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 579 | 20.504 | 07/16/07 | Mon | 2000 | Rear-End | 0 | 2 | 0 | Night | Dry | Obstructing Traffic |
| 580 | 20.514 | 05/03/07 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 581 | 20.514 | 11/29/07 | Thu | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 582 | 20.533 | 06/13/07 | Wed | 2300 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 583 | 20.533 | 10/27/07 | Sat | 1900 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 584 | 20.552 | 09/20/07 | Thu | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 585 | 20.571 | 01/23/07 | Tue | 0900 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 586 | 20.571 | 02/06/07 | Tue | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 587 | 20.571 | 02/14/07 | Wed | 2000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 588 | 20.571 | 02/18/07 | Sun | 1400 | Coll. W/Mvble Obj On Road | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 589 | 20.571 | 03/09/07 | Fri | 0400 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 590 | 20.571 | 04/26/07 | Thu | 2200 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 591 | 20.571 | 06/11/07 | Mon | 2100 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 592 | 20.571 | 06/19/07 | Tue | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 593 | 20.571 | 07/18/07 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 594 | 20.571 | 10/10/07 | Wed | 0000 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 595 | 20.574 | 01/25/07 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 596 | 20.574 | 03/08/07 | Thu | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 597 | 20.574 | 12/28/07 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 598 | 20.590 | 07/18/07 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 599 | 20.628 | 06/13/07 | Wed | 0800 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 600 | 20.628 | 06/14/07 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 601 | 20.628 | 07/23/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 602 | 20.628 | 08/22/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 603 | 20.628 | 09/28/07 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 604 | 20.646 | 08/04/07 | Sat | 1000 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 605 | 20.646 | 10/10/07 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 606 | 20.665 | 04/20/07 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 607 | 20.665 | 12/03/07 | Mon | 0800 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 608 | 20.726 | 04/18/07 | Wed | 1100 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 609 | 20.726 | 08/24/07 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 610 | 20.750 | 11/19/07 | Mon | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 611 | 20.760 | 03/24/07 | Sat | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 612 | 20.824 | 09/20/07 | Thu | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 613 | 20.855 | 01/24/07 | Wed | 0600 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 614 | 20.876 | 08/29/07 | Wed | 2000 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 615 | 20.968 | 02/04/07 | Sun | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 616 | 20.976 | 02/07/07 | Wed | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 617 | 20.976 | 03/26/07 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 618 | 20.976 | 06/17/07 | Sun | 1300 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 619 | 21.074 | 02/22/07 | Thu | 1000 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 620 | 21.074 | 06/30/07 | Sat | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 621 | 21.074 | 06/30/07 | Sat | 1500 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 622 | 21.074 | 10/09/07 | Tue | 0500 | Overturned | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 623 | 21.074 | 10/17/07 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 624 | 21.074 | 10/17/07 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 625 | 21.074 | 10/25/07 | Thu | 0800 | Sideswipe | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 626 | 21.195 | 11/03/07 | Sat | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 627 | 21.226 | 11/18/07 | Sun | 1100 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 628 | 21.280 | 10/28/07 | Sun | 0200 | Rear-End | 0 | 4 | 0 | Night | Wet | Improper Lane Change |
| 629 | 21.313 | 05/23/07 | Wed | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 630 | 21.313 | 06/14/07 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 631 | 21.324 | 02/17/07 | Sat | 0200 | Overturned | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 632 | 21.324 | 06/04/07 | Mon | 1500 | Overturned | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 633 | 21.324 | 06/05/07 | Tue | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 634 | 21.324 | 08/08/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 635 | 21.324 | 09/22/07 | Sat | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 636 | 21.324 | 10/15/07 | Mon | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Load |
| 637 | 21.324 | 10/31/07 | Wed | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 638 | 21.324 | 11/14/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Night | Slippery | Careless Driving |
| 639 | 21.324 | 12/24/07 | Mon | 0500 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 640 | 21.336 | 09/26/07 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 641 | 21.347 | 09/10/07 | Mon | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 642 | 21.347 | 10/14/07 | Sun | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 643 | 21.385 | 03/30/07 | Fri | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 644 | 21.385 | 08/08/07 | Wed | 1800 | Rear-End | 0 | 5 | 0 | Day | Dry | Unknown/Not Coded |
| 645 | 21.404 | 07/01/07 | Sun | 1200 | Overturned | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 646 | 21.460 | 06/09/07 | Sat | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 647 | 21.460 | 09/06/07 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 648 | 21.474 | 01/11/07 | Thu | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 649 | 21.474 | 09/25/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 650 | 21.476 | 03/12/07 | Mon | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 651 | 21.476 | 03/13/07 | Tue | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 652 | 21.476 | 04/04/07 | Wed | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Improper Load |
| 653 | 21.476 | 06/16/07 | Sat | 1200 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 654 | 21.476 | 07/02/07 | Mon | 2000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 655 | 21.476 | 09/20/07 | Thu | 2100 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 656 | 21.479 | 02/12/07 | Mon | 2300 | Rear-End | 0 | 0 | 1 | Night | Wet | Exceeded Safe Speed Limit |
| 657 | 21.479 | 05/01/07 | Tue | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 658 | 21.479 | 07/15/07 | Sun | 1900 | Overturned | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 659 | 21.479 | 07/18/07 | Wed | 2200 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 660 | 21.479 | 08/05/07 | Sun | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 661 | 21.517 | 10/22/07 | Mon | 1200 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 662 | 21.522 | 02/04/07 | Sun | 1500 | Angle | 0 | 1 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 663 | 21.522 | 12/14/07 | Fri | 0500 | Angle | 0 | 2 | 0 | Night | Wet | No Improper Driving/Act |
| 664 | 21.546 | 03/20/07 | Tue | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 665 | 21.546 | 09/18/07 | Tue | 0800 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 666 | 21.555 | 09/15/07 | Sat | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 667 | 21.571 | 12/13/07 | Thu | 0000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 668 | 21.595 | 08/03/07 | Fri | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 669 | 21.603 | 02/16/07 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 670 | 21.608 | 01/13/07 | Sat | 2200 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 671 | 21.608 | 01/13/07 | Sat | 1000 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 672 | 21.622 | 02/11/07 | Sun | 1900 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 673 | 21.622 | 08/30/07 | Thu | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 674 | 21.631 | 03/10/07 | Sat | 2100 | Concrete Barrier Wall | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 675 | 21.631 | 09/01/07 | Sat | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 676 | 21.635 | 02/16/07 | Fri | 2300 | Hit Tree/Shrubbery | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 677 | 21.641 | 10/01/07 | Mon | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Driver Distraction |
| 678 | 21.644 | 02/13/07 | Tue | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 679 | 21.660 | 07/02/07 | Mon | 2100 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 680 | 21.679 | 07/05/07 | Thu | 0500 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 681 | 21.679 | 07/17/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 682 | 21.679 | 09/09/07 | Sun | 0100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 683 | 21.679 | 10/16/07 | Tue | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 684 | 21.698 | 01/31/07 | Wed | 0700 | All Other | 0 | 4 | 0 | Day | Dry | No Improper Driving/Act |
| 685 | 21.698 | 03/06/07 | Tue | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 686 | 21.698 | 05/24/07 | Thu | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 687 | 21.698 | 05/31/07 | Thu | 2000 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 688 | 21.698 | 07/23/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 689 | 21.698 | 08/13/07 | Mon | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 690 | 21.703 | 08/16/07 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 691 | 21.711 | 02/01/07 | Thu | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 692 | 21.711 | 02/03/07 | Sat | 1300 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 693 | 21.711 | 08/06/07 | Mon | 2300 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 694 | 21.717 | 01/13/07 | Sat | 0600 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 695 | 21.717 | 02/07/07 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 696 | 21.730 | 02/15/07 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 697 | 21.755 | 05/30/07 | Wed | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 698 | 21.792 | 01/12/07 | Fri | 0800 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 699 | 21.792 | 01/17/07 | Wed | 1800 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 700 | 21.792 | 01/18/07 | Thu | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 701 | 21.792 | 03/30/07 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 702 | 21.792 | 04/13/07 | Fri | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 703 | 21.792 | 06/22/07 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 704 | 21.792 | 11/30/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 705 | 21.803 | 05/12/07 | Sat | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 706 | 21.803 | 10/01/07 | Mon | 1900 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 707 | 21.830 | 01/06/07 | Sat | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 708 | 21.847 | 02/15/07 | Thu | 0900 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 709 | 21.853 | 01/15/07 | Mon | 1800 | Sideswipe | 0 | 5 | 0 | Night | Dry | Improper Lane Change |
| 710 | 21.853 | 02/07/07 | Wed | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 711 | 21.853 | 02/22/07 | Thu | 1300 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 712 | 21.853 | 05/06/07 | Sun | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 713 | 21.853 | 05/15/07 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 714 | 21.853 | 06/09/07 | Sat | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 715 | 21.853 | 09/29/07 | Sat | 1300 | All Other | 0 | 1 | 0 | Day | Dry | Improper Load |
| 716 | 21.887 | 02/01/07 | Thu | 1100 | Coll. W/Fixed Obj Above Rd | 0 | 0 | 1 | Day | Dry | Improper Load |
| 717 | 21.887 | 05/18/07 | Fri | 2000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 718 | 21.887 | 10/17/07 | Wed | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 719 | 21.910 | 01/22/07 | Mon | 0600 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 720 | 21.982 | 09/25/07 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 721 | 22.103 | 04/11/07 | Wed | 1300 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 722 | 22.103 | 06/30/07 | Sat | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 723 | 22.103 | 12/11/07 | Tue | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 724 | 22.103 | 12/12/07 | Wed | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 725 | 22.103 | 12/28/07 | Fri | 0000 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 726 | 22.116 | 10/21/07 | Sun | 1800 | Hit Tree/Shrubbery | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 727 | 22.116 | 11/06/07 | Tue | 1300 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 728 | 22.116 | 11/06/07 | Tue | 1300 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 729 | 22.353 | 12/20/07 | Thu | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 730 | 22.550 | 02/27/07 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 731 | 22.603 | 03/30/07 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 732 | 22.603 | 04/09/07 | Mon | 1100 | Overturned | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 733 | 22.603 | 04/11/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 734 | 22.603 | 04/23/07 | Mon | 1400 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 735 | 22.603 | 08/04/07 | Sat | 1100 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 736 | 22.603 | 08/06/07 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 737 | 22.603 | 09/21/07 | Fri | 1800 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 738 | 22.603 | 10/22/07 | Mon | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 739 | 22.603 | 12/07/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 740 | 22.603 | 12/10/07 | Mon | 1700 | Overturned | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 741 | 22.616 | 01/19/07 | Fri | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 742 | 22.616 | 01/25/07 | Thu | 1800 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 743 | 22.616 | 10/11/07 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 744 | 22.668 | 01/18/07 | Thu | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 745 | 22.668 | 03/28/07 | Wed | 2300 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 746 | 22.668 | 06/12/07 | Tue | 1400 | Ran In Ditch/Culvert | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 747 | 22.668 | 09/06/07 | Thu | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 748 | 22.668 | 09/29/07 | Sat | 0300 | Rear-End | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 749 | 22.668 | 10/04/07 | Thu | 0200 | Rear-End | 0 | 2 | 0 | Night | Dry | Alchol-Under Influence |
| 750 | 22.668 | 10/27/07 | Sat | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 751 | 22.668 | 12/30/07 | Sun | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 752 | 23.084 | 03/07/07 | Wed | 0600 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 753 | 23.084 | 05/10/07 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 754 | 23.168 | 01/03/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 755 | 23.195 | 10/17/07 | Wed | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 756 | 23.368 | 10/03/07 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 757 | 23.384 | 02/01/07 | Thu | 0900 | Angle | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 758 | 23.384 | 07/29/07 | Sun | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 759 | 23.418 | 04/18/07 | Wed | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 760 | 23.418 | 05/21/07 | Mon | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 761 | 23.418 | 10/17/07 | Wed | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 762 | 23.441 | 05/19/07 | Sat | 0400 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 763 | 23.479 | 01/19/07 | Fri | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 764 | 23.479 | 08/09/07 | Thu | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 765 | 23.479 | 10/27/07 | Sat | 2200 | Rear-End | 0 | 3 | 0 | Night | Wet | Careless Driving |
| 766 | 23.479 | 10/27/07 | Sat | 2200 | Sideswipe | 0 | 3 | 0 | Night | Wet | Improper Lane Change |
| 767 | 23.479 | 11/14/07 | Wed | 1000 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 768 | 23.498 | 12/03/07 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 769 | 23.516 | 04/27/07 | Fri | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 770 | 23.516 | 11/26/07 | Mon | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 771 | 23.536 | 04/09/07 | Mon | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 772 | 23.554 | 03/09/07 | Fri | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 773 | 23.568 | 06/09/07 | Sat | 1800 | Overturned | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 774 | 23.573 | 01/04/07 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 775 | 23.573 | 02/25/07 | Sun | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 776 | 23.573 | 03/25/07 | Sun | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 777 | 23.573 | 05/15/07 | Tue | 0400 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 778 | 23.573 | 05/17/07 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 779 | 23.573 | 06/02/07 | Sat | 0100 | Angle | 0 | 3 | 0 | Night | Wet | Unknown/Not Coded |
| 780 | 23.573 | 11/07/07 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 781 | 23.592 | 01/14/07 | Sun | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 782 | 23.592 | 09/29/07 | Sat | 0500 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 783 | 23.603 | 06/26/07 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 784 | 23.611 | 07/09/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 785 | 23.611 | 09/04/07 | Tue | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 786 | 23.611 | 09/06/07 | Thu | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 787 | 23.612 | 01/12/07 | Fri | 1800 | All Other | 0 | 0 | 1 | Night | Dry | Failed To Maintain Equipment |
| 788 | 23.612 | 03/17/07 | Sat | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 789 | 23.612 | 05/12/07 | Sat | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 790 | 23.612 | 06/26/07 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 791 | 23.612 | 06/28/07 | Thu | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 792 | 23.612 | 08/13/07 | Mon | 1100 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 793 | 23.612 | 08/31/07 | Fri | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 794 | 23.612 | 11/15/07 | Thu | 0700 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 795 | 23.612 | 12/07/07 | Fri | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 796 | 23.636 | 09/23/07 | Sun | 0700 | Bridge/Pier/Abutment/Rail | 0 | 2 | 0 | Day | Slippery | Careless Driving |
| 797 | 23.649 | 03/23/07 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 798 | 23.654 | 02/21/07 | Wed | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 799 | 23.662 | 10/07/07 | Sun | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 800 | 23.706 | 11/21/07 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 801 | 23.715 | 01/18/07 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 802 | 23.715 | 09/14/07 | Fri | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 803 | 23.725 | 06/04/07 | Mon | 0900 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 804 | 23.744 | 01/22/07 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 805 | 23.782 | 03/20/07 | Tue | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 806 | 23.820 | 01/28/07 | Sun | 2200 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 807 | 23.820 | 03/28/07 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 808 | 23.839 | 07/27/07 | Fri | 0500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 809 | 23.876 | 02/08/07 | Thu | 1700 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 810 | 23.876 | 07/13/07 | Fri | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 811 | 23.876 | 09/20/07 | Thu | 1100 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 812 | 23.876 | 10/17/07 | Wed | 0900 | All Other | 0 | 3 | 0 | Day | Dry | Drugs-Under Influence |
| 813 | 23.937 | 09/18/07 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 814 | 23.937 | 12/18/07 | Tue | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 815 | 23.971 | 01/31/07 | Wed | 1300 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 816 | 23.971 | 12/29/07 | Sat | 0400 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 817 | 24.112 | 07/24/07 | Tue | 0200 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 818 | 24.112 | 08/13/07 | Mon | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 819 | 24.112 | 09/04/07 | Tue | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 820 | 24.112 | 12/31/07 | Mon | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 821 | 24.139 | 09/11/07 | Tue | 1200 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 822 | 24.187 | 04/26/07 | Thu | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 823 | 24.233 | 01/06/07 | Sat | 1300 | Sideswipe | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 824 | 24.233 | 01/18/07 | Thu | 0900 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 825 | 24.308 | 06/28/07 | Thu | 2200 | All Other | 0 | 2 | 0 | Night | Wet | Improper Lane Change |
| 826 | 24.328 | 01/11/07 | Thu | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 827 | 24.328 | 08/21/07 | Tue | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 828 | 24.362 | 01/26/07 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 829 | 24.362 | 05/30/07 | Wed | 1800 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 830 | 24.385 | 01/28/07 | Sun | 2100 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Dry | Alchol-Under Influence |
| 831 | 24.423 | 03/14/07 | Wed | 1700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 832 | 24.423 | 05/23/07 | Wed | 0000 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 833 | 24.460 | 04/28/07 | Sat | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 834 | 24.479 | 02/20/07 | Tue | 0500 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 835 | 24.479 | 04/10/07 | Tue | 0900 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 836 | 24.479 | 12/24/07 | Mon | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 837 | 24.498 | 05/19/07 | Sat | 0000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 838 | 24.498 | 06/06/07 | Wed | 1200 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 839 | 24.517 | 03/13/07 | Tue | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 840 | 24.517 | 05/07/07 | Mon | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 841 | 24.517 | 05/10/07 | Thu | 0100 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 842 | 24.517 | 06/14/07 | Thu | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 843 | 24.517 | 08/17/07 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 844 | 24.517 | 09/02/07 | Sun | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 845 | 24.517 | 10/16/07 | Tue | 2200 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 846 | 24.517 | 10/26/07 | Fri | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Slippery | Unknown/Not Coded |
| 847 | 24.517 | 11/22/07 | Thu | 2300 | Hit Tree/Shrubbery | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 848 | 24.555 | 01/09/07 | Tue | 1300 | Overturned | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 849 | 24.555 | 02/12/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 850 | 24.565 | 08/22/07 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 851 | 24.574 | 01/18/07 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 852 | 24.574 | 08/28/07 | Tue | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 853 | 24.574 | 12/11/07 | Tue | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 854 | 24.584 | 05/04/07 | Fri | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 855 | 24.593 | 01/09/07 | Tue | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 856 | 24.593 | 11/12/07 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 857 | 24.671 | 12/20/07 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 858 | 24.679 | 05/18/07 | Fri | 0400 | All Other | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 859 | 24.681 | 03/01/07 | Thu | 1500 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 860 | 24.681 | 06/29/07 | Fri | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 861 | 24.681 | 07/27/07 | Fri | 0300 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 862 | 24.687 | 06/20/07 | Wed | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 863 | 24.690 | 04/21/07 | Sat | 1700 | All Other | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 864 | 24.690 | 10/02/07 | Tue | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 865 | 24.700 | 01/12/07 | Fri | 0400 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 866 | 24.711 | 11/06/07 | Tue | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 867 | 24.719 | 05/08/07 | Tue | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 868 | 24.719 | 11/19/07 | Mon | 1900 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 869 | 24.757 | 02/09/07 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 870 | 24.757 | 02/19/07 | Mon | 1700 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 871 | 24.757 | 03/02/07 | Fri | 1000 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 872 | 24.762 | 04/25/07 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 873 | 24.776 | 01/06/07 | Sat | 0500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 874 | 24.776 | 02/19/07 | Mon | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 875 | 24.776 | 03/02/07 | Fri | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 876 | 24.795 | 12/27/07 | Thu | 0000 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 877 | 24.847 | 01/12/07 | Fri | 1800 | Rear-End | 0 | 6 | 0 | Night | Dry | Careless Driving |
| 878 | 24.847 | 03/30/07 | Fri | 1100 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 879 | 24.847 | 06/08/07 | Fri | 2300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 880 | 24.847 | 10/09/07 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 881 | 24.851 | 01/02/07 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 882 | 24.851 | 01/27/07 | Sat | 2300 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 883 | 24.851 | 04/18/07 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 884 | 24.851 | 04/25/07 | Wed | 1600 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 885 | 24.851 | 06/23/07 | Sat | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 886 | 24.851 | 11/27/07 | Tue | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 887 | 24.862 | 11/28/07 | Wed | 1800 | Head-On | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 888 | 24.912 | 01/14/07 | Sun | 2000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 889 | 24.946 | 03/22/07 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 890 | 24.946 | 07/06/07 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 891 | 24.946 | 09/26/07 | Wed | 0800 | Rear-End | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 892 | 25.003 | 09/10/07 | Mon | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 893 | 25.003 | 09/10/07 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 894 | 25.013 | 09/21/07 | Fri | 0000 | Overturned | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 895 | 25.041 | 01/01/07 | Mon | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 896 | 25.041 | 01/04/07 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 897 | 25.041 | 01/30/07 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 898 | 25.041 | 02/22/07 | Thu | 0600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 899 | 25.041 | 12/06/07 | Thu | 1400 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 900 | 25.135 | 01/02/07 | Tue | 1900 | Sideswipe | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 901 | 25.135 | 01/09/07 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 902 | 25.135 | 02/20/07 | Tue | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 903 | 25.162 | 07/18/07 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 904 | 25.162 | 10/31/07 | Wed | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 905 | 25.162 | 11/14/07 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 906 | 25.162 | 11/18/07 | Sun | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 907 | 25.307 | 09/25/07 | Tue | 0600 | Rear-End | 0 | 1 | 0 | Night | Wet | Exceeded Safe Speed Limit |

| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **907** | | **5** | **374** | **528** | **57** | **0** | **0** | **383** | **213** | **3** | |
| | | *0.55%* | *41.23%* | *58.21%* | *6.28%* | *0.00%* | *0.00%* | *42.23%* | *23.48%* | *0.33%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **101** | | **591** | **315** | **143** | **754** | **38** | **0** | **39** | | | |
| *11.14%* | | *65.16%* | *34.73%* | *15.77%* | *83.13%* | *4.19%* | *0.00%* | *4.30%* | | | |

TOTAL ENTERING VEHICLES/ADT: **230,122** SEGMENT CRASH RATE: **0.934**

# 2008 Broward County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.742 | 03/23/08 | Sun | 0200 | Sideswipe | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 2 | 13.742 | 07/24/08 | Thu | 0600 | Angle | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 3 | 13.742 | 09/03/08 | Wed | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 4 | 13.774 | 03/14/08 | Fri | 1000 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 5 | 13.774 | 09/05/08 | Fri | 0600 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 6 | 13.837 | 06/19/08 | Thu | 1300 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 7 | 13.973 | 11/05/08 | Wed | 0600 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 8 | 13.990 | 02/24/08 | Sun | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 9 | 13.990 | 03/02/08 | Sun | 0000 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 10 | 13.990 | 04/04/08 | Fri | 1600 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 11 | 13.990 | 04/19/08 | Sat | 1100 | Separation Of Units | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 12 | 13.990 | 07/24/08 | Thu | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 13 | 13.990 | 07/30/08 | Wed | 1100 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 14 | 13.990 | 08/12/08 | Tue | 1700 | Angle | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 15 | 13.990 | 08/29/08 | Fri | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 16 | 13.990 | 09/11/08 | Thu | 2000 | Overturned | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 17 | 13.990 | 09/19/08 | Fri | 1600 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 18 | 13.990 | 10/10/08 | Fri | 1400 | Angle | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 19 | 13.990 | 11/01/08 | Sat | 2000 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 20 | 13.990 | 12/08/08 | Mon | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 21 | 13.998 | 03/20/08 | Thu | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 22 | 14.058 | 09/21/08 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 23 | 14.075 | 03/08/08 | Sat | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 24 | 14.075 | 04/28/08 | Mon | 0900 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 25 | 14.075 | 06/21/08 | Sat | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 26 | 14.075 | 07/12/08 | Sat | 1000 | Angle | 0 | 5 | 0 | Day | Dry | No Improper Driving/Act |
| 27 | 14.075 | 09/23/08 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 28 | 14.075 | 09/29/08 | Mon | 1400 | Angle | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 29 | 14.075 | 10/08/08 | Wed | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 30 | 14.075 | 10/31/08 | Fri | 1300 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 31 | 14.075 | 11/12/08 | Wed | 0700 | Rear-End | 0 | 3 | 0 | Day | Wet | No Improper Driving/Act |
| 32 | 14.075 | 12/02/08 | Tue | 2200 | All Other | 1 | 0 | 0 | Night | Dry | Unknown/Not Coded |
| 33 | 14.075 | 12/19/08 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 34 | 14.100 | 10/05/08 | Sun | 1100 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 35 | 14.240 | 04/14/08 | Mon | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 36 | 14.407 | 06/14/08 | Sat | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 37 | 14.424 | 10/31/08 | Fri | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 38 | 14.480 | 01/02/08 | Wed | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 39 | 14.490 | 01/06/08 | Sun | 0500 | Utility/Light Pole | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 40 | 14.490 | 01/23/08 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 41 | 14.490 | 02/13/08 | Wed | 0600 | Sideswipe | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 42 | 14.490 | 03/16/08 | Sun | 2000 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 43 | 14.490 | 03/23/08 | Sun | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 44 | 14.490 | 05/19/08 | Mon | 1100 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 45 | 14.490 | 06/07/08 | Sat | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 46 | 14.490 | 07/27/08 | Sun | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 47 | 14.490 | 08/06/08 | Wed | 1600 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 48 | 14.490 | 08/06/08 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 49 | 14.490 | 10/04/08 | Sat | 0900 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 50 | 14.490 | 10/31/08 | Fri | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 51 | 14.554 | 04/11/08 | Fri | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 52 | 14.554 | 05/23/08 | Fri | 1700 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 53 | 14.554 | 06/16/08 | Mon | 1800 | Sideswipe | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 54 | 14.554 | 12/07/08 | Sun | 0300 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 55 | 14.575 | 04/14/08 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 56 | 14.575 | 06/06/08 | Fri | 0600 | Rear-End | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 57 | 14.575 | 09/25/08 | Thu | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 58 | 14.575 | 11/20/08 | Thu | 1200 | Rear-End | 0 | 4 | 0 | Day | Dry | Improper Lane Change |
| 59 | 14.601 | 02/27/08 | Wed | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 60 | 14.601 | 06/23/08 | Mon | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 61 | 14.601 | 10/10/08 | Fri | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 62 | 14.605 | 06/10/08 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 63 | 14.775 | 01/17/08 | Thu | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 64 | 14.791 | 07/23/08 | Wed | 0900 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 65 | 14.792 | 03/31/08 | Mon | 1000 | Rear-End | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 66 | 14.792 | 04/19/08 | Sat | 0900 | Backed Into | 0 | 0 | 1 | Day | Dry | Improper Backing |
| 67 | 14.792 | 05/12/08 | Mon | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 68 | 14.792 | 06/12/08 | Thu | 0000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 69 | 14.825 | 03/26/08 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 70 | 14.825 | 05/16/08 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 71 | 14.825 | 06/20/08 | Fri | 1500 | Jackknifed | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 72 | 14.825 | 07/29/08 | Tue | 1300 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 73 | 14.825 | 08/07/08 | Thu | 1500 | Overturned | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 74 | 14.825 | 08/26/08 | Tue | 1500 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 75 | 14.825 | 09/02/08 | Tue | 1400 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 76 | 14.825 | 10/05/08 | Sun | 1100 | All Other | 0 | 4 | 0 | Day | Wet | Improper Lane Change |
| 77 | 14.825 | 10/10/08 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 78 | 14.825 | 10/20/08 | Mon | 1100 | Hit Guardrail | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 79 | 14.825 | 10/31/08 | Fri | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 80 | 14.825 | 11/23/08 | Sun | 1400 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 81 | 14.834 | 10/27/08 | Mon | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 82 | 14.867 | 07/21/08 | Mon | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 83 | 14.886 | 01/02/08 | Wed | 1800 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 84 | 14.886 | 04/03/08 | Thu | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 85 | 14.886 | 12/13/08 | Sat | 1300 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 86 | 14.923 | 07/30/08 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 87 | 14.942 | 02/24/08 | Sun | 1900 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 88 | 14.975 | 02/26/08 | Tue | 1900 | Sideswipe | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 89 | 14.975 | 04/11/08 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 14.975 | 12/30/08 | Tue | 1100 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 91 | 14.980 | 01/02/08 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Followed Too Closely |
| 92 | 14.980 | 03/04/08 | Tue | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 93 | 14.980 | 04/02/08 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 94 | 14.980 | 11/17/08 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 95 | 14.999 | 05/25/08 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 96 | 14.999 | 07/09/08 | Wed | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 97 | 14.999 | 12/11/08 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 98 | 15.018 | 12/21/08 | Sun | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 99 | 15.025 | 07/30/08 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 100 | 15.028 | 07/11/08 | Fri | 0400 | All Other | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 101 | 15.029 | 05/01/08 | Thu | 0000 | Rear-End | 1 | 2 | 0 | Night | Dry | Careless Driving |
| 102 | 15.037 | 05/29/08 | Thu | 0000 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 103 | 15.037 | 12/04/08 | Thu | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 104 | 15.047 | 01/31/08 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 105 | 15.047 | 07/27/08 | Sun | 0600 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 106 | 15.047 | 11/17/08 | Mon | 1100 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 107 | 15.051 | 11/24/08 | Mon | 0500 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 108 | 15.056 | 07/23/08 | Wed | 0400 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 109 | 15.056 | 12/04/08 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 110 | 15.056 | 12/26/08 | Fri | 0000 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 111 | 15.066 | 10/04/08 | Sat | 2300 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 112 | 15.070 | 10/12/08 | Sun | 1200 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 113 | 15.075 | 11/12/08 | Wed | 0700 | Sideswipe | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 114 | 15.118 | 07/23/08 | Wed | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 115 | 15.122 | 10/09/08 | Thu | 0600 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 116 | 15.136 | 08/23/08 | Sat | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 117 | 15.141 | 12/20/08 | Sat | 1800 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 118 | 15.145 | 12/24/08 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 119 | 15.174 | 03/18/08 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 120 | 15.174 | 03/18/08 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 121 | 15.174 | 08/30/08 | Sat | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 122 | 15.179 | 06/19/08 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 123 | 15.179 | 11/22/08 | Sat | 2100 | Utility/Light Pole | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 124 | 15.184 | 10/27/08 | Mon | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 125 | 15.198 | 05/30/08 | Fri | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 126 | 15.212 | 03/16/08 | Sun | 0600 | Rear-End | 0 | 0 | 1 | Night | Dry | Driver Distraction |
| 127 | 15.217 | 05/25/08 | Sun | 0400 | Hit Guardrail | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 128 | 15.254 | 12/09/08 | Tue | 1600 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 129 | 15.273 | 03/07/08 | Fri | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 130 | 15.273 | 09/19/08 | Fri | 0100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 131 | 15.273 | 09/22/08 | Mon | 1000 | Overturned | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 132 | 15.273 | 09/27/08 | Sat | 1100 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 133 | 15.284 | 02/15/08 | Fri | 1600 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 134 | 15.317 | 07/12/08 | Sat | 1500 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 135 | 15.330 | 04/04/08 | Fri | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Passing |
| 136 | 15.330 | 05/19/08 | Mon | 0600 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 137 | 15.330 | 05/25/08 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 138 | 15.334 | 03/18/08 | Tue | 1700 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 139 | 15.334 | 06/07/08 | Sat | 0200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 140 | 15.334 | 06/25/08 | Wed | 2300 | All Other | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 141 | 15.334 | 10/07/08 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 142 | 15.334 | 10/22/08 | Wed | 2100 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 143 | 15.334 | 11/17/08 | Mon | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 144 | 15.334 | 11/18/08 | Tue | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 145 | 15.334 | 11/24/08 | Mon | 0500 | All Other | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 146 | 15.367 | 08/23/08 | Sat | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 147 | 15.401 | 03/20/08 | Thu | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 148 | 15.496 | 03/25/08 | Tue | 2100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 149 | 15.504 | 02/15/08 | Fri | 1300 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 150 | 15.504 | 10/29/08 | Wed | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 151 | 15.557 | 02/07/08 | Thu | 0900 | All Other | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 152 | 15.584 | 01/17/08 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 153 | 15.584 | 02/05/08 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 154 | 15.584 | 02/21/08 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 155 | 15.584 | 03/17/08 | Mon | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Improper Load |
| 156 | 15.584 | 06/12/08 | Thu | 0600 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 157 | 15.584 | 09/02/08 | Tue | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 158 | 15.584 | 09/12/08 | Fri | 0600 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 159 | 15.584 | 09/12/08 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 160 | 15.584 | 11/07/08 | Fri | 1300 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 161 | 15.617 | 01/30/08 | Wed | 0200 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 162 | 15.617 | 06/19/08 | Thu | 0600 | Sideswipe | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 163 | 15.617 | 10/10/08 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 164 | 15.617 | 11/11/08 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 165 | 15.617 | 12/23/08 | Tue | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 166 | 15.754 | 02/19/08 | Tue | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 167 | 15.754 | 08/22/08 | Fri | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 168 | 15.754 | 08/25/08 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 169 | 15.754 | 10/02/08 | Thu | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 170 | 15.754 | 10/28/08 | Tue | 2100 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 171 | 15.754 | 12/03/08 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 172 | 15.781 | 03/23/08 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 173 | 15.970 | 05/08/08 | Thu | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 174 | 16.004 | 05/15/08 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 175 | 16.004 | 06/23/08 | Mon | 2000 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 176 | 16.004 | 06/23/08 | Mon | 2100 | Rear-End | 0 | 3 | 0 | Night | Wet | Unknown/Not Coded |
| 177 | 16.004 | 09/28/08 | Sun | 2000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 178 | 16.004 | 10/29/08 | Wed | 0600 | Hit Tree/Shrubbery | 1 | 1 | 0 | Day | Dry | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 179 | 16.004 | 11/10/08 | Mon | 0200 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | Failed To Maintain Equipment |
| 180 | 16.004 | 11/15/08 | Sat | 0000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 181 | 16.050 | 02/06/08 | Wed | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 182 | 16.054 | 06/06/08 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 183 | 16.065 | 02/22/08 | Fri | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 184 | 16.065 | 04/20/08 | Sun | 0400 | Angle | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 185 | 16.065 | 05/19/08 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 186 | 16.065 | 07/31/08 | Thu | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 187 | 16.065 | 08/22/08 | Fri | 2200 | Rear-End | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 188 | 16.084 | 06/11/08 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 189 | 16.084 | 06/19/08 | Thu | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 190 | 16.084 | 10/12/08 | Sun | 0700 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 191 | 16.159 | 03/03/08 | Mon | 1000 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 192 | 16.159 | 06/26/08 | Thu | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 193 | 16.159 | 07/12/08 | Sat | 1200 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 194 | 16.159 | 08/18/08 | Mon | 1600 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Failed To Maintain Equipment |
| 195 | 16.159 | 10/27/08 | Mon | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 196 | 16.207 | 04/11/08 | Fri | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 197 | 16.216 | 02/14/08 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 198 | 16.216 | 07/23/08 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 199 | 16.221 | 07/25/08 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 200 | 16.226 | 12/05/08 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 201 | 16.226 | 12/28/08 | Sun | 0400 | Angle | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 202 | 16.245 | 03/19/08 | Wed | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Alc & Drugs-Under Infl |
| 203 | 16.245 | 09/25/08 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 204 | 16.253 | 01/11/08 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 205 | 16.254 | 03/20/08 | Thu | 0000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 206 | 16.324 | 08/31/08 | Sun | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 207 | 16.337 | 04/22/08 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 208 | 16.338 | 03/03/08 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 209 | 16.341 | 10/18/08 | Sat | 0900 | Overturned | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 210 | 16.383 | 02/29/08 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 211 | 16.393 | 05/14/08 | Wed | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 212 | 16.393 | 09/03/08 | Wed | 1500 | Overturned | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 213 | 16.393 | 12/24/08 | Wed | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 214 | 16.431 | 04/11/08 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 215 | 16.431 | 07/11/08 | Fri | 0600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 216 | 16.431 | 09/12/08 | Fri | 0600 | Rear-End | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 217 | 16.431 | 09/16/08 | Tue | 1500 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 218 | 16.431 | 12/22/08 | Mon | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 219 | 16.436 | 04/08/08 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 220 | 16.525 | 12/11/08 | Thu | 1300 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 221 | 16.536 | 01/16/08 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 222 | 16.536 | 04/13/08 | Sun | 1600 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 223 | 16.536 | 07/25/08 | Fri | 1200 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 224 | 16.582 | 03/01/08 | Sat | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 225 | 16.582 | 12/23/08 | Tue | 0400 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 226 | 16.586 | 01/14/08 | Mon | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 227 | 16.586 | 02/22/08 | Fri | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 228 | 16.586 | 03/24/08 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 229 | 16.586 | 04/25/08 | Fri | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 230 | 16.586 | 05/25/08 | Sun | 0700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 231 | 16.586 | 06/03/08 | Tue | 2200 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 232 | 16.586 | 06/23/08 | Mon | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 233 | 16.586 | 08/29/08 | Fri | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 234 | 16.586 | 10/18/08 | Sat | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 235 | 16.586 | 11/18/08 | Tue | 1800 | Rear-End | 0 | 7 | 0 | Night | Dry | Unknown/Not Coded |
| 236 | 16.586 | 11/18/08 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 237 | 16.586 | 12/12/08 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 238 | 16.620 | 02/09/08 | Sat | 0000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 239 | 16.620 | 04/21/08 | Mon | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 240 | 16.620 | 09/21/08 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 241 | 16.836 | 07/19/08 | Sat | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 242 | 16.836 | 08/07/08 | Thu | 0700 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 243 | 16.839 | 01/07/08 | Mon | 1800 | Rear-End | 0 | 3 | 0 | Night | Dry | Followed Too Closely |
| 244 | 16.839 | 03/12/08 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 245 | 16.839 | 04/01/08 | Tue | 0200 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 246 | 16.839 | 04/25/08 | Fri | 1900 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 247 | 16.839 | 05/20/08 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 248 | 16.839 | 07/14/08 | Mon | 0100 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 249 | 16.839 | 07/15/08 | Tue | 1100 | Angle | 0 | 2 | 0 | Day | Wet | Failed To Yield Right-Of-Way |
| 250 | 16.839 | 08/12/08 | Tue | 1400 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 251 | 16.839 | 09/21/08 | Sun | 0500 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 252 | 16.839 | 10/05/08 | Sun | 0900 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 253 | 16.839 | 11/03/08 | Mon | 1700 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 254 | 16.840 | 02/13/08 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 255 | 16.840 | 04/22/08 | Tue | 0500 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 256 | 16.840 | 09/12/08 | Fri | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 257 | 16.867 | 10/01/08 | Wed | 2000 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 258 | 16.904 | 03/04/08 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 259 | 16.904 | 08/12/08 | Tue | 2300 | Angle | 0 | 1 | 0 | Night | Wet | Exceeded Safe Speed Limit |
| 260 | 17.117 | 11/24/08 | Mon | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 261 | 17.336 | 01/04/08 | Fri | 0600 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 262 | 17.336 | 02/22/08 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 263 | 17.336 | 04/27/08 | Sun | 1400 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 264 | 17.336 | 05/16/08 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 265 | 17.336 | 07/09/08 | Wed | 0200 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 266 | 17.336 | 07/14/08 | Mon | 0800 | Angle | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 267 | 17.336 | 09/04/08 | Thu | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 268 | 17.336 | 12/02/08 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 269 | 17.336 | 12/08/08 | Mon | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 270 | 17.367 | 01/04/08 | Fri | 0700 | All Other | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 271 | 17.367 | 01/11/08 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 272 | 17.367 | 02/25/08 | Mon | 1100 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 273 | 17.367 | 04/11/08 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 274 | 17.367 | 04/11/08 | Fri | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 275 | 17.367 | 05/21/08 | Wed | 1000 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 276 | 17.367 | 05/22/08 | Thu | 1200 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 277 | 17.367 | 07/01/08 | Tue | 0600 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 278 | 17.367 | 07/03/08 | Thu | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 279 | 17.367 | 07/18/08 | Fri | 1700 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 280 | 17.367 | 07/30/08 | Wed | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 281 | 17.367 | 08/19/08 | Tue | 1600 | Rear-End | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 282 | 17.367 | 10/05/08 | Sun | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 283 | 17.367 | 10/09/08 | Thu | 0500 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 284 | 17.367 | 11/12/08 | Wed | 0600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 285 | 17.367 | 12/04/08 | Thu | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 286 | 17.382 | 05/22/08 | Thu | 1200 | Head-On | 0 | 4 | 0 | Day | Dry | Driver Distraction |
| 287 | 17.382 | 12/05/08 | Fri | 0000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 288 | 17.436 | 06/26/08 | Thu | 0800 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 289 | 17.617 | 06/16/08 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 290 | 17.617 | 12/18/08 | Thu | 1700 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 291 | 17.799 | 08/30/08 | Sat | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 292 | 17.867 | 01/23/08 | Wed | 2000 | Head-On | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 293 | 17.867 | 01/27/08 | Sun | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 294 | 17.867 | 02/13/08 | Wed | 1500 | Angle | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 295 | 17.867 | 04/30/08 | Wed | 2300 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 296 | 17.867 | 05/14/08 | Wed | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 297 | 17.867 | 09/25/08 | Thu | 0100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 298 | 17.867 | 10/18/08 | Sat | 1800 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 299 | 17.867 | 11/06/08 | Thu | 2300 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 300 | 17.867 | 11/19/08 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 301 | 17.867 | 11/25/08 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 302 | 17.867 | 12/20/08 | Sat | 1700 | Angle | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 303 | 17.988 | 07/23/08 | Wed | 2200 | Rear-End | 0 | 2 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 304 | 17.988 | 09/19/08 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 305 | 18.067 | 01/12/08 | Sat | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 306 | 18.083 | 01/22/08 | Tue | 0600 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 307 | 18.086 | 10/21/08 | Tue | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 308 | 18.086 | 11/10/08 | Mon | 2300 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 309 | 18.117 | 01/04/08 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 310 | 18.117 | 02/16/08 | Sat | 0000 | All Other | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 311 | 18.117 | 03/19/08 | Wed | 1800 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 312 | 18.117 | 04/22/08 | Tue | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 313 | 18.117 | 05/06/08 | Tue | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 314 | 18.117 | 07/30/08 | Wed | 1400 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 315 | 18.117 | 09/12/08 | Fri | 0500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 316 | 18.117 | 10/07/08 | Tue | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 317 | 18.167 | 06/16/08 | Mon | 1800 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 318 | 18.178 | 04/22/08 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 319 | 18.178 | 09/28/08 | Sun | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 320 | 18.234 | 12/13/08 | Sat | 0200 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 321 | 18.253 | 05/06/08 | Tue | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 322 | 18.253 | 07/24/08 | Thu | 1400 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 323 | 18.267 | 03/07/08 | Fri | 0200 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 324 | 18.267 | 12/05/08 | Fri | 1500 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 325 | 18.272 | 01/28/08 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 326 | 18.272 | 02/29/08 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 327 | 18.272 | 12/24/08 | Wed | 2100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 328 | 18.320 | 06/16/08 | Mon | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 329 | 18.339 | 12/05/08 | Fri | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 330 | 18.360 | 07/31/08 | Thu | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 331 | 18.412 | 08/05/08 | Tue | 2300 | All Other | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 332 | 18.435 | 05/09/08 | Fri | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 333 | 18.435 | 12/24/08 | Wed | 0100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 334 | 18.445 | 10/13/08 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 335 | 18.502 | 02/26/08 | Tue | 2200 | Sideswipe | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 336 | 18.502 | 08/26/08 | Tue | 1600 | Hit Guardrail | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 337 | 18.502 | 12/03/08 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 338 | 18.502 | 12/10/08 | Wed | 1100 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 339 | 18.527 | 01/02/08 | Wed | 1000 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 340 | 18.549 | 04/17/08 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 341 | 18.549 | 05/15/08 | Thu | 1600 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 342 | 18.554 | 02/17/08 | Sun | 2000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 343 | 18.554 | 03/08/08 | Sat | 0600 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 344 | 18.554 | 04/29/08 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 345 | 18.596 | 01/07/08 | Mon | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 346 | 18.596 | 03/14/08 | Fri | 0100 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 347 | 18.596 | 08/25/08 | Mon | 1900 | Hit Fence | 0 | 5 | 0 | Day | Dry | Unknown/Not Coded |
| 348 | 18.607 | 06/05/08 | Thu | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 349 | 18.607 | 09/02/08 | Tue | 1500 | Hit Fence | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 350 | 18.657 | 02/04/08 | Mon | 0200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 351 | 18.657 | 03/24/08 | Mon | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 352 | 18.657 | 06/06/08 | Fri | 0100 | Rear-End | 0 | 1 | 0 | Night | Dry | Followed Too Closely |
| 353 | 18.657 | 09/18/08 | Thu | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 354 | 18.657 | 09/27/08 | Sat | 1300 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 355 | 18.657 | 10/15/08 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 356 | 18.657 | 11/01/08 | Sat | 1700 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 357 | 18.657 | 12/19/08 | Fri | 1400 | All Other | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 358 | 18.657 | 12/28/08 | Sun | 0200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Alc & Drugs-Under Infl |
| 359 | 18.691 | 12/06/08 | Sat | 0300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 360 | 18.894 | 02/15/08 | Fri | 1000 | Coll. W/Mvble Obj On Road | 1 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 361 | 18.905 | 11/01/08 | Sat | 1900 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 362 | 18.907 | 05/20/08 | Tue | 1900 | Angle | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 363 | 18.907 | 05/21/08 | Wed | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 364 | 18.907 | 06/21/08 | Sat | 1000 | Hit Fence | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 365 | 18.907 | 08/12/08 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 366 | 18.907 | 08/12/08 | Tue | 1600 | Rear-End | 0 | 4 | 0 | Day | Wet | Followed Too Closely |
| 367 | 18.907 | 11/05/08 | Wed | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 368 | 18.907 | 11/08/08 | Sat | 0800 | Concrete Barrier Wall | 0 | 16 | 0 | Day | Dry | No Improper Driving/Act |
| 369 | 18.975 | 03/10/08 | Mon | 1600 | Sideswipe | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 370 | 18.975 | 05/15/08 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 371 | 19.127 | 04/10/08 | Thu | 0900 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 372 | 19.157 | 01/08/08 | Tue | 1200 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 373 | 19.157 | 04/29/08 | Tue | 1600 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 374 | 19.157 | 10/31/08 | Fri | 2000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 375 | 19.285 | 05/22/08 | Thu | 0900 | All Other | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 376 | 19.392 | 12/01/08 | Mon | 0800 | Sideswipe | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 377 | 19.405 | 01/27/08 | Sun | 0000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 378 | 19.405 | 02/04/08 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 379 | 19.405 | 02/24/08 | Sun | 0500 | Overturned | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 380 | 19.405 | 03/01/08 | Sat | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 381 | 19.405 | 03/08/08 | Sat | 2100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Alchol-Under Influence |
| 382 | 19.405 | 03/10/08 | Mon | 2100 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 383 | 19.405 | 03/19/08 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 384 | 19.405 | 05/06/08 | Tue | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 385 | 19.405 | 05/20/08 | Tue | 0800 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 386 | 19.405 | 05/20/08 | Tue | 1100 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 387 | 19.405 | 06/22/08 | Sun | 1100 | Overturned | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 388 | 19.405 | 10/08/08 | Wed | 1400 | Ran Off Rd Into Water | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 389 | 19.405 | 10/09/08 | Thu | 1800 | Angle | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 390 | 19.405 | 10/13/08 | Mon | 0600 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 391 | 19.405 | 10/30/08 | Thu | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 392 | 19.405 | 10/31/08 | Fri | 2000 | Rear-End | 0 | 4 | 0 | Night | Dry | Unknown/Not Coded |
| 393 | 19.405 | 11/06/08 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 394 | 19.405 | 11/08/08 | Sat | 1100 | Angle | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 395 | 19.405 | 12/02/08 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 396 | 19.407 | 01/30/08 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 397 | 19.407 | 02/04/08 | Mon | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 398 | 19.407 | 02/13/08 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 399 | 19.407 | 02/14/08 | Thu | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 400 | 19.407 | 04/05/08 | Sat | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 401 | 19.407 | 05/07/08 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 402 | 19.407 | 05/21/08 | Wed | 0100 | Sideswipe | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 403 | 19.407 | 05/30/08 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 404 | 19.407 | 06/07/08 | Sat | 1800 | Rear-End | 0 | 3 | 0 | Day | Wet | Careless Driving |
| 405 | 19.407 | 06/09/08 | Mon | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 406 | 19.407 | 06/27/08 | Fri | 0000 | Hit Guardrail | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 407 | 19.407 | 07/01/08 | Tue | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 408 | 19.407 | 07/08/08 | Tue | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 409 | 19.407 | 09/07/08 | Sun | 1900 | Backed Into | 0 | 0 | 1 | Night | Dry | Improper Backing |
| 410 | 19.407 | 09/13/08 | Sat | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 411 | 19.407 | 09/19/08 | Fri | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 412 | 19.407 | 09/26/08 | Fri | 0700 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 413 | 19.407 | 09/26/08 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 414 | 19.407 | 10/10/08 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 415 | 19.407 | 11/04/08 | Tue | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 416 | 19.407 | 11/26/08 | Wed | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 417 | 19.407 | 12/05/08 | Fri | 1300 | Rear-End | 0 | 4 | 0 | Day | Dry | Followed Too Closely |
| 418 | 19.407 | 12/13/08 | Sat | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 419 | 19.420 | 08/02/08 | Sat | 0200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 420 | 19.421 | 03/31/08 | Mon | 1900 | Sideswipe | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 421 | 19.430 | 02/14/08 | Thu | 1200 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 422 | 19.430 | 02/21/08 | Thu | 0000 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 423 | 19.476 | 11/22/08 | Sat | 0300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 424 | 19.612 | 09/23/08 | Tue | 1100 | Angle | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 425 | 19.905 | 02/08/08 | Fri | 1800 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 426 | 19.905 | 03/04/08 | Tue | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 427 | 19.905 | 08/24/08 | Sun | 1000 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 428 | 19.905 | 09/28/08 | Sun | 1100 | Rear-End | 0 | 4 | 0 | Day | Dry | No Improper Driving/Act |
| 429 | 19.905 | 11/26/08 | Wed | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 430 | 20.026 | 03/18/08 | Tue | 2100 | Sideswipe | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 431 | 20.026 | 05/26/08 | Mon | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 432 | 20.067 | 10/15/08 | Wed | 2100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 433 | 20.155 | 03/12/08 | Wed | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 434 | 20.155 | 04/05/08 | Sat | 1900 | Angle | 0 | 0 | 1 | Night | Dry | Alchol-Under Influence |
| 435 | 20.155 | 04/30/08 | Wed | 2200 | Overturned | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 436 | 20.155 | 06/18/08 | Wed | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 437 | 20.155 | 07/30/08 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 438 | 20.155 | 09/14/08 | Sun | 1800 | Sideswipe | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 439 | 20.155 | 10/26/08 | Sun | 0400 | Sideswipe | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 440 | 20.155 | 11/14/08 | Fri | 0600 | Overturned | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 441 | 20.155 | 11/16/08 | Sun | 0400 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 442 | 20.205 | 07/03/08 | Thu | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 443 | 20.205 | 12/24/08 | Wed | 2300 | All Other | 0 | 2 | 0 | Night | Wet | Improper Lane Change |
| 444 | 20.216 | 01/06/08 | Sun | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 445 | 20.216 | 04/18/08 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 446 | 20.216 | 06/15/08 | Sun | 0000 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 447 | 20.216 | 09/17/08 | Wed | 1300 | Sideswipe | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 448 | 20.235 | 04/28/08 | Mon | 1500 | Overturned | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 449 | 20.253 | 05/24/08 | Sat | 1700 | Sideswipe | 0 | 2 | 0 | Day | Wet | Improper Lane Change |
| 450 | 20.272 | 05/03/08 | Sat | 1900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 451 | 20.272 | 12/27/08 | Sat | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 452 | 20.291 | 02/01/08 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 453 | 20.305 | 12/25/08 | Thu | 0000 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 454 | 20.310 | 02/14/08 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 455 | 20.310 | 09/17/08 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 456 | 20.310 | 09/23/08 | Tue | 1200 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 457 | 20.310 | 10/09/08 | Thu | 0500 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 458 | 20.310 | 11/01/08 | Sat | 0000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 459 | 20.348 | 11/11/08 | Tue | 2300 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 460 | 20.386 | 12/11/08 | Thu | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 461 | 20.396 | 12/12/08 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 462 | 20.495 | 05/06/08 | Tue | 2000 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 463 | 20.504 | 10/21/08 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 464 | 20.504 | 11/27/08 | Thu | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 465 | 20.504 | 12/05/08 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 466 | 20.512 | 01/08/08 | Tue | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 467 | 20.533 | 02/08/08 | Fri | 0700 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 468 | 20.571 | 02/21/08 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 469 | 20.571 | 05/01/08 | Thu | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 470 | 20.571 | 06/25/08 | Wed | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 471 | 20.574 | 01/14/08 | Mon | 1200 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 472 | 20.574 | 01/31/08 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 473 | 20.574 | 02/05/08 | Tue | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 474 | 20.574 | 02/13/08 | Wed | 1800 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 475 | 20.574 | 05/03/08 | Sat | 1800 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 476 | 20.574 | 10/29/08 | Wed | 0800 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 477 | 20.574 | 10/29/08 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 478 | 20.574 | 11/17/08 | Mon | 1500 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 479 | 20.574 | 12/16/08 | Tue | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 480 | 20.574 | 12/29/08 | Mon | 0800 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 481 | 20.576 | 02/12/08 | Tue | 2200 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 482 | 20.576 | 07/15/08 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 483 | 20.576 | 07/30/08 | Wed | 1300 | Rear-End | 1 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 484 | 20.628 | 07/12/08 | Sat | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 485 | 20.676 | 06/17/08 | Tue | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 486 | 20.676 | 07/28/08 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 487 | 20.726 | 05/17/08 | Sat | 1400 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 488 | 20.726 | 06/25/08 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 489 | 20.726 | 06/27/08 | Fri | 1800 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 490 | 20.726 | 08/12/08 | Tue | 1700 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 491 | 20.726 | 09/04/08 | Thu | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 492 | 20.726 | 11/06/08 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 493 | 20.726 | 12/13/08 | Sat | 0600 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 494 | 20.726 | 12/16/08 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 495 | 20.760 | 07/24/08 | Thu | 2200 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 496 | 20.976 | 02/17/08 | Sun | 0300 | Hit Fence | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 497 | 20.976 | 09/21/08 | Sun | 1600 | Sideswipe | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 498 | 20.976 | 09/21/08 | Sun | 0000 | Rear-End | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 499 | 20.976 | 11/04/08 | Tue | 1700 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 500 | 21.074 | 01/01/08 | Tue | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 501 | 21.074 | 04/15/08 | Tue | 0400 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 502 | 21.074 | 05/23/08 | Fri | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 503 | 21.074 | 11/05/08 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 504 | 21.074 | 11/18/08 | Tue | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 505 | 21.074 | 11/20/08 | Thu | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 506 | 21.280 | 04/13/08 | Sun | 1900 | Angle | 0 | 0 | 1 | Night | Dry | Improper Turn |
| 507 | 21.290 | 03/07/08 | Fri | 1900 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 508 | 21.290 | 03/18/08 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 509 | 21.324 | 02/18/08 | Mon | 1500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 510 | 21.324 | 04/11/08 | Fri | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 511 | 21.324 | 08/04/08 | Mon | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 512 | 21.324 | 10/02/08 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 513 | 21.324 | 11/08/08 | Sat | 2100 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 514 | 21.385 | 01/29/08 | Tue | 0800 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 515 | 21.385 | 08/20/08 | Wed | 1100 | Sideswipe | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 516 | 21.413 | 08/05/08 | Tue | 2200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 517 | 21.441 | 02/25/08 | Mon | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 518 | 21.460 | 09/26/08 | Fri | 0400 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 519 | 21.476 | 07/03/08 | Thu | 0000 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 520 | 21.476 | 08/24/08 | Sun | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 521 | 21.476 | 12/01/08 | Mon | 2100 | Head-On | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 522 | 21.479 | 03/03/08 | Mon | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 523 | 21.479 | 05/29/08 | Thu | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 524 | 21.479 | 07/30/08 | Wed | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 525 | 21.479 | 11/03/08 | Mon | 0100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Slippery | Unknown/Not Coded |
| 526 | 21.498 | 06/19/08 | Thu | 0700 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 527 | 21.517 | 12/11/08 | Thu | 1700 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 528 | 21.517 | 12/29/08 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 529 | 21.546 | 06/28/08 | Sat | 2300 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 530 | 21.555 | 04/11/08 | Fri | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 531 | 21.555 | 06/16/08 | Mon | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 532 | 21.569 | 06/14/08 | Sat | 1500 | Hit Guardrail | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 533 | 21.622 | 05/15/08 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 534 | 21.622 | 06/20/08 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 535 | 21.622 | 08/25/08 | Mon | 1900 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 536 | 21.631 | 08/24/08 | Sun | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 537 | 21.631 | 09/22/08 | Mon | 1600 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 538 | 21.631 | 10/08/08 | Wed | 2200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 539 | 21.631 | 11/17/08 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 540 | 21.698 | 01/28/08 | Mon | 1700 | All Other | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 541 | 21.698 | 03/27/08 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 542 | 21.698 | 06/09/08 | Mon | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 543 | 21.698 | 11/20/08 | Thu | 1900 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 544 | 21.698 | 12/02/08 | Tue | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 545 | 21.773 | 06/10/08 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 546 | 21.792 | 06/28/08 | Sat | 0300 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 547 | 21.792 | 11/14/08 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 548 | 21.792 | 11/24/08 | Mon | 1200 | Utility/Light Pole | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 549 | 21.853 | 01/14/08 | Mon | 0700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 550 | 21.853 | 01/14/08 | Mon | 1000 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 551 | 21.853 | 10/10/08 | Fri | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 552 | 21.853 | 10/12/08 | Sun | 1100 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 553 | 21.853 | 10/14/08 | Tue | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 554 | 21.853 | 12/05/08 | Fri | 0500 | Angle | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 555 | 21.853 | 12/05/08 | Fri | 2000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 556 | 21.866 | 08/03/08 | Sun | 0500 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 557 | 21.887 | 09/26/08 | Fri | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 558 | 21.887 | 11/24/08 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 559 | 21.982 | 05/02/08 | Fri | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 560 | 21.995 | 05/30/08 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 561 | 22.103 | 01/29/08 | Tue | 1900 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 562 | 22.103 | 04/17/08 | Thu | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Followed Too Closely |
| 563 | 22.103 | 04/18/08 | Fri | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 564 | 22.103 | 06/22/08 | Sun | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 565 | 22.103 | 08/18/08 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 566 | 22.103 | 09/28/08 | Sun | 1800 | Sideswipe | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 567 | 22.103 | 10/13/08 | Mon | 2000 | Sideswipe | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 568 | 22.103 | 10/14/08 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 569 | 22.103 | 11/03/08 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 570 | 22.103 | 11/12/08 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 571 | 22.103 | 11/18/08 | Tue | 1000 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 572 | 22.103 | 11/24/08 | Mon | 0000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 573 | 22.103 | 12/11/08 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 574 | 22.103 | 12/11/08 | Thu | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 575 | 22.116 | 07/30/08 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 576 | 22.168 | 11/20/08 | Thu | 1600 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 577 | 22.171 | 06/03/08 | Tue | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 578 | 22.266 | 11/30/08 | Sun | 1200 | Angle | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 579 | 22.603 | 02/05/08 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 580 | 22.603 | 02/27/08 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 581 | 22.603 | 03/18/08 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 582 | 22.603 | 03/24/08 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 583 | 22.603 | 05/15/08 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 584 | 22.603 | 05/19/08 | Mon | 0100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 585 | 22.603 | 06/22/08 | Sun | 2300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 586 | 22.603 | 06/23/08 | Mon | 0500 | Sideswipe | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 587 | 22.603 | 07/30/08 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 588 | 22.603 | 10/16/08 | Thu | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 589 | 22.607 | 08/18/08 | Mon | 0700 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 590 | 22.607 | 08/18/08 | Mon | 1200 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Wet | Improper Load |
| 591 | 22.612 | 01/01/08 | Tue | 0300 | Rear-End | 0 | 3 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 592 | 22.616 | 06/04/08 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 593 | 22.668 | 07/13/08 | Sun | 0300 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Wet | Alchol-Under Influence |
| 594 | 22.668 | 10/30/08 | Thu | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 595 | 22.671 | 09/21/08 | Sun | 1300 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 596 | 22.690 | 02/06/08 | Wed | 0800 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 597 | 22.728 | 09/14/08 | Sun | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 598 | 22.910 | 04/23/08 | Wed | 0600 | All Other | 0 | 1 | 0 | Day | Dry | Improper Load |
| 599 | 22.918 | 10/06/08 | Mon | 2200 | Hit Tree/Shrubbery | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 600 | 23.168 | 02/17/08 | Sun | 1900 | All Other | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 601 | 23.168 | 02/29/08 | Fri | 1300 | Rear-End | 0 | 2 | 0 | Day | Dry | Followed Too Closely |
| 602 | 23.168 | 03/11/08 | Tue | 1300 | Sideswipe | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 603 | 23.168 | 03/22/08 | Sat | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 604 | 23.168 | 04/15/08 | Tue | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 605 | 23.168 | 04/30/08 | Wed | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 606 | 23.168 | 12/08/08 | Mon | 0600 | Angle | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 607 | 23.195 | 01/31/08 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 608 | 23.368 | 03/11/08 | Tue | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 609 | 23.418 | 02/10/08 | Sun | 2300 | Sideswipe | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 610 | 23.418 | 06/22/08 | Sun | 0500 | Rear-End | 0 | 4 | 0 | Night | Dry | Unknown/Not Coded |
| 611 | 23.418 | 08/03/08 | Sun | 0500 | Rear-End | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 612 | 23.418 | 09/01/08 | Mon | 1300 | Overturned | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 613 | 23.418 | 09/09/08 | Tue | 2100 | Cargo Loss Or Shift | 0 | 0 | 1 | Night | Dry | Failed To Maintain Equipment |
| 614 | 23.418 | 12/09/08 | Tue | 1400 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 615 | 23.467 | 02/29/08 | Fri | 0200 | Angle | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 616 | 23.468 | 03/24/08 | Mon | 1000 | Separation Of Units | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 617 | 23.468 | 05/27/08 | Tue | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 618 | 23.479 | 05/04/08 | Sun | 0500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 619 | 23.479 | 12/02/08 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 620 | 23.516 | 09/11/08 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 621 | 23.573 | 01/02/08 | Wed | 2000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 622 | 23.573 | 02/25/08 | Mon | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 623 | 23.573 | 02/29/08 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 624 | 23.573 | 04/22/08 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 625 | 23.573 | 11/24/08 | Mon | 0000 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 626 | 23.612 | 01/26/08 | Sat | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 627 | 23.612 | 07/10/08 | Thu | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 628 | 23.612 | 09/17/08 | Wed | 1400 | Separation Of Units | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 629 | 23.612 | 09/26/08 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 630 | 23.630 | 03/24/08 | Mon | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 631 | 23.630 | 06/03/08 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 632 | 23.630 | 06/19/08 | Thu | 1700 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 633 | 23.636 | 10/09/08 | Thu | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 634 | 23.636 | 12/11/08 | Thu | 1400 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 635 | 23.649 | 04/23/08 | Wed | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 636 | 23.706 | 04/29/08 | Tue | 1300 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 637 | 23.706 | 08/04/08 | Mon | 0900 | Backed Into | 0 | 0 | 1 | Day | Dry | Improper Backing |
| 638 | 23.715 | 09/07/08 | Sun | 2100 | Bridge/Pier/Abutment/Rail | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 639 | 23.725 | 03/07/08 | Fri | 0200 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 640 | 23.744 | 06/25/08 | Wed | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 641 | 23.782 | 04/29/08 | Tue | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 642 | 23.782 | 06/16/08 | Mon | 2200 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 643 | 23.782 | 10/25/08 | Sat | 0600 | Rear-End | 0 | 1 | 0 | Night | Dry | Alchol-Under Influence |
| 644 | 23.820 | 08/15/08 | Fri | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 645 | 23.876 | 10/03/08 | Fri | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 646 | 23.887 | 02/23/08 | Sat | 2000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 647 | 23.887 | 03/19/08 | Wed | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 648 | 23.937 | 01/12/08 | Sat | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 649 | 23.937 | 05/23/08 | Fri | 1900 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 650 | 23.937 | 10/05/08 | Sun | 0600 | Hit Fence | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 651 | 23.937 | 11/24/08 | Mon | 2100 | Overturned | 0 | 1 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 652 | 23.937 | 11/26/08 | Wed | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 653 | 23.937 | 12/06/08 | Sat | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 654 | 23.971 | 04/24/08 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 655 | 24.112 | 01/11/08 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 656 | 24.112 | 02/18/08 | Mon | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 657 | 24.112 | 03/18/08 | Tue | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 658 | 24.112 | 11/18/08 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 659 | 24.112 | 12/11/08 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 660 | 24.168 | 08/17/08 | Sun | 2100 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Wet | Improper Lane Change |
| 661 | 24.187 | 02/04/08 | Mon | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 662 | 24.187 | 02/05/08 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 663 | 24.187 | 06/17/08 | Tue | 1600 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 664 | 24.187 | 06/20/08 | Fri | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 665 | 24.207 | 11/14/08 | Fri | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 666 | 24.308 | 04/12/08 | Sat | 0400 | Angle | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 667 | 24.362 | 01/09/08 | Wed | 1500 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 668 | 24.362 | 02/18/08 | Mon | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 669 | 24.362 | 08/07/08 | Thu | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 670 | 24.362 | 10/23/08 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 671 | 24.362 | 12/05/08 | Fri | 0000 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 672 | 24.362 | 12/24/08 | Wed | 2300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 673 | 24.407 | 02/28/08 | Thu | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 674 | 24.412 | 01/26/08 | Sat | 1700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 675 | 24.423 | 01/08/08 | Tue | 1700 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 676 | 24.423 | 10/05/08 | Sun | 0500 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 677 | 24.423 | 11/13/08 | Thu | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 678 | 24.437 | 09/26/08 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 679 | 24.460 | 03/18/08 | Tue | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 680 | 24.517 | 02/14/08 | Thu | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 681 | 24.517 | 06/13/08 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 682 | 24.517 | 07/28/08 | Mon | 0700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 683 | 24.517 | 09/17/08 | Wed | 2100 | Rear-End | 0 | 4 | 0 | Night | Dry | Unknown/Not Coded |
| 684 | 24.517 | 11/15/08 | Sat | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 685 | 24.536 | 12/08/08 | Mon | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 686 | 24.555 | 01/04/08 | Fri | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 687 | 24.555 | 06/20/08 | Fri | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 688 | 24.574 | 03/04/08 | Tue | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 689 | 24.574 | 03/21/08 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 690 | 24.584 | 09/03/08 | Wed | 2000 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 691 | 24.593 | 01/25/08 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 692 | 24.603 | 04/25/08 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 693 | 24.634 | 11/12/08 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 694 | 24.681 | 03/10/08 | Mon | 0600 | Separation Of Units | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 695 | 24.681 | 08/06/08 | Wed | 2100 | Concrete Barrier Wall | 0 | 3 | 0 | Night | Dry | Failed To Maintain Equipment |
| 696 | 24.681 | 12/17/08 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 697 | 24.687 | 10/17/08 | Fri | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 698 | 24.690 | 12/11/08 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 699 | 24.700 | 04/14/08 | Mon | 1300 | Ran Off Rd Into Water | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 700 | 24.700 | 05/23/08 | Fri | 2300 | Overturned | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 701 | 24.700 | 05/31/08 | Sat | 2200 | Sideswipe | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 702 | 24.700 | 06/25/08 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 703 | 24.719 | 01/09/08 | Wed | 1500 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 704 | 24.719 | 04/04/08 | Fri | 0700 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 705 | 24.735 | 08/20/08 | Wed | 0700 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 706 | 24.735 | 10/21/08 | Tue | 0000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 707 | 24.757 | 03/27/08 | Thu | 1000 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 708 | 24.757 | 04/03/08 | Thu | 0400 | Rear-End | 0 | 3 | 0 | Night | Dry | No Improper Driving/Act |
| 709 | 24.757 | 04/24/08 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 710 | 24.757 | 07/10/08 | Thu | 0800 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 711 | 24.762 | 11/03/08 | Mon | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 712 | 24.762 | 11/10/08 | Mon | 0000 | Ran In Ditch/Culvert | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 713 | 24.776 | 01/21/08 | Mon | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 714 | 24.776 | 04/06/08 | Sun | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 715 | 24.814 | 12/30/08 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 716 | 24.847 | 02/07/08 | Thu | 0300 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 717 | 24.851 | 06/03/08 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 718 | 24.851 | 10/23/08 | Thu | 0700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 719 | 24.862 | 06/10/08 | Tue | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 720 | 24.862 | 09/27/08 | Sat | 0500 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 721 | 24.912 | 02/27/08 | Wed | 1700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 722 | 24.912 | 05/13/08 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 723 | 24.912 | 05/23/08 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 724 | 24.912 | 05/25/08 | Sun | 0300 | Hit Tree/Shrubbery | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 725 | 24.912 | 07/23/08 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 726 | 24.912 | 08/14/08 | Thu | 0700 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 727 | 24.912 | 09/26/08 | Fri | 0900 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 728 | 24.912 | 10/10/08 | Fri | 0900 | Jackknifed | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 729 | 24.912 | 12/31/08 | Wed | 0200 | Rear-End | 0 | 1 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 730 | 24.946 | 05/19/08 | Mon | 1700 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 731 | 25.013 | 12/08/08 | Mon | 0800 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 732 | 25.041 | 09/17/08 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 733 | 25.162 | 10/15/08 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 734 | 25.162 | 10/17/08 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 735 | 25.162 | 10/31/08 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 736 | 25.230 | 08/25/08 | Mon | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 737 | 25.247 | 04/23/08 | Wed | 1300 | Hit Guardrail | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 738 | 25.249 | 08/25/08 | Mon | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 739 | 25.250 | 05/16/08 | Fri | 2300 | Rear-End | 0 | 2 | 0 | Night | Dry | Followed Too Closely |
| 740 | 25.279 | 01/29/08 | Tue | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |

| | | | | | | Left | Right | Rear | | Ped/ | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
| **740** | | **5** | **323** | **412** | **64** | **0** | **0** | **286** | **176** | **0** | |
| | | *0.68%* | *43.65%* | *55.68%* | *8.65%* | *0.00%* | *0.00%* | *38.65%* | *23.78%* | *0.00%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **100** | | **500** | **240** | **111** | **628** | **29** | **4** | **33** | | | |
| *13.51%* | | *67.57%* | *32.43%* | *15.00%* | *84.86%* | *3.92%* | *0.54%* | *4.46%* | | | |

TOTAL ENTERING VEHICLES/ADT: **230,515** SEGMENT CRASH RATE: **0.760**

# 2009 Broward County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.752 | 01/12/09 | Mon | 1600 | Angle | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 2 | 13.774 | 06/15/09 | Mon | 0100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 3 | 13.804 | 06/07/09 | Sun | 0000 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 4 | 13.990 | 01/13/09 | Tue | 1300 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Wet | Improper Load |
| 5 | 13.990 | 02/19/09 | Thu | 0800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 6 | 13.990 | 03/12/09 | Thu | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 7 | 13.990 | 04/06/09 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 8 | 13.990 | 06/07/09 | Sun | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 9 | 13.990 | 06/21/09 | Sun | 1300 | Angle | 0 | 5 | 0 | Day | Dry | Unknown/Not Coded |
| 10 | 13.990 | 06/22/09 | Mon | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 11 | 13.990 | 07/15/09 | Wed | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 12 | 13.990 | 07/15/09 | Wed | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 13 | 13.990 | 07/18/09 | Sat | 1800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 14 | 13.990 | 07/24/09 | Fri | 0600 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 15 | 13.990 | 08/16/09 | Sun | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 16 | 13.990 | 08/24/09 | Mon | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 17 | 13.990 | 09/01/09 | Tue | 1900 | Rear-End | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 18 | 13.990 | 09/11/09 | Fri | 0800 | All Other | 0 | 6 | 0 | Day | Dry | Improper Lane Change |
| 19 | 13.990 | 10/17/09 | Sat | 1200 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 20 | 13.990 | 10/27/09 | Tue | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Passing |
| 21 | 13.990 | 11/07/09 | Sat | 0100 | Rear-End | 0 | 2 | 0 | Night | Dry | Driver Distraction |
| 22 | 13.990 | 11/07/09 | Sat | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 23 | 14.075 | 01/06/09 | Tue | 0600 | All Other | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 24 | 14.075 | 01/20/09 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 25 | 14.075 | 02/23/09 | Mon | 1300 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 26 | 14.075 | 07/15/09 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 27 | 14.075 | 07/23/09 | Thu | 1300 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 28 | 14.075 | 08/23/09 | Sun | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 29 | 14.231 | 09/02/09 | Wed | 0600 | Rear-End | 0 | 2 | 0 | Day | Wet | No Improper Driving/Act |
| 30 | 14.231 | 09/11/09 | Fri | 0800 | All Other | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 31 | 14.240 | 08/02/09 | Sun | 1400 | All Other | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 32 | 14.325 | 07/13/09 | Mon | 1700 | Angle | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 33 | 14.424 | 08/14/09 | Fri | 0700 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 34 | 14.490 | 03/14/09 | Sat | 1300 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 35 | 14.490 | 05/13/09 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 36 | 14.490 | 06/21/09 | Sun | 2100 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 37 | 14.490 | 07/06/09 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 38 | 14.490 | 07/18/09 | Sat | 1800 | Sideswipe | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 39 | 14.490 | 07/29/09 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 40 | 14.490 | 08/02/09 | Sun | 1500 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 41 | 14.490 | 08/20/09 | Thu | 0000 | Bridge/Pier/Abutment/Rail | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 42 | 14.490 | 08/31/09 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 43 | 14.490 | 09/01/09 | Tue | 1600 | Sideswipe | 0 | 2 | 0 | Day | Dry | Followed Too Closely |
| 44 | 14.490 | 09/18/09 | Fri | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 45 | 14.490 | 09/21/09 | Mon | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 46 | 14.554 | 01/25/09 | Sun | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 47 | 14.554 | 02/27/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 48 | 14.554 | 06/19/09 | Fri | 0800 | Hit Guardrail | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 49 | 14.554 | 07/30/09 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 50 | 14.572 | 04/06/09 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 51 | 14.575 | 03/10/09 | Tue | 1600 | Sideswipe | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 52 | 14.575 | 03/23/09 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 53 | 14.575 | 04/22/09 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 54 | 14.575 | 05/18/09 | Mon | 2200 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 55 | 14.575 | 09/11/09 | Fri | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 56 | 14.575 | 09/23/09 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 57 | 14.575 | 10/09/09 | Fri | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 58 | 14.575 | 10/12/09 | Mon | 1100 | Sideswipe | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 59 | 14.575 | 10/26/09 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 60 | 14.575 | 10/29/09 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 61 | 14.575 | 11/05/09 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 62 | 14.575 | 11/11/09 | Wed | 0200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 63 | 14.575 | 11/20/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 64 | 14.575 | 12/14/09 | Mon | 1300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 65 | 14.601 | 09/05/09 | Sat | 0600 | Angle | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 66 | 14.601 | 10/17/09 | Sat | 1500 | Sideswipe | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 67 | 14.792 | 01/30/09 | Fri | 1100 | Rear-End | 0 | 6 | 0 | Day | Dry | Careless Driving |
| 68 | 14.792 | 08/09/09 | Sun | 0800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 69 | 14.825 | 01/06/09 | Tue | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 70 | 14.825 | 01/20/09 | Tue | 1600 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 71 | 14.825 | 01/25/09 | Sun | 2200 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 72 | 14.825 | 02/25/09 | Wed | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 73 | 14.825 | 03/06/09 | Fri | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 74 | 14.825 | 05/08/09 | Fri | 1200 | Angle | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 75 | 14.825 | 05/11/09 | Mon | 0000 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 76 | 14.825 | 06/12/09 | Fri | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 77 | 14.825 | 06/13/09 | Sat | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 78 | 14.825 | 07/19/09 | Sun | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 79 | 14.825 | 10/14/09 | Wed | 1600 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 80 | 14.825 | 12/03/09 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 81 | 14.825 | 12/12/09 | Sat | 0000 | Rear-End | 0 | 6 | 0 | Night | Wet | Alchol-Under Influence |
| 82 | 14.825 | 12/14/09 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 83 | 14.825 | 12/28/09 | Mon | 1100 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 84 | 14.875 | 07/24/09 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 85 | 14.886 | 04/24/09 | Fri | 1000 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 86 | 14.886 | 07/02/09 | Thu | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 87 | 14.886 | 08/06/09 | Thu | 1000 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 88 | 14.886 | 08/12/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 89 | 14.886 | 11/11/09 | Wed | 1100 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 14.942 | 01/09/09 | Fri | 1400 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 91 | 14.942 | 01/30/09 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 92 | 14.975 | 02/07/09 | Sat | 1900 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 93 | 14.975 | 07/13/09 | Mon | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 94 | 14.975 | 11/18/09 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 95 | 14.980 | 02/02/09 | Mon | 0100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 96 | 14.980 | 02/20/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 97 | 14.980 | 04/14/09 | Tue | 1800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 98 | 14.980 | 08/31/09 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 99 | 14.980 | 11/26/09 | Thu | 1600 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 100 | 14.990 | 07/18/09 | Sat | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 101 | 15.018 | 04/24/09 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 102 | 15.028 | 11/02/09 | Mon | 0600 | Angle | 0 | 5 | 0 | Day | Dry | Careless Driving |
| 103 | 15.037 | 01/25/09 | Sun | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 104 | 15.037 | 05/18/09 | Mon | 2200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 105 | 15.037 | 06/14/09 | Sun | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 106 | 15.037 | 10/18/09 | Sun | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 107 | 15.047 | 08/13/09 | Thu | 1100 | Sideswipe | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 108 | 15.056 | 04/18/09 | Sat | 1400 | Sideswipe | 0 | 4 | 0 | Day | Dry | Improper Lane Change |
| 109 | 15.066 | 03/27/09 | Fri | 0400 | All Other | 1 | 4 | 0 | Night | Dry | Unknown/Not Coded |
| 110 | 15.066 | 07/23/09 | Thu | 1900 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 111 | 15.093 | 05/15/09 | Fri | 0800 | All Other | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 112 | 15.103 | 04/10/09 | Fri | 1300 | Hit Other Fixed Object | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 113 | 15.103 | 09/05/09 | Sat | 1100 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 114 | 15.112 | 02/03/09 | Tue | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 115 | 15.122 | 01/25/09 | Sun | 0500 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 116 | 15.122 | 03/01/09 | Sun | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 117 | 15.122 | 03/12/09 | Thu | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 118 | 15.131 | 04/04/09 | Sat | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 119 | 15.136 | 01/28/09 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 120 | 15.141 | 01/08/09 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 121 | 15.141 | 02/20/09 | Fri | 1400 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 122 | 15.141 | 10/08/09 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 123 | 15.155 | 05/07/09 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 124 | 15.179 | 03/29/09 | Sun | 2300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 125 | 15.179 | 07/01/09 | Wed | 0500 | Sideswipe | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 126 | 15.179 | 10/25/09 | Sun | 0000 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 127 | 15.179 | 11/04/09 | Wed | 2000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 128 | 15.179 | 11/30/09 | Mon | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 129 | 15.179 | 12/15/09 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 130 | 15.184 | 08/09/09 | Sun | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 131 | 15.184 | 10/22/09 | Thu | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 132 | 15.250 | 06/19/09 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 133 | 15.254 | 02/03/09 | Tue | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 134 | 15.254 | 02/16/09 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 135 | 15.254 | 10/22/09 | Thu | 1400 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 136 | 15.254 | 12/18/09 | Fri | 1100 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 137 | 15.273 | 05/16/09 | Sat | 1300 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 138 | 15.273 | 07/17/09 | Fri | 1300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 139 | 15.273 | 07/25/09 | Sat | 1100 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 140 | 15.302 | 03/31/09 | Tue | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 141 | 15.306 | 02/02/09 | Mon | 0800 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 142 | 15.334 | 01/10/09 | Sat | 1500 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 143 | 15.334 | 01/21/09 | Wed | 0600 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 144 | 15.334 | 07/30/09 | Thu | 0700 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 145 | 15.334 | 08/20/09 | Thu | 0800 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 146 | 15.334 | 08/21/09 | Fri | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 147 | 15.334 | 08/22/09 | Sat | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 148 | 15.334 | 09/08/09 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 149 | 15.334 | 10/09/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 150 | 15.334 | 11/06/09 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 151 | 15.334 | 11/19/09 | Thu | 2000 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 152 | 15.334 | 12/05/09 | Sat | 1400 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 153 | 15.336 | 02/02/09 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 154 | 15.367 | 02/03/09 | Tue | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 155 | 15.367 | 03/12/09 | Thu | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 156 | 15.367 | 04/25/09 | Sat | 0100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 157 | 15.368 | 03/03/09 | Tue | 1200 | All Other | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 158 | 15.368 | 06/13/09 | Sat | 0400 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 159 | 15.584 | 03/03/09 | Tue | 2200 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 160 | 15.584 | 04/14/09 | Tue | 0700 | Sideswipe | 0 | 4 | 0 | Day | Dry | Improper Lane Change |
| 161 | 15.584 | 05/13/09 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 162 | 15.584 | 07/28/09 | Tue | 0800 | Rear-End | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 163 | 15.584 | 08/10/09 | Mon | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 164 | 15.584 | 08/26/09 | Wed | 2200 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 165 | 15.584 | 10/21/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 166 | 15.584 | 11/05/09 | Thu | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 167 | 15.584 | 11/25/09 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 168 | 15.754 | 02/04/09 | Wed | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 169 | 15.754 | 06/28/09 | Sun | 0200 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 170 | 15.754 | 08/10/09 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 171 | 15.754 | 08/18/09 | Tue | 1300 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 172 | 15.754 | 09/11/09 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 173 | 15.754 | 12/04/09 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 174 | 16.004 | 01/10/09 | Sat | 0000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 175 | 16.004 | 02/27/09 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 176 | 16.004 | 03/18/09 | Wed | 2200 | Sideswipe | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 177 | 16.004 | 04/24/09 | Fri | 2200 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 178 | 16.004 | 06/15/09 | Mon | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 179 | 16.004 | 07/17/09 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 180 | 16.004 | 10/15/09 | Thu | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 181 | 16.004 | 10/27/09 | Tue | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 182 | 16.004 | 11/02/09 | Mon | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 183 | 16.004 | 11/18/09 | Wed | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 184 | 16.004 | 11/22/09 | Sun | 0300 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Driver Distraction |
| 185 | 16.014 | 02/20/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 186 | 16.050 | 07/30/09 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 187 | 16.065 | 02/23/09 | Mon | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 188 | 16.065 | 05/15/09 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 189 | 16.065 | 06/04/09 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 190 | 16.065 | 06/16/09 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 191 | 16.065 | 11/03/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 192 | 16.084 | 02/02/09 | Mon | 2000 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 193 | 16.102 | 01/23/09 | Fri | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 194 | 16.109 | 10/03/09 | Sat | 1000 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 195 | 16.112 | 06/21/09 | Sun | 1800 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 196 | 16.140 | 04/27/09 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 197 | 16.154 | 12/05/09 | Sat | 1500 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 198 | 16.159 | 01/10/09 | Sat | 1100 | Sideswipe | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 199 | 16.159 | 05/18/09 | Mon | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 200 | 16.159 | 06/26/09 | Fri | 1600 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 201 | 16.159 | 11/05/09 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 202 | 16.197 | 01/08/09 | Thu | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 203 | 16.207 | 04/11/09 | Sat | 0600 | Rear-End | 0 | 1 | 0 | Night | Dry | Driver Distraction |
| 204 | 16.216 | 05/02/09 | Sat | 2100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 205 | 16.216 | 06/26/09 | Fri | 0200 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 206 | 16.216 | 07/02/09 | Thu | 2100 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 207 | 16.216 | 12/14/09 | Mon | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 208 | 16.226 | 02/25/09 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 209 | 16.226 | 04/26/09 | Sun | 0400 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 210 | 16.226 | 06/05/09 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 211 | 16.235 | 05/28/09 | Thu | 2300 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 212 | 16.245 | 02/17/09 | Tue | 2200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 213 | 16.252 | 02/11/09 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 214 | 16.337 | 07/06/09 | Mon | 1400 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 215 | 16.337 | 09/11/09 | Fri | 0800 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 216 | 16.341 | 06/23/09 | Tue | 1300 | Rear-End | 0 | 0 | 1 | Day | Slippery | Careless Driving |
| 217 | 16.350 | 01/16/09 | Fri | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 218 | 16.355 | 09/07/09 | Mon | 1500 | Backed Into | 0 | 0 | 1 | Day | Dry | Improper Backing |
| 219 | 16.355 | 09/14/09 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 220 | 16.364 | 01/27/09 | Tue | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 221 | 16.364 | 06/01/09 | Mon | 1500 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 222 | 16.374 | 10/29/09 | Thu | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 223 | 16.383 | 01/28/09 | Wed | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 224 | 16.383 | 06/01/09 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 225 | 16.393 | 05/26/09 | Tue | 0500 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 226 | 16.393 | 09/28/09 | Mon | 1200 | Hit Tree/Shrubbery | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 227 | 16.412 | 01/21/09 | Wed | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 228 | 16.412 | 06/18/09 | Thu | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 229 | 16.431 | 09/07/09 | Mon | 1500 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 230 | 16.431 | 11/10/09 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 231 | 16.431 | 11/21/09 | Sat | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 232 | 16.431 | 11/28/09 | Sat | 1100 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 233 | 16.431 | 11/28/09 | Sat | 1200 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 234 | 16.486 | 11/23/09 | Mon | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 235 | 16.487 | 09/08/09 | Tue | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 236 | 16.488 | 11/13/09 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 237 | 16.511 | 07/15/09 | Wed | 0900 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 238 | 16.525 | 04/29/09 | Wed | 2200 | Concrete Barrier Wall | 0 | 3 | 0 | Night | Dry | No Improper Driving/Act |
| 239 | 16.525 | 12/27/09 | Sun | 0800 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 240 | 16.582 | 06/10/09 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Passing |
| 241 | 16.586 | 01/16/09 | Fri | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 242 | 16.586 | 01/21/09 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 243 | 16.586 | 02/13/09 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 244 | 16.586 | 03/15/09 | Sun | 1800 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 245 | 16.586 | 04/06/09 | Mon | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 246 | 16.586 | 05/25/09 | Mon | 1900 | Sideswipe | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 247 | 16.586 | 06/03/09 | Wed | 0000 | Angle | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 248 | 16.586 | 06/05/09 | Fri | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 249 | 16.586 | 06/26/09 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 250 | 16.586 | 08/30/09 | Sun | 0100 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 251 | 16.586 | 09/04/09 | Fri | 1900 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 252 | 16.586 | 11/21/09 | Sat | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 253 | 16.586 | 12/05/09 | Sat | 1900 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 254 | 16.586 | 12/31/09 | Thu | 2200 | Hit Tree/Shrubbery | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 255 | 16.836 | 10/17/09 | Sat | 1500 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 256 | 16.839 | 01/15/09 | Thu | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 257 | 16.839 | 01/31/09 | Sat | 0400 | Sideswipe | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 258 | 16.839 | 02/07/09 | Sat | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 259 | 16.839 | 04/14/09 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 260 | 16.839 | 05/08/09 | Fri | 0400 | Rear-End | 0 | 2 | 0 | Night | Dry | Driver Distraction |
| 261 | 16.839 | 05/28/09 | Thu | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 262 | 17.117 | 03/05/09 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 263 | 17.336 | 01/14/09 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 264 | 17.336 | 02/25/09 | Wed | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 265 | 17.336 | 03/20/09 | Fri | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 266 | 17.336 | 04/23/09 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 267 | 17.336 | 05/29/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 268 | 17.336 | 06/15/09 | Mon | 2300 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 269 | 17.336 | 09/25/09 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 270 | 17.336 | 10/08/09 | Thu | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 271 | 17.336 | 12/08/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 272 | 17.367 | 01/21/09 | Wed | 1800 | Rear-End | 0 | 2 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 273 | 17.367 | 03/27/09 | Fri | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 274 | 17.367 | 04/23/09 | Thu | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Failed To Maintain Equipment |
| 275 | 17.367 | 05/03/09 | Sun | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Alchol-Under Influence |
| 276 | 17.367 | 05/08/09 | Fri | 1800 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 277 | 17.367 | 06/14/09 | Sun | 0000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Alchol-Under Influence |
| 278 | 17.367 | 06/24/09 | Wed | 0200 | All Other | 0 | 3 | 0 | Night | Wet | Improper Lane Change |
| 279 | 17.367 | 07/13/09 | Mon | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 280 | 17.367 | 08/14/09 | Fri | 0300 | Rear-End | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 281 | 17.367 | 09/17/09 | Thu | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 282 | 17.367 | 09/18/09 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 283 | 17.367 | 09/29/09 | Tue | 1900 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 284 | 17.790 | 11/28/09 | Sat | 0200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 285 | 17.867 | 01/06/09 | Tue | 1300 | Rear-End | 0 | 6 | 0 | Day | Dry | Unknown/Not Coded |
| 286 | 17.867 | 01/20/09 | Tue | 1300 | Sideswipe | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 287 | 17.867 | 03/23/09 | Mon | 2000 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 288 | 17.867 | 03/30/09 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 289 | 17.867 | 04/01/09 | Wed | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 290 | 17.867 | 06/01/09 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 291 | 17.867 | 06/03/09 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | No Improper Driving/Act |
| 292 | 17.867 | 08/11/09 | Tue | 1700 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 293 | 17.867 | 08/19/09 | Wed | 0000 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 294 | 17.867 | 08/28/09 | Fri | 2000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 295 | 17.867 | 08/28/09 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 296 | 17.867 | 09/21/09 | Mon | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 297 | 17.867 | 10/05/09 | Mon | 1100 | Head-On | 0 | 10 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 298 | 17.867 | 10/20/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 299 | 17.867 | 10/29/09 | Thu | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 300 | 17.867 | 12/15/09 | Tue | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 301 | 17.967 | 08/16/09 | Sun | 0900 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 302 | 18.086 | 02/15/09 | Sun | 1900 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 303 | 18.099 | 11/20/09 | Fri | 0500 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 304 | 18.117 | 01/20/09 | Tue | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 305 | 18.117 | 02/05/09 | Thu | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 306 | 18.117 | 03/06/09 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 307 | 18.117 | 05/02/09 | Sat | 0100 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 308 | 18.117 | 05/03/09 | Sun | 0400 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 309 | 18.117 | 06/07/09 | Sun | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 310 | 18.117 | 07/29/09 | Wed | 0000 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 311 | 18.117 | 10/15/09 | Thu | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 312 | 18.117 | 11/02/09 | Mon | 1700 | Rear-End | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 313 | 18.117 | 11/18/09 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 314 | 18.117 | 11/27/09 | Fri | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 315 | 18.117 | 12/04/09 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 316 | 18.178 | 01/08/09 | Thu | 1100 | Overturned | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 317 | 18.178 | 08/14/09 | Fri | 1200 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 318 | 18.178 | 12/15/09 | Tue | 0900 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 319 | 18.215 | 03/04/09 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 320 | 18.225 | 02/17/09 | Tue | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 321 | 18.225 | 09/04/09 | Fri | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 322 | 18.253 | 03/21/09 | Sat | 0300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 323 | 18.272 | 06/07/09 | Sun | 2100 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 324 | 18.272 | 09/15/09 | Tue | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 325 | 18.272 | 09/23/09 | Wed | 1800 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 326 | 18.310 | 03/27/09 | Fri | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 327 | 18.310 | 07/01/09 | Wed | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 328 | 18.348 | 03/29/09 | Sun | 1300 | All Other | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 329 | 18.352 | 06/30/09 | Tue | 0900 | Angle | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 330 | 18.407 | 01/26/09 | Mon | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 331 | 18.409 | 11/02/09 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 332 | 18.426 | 02/23/09 | Mon | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 333 | 18.426 | 05/24/09 | Sun | 1500 | Sideswipe | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 334 | 18.426 | 09/14/09 | Mon | 0500 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 335 | 18.426 | 12/15/09 | Tue | 0400 | Rear-End | 0 | 4 | 0 | Night | Dry | Careless Driving |
| 336 | 18.435 | 03/06/09 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 337 | 18.464 | 02/24/09 | Tue | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 338 | 18.464 | 04/12/09 | Sun | 1800 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 339 | 18.483 | 12/15/09 | Tue | 0000 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 340 | 18.541 | 01/07/09 | Wed | 1400 | Hit Guardrail | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 341 | 18.549 | 06/05/09 | Fri | 1600 | Sideswipe | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 342 | 18.553 | 01/12/09 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 343 | 18.596 | 01/29/09 | Thu | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 344 | 18.596 | 06/17/09 | Wed | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 345 | 18.657 | 01/01/09 | Thu | 1600 | Hit Fence | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 346 | 18.657 | 03/02/09 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 347 | 18.657 | 04/15/09 | Wed | 1100 | All Other | 0 | 1 | 0 | Day | Dry | Improper Passing |
| 348 | 18.657 | 05/27/09 | Wed | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 349 | 18.657 | 06/01/09 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 350 | 18.657 | 09/11/09 | Fri | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 351 | 18.657 | 10/25/09 | Sun | 0600 | Coll. W/ Pedestrian | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 352 | 18.657 | 10/29/09 | Thu | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 353 | 18.657 | 11/15/09 | Sun | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 354 | 18.657 | 11/22/09 | Sun | 2200 | Sideswipe | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 355 | 18.657 | 11/25/09 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 356 | 18.836 | 05/12/09 | Tue | 1300 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 357 | 18.907 | 01/02/09 | Fri | 0300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 358 | 18.907 | 04/05/09 | Sun | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 359 | 18.907 | 04/06/09 | Mon | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 360 | 18.907 | 05/04/09 | Mon | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 361 | 18.907 | 07/05/09 | Sun | 0100 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 362 | 18.907 | 08/20/09 | Thu | 2000 | Hit Guardrail | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 363 | 18.907 | 08/24/09 | Mon | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 364 | 18.907 | 08/24/09 | Mon | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 365 | 18.907 | 08/28/09 | Fri | 1800 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 366 | 18.907 | 09/08/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 367 | 18.907 | 09/18/09 | Fri | 1200 | Sideswipe | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 368 | 18.907 | 10/29/09 | Thu | 1100 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 369 | 19.155 | 07/16/09 | Thu | 2100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 370 | 19.405 | 02/09/09 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 371 | 19.405 | 02/09/09 | Mon | 0900 | Hit Guardrail | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 372 | 19.405 | 02/27/09 | Fri | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 373 | 19.405 | 04/01/09 | Wed | 0300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Alchol-Under Influence |
| 374 | 19.405 | 04/11/09 | Sat | 0000 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 375 | 19.405 | 05/15/09 | Fri | 1700 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 376 | 19.405 | 05/27/09 | Wed | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 377 | 19.405 | 06/15/09 | Mon | 2300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 378 | 19.405 | 07/10/09 | Fri | 1600 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 379 | 19.405 | 08/07/09 | Fri | 0800 | Sideswipe | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 380 | 19.405 | 09/28/09 | Mon | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 381 | 19.407 | 01/29/09 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 382 | 19.407 | 02/02/09 | Mon | 0600 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 383 | 19.407 | 03/08/09 | Sun | 1000 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 384 | 19.407 | 06/06/09 | Sat | 2000 | Hit Guardrail | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 385 | 19.407 | 06/10/09 | Wed | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 386 | 19.407 | 07/06/09 | Mon | 1300 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 387 | 19.407 | 09/13/09 | Sun | 1300 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 388 | 19.407 | 12/19/09 | Sat | 1000 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 389 | 19.476 | 05/18/09 | Mon | 2000 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 390 | 19.574 | 07/02/09 | Thu | 0200 | Rear-End | 0 | 3 | 0 | Night | Wet | Careless Driving |
| 391 | 19.605 | 07/17/09 | Fri | 1500 | All Other | 1 | 0 | 0 | Day | Dry | Unknown/Not Coded |
| 392 | 19.655 | 10/02/09 | Fri | 1700 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 393 | 19.889 | 12/20/09 | Sun | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 394 | 19.905 | 01/04/09 | Sun | 1300 | Hit Tree/Shrubbery | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 395 | 19.905 | 03/25/09 | Wed | 1300 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Failed To Maintain Equipment |
| 396 | 19.905 | 04/14/09 | Tue | 0800 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 397 | 19.905 | 05/06/09 | Wed | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 398 | 19.905 | 05/06/09 | Wed | 2200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 399 | 19.905 | 05/06/09 | Wed | 2200 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 400 | 19.905 | 05/12/09 | Tue | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 401 | 19.905 | 07/19/09 | Sun | 0600 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 402 | 19.905 | 08/05/09 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 403 | 19.905 | 09/04/09 | Fri | 0700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 404 | 19.905 | 09/11/09 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 405 | 19.905 | 09/14/09 | Mon | 2000 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | Failed To Maintain Equipment |
| 406 | 19.905 | 11/29/09 | Sun | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 407 | 19.905 | 12/16/09 | Wed | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 408 | 19.907 | 02/21/09 | Sat | 1300 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 409 | 19.907 | 05/29/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 410 | 19.907 | 08/09/09 | Sun | 1800 | Utility/Light Pole | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 411 | 19.907 | 09/15/09 | Tue | 1900 | Sideswipe | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 412 | 20.005 | 05/31/09 | Sun | 0000 | Sideswipe | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 413 | 20.010 | 03/14/09 | Sat | 0000 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 414 | 20.026 | 01/04/09 | Sun | 2300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 415 | 20.121 | 01/03/09 | Sat | 0400 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 416 | 20.121 | 06/21/09 | Sun | 0700 | Coll. W/ Parked Car | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 417 | 20.155 | 01/02/09 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 418 | 20.155 | 05/29/09 | Fri | 1600 | Rear-End | 0 | 4 | 0 | Day | Wet | Unknown/Not Coded |
| 419 | 20.155 | 06/03/09 | Wed | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 420 | 20.155 | 06/05/09 | Fri | 0300 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 421 | 20.155 | 07/21/09 | Tue | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 422 | 20.155 | 08/25/09 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 423 | 20.155 | 08/25/09 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 424 | 20.155 | 11/20/09 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 425 | 20.155 | 11/25/09 | Wed | 1800 | Rear-End | 0 | 4 | 0 | Night | Wet | Unknown/Not Coded |
| 426 | 20.205 | 02/13/09 | Fri | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 427 | 20.216 | 01/04/09 | Sun | 0100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 428 | 20.216 | 01/05/09 | Mon | 0000 | Hit Fence | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 429 | 20.216 | 05/03/09 | Sun | 0400 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 430 | 20.216 | 08/14/09 | Fri | 0800 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 431 | 20.216 | 12/29/09 | Tue | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 432 | 20.255 | 12/07/09 | Mon | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 433 | 20.263 | 07/26/09 | Sun | 0000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 434 | 20.263 | 07/26/09 | Sun | 0000 | Coll. W/ Pedestrian | 0 | 1 | 0 | Night | Dry | Obstructing Traffic |
| 435 | 20.272 | 04/11/09 | Sat | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 436 | 20.291 | 04/04/09 | Sat | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 437 | 20.304 | 07/15/09 | Wed | 1400 | Hit Fence | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 438 | 20.306 | 05/11/09 | Mon | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 439 | 20.310 | 01/03/09 | Sat | 2300 | Overturned | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 440 | 20.310 | 01/12/09 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 441 | 20.310 | 03/23/09 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 442 | 20.310 | 06/29/09 | Mon | 0700 | Sideswipe | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 443 | 20.348 | 04/09/09 | Thu | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 444 | 20.367 | 05/20/09 | Wed | 0100 | Sideswipe | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 445 | 20.367 | 11/11/09 | Wed | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 446 | 20.377 | 08/06/09 | Thu | 0300 | All Other | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 447 | 20.386 | 06/03/09 | Wed | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 448 | 20.386 | 10/24/09 | Sat | 1000 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 449 | 20.396 | 09/04/09 | Fri | 1500 | Rear-End | 0 | 2 | 0 | Day | Wet | Followed Too Closely |
| 450 | 20.495 | 08/06/09 | Thu | 0300 | All Other | 1 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 451 | 20.504 | 03/11/09 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 452 | 20.512 | 09/24/09 | Thu | 0000 | Rear-End | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 453 | 20.523 | 09/03/09 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 454 | 20.533 | 07/22/09 | Wed | 1100 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 455 | 20.552 | 10/25/09 | Sun | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Alchol-Under Influence |
| 456 | 20.571 | 09/03/09 | Thu | 0400 | Cargo Loss Or Shift | 0 | 1 | 0 | Night | Dry | Improper Load |
| 457 | 20.571 | 09/11/09 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 458 | 20.571 | 09/15/09 | Tue | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 459 | 20.574 | 02/02/09 | Mon | 1400 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 460 | 20.574 | 02/14/09 | Sat | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 461 | 20.574 | 06/16/09 | Tue | 1000 | Overturned | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 462 | 20.576 | 02/02/09 | Mon | 1500 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 463 | 20.665 | 01/24/09 | Sat | 0500 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 464 | 20.665 | 03/31/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 465 | 20.665 | 06/29/09 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 466 | 20.665 | 11/17/09 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 467 | 20.665 | 12/15/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 468 | 20.726 | 01/04/09 | Sun | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 469 | 20.726 | 02/28/09 | Sat | 0400 | Coll. W/ Pedestrian | 1 | 0 | 0 | Night | Dry | Unknown/Not Coded |
| 470 | 20.726 | 05/13/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 471 | 20.726 | 05/25/09 | Mon | 0600 | Hit Other Fixed Object | 0 | 0 | 1 | Night | Dry | Alchol-Under Influence |
| 472 | 20.726 | 06/26/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 473 | 20.726 | 08/17/09 | Mon | 0700 | Rear-End | 0 | 1 | 0 | Day | Slippery | Unknown/Not Coded |
| 474 | 20.726 | 08/28/09 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 475 | 20.726 | 09/16/09 | Wed | 0600 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 476 | 20.760 | 05/31/09 | Sun | 2300 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 477 | 20.824 | 02/12/09 | Thu | 1500 | Angle | 0 | 1 | 0 | Day | Dry | Driver Distraction |
| 478 | 20.976 | 07/04/09 | Sat | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 479 | 20.976 | 07/15/09 | Wed | 0700 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 480 | 20.976 | 09/29/09 | Tue | 1000 | Angle | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 481 | 20.976 | 10/02/09 | Fri | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 482 | 20.976 | 10/02/09 | Fri | 0700 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 483 | 20.976 | 10/05/09 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 484 | 20.976 | 11/18/09 | Wed | 2300 | Rear-End | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 485 | 20.976 | 11/19/09 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 486 | 21.074 | 01/25/09 | Sun | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 487 | 21.074 | 04/14/09 | Tue | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 488 | 21.074 | 04/21/09 | Tue | 1000 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 489 | 21.074 | 06/07/09 | Sun | 0700 | All Other | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 490 | 21.074 | 06/22/09 | Mon | 0100 | All Other | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 491 | 21.074 | 06/30/09 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 492 | 21.074 | 10/25/09 | Sun | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 493 | 21.074 | 11/06/09 | Fri | 0000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 494 | 21.226 | 02/28/09 | Sat | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 495 | 21.226 | 05/25/09 | Mon | 1800 | Hit Tree/Shrubbery | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 496 | 21.324 | 03/18/09 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 497 | 21.324 | 03/21/09 | Sat | 1400 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 498 | 21.324 | 04/23/09 | Thu | 1800 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 499 | 21.324 | 08/13/09 | Thu | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 500 | 21.324 | 09/24/09 | Thu | 0600 | Rear-End | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 501 | 21.324 | 10/15/09 | Thu | 2200 | All Other | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 502 | 21.336 | 03/27/09 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 503 | 21.385 | 07/29/09 | Wed | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 504 | 21.432 | 02/14/09 | Sat | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 505 | 21.474 | 02/19/09 | Thu | 1900 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 506 | 21.474 | 04/15/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 507 | 21.476 | 06/05/09 | Fri | 0500 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 508 | 21.476 | 07/10/09 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 509 | 21.479 | 02/04/09 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 510 | 21.479 | 05/19/09 | Tue | 2100 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 511 | 21.479 | 08/14/09 | Fri | 1000 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 512 | 21.479 | 11/05/09 | Thu | 0000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 513 | 21.498 | 03/15/09 | Sun | 2200 | Sideswipe | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 514 | 21.498 | 03/21/09 | Sat | 0000 | Rear-End | 0 | 0 | 1 | Night | Wet | Exceeded Safe Speed Limit |
| 515 | 21.517 | 10/06/09 | Tue | 0700 | Sideswipe | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 516 | 21.546 | 04/08/09 | Wed | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 517 | 21.546 | 05/20/09 | Wed | 1900 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 518 | 21.555 | 11/12/09 | Thu | 1900 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 519 | 21.616 | 01/16/09 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 520 | 21.623 | 12/16/09 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 521 | 21.625 | 07/29/09 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 522 | 21.635 | 04/24/09 | Fri | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 523 | 21.635 | 08/22/09 | Sat | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 524 | 21.644 | 07/31/09 | Fri | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 525 | 21.650 | 06/30/09 | Tue | 0500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 526 | 21.654 | 06/01/09 | Mon | 2000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 527 | 21.654 | 06/20/09 | Sat | 0300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 528 | 21.663 | 06/05/09 | Fri | 1900 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 529 | 21.673 | 04/30/09 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 530 | 21.673 | 11/29/09 | Sun | 0300 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 531 | 21.711 | 02/24/09 | Tue | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 532 | 21.711 | 10/12/09 | Mon | 0500 | Sideswipe | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 533 | 21.716 | 07/18/09 | Sat | 0300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 534 | 21.716 | 07/25/09 | Sat | 0600 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 535 | 21.786 | 03/14/09 | Sat | 1700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 536 | 21.805 | 02/19/09 | Thu | 0800 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 537 | 21.805 | 05/18/09 | Mon | 1900 | Angle | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 538 | 21.805 | 09/04/09 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 539 | 21.866 | 01/16/09 | Fri | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 540 | 21.866 | 01/25/09 | Sun | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 541 | 21.866 | 01/25/09 | Sun | 1900 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 542 | 21.866 | 01/25/09 | Sun | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 543 | 21.866 | 01/31/09 | Sat | 1000 | All Other | 1 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 544 | 21.866 | 02/27/09 | Fri | 0700 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 545 | 21.866 | 03/11/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 546 | 21.866 | 03/12/09 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 547 | 21.866 | 03/16/09 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 548 | 21.866 | 04/12/09 | Sun | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 549 | 21.866 | 04/12/09 | Sun | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 550 | 21.866 | 05/19/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 551 | 21.866 | 06/23/09 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 552 | 21.866 | 07/01/09 | Wed | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 553 | 21.866 | 07/24/09 | Fri | 1500 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 554 | 21.866 | 08/08/09 | Sat | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 555 | 21.866 | 08/21/09 | Fri | 1400 | Hit Tree/Shrubbery | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 556 | 21.866 | 08/25/09 | Tue | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 557 | 21.866 | 09/01/09 | Tue | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 558 | 21.866 | 10/07/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 559 | 21.866 | 10/25/09 | Sun | 0600 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 560 | 21.900 | 07/08/09 | Wed | 1200 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 561 | 21.910 | 05/25/09 | Mon | 1700 | All Other | 0 | 3 | 0 | Night | Wet | Failed To Maintain Equipment |
| 562 | 21.995 | 07/04/09 | Sat | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 563 | 22.089 | 05/31/09 | Sun | 0200 | Overturned | 0 | 0 | 1 | Night | Dry | Alchol-Under Influence |
| 564 | 22.089 | 07/08/09 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 565 | 22.116 | 01/12/09 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 566 | 22.116 | 01/27/09 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 567 | 22.116 | 04/12/09 | Sun | 0900 | Rear-End | 0 | 5 | 0 | Day | Dry | Unknown/Not Coded |
| 568 | 22.116 | 04/21/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 569 | 22.116 | 06/29/09 | Mon | 0800 | Sideswipe | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 570 | 22.116 | 08/02/09 | Sun | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 571 | 22.116 | 08/02/09 | Sun | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 572 | 22.116 | 09/01/09 | Tue | 2200 | Overturned | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 573 | 22.116 | 10/20/09 | Tue | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Followed Too Closely |
| 574 | 22.116 | 12/01/09 | Tue | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 575 | 22.127 | 07/08/09 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 576 | 22.416 | 09/09/09 | Wed | 0800 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 577 | 22.557 | 02/26/09 | Thu | 1200 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 578 | 22.616 | 01/16/09 | Fri | 0200 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 579 | 22.616 | 02/02/09 | Mon | 0900 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 580 | 22.616 | 02/03/09 | Tue | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 581 | 22.616 | 02/04/09 | Wed | 0900 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 582 | 22.616 | 02/27/09 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 583 | 22.616 | 03/02/09 | Mon | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 584 | 22.616 | 03/23/09 | Mon | 2000 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 585 | 22.616 | 04/13/09 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 586 | 22.616 | 04/20/09 | Mon | 0000 | Coll. W/ Parked Car | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 587 | 22.616 | 04/28/09 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 588 | 22.616 | 05/09/09 | Sat | 0500 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 589 | 22.616 | 05/19/09 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 590 | 22.616 | 05/28/09 | Thu | 1200 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 591 | 22.616 | 07/23/09 | Thu | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 592 | 22.616 | 08/10/09 | Mon | 1300 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Failed To Maintain Equipment |
| 593 | 22.616 | 09/13/09 | Sun | 0900 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 594 | 22.616 | 09/14/09 | Mon | 0700 | All Other | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 595 | 22.616 | 10/31/09 | Sat | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 596 | 22.668 | 03/01/09 | Sun | 2200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 597 | 22.668 | 03/13/09 | Fri | 2000 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 598 | 22.668 | 03/26/09 | Thu | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 599 | 22.668 | 05/20/09 | Wed | 0800 | Angle | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 600 | 22.668 | 06/01/09 | Mon | 0100 | Overturned | 0 | 4 | 0 | Night | Dry | Careless Driving |
| 601 | 22.668 | 08/22/09 | Sat | 0100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 602 | 22.668 | 08/30/09 | Sun | 0700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 603 | 22.687 | 05/23/09 | Sat | 1300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 604 | 22.918 | 09/11/09 | Fri | 0100 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 605 | 23.168 | 02/27/09 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 606 | 23.168 | 03/12/09 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 607 | 23.168 | 03/12/09 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 608 | 23.168 | 03/21/09 | Sat | 1600 | Concrete Barrier Wall | 0 | 6 | 0 | Day | Wet | Unknown/Not Coded |
| 609 | 23.168 | 05/16/09 | Sat | 0600 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 610 | 23.168 | 08/31/09 | Mon | 1100 | All Other | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 611 | 23.168 | 09/24/09 | Thu | 0700 | Head-On | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 612 | 23.168 | 09/25/09 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 613 | 23.168 | 09/26/09 | Sat | 0500 | Rear-End | 0 | 1 | 0 | Night | Dry | Followed Too Closely |
| 614 | 23.168 | 10/21/09 | Wed | 1100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 615 | 23.168 | 10/31/09 | Sat | 1800 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 616 | 23.168 | 11/19/09 | Thu | 0100 | Overturned | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 617 | 23.187 | 12/01/09 | Tue | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 618 | 23.368 | 03/05/09 | Thu | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 619 | 23.384 | 11/10/09 | Tue | 1900 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 620 | 23.418 | 01/12/09 | Mon | 2000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 621 | 23.418 | 01/26/09 | Mon | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 622 | 23.418 | 03/23/09 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 623 | 23.418 | 03/23/09 | Mon | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 624 | 23.418 | 04/23/09 | Thu | 1700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 625 | 23.418 | 06/18/09 | Thu | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 626 | 23.418 | 09/29/09 | Tue | 0400 | Sideswipe | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 627 | 23.418 | 10/22/09 | Thu | 0700 | Rear-End | 0 | 4 | 0 | Day | Dry | Improper Lane Change |
| 628 | 23.418 | 11/02/09 | Mon | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 629 | 23.418 | 11/05/09 | Thu | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 630 | 23.418 | 11/21/09 | Sat | 1000 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 631 | 23.534 | 07/17/09 | Fri | 1700 | Angle | 0 | 6 | 0 | Day | Wet | Unknown/Not Coded |
| 632 | 23.536 | 11/17/09 | Tue | 1700 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 633 | 23.573 | 07/14/09 | Tue | 2300 | Angle | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 634 | 23.611 | 12/18/09 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 635 | 23.612 | 01/07/09 | Wed | 2300 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 636 | 23.612 | 02/25/09 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 637 | 23.612 | 03/11/09 | Wed | 2100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 638 | 23.612 | 03/11/09 | Wed | 2100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Failed To Maintain Equipment |
| 639 | 23.612 | 05/13/09 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 640 | 23.612 | 12/18/09 | Fri | 0000 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 641 | 23.616 | 02/01/09 | Sun | 0200 | All Other | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 642 | 23.616 | 03/14/09 | Sat | 0200 | Rear-End | 0 | 1 | 0 | Night | Dry | Alchol-Under Influence |
| 643 | 23.630 | 09/24/09 | Thu | 0100 | Rear-End | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 644 | 23.649 | 01/18/09 | Sun | 1300 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 645 | 23.649 | 03/11/09 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 646 | 23.663 | 06/29/09 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 647 | 23.663 | 07/17/09 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 648 | 23.715 | 05/29/09 | Fri | 1200 | Angle | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 649 | 23.715 | 06/02/09 | Tue | 0000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 650 | 23.725 | 10/27/09 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 651 | 23.744 | 03/24/09 | Tue | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 652 | 23.744 | 04/02/09 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 653 | 23.744 | 10/30/09 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 654 | 23.763 | 05/31/09 | Sun | 1800 | Sideswipe | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 655 | 23.763 | 12/17/09 | Thu | 2100 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 656 | 23.787 | 07/05/09 | Sun | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 657 | 23.787 | 12/08/09 | Tue | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 658 | 23.865 | 01/23/09 | Fri | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 659 | 23.865 | 12/14/09 | Mon | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 660 | 23.876 | 07/14/09 | Tue | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 661 | 23.876 | 10/30/09 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 662 | 23.937 | 06/15/09 | Mon | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 663 | 23.937 | 06/16/09 | Tue | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 664 | 23.937 | 09/10/09 | Thu | 0600 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 665 | 23.937 | 09/29/09 | Tue | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 666 | 23.937 | 11/25/09 | Wed | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Drugs-Under Influence |
| 667 | 24.112 | 01/13/09 | Tue | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 668 | 24.112 | 02/15/09 | Sun | 0300 | All Other | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 669 | 24.112 | 05/13/09 | Wed | 1400 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 670 | 24.112 | 05/14/09 | Thu | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 671 | 24.112 | 07/01/09 | Wed | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 672 | 24.112 | 08/29/09 | Sat | 2200 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 673 | 24.112 | 09/24/09 | Thu | 1100 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 674 | 24.112 | 11/02/09 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 675 | 24.187 | 06/24/09 | Wed | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 676 | 24.187 | 11/02/09 | Mon | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 677 | 24.328 | 03/05/09 | Thu | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 678 | 24.362 | 01/17/09 | Sat | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 679 | 24.362 | 01/24/09 | Sat | 2200 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 680 | 24.362 | 02/17/09 | Tue | 1900 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 681 | 24.362 | 03/08/09 | Sun | 0000 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 682 | 24.362 | 06/23/09 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 683 | 24.362 | 07/21/09 | Tue | 1800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 684 | 24.362 | 09/12/09 | Sat | 1900 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 685 | 24.362 | 10/06/09 | Tue | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 686 | 24.362 | 11/14/09 | Sat | 0200 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 687 | 24.362 | 11/20/09 | Fri | 0000 | Hit Sign/Sign Post | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 688 | 24.362 | 12/12/09 | Sat | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Improper Load |
| 689 | 24.362 | 12/26/09 | Sat | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 690 | 24.407 | 01/06/09 | Tue | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 691 | 24.407 | 02/08/09 | Sun | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 692 | 24.407 | 12/30/09 | Wed | 1800 | All Other | 0 | 0 | 1 | Night | Dry | Failed To Yield Right-Of-Way |
| 693 | 24.423 | 02/08/09 | Sun | 1900 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 694 | 24.423 | 05/19/09 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 695 | 24.423 | 06/12/09 | Fri | 0100 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 696 | 24.423 | 08/26/09 | Wed | 1900 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 697 | 24.423 | 11/02/09 | Mon | 0400 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 698 | 24.470 | 07/26/09 | Sun | 0500 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 699 | 24.487 | 06/11/09 | Thu | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 700 | 24.498 | 08/05/09 | Wed | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 701 | 24.512 | 07/10/09 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 702 | 24.517 | 11/19/09 | Thu | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 703 | 24.536 | 07/07/09 | Tue | 2200 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 704 | 24.555 | 12/22/09 | Tue | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 705 | 24.574 | 01/15/09 | Thu | 2100 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 706 | 24.574 | 12/01/09 | Tue | 2200 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 707 | 24.584 | 03/26/09 | Thu | 1600 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 708 | 24.593 | 08/05/09 | Wed | 1100 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 709 | 24.681 | 04/03/09 | Fri | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 710 | 24.681 | 07/24/09 | Fri | 0800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 711 | 24.687 | 01/16/09 | Fri | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 712 | 24.700 | 03/10/09 | Tue | 1000 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 713 | 24.711 | 05/03/09 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 714 | 24.711 | 11/05/09 | Thu | 0000 | All Other | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 715 | 24.713 | 05/19/09 | Tue | 0700 | Angle | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 716 | 24.719 | 12/18/09 | Fri | 0400 | Angle | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 717 | 24.738 | 11/23/09 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 718 | 24.757 | 06/23/09 | Tue | 0900 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 719 | 24.757 | 09/04/09 | Fri | 0800 | All Other | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 720 | 24.757 | 11/25/09 | Wed | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 721 | 24.762 | 08/15/09 | Sat | 1400 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 722 | 24.795 | 10/13/09 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 723 | 24.851 | 01/12/09 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 724 | 24.851 | 05/22/09 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 725 | 24.851 | 12/10/09 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 726 | 24.912 | 01/08/09 | Thu | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 727 | 24.912 | 01/22/09 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 728 | 24.912 | 01/22/09 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 729 | 24.912 | 01/24/09 | Sat | 2100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 730 | 24.912 | 02/01/09 | Sun | 0500 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 731 | 24.912 | 04/16/09 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 732 | 24.912 | 06/22/09 | Mon | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 733 | 24.912 | 07/23/09 | Thu | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 734 | 24.912 | 08/21/09 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 735 | 24.912 | 08/24/09 | Mon | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 736 | 24.912 | 12/03/09 | Thu | 1600 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 737 | 24.946 | 01/12/09 | Mon | 0000 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 738 | 24.962 | 05/19/09 | Tue | 0700 | Angle | 0 | 7 | 0 | Day | Wet | Failed To Maintain Equipment |
| 739 | 24.980 | 04/02/09 | Thu | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 740 | 25.162 | 04/27/09 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 741 | 25.162 | 04/27/09 | Mon | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 742 | 25.162 | 06/26/09 | Fri | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 743 | 25.162 | 08/15/09 | Sat | 1900 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 744 | 25.162 | 09/04/09 | Fri | 1300 | Angle | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 745 | 25.162 | 10/16/09 | Fri | 1000 | Sideswipe | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 746 | 25.162 | 11/05/09 | Thu | 0000 | All Other | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 747 | 25.162 | 11/15/09 | Sun | 0400 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 748 | 25.261 | 03/13/09 | Fri | 0300 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |

| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **748** | | **5** | **353** | **390** | **40** | **0** | **0** | **319** | **150** | **3** | |
| | | *0.67%* | *47.19%* | *52.14%* | *5.35%* | *0.00%* | *0.00%* | *42.65%* | *20.05%* | *0.40%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **102** | | **501** | **247** | **155** | **591** | **23** | **3** | **36** | | | |
| *13.64%* | | *66.98%* | *33.02%* | *20.72%* | *79.01%* | *3.07%* | *0.40%* | *4.81%* | | | |

TOTAL ENTERING VEHICLES/ADT: **219,198**

SEGMENT CRASH RATE: **0.808**

# 2010 Broward County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.780 | 11/13/10 | Sat | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 2 | 13.859 | 05/18/10 | Tue | 1300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 3 | 13.980 | 01/04/10 | Mon | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 4 | 13.980 | 02/03/10 | Wed | 1600 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 5 | 13.980 | 03/08/10 | Mon | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 6 | 13.980 | 04/09/10 | Fri | 1200 | Overturned | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 7 | 13.980 | 05/29/10 | Sat | 0100 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 8 | 13.980 | 06/05/10 | Sat | 1800 | Overturned | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 9 | 13.980 | 08/02/10 | Mon | 0800 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 10 | 13.980 | 10/13/10 | Wed | 1600 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 11 | 13.980 | 10/29/10 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 12 | 13.980 | 11/01/10 | Mon | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 13 | 13.980 | 11/01/10 | Mon | 0000 | Rear-End | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 14 | 13.980 | 11/04/10 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 15 | 13.980 | 11/22/10 | Mon | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 16 | 13.980 | 12/04/10 | Sat | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 17 | 13.980 | 12/09/10 | Thu | 1800 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 18 | 13.980 | 12/16/10 | Thu | 1200 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 19 | 14.054 | 06/04/10 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 20 | 14.054 | 08/19/10 | Thu | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 21 | 14.054 | 11/04/10 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 22 | 14.063 | 01/01/10 | Fri | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 23 | 14.063 | 01/16/10 | Sat | 0400 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 24 | 14.063 | 03/02/10 | Tue | 1300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 25 | 14.063 | 03/26/10 | Fri | 1300 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 26 | 14.063 | 05/14/10 | Fri | 0700 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 27 | 14.063 | 05/17/10 | Mon | 1500 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 28 | 14.230 | 09/23/10 | Thu | 1900 | Sideswipe | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 29 | 14.304 | 09/25/10 | Sat | 0600 | Rear-End | 0 | 3 | 0 | Night | Wet | Unknown/Not Coded |
| 30 | 14.304 | 10/22/10 | Fri | 1600 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 31 | 14.313 | 04/07/10 | Wed | 0500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 32 | 14.313 | 12/06/10 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 33 | 14.330 | 12/19/10 | Sun | 0200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 34 | 14.480 | 01/17/10 | Sun | 0000 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 35 | 14.480 | 03/02/10 | Tue | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 36 | 14.480 | 03/12/10 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 37 | 14.480 | 05/03/10 | Mon | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 38 | 14.480 | 10/31/10 | Sun | 0300 | Rear-End | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 39 | 14.480 | 11/24/10 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 40 | 14.546 | 11/14/10 | Sun | 1300 | Cargo Loss Or Shift | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 41 | 14.554 | 08/07/10 | Sat | 1100 | Hit Guardrail | 0 | 6 | 0 | Day | Dry | Unknown/Not Coded |
| 42 | 14.554 | 08/09/10 | Mon | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 43 | 14.563 | 01/05/10 | Tue | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 44 | 14.563 | 01/22/10 | Fri | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 45 | 14.563 | 02/11/10 | Thu | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 46 | 14.563 | 03/12/10 | Fri | 1100 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 47 | 14.563 | 05/22/10 | Sat | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 48 | 14.563 | 06/04/10 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 49 | 14.563 | 10/26/10 | Tue | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 50 | 14.654 | 10/11/10 | Mon | 2200 | Sideswipe | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 51 | 14.663 | 11/24/10 | Wed | 1600 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 52 | 14.763 | 11/24/10 | Wed | 1800 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 53 | 14.765 | 07/21/10 | Wed | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 54 | 14.765 | 11/09/10 | Tue | 1300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 55 | 14.792 | 02/22/10 | Mon | 0100 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 56 | 14.792 | 11/29/10 | Mon | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 57 | 14.804 | 05/04/10 | Tue | 2100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 58 | 14.804 | 09/06/10 | Mon | 2200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 59 | 14.804 | 12/16/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 60 | 14.813 | 02/05/10 | Fri | 2000 | Rear-End | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 61 | 14.813 | 02/07/10 | Sun | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 62 | 14.813 | 02/07/10 | Sun | 0600 | Sideswipe | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 63 | 14.813 | 02/13/10 | Sat | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 64 | 14.813 | 02/24/10 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 65 | 14.813 | 03/16/10 | Tue | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 66 | 14.813 | 04/09/10 | Fri | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 67 | 14.813 | 06/11/10 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 68 | 14.813 | 09/16/10 | Thu | 1500 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 69 | 14.813 | 12/02/10 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 70 | 14.813 | 12/30/10 | Thu | 0600 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 71 | 14.865 | 06/03/10 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 72 | 14.865 | 08/26/10 | Thu | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Load |
| 73 | 14.865 | 10/13/10 | Wed | 1900 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Night | Dry | Improper Load |
| 74 | 14.874 | 12/12/10 | Sun | 0000 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 75 | 14.940 | 06/26/10 | Sat | 1400 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 76 | 14.949 | 11/28/10 | Sun | 1700 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Exceeded Safe Speed Limit |
| 77 | 14.959 | 06/07/10 | Mon | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 78 | 14.959 | 12/04/10 | Sat | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 79 | 14.968 | 03/01/10 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 80 | 14.997 | 11/27/10 | Sat | 0000 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 81 | 15.006 | 09/03/10 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 82 | 15.006 | 09/03/10 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 83 | 15.007 | 04/27/10 | Tue | 1300 | Sideswipe | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 84 | 15.016 | 07/07/10 | Wed | 1100 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 85 | 15.016 | 09/14/10 | Tue | 1300 | Hit Guardrail | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 86 | 15.025 | 01/15/10 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 87 | 15.025 | 03/25/10 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 88 | 15.026 | 07/28/10 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 89 | 15.035 | 07/23/10 | Fri | 1200 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 15.035 | 09/14/10 | Tue | 0900 | All Other | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 91 | 15.035 | 10/20/10 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 92 | 15.044 | 07/12/10 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 93 | 15.045 | 07/08/10 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 94 | 15.063 | 12/08/10 | Wed | 2300 | Angle | 0 | 5 | 0 | Night | Dry | Unknown/Not Coded |
| 95 | 15.097 | 11/12/10 | Fri | 1600 | All Other | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 96 | 15.115 | 05/18/10 | Tue | 0700 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 97 | 15.115 | 06/20/10 | Sun | 0600 | Hit Guardrail | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 98 | 15.115 | 11/28/10 | Sun | 2200 | Head-On | 0 | 4 | 0 | Night | Wet | Unknown/Not Coded |
| 99 | 15.124 | 11/29/10 | Mon | 0200 | Overturned | 0 | 4 | 0 | Night | Dry | No Improper Driving/Act |
| 100 | 15.153 | 03/04/10 | Thu | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 101 | 15.153 | 06/20/10 | Sun | 0600 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 102 | 15.196 | 06/26/10 | Sat | 2200 | Hit Guardrail | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 103 | 15.196 | 11/05/10 | Fri | 0200 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 104 | 15.200 | 12/16/10 | Thu | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 105 | 15.240 | 01/05/10 | Tue | 0900 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 106 | 15.248 | 07/16/10 | Fri | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 107 | 15.248 | 09/21/10 | Tue | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 108 | 15.285 | 05/11/10 | Tue | 2300 | Coll. W/ Parked Car | 0 | 2 | 0 | Night | Dry | Driver Distraction |
| 109 | 15.285 | 12/22/10 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 110 | 15.346 | 01/13/10 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 111 | 15.346 | 01/14/10 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 112 | 15.346 | 01/15/10 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 113 | 15.346 | 02/17/10 | Wed | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 114 | 15.346 | 03/11/10 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 115 | 15.346 | 05/20/10 | Thu | 0500 | Sideswipe | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 116 | 15.346 | 06/08/10 | Tue | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 117 | 15.346 | 07/20/10 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 118 | 15.346 | 09/15/10 | Wed | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 119 | 15.346 | 11/05/10 | Fri | 0100 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 120 | 15.346 | 11/20/10 | Sat | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 121 | 15.346 | 12/08/10 | Wed | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 122 | 15.346 | 12/16/10 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 123 | 15.346 | 12/16/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 124 | 15.346 | 12/17/10 | Fri | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 125 | 15.380 | 10/31/10 | Sun | 0600 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 126 | 15.563 | 12/10/10 | Fri | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 127 | 15.569 | 06/05/10 | Sat | 1900 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 128 | 15.596 | 01/23/10 | Sat | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 129 | 15.596 | 02/25/10 | Thu | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 130 | 15.596 | 03/17/10 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 131 | 15.596 | 07/02/10 | Fri | 2200 | Hit Sign/Sign Post | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 132 | 15.596 | 07/14/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 133 | 15.596 | 08/04/10 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 134 | 15.596 | 08/23/10 | Mon | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 135 | 15.596 | 08/27/10 | Fri | 0000 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 136 | 15.596 | 09/08/10 | Wed | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 137 | 15.740 | 02/28/10 | Sun | 0300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 138 | 15.740 | 03/07/10 | Sun | 0300 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 139 | 15.740 | 04/30/10 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 140 | 15.740 | 06/25/10 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 141 | 15.740 | 07/30/10 | Fri | 1500 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 142 | 15.740 | 08/25/10 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 143 | 15.740 | 09/07/10 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 144 | 15.740 | 09/08/10 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 145 | 15.740 | 10/15/10 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceed Stated Speed Limit |
| 146 | 15.740 | 12/22/10 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 147 | 15.780 | 12/11/10 | Sat | 0900 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 148 | 15.800 | 02/04/10 | Thu | 2000 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 149 | 15.840 | 11/02/10 | Tue | 1800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 150 | 15.846 | 02/15/10 | Mon | 2000 | Angle | 0 | 0 | 1 | Night | Dry | Failed To Yield Right-Of-Way |
| 151 | 15.990 | 01/29/10 | Fri | 0100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 152 | 15.990 | 03/20/10 | Sat | 0700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 153 | 15.990 | 04/20/10 | Tue | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 154 | 15.990 | 04/20/10 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 155 | 15.990 | 05/10/10 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 156 | 15.990 | 05/25/10 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 157 | 15.990 | 06/18/10 | Fri | 0600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 158 | 15.990 | 07/19/10 | Mon | 0700 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Wet | Improper Load |
| 159 | 15.990 | 08/24/10 | Tue | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 160 | 15.990 | 09/09/10 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 161 | 15.990 | 09/09/10 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 162 | 15.990 | 09/17/10 | Fri | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 163 | 15.990 | 10/07/10 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Drove Left Of Center |
| 164 | 15.990 | 11/19/10 | Fri | 0200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 165 | 15.990 | 11/29/10 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 166 | 15.990 | 11/29/10 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 167 | 15.990 | 12/20/10 | Mon | 2000 | Bridge/Pier/Abutment/Rail | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 168 | 16.040 | 12/15/10 | Wed | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 169 | 16.050 | 05/29/10 | Sat | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Turn |
| 170 | 16.050 | 12/02/10 | Thu | 0200 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 171 | 16.051 | 05/23/10 | Sun | 1900 | Sideswipe | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 172 | 16.051 | 11/13/10 | Sat | 1700 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 173 | 16.075 | 01/14/10 | Thu | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 174 | 16.090 | 11/01/10 | Mon | 1800 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 175 | 16.096 | 05/19/10 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 176 | 16.096 | 06/07/10 | Mon | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 177 | 16.107 | 05/21/10 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 178 | 16.140 | 10/22/10 | Fri | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 179 | 16.145 | 04/27/10 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 180 | 16.145 | 05/25/10 | Tue | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 181 | 16.145 | 06/01/10 | Tue | 1100 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 182 | 16.145 | 11/25/10 | Thu | 0600 | Angle | 0 | 3 | 0 | Night | Wet | Careless Driving |
| 183 | 16.164 | 05/08/10 | Sat | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 184 | 16.164 | 09/09/10 | Thu | 2300 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 185 | 16.183 | 04/02/10 | Fri | 2200 | Backed Into | 0 | 0 | 1 | Night | Dry | Improper Backing |
| 186 | 16.202 | 05/08/10 | Sat | 2200 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 187 | 16.202 | 09/04/10 | Sat | 1500 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 188 | 16.210 | 07/09/10 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 189 | 16.212 | 01/06/10 | Wed | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 190 | 16.221 | 03/12/10 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 191 | 16.221 | 04/25/10 | Sun | 0200 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 192 | 16.221 | 06/04/10 | Fri | 0300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 193 | 16.221 | 06/17/10 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 194 | 16.221 | 08/11/10 | Wed | 1100 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 195 | 16.221 | 12/02/10 | Thu | 1800 | Angle | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 196 | 16.260 | 01/20/10 | Wed | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 197 | 16.344 | 03/18/10 | Thu | 0800 | Sideswipe | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 198 | 16.344 | 07/08/10 | Thu | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 199 | 16.344 | 09/13/10 | Mon | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 200 | 16.353 | 06/08/10 | Tue | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 201 | 16.353 | 09/04/10 | Sat | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 202 | 16.353 | 09/09/10 | Thu | 0000 | Head-On | 0 | 0 | 1 | Night | Wet | Followed Too Closely |
| 203 | 16.353 | 11/16/10 | Tue | 1800 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 204 | 16.353 | 12/26/10 | Sun | 0000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 205 | 16.363 | 06/14/10 | Mon | 0600 | All Other | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 206 | 16.372 | 07/21/10 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 207 | 16.420 | 04/29/10 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 208 | 16.420 | 06/16/10 | Wed | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 209 | 16.420 | 08/23/10 | Mon | 1500 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 210 | 16.425 | 07/24/10 | Sat | 0000 | Sideswipe | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 211 | 16.425 | 08/13/10 | Fri | 2200 | Angle | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 212 | 16.425 | 10/29/10 | Fri | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 213 | 16.425 | 12/02/10 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 214 | 16.439 | 09/18/10 | Sat | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 215 | 16.454 | 02/17/10 | Wed | 1800 | Sideswipe | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 216 | 16.454 | 03/19/10 | Fri | 2200 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 217 | 16.458 | 06/29/10 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 218 | 16.467 | 05/25/10 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 219 | 16.477 | 10/01/10 | Fri | 0600 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 220 | 16.477 | 11/06/10 | Sat | 1800 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 221 | 16.514 | 06/07/10 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 222 | 16.552 | 01/22/10 | Fri | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 223 | 16.561 | 02/24/10 | Wed | 1400 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 224 | 16.575 | 01/14/10 | Thu | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 225 | 16.575 | 01/21/10 | Thu | 0300 | Overturned | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 226 | 16.575 | 02/21/10 | Sun | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 227 | 16.575 | 03/12/10 | Fri | 0600 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 228 | 16.575 | 05/05/10 | Wed | 1900 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 229 | 16.575 | 05/18/10 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 230 | 16.575 | 05/19/10 | Wed | 0600 | Sideswipe | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 231 | 16.575 | 06/19/10 | Sat | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 232 | 16.575 | 08/31/10 | Tue | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 233 | 16.575 | 09/15/10 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 234 | 16.575 | 09/15/10 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 235 | 16.575 | 10/13/10 | Wed | 1800 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 236 | 16.575 | 10/22/10 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 237 | 16.575 | 11/05/10 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 238 | 16.575 | 11/07/10 | Sun | 2000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 239 | 16.575 | 11/18/10 | Thu | 1700 | Rear-End | 0 | 4 | 0 | Night | Dry | Unknown/Not Coded |
| 240 | 16.575 | 12/27/10 | Mon | 1500 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 241 | 16.575 | 12/29/10 | Wed | 0600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 242 | 16.725 | 12/29/10 | Wed | 0600 | Rear-End | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 243 | 16.749 | 03/22/10 | Mon | 0500 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 244 | 16.825 | 02/03/10 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 245 | 16.825 | 02/12/10 | Fri | 1800 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 246 | 16.825 | 05/05/10 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 247 | 16.825 | 06/02/10 | Wed | 0000 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 248 | 16.825 | 06/22/10 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 249 | 16.825 | 07/23/10 | Fri | 0900 | Angle | 0 | 2 | 0 | Day | Wet | Failed To Maintain Equipment |
| 250 | 16.825 | 07/29/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 251 | 16.825 | 09/24/10 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 252 | 16.825 | 09/30/10 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 253 | 16.825 | 10/13/10 | Wed | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 254 | 16.825 | 10/14/10 | Thu | 1100 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 255 | 17.075 | 01/09/10 | Sat | 1900 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 256 | 17.075 | 01/24/10 | Sun | 1400 | Sideswipe | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 257 | 17.325 | 01/14/10 | Thu | 0800 | Sideswipe | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 258 | 17.325 | 03/02/10 | Tue | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 259 | 17.325 | 03/03/10 | Wed | 1800 | Rear-End | 0 | 6 | 0 | Night | Dry | Careless Driving |
| 260 | 17.325 | 05/12/10 | Wed | 0600 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 261 | 17.325 | 06/08/10 | Tue | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 262 | 17.325 | 08/12/10 | Thu | 1600 | Overturned | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 263 | 17.325 | 08/13/10 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 264 | 17.325 | 08/20/10 | Fri | 2200 | All Other | 0 | 0 | 1 | Night | Dry | Failed To Maintain Equipment |
| 265 | 17.325 | 11/12/10 | Fri | 1800 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 266 | 17.325 | 11/23/10 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 267 | 17.355 | 01/07/10 | Thu | 1000 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 268 | 17.355 | 02/16/10 | Tue | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 269 | 17.355 | 03/24/10 | Wed | 0100 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 270 | 17.355 | 04/16/10 | Fri | 1100 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 271 | 17.355 | 04/27/10 | Tue | 0700 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 272 | 17.355 | 04/28/10 | Wed | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 273 | 17.355 | 05/21/10 | Fri | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 274 | 17.355 | 09/09/10 | Thu | 0000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Failed To Maintain Equipment |
| 275 | 17.355 | 10/27/10 | Wed | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 276 | 17.355 | 12/10/10 | Fri | 0000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 277 | 17.602 | 06/02/10 | Wed | 2200 | Sideswipe | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 278 | 17.605 | 06/10/10 | Thu | 1300 | Angle | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 279 | 17.605 | 07/29/10 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 280 | 17.825 | 03/02/10 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 281 | 17.855 | 02/10/10 | Wed | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 282 | 17.855 | 03/02/10 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 283 | 17.855 | 03/06/10 | Sat | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 284 | 17.855 | 03/18/10 | Thu | 0800 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 285 | 17.855 | 03/23/10 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 286 | 17.855 | 05/20/10 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 287 | 17.855 | 06/23/10 | Wed | 0200 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 288 | 17.855 | 07/15/10 | Thu | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 289 | 17.855 | 08/18/10 | Wed | 1200 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 290 | 17.855 | 08/18/10 | Wed | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 291 | 17.855 | 10/18/10 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 292 | 17.855 | 11/10/10 | Wed | 1000 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 293 | 17.955 | 11/05/10 | Fri | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 294 | 18.071 | 10/30/10 | Sat | 1000 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 295 | 18.086 | 11/04/10 | Thu | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 296 | 18.105 | 01/06/10 | Wed | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 297 | 18.105 | 01/22/10 | Fri | 1300 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 298 | 18.105 | 02/03/10 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 299 | 18.105 | 02/16/10 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 300 | 18.105 | 03/11/10 | Thu | 1100 | All Other | 0 | 3 | 0 | Day | Wet | Improper Lane Change |
| 301 | 18.105 | 04/28/10 | Wed | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 302 | 18.105 | 05/04/10 | Tue | 1300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 303 | 18.105 | 05/07/10 | Fri | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 304 | 18.105 | 05/10/10 | Mon | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 305 | 18.105 | 07/24/10 | Sat | 1300 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 306 | 18.105 | 08/06/10 | Fri | 2100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Failed To Maintain Equipment |
| 307 | 18.105 | 09/24/10 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 308 | 18.105 | 12/05/10 | Sun | 1000 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 309 | 18.128 | 10/14/10 | Thu | 1100 | Angle | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 310 | 18.144 | 05/25/10 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 311 | 18.155 | 11/17/10 | Wed | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 312 | 18.155 | 12/02/10 | Thu | 1400 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 313 | 18.166 | 03/06/10 | Sat | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 314 | 18.166 | 05/07/10 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 315 | 18.166 | 05/21/10 | Fri | 0500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 316 | 18.166 | 10/22/10 | Fri | 0600 | Sideswipe | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 317 | 18.203 | 05/22/10 | Sat | 0900 | Angle | 0 | 5 | 0 | Day | Dry | Improper Lane Change |
| 318 | 18.255 | 10/19/10 | Tue | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 319 | 18.260 | 04/30/10 | Fri | 0600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 320 | 18.260 | 06/19/10 | Sat | 0900 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 321 | 18.260 | 07/03/10 | Sat | 1600 | Utility/Light Pole | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 322 | 18.260 | 07/04/10 | Sun | 2200 | All Other | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 323 | 18.260 | 08/15/10 | Sun | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 324 | 18.260 | 12/26/10 | Sun | 1300 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 325 | 18.265 | 05/02/10 | Sun | 0600 | Angle | 0 | 1 | 0 | Day | Dry | Obstructing Traffic |
| 326 | 18.279 | 02/18/10 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 327 | 18.279 | 08/12/10 | Thu | 1600 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 328 | 18.298 | 08/24/10 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 329 | 18.317 | 05/12/10 | Wed | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 330 | 18.317 | 11/04/10 | Thu | 0700 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 331 | 18.336 | 06/16/10 | Wed | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 332 | 18.336 | 07/14/10 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 333 | 18.336 | 10/17/10 | Sun | 0000 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 334 | 18.394 | 12/02/10 | Thu | 0000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 335 | 18.396 | 09/28/10 | Tue | 1400 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 336 | 18.398 | 11/20/10 | Sat | 0000 | Hit Sign/Sign Post | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 337 | 18.399 | 04/15/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 338 | 18.403 | 11/28/10 | Sun | 0000 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 339 | 18.413 | 01/28/10 | Thu | 0100 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 340 | 18.413 | 02/11/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 341 | 18.413 | 08/20/10 | Fri | 1800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 342 | 18.422 | 09/13/10 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 343 | 18.422 | 09/13/10 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 344 | 18.425 | 05/01/10 | Sat | 0700 | Angle | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 345 | 18.432 | 02/04/10 | Thu | 1100 | Head-On | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 346 | 18.432 | 03/05/10 | Fri | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 347 | 18.432 | 12/17/10 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 348 | 18.451 | 07/08/10 | Thu | 0100 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 349 | 18.470 | 02/02/10 | Tue | 0900 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 350 | 18.470 | 05/02/10 | Sun | 0200 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 351 | 18.489 | 01/14/10 | Thu | 0700 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 352 | 18.489 | 02/10/10 | Wed | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 353 | 18.489 | 03/12/10 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 354 | 18.489 | 05/13/10 | Thu | 2200 | Rear-End | 0 | 4 | 0 | Night | Dry | Careless Driving |
| 355 | 18.489 | 06/24/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 356 | 18.489 | 11/23/10 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 357 | 18.494 | 04/15/10 | Thu | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 358 | 18.508 | 03/24/10 | Wed | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 359 | 18.508 | 08/03/10 | Tue | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 360 | 18.508 | 09/25/10 | Sat | 1600 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 361 | 18.583 | 06/01/10 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 362 | 18.583 | 06/14/10 | Mon | 1600 | Rear-End | 0 | 6 | 0 | Day | Dry | Improper Lane Change |
| 363 | 18.583 | 06/23/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 364 | 18.644 | 01/05/10 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 365 | 18.644 | 02/24/10 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 366 | 18.644 | 03/04/10 | Thu | 1200 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 367 | 18.644 | 03/12/10 | Fri | 1000 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 368 | 18.644 | 03/22/10 | Mon | 1000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 369 | 18.644 | 04/16/10 | Fri | 2200 | All Other | 0 | 3 | 0 | Night | Wet | Improper Lane Change |
| 370 | 18.644 | 04/28/10 | Wed | 1900 | Overturned | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 371 | 18.644 | 05/18/10 | Tue | 1800 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 372 | 18.644 | 06/26/10 | Sat | 1800 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 373 | 18.644 | 06/26/10 | Sat | 0400 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 374 | 18.644 | 07/21/10 | Wed | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 375 | 18.644 | 09/06/10 | Mon | 0300 | Rear-End | 0 | 3 | 0 | Night | Wet | Careless Driving |
| 376 | 18.644 | 09/12/10 | Sun | 1800 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 377 | 18.644 | 09/28/10 | Tue | 2300 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 378 | 18.644 | 10/04/10 | Mon | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 379 | 18.644 | 10/09/10 | Sat | 1300 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 380 | 18.644 | 10/20/10 | Wed | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 381 | 18.644 | 11/06/10 | Sat | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 382 | 18.644 | 11/11/10 | Thu | 0000 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 383 | 18.644 | 12/09/10 | Thu | 0800 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 384 | 18.644 | 12/15/10 | Wed | 1700 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 385 | 18.694 | 10/04/10 | Mon | 1900 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 386 | 18.694 | 11/06/10 | Sat | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 387 | 18.694 | 11/10/10 | Wed | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 388 | 18.889 | 01/26/10 | Tue | 0800 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 389 | 18.894 | 01/01/10 | Fri | 0400 | Hit Sign/Sign Post | 0 | 0 | 1 | Day | Dry | Driver Distraction |
| 390 | 18.894 | 03/24/10 | Wed | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 391 | 18.894 | 03/27/10 | Sat | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 392 | 18.894 | 04/11/10 | Sun | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 393 | 18.894 | 04/17/10 | Sat | 2000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 394 | 18.894 | 04/18/10 | Sun | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 395 | 18.894 | 05/21/10 | Fri | 0000 | Angle | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 396 | 18.894 | 05/26/10 | Wed | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 397 | 18.894 | 06/30/10 | Wed | 1200 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 398 | 18.894 | 09/05/10 | Sun | 1700 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Day | Dry | Failed To Maintain Equipment |
| 399 | 18.894 | 09/14/10 | Tue | 0900 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 400 | 18.894 | 10/24/10 | Sun | 0200 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 401 | 18.894 | 11/16/10 | Tue | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 402 | 18.894 | 11/27/10 | Sat | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 403 | 18.894 | 11/28/10 | Sun | 1100 | Rear-End | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 404 | 19.086 | 05/03/10 | Mon | 0000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 405 | 19.139 | 06/30/10 | Wed | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 406 | 19.144 | 05/27/10 | Thu | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 407 | 19.389 | 01/26/10 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 408 | 19.389 | 02/12/10 | Fri | 1900 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 409 | 19.389 | 04/10/10 | Sat | 0600 | Sideswipe | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 410 | 19.389 | 06/02/10 | Wed | 1500 | Angle | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 411 | 19.389 | 06/21/10 | Mon | 0500 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 412 | 19.389 | 08/18/10 | Wed | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 413 | 19.389 | 10/06/10 | Wed | 0800 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 414 | 19.389 | 11/04/10 | Thu | 0100 | Sideswipe | 0 | 2 | 0 | Night | Wet | Improper Lane Change |
| 415 | 19.389 | 11/30/10 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 416 | 19.389 | 12/06/10 | Mon | 1900 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 417 | 19.394 | 02/27/10 | Sat | 2200 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 418 | 19.394 | 03/13/10 | Sat | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Obstructing Traffic |
| 419 | 19.394 | 03/18/10 | Thu | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 420 | 19.394 | 05/21/10 | Fri | 2200 | Occupant Fell From Veh | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 421 | 19.394 | 06/23/10 | Wed | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 422 | 19.394 | 08/15/10 | Sun | 1700 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Wet | Improper Lane Change |
| 423 | 19.394 | 08/15/10 | Sun | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 424 | 19.394 | 09/20/10 | Mon | 0700 | Sideswipe | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 425 | 19.394 | 11/12/10 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 426 | 19.407 | 11/01/10 | Mon | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 427 | 19.889 | 01/16/10 | Sat | 1700 | Hit Tree/Shrubbery | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 428 | 19.889 | 01/20/10 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 429 | 19.889 | 02/02/10 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 430 | 19.889 | 02/15/10 | Mon | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 431 | 19.889 | 02/24/10 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 432 | 19.889 | 04/08/10 | Thu | 1900 | All Other | 0 | 4 | 0 | Night | Dry | Unknown/Not Coded |
| 433 | 19.889 | 05/14/10 | Fri | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 434 | 19.889 | 06/05/10 | Sat | 0000 | Overturned | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 435 | 19.889 | 06/30/10 | Wed | 1200 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 436 | 19.889 | 08/15/10 | Sun | 2200 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 437 | 19.889 | 09/30/10 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 438 | 19.889 | 10/14/10 | Thu | 1900 | Angle | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 439 | 19.889 | 10/25/10 | Mon | 0400 | Sideswipe | 0 | 5 | 0 | Night | Dry | Careless Driving |
| 440 | 19.889 | 10/25/10 | Mon | 0500 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 441 | 20.089 | 10/02/10 | Sat | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 442 | 20.105 | 12/23/10 | Thu | 0100 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 443 | 20.117 | 11/29/10 | Mon | 1800 | Coll. W/ Mv On Roadway | 0 | 4 | 0 | Night | Dry | No Improper Driving/Act |
| 444 | 20.139 | 01/07/10 | Thu | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 445 | 20.139 | 01/08/10 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 446 | 20.139 | 02/22/10 | Mon | 0000 | Overturned | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 447 | 20.139 | 02/27/10 | Sat | 2100 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 448 | 20.139 | 05/13/10 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 449 | 20.139 | 05/25/10 | Tue | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 450 | 20.139 | 06/02/10 | Wed | 1600 | Rear-End | 0 | 3 | 0 | Day | Wet | Careless Driving |
| 451 | 20.139 | 06/05/10 | Sat | 2200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 452 | 20.139 | 06/23/10 | Wed | 1900 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 453 | 20.139 | 06/23/10 | Wed | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 454 | 20.139 | 06/30/10 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 455 | 20.139 | 07/16/10 | Fri | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 456 | 20.139 | 11/05/10 | Fri | 0200 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Slippery | Unknown/Not Coded |
| 457 | 20.139 | 11/06/10 | Sat | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 458 | 20.139 | 11/28/10 | Sun | 2000 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 459 | 20.157 | 09/06/10 | Mon | 2200 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 460 | 20.189 | 11/10/10 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Alchol-Under Influence |
| 461 | 20.189 | 11/28/10 | Sun | 2000 | All Other | 0 | 1 | 0 | Night | Wet | Exceeded Safe Speed Limit |
| 462 | 20.189 | 12/03/10 | Fri | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 463 | 20.200 | 01/22/10 | Fri | 0000 | Overturned | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 464 | 20.200 | 04/05/10 | Mon | 0600 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 465 | 20.200 | 05/13/10 | Thu | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 466 | 20.200 | 05/19/10 | Wed | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 467 | 20.237 | 03/26/10 | Fri | 0600 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 468 | 20.237 | 10/25/10 | Mon | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 469 | 20.237 | 10/29/10 | Fri | 1000 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 470 | 20.275 | 08/04/10 | Wed | 0200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 471 | 20.289 | 05/27/10 | Thu | 1100 | All Other | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 472 | 20.294 | 01/16/10 | Sat | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 473 | 20.294 | 10/15/10 | Fri | 1300 | Concrete Barrier Wall | 0 | 4 | 0 | Day | Dry | Improper Lane Change |
| 474 | 20.294 | 11/30/10 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 475 | 20.313 | 05/13/10 | Thu | 2200 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 476 | 20.332 | 05/02/10 | Sun | 0500 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 477 | 20.332 | 09/27/10 | Mon | 0600 | Angle | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 478 | 20.351 | 11/12/10 | Fri | 0200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 479 | 20.361 | 03/12/10 | Fri | 1200 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 480 | 20.361 | 03/12/10 | Fri | 1200 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 481 | 20.369 | 09/29/10 | Wed | 0400 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 482 | 20.370 | 07/14/10 | Wed | 2000 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 483 | 20.370 | 08/12/10 | Thu | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 484 | 20.370 | 10/13/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 485 | 20.379 | 10/31/10 | Sun | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 486 | 20.394 | 10/02/10 | Sat | 2200 | Ran In Ditch/Culvert | 0 | 0 | 1 | Night | Dry | Drugs-Under Influence |
| 487 | 20.471 | 04/11/10 | Sun | 1300 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 488 | 20.500 | 08/03/10 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 489 | 20.519 | 06/16/10 | Wed | 1400 | Utility/Light Pole | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 490 | 20.560 | 04/23/10 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 491 | 20.560 | 05/14/10 | Fri | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 492 | 20.560 | 06/26/10 | Sat | 0900 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 493 | 20.576 | 09/16/10 | Thu | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 494 | 20.614 | 05/17/10 | Mon | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 495 | 20.651 | 11/08/10 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 496 | 20.651 | 11/28/10 | Sun | 2100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 497 | 20.662 | 08/19/10 | Thu | 0400 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 498 | 20.712 | 01/05/10 | Tue | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 499 | 20.712 | 01/17/10 | Sun | 2100 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 500 | 20.712 | 01/28/10 | Thu | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 501 | 20.712 | 02/25/10 | Thu | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 502 | 20.712 | 04/08/10 | Thu | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Driver Distraction |
| 503 | 20.712 | 05/08/10 | Sat | 0700 | Hit Sign/Sign Post | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 504 | 20.712 | 05/13/10 | Thu | 1500 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 505 | 20.712 | 05/24/10 | Mon | 2300 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 506 | 20.712 | 07/23/10 | Fri | 0900 | Sideswipe | 0 | 0 | 1 | Day | Wet | Failed To Maintain Equipment |
| 507 | 20.712 | 08/12/10 | Thu | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 508 | 20.712 | 08/24/10 | Tue | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 509 | 20.712 | 09/09/10 | Thu | 0700 | Angle | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 510 | 20.712 | 11/23/10 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 511 | 20.712 | 12/11/10 | Sat | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 512 | 20.962 | 01/01/10 | Fri | 0000 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 513 | 20.962 | 02/05/10 | Fri | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 514 | 20.962 | 05/13/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 515 | 20.962 | 05/14/10 | Fri | 1100 | Ran In Ditch/Culvert | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 516 | 20.962 | 06/24/10 | Thu | 1700 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 517 | 20.962 | 08/31/10 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 518 | 20.962 | 09/09/10 | Thu | 0100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Failed To Maintain Equipment |
| 519 | 20.962 | 11/04/10 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 520 | 21.060 | 01/10/10 | Sun | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 521 | 21.060 | 01/25/10 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 522 | 21.060 | 06/07/10 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 523 | 21.060 | 07/27/10 | Tue | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 524 | 21.060 | 07/28/10 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 525 | 21.060 | 08/30/10 | Mon | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 526 | 21.060 | 11/08/10 | Mon | 0900 | Sideswipe | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 527 | 21.060 | 11/22/10 | Mon | 0900 | All Other | 0 | 0 | 1 | Day | Dry | Improper Load |
| 528 | 21.212 | 07/26/10 | Mon | 1600 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 529 | 21.290 | 12/17/10 | Fri | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 530 | 21.308 | 05/13/10 | Thu | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 531 | 21.310 | 01/06/10 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 532 | 21.310 | 01/14/10 | Thu | 2200 | Hit Sign/Sign Post | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 533 | 21.310 | 02/02/10 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 534 | 21.310 | 02/02/10 | Tue | 0600 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 535 | 21.310 | 02/24/10 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 536 | 21.310 | 03/11/10 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 537 | 21.310 | 04/17/10 | Sat | 2100 | Sideswipe | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 538 | 21.310 | 04/26/10 | Mon | 0700 | Sideswipe | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 539 | 21.310 | 05/03/10 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 540 | 21.310 | 07/04/10 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 541 | 21.310 | 08/04/10 | Wed | 0900 | Overturned | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 542 | 21.310 | 09/07/10 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 543 | 21.310 | 09/30/10 | Thu | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 544 | 21.310 | 11/22/10 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 545 | 21.310 | 12/17/10 | Fri | 1300 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 546 | 21.360 | 04/12/10 | Mon | 2300 | Angle | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 547 | 21.371 | 05/19/10 | Wed | 1300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 548 | 21.408 | 07/23/10 | Fri | 2200 | Hit Tree/Shrubbery | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 549 | 21.408 | 07/23/10 | Fri | 2200 | Head-On | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 550 | 21.408 | 10/29/10 | Fri | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 551 | 21.460 | 09/24/10 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 552 | 21.465 | 03/25/10 | Thu | 1700 | All Other | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 553 | 21.465 | 04/25/10 | Sun | 1100 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 554 | 21.465 | 09/15/10 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 555 | 21.503 | 07/04/10 | Sun | 1900 | Head-On | 0 | 9 | 0 | Night | Wet | Careless Driving |
| 556 | 21.522 | 01/17/10 | Sun | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 557 | 21.522 | 02/20/10 | Sat | 0600 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 558 | 21.522 | 04/24/10 | Sat | 1900 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 559 | 21.532 | 04/22/10 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 560 | 21.532 | 05/13/10 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 561 | 21.532 | 12/10/10 | Fri | 1700 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 562 | 21.551 | 09/22/10 | Wed | 0700 | Angle | 0 | 6 | 0 | Day | Dry | Careless Driving |
| 563 | 21.605 | 01/27/10 | Wed | 1400 | Sideswipe | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 564 | 21.612 | 04/26/10 | Mon | 1400 | Angle | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 565 | 21.612 | 12/09/10 | Thu | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | No Improper Driving/Act |
| 566 | 21.613 | 10/23/10 | Sat | 1500 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 567 | 21.622 | 03/13/10 | Sat | 0000 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 568 | 21.622 | 07/22/10 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 569 | 21.631 | 06/07/10 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 570 | 21.631 | 09/26/10 | Sun | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 571 | 21.659 | 08/08/10 | Sun | 2100 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 572 | 21.660 | 02/10/10 | Wed | 0100 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 573 | 21.660 | 02/23/10 | Tue | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 574 | 21.660 | 03/28/10 | Sun | 0400 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 575 | 21.660 | 11/10/10 | Wed | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 576 | 21.679 | 09/23/10 | Thu | 0000 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 577 | 21.698 | 10/20/10 | Wed | 0800 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 578 | 21.698 | 10/22/10 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 579 | 21.703 | 06/04/10 | Fri | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 580 | 21.703 | 06/04/10 | Fri | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 581 | 21.703 | 06/07/10 | Mon | 1700 | Sideswipe | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 582 | 21.703 | 06/19/10 | Sat | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 583 | 21.703 | 08/24/10 | Tue | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 584 | 21.792 | 04/30/10 | Fri | 0200 | Rear-End | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 585 | 21.792 | 07/13/10 | Tue | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 586 | 21.792 | 10/07/10 | Thu | 1300 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 587 | 21.792 | 11/30/10 | Tue | 1600 | All Other | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 588 | 21.792 | 12/31/10 | Fri | 0000 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 589 | 21.810 | 11/04/10 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 590 | 21.853 | 01/02/10 | Sat | 0200 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 591 | 21.853 | 01/31/10 | Sun | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 592 | 21.853 | 03/14/10 | Sun | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 593 | 21.853 | 04/08/10 | Thu | 0900 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 594 | 21.853 | 05/09/10 | Sun | 2100 | All Other | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 595 | 21.853 | 06/23/10 | Wed | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 596 | 21.853 | 07/09/10 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 597 | 21.853 | 08/03/10 | Tue | 1300 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 598 | 21.853 | 08/22/10 | Sun | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 599 | 21.853 | 09/09/10 | Thu | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 600 | 21.853 | 09/15/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 601 | 21.853 | 09/22/10 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 602 | 21.853 | 09/29/10 | Wed | 2200 | All Other | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 603 | 21.853 | 10/23/10 | Sat | 1400 | All Other | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 604 | 21.853 | 11/13/10 | Sat | 0400 | Sideswipe | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 605 | 21.853 | 11/18/10 | Thu | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 606 | 21.853 | 11/27/10 | Sat | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 607 | 21.887 | 04/01/10 | Thu | 2200 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 608 | 22.005 | 12/09/10 | Thu | 1700 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 609 | 22.103 | 01/13/10 | Wed | 0800 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 610 | 22.103 | 01/15/10 | Fri | 0100 | Head-On | 0 | 0 | 1 | Night | Dry | Alchol-Under Influence |
| 611 | 22.103 | 02/16/10 | Tue | 1500 | Occupant Fell From Veh | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 612 | 22.103 | 02/17/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 613 | 22.103 | 02/22/10 | Mon | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 614 | 22.103 | 03/05/10 | Fri | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 615 | 22.103 | 03/18/10 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 616 | 22.103 | 04/17/10 | Sat | 0400 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 617 | 22.103 | 05/20/10 | Thu | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 618 | 22.103 | 06/02/10 | Wed | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 619 | 22.103 | 07/09/10 | Fri | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 620 | 22.103 | 07/17/10 | Sat | 0600 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 621 | 22.103 | 07/19/10 | Mon | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Improper Load |
| 622 | 22.103 | 07/26/10 | Mon | 1300 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 623 | 22.103 | 08/19/10 | Thu | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 624 | 22.103 | 09/24/10 | Fri | 0700 | All Other | 0 | 1 | 0 | Day | Wet | Failed To Maintain Equipment |
| 625 | 22.103 | 10/02/10 | Sat | 1800 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 626 | 22.103 | 10/08/10 | Fri | 0000 | All Other | 1 | 0 | 0 | Day | Dry | Unknown/Not Coded |
| 627 | 22.103 | 10/22/10 | Fri | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 628 | 22.103 | 10/22/10 | Fri | 1900 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 629 | 22.103 | 11/15/10 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 630 | 22.103 | 11/20/10 | Sat | 0200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 631 | 22.103 | 11/21/10 | Sun | 1800 | Rear-End | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 632 | 22.103 | 11/25/10 | Thu | 0000 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 633 | 22.103 | 12/10/10 | Fri | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 634 | 22.103 | 12/27/10 | Mon | 0800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 635 | 22.353 | 02/24/10 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 636 | 22.353 | 09/30/10 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 637 | 22.403 | 04/09/10 | Fri | 0200 | All Other | 1 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 638 | 22.561 | 04/28/10 | Wed | 1100 | Sideswipe | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 639 | 22.603 | 01/06/10 | Wed | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 640 | 22.603 | 01/06/10 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 641 | 22.603 | 03/31/10 | Wed | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 642 | 22.603 | 07/27/10 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 643 | 22.603 | 09/04/10 | Sat | 1600 | Angle | 0 | 7 | 0 | Day | Dry | Careless Driving |
| 644 | 22.603 | 11/17/10 | Wed | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 645 | 22.653 | 03/02/10 | Tue | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 646 | 22.653 | 05/24/10 | Mon | 0200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 647 | 22.653 | 09/23/10 | Thu | 2200 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 648 | 22.653 | 10/13/10 | Wed | 1600 | Angle | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 649 | 22.653 | 11/05/10 | Fri | 1000 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 650 | 22.653 | 12/31/10 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 651 | 22.803 | 09/30/10 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 652 | 22.853 | 01/09/10 | Sat | 1900 | Head-On | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 653 | 23.153 | 02/14/10 | Sun | 2000 | All Other | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 654 | 23.153 | 03/11/10 | Thu | 0900 | Rear-End | 0 | 4 | 0 | Day | Wet | Unknown/Not Coded |
| 655 | 23.153 | 07/25/10 | Sun | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 656 | 23.153 | 07/28/10 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 657 | 23.153 | 08/09/10 | Mon | 1500 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 658 | 23.153 | 08/17/10 | Tue | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 659 | 23.253 | 10/02/10 | Sat | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 660 | 23.253 | 11/28/10 | Sun | 1800 | Coll. W/ Mv On Roadway | 0 | 3 | 0 | Night | Wet | No Improper Driving/Act |
| 661 | 23.353 | 09/25/10 | Sat | 1900 | Ran In Ditch/Culvert | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 662 | 23.403 | 02/04/10 | Thu | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 663 | 23.403 | 02/24/10 | Wed | 0000 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 664 | 23.403 | 02/26/10 | Fri | 1400 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 665 | 23.403 | 02/27/10 | Sat | 1900 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 666 | 23.403 | 04/05/10 | Mon | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 667 | 23.403 | 07/01/10 | Thu | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 668 | 23.403 | 07/01/10 | Thu | 1000 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 669 | 23.403 | 07/14/10 | Wed | 1700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 670 | 23.403 | 11/24/10 | Wed | 0400 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Alchol-Under Influence |
| 671 | 23.403 | 12/23/10 | Thu | 1900 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 672 | 23.403 | 12/28/10 | Tue | 1900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 673 | 23.467 | 05/27/10 | Thu | 1100 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 674 | 23.558 | 03/16/10 | Tue | 1500 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 675 | 23.577 | 06/02/10 | Wed | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 676 | 23.596 | 04/27/10 | Tue | 0500 | Sideswipe | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 677 | 23.617 | 03/21/10 | Sun | 0300 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 678 | 23.617 | 04/20/10 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 679 | 23.617 | 08/24/10 | Tue | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 680 | 23.625 | 12/28/10 | Tue | 1100 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 681 | 23.636 | 09/29/10 | Wed | 0600 | Bridge/Pier/Abutment/Rail | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 682 | 23.636 | 09/29/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 683 | 23.676 | 06/30/10 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 684 | 23.683 | 02/19/10 | Fri | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 685 | 23.683 | 03/07/10 | Sun | 1600 | Occupant Fell From Veh | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 686 | 23.693 | 02/07/10 | Sun | 0600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 687 | 23.693 | 09/17/10 | Fri | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 688 | 23.702 | 02/14/10 | Sun | 0200 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 689 | 23.702 | 11/23/10 | Tue | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 690 | 23.769 | 05/31/10 | Mon | 2300 | Rear-End | 0 | 4 | 0 | Night | Dry | Careless Driving |
| 691 | 23.769 | 10/10/10 | Sun | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 692 | 23.769 | 12/08/10 | Wed | 1300 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 693 | 23.774 | 08/18/10 | Wed | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 694 | 23.788 | 07/30/10 | Fri | 0100 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 695 | 23.826 | 05/18/10 | Tue | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 696 | 23.838 | 11/28/10 | Sun | 1800 | Rear-End | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 697 | 23.843 | 02/16/10 | Tue | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 698 | 23.863 | 10/14/10 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 699 | 23.924 | 03/29/10 | Mon | 0400 | Sideswipe | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 700 | 23.924 | 04/01/10 | Thu | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 701 | 23.924 | 05/09/10 | Sun | 0300 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 702 | 23.924 | 05/18/10 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 703 | 23.924 | 09/03/10 | Fri | 2100 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 704 | 23.924 | 09/22/10 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 705 | 23.924 | 11/12/10 | Fri | 0500 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 706 | 23.924 | 11/30/10 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 707 | 23.924 | 12/07/10 | Tue | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 708 | 23.924 | 12/21/10 | Tue | 1300 | Rear-End | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 709 | 24.074 | 08/10/10 | Tue | 2200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Exceeded Safe Speed Limit |
| 710 | 24.074 | 08/11/10 | Wed | 2200 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 711 | 24.074 | 11/10/10 | Wed | 1900 | Sideswipe | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 712 | 24.117 | 03/11/10 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 713 | 24.117 | 04/26/10 | Mon | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 714 | 24.117 | 05/31/10 | Mon | 2200 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 715 | 24.117 | 06/30/10 | Wed | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 716 | 24.117 | 08/17/10 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 717 | 24.117 | 08/20/10 | Fri | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 718 | 24.117 | 11/05/10 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 719 | 24.174 | 01/01/10 | Fri | 1800 | All Other | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 720 | 24.174 | 04/03/10 | Sat | 1800 | Sideswipe | 0 | 5 | 0 | Day | Dry | Improper Lane Change |
| 721 | 24.174 | 05/14/10 | Fri | 1300 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 722 | 24.174 | 07/27/10 | Tue | 1600 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 723 | 24.174 | 07/29/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 724 | 24.308 | 04/18/10 | Sun | 1500 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 725 | 24.317 | 06/16/10 | Wed | 1300 | Angle | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 726 | 24.333 | 04/15/10 | Thu | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 727 | 24.367 | 01/22/10 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 728 | 24.367 | 05/03/10 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 729 | 24.367 | 05/14/10 | Fri | 1600 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 730 | 24.367 | 05/20/10 | Thu | 1900 | Occupant Fell From Veh | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 731 | 24.367 | 05/20/10 | Thu | 1800 | Overturned | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 732 | 24.367 | 05/24/10 | Mon | 0800 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 733 | 24.367 | 08/21/10 | Sat | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 734 | 24.367 | 08/28/10 | Sat | 2200 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 735 | 24.367 | 08/28/10 | Sat | 2200 | All Other | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 736 | 24.367 | 09/08/10 | Wed | 2300 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 737 | 24.367 | 09/08/10 | Wed | 1600 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 738 | 24.367 | 10/04/10 | Mon | 1000 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 739 | 24.367 | 11/08/10 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 740 | 24.376 | 09/24/10 | Fri | 0700 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 741 | 24.376 | 12/22/10 | Wed | 1700 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 742 | 24.414 | 06/26/10 | Sat | 0700 | All Other | 0 | 5 | 0 | Day | Dry | No Improper Driving/Act |
| 743 | 24.417 | 09/28/10 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 744 | 24.417 | 11/24/10 | Wed | 1400 | Rear-End | 0 | 4 | 0 | Day | Dry | Followed Too Closely |
| 745 | 24.417 | 11/24/10 | Wed | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Followed Too Closely |
| 746 | 24.417 | 12/10/10 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 747 | 24.428 | 01/23/10 | Sat | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 748 | 24.428 | 02/24/10 | Wed | 1300 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 749 | 24.428 | 03/20/10 | Sat | 0100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 750 | 24.428 | 05/06/10 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 751 | 24.428 | 05/08/10 | Sat | 1100 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 752 | 24.428 | 09/02/10 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 753 | 24.428 | 12/30/10 | Thu | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 754 | 24.465 | 11/02/10 | Tue | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 755 | 24.517 | 05/28/10 | Fri | 1800 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 756 | 24.517 | 06/16/10 | Wed | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 757 | 24.517 | 06/16/10 | Wed | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 758 | 24.517 | 08/14/10 | Sat | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Failed To Maintain Equipment |
| 759 | 24.517 | 11/05/10 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 760 | 24.517 | 11/05/10 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 761 | 24.541 | 11/17/10 | Wed | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 762 | 24.589 | 09/02/10 | Thu | 0900 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 763 | 24.589 | 09/24/10 | Fri | 0600 | All Other | 0 | 2 | 0 | Day | Wet | Improper Lane Change |
| 764 | 24.598 | 07/09/10 | Fri | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 765 | 24.598 | 07/21/10 | Wed | 0900 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 766 | 24.598 | 09/10/10 | Fri | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 767 | 24.598 | 09/23/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 768 | 24.598 | 12/10/10 | Fri | 0500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 769 | 24.607 | 07/11/10 | Sun | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 770 | 24.613 | 06/01/10 | Tue | 1300 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 771 | 24.616 | 10/13/10 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 772 | 24.673 | 11/17/10 | Wed | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 773 | 24.674 | 04/07/10 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 774 | 24.685 | 10/04/10 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 775 | 24.695 | 08/11/10 | Wed | 0000 | Head-On | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 776 | 24.711 | 12/22/10 | Wed | 1500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 777 | 24.733 | 03/19/10 | Fri | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 778 | 24.752 | 05/10/10 | Mon | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 779 | 24.752 | 06/13/10 | Sun | 0600 | Overturned | 0 | 1 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 780 | 24.752 | 08/05/10 | Thu | 0200 | Hit Tree/Shrubbery | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 781 | 24.752 | 09/21/10 | Tue | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 782 | 24.752 | 11/21/10 | Sun | 1000 | Utility/Light Pole | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 783 | 24.752 | 11/23/10 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 784 | 24.756 | 11/26/10 | Fri | 0300 | Hit Tree/Shrubbery | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 785 | 24.757 | 05/02/10 | Sun | 0900 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 786 | 24.757 | 07/29/10 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 787 | 24.757 | 08/17/10 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 788 | 24.757 | 10/04/10 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 789 | 24.771 | 11/04/10 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 790 | 24.790 | 11/10/10 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 791 | 24.857 | 11/15/10 | Mon | 1200 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 792 | 24.857 | 12/06/10 | Mon | 1600 | Rear-End | 0 | 5 | 0 | Day | Dry | Followed Too Closely |
| 793 | 24.907 | 01/26/10 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 794 | 24.907 | 03/02/10 | Tue | 1300 | Angle | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 795 | 24.907 | 04/04/10 | Sun | 0200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 796 | 24.907 | 04/14/10 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 797 | 24.907 | 05/11/10 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 798 | 24.907 | 08/04/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 799 | 24.907 | 08/13/10 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 800 | 24.907 | 08/20/10 | Fri | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 801 | 24.907 | 11/09/10 | Tue | 1200 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 802 | 24.907 | 11/23/10 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 803 | 24.907 | 11/30/10 | Tue | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 804 | 24.907 | 12/20/10 | Mon | 1200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 805 | 24.907 | 12/21/10 | Tue | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 806 | 24.907 | 12/23/10 | Thu | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 807 | 24.907 | 12/23/10 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 808 | 24.998 | 03/26/10 | Fri | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 809 | 25.013 | 09/22/10 | Wed | 0800 | Angle | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 810 | 25.157 | 01/19/10 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 811 | 25.157 | 01/22/10 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 812 | 25.157 | 02/12/10 | Fri | 1500 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 813 | 25.157 | 02/27/10 | Sat | 1900 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 814 | 25.157 | 03/29/10 | Mon | 2100 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 815 | 25.157 | 08/09/10 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 816 | 25.157 | 09/28/10 | Tue | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 817 | 25.157 | 12/23/10 | Thu | 0000 | Coll. W/ Parked Car | 0 | 2 | 0 | Day | Dry | Followed Too Closely |

| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **817** | | **2** | **400** | **415** | **61** | **0** | **0** | **366** | **130** | **0** | |
| | | *0.24%* | *48.96%* | *50.80%* | *7.47%* | *0.00%* | *0.00%* | *44.80%* | *15.91%* | *0.00%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **86** | | **556** | **261** | **161** | **655** | **16** | **3** | **25** | | | |
| *10.53%* | | *68.05%* | *31.95%* | *19.71%* | *80.17%* | *1.96%* | *0.37%* | *3.06%* | | | |

TOTAL ENTERING VEHICLES/ADT: **222,555** SEGMENT CRASH RATE: **0.870**

# 2011 Broward County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.742 | 07/18/11 | Mon | 0600 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 2 | 13.780 | 02/24/11 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 3 | 13.780 | 04/12/11 | Tue | 1600 | All Other | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 4 | 13.880 | 01/28/11 | Fri | 1900 | Angle | 0 | 0 | 1 | Night | Dry | Improper Passing |
| 5 | 13.880 | 02/16/11 | Wed | 1800 | Rear-End | 0 | 4 | 0 | Night | Dry | Careless Driving |
| 6 | 13.880 | 08/18/11 | Thu | 1000 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 7 | 13.880 | 10/15/11 | Sat | 0200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 8 | 13.980 | 01/07/11 | Fri | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 9 | 13.980 | 03/28/11 | Mon | 1100 | Angle | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 10 | 13.980 | 04/20/11 | Wed | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 11 | 13.980 | 05/14/11 | Sat | 2300 | All Other | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 12 | 13.980 | 07/21/11 | Thu | 0600 | All Other | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 13 | 13.980 | 08/11/11 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 14 | 13.980 | 08/28/11 | Sun | 1800 | Overturned | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 15 | 13.980 | 09/27/11 | Tue | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 16 | 13.980 | 10/04/11 | Tue | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 17 | 13.980 | 10/12/11 | Wed | 1300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 18 | 13.980 | 10/23/11 | Sun | 0900 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 19 | 13.980 | 10/27/11 | Thu | 0800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 20 | 13.980 | 10/29/11 | Sat | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 21 | 13.980 | 12/08/11 | Thu | 1400 | All Other | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 22 | 14.054 | 06/16/11 | Thu | 0800 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 23 | 14.054 | 07/08/11 | Fri | 1800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 24 | 14.054 | 09/24/11 | Sat | 1600 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 25 | 14.063 | 01/12/11 | Wed | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 26 | 14.063 | 02/24/11 | Thu | 0000 | Rear-End | 0 | 6 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 27 | 14.063 | 08/03/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 28 | 14.063 | 11/29/11 | Tue | 1800 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 29 | 14.080 | 05/14/11 | Sat | 2300 | Angle | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 30 | 14.214 | 05/12/11 | Thu | 1500 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 31 | 14.230 | 01/07/11 | Fri | 2100 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 32 | 14.230 | 05/11/11 | Wed | 2200 | Rear-End | 1 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 33 | 14.230 | 10/23/11 | Sun | 0900 | Hit Guardrail | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 34 | 14.230 | 12/08/11 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 35 | 14.230 | 12/30/11 | Fri | 1900 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 36 | 14.304 | 06/09/11 | Thu | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 37 | 14.304 | 06/30/11 | Thu | 1500 | Hit Tree/Shrubbery | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 38 | 14.304 | 07/12/11 | Tue | 1000 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 39 | 14.480 | 03/05/11 | Sat | 1600 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 40 | 14.480 | 05/09/11 | Mon | 0800 | Angle | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 41 | 14.546 | 02/12/11 | Sat | 1900 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 42 | 14.546 | 02/12/11 | Sat | 1900 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 43 | 14.552 | 10/30/11 | Sun | 2100 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 44 | 14.554 | 04/20/11 | Wed | 1600 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 45 | 14.554 | 05/04/11 | Wed | 1300 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 46 | 14.554 | 06/06/11 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 47 | 14.554 | 07/30/11 | Sat | 2300 | Hit Guardrail | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 48 | 14.554 | 08/06/11 | Sat | 2100 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 49 | 14.554 | 10/20/11 | Thu | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 50 | 14.554 | 11/13/11 | Sun | 0300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 51 | 14.563 | 02/12/11 | Sat | 0700 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 52 | 14.563 | 02/27/11 | Sun | 1600 | All Other | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 53 | 14.563 | 03/29/11 | Tue | 1000 | All Other | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 54 | 14.563 | 05/16/11 | Mon | 0500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 55 | 14.563 | 07/09/11 | Sat | 2200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 56 | 14.654 | 08/22/11 | Mon | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 57 | 14.663 | 03/18/11 | Fri | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 58 | 14.675 | 12/09/11 | Fri | 0200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 59 | 14.779 | 06/27/11 | Mon | 1500 | Separation Of Units | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 60 | 14.804 | 06/20/11 | Mon | 1200 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 61 | 14.804 | 06/22/11 | Wed | 0400 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 62 | 14.804 | 08/09/11 | Tue | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 63 | 14.804 | 08/23/11 | Tue | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 64 | 14.804 | 09/24/11 | Sat | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 65 | 14.804 | 10/01/11 | Sat | 0500 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 66 | 14.804 | 10/18/11 | Tue | 2300 | Rear-End | 0 | 0 | 1 | Night | Wet | Followed Too Closely |
| 67 | 14.804 | 11/09/11 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 68 | 14.804 | 12/29/11 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 69 | 14.813 | 01/18/11 | Tue | 0900 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 70 | 14.813 | 02/10/11 | Thu | 0500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 71 | 14.813 | 02/24/11 | Thu | 0100 | Rear-End | 0 | 1 | 0 | Night | Dry | Followed Too Closely |
| 72 | 14.813 | 02/27/11 | Sun | 0000 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 73 | 14.813 | 06/25/11 | Sat | 1300 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 74 | 14.813 | 06/29/11 | Wed | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 75 | 14.813 | 08/20/11 | Sat | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 76 | 14.813 | 09/22/11 | Thu | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 77 | 14.813 | 11/09/11 | Wed | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 78 | 14.854 | 05/28/11 | Sat | 0700 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 79 | 14.854 | 11/18/11 | Fri | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 80 | 14.863 | 01/17/11 | Mon | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Improper Turn |
| 81 | 14.864 | 01/25/11 | Tue | 1900 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 82 | 14.865 | 07/03/11 | Sun | 0400 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 83 | 14.865 | 09/04/11 | Sun | 2200 | Angle | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 84 | 14.865 | 12/09/11 | Fri | 0200 | Coll. W/ Mv On Roadway | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 85 | 14.874 | 04/05/11 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 86 | 14.904 | 06/02/11 | Thu | 1900 | Hit Guardrail | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 87 | 14.913 | 11/17/11 | Thu | 1500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 88 | 14.940 | 04/21/11 | Thu | 2200 | Hit Guardrail | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 89 | 14.954 | 09/11/11 | Sun | 0300 | Hit Guardrail | 0 | 0 | 1 | Night | Wet | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 14.954 | 10/17/11 | Mon | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Exceed Stated Speed Limit |
| 91 | 14.959 | 06/07/11 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 92 | 14.968 | 01/17/11 | Mon | 1400 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 93 | 14.968 | 05/13/11 | Fri | 2200 | Rear-End | 0 | 2 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 94 | 14.968 | 05/29/11 | Sun | 1500 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 95 | 14.968 | 06/05/11 | Sun | 2000 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 96 | 14.968 | 06/28/11 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 97 | 14.991 | 05/22/11 | Sun | 1800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 98 | 14.997 | 07/09/11 | Sat | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 99 | 15.016 | 06/08/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 100 | 15.016 | 07/03/11 | Sun | 0400 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 101 | 15.025 | 12/27/11 | Tue | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 102 | 15.035 | 02/12/11 | Sat | 2000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 103 | 15.035 | 04/14/11 | Thu | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 104 | 15.044 | 02/04/11 | Fri | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 105 | 15.054 | 06/27/11 | Mon | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Followed Too Closely |
| 106 | 15.083 | 12/09/11 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 107 | 15.115 | 05/03/11 | Tue | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 108 | 15.124 | 01/07/11 | Fri | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 109 | 15.134 | 06/10/11 | Fri | 1000 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 110 | 15.134 | 06/10/11 | Fri | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 111 | 15.134 | 06/10/11 | Fri | 2300 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 112 | 15.134 | 06/16/11 | Thu | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 113 | 15.134 | 12/18/11 | Sun | 0000 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 114 | 15.172 | 02/09/11 | Wed | 1100 | All Other | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 115 | 15.176 | 02/09/11 | Wed | 0000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 116 | 15.191 | 01/29/11 | Sat | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 117 | 15.191 | 06/17/11 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 118 | 15.191 | 11/18/11 | Fri | 2200 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 119 | 15.196 | 10/17/11 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 120 | 15.240 | 02/23/11 | Wed | 0300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 121 | 15.240 | 03/10/11 | Thu | 1900 | Angle | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 122 | 15.240 | 03/22/11 | Tue | 1500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 123 | 15.246 | 03/02/11 | Wed | 0500 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 124 | 15.248 | 12/13/11 | Tue | 0800 | Angle | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 125 | 15.266 | 10/16/11 | Sun | 2100 | Coll. W/ Mv On Roadway | 0 | 5 | 0 | Night | Wet | Careless Driving |
| 126 | 15.285 | 01/18/11 | Tue | 0700 | Coll. W/ Mv On Roadway | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 127 | 15.285 | 01/19/11 | Wed | 1000 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 128 | 15.285 | 03/09/11 | Wed | 2000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 129 | 15.285 | 03/22/11 | Tue | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Backing |
| 130 | 15.296 | 09/17/11 | Sat | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 131 | 15.346 | 02/20/11 | Sun | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 132 | 15.346 | 03/03/11 | Thu | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 133 | 15.346 | 03/30/11 | Wed | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 134 | 15.346 | 05/09/11 | Mon | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 135 | 15.346 | 05/21/11 | Sat | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 136 | 15.346 | 06/02/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 137 | 15.346 | 07/04/11 | Mon | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Exceed Stated Speed Limit |
| 138 | 15.346 | 12/16/11 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 139 | 15.396 | 01/19/11 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 140 | 15.416 | 02/11/11 | Fri | 2200 | Concrete Barrier Wall | 1 | 1 | 0 | Night | Dry | Careless Driving |
| 141 | 15.490 | 02/17/11 | Thu | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 142 | 15.596 | 01/28/11 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 143 | 15.596 | 02/02/11 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 144 | 15.596 | 03/14/11 | Mon | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 145 | 15.596 | 06/24/11 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 146 | 15.596 | 10/10/11 | Mon | 1800 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 147 | 15.596 | 10/18/11 | Tue | 1200 | All Other | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 148 | 15.596 | 12/08/11 | Thu | 1800 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 149 | 15.690 | 01/26/11 | Wed | 0700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 150 | 15.740 | 01/11/11 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 151 | 15.740 | 01/25/11 | Tue | 1800 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 152 | 15.740 | 02/07/11 | Mon | 1700 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 153 | 15.740 | 03/13/11 | Sun | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 154 | 15.740 | 03/17/11 | Thu | 1900 | All Other | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 155 | 15.740 | 08/24/11 | Wed | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 156 | 15.740 | 09/24/11 | Sat | 1700 | Angle | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 157 | 15.740 | 10/09/11 | Sun | 0000 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 158 | 15.740 | 10/16/11 | Sun | 0900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 159 | 15.740 | 12/09/11 | Fri | 1700 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 160 | 15.760 | 05/26/11 | Thu | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 161 | 15.840 | 02/26/11 | Sat | 2100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Improper Passing |
| 162 | 15.886 | 03/23/11 | Wed | 0900 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 163 | 15.956 | 07/13/11 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 164 | 15.975 | 07/29/11 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 165 | 15.975 | 12/10/11 | Sat | 0200 | Rear-End | 0 | 3 | 0 | Night | Wet | No Improper Driving/Act |
| 166 | 15.990 | 02/14/11 | Mon | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 167 | 15.990 | 03/17/11 | Thu | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 168 | 15.990 | 03/21/11 | Mon | 1700 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 169 | 15.990 | 03/21/11 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 170 | 15.990 | 04/01/11 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 171 | 15.990 | 04/21/11 | Thu | 1100 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 172 | 15.990 | 04/22/11 | Fri | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 173 | 15.990 | 04/26/11 | Tue | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 174 | 15.990 | 06/05/11 | Sun | 0300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 175 | 15.990 | 07/09/11 | Sat | 1900 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 176 | 15.990 | 09/03/11 | Sat | 0600 | Coll. W/ Mv On Roadway | 0 | 4 | 0 | Night | Wet | Unknown/Not Coded |
| 177 | 15.990 | 09/16/11 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 178 | 15.990 | 09/26/11 | Mon | 0900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 179 | 15.990 | 10/28/11 | Fri | 1400 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 180 | 16.040 | 12/14/11 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 181 | 16.050 | 01/01/11 | Sat | 0500 | Hit Other Fixed Object | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 182 | 16.050 | 06/07/11 | Tue | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 183 | 16.051 | 02/22/11 | Tue | 1200 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 184 | 16.051 | 02/26/11 | Sat | 2100 | Angle | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 185 | 16.051 | 06/24/11 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 186 | 16.096 | 12/29/11 | Thu | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 187 | 16.140 | 03/13/11 | Sun | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 188 | 16.140 | 12/12/11 | Mon | 2000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 189 | 16.145 | 02/05/11 | Sat | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 190 | 16.145 | 04/19/11 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 191 | 16.145 | 07/25/11 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 192 | 16.145 | 10/31/11 | Mon | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 193 | 16.183 | 03/07/11 | Mon | 0900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 194 | 16.202 | 04/30/11 | Sat | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 195 | 16.202 | 08/12/11 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 196 | 16.202 | 11/22/11 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 197 | 16.212 | 03/23/11 | Wed | 0000 | Utility/Light Pole | 0 | 1 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 198 | 16.212 | 05/25/11 | Wed | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 199 | 16.221 | 02/04/11 | Fri | 0900 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 200 | 16.221 | 04/13/11 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 201 | 16.236 | 06/23/11 | Thu | 0600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 202 | 16.297 | 04/17/11 | Sun | 0300 | Concrete Barrier Wall | 1 | 0 | 0 | Night | Dry | Careless Driving |
| 203 | 16.324 | 08/06/11 | Sat | 0400 | Angle | 0 | 4 | 0 | Night | Dry | No Improper Driving/Act |
| 204 | 16.327 | 09/03/11 | Sat | 1300 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 205 | 16.331 | 04/06/11 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 206 | 16.350 | 10/21/11 | Fri | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 207 | 16.353 | 02/04/11 | Fri | 2100 | Hit Guardrail | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 208 | 16.353 | 02/28/11 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 209 | 16.353 | 03/23/11 | Wed | 1700 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 210 | 16.375 | 03/02/11 | Wed | 0000 | Rear-End | 0 | 2 | 0 | Night | Wet | No Improper Driving/Act |
| 211 | 16.377 | 12/10/11 | Sat | 0100 | Angle | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 212 | 16.382 | 09/03/11 | Sat | 1900 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 213 | 16.386 | 09/03/11 | Sat | 1400 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 214 | 16.420 | 01/13/11 | Thu | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 215 | 16.420 | 05/24/11 | Tue | 1700 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 216 | 16.425 | 11/14/11 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 217 | 16.425 | 12/27/11 | Tue | 1700 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 218 | 16.454 | 06/07/11 | Tue | 0700 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 219 | 16.454 | 09/04/11 | Sun | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 220 | 16.475 | 08/18/11 | Thu | 1900 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 221 | 16.475 | 12/12/11 | Mon | 1800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 222 | 16.477 | 02/19/11 | Sat | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 223 | 16.477 | 08/20/11 | Sat | 0000 | Angle | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 224 | 16.514 | 06/26/11 | Sun | 2300 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 225 | 16.514 | 07/25/11 | Mon | 0800 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 226 | 16.525 | 03/06/11 | Sun | 0800 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 227 | 16.525 | 11/02/11 | Wed | 1800 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 228 | 16.558 | 01/13/11 | Thu | 1100 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 229 | 16.558 | 02/10/11 | Thu | 0900 | Left-Turn | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 230 | 16.575 | 03/03/11 | Thu | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 231 | 16.575 | 03/12/11 | Sat | 0400 | Hit Tree/Shrubbery | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 232 | 16.575 | 04/03/11 | Sun | 1700 | Coll. W/ Mv On Roadway | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 233 | 16.575 | 04/14/11 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 234 | 16.575 | 04/21/11 | Thu | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 235 | 16.575 | 04/21/11 | Thu | 2000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 236 | 16.575 | 05/02/11 | Mon | 0700 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 237 | 16.575 | 05/20/11 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 238 | 16.575 | 05/25/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 239 | 16.575 | 06/03/11 | Fri | 1300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 240 | 16.575 | 06/08/11 | Wed | 0300 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 241 | 16.575 | 06/16/11 | Thu | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 242 | 16.575 | 08/11/11 | Thu | 1600 | Rear-End | 0 | 2 | 0 | Day | Wet | No Improper Driving/Act |
| 243 | 16.575 | 08/24/11 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 244 | 16.575 | 09/05/11 | Mon | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 245 | 16.575 | 10/31/11 | Mon | 0800 | All Other | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 246 | 16.575 | 11/14/11 | Mon | 1500 | Hit Sign/Sign Post | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 247 | 16.575 | 12/02/11 | Fri | 0900 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 248 | 16.590 | 03/29/11 | Tue | 0700 | Angle | 0 | 1 | 0 | Day | Dry | Improper Passing |
| 249 | 16.625 | 04/07/11 | Thu | 2100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 250 | 16.711 | 03/06/11 | Sun | 1900 | Rear-End | 0 | 4 | 0 | Night | Wet | Unknown/Not Coded |
| 251 | 16.725 | 10/30/11 | Sun | 0000 | All Other | 0 | 5 | 0 | Night | Wet | Unknown/Not Coded |
| 252 | 16.825 | 01/18/11 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 253 | 16.825 | 02/14/11 | Mon | 1400 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 254 | 16.825 | 02/21/11 | Mon | 0400 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 255 | 16.825 | 03/09/11 | Wed | 1800 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 256 | 16.825 | 06/02/11 | Thu | 2200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 257 | 16.825 | 06/29/11 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 258 | 16.825 | 07/13/11 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 259 | 16.825 | 09/08/11 | Thu | 1700 | Rear-End | 0 | 4 | 0 | Day | Wet | Careless Driving |
| 260 | 16.825 | 11/29/11 | Tue | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 261 | 16.855 | 07/05/11 | Tue | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 262 | 17.065 | 04/16/11 | Sat | 0000 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 263 | 17.075 | 03/08/11 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 264 | 17.325 | 04/08/11 | Fri | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 265 | 17.325 | 04/12/11 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 266 | 17.325 | 04/29/11 | Fri | 1900 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 267 | 17.325 | 06/15/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 268 | 17.325 | 06/17/11 | Fri | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 269 | 17.325 | 06/17/11 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 270 | 17.325 | 07/01/11 | Fri | 1800 | Rear-End | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 271 | 17.325 | 08/03/11 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 272 | 17.325 | 08/18/11 | Thu | 0800 | Angle | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 273 | 17.335 | 02/23/11 | Wed | 1800 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 274 | 17.355 | 01/30/11 | Sun | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 275 | 17.355 | 02/15/11 | Tue | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 276 | 17.355 | 03/13/11 | Sun | 1500 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 277 | 17.355 | 03/18/11 | Fri | 1900 | Rear-End | 0 | 3 | 0 | Night | Dry | No Improper Driving/Act |
| 278 | 17.355 | 05/23/11 | Mon | 1800 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 279 | 17.355 | 08/01/11 | Mon | 1900 | Rear-End | 0 | 3 | 0 | Day | Dry | Followed Too Closely |
| 280 | 17.355 | 09/06/11 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 281 | 17.355 | 11/19/11 | Sat | 0000 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 282 | 17.365 | 04/05/11 | Tue | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 283 | 17.605 | 03/01/11 | Tue | 1500 | Overturned | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 284 | 17.605 | 03/01/11 | Tue | 1900 | Rear-End | 0 | 4 | 0 | Night | Wet | Careless Driving |
| 285 | 17.605 | 08/11/11 | Thu | 1000 | Overturned | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 286 | 17.605 | 12/02/11 | Fri | 1000 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 287 | 17.675 | 05/15/11 | Sun | 1500 | Ran In Ditch/Culvert | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 288 | 17.855 | 01/18/11 | Tue | 2200 | Angle | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 289 | 17.855 | 01/27/11 | Thu | 1500 | Hit Tree/Shrubbery | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 290 | 17.855 | 02/15/11 | Tue | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 291 | 17.855 | 03/04/11 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 292 | 17.855 | 03/14/11 | Mon | 0500 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 293 | 17.855 | 03/18/11 | Fri | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 294 | 17.855 | 04/04/11 | Mon | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 295 | 17.855 | 05/01/11 | Sun | 0600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 296 | 17.855 | 05/08/11 | Sun | 0600 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 297 | 17.855 | 06/09/11 | Thu | 0400 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 298 | 17.855 | 11/05/11 | Sat | 1900 | All Other | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 299 | 17.902 | 04/02/11 | Sat | 0400 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 300 | 17.955 | 01/21/11 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 301 | 17.955 | 11/09/11 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 302 | 17.979 | 06/24/11 | Fri | 2300 | Coll. W/ Parked Car | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 303 | 18.055 | 07/17/11 | Sun | 2200 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 304 | 18.105 | 07/15/11 | Fri | 0000 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 305 | 18.105 | 07/27/11 | Wed | 2300 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 306 | 18.105 | 08/01/11 | Mon | 1700 | Rear-End | 0 | 2 | 0 | Day | Wet | No Improper Driving/Act |
| 307 | 18.105 | 08/30/11 | Tue | 1900 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 308 | 18.105 | 09/16/11 | Fri | 1400 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 309 | 18.105 | 09/17/11 | Sat | 0800 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 310 | 18.105 | 09/21/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 311 | 18.105 | 10/16/11 | Sun | 2100 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 312 | 18.105 | 10/19/11 | Wed | 1500 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Wet | Improper Passing |
| 313 | 18.105 | 10/22/11 | Sat | 0500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 314 | 18.105 | 10/29/11 | Sat | 0800 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 315 | 18.105 | 11/28/11 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 316 | 18.128 | 12/06/11 | Tue | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 317 | 18.155 | 10/30/11 | Sun | 1500 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 318 | 18.166 | 01/13/11 | Thu | 1200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 319 | 18.166 | 03/02/11 | Wed | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 320 | 18.166 | 04/21/11 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 321 | 18.166 | 11/27/11 | Sun | 0700 | Hit Other Fixed Object | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 322 | 18.166 | 11/30/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 323 | 18.185 | 01/18/11 | Tue | 0700 | All Other | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 324 | 18.203 | 05/20/11 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 325 | 18.203 | 06/10/11 | Fri | 1100 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 326 | 18.222 | 05/21/11 | Sat | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 327 | 18.255 | 11/14/11 | Mon | 2000 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 328 | 18.258 | 02/13/11 | Sun | 0000 | Angle | 0 | 5 | 0 | Night | Dry | No Improper Driving/Act |
| 329 | 18.260 | 07/11/11 | Mon | 1500 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 330 | 18.260 | 10/21/11 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 331 | 18.260 | 10/24/11 | Mon | 0700 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 332 | 18.260 | 10/28/11 | Fri | 1800 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 333 | 18.279 | 03/18/11 | Fri | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 334 | 18.279 | 11/30/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 335 | 18.327 | 01/05/11 | Wed | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 336 | 18.336 | 02/02/11 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 337 | 18.336 | 08/09/11 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 338 | 18.414 | 06/20/11 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 339 | 18.422 | 06/28/11 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 340 | 18.422 | 10/19/11 | Wed | 0000 | Rear-End | 0 | 1 | 0 | Night | Wet | Followed Too Closely |
| 341 | 18.441 | 08/31/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 342 | 18.441 | 10/13/11 | Thu | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 343 | 18.444 | 03/01/11 | Tue | 1900 | Rear-End | 0 | 3 | 0 | Night | Wet | No Improper Driving/Act |
| 344 | 18.444 | 07/10/11 | Sun | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 345 | 18.451 | 03/14/11 | Mon | 0000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 346 | 18.464 | 02/22/11 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 347 | 18.517 | 05/27/11 | Fri | 0400 | Overturned | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 348 | 18.544 | 06/03/11 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 349 | 18.544 | 09/26/11 | Mon | 1100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 350 | 18.564 | 11/18/11 | Fri | 0100 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 351 | 18.583 | 04/30/11 | Sat | 1600 | Hit Guardrail | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 352 | 18.583 | 06/12/11 | Sun | 1400 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 353 | 18.594 | 10/13/11 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 354 | 18.602 | 11/15/11 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 355 | 18.644 | 02/04/11 | Fri | 1300 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 356 | 18.644 | 02/08/11 | Tue | 1800 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 357 | 18.644 | 03/01/11 | Tue | 1500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 358 | 18.644 | 03/06/11 | Sun | 0400 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 359 | 18.644 | 03/13/11 | Sun | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 360 | 18.644 | 03/20/11 | Sun | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 361 | 18.644 | 04/10/11 | Sun | 1200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 362 | 18.644 | 04/21/11 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 363 | 18.644 | 05/20/11 | Fri | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 364 | 18.644 | 05/31/11 | Tue | 2000 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 365 | 18.644 | 06/06/11 | Mon | 1500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 366 | 18.644 | 06/29/11 | Wed | 0800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 367 | 18.644 | 07/21/11 | Thu | 1800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 368 | 18.644 | 08/14/11 | Sun | 0000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 369 | 18.644 | 08/22/11 | Mon | 0900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Improper Passing |
| 370 | 18.644 | 09/08/11 | Thu | 1700 | Rear-End | 0 | 4 | 0 | Day | Wet | Careless Driving |
| 371 | 18.644 | 10/08/11 | Sat | 1300 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 372 | 18.644 | 12/22/11 | Thu | 0200 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 373 | 18.694 | 10/01/11 | Sat | 1600 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 374 | 18.694 | 10/28/11 | Fri | 0100 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 375 | 18.773 | 01/24/11 | Mon | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 376 | 18.773 | 12/16/11 | Fri | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 377 | 18.854 | 01/19/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 378 | 18.894 | 01/19/11 | Wed | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 379 | 18.894 | 02/07/11 | Mon | 0400 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 380 | 18.894 | 02/14/11 | Mon | 1300 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 381 | 18.894 | 03/20/11 | Sun | 0000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 382 | 18.894 | 04/26/11 | Tue | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 383 | 18.894 | 06/11/11 | Sat | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 384 | 18.894 | 06/15/11 | Wed | 1100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 385 | 18.894 | 08/09/11 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 386 | 18.894 | 08/31/11 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 387 | 18.894 | 09/22/11 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 388 | 18.894 | 09/26/11 | Mon | 1800 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 389 | 18.894 | 10/13/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 390 | 18.894 | 10/21/11 | Fri | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 391 | 18.894 | 10/21/11 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 392 | 18.894 | 10/31/11 | Mon | 1000 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 393 | 18.894 | 11/18/11 | Fri | 0100 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 394 | 18.904 | 01/19/11 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 395 | 19.144 | 01/17/11 | Mon | 0100 | Hit Guardrail | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 396 | 19.164 | 04/18/11 | Mon | 1500 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 397 | 19.389 | 02/16/11 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 398 | 19.389 | 02/19/11 | Sat | 0400 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 399 | 19.389 | 02/21/11 | Mon | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 400 | 19.389 | 03/07/11 | Mon | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 401 | 19.389 | 05/21/11 | Sat | 2200 | Overturned | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 402 | 19.389 | 06/11/11 | Sat | 2100 | Angle | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 403 | 19.389 | 07/22/11 | Fri | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 404 | 19.389 | 09/26/11 | Mon | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 405 | 19.389 | 10/13/11 | Thu | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 406 | 19.389 | 10/28/11 | Fri | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 407 | 19.389 | 11/11/11 | Fri | 0400 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 408 | 19.389 | 11/17/11 | Thu | 1900 | All Other | 0 | 3 | 0 | Night | Dry | Followed Too Closely |
| 409 | 19.389 | 11/28/11 | Mon | 1700 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 410 | 19.394 | 03/18/11 | Fri | 0400 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 411 | 19.394 | 04/10/11 | Sun | 1100 | Overturned | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 412 | 19.394 | 05/29/11 | Sun | 1500 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 413 | 19.394 | 06/21/11 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 414 | 19.394 | 08/01/11 | Mon | 1500 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 415 | 19.394 | 08/18/11 | Thu | 1700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 416 | 19.394 | 08/26/11 | Fri | 0000 | Coll. W/ Mv On Roadway | 1 | 0 | 0 | Night | Wet | Unknown/Not Coded |
| 417 | 19.394 | 09/21/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 418 | 19.394 | 11/24/11 | Thu | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 419 | 19.394 | 12/16/11 | Fri | 2000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 420 | 19.447 | 09/01/11 | Thu | 1700 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Wet | Improper Passing |
| 421 | 19.544 | 09/04/11 | Sun | 0600 | Hit Other Fixed Object | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 422 | 19.639 | 04/26/11 | Tue | 0500 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 423 | 19.639 | 11/17/11 | Thu | 0800 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 424 | 19.789 | 01/18/11 | Tue | 0900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 425 | 19.889 | 01/25/11 | Tue | 2200 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 426 | 19.889 | 04/08/11 | Fri | 1300 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 427 | 19.889 | 04/23/11 | Sat | 0600 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 428 | 19.889 | 06/08/11 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 429 | 19.889 | 06/11/11 | Sat | 0200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 430 | 19.889 | 06/16/11 | Thu | 1500 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 431 | 19.889 | 07/14/11 | Thu | 0500 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 432 | 19.889 | 07/24/11 | Sun | 2200 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 433 | 19.889 | 08/23/11 | Tue | 1000 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 434 | 19.889 | 10/06/11 | Thu | 2100 | All Other | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 435 | 19.889 | 10/13/11 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 436 | 19.889 | 10/18/11 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 437 | 19.889 | 11/11/11 | Fri | 1500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Improper Passing |
| 438 | 19.889 | 11/20/11 | Sun | 0700 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 439 | 19.889 | 12/12/11 | Mon | 1900 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 440 | 19.989 | 10/29/11 | Sat | 0700 | Angle | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 441 | 20.067 | 06/18/11 | Sat | 0000 | Hit Sign/Sign Post | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 442 | 20.139 | 02/19/11 | Sat | 0600 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 443 | 20.139 | 03/03/11 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 444 | 20.139 | 03/09/11 | Wed | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 445 | 20.139 | 03/21/11 | Mon | 1800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 446 | 20.139 | 04/01/11 | Fri | 1400 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 447 | 20.139 | 05/09/11 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 448 | 20.139 | 06/10/11 | Fri | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 449 | 20.139 | 06/28/11 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 450 | 20.139 | 07/03/11 | Sun | 0800 | Hit Fence | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 451 | 20.139 | 08/13/11 | Sat | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 452 | 20.139 | 08/13/11 | Sat | 0700 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 453 | 20.139 | 08/13/11 | Sat | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 454 | 20.139 | 10/05/11 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 455 | 20.139 | 10/10/11 | Mon | 1500 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 456 | 20.139 | 10/30/11 | Sun | 2000 | All Other | 0 | 3 | 0 | Night | Wet | No Improper Driving/Act |
| 457 | 20.189 | 09/07/11 | Wed | 1900 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 458 | 20.200 | 04/06/11 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 459 | 20.200 | 04/27/11 | Wed | 0400 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 460 | 20.200 | 04/28/11 | Thu | 2200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 461 | 20.200 | 08/05/11 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 462 | 20.200 | 08/20/11 | Sat | 0300 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 463 | 20.219 | 09/03/11 | Sat | 1300 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 464 | 20.239 | 02/22/11 | Tue | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 465 | 20.265 | 02/09/11 | Wed | 0700 | Separation Of Units | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 466 | 20.289 | 02/07/11 | Mon | 0200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 467 | 20.294 | 01/26/11 | Wed | 0700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 468 | 20.294 | 02/08/11 | Tue | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 469 | 20.294 | 04/27/11 | Wed | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 470 | 20.294 | 08/03/11 | Wed | 0100 | Rear-End | 0 | 5 | 0 | Night | Wet | Unknown/Not Coded |
| 471 | 20.294 | 08/14/11 | Sun | 0300 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 472 | 20.313 | 01/28/11 | Fri | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 473 | 20.313 | 02/05/11 | Sat | 2200 | Angle | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 474 | 20.313 | 03/18/11 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 475 | 20.319 | 04/19/11 | Tue | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 476 | 20.332 | 03/03/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 477 | 20.332 | 11/17/11 | Thu | 1800 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 478 | 20.370 | 03/30/11 | Wed | 1500 | Angle | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 479 | 20.370 | 08/25/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 480 | 20.481 | 04/25/11 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 481 | 20.481 | 08/07/11 | Sun | 0000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 482 | 20.500 | 02/25/11 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 483 | 20.519 | 11/10/11 | Thu | 0900 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 484 | 20.538 | 02/23/11 | Wed | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 485 | 20.557 | 01/27/11 | Thu | 1500 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 486 | 20.557 | 08/16/11 | Tue | 1700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 487 | 20.557 | 08/23/11 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 488 | 20.560 | 07/25/11 | Mon | 0400 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 489 | 20.576 | 01/27/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 490 | 20.589 | 11/11/11 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 491 | 20.614 | 07/01/11 | Fri | 0900 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 492 | 20.614 | 11/14/11 | Mon | 0900 | Overturned | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 493 | 20.651 | 01/18/11 | Tue | 0000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 494 | 20.651 | 06/08/11 | Wed | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 495 | 20.651 | 06/21/11 | Tue | 0000 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 496 | 20.651 | 07/01/11 | Fri | 2100 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 497 | 20.651 | 07/21/11 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 498 | 20.651 | 07/25/11 | Mon | 1600 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 499 | 20.651 | 08/28/11 | Sun | 2000 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 500 | 20.651 | 09/24/11 | Sat | 1300 | Coll. W/Mvble Obj On Road | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 501 | 20.651 | 10/03/11 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 502 | 20.651 | 12/02/11 | Fri | 0000 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 503 | 20.712 | 05/21/11 | Sat | 0400 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 504 | 20.712 | 10/10/11 | Mon | 1500 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 505 | 20.712 | 10/17/11 | Mon | 0700 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 506 | 20.712 | 12/01/11 | Thu | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 507 | 20.712 | 12/31/11 | Sat | 0000 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 508 | 20.717 | 12/17/11 | Sat | 1000 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 509 | 20.732 | 10/26/11 | Wed | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 510 | 20.762 | 08/20/11 | Sat | 0100 | Rear-End | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 511 | 20.810 | 02/13/11 | Sun | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 512 | 20.810 | 05/19/11 | Thu | 1200 | Overturned | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 513 | 20.862 | 10/15/11 | Sat | 2300 | Angle | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 514 | 20.862 | 10/28/11 | Fri | 2200 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 515 | 20.902 | 05/04/11 | Wed | 1000 | Hit Other Fixed Object | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 516 | 20.962 | 01/06/11 | Thu | 0000 | Rear-End | 0 | 1 | 0 | Night | Dry | Followed Too Closely |
| 517 | 20.962 | 02/08/11 | Tue | 2000 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 518 | 20.962 | 07/21/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 519 | 21.060 | 01/04/11 | Tue | 0900 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 520 | 21.060 | 02/18/11 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 521 | 21.060 | 03/15/11 | Tue | 0800 | Rear-End | 0 | 5 | 0 | Day | Dry | Careless Driving |
| 522 | 21.060 | 04/25/11 | Mon | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 523 | 21.060 | 04/29/11 | Fri | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 524 | 21.060 | 05/09/11 | Mon | 0500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 525 | 21.060 | 06/08/11 | Wed | 0800 | All Other | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 526 | 21.060 | 06/21/11 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 527 | 21.060 | 07/20/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 528 | 21.060 | 10/15/11 | Sat | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 529 | 21.060 | 10/17/11 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 530 | 21.060 | 12/17/11 | Sat | 0700 | Rear-End | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 531 | 21.160 | 01/21/11 | Fri | 1900 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 532 | 21.181 | 05/25/11 | Wed | 2200 | Cargo Loss Or Shift | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 533 | 21.212 | 01/10/11 | Mon | 1400 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 534 | 21.260 | 01/14/11 | Fri | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 535 | 21.310 | 01/31/11 | Mon | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 536 | 21.310 | 03/16/11 | Wed | 1500 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 537 | 21.310 | 07/14/11 | Thu | 2100 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 538 | 21.310 | 08/04/11 | Thu | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 539 | 21.310 | 08/29/11 | Mon | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 540 | 21.310 | 09/28/11 | Wed | 0800 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 541 | 21.310 | 12/12/11 | Mon | 1900 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 542 | 21.310 | 12/24/11 | Sat | 1500 | Rear-End | 0 | 10 | 0 | Day | Dry | No Improper Driving/Act |
| 543 | 21.371 | 03/08/11 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 544 | 21.371 | 06/11/11 | Sat | 1400 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 545 | 21.390 | 02/28/11 | Mon | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 546 | 21.408 | 04/06/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 547 | 21.408 | 08/09/11 | Tue | 0900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 548 | 21.410 | 08/08/11 | Mon | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 549 | 21.410 | 10/31/11 | Mon | 1700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 550 | 21.413 | 03/17/11 | Thu | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 551 | 21.416 | 03/17/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 552 | 21.460 | 11/27/11 | Sun | 0500 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 553 | 21.465 | 03/03/11 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 554 | 21.465 | 03/15/11 | Tue | 0200 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 555 | 21.465 | 07/22/11 | Fri | 1300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 556 | 21.465 | 10/13/11 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 557 | 21.465 | 12/12/11 | Mon | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 558 | 21.484 | 02/10/11 | Thu | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 559 | 21.503 | 09/28/11 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 560 | 21.503 | 11/06/11 | Sun | 0900 | Overturned | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 561 | 21.522 | 12/24/11 | Sat | 0500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 562 | 21.532 | 06/05/11 | Sun | 2100 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 563 | 21.532 | 06/09/11 | Thu | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 564 | 21.541 | 02/02/11 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 565 | 21.541 | 04/16/11 | Sat | 0500 | Hit Guardrail | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 566 | 21.541 | 10/08/11 | Sat | 1900 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 567 | 21.551 | 08/21/11 | Sun | 0600 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 568 | 21.622 | 01/27/11 | Thu | 0400 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 569 | 21.622 | 06/30/11 | Thu | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 570 | 21.641 | 06/01/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 571 | 21.660 | 03/17/11 | Thu | 1300 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 572 | 21.660 | 04/08/11 | Fri | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 573 | 21.660 | 11/20/11 | Sun | 2000 | Concrete Barrier Wall | 0 | 3 | 0 | Night | Wet | Exceeded Safe Speed Limit |
| 574 | 21.698 | 02/24/11 | Thu | 0100 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 575 | 21.698 | 04/24/11 | Sun | 2100 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 576 | 21.703 | 10/18/11 | Tue | 0800 | All Other | 0 | 5 | 0 | Day | Wet | Unknown/Not Coded |
| 577 | 21.703 | 12/12/11 | Mon | 1800 | Coll. W/ Mv On Roadway | 0 | 5 | 0 | Night | Wet | No Improper Driving/Act |
| 578 | 21.717 | 04/19/11 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 579 | 21.736 | 03/04/11 | Fri | 1000 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 580 | 21.736 | 03/08/11 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 581 | 21.736 | 03/12/11 | Sat | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 582 | 21.736 | 06/03/11 | Fri | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 583 | 21.755 | 04/06/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 584 | 21.792 | 03/08/11 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 585 | 21.853 | 01/19/11 | Wed | 0700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 586 | 21.853 | 04/16/11 | Sat | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 587 | 21.853 | 04/20/11 | Wed | 2100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 588 | 21.853 | 04/25/11 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 589 | 21.853 | 04/26/11 | Tue | 2100 | Head-On | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 590 | 21.853 | 05/07/11 | Sat | 0600 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 591 | 21.853 | 05/20/11 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 592 | 21.853 | 08/01/11 | Mon | 1800 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 593 | 21.853 | 08/11/11 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 594 | 21.853 | 08/18/11 | Thu | 0900 | All Other | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 595 | 21.853 | 09/06/11 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 596 | 21.853 | 09/21/11 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 597 | 21.853 | 10/21/11 | Fri | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 598 | 21.853 | 10/24/11 | Mon | 1000 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 599 | 21.853 | 10/24/11 | Mon | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 600 | 21.853 | 11/20/11 | Sun | 0600 | Rear-End | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 601 | 21.885 | 11/02/11 | Wed | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 602 | 21.910 | 02/23/11 | Wed | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 603 | 21.933 | 02/22/11 | Tue | 0400 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 604 | 21.943 | 05/15/11 | Sun | 1000 | All Other | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 605 | 21.983 | 01/21/11 | Fri | 1100 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 606 | 22.013 | 06/25/11 | Sat | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 607 | 22.103 | 02/07/11 | Mon | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 608 | 22.103 | 02/08/11 | Tue | 0800 | Rear-End | 1 | 1 | 0 | Day | Dry | Careless Driving |
| 609 | 22.103 | 02/13/11 | Sun | 0000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 610 | 22.103 | 03/01/11 | Tue | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 611 | 22.103 | 03/09/11 | Wed | 1900 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 612 | 22.103 | 03/11/11 | Fri | 1100 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 613 | 22.103 | 03/15/11 | Tue | 1300 | Coll. W/ Mv On Roadway | 0 | 5 | 0 | Day | Dry | Careless Driving |
| 614 | 22.103 | 03/17/11 | Thu | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 615 | 22.103 | 03/19/11 | Sat | 0500 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 616 | 22.103 | 04/08/11 | Fri | 0700 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 617 | 22.103 | 04/29/11 | Fri | 1500 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 618 | 22.103 | 05/09/11 | Mon | 0800 | Rear-End | 0 | 6 | 0 | Day | Dry | No Improper Driving/Act |
| 619 | 22.103 | 05/19/11 | Thu | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 620 | 22.103 | 06/25/11 | Sat | 2100 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 621 | 22.103 | 07/02/11 | Sat | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 622 | 22.103 | 07/22/11 | Fri | 2100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 623 | 22.103 | 08/24/11 | Wed | 2200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 624 | 22.103 | 09/08/11 | Thu | 0500 | All Other | 1 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 625 | 22.103 | 09/23/11 | Fri | 0200 | All Other | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 626 | 22.103 | 09/28/11 | Wed | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 627 | 22.103 | 10/07/11 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 628 | 22.103 | 10/31/11 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 629 | 22.103 | 11/29/11 | Tue | 2300 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 630 | 22.103 | 12/26/11 | Mon | 0700 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 631 | 22.129 | 01/19/11 | Wed | 1000 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 632 | 22.593 | 11/09/11 | Wed | 1300 | Angle | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 633 | 22.603 | 03/24/11 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 634 | 22.603 | 06/02/11 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 635 | 22.603 | 08/31/11 | Wed | 1900 | Rear-End | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 636 | 22.603 | 10/10/11 | Mon | 1700 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 637 | 22.653 | 02/21/11 | Mon | 1500 | Ran In Ditch/Culvert | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 638 | 22.653 | 02/23/11 | Wed | 1800 | Angle | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 639 | 22.653 | 08/16/11 | Tue | 1800 | Angle | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 640 | 22.653 | 08/16/11 | Tue | 1800 | Hit Tree/Shrubbery | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 641 | 22.653 | 10/09/11 | Sun | 0000 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 642 | 22.759 | 02/20/11 | Sun | 0200 | Angle | 0 | 4 | 0 | Night | Dry | No Improper Driving/Act |
| 643 | 22.903 | 06/25/11 | Sat | 2200 | Rear-End | 0 | 11 | 0 | Night | Wet | Careless Driving |
| 644 | 23.103 | 03/23/11 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 645 | 23.153 | 01/13/11 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 646 | 23.153 | 02/16/11 | Wed | 2100 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 647 | 23.153 | 03/03/11 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 648 | 23.153 | 05/07/11 | Sat | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 649 | 23.153 | 06/28/11 | Tue | 1700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 650 | 23.153 | 08/03/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 651 | 23.153 | 12/14/11 | Wed | 1800 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 652 | 23.265 | 12/02/11 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 653 | 23.394 | 03/17/11 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 654 | 23.403 | 01/27/11 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 655 | 23.403 | 02/08/11 | Tue | 0700 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 656 | 23.403 | 04/03/11 | Sun | 2200 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 657 | 23.403 | 04/25/11 | Mon | 1800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 658 | 23.403 | 05/10/11 | Tue | 0400 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 659 | 23.403 | 07/05/11 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 660 | 23.403 | 08/15/11 | Mon | 1200 | Overturned | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 661 | 23.403 | 08/16/11 | Tue | 1200 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 662 | 23.403 | 10/19/11 | Wed | 1700 | All Other | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 663 | 23.426 | 08/18/11 | Thu | 0000 | Hit Tree/Shrubbery | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 664 | 23.439 | 09/21/11 | Wed | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 665 | 23.453 | 07/23/11 | Sat | 2000 | Rear-End | 0 | 8 | 0 | Night | Dry | Careless Driving |
| 666 | 23.464 | 02/13/11 | Sun | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 667 | 23.464 | 03/18/11 | Fri | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 668 | 23.501 | 03/11/11 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 669 | 23.515 | 09/02/11 | Fri | 2000 | Rear-End | 0 | 1 | 0 | Night | Dry | Followed Too Closely |
| 670 | 23.520 | 05/14/11 | Sat | 2100 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 671 | 23.520 | 11/06/11 | Sun | 0100 | Rear-End | 0 | 2 | 0 | Night | Wet | Unknown/Not Coded |
| 672 | 23.539 | 09/26/11 | Mon | 0600 | Angle | 0 | 3 | 0 | Night | Wet | Unknown/Not Coded |
| 673 | 23.558 | 04/12/11 | Tue | 1900 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 674 | 23.558 | 05/14/11 | Sat | 2200 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 675 | 23.596 | 04/13/11 | Wed | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 676 | 23.615 | 10/31/11 | Mon | 0800 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 677 | 23.615 | 11/06/11 | Sun | 0100 | Rear-End | 0 | 3 | 0 | Night | Wet | Unknown/Not Coded |
| 678 | 23.617 | 02/23/11 | Wed | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 679 | 23.625 | 03/18/11 | Fri | 1700 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 680 | 23.633 | 09/09/11 | Fri | 1800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 681 | 23.634 | 11/22/11 | Tue | 0200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 682 | 23.634 | 11/26/11 | Sat | 1500 | Overturned | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 683 | 23.636 | 03/06/11 | Sun | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 684 | 23.636 | 08/28/11 | Sun | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 685 | 23.638 | 10/18/11 | Tue | 1500 | Angle | 0 | 2 | 0 | Day | Wet | No Improper Driving/Act |
| 686 | 23.644 | 04/11/11 | Mon | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 687 | 23.648 | 03/05/11 | Sat | 0400 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 688 | 23.653 | 06/23/11 | Thu | 0100 | All Other | 2 | 0 | 0 | Night | Dry | Careless Driving |
| 689 | 23.653 | 09/26/11 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 690 | 23.674 | 10/25/11 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 691 | 23.702 | 06/16/11 | Thu | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 692 | 23.712 | 08/03/11 | Wed | 1200 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 693 | 23.712 | 08/08/11 | Mon | 0700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 694 | 23.712 | 08/31/11 | Wed | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Followed Too Closely |
| 695 | 23.731 | 03/28/11 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 696 | 23.731 | 07/01/11 | Fri | 1100 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 697 | 23.769 | 08/16/11 | Tue | 1300 | Rear-End | 0 | 6 | 0 | Day | Dry | Careless Driving |
| 698 | 23.769 | 08/30/11 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 699 | 23.774 | 11/08/11 | Tue | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 700 | 23.874 | 04/01/11 | Fri | 0000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 701 | 23.874 | 05/04/11 | Wed | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 702 | 23.874 | 07/09/11 | Sat | 1400 | Hit Tree/Shrubbery | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 703 | 23.874 | 10/18/11 | Tue | 2300 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 704 | 23.874 | 11/06/11 | Sun | 0300 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 705 | 23.874 | 11/18/11 | Fri | 2300 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 706 | 23.924 | 02/12/11 | Sat | 0900 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 707 | 23.924 | 04/03/11 | Sun | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 708 | 23.924 | 04/03/11 | Sun | 2000 | All Other | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 709 | 23.924 | 04/10/11 | Sun | 2100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 710 | 23.924 | 04/14/11 | Thu | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 711 | 23.924 | 05/11/11 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 712 | 23.924 | 07/17/11 | Sun | 0500 | Rear-End | 1 | 0 | 0 | Night | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 713 | 23.924 | 07/19/11 | Tue | 1400 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 714 | 23.924 | 08/11/11 | Thu | 1300 | Rear-End | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 715 | 23.924 | 10/25/11 | Tue | 0900 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 716 | 23.924 | 11/10/11 | Thu | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 717 | 23.924 | 11/10/11 | Thu | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 718 | 23.924 | 11/17/11 | Thu | 1800 | Rear-End | 0 | 3 | 0 | Night | Dry | No Improper Driving/Act |
| 719 | 23.924 | 11/17/11 | Thu | 1800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 720 | 23.974 | 04/29/11 | Fri | 1700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 721 | 24.117 | 01/18/11 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 722 | 24.117 | 02/05/11 | Sat | 2100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Exceed Stated Speed Limit |
| 723 | 24.117 | 07/13/11 | Wed | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 724 | 24.117 | 07/30/11 | Sat | 0200 | Hit Fence | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 725 | 24.117 | 08/09/11 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 726 | 24.117 | 10/16/11 | Sun | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 727 | 24.117 | 10/22/11 | Sat | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 728 | 24.174 | 06/28/11 | Tue | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 729 | 24.174 | 07/22/11 | Fri | 1500 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 730 | 24.174 | 08/02/11 | Tue | 1700 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 731 | 24.174 | 08/31/11 | Wed | 0900 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 732 | 24.217 | 12/30/11 | Fri | 2000 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 733 | 24.317 | 01/04/11 | Tue | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 734 | 24.317 | 01/06/11 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 735 | 24.317 | 01/14/11 | Fri | 0300 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 736 | 24.327 | 03/18/11 | Fri | 1900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 737 | 24.348 | 08/22/11 | Mon | 1200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 738 | 24.367 | 02/08/11 | Tue | 1000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 739 | 24.367 | 03/19/11 | Sat | 0800 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 740 | 24.367 | 05/25/11 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 741 | 24.367 | 07/23/11 | Sat | 2000 | All Other | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 742 | 24.367 | 09/27/11 | Tue | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 743 | 24.367 | 10/06/11 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 744 | 24.367 | 10/09/11 | Sun | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 745 | 24.367 | 10/11/11 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 746 | 24.367 | 10/13/11 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 747 | 24.367 | 11/17/11 | Thu | 2000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 748 | 24.367 | 11/28/11 | Mon | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 749 | 24.367 | 12/14/11 | Wed | 1900 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 750 | 24.428 | 08/23/11 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 751 | 24.428 | 12/09/11 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 752 | 24.447 | 08/19/11 | Fri | 0400 | Hit Fence | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 753 | 24.447 | 10/17/11 | Mon | 2100 | Coll. W/ Mv On Roadway | 0 | 3 | 0 | Night | Wet | No Improper Driving/Act |
| 754 | 24.465 | 01/13/11 | Thu | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 755 | 24.467 | 07/26/11 | Tue | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 756 | 24.484 | 01/18/11 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 757 | 24.484 | 11/04/11 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 758 | 24.503 | 05/19/11 | Thu | 0500 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 759 | 24.503 | 07/12/11 | Tue | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 760 | 24.517 | 04/03/11 | Sun | 1800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 761 | 24.517 | 04/04/11 | Mon | 0900 | Head-On | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 762 | 24.517 | 12/09/11 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 763 | 24.517 | 12/16/11 | Fri | 1800 | Angle | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 764 | 24.522 | 02/10/11 | Thu | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 765 | 24.537 | 04/25/11 | Mon | 0300 | All Other | 0 | 4 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 766 | 24.541 | 10/17/11 | Mon | 2100 | Rear-End | 0 | 3 | 0 | Night | Wet | No Improper Driving/Act |
| 767 | 24.560 | 01/07/11 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 768 | 24.560 | 10/17/11 | Mon | 2100 | Rear-End | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 769 | 24.579 | 02/17/11 | Thu | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 770 | 24.579 | 03/17/11 | Thu | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 771 | 24.579 | 05/05/11 | Thu | 2200 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 772 | 24.579 | 10/06/11 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 773 | 24.589 | 01/14/11 | Fri | 0400 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 774 | 24.589 | 03/06/11 | Sun | 0000 | Angle | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 775 | 24.589 | 06/29/11 | Wed | 0600 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 776 | 24.598 | 04/01/11 | Fri | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 777 | 24.598 | 05/19/11 | Thu | 1300 | Coll. W/ Mv On Roadway | 0 | 3 | 0 | Day | Dry | Failed To Yield Right-Of-Way |
| 778 | 24.598 | 08/01/11 | Mon | 1600 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 779 | 24.598 | 12/02/11 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 780 | 24.606 | 03/18/11 | Fri | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 781 | 24.674 | 02/01/11 | Tue | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 782 | 24.676 | 02/11/11 | Fri | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 783 | 24.677 | 02/15/11 | Tue | 2200 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 784 | 24.677 | 06/29/11 | Wed | 0700 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 785 | 24.685 | 03/01/11 | Tue | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 786 | 24.685 | 03/10/11 | Thu | 1600 | Rear-End | 0 | 2 | 0 | Day | Wet | No Improper Driving/Act |
| 787 | 24.685 | 10/22/11 | Sat | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 788 | 24.687 | 09/03/11 | Sat | 2000 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 789 | 24.695 | 11/23/11 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 790 | 24.695 | 12/05/11 | Mon | 1800 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 791 | 24.711 | 10/31/11 | Mon | 0200 | Hit Guardrail | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 792 | 24.714 | 10/17/11 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Night | Wet | Followed Too Closely |
| 793 | 24.726 | 09/02/11 | Fri | 2200 | Angle | 0 | 4 | 0 | Night | Wet | Exceeded Safe Speed Limit |
| 794 | 24.733 | 02/03/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 795 | 24.752 | 07/16/11 | Sat | 1300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 796 | 24.752 | 09/02/11 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 797 | 24.757 | 01/20/11 | Thu | 2200 | Overturned | 0 | 0 | 1 | Night | Wet | Exceeded Safe Speed Limit |
| 798 | 24.757 | 06/28/11 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 799 | 24.757 | 10/05/11 | Wed | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 800 | 24.771 | 01/26/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 801 | 24.771 | 10/17/11 | Mon | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **N of Oakland Park Blvd to Palm Beach Co Line** M.P. **13.742** TO **25.307** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Broward**

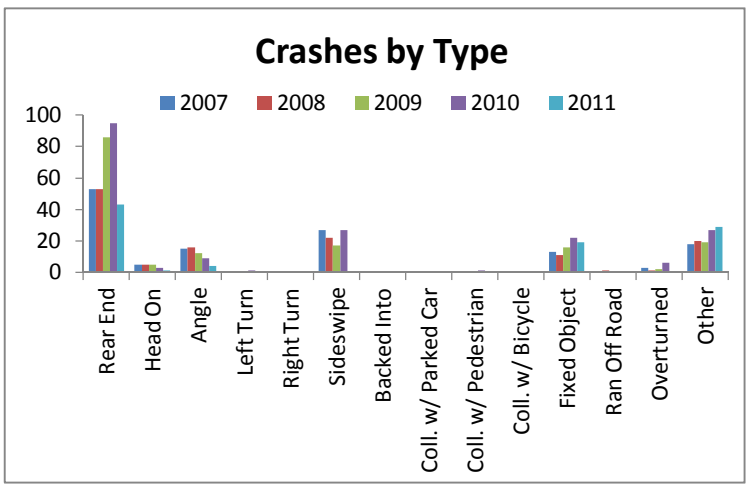
| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 802 | 24.804 | 01/24/11 | Mon | 1800 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 803 | 24.809 | 04/07/11 | Thu | 0800 | Angle | 0 | 0 | 1 | Day | Dry | Improper Passing |
| 804 | 24.809 | 09/18/11 | Sun | 0600 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 805 | 24.846 | 09/20/11 | Tue | 0800 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 806 | 24.846 | 09/25/11 | Sun | 1500 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 807 | 24.846 | 10/13/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 808 | 24.857 | 03/16/11 | Wed | 1100 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 809 | 24.857 | 03/21/11 | Mon | 2100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 810 | 24.857 | 12/02/11 | Fri | 1700 | All Other | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 811 | 24.859 | 02/04/11 | Fri | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 812 | 24.884 | 05/14/11 | Sat | 2200 | Rear-End | 0 | 5 | 0 | Night | Wet | Unknown/Not Coded |
| 813 | 24.907 | 02/02/11 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 814 | 24.907 | 02/08/11 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 815 | 24.907 | 02/17/11 | Thu | 0900 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 816 | 24.907 | 03/30/11 | Wed | 0800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 817 | 24.907 | 04/06/11 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 818 | 24.907 | 04/21/11 | Thu | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 819 | 24.907 | 05/13/11 | Fri | 0800 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 820 | 24.907 | 06/13/11 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 821 | 24.907 | 07/21/11 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 822 | 24.907 | 08/18/11 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 823 | 24.907 | 08/31/11 | Wed | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 824 | 24.907 | 09/21/11 | Wed | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 825 | 24.907 | 10/06/11 | Thu | 0800 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 826 | 24.907 | 11/11/11 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 827 | 24.907 | 12/05/11 | Mon | 1900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Failed To Yield Right-Of-Way |
| 828 | 24.907 | 12/09/11 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 829 | 24.907 | 12/12/11 | Mon | 2200 | Rear-End | 0 | 2 | 0 | Night | Wet | No Improper Driving/Act |
| 830 | 24.957 | 02/08/11 | Tue | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 831 | 24.957 | 08/08/11 | Mon | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 832 | 25.036 | 07/08/11 | Fri | 1600 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 833 | 25.057 | 07/08/11 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 834 | 25.137 | 01/07/11 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 835 | 25.157 | 02/14/11 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 836 | 25.157 | 06/02/11 | Thu | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 837 | 25.157 | 12/02/11 | Fri | 1800 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 838 | 25.157 | 12/06/11 | Tue | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 839 | 25.157 | 12/09/11 | Fri | 1800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 840 | 25.225 | 01/22/11 | Sat | 0200 | Angle | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 841 | 25.257 | 05/25/11 | Wed | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 842 | 25.299 | 08/07/11 | Sun | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |

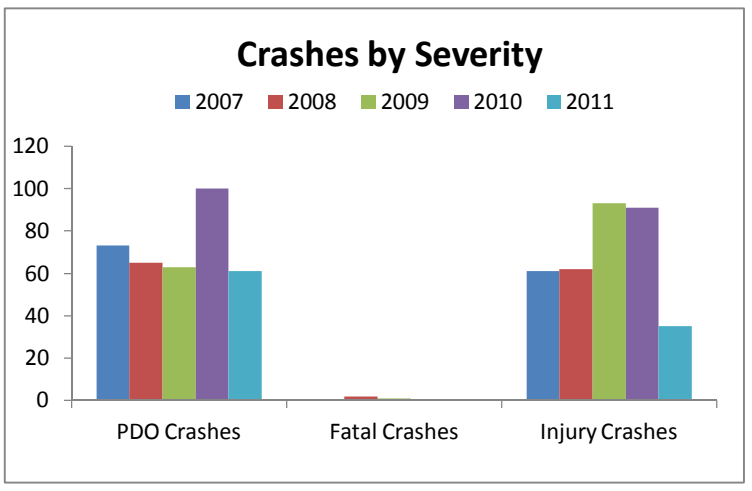
| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **842** | | **8** | **377** | **457** | **52** | **1** | **0** | **332** | **0** | **0** | |
| | | *0.95%* | *44.77%* | *54.28%* | *6.18%* | *0.12%* | *0.00%* | *39.43%* | *0.00%* | *0.00%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **118** | | **538** | **304** | **214** | **628** | **15** | **3** | **22** | | | |
| *14.01%* | | *63.90%* | *36.10%* | *25.42%* | *74.58%* | *1.78%* | *0.36%* | *2.61%* | | | |

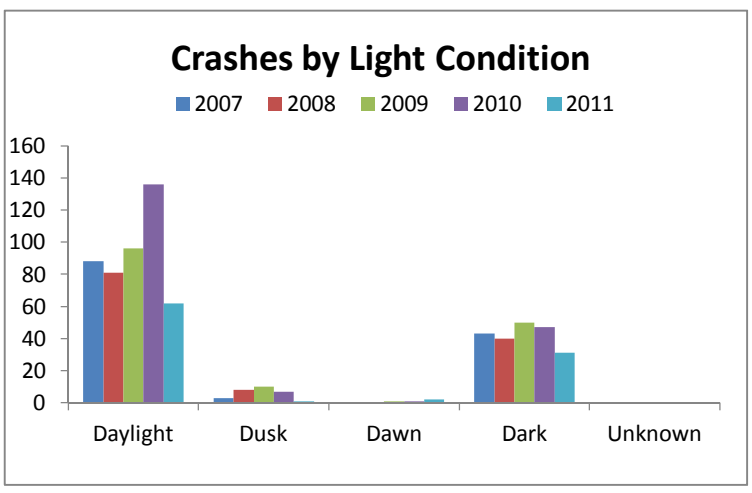
TOTAL ENTERING VEHICLES/ADT: **224,300** SEGMENT CRASH RATE: **0.889**

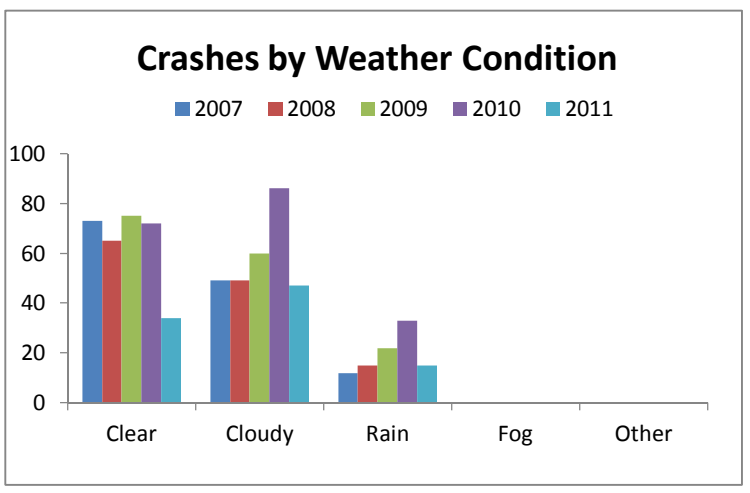
# CRASH HISTOGRAMS

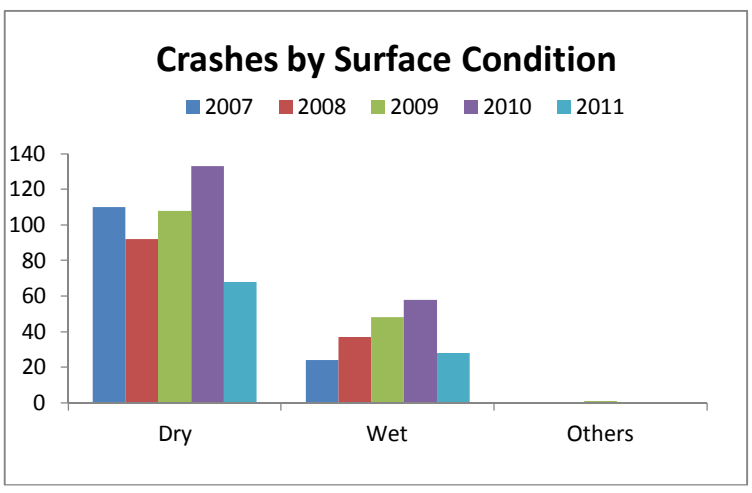
## SR 9 / I-95 Palm Beach County Segment

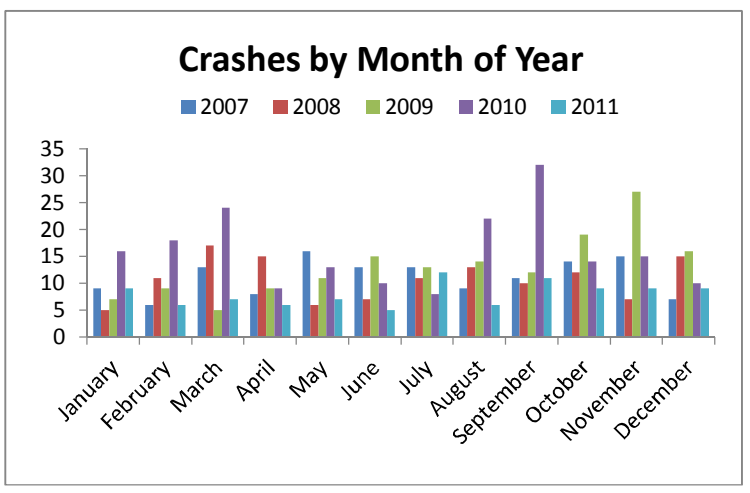


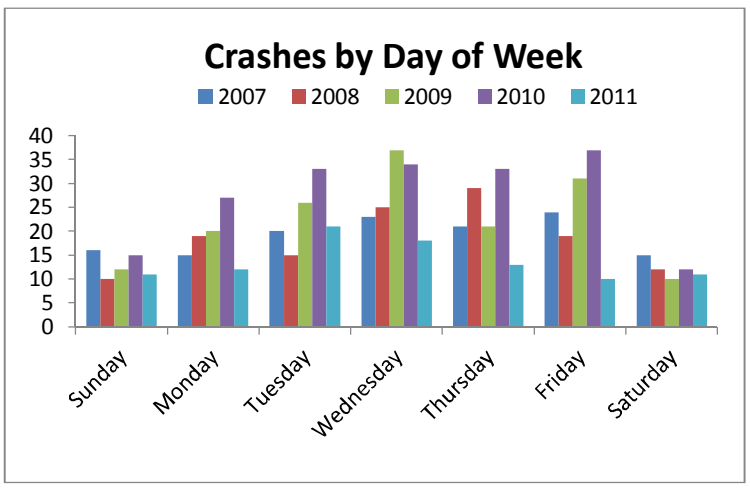



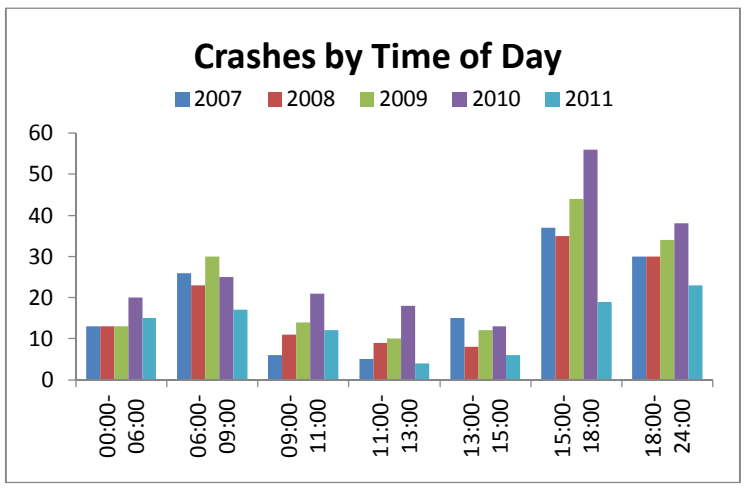



# 2007 Palm Beach County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.210 | 05/16/07 | Wed | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 2 | 0.340 | 11/03/07 | Sat | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 3 | 0.355 | 03/12/07 | Mon | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 4 | 0.355 | 03/14/07 | Wed | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 5 | 0.355 | 05/24/07 | Thu | 0100 | Angle | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 6 | 0.355 | 06/15/07 | Fri | 1300 | Sideswipe | 0 | 3 | 0 | Day | Dry | Improper Lane Change |
| 7 | 0.355 | 10/07/07 | Sun | 0300 | Overturned | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 8 | 0.375 | 11/06/07 | Tue | 0700 | Angle | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 9 | 0.375 | 12/12/07 | Wed | 1400 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 10 | 0.440 | 05/29/07 | Tue | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 11 | 0.540 | 03/13/07 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 12 | 0.540 | 03/16/07 | Fri | 0400 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 13 | 0.540 | 03/28/07 | Wed | 0700 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 14 | 0.540 | 03/30/07 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 15 | 0.540 | 04/12/07 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 16 | 0.540 | 05/15/07 | Tue | 1000 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 17 | 0.540 | 05/15/07 | Tue | 1000 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 18 | 0.540 | 05/17/07 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 19 | 0.540 | 05/21/07 | Mon | 1300 | Coll. W/ Mv On Roadway | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 20 | 0.540 | 05/30/07 | Wed | 0800 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 21 | 0.540 | 06/22/07 | Fri | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 22 | 0.540 | 07/28/07 | Sat | 1500 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 23 | 0.540 | 08/02/07 | Thu | 1400 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 24 | 0.540 | 08/07/07 | Tue | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 25 | 0.540 | 08/15/07 | Wed | 0800 | Head-On | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 26 | 0.540 | 08/16/07 | Thu | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 27 | 0.540 | 08/24/07 | Fri | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 28 | 0.540 | 09/29/07 | Sat | 0800 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 29 | 0.540 | 10/28/07 | Sun | 0600 | Angle | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 30 | 0.540 | 11/02/07 | Fri | 1600 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 31 | 0.540 | 11/20/07 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 32 | 0.540 | 11/24/07 | Sat | 1400 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 33 | 0.593 | 06/22/07 | Fri | 1200 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 34 | 0.640 | 11/24/07 | Sat | 0000 | Hit Tree/Shrubbery | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 35 | 0.877 | 03/03/07 | Sat | 1800 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 36 | 0.940 | 12/13/07 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 37 | 0.972 | 06/17/07 | Sun | 1300 | All Other | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 38 | 0.972 | 07/04/07 | Wed | 1200 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 39 | 0.972 | 09/10/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 40 | 1.040 | 03/07/07 | Wed | 1700 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 41 | 1.040 | 06/02/07 | Sat | 0100 | Angle | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 42 | 1.040 | 11/29/07 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 43 | 1.067 | 01/24/07 | Wed | 1900 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 44 | 1.067 | 02/07/07 | Wed | 0700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 45 | 1.161 | 05/17/07 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 46 | 1.161 | 05/17/07 | Thu | 1500 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 47 | 1.161 | 06/13/07 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 48 | 1.161 | 09/16/07 | Sun | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 49 | 1.161 | 10/05/07 | Fri | 2200 | Head-On | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 50 | 1.240 | 07/09/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 51 | 1.256 | 01/31/07 | Wed | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 52 | 1.256 | 11/06/07 | Tue | 1800 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 53 | 1.290 | 04/26/07 | Thu | 2200 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 54 | 1.290 | 10/23/07 | Tue | 1500 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 55 | 1.313 | 03/15/07 | Thu | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 56 | 1.340 | 01/23/07 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 57 | 1.340 | 06/21/07 | Thu | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 58 | 1.351 | 01/12/07 | Fri | 1500 | Sideswipe | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 59 | 1.351 | 05/07/07 | Mon | 2400 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 60 | 1.351 | 07/01/07 | Sun | 2400 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 61 | 1.351 | 10/27/07 | Sat | 0500 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 62 | 1.351 | 11/24/07 | Sat | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 63 | 1.355 | 01/23/07 | Tue | 2100 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 64 | 1.355 | 09/19/07 | Wed | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 65 | 1.382 | 03/17/07 | Sat | 2300 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 66 | 1.388 | 09/14/07 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 67 | 1.388 | 12/02/07 | Sun | 0700 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 68 | 1.388 | 12/06/07 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 69 | 1.398 | 06/28/07 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 70 | 1.440 | 08/06/07 | Mon | 1400 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 71 | 1.440 | 09/03/07 | Mon | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 72 | 1.440 | 10/03/07 | Wed | 0900 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 73 | 1.440 | 10/28/07 | Sun | 2200 | Rear-End | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 74 | 1.440 | 12/06/07 | Thu | 1700 | Head-On | 0 | 2 | 0 | Night | Dry | Followed Too Closely |
| 75 | 1.445 | 04/01/07 | Sun | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 76 | 1.445 | 07/25/07 | Wed | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 77 | 1.445 | 09/14/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 78 | 1.445 | 10/05/07 | Fri | 2300 | Angle | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 79 | 1.445 | 10/20/07 | Sat | 2000 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 80 | 1.445 | 10/24/07 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 81 | 1.483 | 02/11/07 | Sun | 0900 | All Other | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 82 | 1.483 | 04/20/07 | Fri | 1900 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 83 | 1.483 | 07/27/07 | Fri | 1800 | Angle | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 84 | 1.502 | 09/03/07 | Mon | 2200 | Rear-End | 0 | 2 | 0 | Night | Wet | Improper Lane Change |
| 85 | 1.512 | 09/25/07 | Tue | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 86 | 1.521 | 01/19/07 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 87 | 1.530 | 08/30/07 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 88 | 1.531 | 06/04/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 89 | 1.532 | 07/18/07 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 1.577 | 06/15/07 | Fri | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 91 | 1.579 | 07/09/07 | Mon | 0800 | Sideswipe | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 92 | 1.579 | 07/29/07 | Sun | 1400 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 93 | 1.596 | 02/14/07 | Wed | 1900 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 94 | 1.596 | 02/28/07 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 95 | 1.596 | 05/14/07 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 96 | 1.596 | 08/12/07 | Sun | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 97 | 1.596 | 10/09/07 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 98 | 1.605 | 07/08/07 | Sun | 1400 | Rear-End | 0 | 3 | 0 | Day | Wet | Careless Driving |
| 99 | 1.672 | 03/01/07 | Thu | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 100 | 1.672 | 06/29/07 | Fri | 0800 | Angle | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 101 | 1.672 | 09/17/07 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 102 | 1.672 | 11/16/07 | Fri | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 103 | 1.677 | 06/07/07 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 104 | 1.677 | 06/15/07 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 105 | 1.677 | 08/23/07 | Thu | 0000 | Rear-End | 0 | 3 | 0 | Night | Dry | Alchol-Under Influence |
| 106 | 1.677 | 11/10/07 | Sat | 0000 | Overturned | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 107 | 1.677 | 12/05/07 | Wed | 1500 | Head-On | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 108 | 1.729 | 04/20/07 | Fri | 1700 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 109 | 1.729 | 12/21/07 | Fri | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 110 | 1.755 | 07/17/07 | Tue | 0100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 111 | 1.766 | 02/27/07 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 112 | 1.766 | 03/09/07 | Fri | 0000 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 113 | 1.766 | 05/07/07 | Mon | 1900 | All Other | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 114 | 1.766 | 05/15/07 | Tue | 2000 | Sideswipe | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 115 | 1.766 | 07/29/07 | Sun | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 116 | 1.766 | 11/30/07 | Fri | 1500 | Head-On | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 117 | 1.777 | 01/10/07 | Wed | 2300 | Angle | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 118 | 1.777 | 01/28/07 | Sun | 0400 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 119 | 1.777 | 04/04/07 | Wed | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 120 | 1.777 | 04/27/07 | Fri | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 121 | 1.777 | 07/21/07 | Sat | 0300 | Concrete Barrier Wall | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 122 | 1.777 | 09/24/07 | Mon | 1300 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 123 | 1.777 | 10/02/07 | Tue | 0800 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 124 | 1.777 | 10/30/07 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 125 | 1.777 | 11/20/07 | Tue | 0800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 126 | 1.827 | 01/22/07 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 127 | 1.827 | 03/17/07 | Sat | 2000 | Sideswipe | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 128 | 1.861 | 02/15/07 | Thu | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 129 | 1.956 | 04/04/07 | Wed | 1300 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 130 | 1.956 | 05/01/07 | Tue | 1800 | Sideswipe | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 131 | 1.956 | 10/25/07 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 132 | 1.975 | 11/18/07 | Sun | 1300 | All Other | 0 | 4 | 0 | Day | Dry | Improper Turn |
| 133 | 1.977 | 05/20/07 | Sun | 2200 | Overturned | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 134 | 1.977 | 11/03/07 | Sat | 1100 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |

| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **134** | | **0** | **61** | **73** | **15** | **0** | **0** | **53** | **27** | **0** | |
| | | *0.00%* | *45.52%* | *54.48%* | *11.19%* | *0.00%* | *0.00%* | *39.55%* | *20.15%* | *0.00%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **23** | | **88** | **46** | **24** | **110** | **0** | **0** | **5** | | | |
| *17.16%* | | *65.67%* | *34.33%* | *17.91%* | *82.09%* | *0.00%* | *0.00%* | *3.73%* | | | |

TOTAL ENTERING VEHICLES/ADT: **207,629**

SEGMENT CRASH RATE: **0.878**

# 2008 Palm Beach County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.000 | 05/29/08 | Thu | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 2 | 0.040 | 04/26/08 | Sat | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 3 | 0.040 | 06/19/08 | Thu | 1000 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 4 | 0.105 | 08/21/08 | Thu | 0500 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 5 | 0.140 | 02/06/08 | Wed | 0400 | Rear-End | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 6 | 0.140 | 10/07/08 | Tue | 1000 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 7 | 0.355 | 10/23/08 | Thu | 0700 | Angle | 0 | 4 | 0 | Day | Wet | Careless Driving |
| 8 | 0.355 | 11/17/08 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 9 | 0.367 | 12/21/08 | Sun | 0100 | Angle | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 10 | 0.382 | 12/21/08 | Sun | 0600 | Sideswipe | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 11 | 0.395 | 08/21/08 | Thu | 0500 | Rear-End | 0 | 1 | 0 | Night | Dry | Exceeded Safe Speed Limit |
| 12 | 0.416 | 08/09/08 | Sat | 1600 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 13 | 0.540 | 01/07/08 | Mon | 0800 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 14 | 0.540 | 02/14/08 | Thu | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 15 | 0.540 | 02/21/08 | Thu | 1400 | Rear-End | 0 | 5 | 0 | Day | Wet | Careless Driving |
| 16 | 0.540 | 02/21/08 | Thu | 1500 | All Other | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 17 | 0.540 | 02/26/08 | Tue | 2100 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 18 | 0.540 | 02/29/08 | Fri | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 19 | 0.540 | 03/03/08 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 20 | 0.540 | 03/05/08 | Wed | 1800 | Rear-End | 0 | 3 | 0 | Day | Wet | Alchol-Under Influence |
| 21 | 0.540 | 03/07/08 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 22 | 0.540 | 03/08/08 | Sat | 1000 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 23 | 0.540 | 03/10/08 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 24 | 0.540 | 04/21/08 | Mon | 2100 | Overturned | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 25 | 0.540 | 05/01/08 | Thu | 1200 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 26 | 0.540 | 05/21/08 | Wed | 0900 | Head-On | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 27 | 0.540 | 06/22/08 | Sun | 0300 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 28 | 0.540 | 07/16/08 | Wed | 0100 | Hit Fence | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 29 | 0.540 | 07/22/08 | Tue | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 30 | 0.540 | 07/28/08 | Mon | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 31 | 0.540 | 07/30/08 | Wed | 2300 | Rear-End | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 32 | 0.540 | 08/06/08 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 33 | 0.540 | 08/21/08 | Thu | 0600 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 34 | 0.540 | 09/01/08 | Mon | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 35 | 0.540 | 09/18/08 | Thu | 0900 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 36 | 0.540 | 09/22/08 | Mon | 1600 | Angle | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 37 | 0.540 | 10/09/08 | Thu | 0800 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 38 | 0.540 | 10/15/08 | Wed | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 39 | 0.540 | 10/23/08 | Thu | 2300 | Rear-End | 0 | 3 | 0 | Night | Wet | Unknown/Not Coded |
| 40 | 0.540 | 10/28/08 | Tue | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 41 | 0.540 | 12/04/08 | Thu | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 42 | 0.540 | 12/06/08 | Sat | 1500 | Rear-End | 0 | 5 | 0 | Day | Dry | Careless Driving |
| 43 | 0.540 | 12/10/08 | Wed | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 44 | 0.577 | 04/07/08 | Mon | 1900 | All Other | 0 | 0 | 1 | Night | Dry | Failed To Maintain Equipment |
| 45 | 0.645 | 12/28/08 | Sun | 1300 | Head-On | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 46 | 0.777 | 05/21/08 | Wed | 0800 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 47 | 0.940 | 03/12/08 | Wed | 1600 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 48 | 0.955 | 08/21/08 | Thu | 0300 | All Other | 2 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 49 | 0.972 | 01/11/08 | Fri | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 50 | 0.972 | 09/15/08 | Mon | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 51 | 1.040 | 08/21/08 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 52 | 1.040 | 09/17/08 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 53 | 1.040 | 12/10/08 | Wed | 1600 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 54 | 1.040 | 12/24/08 | Wed | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 55 | 1.140 | 06/20/08 | Fri | 1100 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 56 | 1.161 | 03/27/08 | Thu | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 57 | 1.161 | 04/15/08 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 58 | 1.161 | 07/03/08 | Thu | 0000 | Angle | 0 | 1 | 0 | Night | Dry | Failed To Maintain Equipment |
| 59 | 1.240 | 01/04/08 | Fri | 0700 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 60 | 1.240 | 01/11/08 | Fri | 0700 | Head-On | 0 | 1 | 0 | Day | Dry | Alchol-Under Influence |
| 61 | 1.240 | 09/05/08 | Fri | 0800 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 62 | 1.256 | 06/22/08 | Sun | 2100 | Angle | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 63 | 1.256 | 08/28/08 | Thu | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 64 | 1.290 | 03/06/08 | Thu | 1400 | Sideswipe | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 65 | 1.290 | 09/19/08 | Fri | 1400 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 66 | 1.309 | 11/24/08 | Mon | 1200 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 67 | 1.313 | 03/06/08 | Thu | 1300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 68 | 1.336 | 03/04/08 | Tue | 0800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 69 | 1.336 | 03/22/08 | Sat | 1600 | Angle | 0 | 4 | 0 | Day | Wet | Careless Driving |
| 70 | 1.336 | 05/09/08 | Fri | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 71 | 1.342 | 07/12/08 | Sat | 1600 | Utility/Light Pole | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 72 | 1.351 | 02/26/08 | Tue | 2000 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 73 | 1.351 | 03/10/08 | Mon | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 74 | 1.351 | 04/08/08 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 75 | 1.351 | 08/27/08 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 76 | 1.351 | 10/15/08 | Wed | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 77 | 1.351 | 11/12/08 | Wed | 0900 | Angle | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 78 | 1.351 | 12/10/08 | Wed | 1700 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 79 | 1.388 | 04/08/08 | Tue | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 80 | 1.426 | 06/21/08 | Sat | 0000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 81 | 1.440 | 02/04/08 | Mon | 0800 | Head-On | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 82 | 1.442 | 02/26/08 | Tue | 2000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 83 | 1.442 | 03/07/08 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 84 | 1.445 | 02/08/08 | Fri | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 85 | 1.445 | 04/02/08 | Wed | 1700 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 86 | 1.445 | 08/18/08 | Mon | 1900 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 87 | 1.445 | 11/06/08 | Thu | 1800 | Rear-End | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 88 | 1.445 | 12/14/08 | Sun | 1600 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Improper Load |
| 89 | 1.464 | 04/07/08 | Mon | 0800 | Angle | 0 | 1 | 0 | Day | Dry | Followed Too Closely |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 1.477 | 01/08/08 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 91 | 1.502 | 10/13/08 | Mon | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 92 | 1.521 | 10/03/08 | Fri | 2300 | Angle | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 93 | 1.531 | 03/15/08 | Sat | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 94 | 1.540 | 12/03/08 | Wed | 1100 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 95 | 1.577 | 12/20/08 | Sat | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 96 | 1.581 | 07/08/08 | Tue | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 97 | 1.586 | 06/27/08 | Fri | 1600 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 98 | 1.596 | 06/16/08 | Mon | 1300 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 99 | 1.605 | 11/09/08 | Sun | 1700 | All Other | 1 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 100 | 1.615 | 12/11/08 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 101 | 1.634 | 07/30/08 | Wed | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Obstructing Traffic |
| 102 | 1.672 | 04/14/08 | Mon | 2300 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 103 | 1.672 | 04/30/08 | Wed | 1700 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 104 | 1.672 | 07/26/08 | Sat | 0000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 105 | 1.672 | 08/21/08 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 106 | 1.672 | 10/04/08 | Sat | 0300 | Rear-End | 0 | 0 | 1 | Night | Dry | Followed Too Closely |
| 107 | 1.675 | 02/26/08 | Tue | 2100 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 108 | 1.677 | 04/11/08 | Fri | 1100 | Head-On | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 109 | 1.677 | 04/23/08 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 110 | 1.677 | 04/26/08 | Sat | 1900 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 111 | 1.729 | 05/22/08 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 112 | 1.766 | 07/22/08 | Tue | 1900 | All Other | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 113 | 1.766 | 08/29/08 | Fri | 0500 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 114 | 1.777 | 03/06/08 | Thu | 0800 | Angle | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 115 | 1.777 | 03/16/08 | Sun | 1200 | Coll. W/Mvble Obj On Road | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 116 | 1.777 | 09/24/08 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 117 | 1.777 | 10/01/08 | Wed | 0900 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 118 | 1.782 | 08/29/08 | Fri | 0500 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 119 | 1.782 | 11/30/08 | Sun | 0600 | Hit Tree/Shrubbery | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 120 | 1.823 | 03/06/08 | Thu | 2200 | Concrete Barrier Wall | 0 | 3 | 0 | Night | Wet | No Improper Driving/Act |
| 121 | 1.827 | 09/02/08 | Tue | 1500 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 122 | 1.827 | 11/07/08 | Fri | 1800 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 123 | 1.861 | 04/18/08 | Fri | 1500 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 124 | 1.861 | 09/28/08 | Sun | 1900 | Ran In Ditch/Culvert | 0 | 1 | 0 | Night | Wet | No Improper Driving/Act |
| 125 | 1.861 | 12/24/08 | Wed | 2000 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 126 | 1.877 | 04/07/08 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 127 | 1.956 | 12/11/08 | Thu | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 128 | 1.977 | 07/11/08 | Fri | 1500 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 129 | 1.977 | 10/16/08 | Thu | 1800 | Sideswipe | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |

| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **129** | | **2** | **62** | **65** | **16** | **0** | **0** | **53** | **22** | **0** | |
| | | *1.55%* | *48.06%* | *50.39%* | *12.40%* | *0.00%* | *0.00%* | *41.09%* | *17.05%* | *0.00%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **14** | | **81** | **48** | **37** | **92** | **2** | **0** | **5** | | | |
| *10.85%* | | *62.79%* | *37.21%* | *28.68%* | *71.32%* | *1.55%* | *0.00%* | *3.88%* | | | |

TOTAL ENTERING VEHICLES/ADT: **200,163**

SEGMENT CRASH RATE: **0.877**

# 2009 Palm Beach County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.040 | 10/25/09 | Sun | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 2 | 0.105 | 05/13/09 | Wed | 0600 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 3 | 0.105 | 06/11/09 | Thu | 1400 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 4 | 0.252 | 07/23/09 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 5 | 0.324 | 02/22/09 | Sun | 0300 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 6 | 0.335 | 07/21/09 | Tue | 1200 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 7 | 0.335 | 08/11/09 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 8 | 0.340 | 05/13/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 9 | 0.355 | 03/18/09 | Wed | 0800 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 10 | 0.355 | 06/18/09 | Thu | 0600 | Angle | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 11 | 0.355 | 07/01/09 | Wed | 2300 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 12 | 0.500 | 11/11/09 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 13 | 0.540 | 01/09/09 | Fri | 1600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 14 | 0.540 | 01/25/09 | Sun | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 15 | 0.540 | 02/17/09 | Tue | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 16 | 0.540 | 02/27/09 | Fri | 0000 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 17 | 0.540 | 04/28/09 | Tue | 2300 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 18 | 0.540 | 05/01/09 | Fri | 1600 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Alchol-Under Influence |
| 19 | 0.540 | 06/02/09 | Tue | 0800 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 20 | 0.540 | 07/08/09 | Wed | 1600 | Sideswipe | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 21 | 0.540 | 07/11/09 | Sat | 0100 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 22 | 0.540 | 09/03/09 | Thu | 0400 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Exceeded Safe Speed Limit |
| 23 | 0.540 | 10/05/09 | Mon | 1500 | All Other | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 24 | 0.540 | 10/06/09 | Tue | 1200 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 25 | 0.540 | 10/28/09 | Wed | 0000 | All Other | 1 | 0 | 0 | Night | Dry | Unknown/Not Coded |
| 26 | 0.540 | 10/29/09 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 27 | 0.540 | 11/26/09 | Thu | 0600 | Head-On | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 28 | 0.540 | 11/30/09 | Mon | 1300 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 29 | 0.540 | 12/02/09 | Wed | 1800 | Rear-End | 0 | 4 | 0 | Night | Dry | Unknown/Not Coded |
| 30 | 0.540 | 12/04/09 | Fri | 1200 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 31 | 0.540 | 12/15/09 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 32 | 0.540 | 12/16/09 | Wed | 1400 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 33 | 0.740 | 11/01/09 | Sun | 2200 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 34 | 0.790 | 10/31/09 | Sat | 1000 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 35 | 0.972 | 07/07/09 | Tue | 1800 | All Other | 0 | 3 | 0 | Night | Dry | Failed To Maintain Equipment |
| 36 | 0.973 | 04/22/09 | Wed | 2200 | Head-On | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 37 | 1.040 | 04/06/09 | Mon | 2200 | Sideswipe | 0 | 0 | 1 | Night | Dry | Obstructing Traffic |
| 38 | 1.040 | 06/16/09 | Tue | 0700 | Sideswipe | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 39 | 1.040 | 06/19/09 | Fri | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 40 | 1.040 | 08/24/09 | Mon | 1000 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 41 | 1.040 | 08/26/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 42 | 1.040 | 09/09/09 | Wed | 1200 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 43 | 1.040 | 09/14/09 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 44 | 1.040 | 10/16/09 | Fri | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 45 | 1.040 | 10/20/09 | Tue | 0700 | All Other | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 46 | 1.040 | 10/20/09 | Tue | 1800 | Angle | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 47 | 1.040 | 10/23/09 | Fri | 1300 | Overturned | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 48 | 1.040 | 10/29/09 | Thu | 0900 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 49 | 1.040 | 11/01/09 | Sun | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 50 | 1.040 | 11/15/09 | Sun | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 51 | 1.040 | 11/18/09 | Wed | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 52 | 1.040 | 11/18/09 | Wed | 1700 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 53 | 1.040 | 11/22/09 | Sun | 1100 | Angle | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 54 | 1.040 | 11/29/09 | Sun | 1500 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 55 | 1.040 | 12/09/09 | Wed | 1700 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 56 | 1.040 | 12/09/09 | Wed | 1700 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 57 | 1.040 | 12/15/09 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 58 | 1.067 | 08/08/09 | Sat | 2300 | Sideswipe | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 59 | 1.161 | 08/25/09 | Tue | 0900 | Rear-End | 0 | 2 | 0 | Day | Wet | Careless Driving |
| 60 | 1.161 | 09/07/09 | Mon | 1200 | Sideswipe | 0 | 8 | 0 | Day | Wet | Improper Lane Change |
| 61 | 1.240 | 06/05/09 | Fri | 0000 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 62 | 1.240 | 11/19/09 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 63 | 1.256 | 03/27/09 | Fri | 2000 | All Other | 0 | 1 | 0 | Night | Dry | Failed To Maintain Equipment |
| 64 | 1.290 | 01/14/09 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 65 | 1.290 | 01/22/09 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 66 | 1.290 | 02/06/09 | Fri | 1700 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 67 | 1.290 | 06/11/09 | Thu | 1900 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 68 | 1.290 | 07/10/09 | Fri | 0100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 69 | 1.290 | 07/11/09 | Sat | 0100 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 70 | 1.290 | 10/19/09 | Mon | 2000 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 71 | 1.290 | 11/25/09 | Wed | 1300 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 72 | 1.290 | 12/24/09 | Thu | 2200 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 73 | 1.294 | 08/28/09 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 74 | 1.313 | 10/21/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 75 | 1.313 | 10/21/09 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 76 | 1.331 | 03/17/09 | Tue | 2300 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Slippery | Careless Driving |
| 77 | 1.340 | 02/27/09 | Fri | 1700 | Rear-End | 0 | 6 | 0 | Day | Dry | Unknown/Not Coded |
| 78 | 1.340 | 07/30/09 | Thu | 0700 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 79 | 1.340 | 09/24/09 | Thu | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Failed To Maintain Equipment |
| 80 | 1.340 | 10/26/09 | Mon | 0700 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 81 | 1.351 | 05/19/09 | Tue | 0100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 82 | 1.351 | 09/08/09 | Tue | 0500 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 83 | 1.366 | 10/23/09 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 84 | 1.388 | 04/11/09 | Sat | 2100 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 85 | 1.388 | 07/03/09 | Fri | 2100 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 86 | 1.388 | 12/17/09 | Thu | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 87 | 1.440 | 09/03/09 | Thu | 1700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 88 | 1.440 | 09/07/09 | Mon | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 89 | 1.440 | 09/23/09 | Wed | 1800 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 09** TO **12/ 09** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 1.445 | 04/11/09 | Sat | 2000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 91 | 1.445 | 05/05/09 | Tue | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 92 | 1.445 | 05/13/09 | Wed | 0900 | Head-On | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 93 | 1.445 | 08/07/09 | Fri | 0800 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 94 | 1.445 | 08/07/09 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Followed Too Closely |
| 95 | 1.445 | 11/04/09 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 96 | 1.464 | 08/28/09 | Fri | 1800 | All Other | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 97 | 1.482 | 08/07/09 | Fri | 1400 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 98 | 1.501 | 09/13/09 | Sun | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Driver Distraction |
| 99 | 1.526 | 05/13/09 | Wed | 0800 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 100 | 1.530 | 11/30/09 | Mon | 1800 | Sideswipe | 0 | 1 | 0 | Night | Wet | Improper Lane Change |
| 101 | 1.531 | 11/04/09 | Wed | 0900 | Sideswipe | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 102 | 1.540 | 09/25/09 | Fri | 2200 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 103 | 1.540 | 10/31/09 | Sat | 2300 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 104 | 1.540 | 11/02/09 | Mon | 1700 | Rear-End | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 105 | 1.540 | 11/05/09 | Thu | 0700 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 106 | 1.577 | 04/03/09 | Fri | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 107 | 1.577 | 04/15/09 | Wed | 0700 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 108 | 1.577 | 06/29/09 | Mon | 1100 | Jackknifed | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 109 | 1.586 | 11/13/09 | Fri | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 110 | 1.596 | 08/25/09 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 111 | 1.596 | 12/01/09 | Tue | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 112 | 1.597 | 11/30/09 | Mon | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 113 | 1.672 | 01/07/09 | Wed | 2200 | All Other | 0 | 2 | 0 | Night | Wet | Improper Lane Change |
| 114 | 1.672 | 06/16/09 | Tue | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 115 | 1.672 | 06/26/09 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 116 | 1.672 | 12/17/09 | Thu | 1600 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 117 | 1.677 | 05/04/09 | Mon | 1500 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 118 | 1.677 | 11/11/09 | Wed | 0700 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 119 | 1.677 | 11/30/09 | Mon | 1500 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 120 | 1.677 | 11/30/09 | Mon | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 121 | 1.677 | 12/04/09 | Fri | 1900 | Rear-End | 0 | 5 | 0 | Night | Dry | Unknown/Not Coded |
| 122 | 1.729 | 03/20/09 | Fri | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 123 | 1.729 | 04/15/09 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 124 | 1.729 | 06/24/09 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 125 | 1.766 | 02/25/09 | Wed | 0900 | Angle | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 126 | 1.766 | 05/08/09 | Fri | 1600 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 127 | 1.777 | 05/20/09 | Wed | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 128 | 1.777 | 06/15/09 | Mon | 1500 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 129 | 1.777 | 06/21/09 | Sun | 0200 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 130 | 1.777 | 08/25/09 | Tue | 1000 | Rear-End | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 131 | 1.777 | 08/26/09 | Wed | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 132 | 1.777 | 10/08/09 | Thu | 0200 | Head-On | 0 | 1 | 0 | Night | Dry | Alchol-Under Influence |
| 133 | 1.777 | 11/11/09 | Wed | 0600 | Rear-End | 0 | 2 | 0 | Night | Wet | Careless Driving |
| 134 | 1.777 | 12/01/09 | Tue | 0900 | Head-On | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 135 | 1.777 | 12/04/09 | Fri | 0600 | Hit Sign/Sign Post | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 136 | 1.777 | 12/10/09 | Thu | 1500 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 137 | 1.782 | 12/05/09 | Sat | 0800 | Angle | 0 | 1 | 0 | Day | Wet | Disregarded Traffic Signal |
| 138 | 1.804 | 02/20/09 | Fri | 1700 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 139 | 1.827 | 03/13/09 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 140 | 1.827 | 04/24/09 | Fri | 1400 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 141 | 1.827 | 07/27/09 | Mon | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 142 | 1.827 | 10/22/09 | Thu | 2100 | All Other | 0 | 3 | 0 | Night | Wet | Improper Lane Change |
| 143 | 1.827 | 11/18/09 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 144 | 1.877 | 02/18/09 | Wed | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 145 | 1.877 | 06/06/09 | Sat | 1400 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 146 | 1.877 | 06/29/09 | Mon | 1700 | Rear-End | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 147 | 1.877 | 07/07/09 | Tue | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 148 | 1.877 | 11/24/09 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 149 | 1.896 | 11/18/09 | Wed | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 150 | 1.927 | 01/05/09 | Mon | 1400 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 151 | 1.927 | 05/03/09 | Sun | 0600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 152 | 1.946 | 07/18/09 | Sat | 2300 | Overturned | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 153 | 1.956 | 02/17/09 | Tue | 1700 | Angle | 0 | 1 | 0 | Day | Dry | Failed To Maintain Equipment |
| 154 | 1.956 | 09/04/09 | Fri | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 155 | 1.956 | 11/03/09 | Tue | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 156 | 1.977 | 01/08/09 | Thu | 1100 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 157 | 1.984 | 08/02/09 | Sun | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |

| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **157** | | **1** | **93** | **63** | **12** | **0** | **0** | **86** | **17** | **0** | |
| | | *0.64%* | *59.24%* | *40.13%* | *7.64%* | *0.00%* | *0.00%* | *54.78%* | *10.83%* | *0.00%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **19** | | **96** | **61** | **48** | **108** | **1** | **0** | **9** | | | |
| *12.10%* | | *61.15%* | *38.85%* | *30.57%* | *68.79%* | *0.64%* | *0.00%* | *5.73%* | | | |

TOTAL ENTERING VEHICLES/ADT: **193,228**

SEGMENT CRASH RATE: **1.105**

# 2010 Palm Beach County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.040 | 02/16/10 | Tue | 1600 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 2 | 0.040 | 11/12/10 | Fri | 0100 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 3 | 0.040 | 11/21/10 | Sun | 0200 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 4 | 0.131 | 03/11/10 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 5 | 0.216 | 11/22/10 | Mon | 0700 | Sideswipe | 0 | 1 | 0 | Day | Wet | Improper Lane Change |
| 6 | 0.245 | 09/24/10 | Fri | 1100 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 7 | 0.301 | 01/29/10 | Fri | 0700 | Angle | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 8 | 0.358 | 01/31/10 | Sun | 0600 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 9 | 0.415 | 06/17/10 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 10 | 0.415 | 08/23/10 | Mon | 1300 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 11 | 0.415 | 09/14/10 | Tue | 1100 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 12 | 0.540 | 01/02/10 | Sat | 1900 | All Other | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 13 | 0.540 | 01/02/10 | Sat | 1900 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 14 | 0.540 | 01/05/10 | Tue | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 15 | 0.540 | 01/11/10 | Mon | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 16 | 0.540 | 01/20/10 | Wed | 1900 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 17 | 0.540 | 02/06/10 | Sat | 0200 | Rear-End | 0 | 4 | 0 | Day | Dry | Careless Driving |
| 18 | 0.540 | 02/09/10 | Tue | 1600 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 19 | 0.540 | 02/12/10 | Fri | 1800 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 20 | 0.540 | 02/23/10 | Tue | 1600 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 21 | 0.540 | 02/25/10 | Thu | 0300 | Rear-End | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 22 | 0.540 | 02/26/10 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 23 | 0.540 | 03/16/10 | Tue | 1500 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 24 | 0.540 | 03/22/10 | Mon | 0700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 25 | 0.540 | 04/11/10 | Sun | 2000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 26 | 0.540 | 05/06/10 | Thu | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 27 | 0.540 | 05/06/10 | Thu | 2000 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 28 | 0.540 | 08/02/10 | Mon | 0900 | Overturned | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 29 | 0.540 | 08/08/10 | Sun | 0500 | Angle | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 30 | 0.540 | 08/17/10 | Tue | 2000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 31 | 0.540 | 08/20/10 | Fri | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 32 | 0.540 | 08/25/10 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 33 | 0.540 | 09/06/10 | Mon | 1000 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 34 | 0.540 | 09/15/10 | Wed | 0000 | Angle | 0 | 3 | 0 | Night | Dry | Improper Lane Change |
| 35 | 0.540 | 09/16/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 36 | 0.540 | 09/21/10 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 37 | 0.540 | 09/23/10 | Thu | 1100 | Head-On | 0 | 1 | 0 | Day | Wet | Followed Too Closely |
| 38 | 0.540 | 09/29/10 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 39 | 0.540 | 10/13/10 | Wed | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Failed To Maintain Equipment |
| 40 | 0.540 | 11/01/10 | Mon | 1900 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 41 | 0.540 | 12/23/10 | Thu | 1700 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Improper Passing |
| 42 | 0.547 | 08/24/10 | Tue | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 43 | 0.563 | 09/23/10 | Thu | 1100 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 44 | 0.563 | 09/23/10 | Thu | 1200 | Sideswipe | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 45 | 0.763 | 08/07/10 | Sat | 0900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 46 | 0.790 | 01/29/10 | Fri | 1100 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 47 | 0.890 | 12/21/10 | Tue | 2300 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 48 | 1.040 | 02/25/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 49 | 1.040 | 03/31/10 | Wed | 1500 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | No Improper Driving/Act |
| 50 | 1.040 | 04/27/10 | Tue | 1400 | All Other | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 51 | 1.040 | 05/03/10 | Mon | 1800 | Sideswipe | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 52 | 1.040 | 05/10/10 | Mon | 0900 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 53 | 1.040 | 06/12/10 | Sat | 0500 | Sideswipe | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 54 | 1.040 | 07/02/10 | Fri | 1200 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 55 | 1.040 | 07/28/10 | Wed | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 56 | 1.040 | 08/21/10 | Sat | 1500 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | Failed To Maintain Equipment |
| 57 | 1.040 | 09/09/10 | Thu | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 58 | 1.040 | 09/23/10 | Thu | 1100 | All Other | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 59 | 1.040 | 09/24/10 | Fri | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 60 | 1.040 | 11/01/10 | Mon | 1900 | Rear-End | 0 | 4 | 0 | Night | Wet | Unknown/Not Coded |
| 61 | 1.040 | 12/19/10 | Sun | 1800 | Hit Sign/Sign Post | 0 | 3 | 0 | Night | Dry | No Improper Driving/Act |
| 62 | 1.077 | 08/13/10 | Fri | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Unknown/Not Coded |
| 63 | 1.161 | 09/03/10 | Fri | 1700 | Sideswipe | 0 | 0 | 1 | Day | Dry | Alc & Drugs-Under Infl |
| 64 | 1.240 | 02/03/10 | Wed | 1800 | Rear-End | 0 | 6 | 0 | Day | Dry | Unknown/Not Coded |
| 65 | 1.240 | 03/07/10 | Sun | 1400 | Rear-End | 0 | 4 | 0 | Day | Dry | Unknown/Not Coded |
| 66 | 1.240 | 04/23/10 | Fri | 2200 | Concrete Barrier Wall | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 67 | 1.256 | 05/05/10 | Wed | 0300 | Sideswipe | 0 | 1 | 0 | Night | Dry | Improper Lane Change |
| 68 | 1.256 | 12/12/10 | Sun | 1300 | Hit Guardrail | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 69 | 1.290 | 01/13/10 | Wed | 1500 | Sideswipe | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 70 | 1.290 | 01/26/10 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 71 | 1.290 | 03/10/10 | Wed | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 72 | 1.290 | 04/16/10 | Fri | 2000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 73 | 1.290 | 04/30/10 | Fri | 0300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 74 | 1.290 | 08/23/10 | Mon | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 75 | 1.290 | 09/07/10 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 76 | 1.290 | 09/08/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 77 | 1.290 | 09/08/10 | Wed | 0800 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 78 | 1.290 | 09/09/10 | Thu | 0900 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 79 | 1.290 | 09/25/10 | Sat | 0800 | Concrete Barrier Wall | 0 | 3 | 0 | Day | Wet | Exceed Stated Speed Limit |
| 80 | 1.290 | 09/29/10 | Wed | 1700 | Angle | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 81 | 1.290 | 11/01/10 | Mon | 0900 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 82 | 1.290 | 12/08/10 | Wed | 1400 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 83 | 1.290 | 12/19/10 | Sun | 0800 | Hit Guardrail | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 84 | 1.332 | 05/02/10 | Sun | 0300 | Sideswipe | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 85 | 1.336 | 11/10/10 | Wed | 1700 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 86 | 1.340 | 03/12/10 | Fri | 1500 | Rear-End | 0 | 3 | 0 | Day | Wet | Unknown/Not Coded |
| 87 | 1.340 | 05/11/10 | Tue | 1500 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 88 | 1.340 | 06/21/10 | Mon | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 89 | 1.340 | 06/21/10 | Mon | 0700 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 1.340 | 08/22/10 | Sun | 0100 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | No Improper Driving/Act |
| 91 | 1.340 | 08/30/10 | Mon | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 92 | 1.340 | 10/26/10 | Tue | 1900 | All Other | 0 | 2 | 0 | Night | Dry | Improper Lane Change |
| 93 | 1.351 | 02/17/10 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 94 | 1.351 | 09/15/10 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 95 | 1.351 | 11/11/10 | Thu | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 96 | 1.359 | 09/25/10 | Sat | 0300 | Utility/Light Pole | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 97 | 1.362 | 11/30/10 | Tue | 1000 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 98 | 1.366 | 03/05/10 | Fri | 1800 | Sideswipe | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 99 | 1.368 | 10/09/10 | Sat | 1600 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 100 | 1.368 | 10/21/10 | Thu | 0900 | Angle | 0 | 2 | 0 | Day | Dry | Disregarded Traffic Signal |
| 101 | 1.377 | 05/29/10 | Sat | 0600 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 102 | 1.388 | 10/26/10 | Tue | 1100 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 103 | 1.440 | 02/17/10 | Wed | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 104 | 1.440 | 04/20/10 | Tue | 0100 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 105 | 1.440 | 08/23/10 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 106 | 1.440 | 09/01/10 | Wed | 0800 | Angle | 0 | 2 | 0 | Day | Dry | Improper Lane Change |
| 107 | 1.443 | 09/03/10 | Fri | 0800 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Failed To Maintain Equipment |
| 108 | 1.445 | 01/26/10 | Tue | 1800 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 109 | 1.445 | 03/14/10 | Sun | 0000 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 110 | 1.445 | 03/14/10 | Sun | 0000 | Overturned | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 111 | 1.445 | 04/08/10 | Thu | 1400 | Sideswipe | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 112 | 1.445 | 09/15/10 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 113 | 1.493 | 01/20/10 | Wed | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 114 | 1.493 | 02/05/10 | Fri | 1500 | Rear-End | 0 | 7 | 0 | Day | Dry | Unknown/Not Coded |
| 115 | 1.502 | 03/09/10 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 116 | 1.516 | 03/12/10 | Fri | 1500 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 117 | 1.521 | 06/18/10 | Fri | 1000 | Overturned | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 118 | 1.521 | 08/19/10 | Thu | 1700 | All Other | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 119 | 1.521 | 11/17/10 | Wed | 0900 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 120 | 1.530 | 07/30/10 | Fri | 2000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 121 | 1.531 | 10/14/10 | Thu | 0300 | Rear-End | 0 | 3 | 0 | Day | Dry | No Improper Driving/Act |
| 122 | 1.531 | 11/05/10 | Fri | 1700 | Rear-End | 0 | 2 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 123 | 1.531 | 12/29/10 | Wed | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 124 | 1.538 | 08/25/10 | Wed | 0700 | All Other | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 125 | 1.540 | 01/08/10 | Fri | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 126 | 1.540 | 03/04/10 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 127 | 1.540 | 03/16/10 | Tue | 1500 | Left-Turn | 0 | 1 | 0 | Day | Dry | Disregarded Traffic Signal |
| 128 | 1.540 | 03/30/10 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 129 | 1.540 | 05/11/10 | Tue | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 130 | 1.540 | 06/17/10 | Thu | 1100 | Hit Other Fixed Object | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 131 | 1.540 | 07/12/10 | Mon | 1300 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 132 | 1.540 | 10/06/10 | Wed | 1200 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 133 | 1.540 | 10/15/10 | Fri | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 134 | 1.574 | 12/17/10 | Fri | 0700 | Rear-End | 0 | 2 | 0 | Day | Dry | Careless Driving |
| 135 | 1.577 | 02/14/10 | Sun | 1200 | Head-On | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 136 | 1.577 | 02/15/10 | Mon | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 137 | 1.577 | 05/12/10 | Wed | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 138 | 1.577 | 05/17/10 | Mon | 1800 | Head-On | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 139 | 1.577 | 12/17/10 | Fri | 1900 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 140 | 1.596 | 01/09/10 | Sat | 0900 | Jackknifed | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 141 | 1.596 | 08/27/10 | Fri | 1500 | All Other | 0 | 0 | 1 | Day | Dry | Improper Lane Change |
| 142 | 1.615 | 06/03/10 | Thu | 1500 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 143 | 1.617 | 01/21/10 | Thu | 2100 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 144 | 1.632 | 02/01/10 | Mon | 1100 | Rear-End | 0 | 3 | 0 | Day | Wet | Careless Driving |
| 145 | 1.632 | 06/18/10 | Fri | 1000 | Angle | 0 | 1 | 0 | Day | Dry | Improper Lane Change |
| 146 | 1.632 | 07/01/10 | Thu | 1900 | Sideswipe | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 147 | 1.632 | 10/18/10 | Mon | 0900 | All Other | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 148 | 1.672 | 08/05/10 | Thu | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Followed Too Closely |
| 149 | 1.672 | 09/28/10 | Tue | 1900 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 150 | 1.672 | 10/20/10 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 151 | 1.672 | 10/21/10 | Thu | 2300 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 152 | 1.672 | 11/23/10 | Tue | 2000 | Sideswipe | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 153 | 1.677 | 03/11/10 | Thu | 0800 | Overturned | 0 | 1 | 0 | Day | Wet | No Improper Driving/Act |
| 154 | 1.677 | 03/11/10 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 155 | 1.677 | 06/25/10 | Fri | 1600 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 156 | 1.677 | 09/28/10 | Tue | 1700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 157 | 1.710 | 04/09/10 | Fri | 1400 | Coll. W/ Pedestrian | 0 | 0 | 1 | Day | Dry | Failed To Yield Right-Of-Way |
| 158 | 1.766 | 01/21/10 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 159 | 1.766 | 04/07/10 | Wed | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Unknown/Not Coded |
| 160 | 1.766 | 07/01/10 | Thu | 1700 | All Other | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 161 | 1.766 | 09/25/10 | Sat | 0100 | Sideswipe | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 162 | 1.777 | 02/24/10 | Wed | 1700 | Rear-End | 0 | 2 | 0 | Day | Wet | Unknown/Not Coded |
| 163 | 1.777 | 03/12/10 | Fri | 0400 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 164 | 1.777 | 03/23/10 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 165 | 1.777 | 05/18/10 | Tue | 1500 | Rear-End | 0 | 4 | 0 | Day | Wet | Unknown/Not Coded |
| 166 | 1.777 | 08/19/10 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 167 | 1.777 | 08/30/10 | Mon | 0700 | Sideswipe | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 168 | 1.777 | 09/30/10 | Thu | 1700 | Angle | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 169 | 1.777 | 10/26/10 | Tue | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Careless Driving |
| 170 | 1.782 | 03/22/10 | Mon | 1400 | Hit Tree/Shrubbery | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 171 | 1.790 | 07/26/10 | Mon | 1200 | Coll. W/Mvble Obj On Road | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 172 | 1.827 | 02/05/10 | Fri | 1500 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 173 | 1.827 | 02/26/10 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | Improper Lane Change |
| 174 | 1.827 | 03/12/10 | Fri | 1800 | Sideswipe | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 175 | 1.827 | 03/17/10 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 176 | 1.827 | 06/11/10 | Fri | 0400 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 177 | 1.827 | 07/04/10 | Sun | 0100 | All Other | 0 | 0 | 1 | Night | Wet | Improper Lane Change |
| 178 | 1.827 | 08/31/10 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 10** TO **12/ 10** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 179 | 1.827 | 09/03/10 | Fri | 1500 | Sideswipe | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 180 | 1.827 | 09/08/10 | Wed | 0900 | Sideswipe | 0 | 0 | 1 | Day | Wet | Improper Lane Change |
| 181 | 1.827 | 10/11/10 | Mon | 1000 | Overturned | 0 | 6 | 0 | Day | Dry | No Improper Driving/Act |
| 182 | 1.827 | 10/27/10 | Wed | 0600 | Hit Sign/Sign Post | 0 | 3 | 0 | Night | Dry | Unknown/Not Coded |
| 183 | 1.827 | 11/22/10 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 184 | 1.861 | 03/02/10 | Tue | 1400 | Rear-End | 0 | 1 | 0 | Day | Wet | Unknown/Not Coded |
| 185 | 1.877 | 08/26/10 | Thu | 1700 | Rear-End | 0 | 3 | 0 | Day | Dry | Unknown/Not Coded |
| 186 | 1.877 | 09/05/10 | Sun | 1200 | Overturned | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 187 | 1.877 | 12/10/10 | Fri | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 188 | 1.882 | 11/16/10 | Tue | 1200 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 189 | 1.901 | 05/17/10 | Mon | 1700 | Hit Other Fixed Object | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 190 | 1.977 | 03/17/10 | Wed | 1300 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 191 | 1.977 | 11/30/10 | Tue | 0900 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |

| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **191** | | **0** | **91** | **100** | **9** | **1** | **0** | **95** | **27** | **1** | |
| | | *0.00%* | *47.64%* | *52.36%* | *4.71%* | *0.52%* | *0.00%* | *49.74%* | *14.14%* | *0.52%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **26** | | **136** | **55** | **58** | **133** | **4** | **1** | **7** | | | |
| *13.61%* | | *71.20%* | *28.80%* | *30.37%* | *69.63%* | *2.09%* | *0.52%* | *3.66%* | | | |

TOTAL ENTERING VEHICLES/ADT: **190,000**

SEGMENT CRASH RATE: **1.368**

# 2011 Palm Beach County Crash Data Analysis

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.140 | 01/14/11 | Fri | 0000 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 2 | 0.140 | 09/19/11 | Mon | 0900 | Angle | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 3 | 0.185 | 04/02/11 | Sat | 0700 | Angle | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 4 | 0.190 | 01/28/11 | Fri | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 5 | 0.350 | 01/06/11 | Thu | 1700 | Rear-End | 0 | 7 | 0 | Day | Wet | Unknown/Not Coded |
| 6 | 0.350 | 09/06/11 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 7 | 0.350 | 10/30/11 | Sun | 0300 | Rear-End | 0 | 3 | 0 | Night | Wet | Improper Passing |
| 8 | 0.350 | 11/15/11 | Tue | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 9 | 0.540 | 02/25/11 | Fri | 1000 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 10 | 0.540 | 09/04/11 | Sun | 0400 | Concrete Barrier Wall | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 11 | 0.540 | 09/24/11 | Sat | 1600 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 12 | 0.540 | 11/09/11 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 13 | 0.540 | 11/20/11 | Sun | 1900 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 14 | 0.540 | 12/25/11 | Sun | 1800 | All Other | 0 | 1 | 0 | Night | Dry | No Improper Driving/Act |
| 15 | 0.740 | 01/31/11 | Mon | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 16 | 0.750 | 07/11/11 | Mon | 0600 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 17 | 0.790 | 03/16/11 | Wed | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 18 | 1.040 | 02/28/11 | Mon | 1300 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 19 | 1.040 | 03/16/11 | Wed | 1600 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 20 | 1.040 | 06/02/11 | Thu | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 21 | 1.040 | 06/08/11 | Wed | 2300 | Hit Tree/Shrubbery | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 22 | 1.040 | 07/05/11 | Tue | 1000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 23 | 1.040 | 07/19/11 | Tue | 1800 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 24 | 1.040 | 07/27/11 | Wed | 2000 | Hit Other Fixed Object | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 25 | 1.040 | 08/17/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Followed Too Closely |
| 26 | 1.040 | 08/25/11 | Thu | 0100 | All Other | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 27 | 1.040 | 09/03/11 | Sat | 0000 | Rear-End | 0 | 3 | 0 | Night | Wet | Careless Driving |
| 28 | 1.040 | 09/03/11 | Sat | 0000 | Rear-End | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 29 | 1.040 | 09/16/11 | Fri | 2200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 30 | 1.040 | 10/06/11 | Thu | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Exceeded Safe Speed Limit |
| 31 | 1.040 | 12/10/11 | Sat | 0100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 32 | 1.040 | 12/22/11 | Thu | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Unknown/Not Coded |
| 33 | 1.140 | 02/12/11 | Sat | 0600 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Night | Wet | Unknown/Not Coded |
| 34 | 1.140 | 08/04/11 | Thu | 0800 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 35 | 1.140 | 11/16/11 | Wed | 0900 | Rear-End | 0 | 2 | 0 | Day | Dry | Followed Too Closely |
| 36 | 1.240 | 03/31/11 | Thu | 1300 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 37 | 1.240 | 12/29/11 | Thu | 1100 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 38 | 1.250 | 02/13/11 | Sun | 0500 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 39 | 1.256 | 07/03/11 | Sun | 0600 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 40 | 1.290 | 01/24/11 | Mon | 1000 | Cargo Loss Or Shift | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 41 | 1.290 | 04/14/11 | Thu | 1700 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 42 | 1.290 | 07/10/11 | Sun | 0500 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 43 | 1.290 | 09/20/11 | Tue | 1100 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 44 | 1.313 | 02/22/11 | Tue | 1100 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 45 | 1.331 | 10/18/11 | Tue | 0900 | Head-On | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 46 | 1.336 | 12/02/11 | Fri | 0800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 47 | 1.340 | 05/10/11 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 48 | 1.340 | 06/25/11 | Sat | 2200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Careless Driving |
| 49 | 1.340 | 12/06/11 | Tue | 0000 | All Other | 0 | 0 | 1 | Night | Dry | Unknown/Not Coded |
| 50 | 1.350 | 07/23/11 | Sat | 0500 | Angle | 0 | 3 | 0 | Night | Wet | Unknown/Not Coded |
| 51 | 1.351 | 04/26/11 | Tue | 0800 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 52 | 1.351 | 11/19/11 | Sat | 0600 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 53 | 1.368 | 01/16/11 | Sun | 0000 | All Other | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 54 | 1.383 | 05/03/11 | Tue | 1400 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 55 | 1.398 | 07/22/11 | Fri | 1100 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 56 | 1.437 | 05/29/11 | Sun | 1600 | Concrete Barrier Wall | 0 | 2 | 0 | Day | Dry | No Improper Driving/Act |
| 57 | 1.440 | 09/24/11 | Sat | 1800 | Hit Guardrail | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 58 | 1.440 | 11/29/11 | Tue | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 59 | 1.440 | 12/14/11 | Wed | 1800 | Rear-End | 0 | 1 | 0 | Night | Wet | Careless Driving |
| 60 | 1.464 | 07/12/11 | Tue | 0700 | Concrete Barrier Wall | 0 | 1 | 0 | Day | Dry | No Improper Driving/Act |
| 61 | 1.464 | 11/14/11 | Mon | 0800 | Angle | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 62 | 1.493 | 03/01/11 | Tue | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Exceeded Safe Speed Limit |
| 63 | 1.493 | 08/23/11 | Tue | 1000 | Rear-End | 0 | 0 | 1 | Day | Wet | Exceeded Safe Speed Limit |
| 64 | 1.512 | 01/13/11 | Thu | 1800 | Rear-End | 0 | 2 | 0 | Night | Dry | Careless Driving |
| 65 | 1.512 | 08/23/11 | Tue | 2200 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Night | Dry | No Improper Driving/Act |
| 66 | 1.512 | 09/26/11 | Mon | 1600 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 67 | 1.520 | 10/19/11 | Wed | 0900 | Rear-End | 0 | 1 | 0 | Day | Wet | Careless Driving |
| 68 | 1.521 | 10/18/11 | Tue | 2200 | All Other | 0 | 0 | 1 | Night | Wet | Unknown/Not Coded |
| 69 | 1.531 | 01/18/11 | Tue | 0700 | Rear-End | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 70 | 1.532 | 03/07/11 | Mon | 0900 | All Other | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 71 | 1.550 | 02/09/11 | Wed | 0700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 72 | 1.569 | 06/07/11 | Tue | 0000 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Exceeded Safe Speed Limit |
| 73 | 1.577 | 04/11/11 | Mon | 0800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 74 | 1.594 | 07/06/11 | Wed | 0700 | Concrete Barrier Wall | 0 | 0 | 1 | Day | Wet | Careless Driving |
| 75 | 1.596 | 05/15/11 | Sun | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 76 | 1.605 | 07/28/11 | Thu | 1400 | Coll. W/ Mv On Roadway | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 77 | 1.615 | 03/12/11 | Sat | 0300 | Concrete Barrier Wall | 0 | 3 | 0 | Night | Dry | Careless Driving |
| 78 | 1.615 | 10/19/11 | Wed | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | No Improper Driving/Act |
| 79 | 1.634 | 04/20/11 | Wed | 1400 | All Other | 0 | 0 | 1 | Day | Dry | No Improper Driving/Act |
| 80 | 1.653 | 01/17/11 | Mon | 0300 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 81 | 1.672 | 12/02/11 | Fri | 1900 | All Other | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 82 | 1.677 | 11/30/11 | Wed | 1600 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 83 | 1.710 | 05/11/11 | Wed | 1800 | Rear-End | 0 | 0 | 1 | Day | Dry | Careless Driving |
| 84 | 1.777 | 04/20/11 | Wed | 1400 | All Other | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 85 | 1.777 | 10/06/11 | Thu | 0900 | Rear-End | 0 | 1 | 0 | Day | Dry | Unknown/Not Coded |
| 86 | 1.777 | 10/06/11 | Thu | 0900 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Unknown/Not Coded |
| 87 | 1.777 | 10/23/11 | Sun | 1900 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Dry | Careless Driving |
| 88 | 1.782 | 05/24/11 | Tue | 1000 | Coll. W/ Mv On Roadway | 0 | 0 | 1 | Day | Dry | Improper Passing |
| 89 | 1.827 | 03/04/11 | Fri | 1900 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |

**FLORIDA DEPARTMENT OF TRANSPORTATION**
**CRASH SUMMARY**

SECTION: **93220000** STATE ROUTE: **9**

ROADWAY LIMITS: **From Broward Co Line to S of Glades Rd** M.P. **0.000** TO **2.014** ENGINEER: **TCG/URS**

STUDY PERIOD: FROM **1/ 11** TO **12/ 11** COUNTY: **Palm Beach**

| No. | MILE POST | DATE | DAY | TIME | CRASH TYPE | FATAL | INJURY | PROP DAM | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 90 | 1.827 | 05/18/11 | Wed | 2200 | Concrete Barrier Wall | 0 | 0 | 1 | Night | Wet | Exceeded Safe Speed Limit |
| 91 | 1.827 | 06/24/11 | Fri | 1600 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 92 | 1.827 | 07/08/11 | Fri | 1700 | Rear-End | 0 | 1 | 0 | Day | Dry | Careless Driving |
| 93 | 1.827 | 11/28/11 | Mon | 1800 | Rear-End | 0 | 1 | 0 | Night | Dry | Careless Driving |
| 94 | 1.861 | 12/12/11 | Mon | 1600 | Rear-End | 0 | 1 | 0 | Day | Wet | Exceeded Safe Speed Limit |
| 95 | 1.877 | 09/07/11 | Wed | 1800 | All Other | 0 | 0 | 1 | Day | Wet | Unknown/Not Coded |
| 96 | 1.977 | 08/16/11 | Tue | 1700 | Rear-End | 0 | 0 | 1 | Day | Wet | Careless Driving |

| Total No. | | Fatal | Injury | PDO | Angle | Left Turn | Right Turn | Rear End | Side swipe | Ped/ Bike | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **96** | | **0** | **35** | **61** | **4** | **0** | **0** | **43** | **0** | **0** | |
| | | *0.00%* | *36.46%* | *63.54%* | *4.17%* | *0.00%* | *0.00%* | *44.79%* | *0.00%* | *0.00%* | |
| One Vehicle | | Day | Night | Wet | Dry | Excess Speed | FTYRW | DUI | | | |
| **25** | | **62** | **34** | **28** | **68** | **8** | **0** | **4** | | | |
| *26.04%* | | *64.58%* | *35.42%* | *29.17%* | *70.83%* | *8.33%* | *0.00%* | *4.17%* | | | |

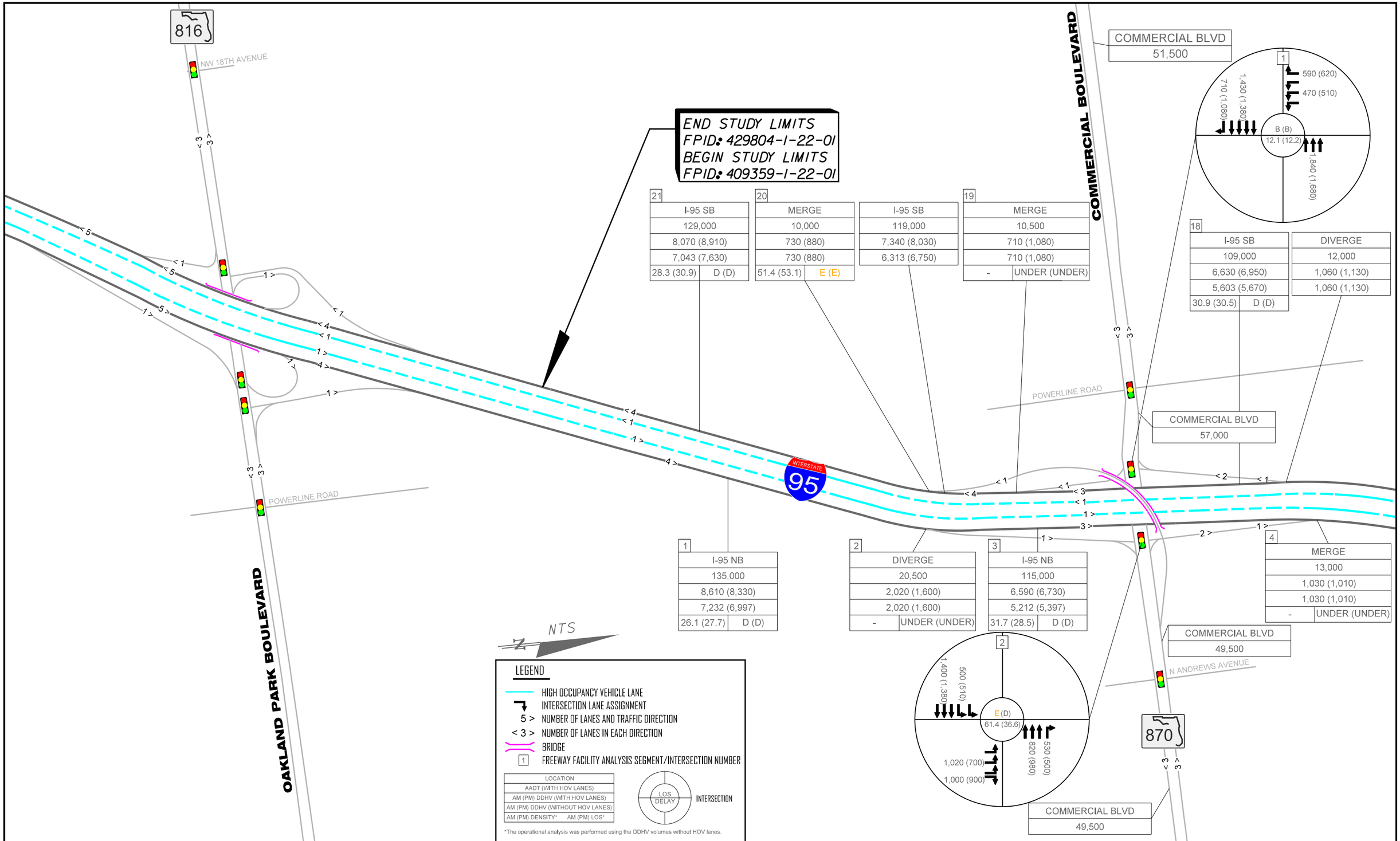
TOTAL ENTERING VEHICLES/ADT: **191,500**

SEGMENT CRASH RATE: **0.682**

# APPENDIX F

## Existing and Future Traffic Operational Analysis

# 2011 Traffic Operational Analysis Results




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

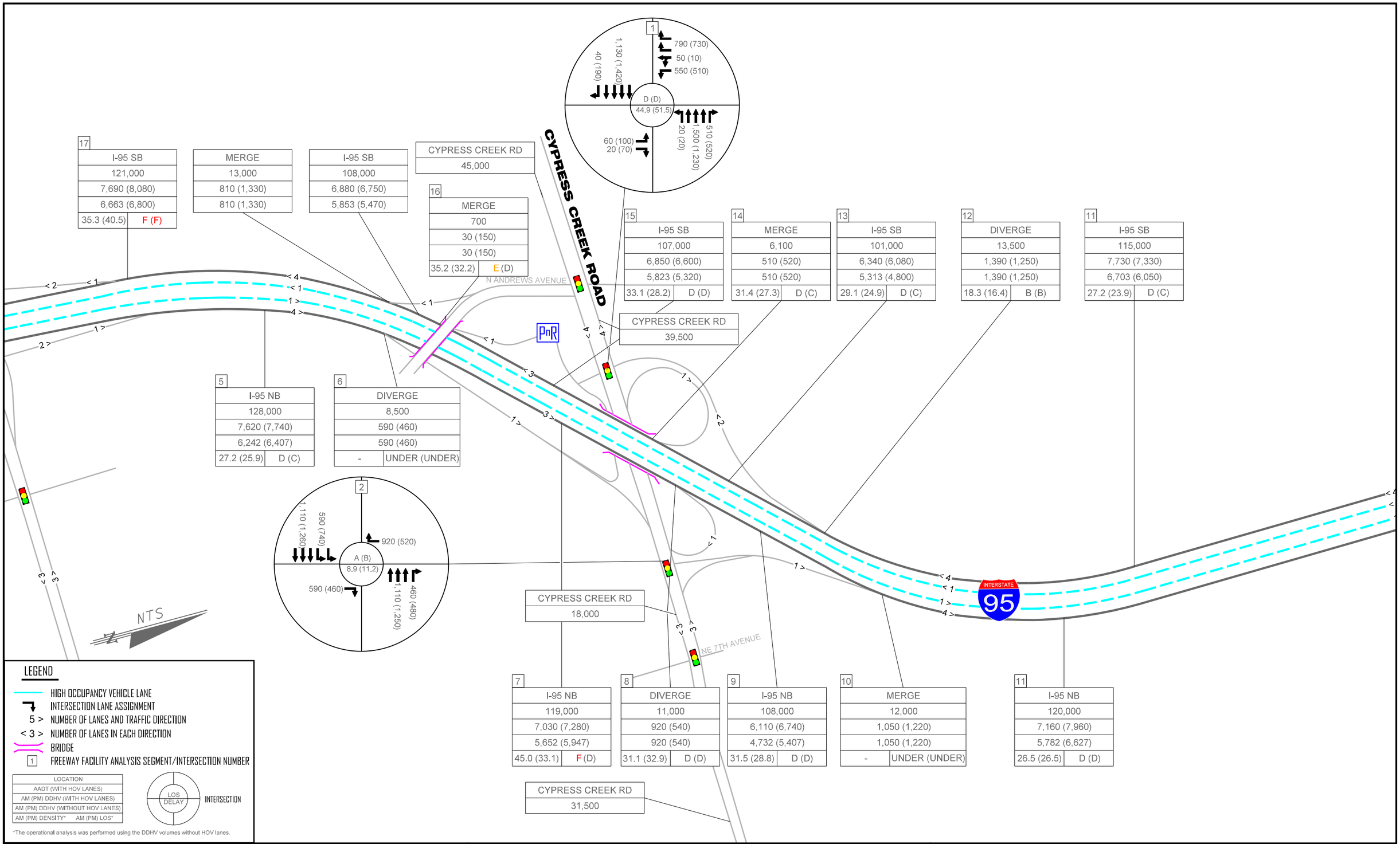
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) 2011 EXISTING CONDITIONS LANE GEOMETRY AND CONFIGURATIONS 2011 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 1




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

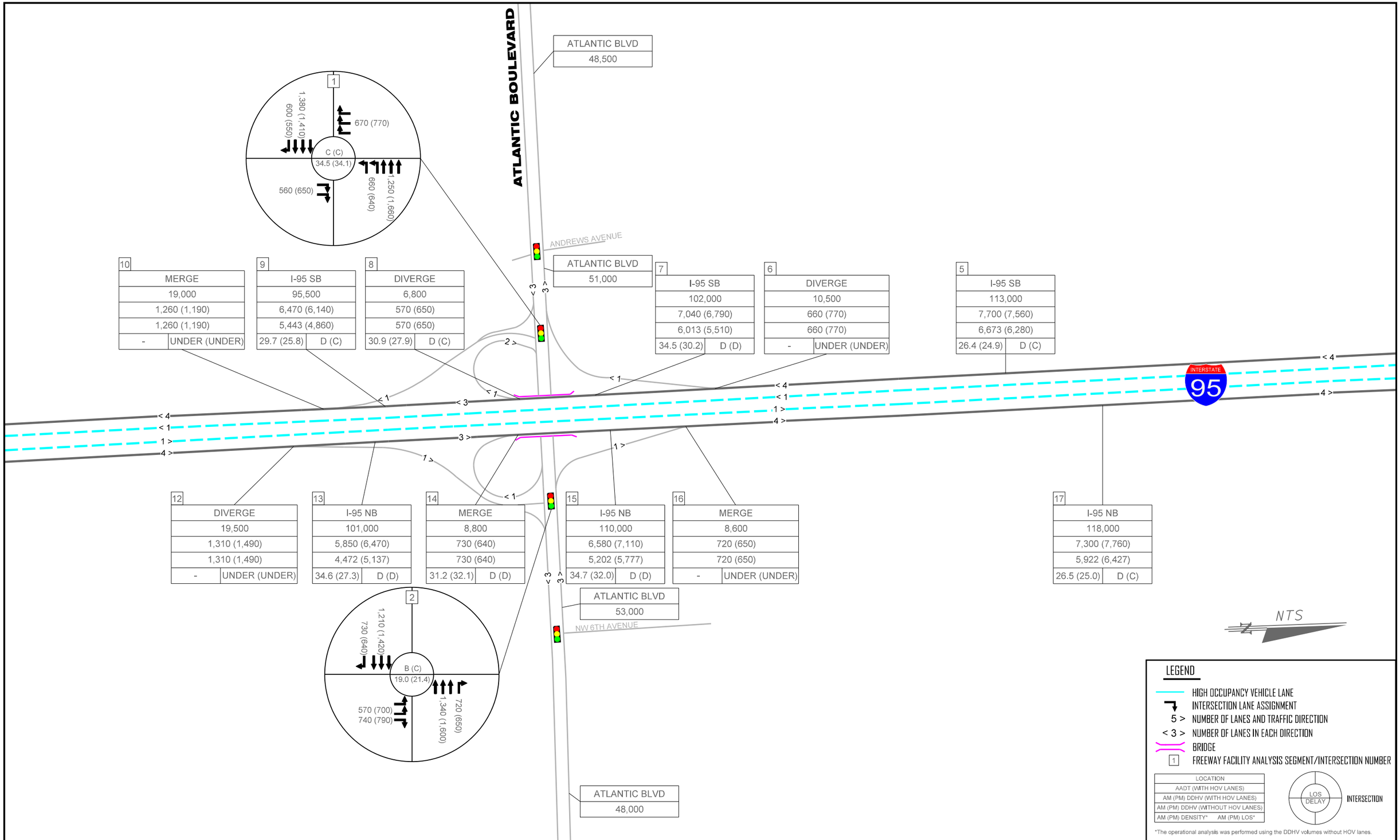
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) 2011 EXISTING CONDITIONS LANE GEOMETRY AND CONFIGURATIONS 2011 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 2




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) 2011 EXISTING CONDITIONS LANE GEOMETRY AND CONFIGURATIONS 2011 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 3

COPANS RD
37,500

ANDREWS AVENUE EXTENSION

COPANS RD
46,000

| 4 | |
|---|---|
| MERGE | |
| 8,900 | |
| 760 (600) | |
| 760 (600) | |
| - | UNDER (UNDER) |

| 3 | | |
|---|---|---|
| I-95 SB | | |
| 104,000 | | |
| 6,940 (6,960) | | |
| 5,913 (5,680) | | |
| 33.5 (31.5) | D (D) | |

| DIVERGE |
|---|
| 4,600 |
| 360 (340) |
| 360 (340) |

| 2 | |
|---|---|
| I-95 SB | |
| 108,000 | |
| 7,300 (7,300) | |
| 6,273 (6,020) | |
| 28.6 (27.2) | D (C) |

| MERGE |
|---|
| 8,500 |
| 400 (390) |
| 400 (390) |

| 1 | |
|---|---|
| I-95 SB | |
| 100,000 | |
| 6,900 (6,910) | |
| 5,873 (5,630) | |
| 33.2 (31.1) | D (D) |

| DIVERGE |
|---|
| 6,600 |
| 550 (400) |
| 550 (400) |

| 21 | |
|---|---|
| I-95 SB | |
| 106,000 | |
| 7,450 (7,310) | |
| 6,423 (6,030) | |
| 28.7 (25.6) | D (C) |

| MERGE |
|---|
| 9,400 |
| 810 (600) |
| 810 (600) |

| 20 | |
|---|---|
| I-95 SB | |
| 97,000 | |
| 6,640 (6,710) | |
| 5,613 (5,430) | |
| 31.4 (29.9) | D (D) |

| 18 | |
|---|---|
| DIVERGE | |
| 18,000 | |
| 1,240 (1,180) | |
| 1,240 (1,180) | |
| - | UNDER (UNDER) |

| 19 | |
|---|---|
| I-95 NB | |
| 100,000 | |
| 6,060 (6,580) | |
| 4,682 (5,247) | |
| 38.1 (27.7) | E (D) |

| 20 | |
|---|---|
| MERGE | |
| 4,900 | |
| 420 (340) | |
| 420 (340) | |
| 30.3 (30.4) | D (D) |

COPANS RD
38,500

NW 3RD AVENUE

| 1 | |
|---|---|
| I-95 NB | |
| 105,000 | |
| 6,480 (6,920) | |
| 5,102 (5,587) | |
| 27.7 (30.2) | D (D) |

| MERGE |
|---|
| 5,300 |
| 360 (380) |
| 360 (380) |

| 2 | |
|---|---|
| I-95 NB | |
| 110,000 | |
| 6,840 (7,300) | |
| 5,462 (5,967) | |
| 24.3 (28.2) | C (D) |

| DIVERGE |
|---|
| 18,300 |
| 1,120 (1,440) |
| 1,120 (1,440) |

| 3 | |
|---|---|
| I-95 NB | |
| 92,000 | |
| 5,720 (5,860) | |
| 4,342 (4,527) | |
| 23.3 (24.0) | C (C) |

| 4 | |
|---|---|
| MERGE | |
| 4,600 | |
| 550 (440) | |
| 550 (440) | |
| 27.3 (27.5) | C (C) |

| 5 | |
|---|---|
| I-95 NB | |
| 96,500 | |
| 6,270 (6,300) | |
| 4,892 (4,967) | |
| 26.5 (26.6) | D (D) |

| 6 | |
|---|---|
| MERGE | |
| 4,600 | |
| 360 (340) | |
| 360 (340) | |
| 31.2 (31.2) | D (D) |




SAMPLE ROAD

SAMPLE RD
55,500

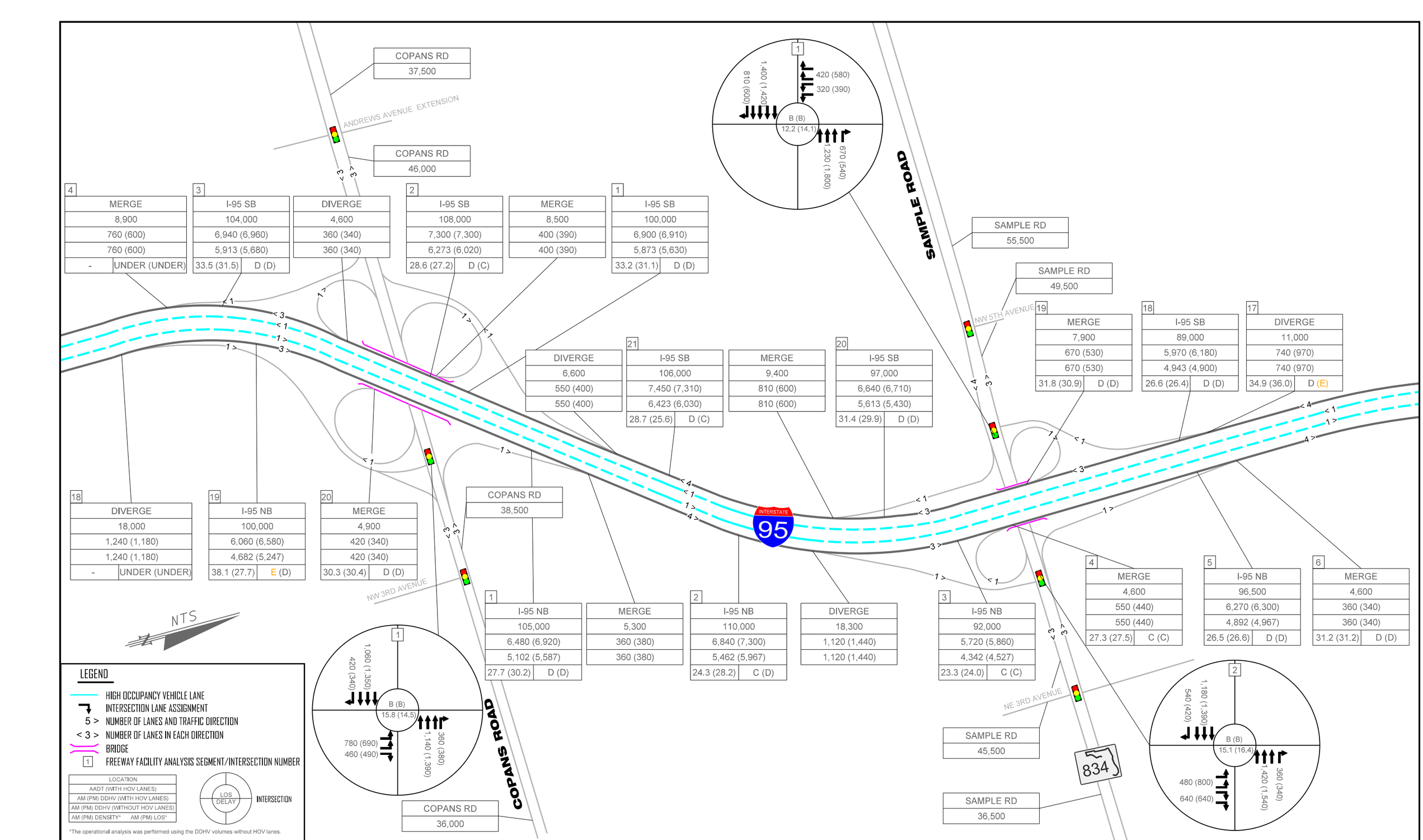
SAMPLE RD
49,500

NW 5TH AVENUE

| 19 | |
|---|---|
| MERGE | |
| 7,900 | |
| 670 (530) | |
| 670 (530) | |
| 31.8 (30.9) | D (D) |

| 18 | |
|---|---|
| I-95 SB | |
| 89,000 | |
| 5,970 (6,180) | |
| 4,943 (4,900) | |
| 26.6 (26.4) | D (D) |

| 17 | |
|---|---|
| DIVERGE | |
| 11,000 | |
| 740 (970) | |
| 740 (970) | |
| 34.9 (36.0) | D (E) |




NTS




COPANS ROAD

COPANS RD
36,000

NE 3RD AVENUE

SAMPLE RD
45,500

834

SAMPLE RD
36,500




LEGEND

- HIGH OCCUPANCY VEHICLE LANE
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- [1] FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT (WITH HOV LANES) |
| AM (PM) DDHV (WITH HOV LANES) |
| AM (PM) DDHV (WITHOUT HOV LANES) |
| AM (PM) DENSITY* AM (PM) LOS* |

LOS DELAY — INTERSECTION

*The operational analysis was performed using the DDHV volumes without HOV lanes.

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

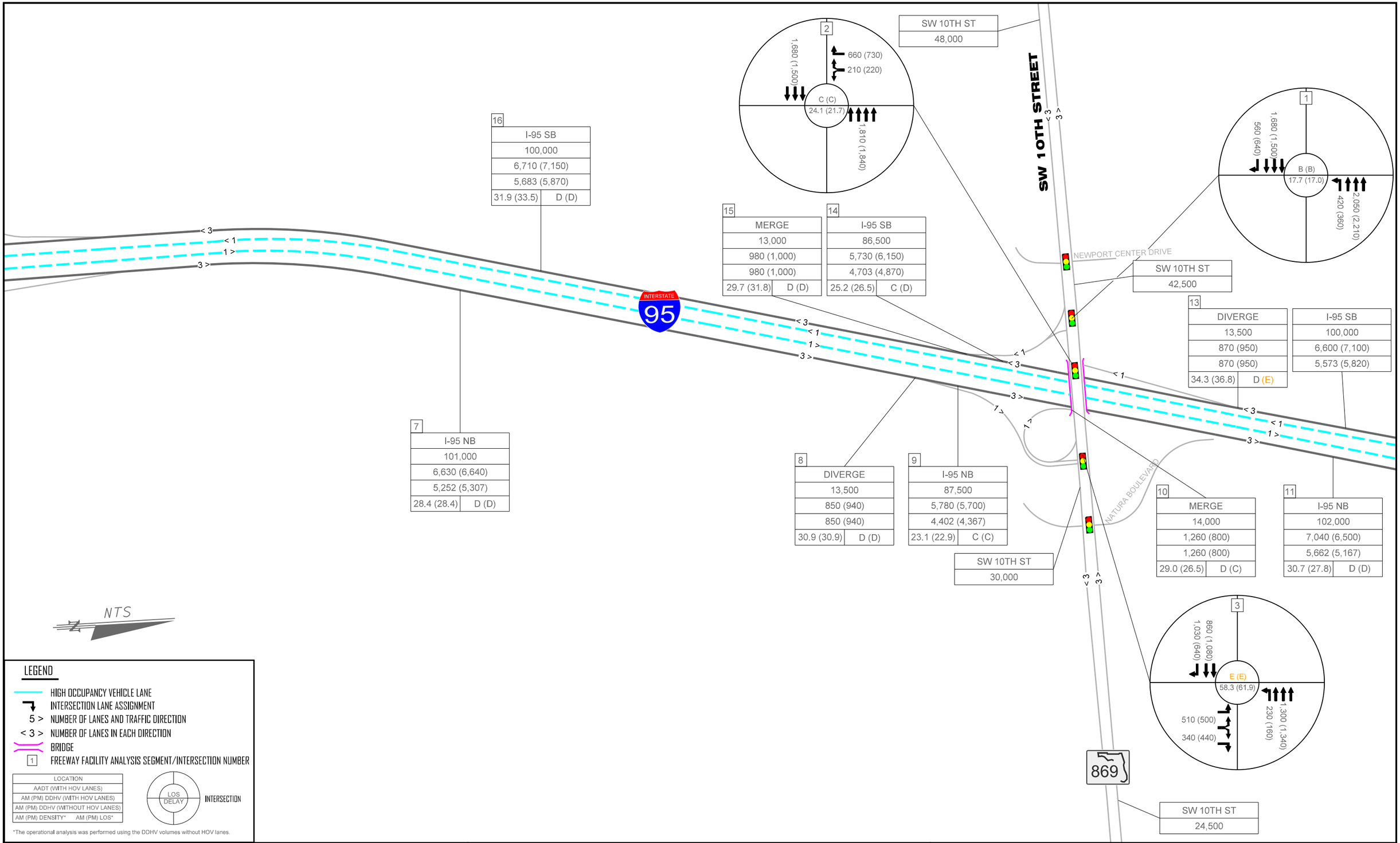
March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) 2011 EXISTING CONDITIONS LANE GEOMETRY AND CONFIGURATIONS 2011 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 4




NTS

## LEGEND

- HIGH OCCUPANCY VEHICLE LANE
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- 1 FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT (WITH HOV LANES) |
| AM (PM) DDHV (WITH HOV LANES) |
| AM (PM) DDHV (WITHOUT HOV LANES) |
| AM (PM) DENSITY* AM (PM) LOS* |

LOS DELAY INTERSECTION

*The operational analysis was performed using the DDHV volumes without HOV lanes.

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

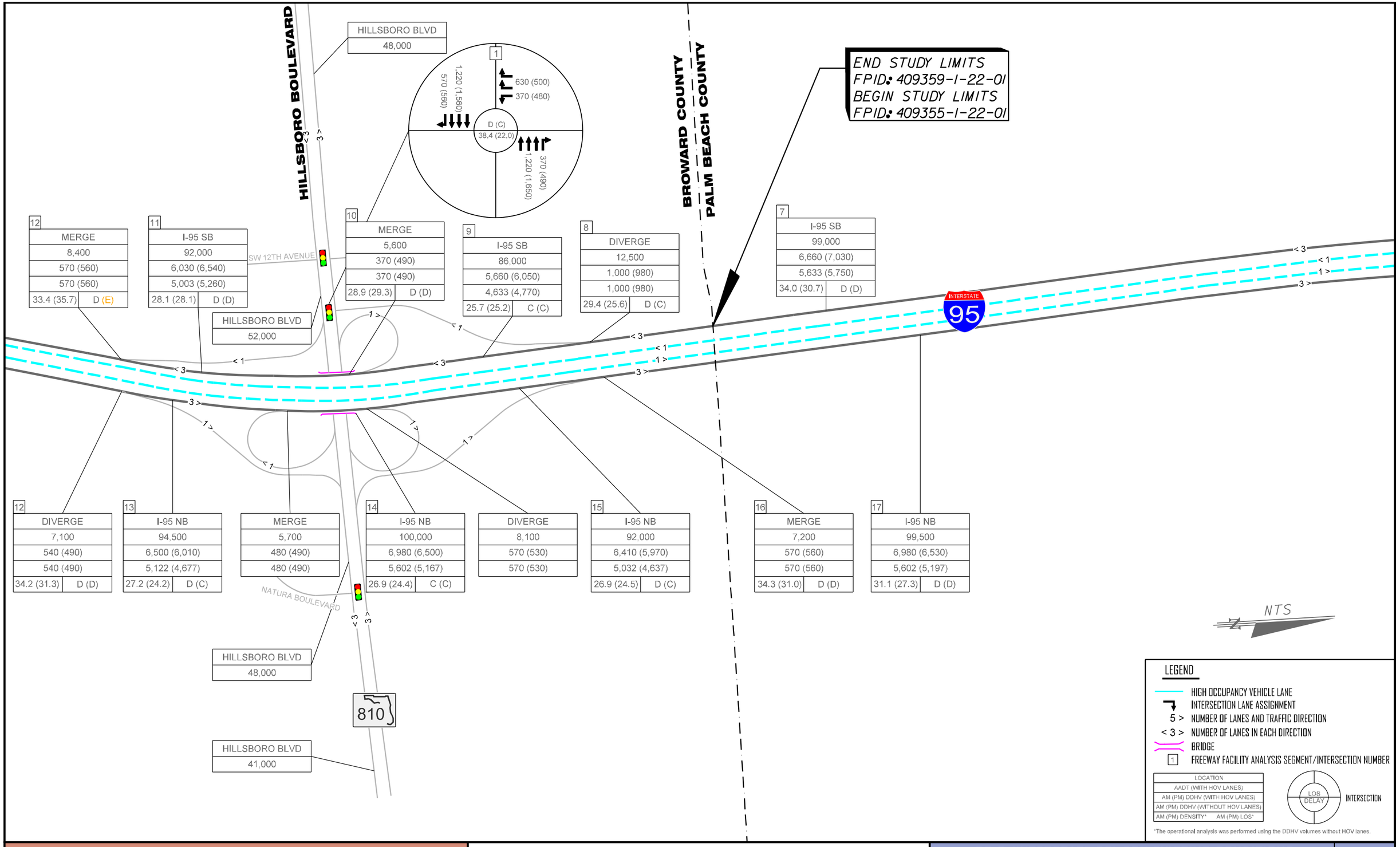
March 2013

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# SR 9 (INTERSTATE 95) 2011 EXISTING CONDITIONS LANE GEOMETRY AND CONFIGURATIONS 2011 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 5




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

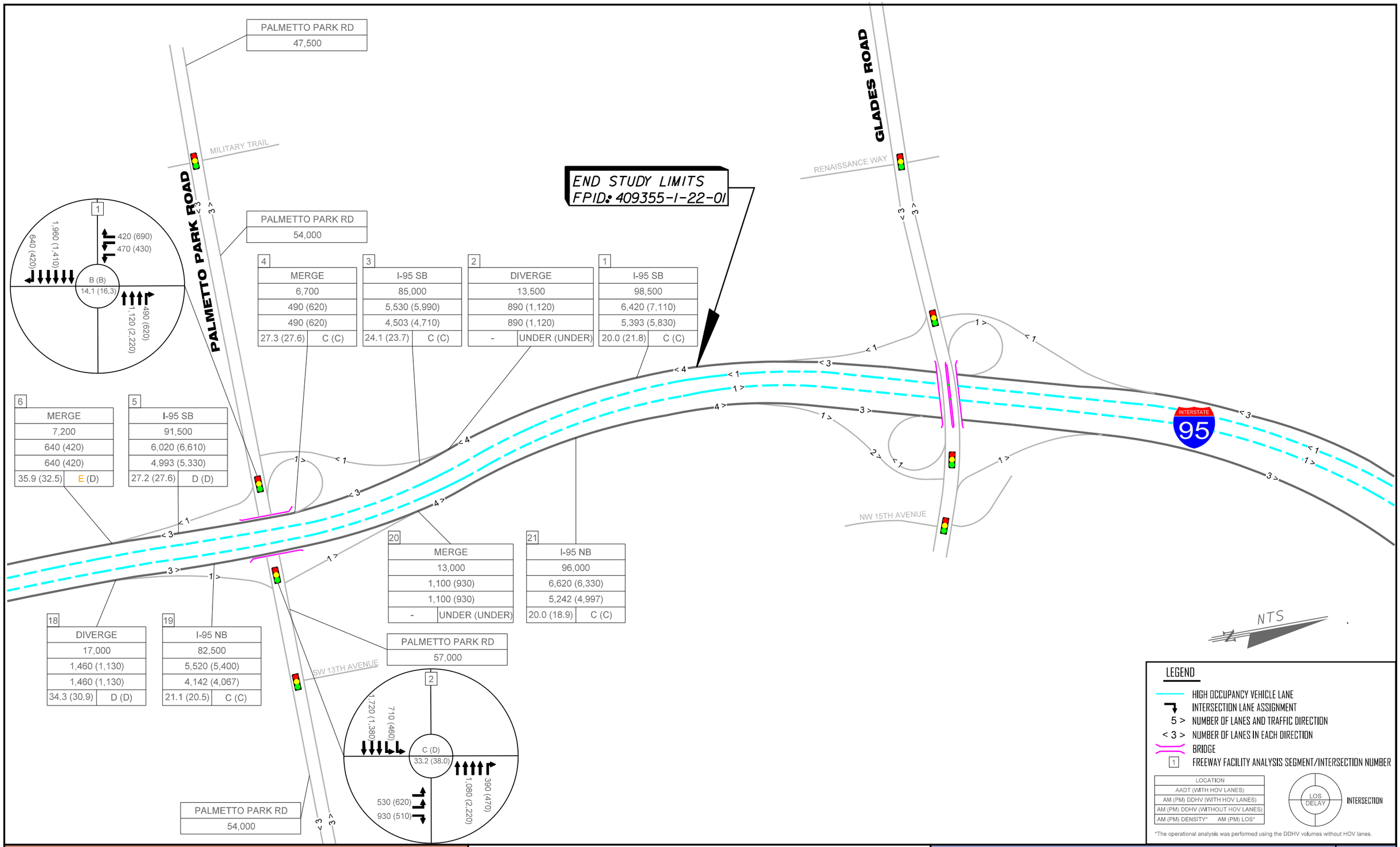
March 2013

I-95 (SR 9) PD&E STUDY

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# SR 9 (INTERSTATE 95) 2011 EXISTING CONDITIONS LANE GEOMETRY AND CONFIGURATIONS 2011 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 6




LEGEND

- HIGH OCCUPANCY VEHICLE LANE
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- [1] FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT (WITH HOV LANES) |
| AM (PM) DDHV (WITH HOV LANES) |
| AM (PM) DDHV (WITHOUT HOV LANES) |
| AM (PM) DENSITY* AM (PM) LOS* |

LOS DELAY INTERSECTION

*The operational analysis was performed using the DDHV volumes without HOV lanes.

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) 2011 EXISTING CONDITIONS LANE GEOMETRY AND CONFIGURATIONS 2011 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 7

# 2020 Build Alternative
# AADT and DDHV Volumes

END STUDY LIMITS
FPID: 429804-1-22-01
BEGIN STUDY LIMITS
FPID: 409359-1-22-01

816

NW 18TH AVENUE

POWERLINE ROAD

OAKLAND PARK BOULEVARD

COMMERCIAL BOULEVARD

N ANDREWS AVENUE

870

INTERSTATE 95

NTS

| EXP LANES SB |
|---|
| 18,500 |
| 1,286 (2,289) |
| 9.7 (17.2) \| A (B) |

| 24 EXP MERGE |
|---|
| 5,600 |
| 449 (777) |
| 6.4 (14.5) \| A (B) |

| 24 EXP DIVERGE |
|---|
| 5,600 |
| 449 (777) |
| 38.3 (40.9) \| E (E) |

| EXP LANES SB |
|---|
| 13,000 |
| 837 (1,512) |
| 6.3 (11.4) \| A (B) |

| 25 I-95 SB |
|---|
| 110,000 |
| 6,667 (6,812) |
| 24.4 (25.0) \| C (C) |

| 23 I-95 SB |
|---|
| 115,000 |
| 7,116 (7,589) |
| 28.2 (30.6) \| D (D) |

| 22 MERGE |
|---|
| 11,000 |
| 798 (1,028) |
| 45.5 (49.2) \| E (E) |

| I-95 SB |
|---|
| 105,000 |
| 6,318 (6,561) |

| 21 MERGE |
|---|
| 12,500 |
| 840 (1,273) |
| - \| UNDER (UNDER) |

| 20 I-95 SB |
|---|
| 92,000 |
| 5,478 (5,288) |
| 29.0 (27.7) \| D (D) |

| DIVERGE |
|---|
| 12,000 |
| 1,137 (1,088) |

1 (B) 11.3 (12.1)
840 (1,273)
1,133 (1,175)
737 (686)
400 (402)
1,645 (1,267)

| 1 I-95 NB |
|---|
| 128,000 |
| 7,374 (7,324) |
| 26.1 (26.1) \| D (D) |

| 2 MAJOR DIVERGE |
|---|
| 23,500 |
| 2,310 (1,785) |
| 20.1 (20.0) \| C (B) |

| 3 I-95 NB |
|---|
| 104,500 |
| 5,064 (5,539) |
| 35.6 (38.3) \| E (E) |

| 5 I-95 NB |
|---|
| 109,000 |
| 5,696 (5,944) |
| 30.6 (31.0) \| D (D) |

| 6 MERGE |
|---|
| 13,500 |
| 1,152 (1,113) |
| - \| UNDER (UNDER) |

| EXP LANES NB |
|---|
| 15,000 |
| 2,159 (1,404) |
| 16.2 (10.6) \| B (A) |

| EXP LANES NB |
|---|
| 20,000 |
| 2,791 (1,809) |
| 21.0 (13.6) \| C (B) |

| EXP DIVERGE |
|---|
| 5,200 |
| 632 (405) |
| 22.3 (13.4) \| C (B) |

| 4 EXP MERGE |
|---|
| 5,200 |
| 632 (405) |
| 33.6 (35.4) \| D (E) |

2
D (C) 52.3 (34.3)
1,010 (1,058)
523 (519)
873 (383)
1,437 (1,402)
772 (884)
629 (594)

## LEGEND

- PROPOSED EXPRESS LANES
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- 1 FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT |
| AM (PM) DDHV |
| AM (PM) DENSITY \| AM (PM) LOS |

LOS / DELAY — INTERSECTION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

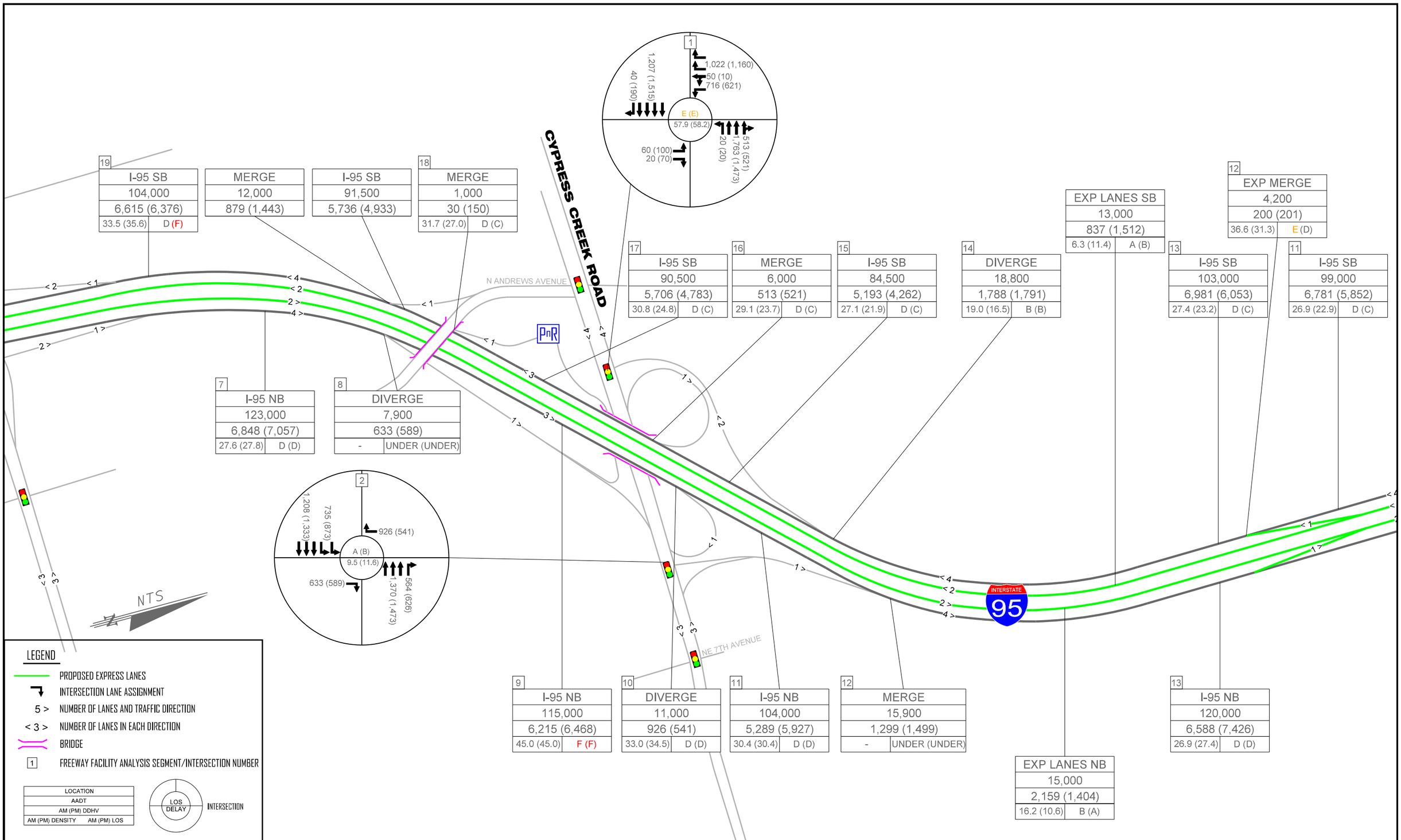
March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
# LANE GEOMETRY AND CONFIGURATIONS
# 2020 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 1




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

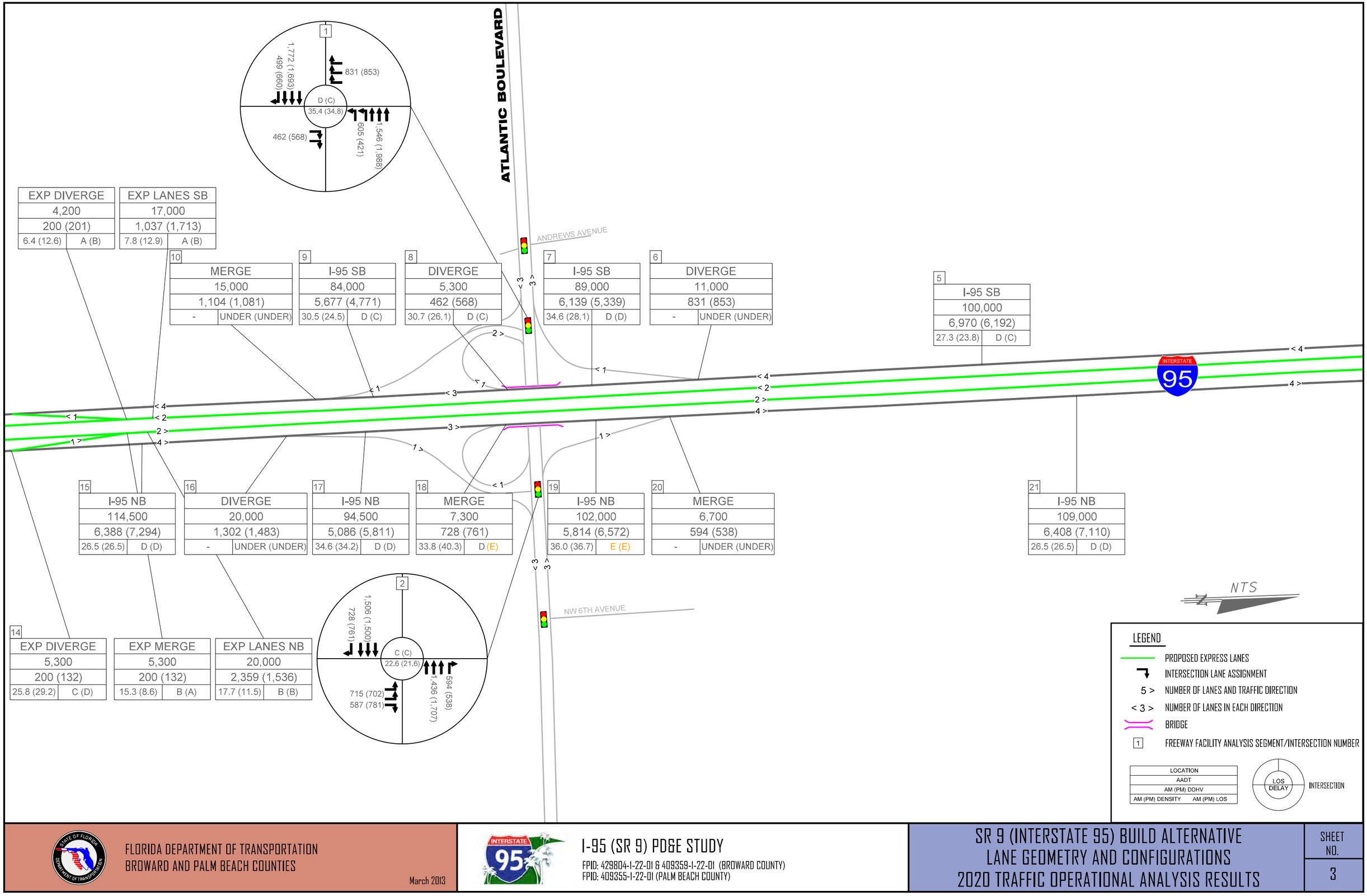
March 2013

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## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2020 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 2




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

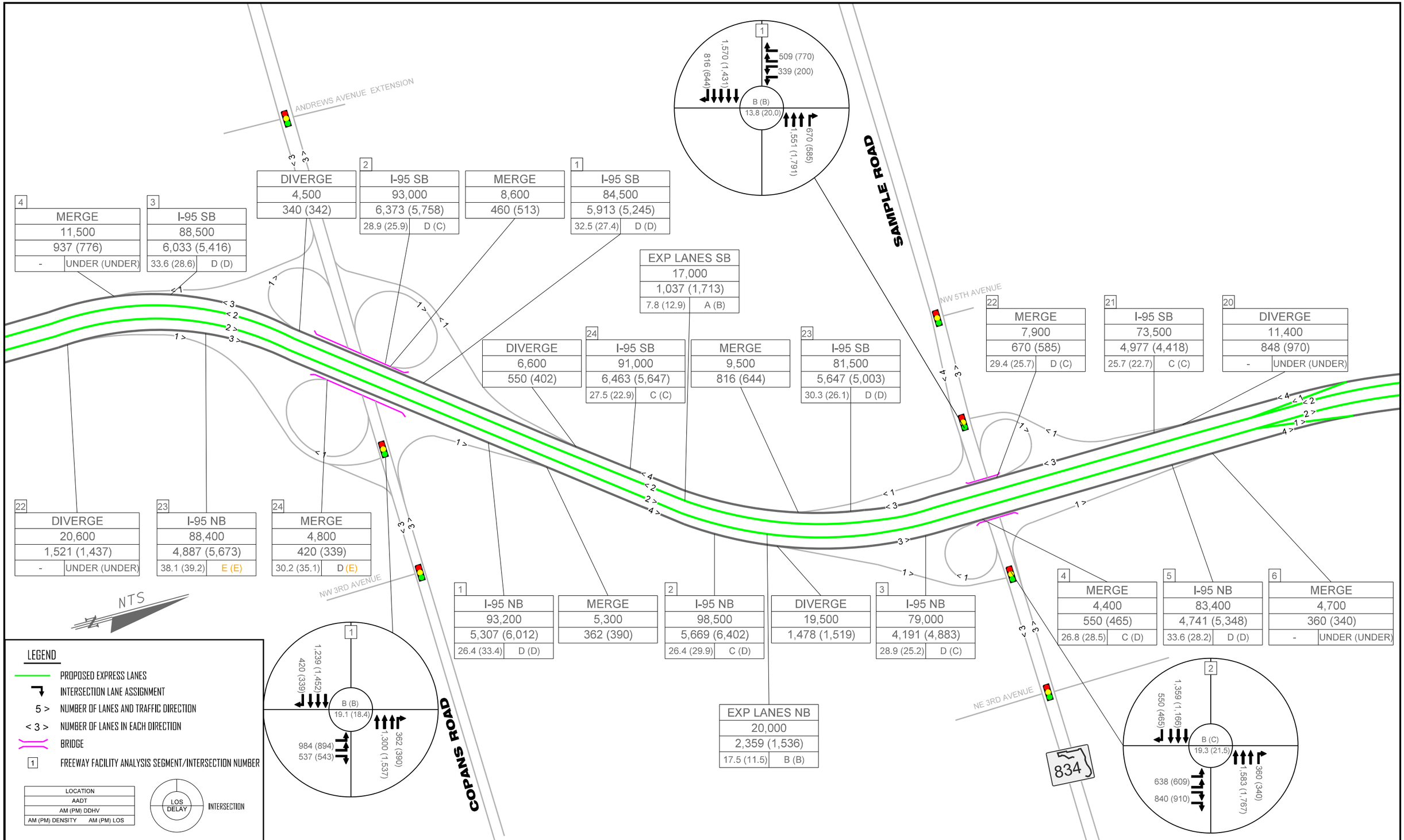
March 2013

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2020 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 3




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

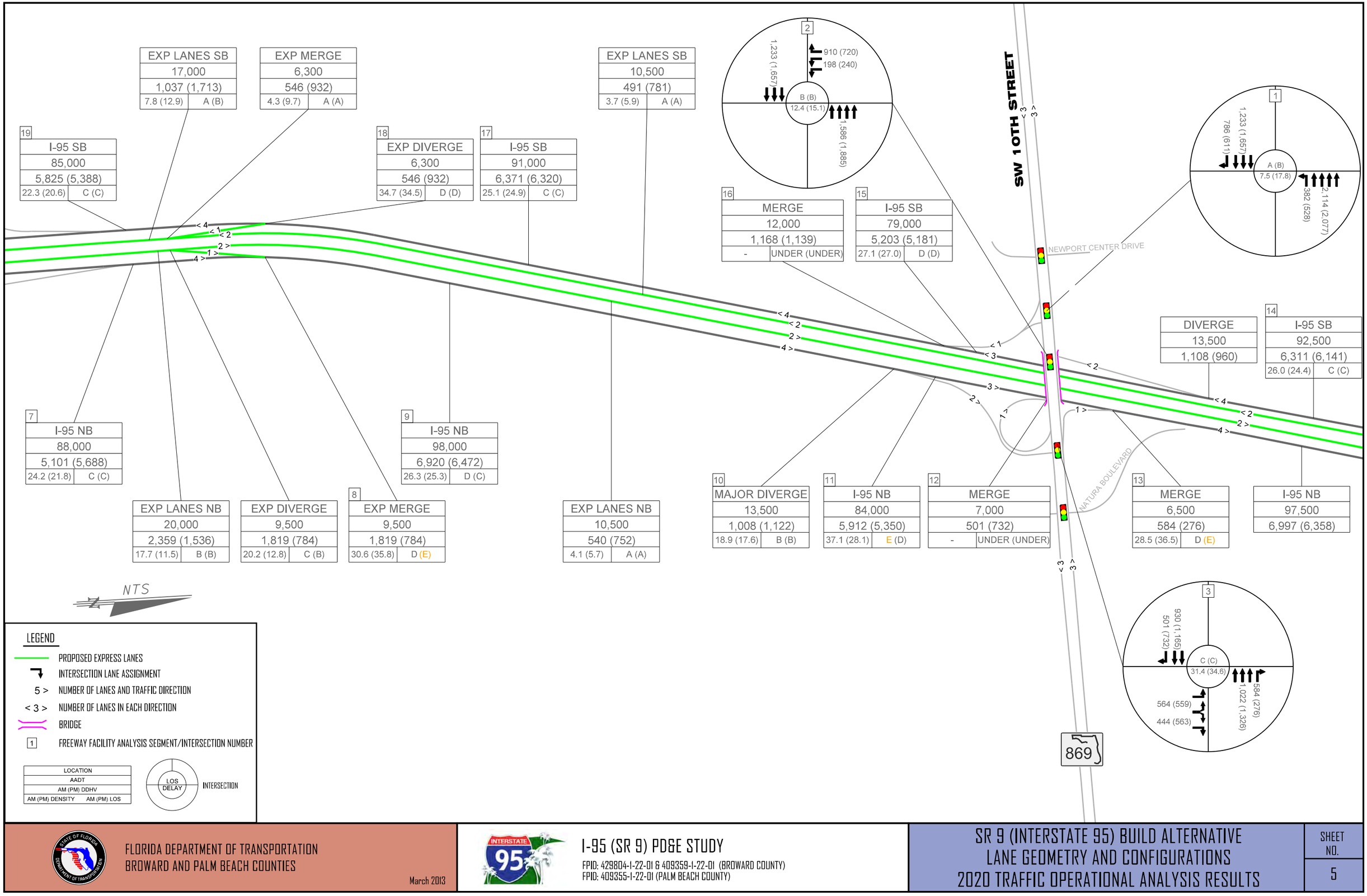
March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2020 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 4




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

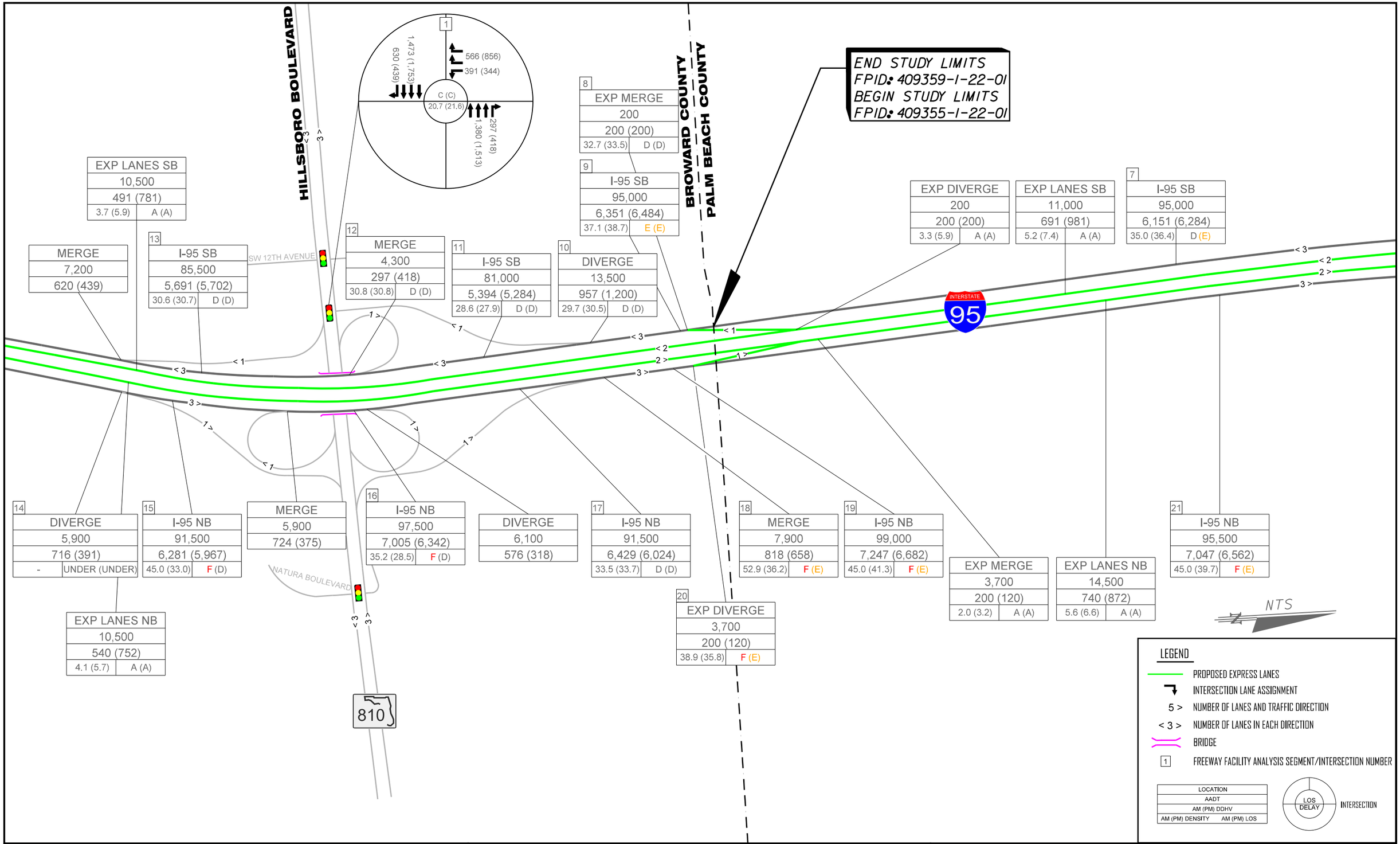
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2020 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 5




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2020 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 6

END STUDY LIMITS
FPID: 409355-1-22-01
BEGIN STUDY LIMITS
FPID: 412420-1-22-01

MILITARY TRAIL

PALMETTO PARK ROAD

GLADES ROAD

RENAISSANCE WAY

NW 15TH AVENUE

SW 13TH AVENUE

808

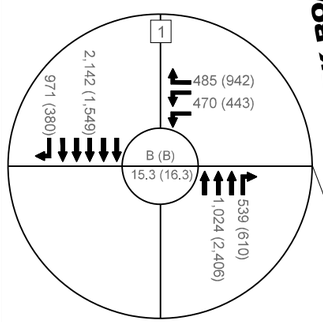
INTERSTATE 95

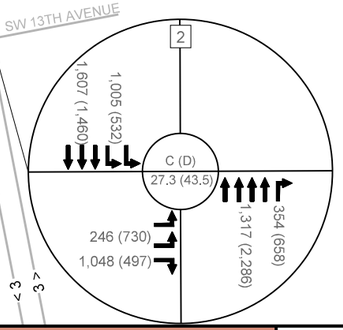
| 4 | MERGE | 6,400 | 539 (610) | 27.2 (31.5) | C (D) |
|---|---|---|---|---|---|
| 3 | I-95 SB | 80,500 | 4,641 (5,294) | 23.8 (27.7) | C (D) |
| 2 | DIVERGE | 16,000 | 955 (1,385) | - | UNDER (UNDER) |
| 1 | I-95 SB | 97,000 | 5,596 (6,679) | 21.4 (25.9) | C (C) |

| 6 | MERGE | 7,700 | 971 (380) | 34.7 (35.9) | D (E) |
|---|---|---|---|---|---|
| 5 | I-95 SB | 87,000 | 5,180 (5,904) | 27.2 (32.7) | D (D) |

| 22 | DIVERGE | 16,500 | 1,294 (1,227) | 38.5 (38.3) | E (E) |
|---|---|---|---|---|---|
| 23 | I-95 NB | 79,000 | 5,753 (5,335) | 30.4 (28.0) | D (D) |

| 24 | MERGE | 16,000 | 1,359 (1,190) | - | UNDER (UNDER) |
|---|---|---|---|---|---|
| 25 | I-95 NB | 95,000 | 7,112 (6,525) | 27.9 (26.6) | D (D) |




NTS

LEGEND

- PROPOSED EXPRESS LANES
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- 1 FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT |
| AM (PM) DDHV |
| AM (PM) DENSITY / AM (PM) LOS |

LOS / DELAY — INTERSECTION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

March 2013

# I-95 (SR 9) PD&E STUDY

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# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
# LANE GEOMETRY AND CONFIGURATIONS
# 2020 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 7

# 2030 Build Alternative
# AADT and DDHV Volumes

END STUDY LIMITS
FPID: 429804-1-22-01
BEGIN STUDY LIMITS
FPID: 409359-1-22-01

816

NW 18TH AVENUE

COMMERCIAL BOULEVARD

| 24 | EXP LANES SB | EXP MERGE | EXP DIVERGE | EXP LANES SB |
|---|---|---|---|---|
| | 24,800 | 7,800 | 7,800 | 17,000 |
| | 1,546 (2,934) | 588 (754) | 588 (754) | 958 (2,180) |
| | 11.6 (22.1) B (C) | 8.5 (19.8) A (B) | 31.1 (33.6) D (D) | 7.2 (16.4) A (B) |

| 25 | I-95 SB |
|---|---|
| | 124,000 |
| | 7,501 (7,942) |
| | 31.5 (33.5) D (D) |

| 23 | I-95 SB |
|---|---|
| | 131,000 |
| | 8,089 (8,696) |
| | 32.2 (34.4) D (D) |

| 22 | MERGE | I-95 SB | 21 | MERGE |
|---|---|---|---|---|
| | 12,000 | 119,000 | | 15,000 |
| | 1,005 (1,109) | 7,084 (7,587) | | 792 (1,379) |
| | 36.2 (41.2) E (E) | | - | UNDER (UNDER) |

| 20 | I-95 SB | DIVERGE |
|---|---|---|
| | 104,000 | 13,000 |
| | 6,292 (6,208) | 1,168 (1,268) |
| | 33.9 (30.4) D (D) | |

1
765 (864)
403 (404)
762 (1,379)
1,291 (1,280)
B (B)
11.1 (11.4)
1,677 (1,406)

POWERLINE ROAD

OAKLAND PARK BOULEVARD

INTERSTATE 95

| 1 | I-95 NB |
|---|---|
| | 140,000 |
| | 7,977 (7,914) |
| | 26.1 (26.1) D (D) |

| 2 | MAJOR DIVERGE |
|---|---|
| | 26,000 |
| | 2,379 (1,876) |
| | 21.7 (21.6) C (C) |

| 3 | I-95 NB |
|---|---|
| | 114,000 |
| | 5,598 (6,038) |
| | 34.5 (40.0) D (E) |

| 5 | I-95 NB |
|---|---|
| | 120,000 |
| | 6,334 (6,319) |
| | 30.6 (31.6) D (D) |

| 6 | MERGE |
|---|---|
| | 10,500 |
| | 1,157 (1,038) |
| | - UNDER (UNDER) |

| EXP LANES NB |
|---|
| 23,500 |
| 1,893 (1,319) |
| 14.2 (9.9) B (A) |

| EXP DIVERGE |
|---|
| 6,000 |
| 736 (281) |
| 14.2 (9.0) B (A) |

| 4 | EXP MERGE |
|---|---|
| | 6,000 |
| | 736 (281) |
| | 39.4 (39.4) E (E) |

| EXP LANES NB |
|---|
| 17,500 |
| 1,157 (1,038) |
| 8.7 (7.8) A (A) |

2
1,167 (1,162)
527 (522)
D (C)
49.9 (34.4)
807 (955)
630 (516)
870 (451)
1,509 (1,425)

N ANDREWS AVENUE

870

NTS

LEGEND

- PROPOSED EXPRESS LANES
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- [1] FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT |
| AM (PM) DDHV |
| AM (PM) DENSITY AM (PM) LOS |

LOS DELAY INTERSECTION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

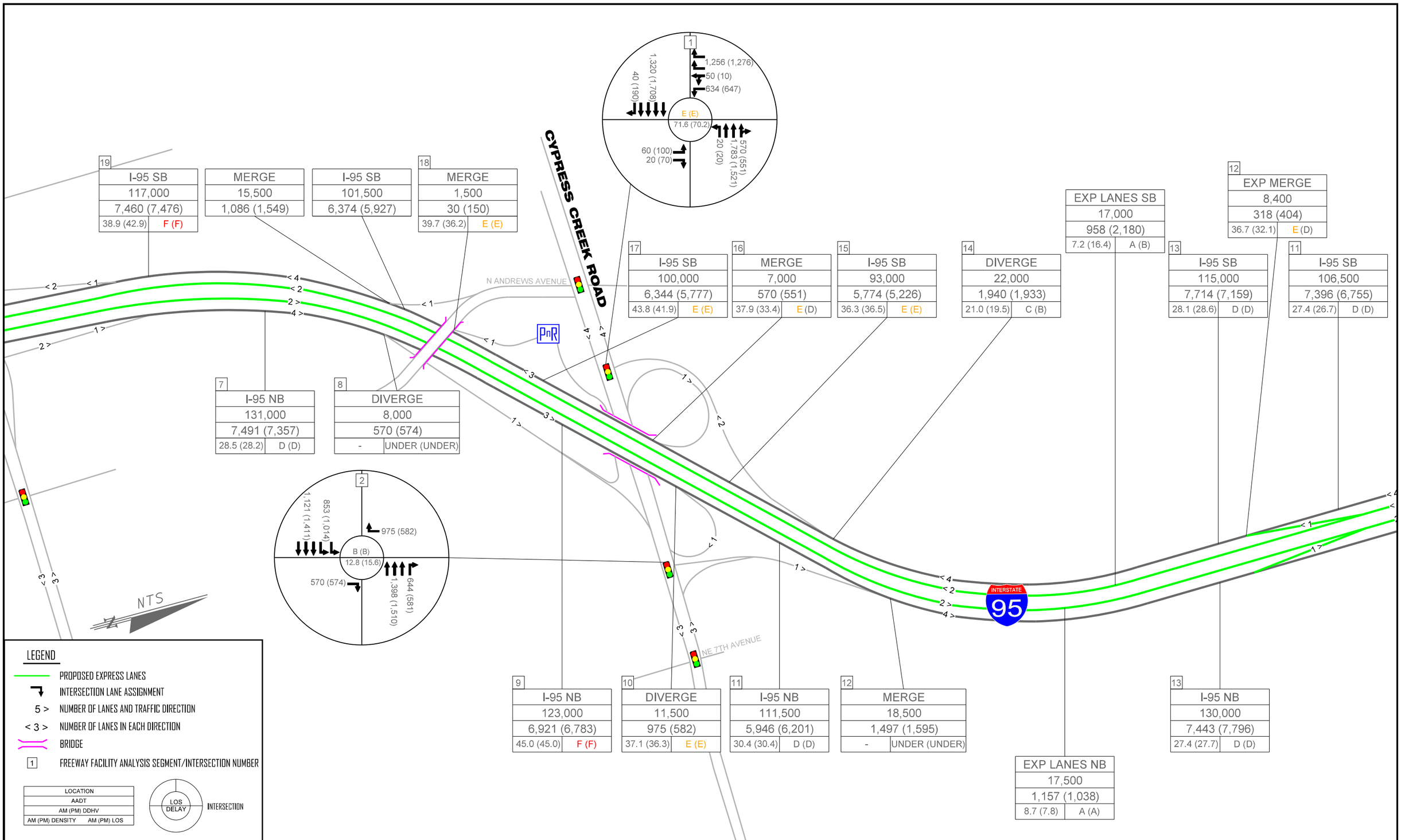
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2030 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 1




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

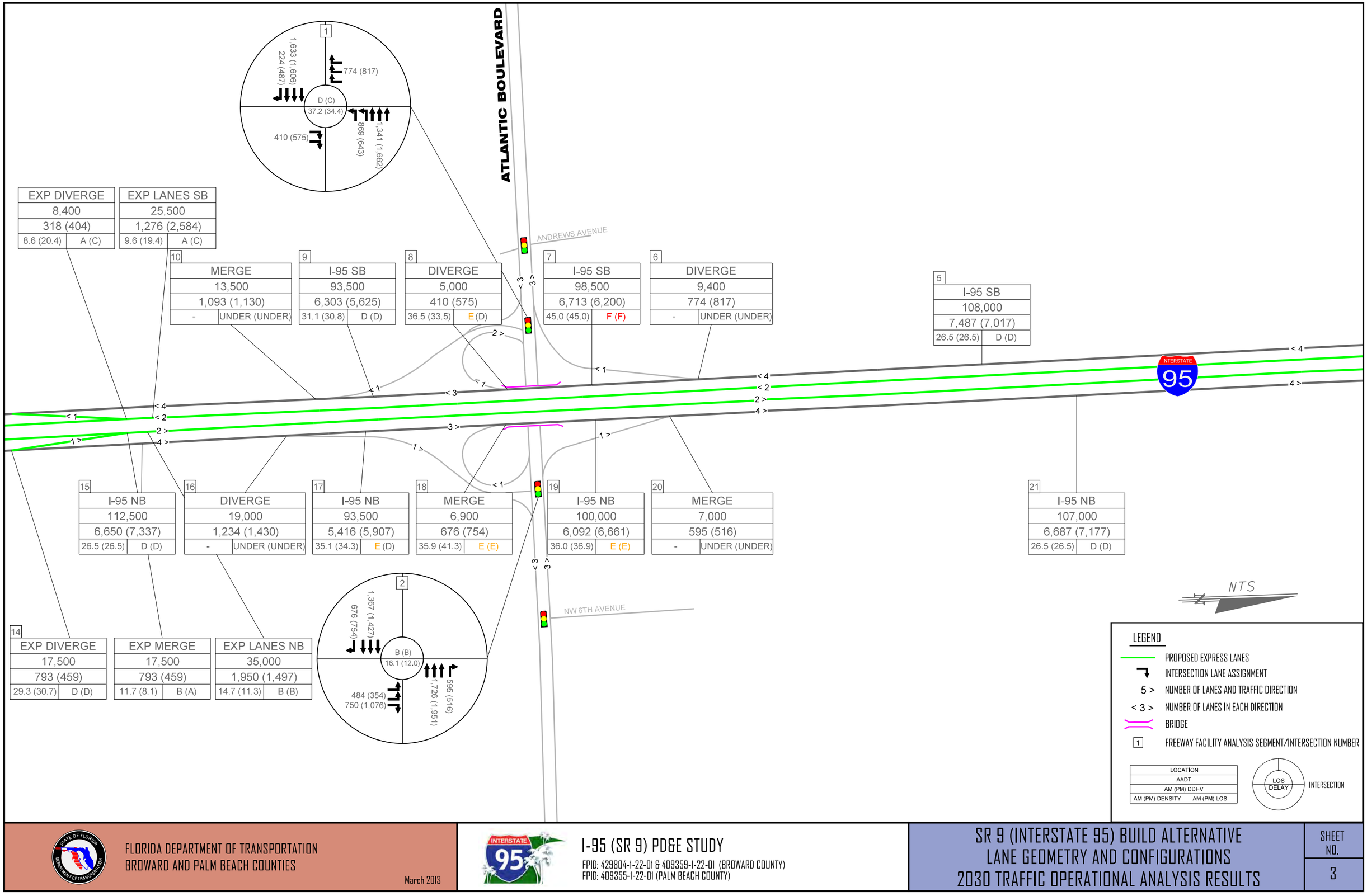
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2030 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 2




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

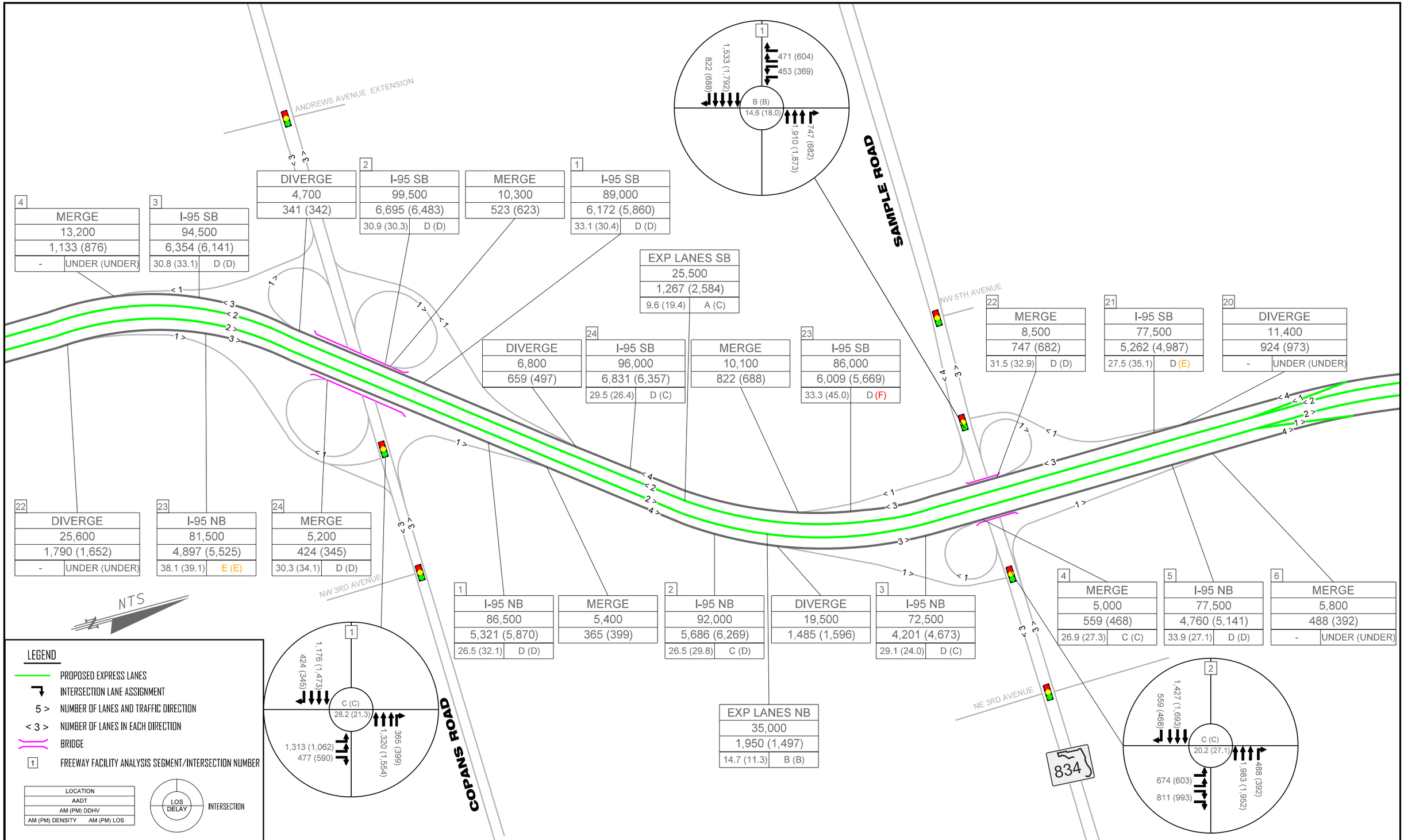
March 2013

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FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2030 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 3




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

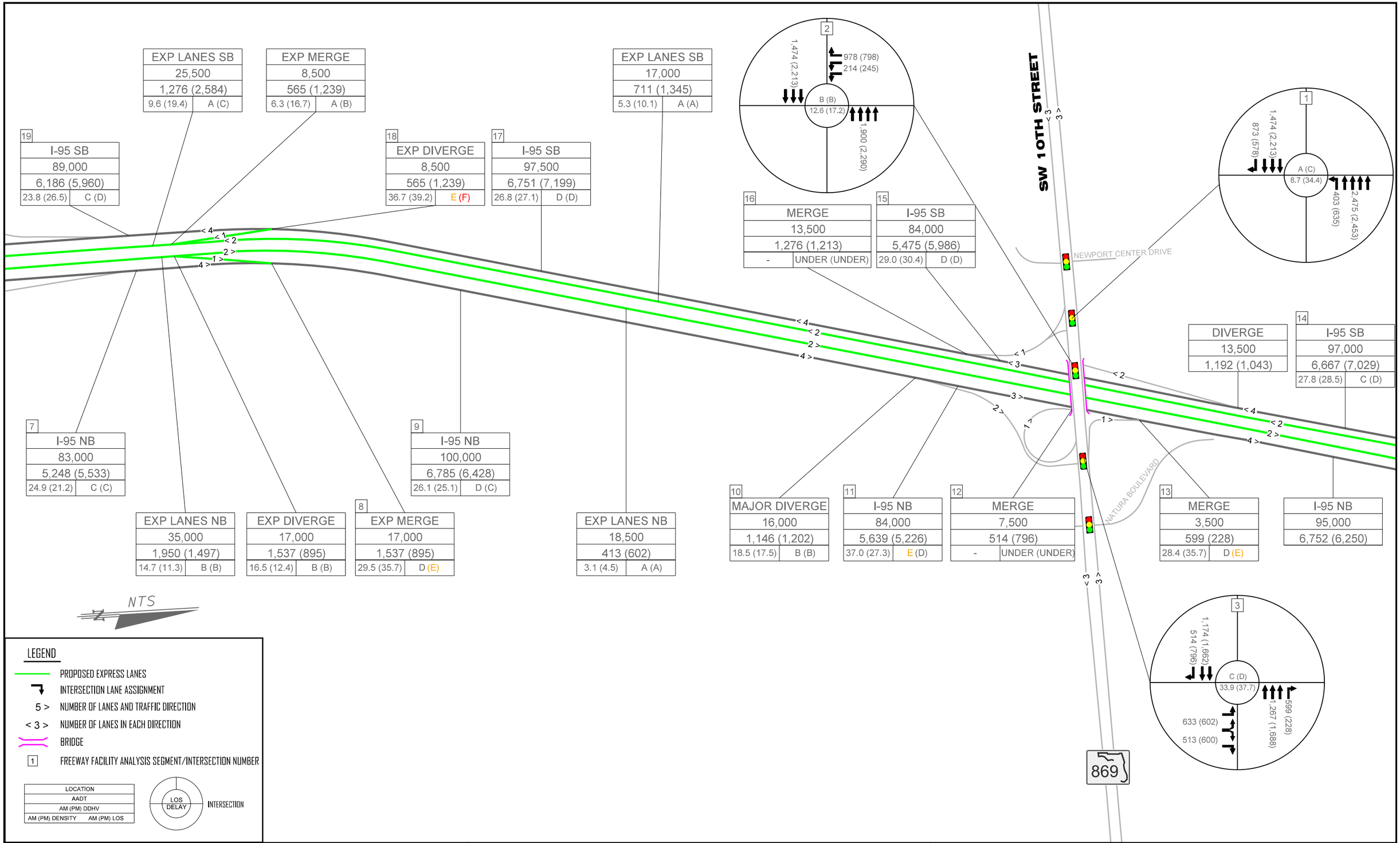
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2030 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 4




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

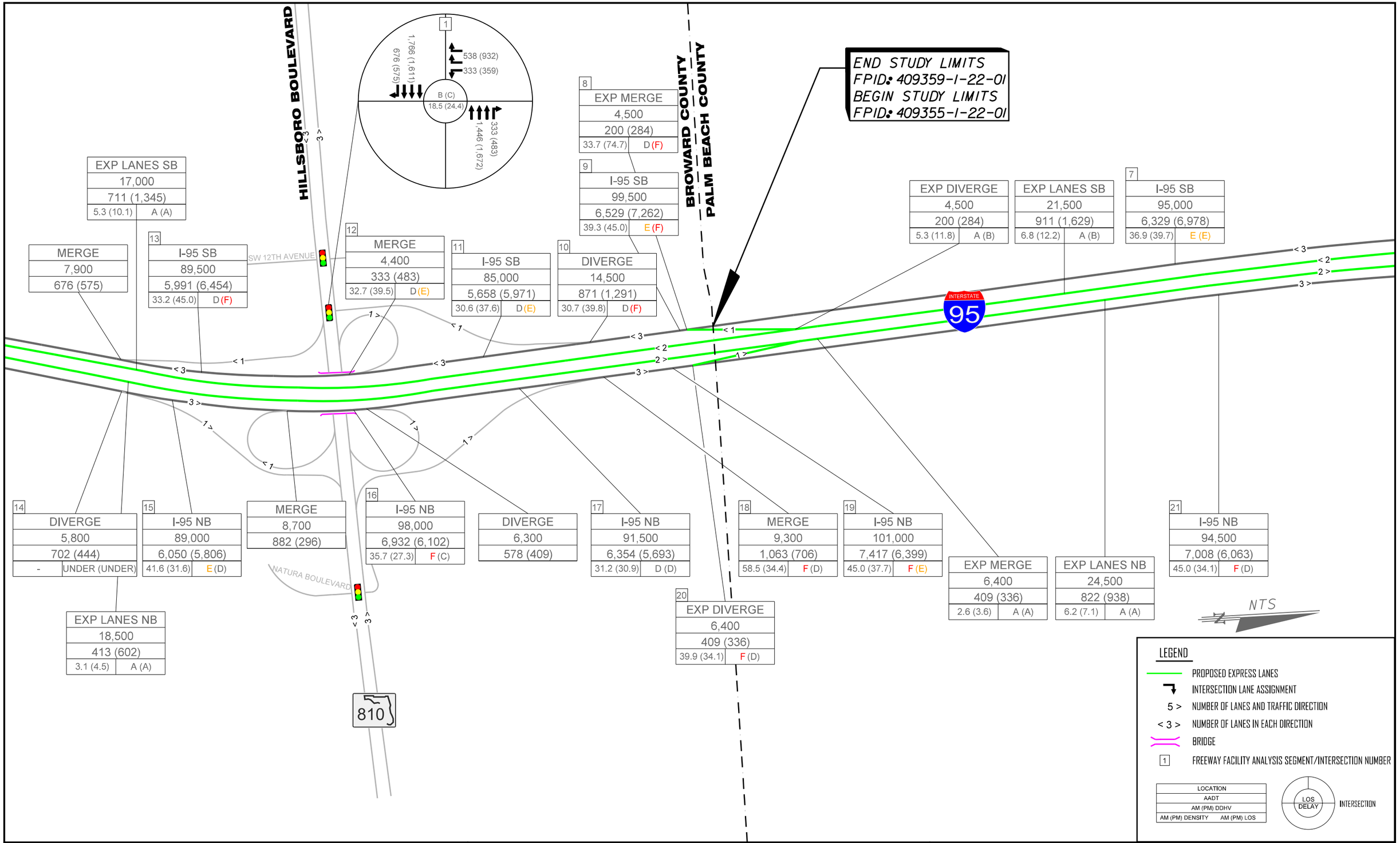
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2030 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 5




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2030 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 6

END STUDY LIMITS
FPID: 409355-1-22-01
BEGIN STUDY LIMITS
FPID: 412420-1-22-01

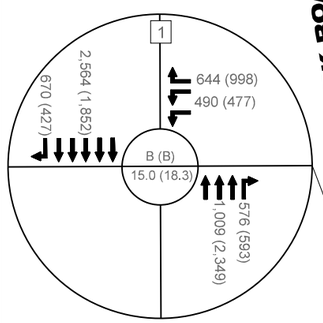
MILITARY TRAIL
PALMETTO PARK ROAD
GLADES ROAD
RENAISSANCE WAY
NW 15TH AVENUE
SW 13TH AVENUE
808
INTERSTATE 95

| 4 | MERGE | 6,500 | 576 (593) | 30.0 (40.6) | D (E) |
|---|---|---|---|---|---|

| 3 | I-95 SB | 81,500 | 5,083 (5,958) | 26.4 (35.7) | D (E) |
|---|---|---|---|---|---|

| 2 | DIVERGE | 17,500 | 1,134 (1,475) | - | UNDER (UNDER) |
|---|---|---|---|---|---|

| 1 | I-95 SB | 99,000 | 6,217 (7,433) | 23.9 (26.1) | C (D) |
|---|---|---|---|---|---|




| 6 | MERGE | 6,900 | 670 (427) | 36.0 (47.5) | E (E) |
|---|---|---|---|---|---|

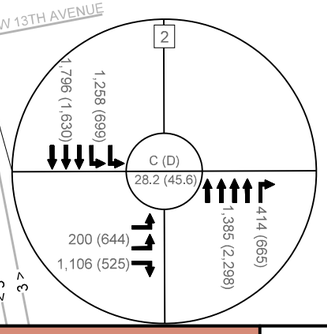
| 5 | I-95 SB | 88,000 | 5,659 (6,551) | 30.6 (37.8) | D (E) |
|---|---|---|---|---|---|

| 22 | DIVERGE | 14,500 | 1,306 (1,169) | 38.3 (35.4) | E (E) |
|---|---|---|---|---|---|

| 23 | I-95 NB | 80,000 | 5,702 (4,894) | 30.4 (25.2) | D (C) |
|---|---|---|---|---|---|

| 24 | MERGE | 17,000 | 1,672 (1,364) | - | UNDER (UNDER) |
|---|---|---|---|---|---|

| 25 | I-95 NB | 97,000 | 7,374 (6,258) | 27.8 (25.4) | D (C) |
|---|---|---|---|---|---|




NTS

LEGEND

- PROPOSED EXPRESS LANES
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- 1 FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT |
| AM (PM) DDHV |
| AM (PM) DENSITY / AM (PM) LOS |

LOS DELAY INTERSECTION

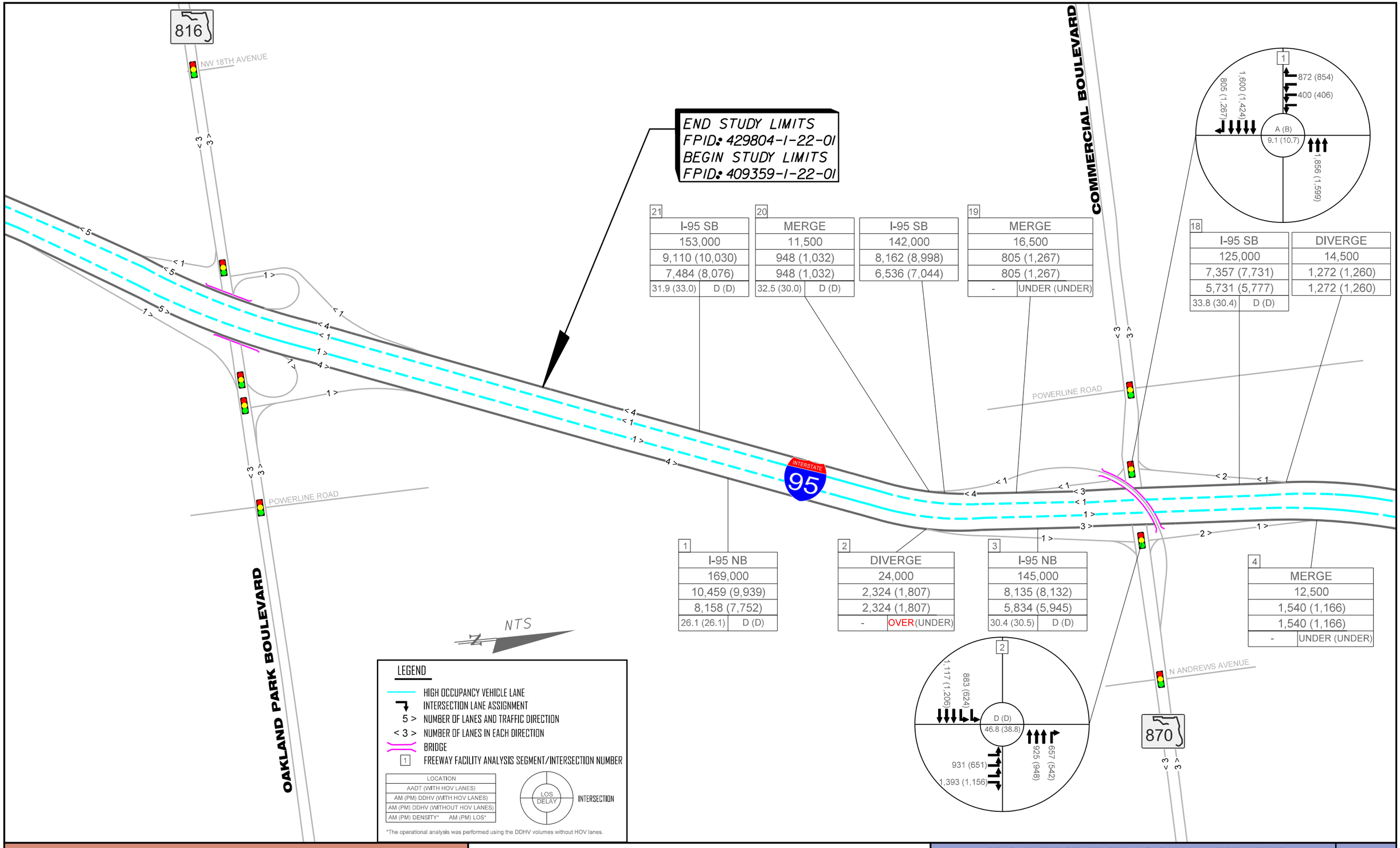
FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES
March 2013

I-95 (SR 9) PD&E STUDY
FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
# LANE GEOMETRY AND CONFIGURATIONS
# 2030 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 7

# 2040 No-Build Alternative
# AADT and DDHV Volumes




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

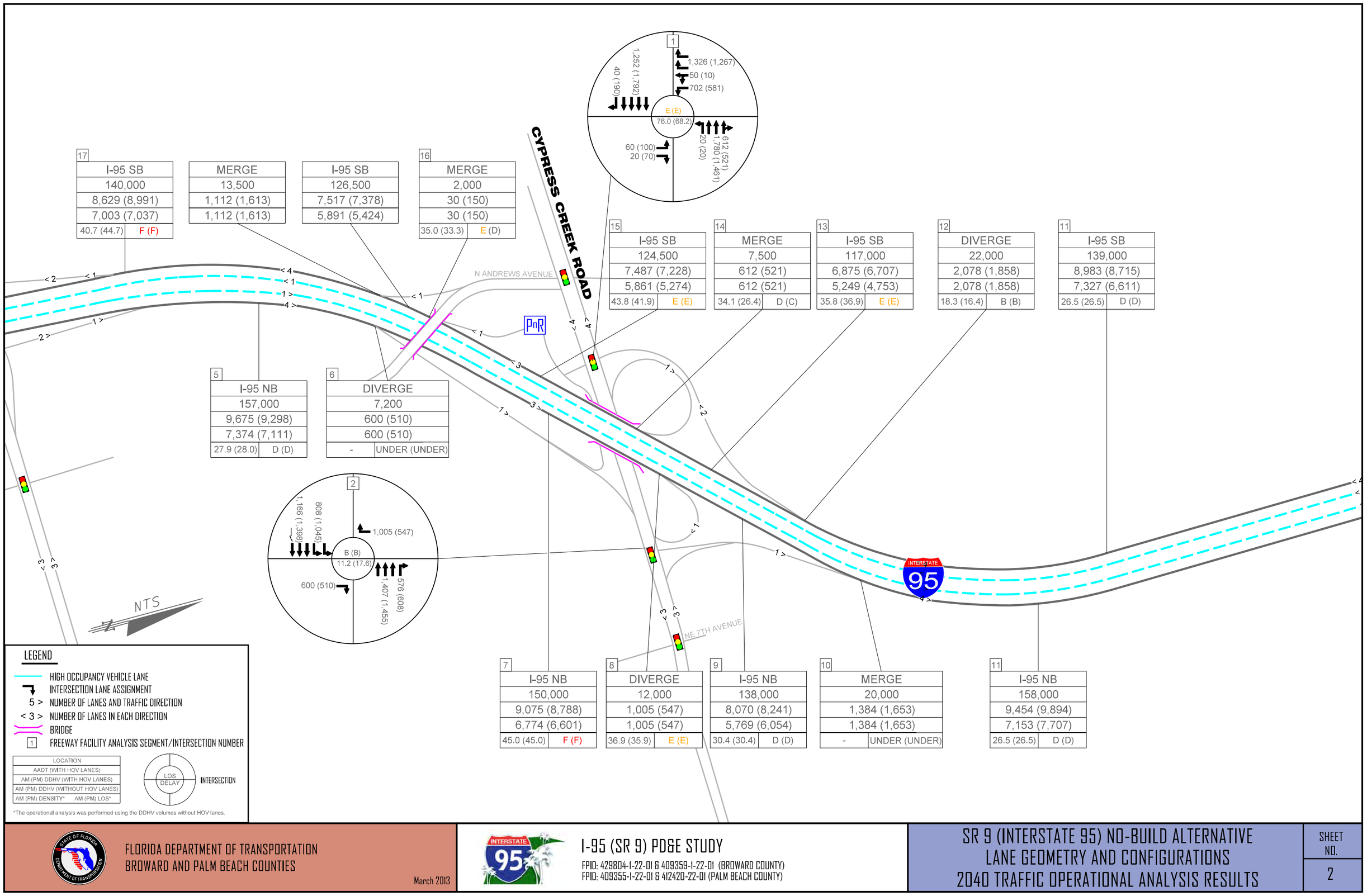
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) NO-BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 1




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

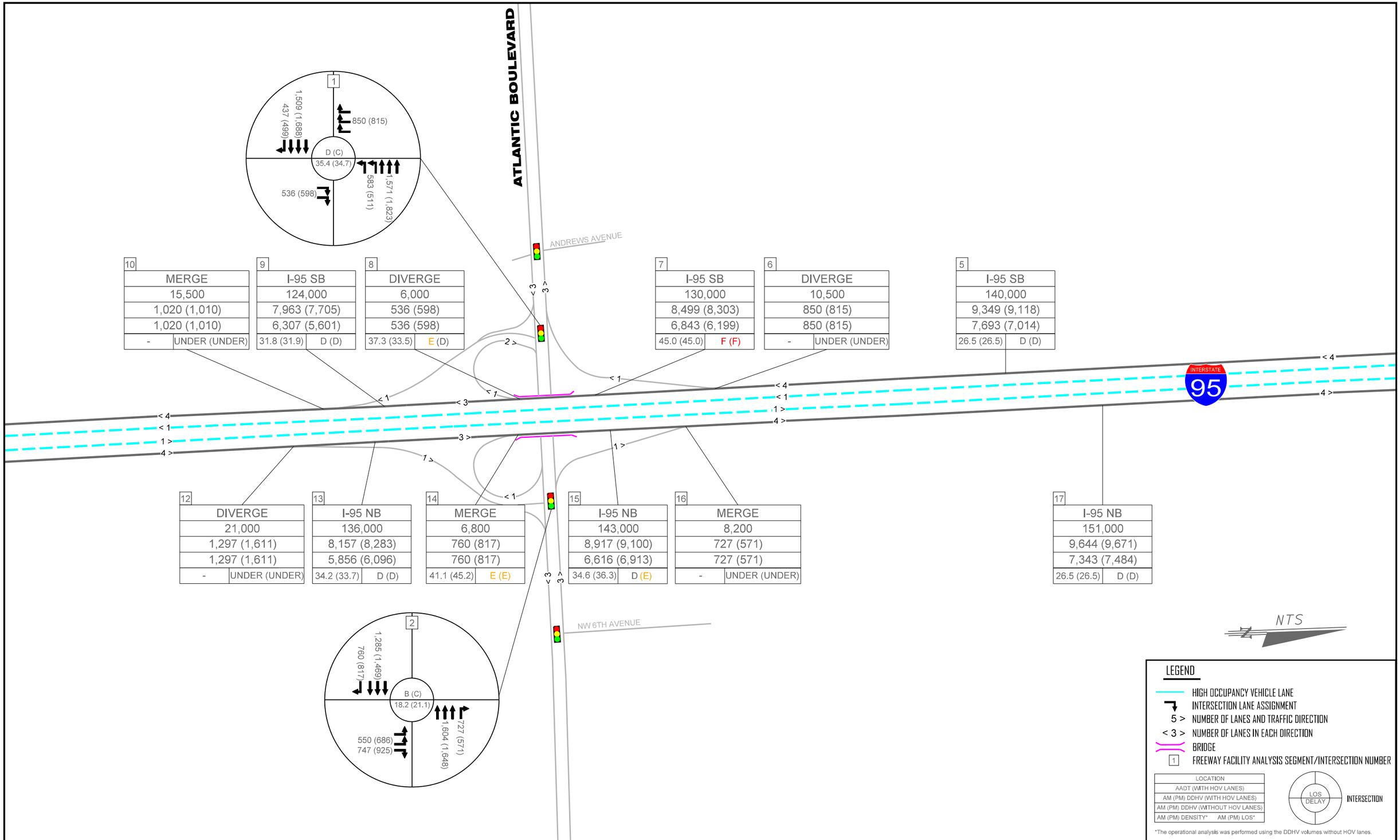
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) NO-BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 2




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

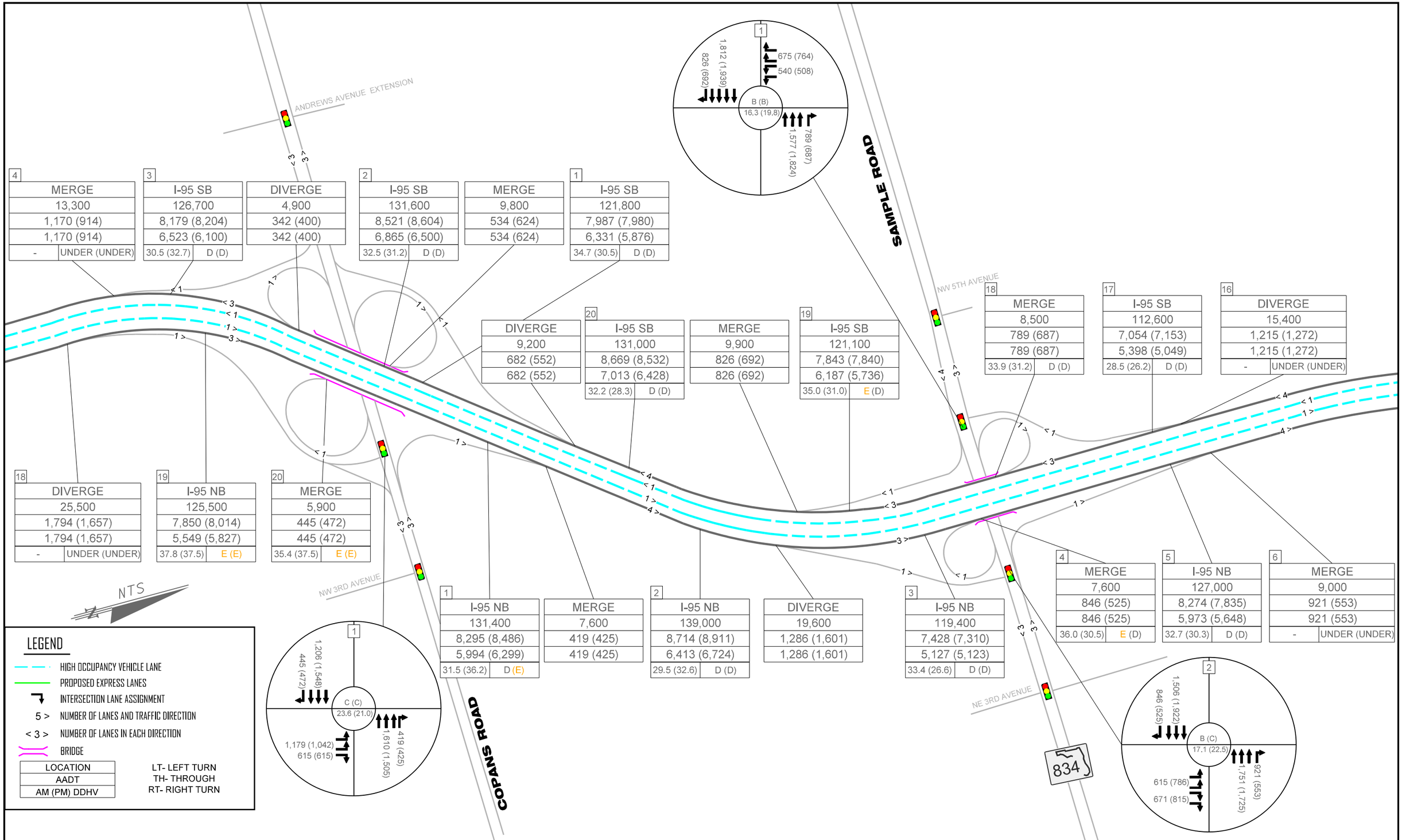
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) NO-BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 3




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

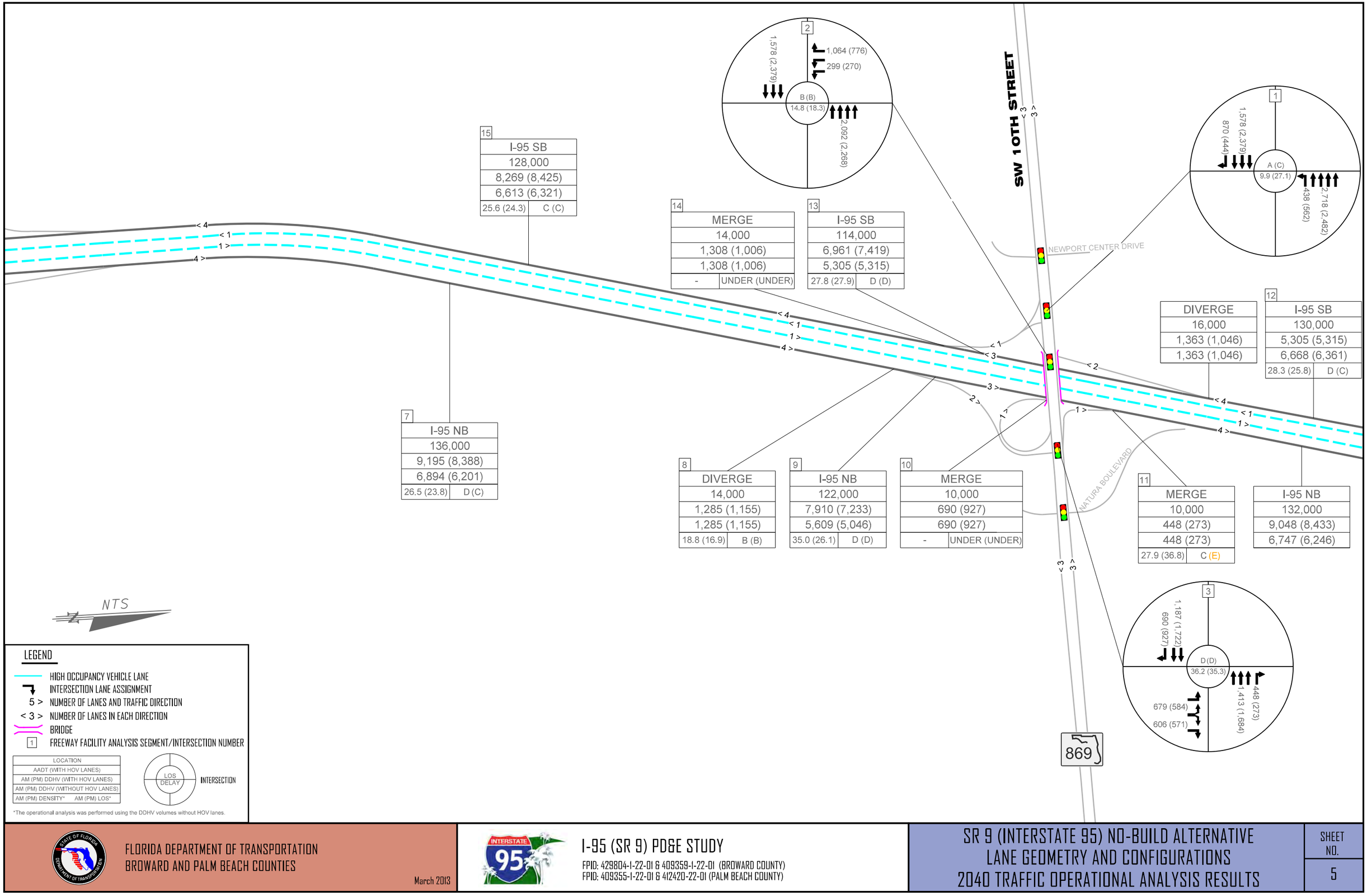
March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) NO-BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 4




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

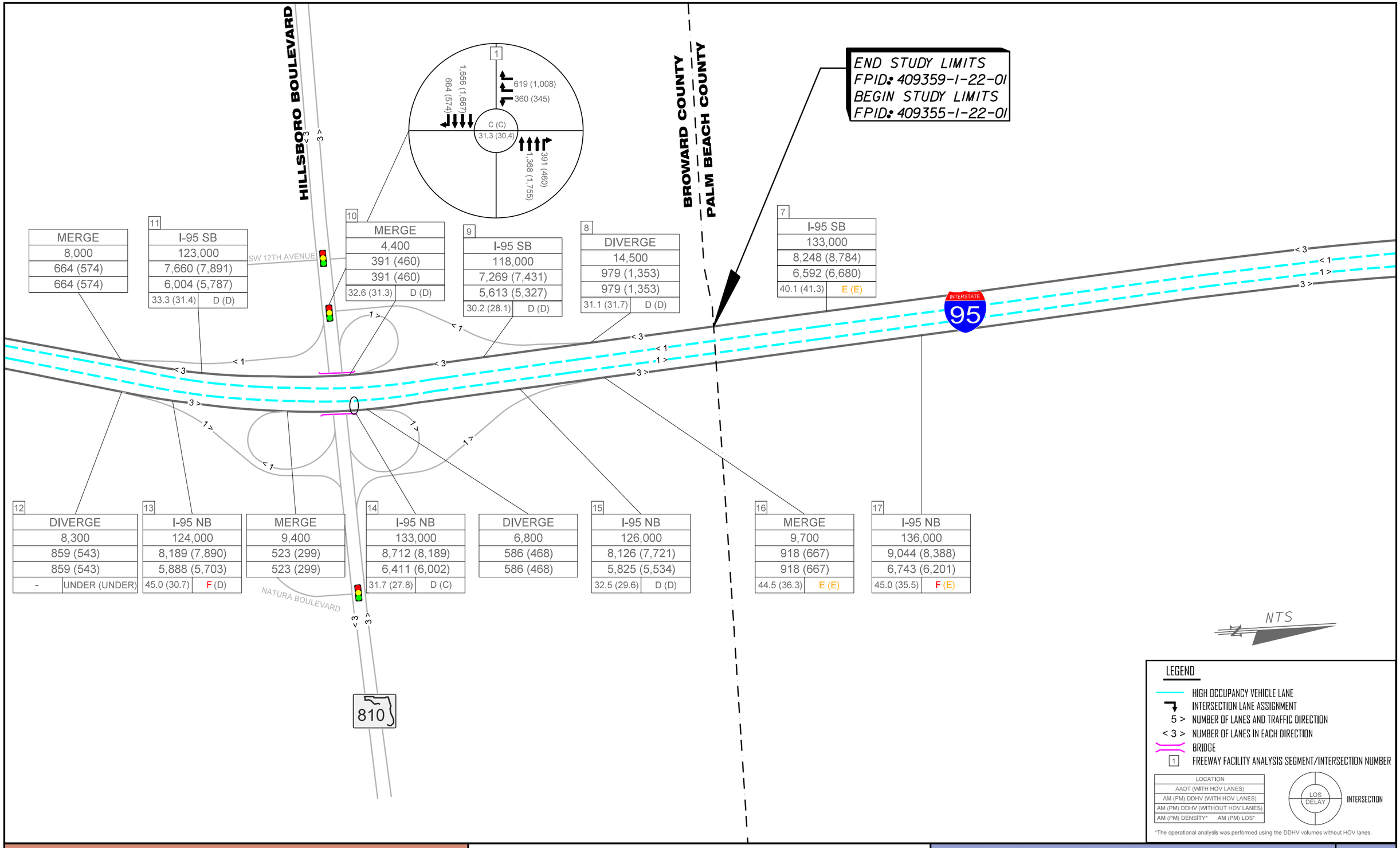
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) NO-BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 5




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

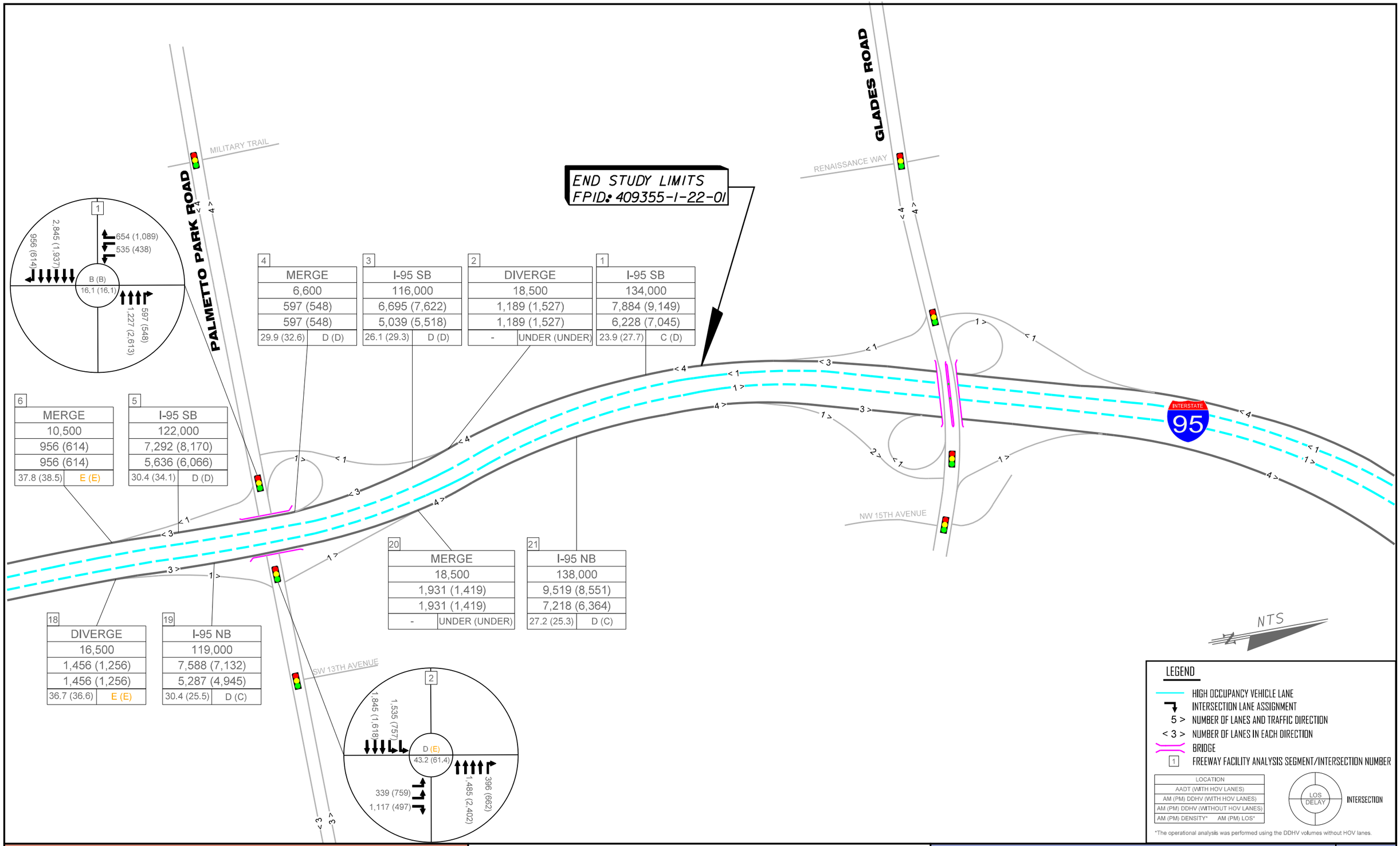
March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) NO-BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 6




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) NO-BUILD ALTERNATIVE LANE GEOMETRY AND CONFIGURATIONS 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 7

# 2040 Build Alternative
# AADT and DDHV Volumes

END STUDY LIMITS
FPID: 429804-1-22-01
BEGIN STUDY LIMITS
FPID: 409359-1-22-01

816

NW 18TH AVENUE

COMMERCIAL BOULEVARD

POWERLINE ROAD

OAKLAND PARK BOULEVARD

N ANDREWS AVENUE

870

INTERSTATE 95

| 24 | EXP LANES SB | EXP MERGE | EXP DIVERGE | EXP LANES SB |
|---|---|---|---|---|
| | 31,500 | 9,500 | 9,500 | 22,000 |
| | 2,374 (3,443) | 707 (799) | 707 (799) | 1,667 (2,644) |
| | 17.8 (26.4) B (D) | 15.2 (24.0) B (C) | 30.9 (32.7) D (D) | 12.5 (19.9) B (C) |

| 25 | I-95 SB |
|---|---|
| | 122,000 |
| | 7,341 (7,685) |
| | 31.6 (32.3) D (D) |

| 23 | I-95 SB |
|---|---|
| | 132,000 |
| | 8,048 (8,484) |
| | 32.4 (33.1) D (D) |

| 22 | MERGE | I-95 SB |
|---|---|---|
| | 12,500 | 119,000 |
| | 1,035 (1,132) | 7,013 (7,352) |
| | 35.7 (38.3) E (E) | |

| 21 | MERGE |
|---|---|
| | 14,500 |
| | 671 (1,177) |
| | - UNDER (UNDER) |

| 20 | I-95 SB | DIVERGE |
|---|---|---|
| | 104,000 | 13,500 |
| | 6,342 (6,175) | 1,130 (1,260) |
| | 35.2 (30.4) E (D) | |

1 — 725 (855), 405 (405), 671 (1,177), 1,327 (1,465), 1,924 (1,622), A (B) 9.2 (10.7)

| 1 | I-95 NB |
|---|---|
| | 142,000 |
| | 8,137 (7,830) |
| | 26.1 (26.1) D (D) |

| 2 | MAJOR DIVERGE |
|---|---|
| | 27,000 |
| | 2,398 (1,954) |
| | 22.2 (21.3) C (C) |

| 3 | I-95 NB |
|---|---|
| | 123,000 |
| | 5,739 (5,876) |
| | 33.9 (35.3) D (E) |

| 5 | I-95 NB |
|---|---|
| | 131,000 |
| | 6,530 (6,536) |
| | 30.4 (30.8) D (D) |

| 6 | MERGE |
|---|---|
| | 11,000 |
| | 1,202 (1,135) |
| | - UNDER (UNDER) |

| EXP LANES NB |
|---|
| 23,500 |
| 3,495 (2,892) |
| 26.9 (21.8) D (C) |

| EXP LANES NB |
|---|
| 23,000 |
| 2,704 (2,232) |
| 20.3 (16.8) C (B) |

| EXP DIVERGE | 4 EXP MERGE |
|---|---|
| 8,100 | 8,100 |
| 791 (660) | 791 (660) |
| 28.7 (23.2) D (C) | 42.0 (42.2) E (E) |

2 — 1,170 (1,279), 562 (591), D (D) 42.8 (38.7), 939 (701), 1,459 (1,253), 985 (921), 640 (544)

NTS

LEGEND

- PROPOSED EXPRESS LANES
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- 1 FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT |
| AM (PM) DDHV |
| AM (PM) DENSITY AM (PM) LOS |

LOS DELAY — INTERSECTION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

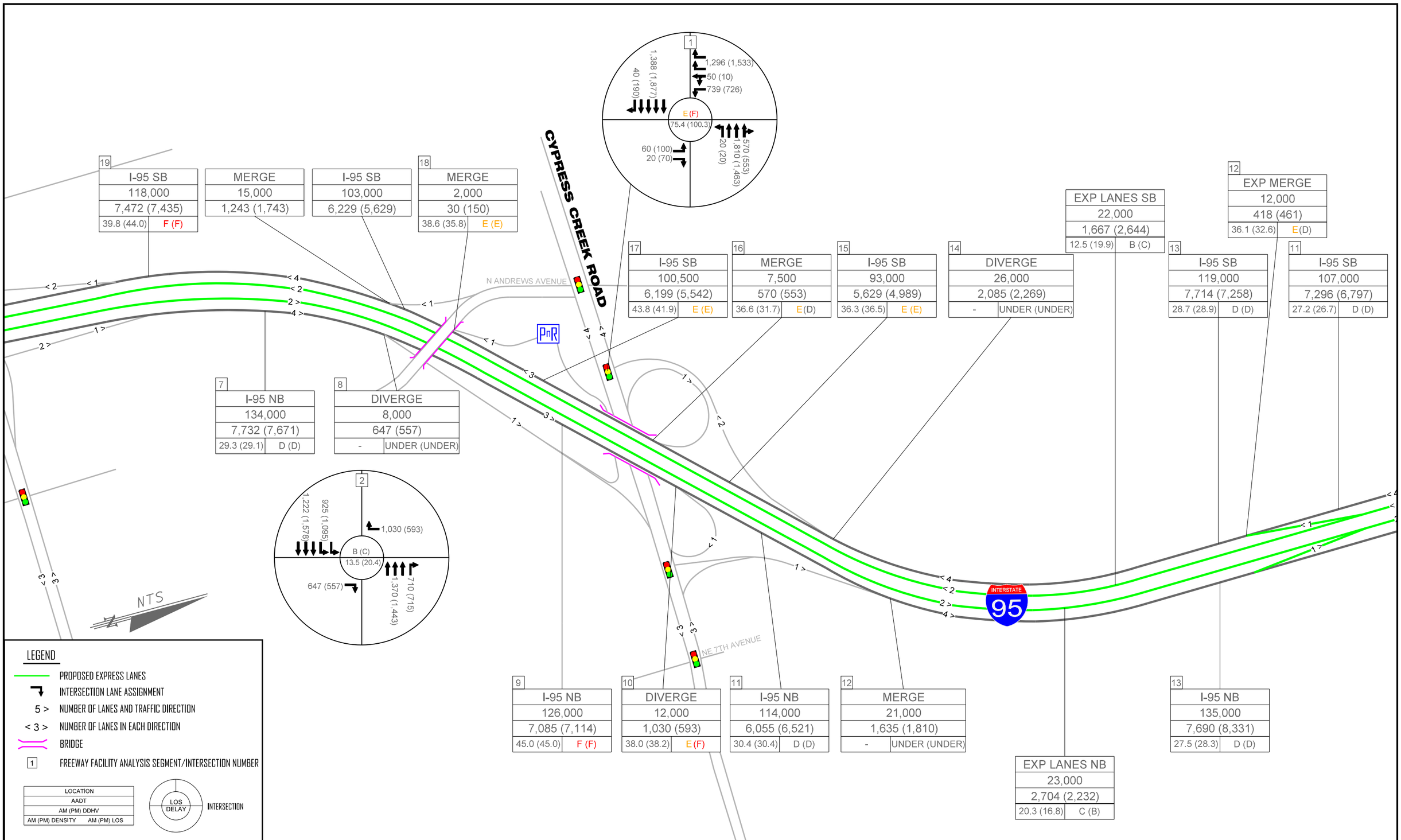
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
# LANE GEOMETRY AND CONFIGURATIONS
# 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 1




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

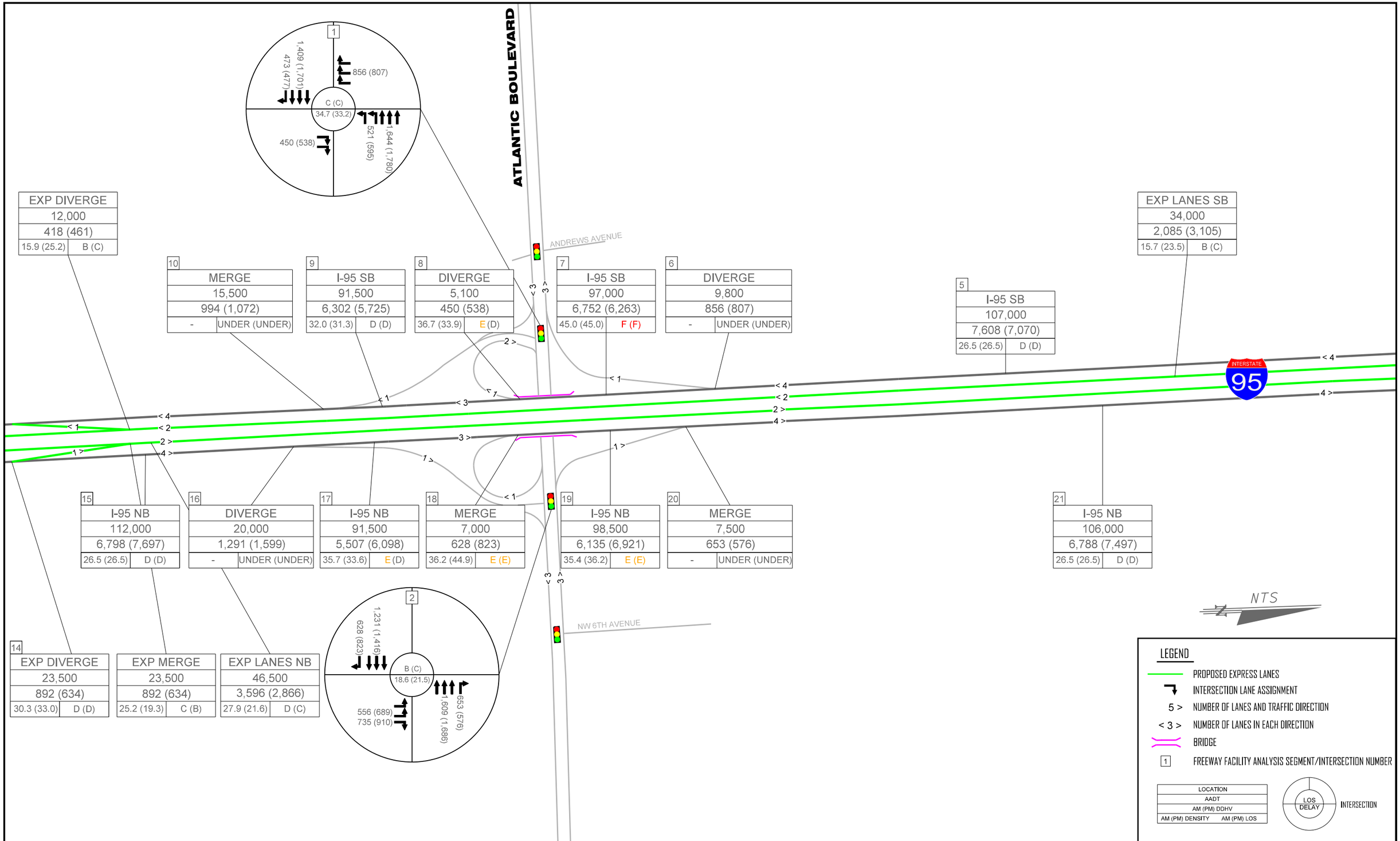
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 2




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

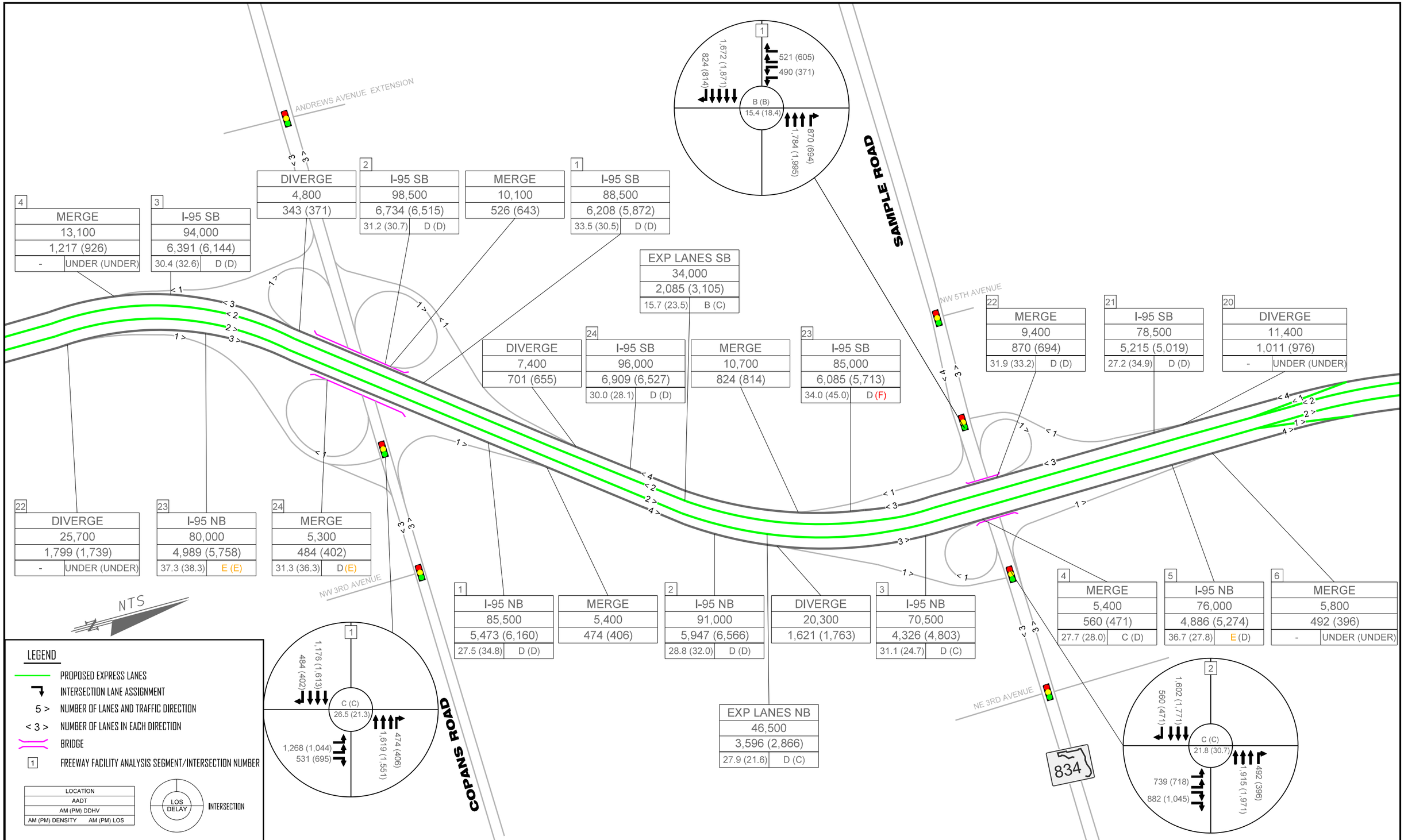
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 3




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

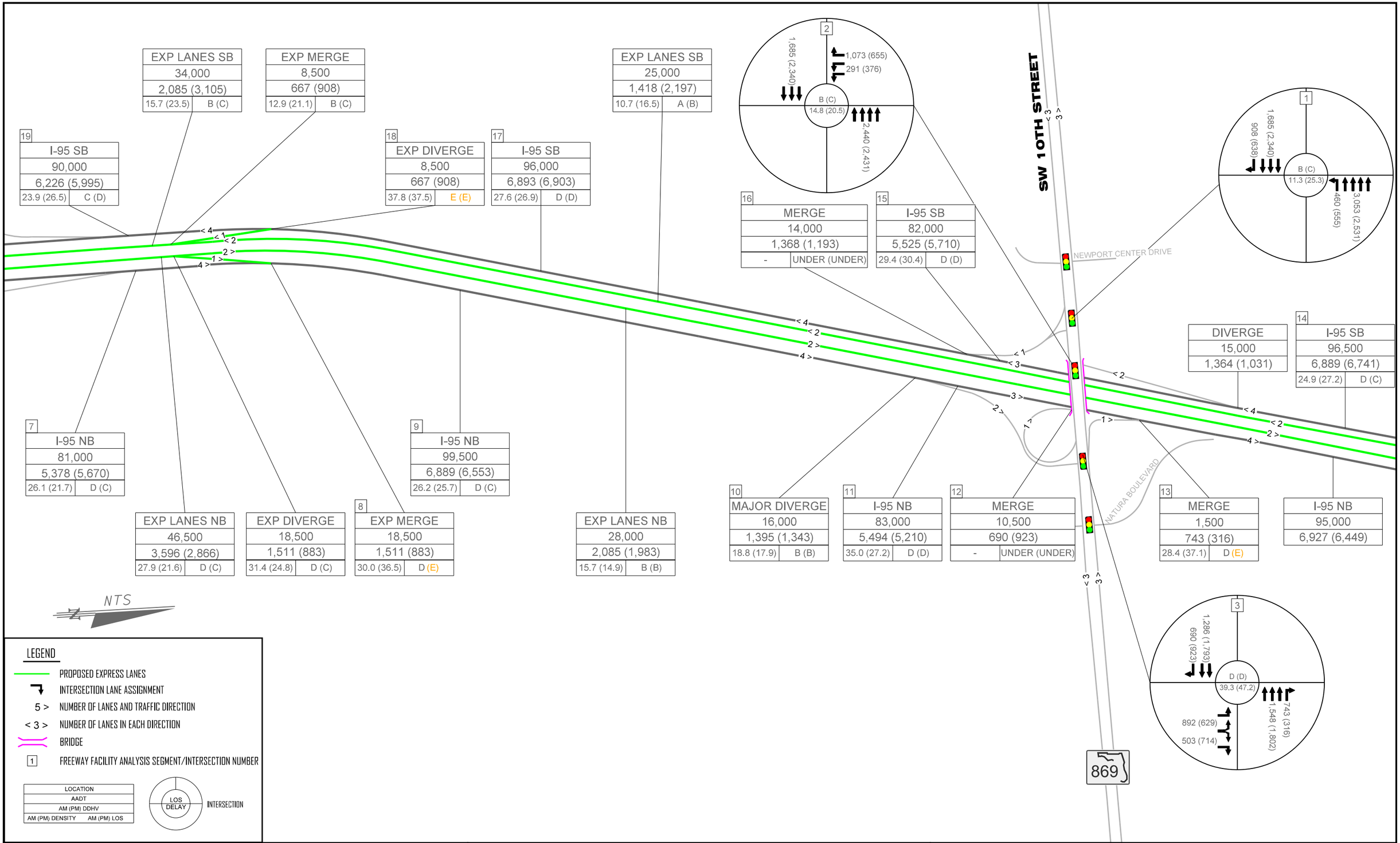
March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
# LANE GEOMETRY AND CONFIGURATIONS
# 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 4




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

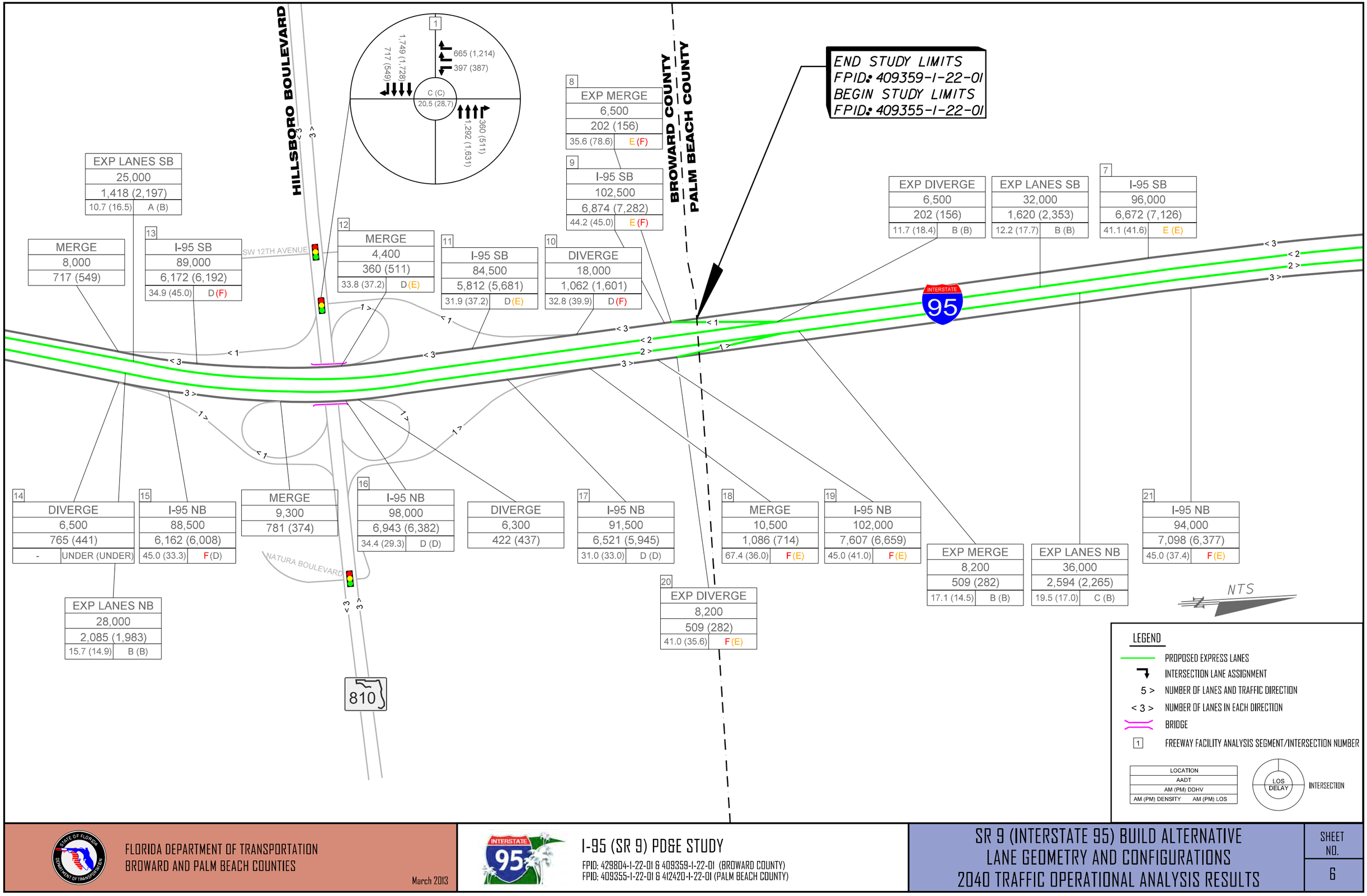
March 2013

# I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
## LANE GEOMETRY AND CONFIGURATIONS
## 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 5




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

March 2013

I-95 (SR 9) PD&E STUDY

FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
# LANE GEOMETRY AND CONFIGURATIONS
# 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 6

END STUDY LIMITS
FPID: 409355-1-22-01
BEGIN STUDY LIMITS
FPID: 412420-1-22-01

MILITARY TRAIL

PALMETTO PARK ROAD

GLADES ROAD

RENAISSANCE WAY

NW 15TH AVENUE

SW 13TH AVENUE

808

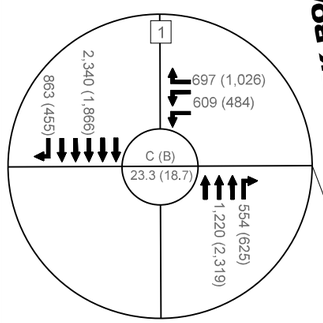
INTERSTATE 95

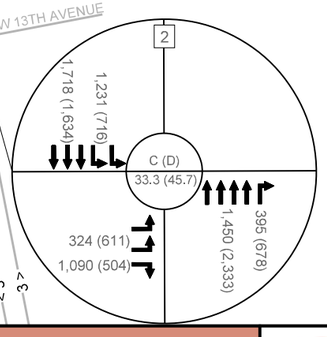
| 4 | 3 | 2 | 1 |
|---|---|---|---|
| MERGE | I-95 SB | DIVERGE | I-95 SB |
| 6,200 | 83,000 | 18,500 | 101,000 |
| 554 (625) | 5,255 (6,046) | 1,306 (1,510) | 6,561 (7,556) |
| 30.9 (42.1) D(E) | 27.5 (35.3) D(E) | - UNDER (UNDER) | 25.4 (26.1) C (D) |

| 6 | 5 |
|---|---|
| MERGE | I-95 SB |
| 6,900 | 89,000 |
| 863 (455) | 5,809 (6,671) |
| 37.9 (50.5) E(F) | 31.8 (37.5) D(E) |

| 22 | 23 |
|---|---|
| DIVERGE | I-95 NB |
| 15,000 | 79,000 |
| 1,414 (1,115) | 5,684 (5,262) |
| 38.8 (37.2) F(E) | 30.4 (27.5) D (D) |

| 24 | 25 |
|---|---|
| MERGE | I-95 NB |
| 18,000 | 97,000 |
| 1,626 (1,394) | 7,310 (6,656) |
| - UNDER (UNDER) | 27.8 (27.0) D (D) |




NTS

LEGEND

- PROPOSED EXPRESS LANES
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE
- 1 FREEWAY FACILITY ANALYSIS SEGMENT/INTERSECTION NUMBER

| LOCATION |
|---|
| AADT |
| AM (PM) DDHV |
| AM (PM) DENSITY AM (PM) LOS |

LOS DELAY INTERSECTION

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

March 2013

# I-95 (SR 9) PD&E STUDY

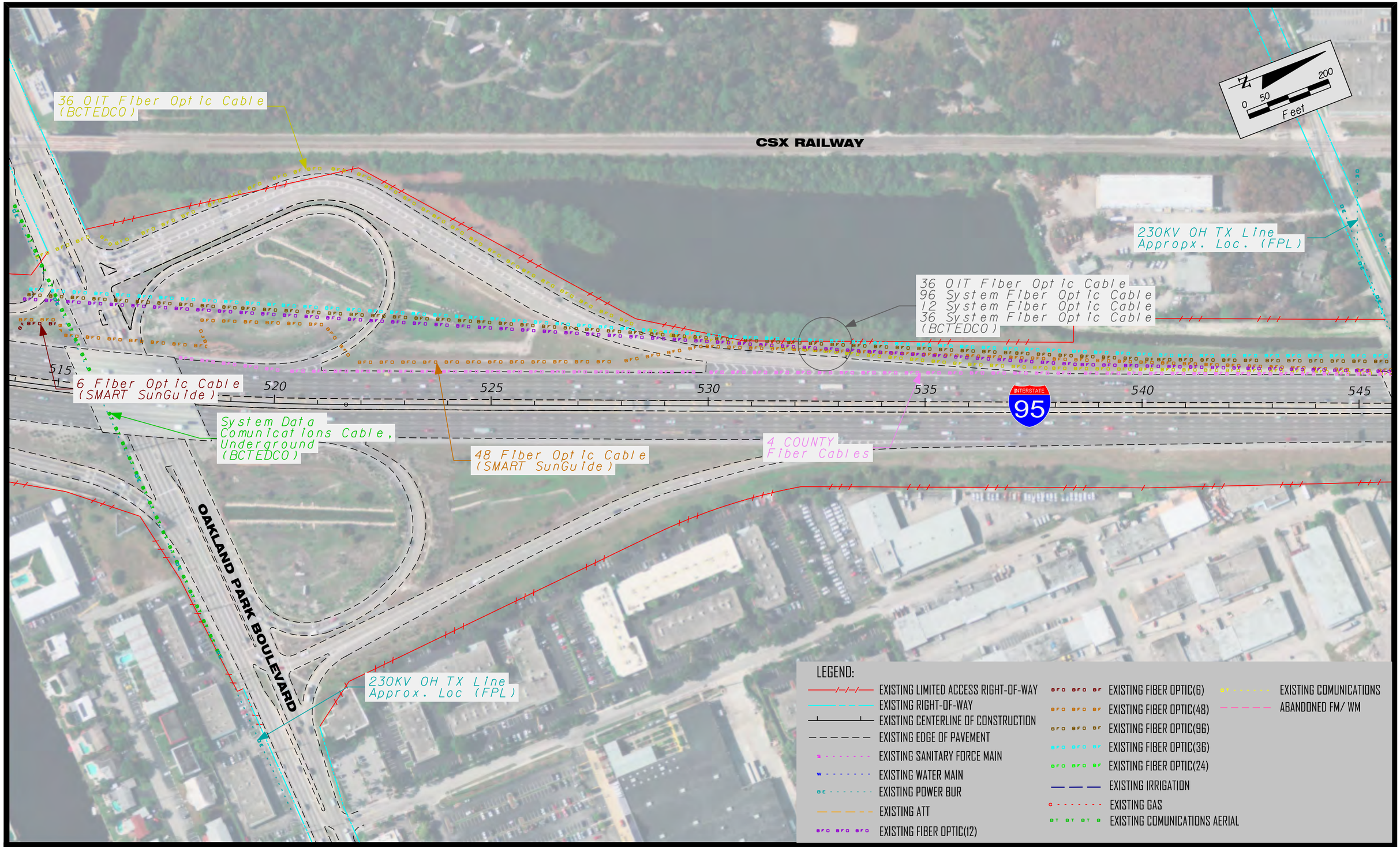
FPID: 429804-1-22-01 & 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 & 412420-1-22-01 (PALM BEACH COUNTY)

# SR 9 (INTERSTATE 95) BUILD ALTERNATIVE
# LANE GEOMETRY AND CONFIGURATIONS
# 2040 TRAFFIC OPERATIONAL ANALYSIS RESULTS

SHEET NO. 7

# APPENDIX G

## Existing Estimated Utility Locations




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

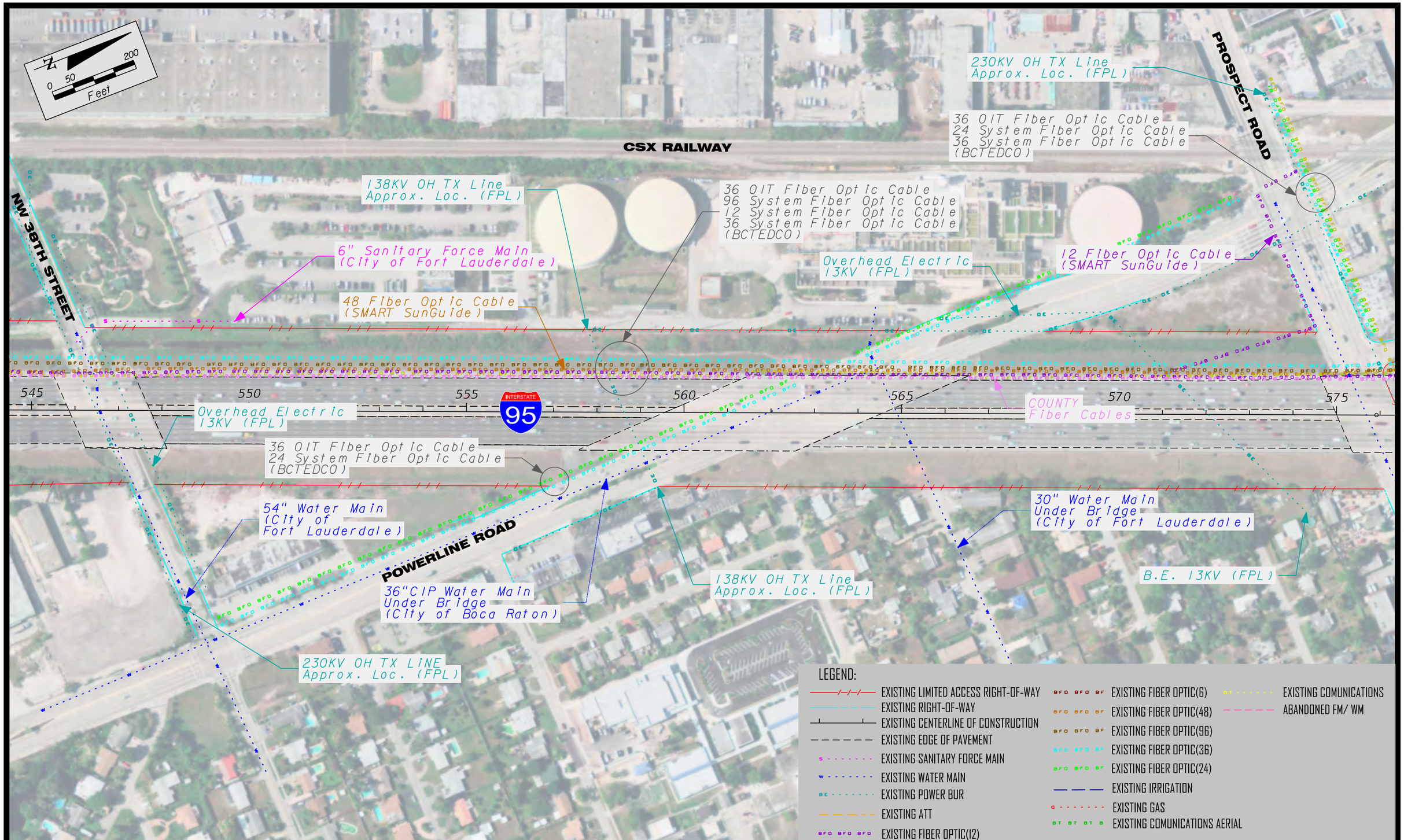
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 1




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 2

POWERLINE ROAD

CSX RAILWAY

COMMERCIAL BOULEVARD

PROSPECT ROAD

36 OIT Fiber Optic Cable
24 System Fiber Optic Cable
36 System Fiber Optic Cable
(BCTEDCO)

12 Fiber Optic Cable
(SMART SunGuide)

(ATT)
4-4" PC

48 Fiber Optic Cable
(SMART SunGuide)

6 Fiber Optic Cable
(SMART SunGuide)

36 OIT Fiber Optic Cable
96 System Fiber Optic Cable
(BCTEDCO)

96 Fiber Optic Cable
(SMART SunGuide)

Abandoned
FM
(Broward County)

COUNTY
Fiber Cables

24 System Fiber Optic Cable
96 System Fiber Optic Cable
(BCTEDCO)

Water Main
(Broward County)

36 OIT Fiber Optic Cable
96 System Fiber Optic Cable
12 System Fiber Optic Cable
36 System Fiber Optic Cable
(BCTEDCO)

6" P.E.
Gas Main
(TECO)

12 Fiber Optic Cable
(BCTEDCO)

System Data
Comunications Cable,
Underground
(BCTEDCO)

36" Water Main
(City of Fort Lauderdale)

36 System Fiber Optic Cable
(BCTEDCO)

230KV OH TX Line
Approx. Loc. (FPL)

575 580 590 600 605

INTERSTATE 95

N

0 50 200
Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 3




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

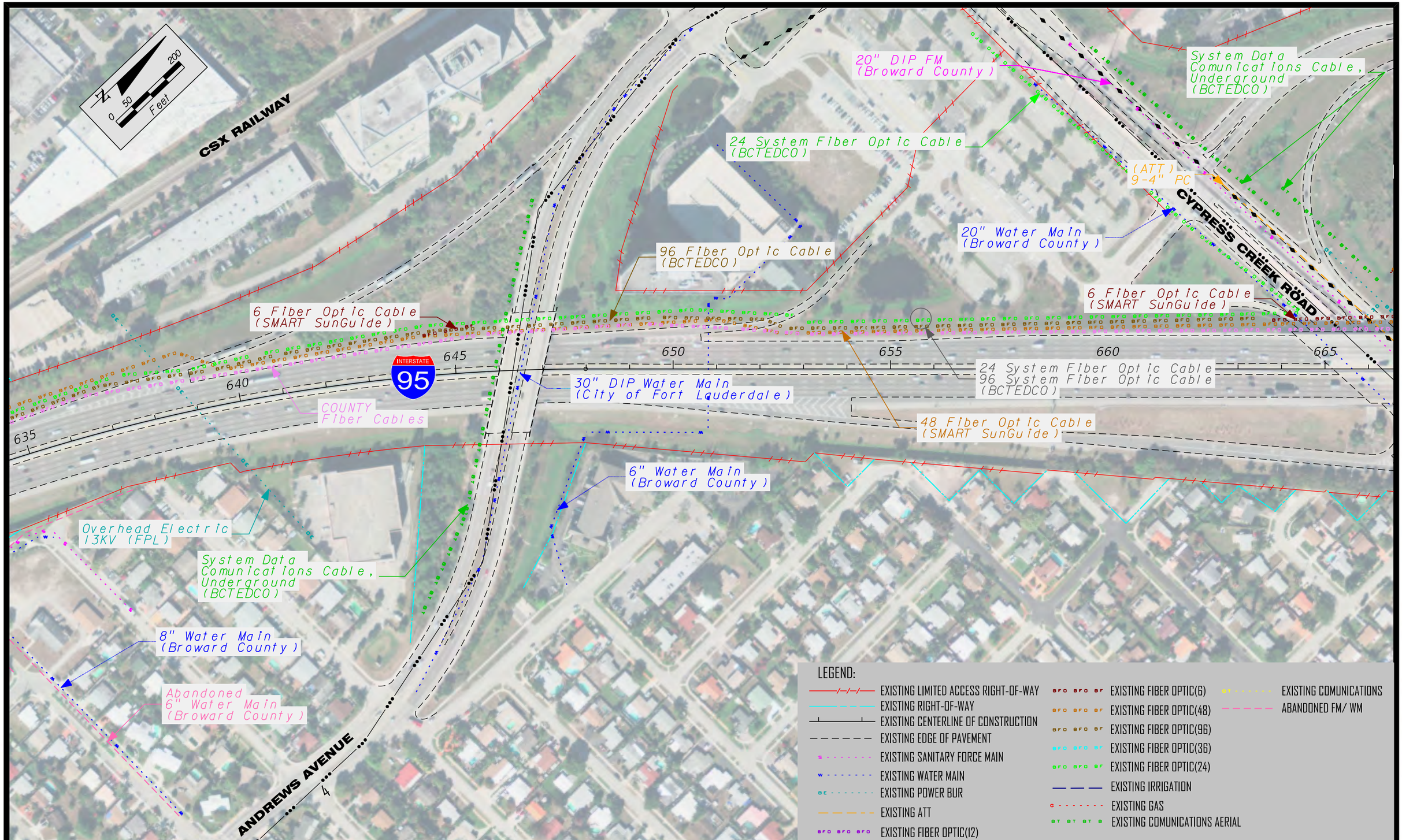
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING UTILITIES

SHEET NO. 4




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

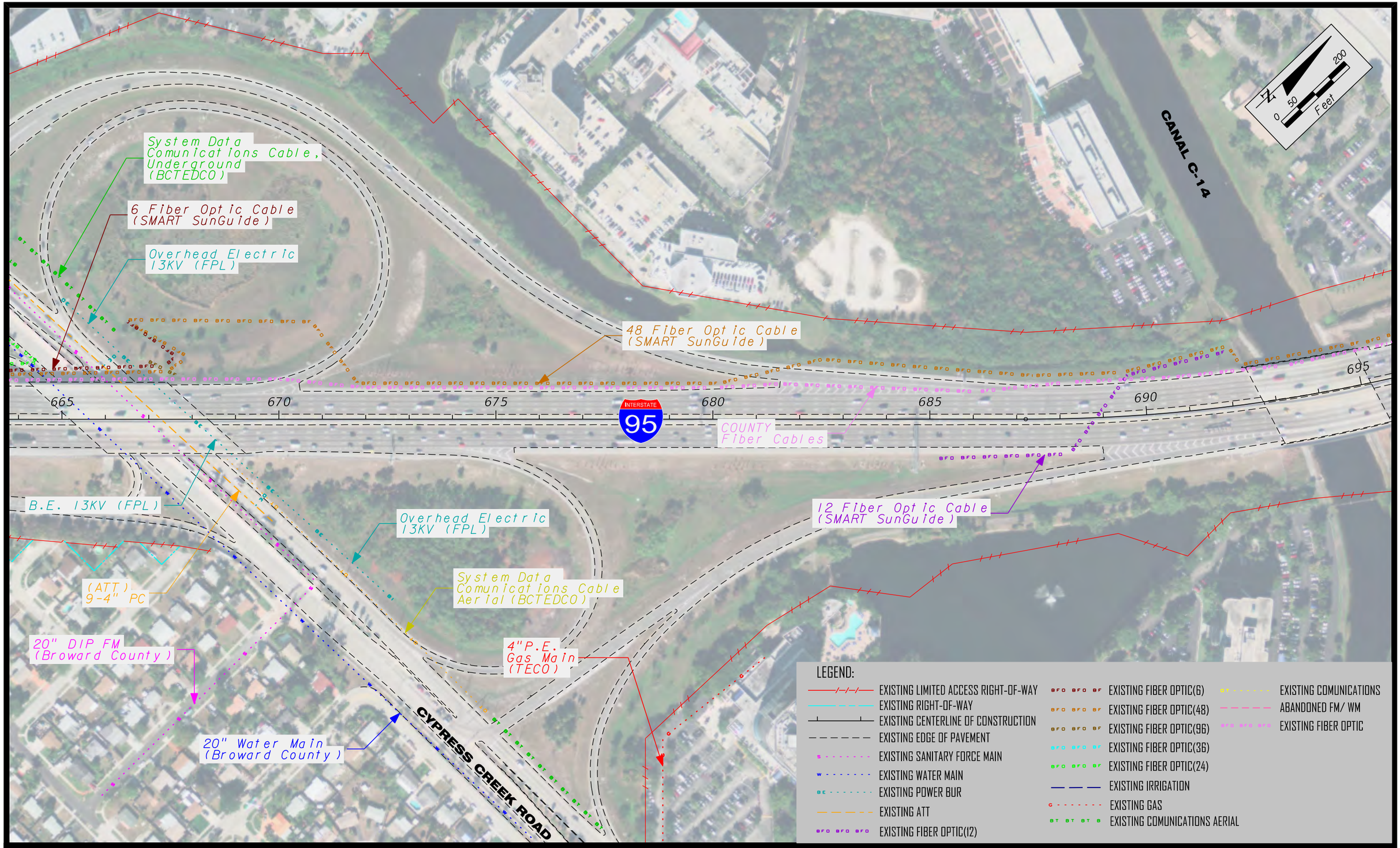
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING UTILITIES

SHEET NO. 5




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BRODWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 6

CANAL C-14

ANDREWS AVENUE

N

0 50 200

Feet

Overhead Electric
13KV (FPL)

END COUNTY
Fiber cables

48 Fiber Optic Cable
(SMART SunGuide)

(ATT)
Buried Cable

B.E.13KV (FPL)

(ATT)
1-4" PC Duct

6 Fiber Optic Cable
(SMART SunGuide)

Overhead Electric
13KV (FPL)

6" Sanitary Force Main
(City of Fort Lauderdale)

695 700 705 710 715 720 725

INTERSTATE 95

McNAB ROAD

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 7




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 8

ANDREWS AVENUE

RACE TRACK ROAD

ATLANTIC BLVD

N

0 50 200

Feet

4" STEEL (TECO)

16" Sanitary Force Main (City of Pompano Beach)

6" STEEL (TECO)

System Data Comunications Cable, Underground (BCTEDCO)

(ATT) 6-4" PC

48 Fiber Optic Cable (SMART SunGuide)

6 Fiber Optic Cable (SMART SunGuide)

755 760 765 770 775 780 785

INTERSTATE 95

4" STEEL IN 8" CASING (TECO)

6" STEEL IN 10" CASING (TECO)

B.E.13KV (FPL)

20" Sanitary Force Main (City of Pompano Beach)

6" STEEL (TECO)

System Data Comunications Cable, Underground (BCTEDCO)

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

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FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 9




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
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- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

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## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 10

N

0 50 200

Feet

6 Fiber Optic Cable (SMART SunGuide)

48 Fiber Optic Cable (SMART SunGuide)

820 825 830 835 840 845

INTERSTATE 95

B.E.13KV (FPL)

8" Sanitary Force Main (City of Pompano Beach)

42" Sanitary Force Main (City of Pompano Beach)

(ATT) 1-4" Conduit & Underground Fiber Cable

RAILWAY

NW 15TH STREET

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

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## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 11




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING UTILITIES

SHEET NO. 12

16" D.I.P. Water Main
(Broward County)

138KV OH TX Line
Approx. Loc. (FPL)

COPANS ROAD

Overhead Electric
13KV (FPL)

48 Fiber Optic Cable
(SMART SunGuide)

875 880 885 890 895 900 905

INTERSTATE 95

6 Fiber Optic Cable
(SMART SunGuide)

B.E.13KV (FPL)

54" D.I.P. Wastewater Main
(Broward County)

System Data
Comunicat ions Cable,
Underground
(BCTEDCO)

N 0 50 200 Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

INTERSTATE 95

August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95)
## EXISTING UTILITIES

SHEET NO. 13




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

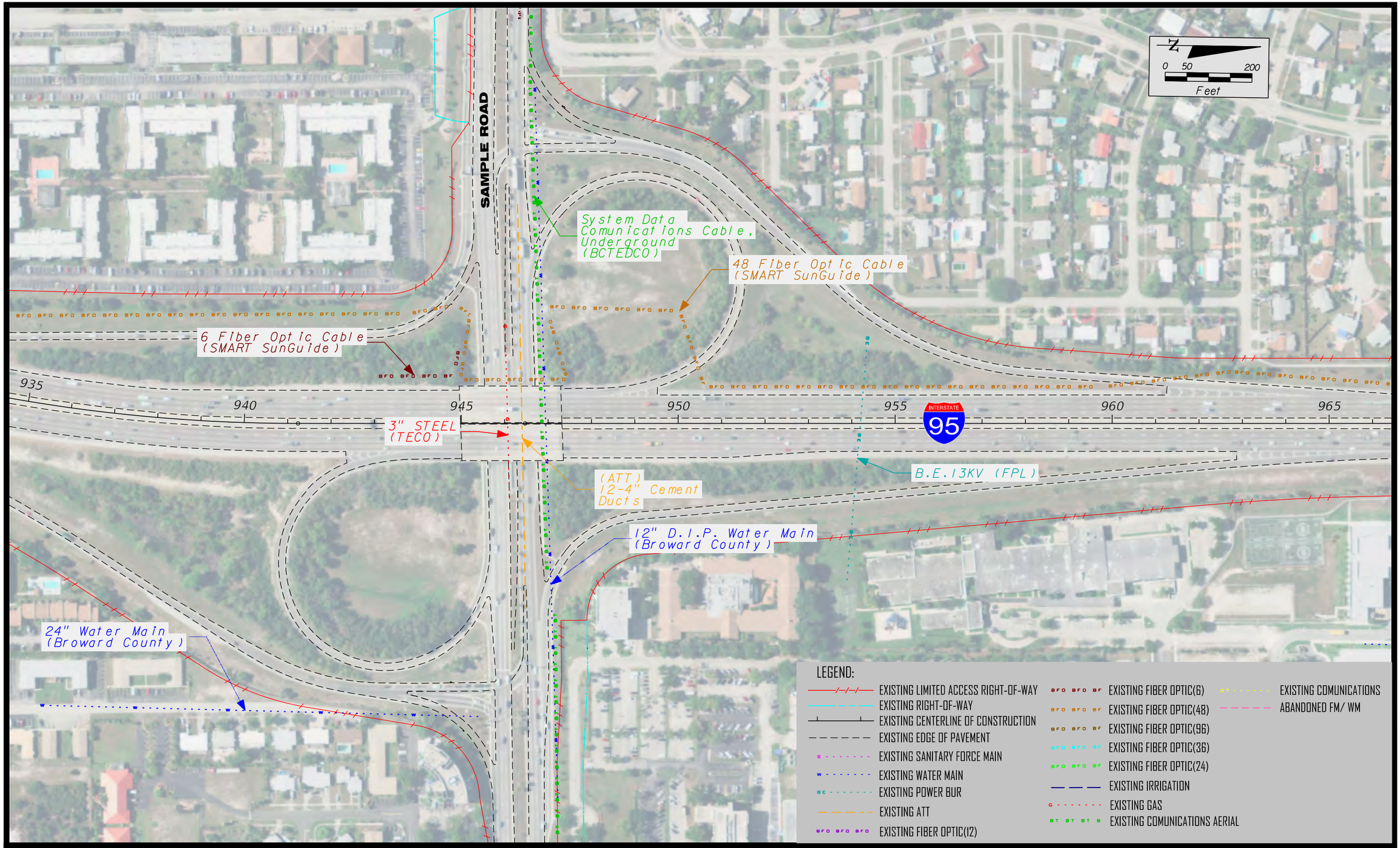
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 14




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

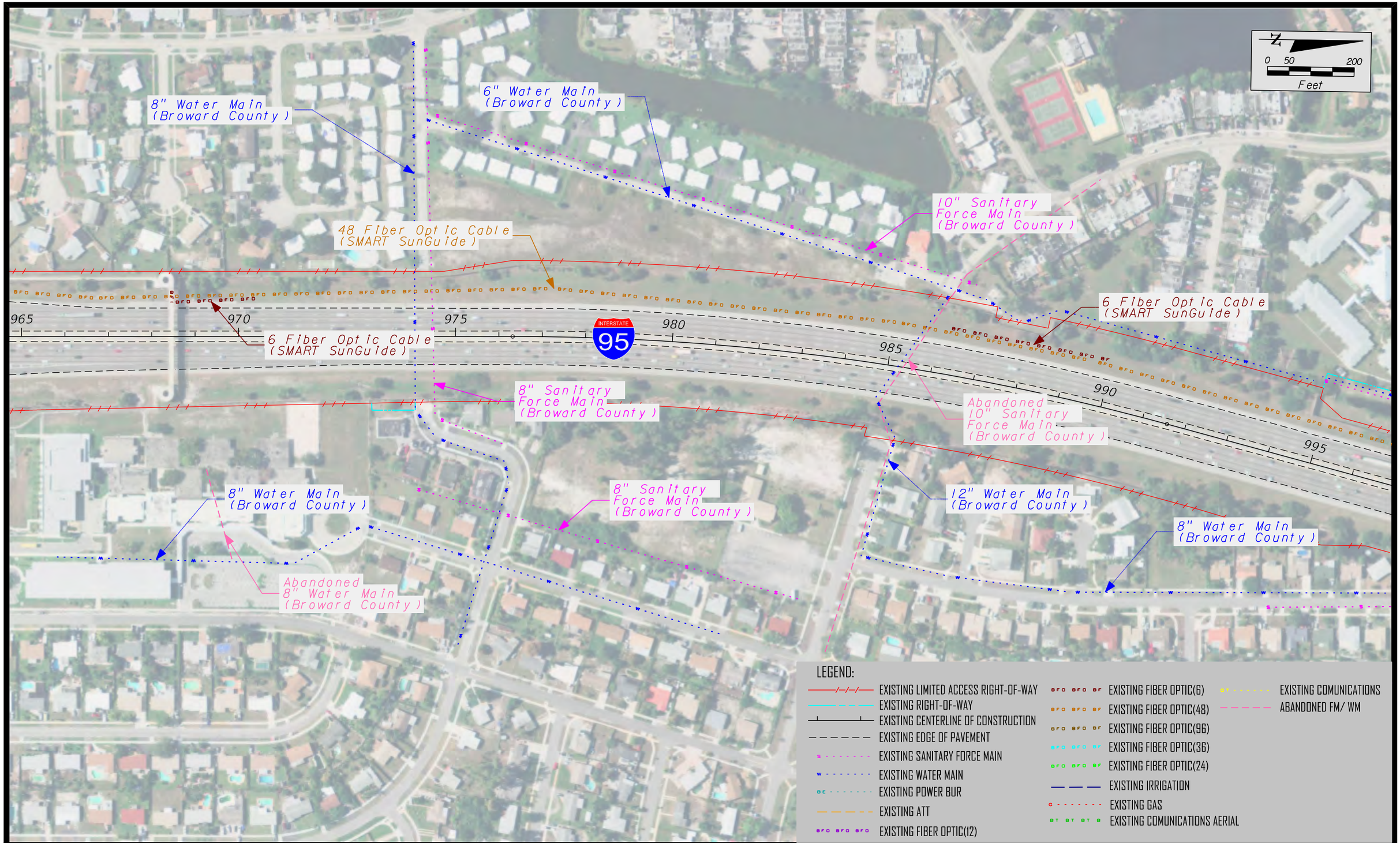
August 2012

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## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 15




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

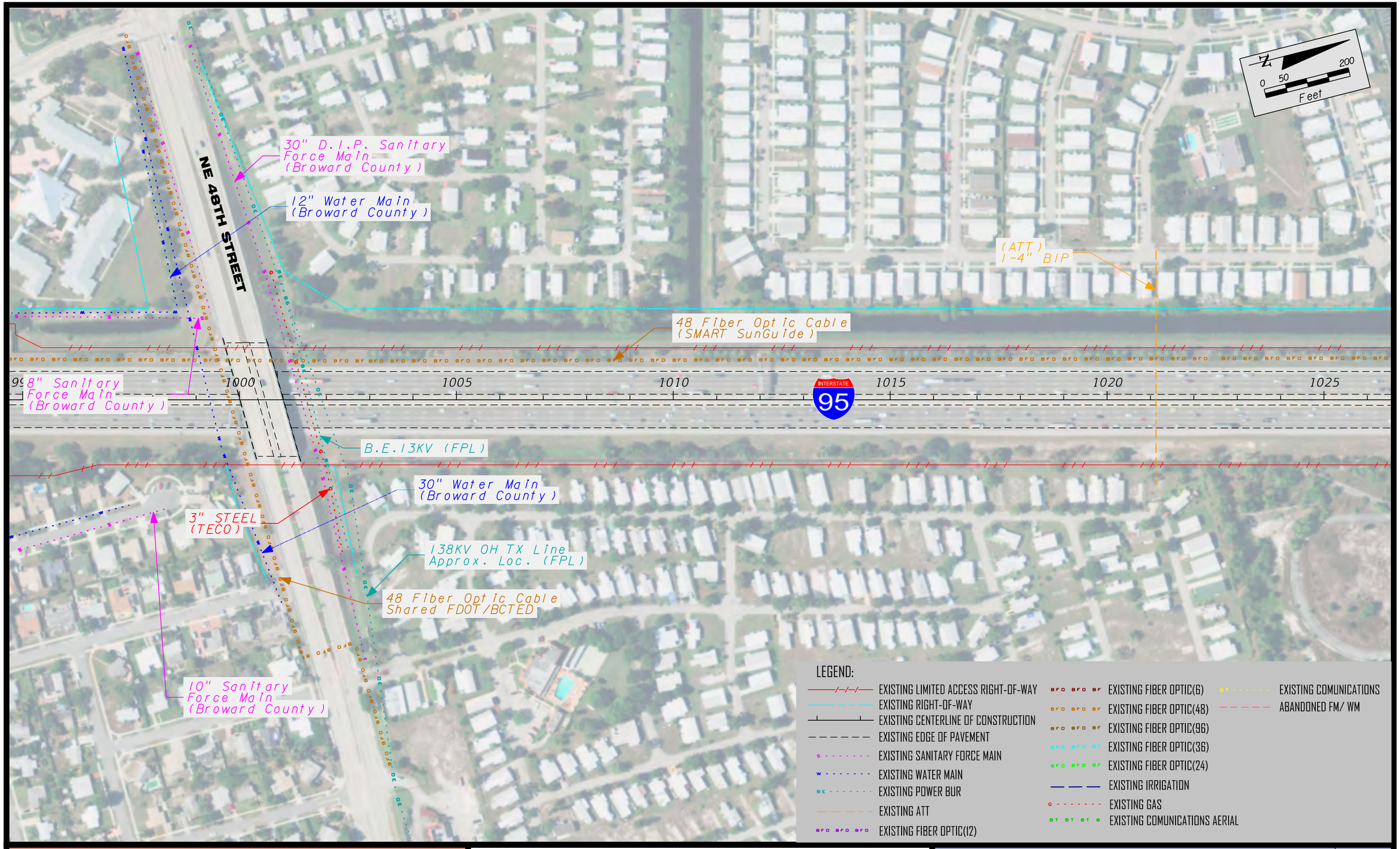
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 16




FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

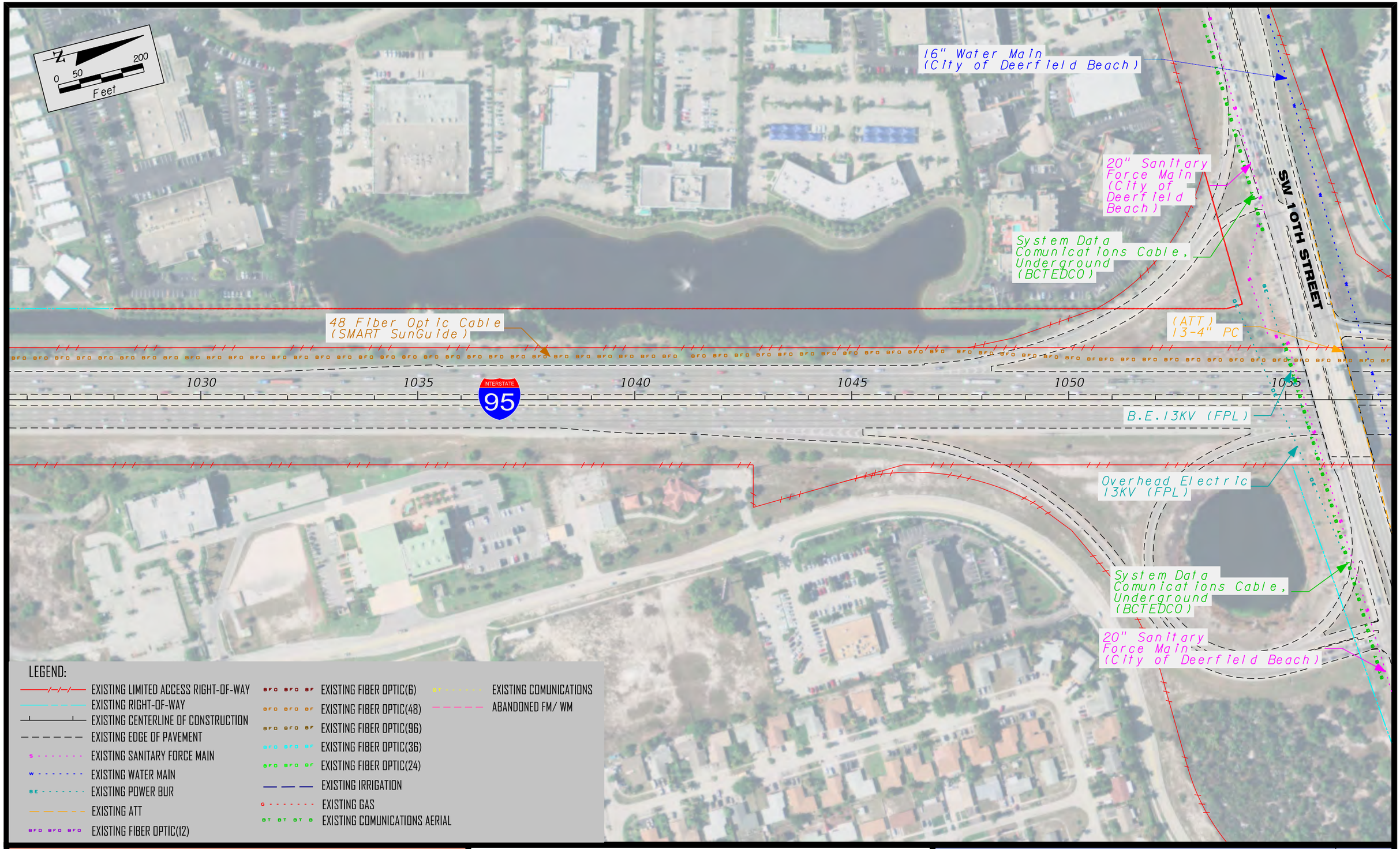
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
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## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 17




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 18

16" Water Main
(City of Deerfield Beach)

System Data
Comunications Cable,
Underground
(BCTEDCO)

20" Sanitary
Force Main
(City of
Deerfield
Beach)

(ATT)
13-4" PC

6 Fiber Optic Cable
(SMART SunGuide)

48 Fiber Optic Cable
(SMART SunGuide)

1055 1060 1065 1070 1075 1080

INTERSTATE 95

B.E.13KV (FPL)

Overhead Electric
13KV (FPL)

SW 10TH STREET

16" Water Main
(City of Deerfield Beach)

System Data
Comunications Cable,
Underground
(BCTEDCO)

20" Sanitary
Force Main
(City of Deerfield Beach)

N

0 50 200
Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

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## SR 9 (INTERSTATE 95)
## EXISTING UTILITIES

SHEET NO. 19

N
0 50 200
Feet

16" Sanitary Force Main (City of Deerfield Beach)

12" Water Main (City of Deerfield Beach)

48 Fiber Optic Cable Shared FDOT/BCTED

B.E.13KV (FPL)

(ATT) 6-4" PC

48 Fiber Optic Cable (SMART SunGuide)

6 Fiber Optic Cable (SMART SunGuide)

18" Sanitary Force Main (City of Deerfield Beach)

PROP. 4"P.E. (2012) (TECO)

20" Water Main (City of Deerfield Beach)

1085 1090 1095 1100 1105

INTERSTATE 95

16" Sanitary Force Main (City of Deerfield Beach)

24" Water Main (City of Deerfield Beach)

18" Sanitary Force Main (City of Deerfield Beach)

System Data Comunications Cable, Underground (BCTEDCO)

HILLSBORO BLVD

12" Water Main (City of Deerfield Beach)

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

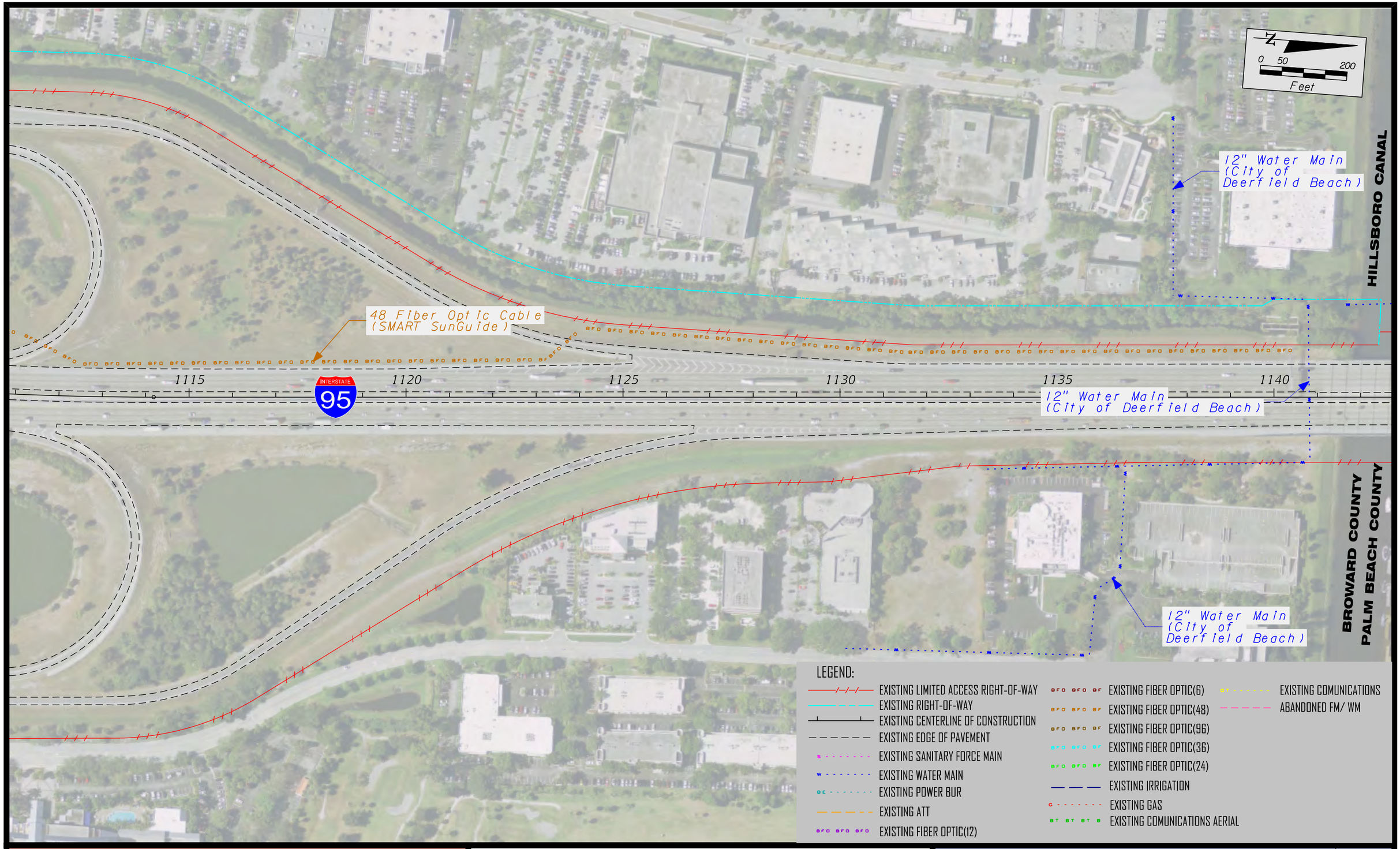
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 20




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 21

BROWARD COUNTY
PALM BEACH COUNTY

16" Water Main
(city of Boca Raton)

24" Water Main
(City of Boca Raton)

12" Water Main
(City of Boca Raton)

SW 18TH STREET

12" Water Main
(City of Boca Raton)

Overhead Electric
7.6KV (FPL)

12" Water Main
(City of Boca Raton)

Overhead Electric
7.6KV (FPL)

12" Water Main
(City of Boca Raton)

1145 1150 1155 1160 1165 1170

INTERSTATE 95

HILLSBORO CANAL

16" Water Main
(City of Boca Raton)

8" Water Main
(City of Boca Raton)

8" Water Main
(City of Boca Raton)

6" Water Main
(City of Boca Raton)

N

0 50 200
Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

INTERSTATE 95

August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING UTILITIES

SHEET NO.
22

N

0 50 200

Feet

CSX RAILWAY

CAMINO REAL

Irrigation
(City of Boca Raton)

O.E 7.6KV to GND
(FPL)

B.E. 7.6KV to GND
(FPL)

12" Water Main
(City of Boca Raton)

12" Water Main
(City of Boca Raton)

12" Water Main
(City of Boca Raton)

1175 1180 1185 1190 1195 1200

INTERSTATE 95

8" Sanitary Sewer
(City of Boca Raton)

(ATT)
9-4" PC

(ATT)
20-4" PC

6" Water Main
(City of Boca Raton)

4" Water Main
(City of Boca Raton)

10" Sanitary
Force Main
(City of
Boca Raton)

8" Sanitary Sewer
(City of Boca Raton)

Irrigation
(City of Boca Raton)

10" Sanitary Sewer
(City of Boca Raton)

LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

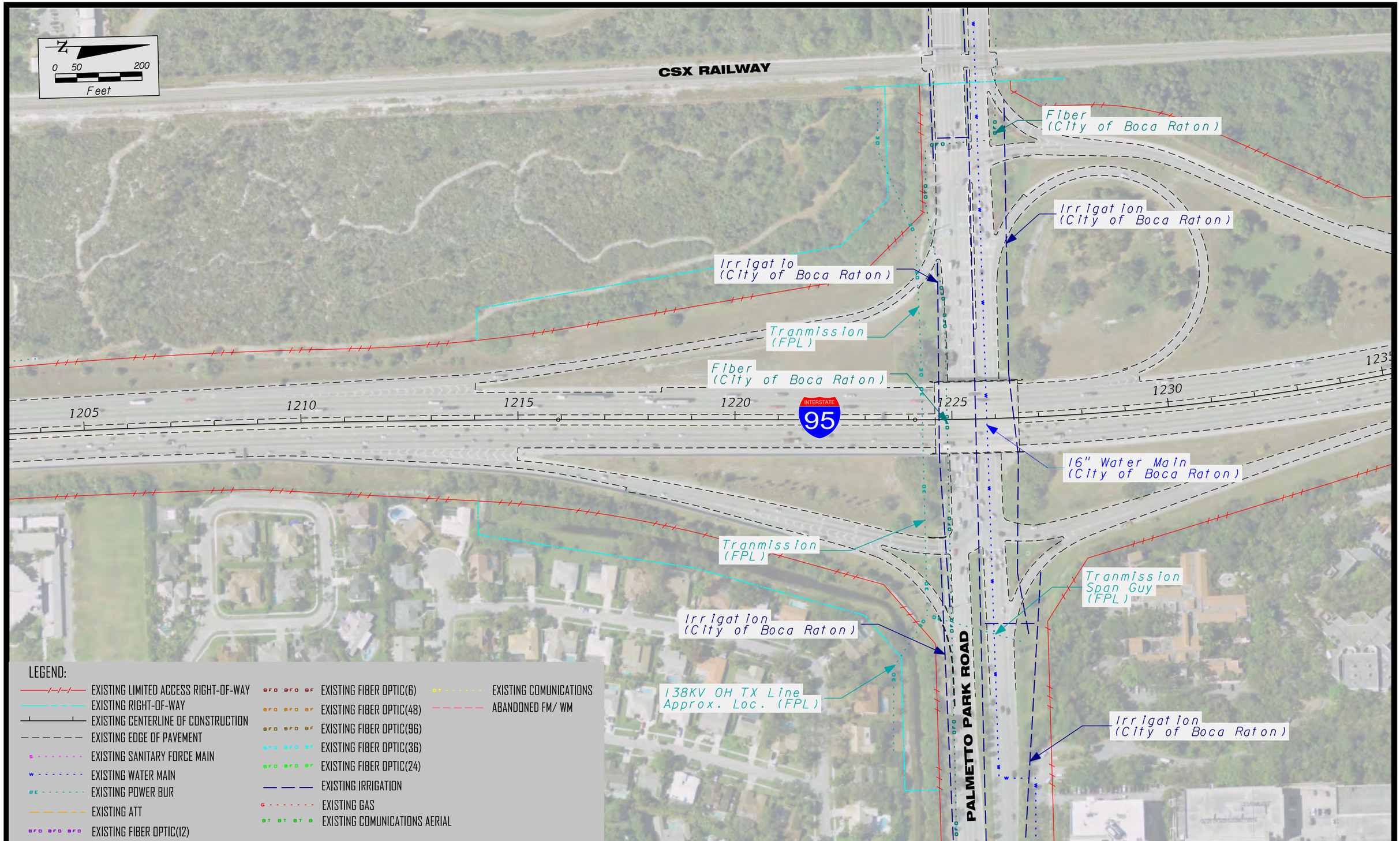
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95)
## EXISTING UTILITIES

SHEET NO. 23




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
- EXISTING FIBER OPTIC(12)
- EXISTING FIBER OPTIC(6)
- EXISTING FIBER OPTIC(48)
- EXISTING FIBER OPTIC(96)
- EXISTING FIBER OPTIC(36)
- EXISTING FIBER OPTIC(24)
- EXISTING IRRIGATION
- EXISTING GAS
- EXISTING COMUNICATIONS AERIAL
- EXISTING COMUNICATIONS
- ABANDONED FM/ WM

FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

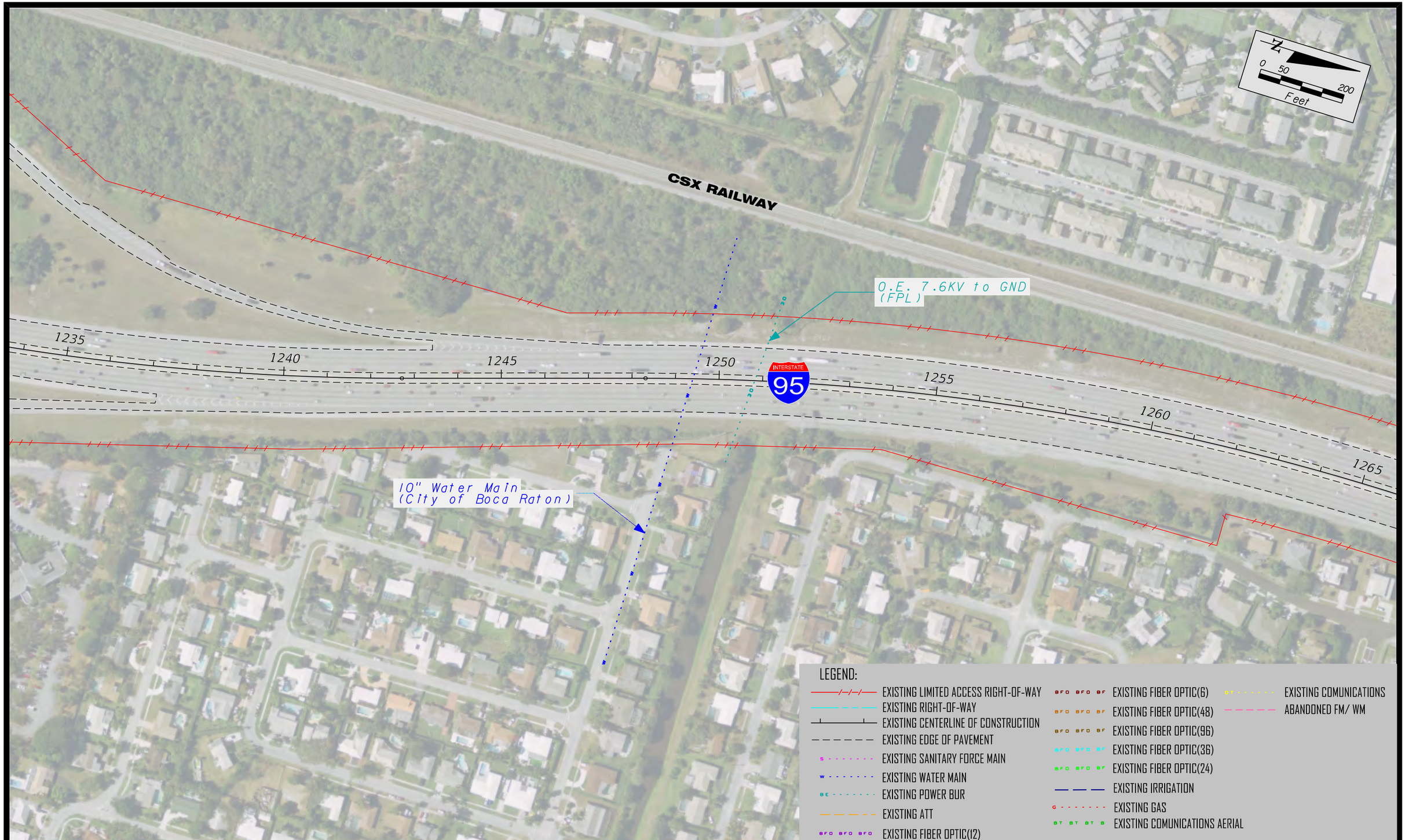
August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 24




LEGEND:

- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE OF CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY FORCE MAIN
- EXISTING WATER MAIN
- EXISTING POWER BUR
- EXISTING ATT
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FLORIDA DEPARTMENT OF TRANSPORTATION
BROWARD AND PALM BEACH COUNTIES

August 2012

# I-95 (SR 9) PD&E STUDY

FPID: 409359-1-22-01 (BROWARD COUNTY)
FPID: 409355-1-22-01 (PALM BEACH COUNTY)

## SR 9 (INTERSTATE 95) EXISTING UTILITIES

SHEET NO. 25

# APPENDIX H

## Bridge Analysis and Bridge Project Questionnaire

# Bridge Analysis

# 1.0 I-95 OVER NW 38TH ST (BRIDGE NOS. 860127 AND 860197)

## 1.1 EXISTING CONDITION

Bridges 860127 and 860197 carry I-95 southbound and northbound traffic over NW 38th ST. The existing bridges are twin structures with a total bridge length of 187'-0". Both bridges are three span structures with exterior spans of 48'-0" and a 91'-0" center span (spanning NW 38th ST).

The existing superstructure is composed of AASHTO Type IV Beams in the center span and the exterior beams of the exterior spans. The interior beams of the exterior spans were composed of AASHTO Type II Beams. The original bridge structure was built in 1974 and was widened in 1990.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with an independent multicolumn bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. The outside widening was constructed by widening the existing end bent and using an isolated hammerhead style intermediate pier. All columns are 2'-8" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles. There is an existing overhead power line running over the south end that will require special attention during the construction operations.



Figure 1.1 - I-95 over NW 38th ST

The existing bridge structures each have roadway sections that consist of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, 10'-0" outside shoulder, and 11'-10½" inside shoulder. The overall width of each bridge is 86'-8". The existing minimum vertical clearance of 15'-11" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

## 1.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the northbound bridge consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require a bridge widening of 17'-2".

The proposed condition for the southbound bridge consists of a 12'-0" and 14'-0" express lane and a 13'-0" auxiliary lane in addition to the four (4) 12'-0" general purpose lanes with a 1'-0" separator between the auxiliary lane and the general purpose lanes. Inside shoulders will be widened to 12 feet while outside shoulders will be kept at 10 feet. The proposed improvements will require a bridge widening of 27'-2".

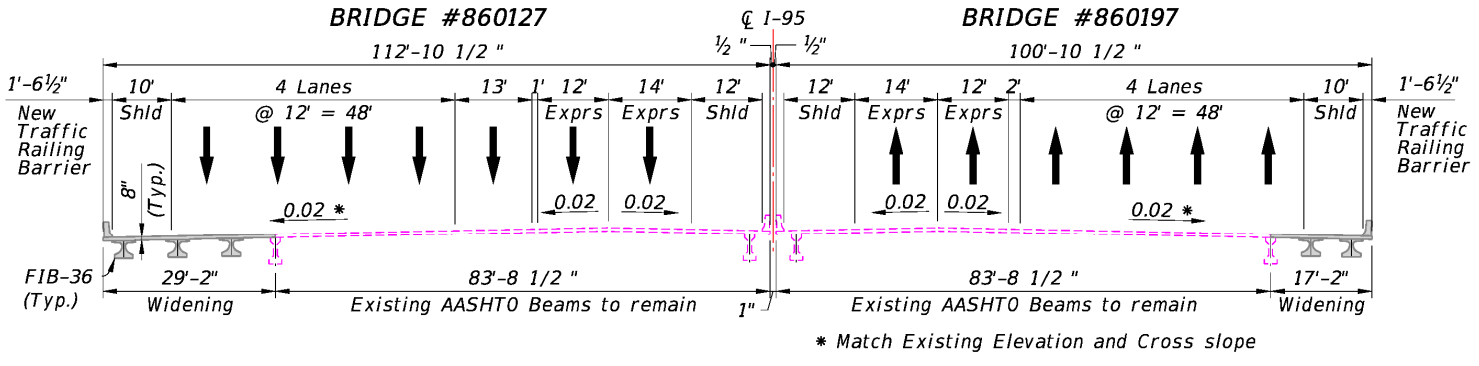



Figure 1.2 - I-95 over NW 38th ST

### 1.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two lines of FIB-36 spaced at approximately 6'-10" will be required to accommodate the proposed widening on the northbound bridge and three (3) lines of FIB-36 spaced at approximately 8'-0" will be required to accommodate the proposed widening on the southbound bridge. The girders will be supported on composite neoprene bearing pads. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

### 1.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents will be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 2.0 I-95 OVER POWERLINE RD (BRIDGE NOS. 860198 AND 860128)

### 2.1 EXISTING CONDITION

Bridges 860198 and 860128 carry I-95 southbound and northbound traffic over Powerline Rd. The existing bridges are twin structures with a total bridge length of 501'-0". Both bridges are four span structures with exterior spans of 97'-3" and interior spans of 153'-3" (spanning Powerline Rd).

The existing superstructure is composed of simply supported steel plate girders in the exterior span and two (2) span continuous steel plate girders in the center spans. The original bridge structure was built in 1974 and was widened in 1990.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of five (5) column frames supporting the original bridge structures with an independent multicolumn bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. The outside widening was constructed by widening the existing end bent and using an isolated hammerhead style intermediate pier. All columns are 3'-0" diameter and are supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles. There is an existing overhead power line running over the south end that will require special attention during the construction operations.

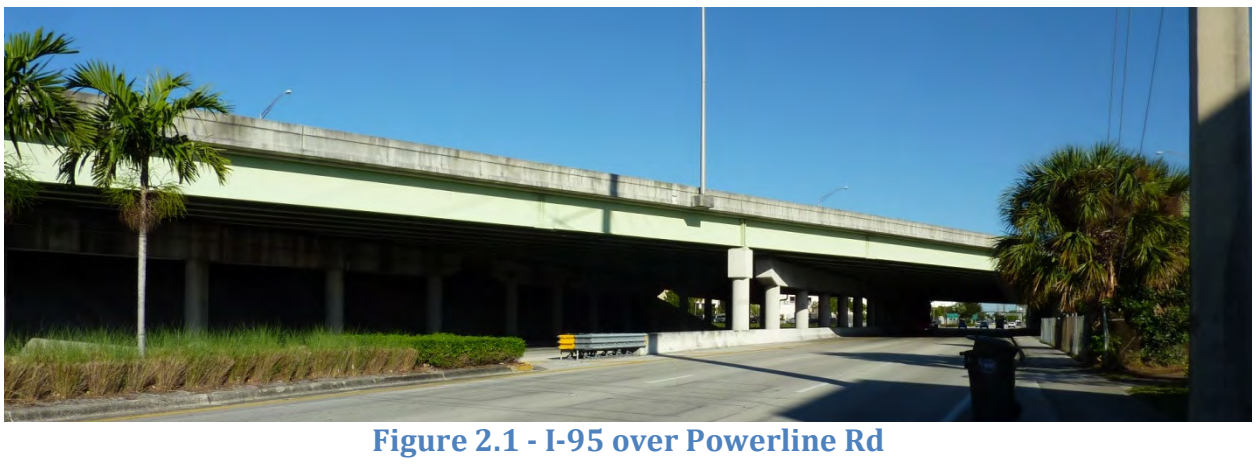


Figure 2.1 - I-95 over Powerline Rd

The existing bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-0" outside shoulders, and 11'-10 ½" inside shoulders. The overall width of each bridge is 86'-8". The existing vertical clearance of 17'-2" is above the minimum of 16'-6" required by the Department and will require maintaining this minimum clearance throughout the design process.

### 2.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the bridges consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express

lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require bridge widenings of 17'-2".

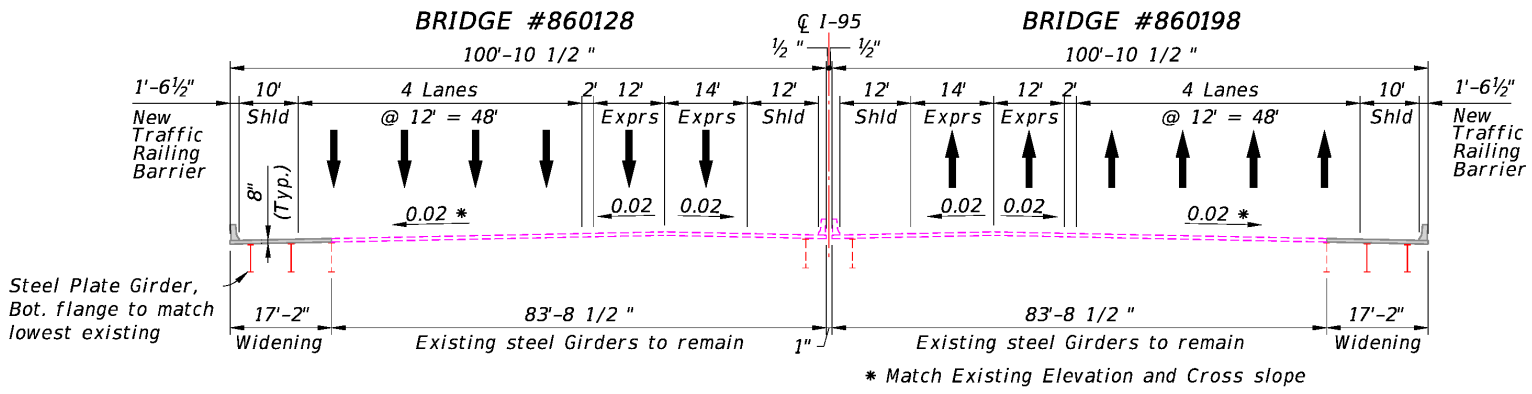



**Figure 2.2 - I-95 over Powerline Rd (SR-845)**

### 2.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are to match the existing steel plate girders per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of steel plate girders spaced at 6'-10" will be required on each bridge to accommodate the proposed widening. Using only one line of girder would either result in a large overhang or a tributary spacing for the existing exterior beam that would exceed the existing beam spacing and therefore this option was eliminated. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for a splice of the transverse reinforcement.

### 2.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 3.0 I-95 OVER PROSPECT RD (BRIDGE NOS. 860199 AND 860129)

### 3.1 EXISTING CONDITION

Bridges 860129 and 860199 carry I-95 southbound and northbound traffic over NW 44th ST (Prospect Rd). The existing bridges are twin structures with a total bridge length of 181'-0". Both bridges are three span structures with exterior spans of 45'-0" and a 91'-0" center span (spanning NW 44th ST).

The existing superstructure is composed of AASHTO Type IV Beams in the center span and the exterior beams of the exterior spans. The interior beams of the exterior spans were composed of AASHTO Type III Beams. The original bridge structure was built in 1974 and was widened in 1990.



**Figure 3.1 - I-95 over Prospect Rd**

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with an independent multicolumn bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. The outside widening was constructed by widening the existing end bent and using an isolated hammerhead style intermediate pier. All columns are 2'-8" diameter and supported on isolated footings with pile foundations. The

end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles. There is an existing overhead power line running over the north end that will require special attention during the construction operations.

The existing bridge structures each consist of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-0" outside shoulders, and 11'-10 ½" inside shoulders. The overall width of each bridge is 86'-8". The existing vertical clearance of 15'-11" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

### 3.2 PROPOSED CONDITION

As shown in the typical section below the proposed condition for the northbound bridge consists of two (2) 12'-0" express lanes in addition to the four (4) 12'-0" general purpose lanes with separated by a varying width gore area between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require a bridge widening of 19'-10 $^{3}/_{8}$" to 22'-2 $^{5}/_{8}$".

The proposed condition for the southbound bridge consists of two (2) 12'-0" express lanes in addition to the three (3) 12'-0" general purpose lanes and one (1) varying width auxiliary lane with a 4'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require a varying bridge widening of 13'-6" to 15'-7 $^{5}/_{8}$".

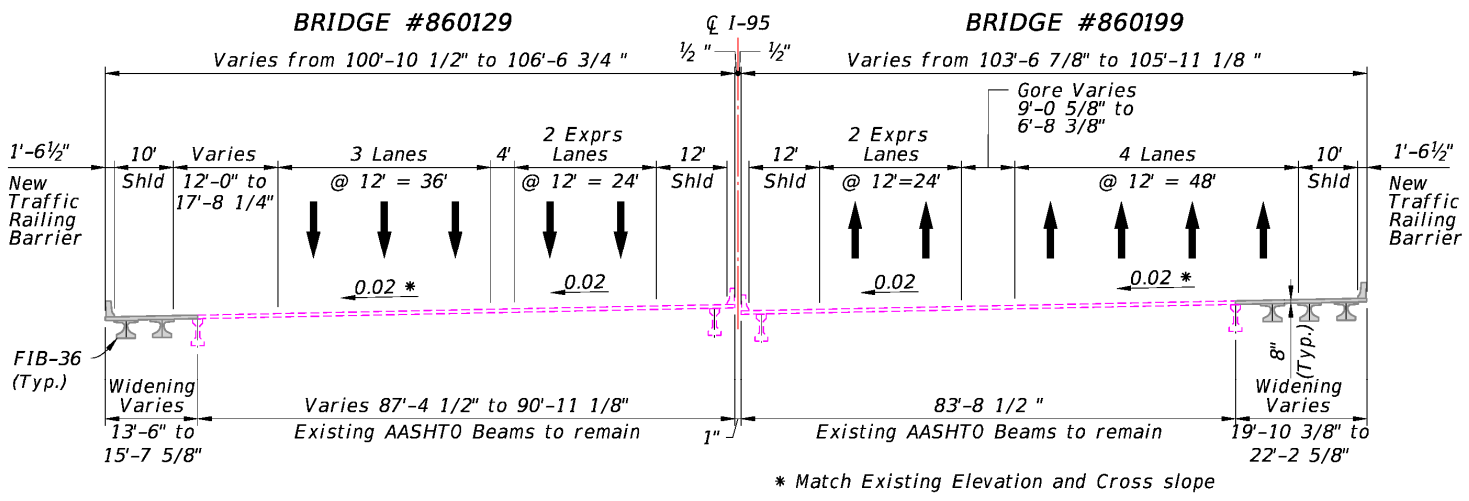



**Figure 3.2 - I-95 over Prospect Rd (NW 44th St)**

#### 3.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two lines of FIB-36 with an average varying spacing at approximately 5'-6" will be required to accommodate the proposed widening on the southbound bridge and three (3) lines of FIB-36 with an average varying spacing at approximately 5'-10" will be required to accommodate the proposed widening on the northbound bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

#### 3.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 4.0 COMMERCIAL BLVD FLYOVER TO I-95 SB (BRIDGE NO. 860131)

### 4.1 EXISTING CONDITION

Bridge 860131 carries westbound Commercial Blvd traffic to I-95 southbound, which flies over I-95 and Commercial Blvd. The existing bridge has a total bridge length of 769'-1". The original bridge structure was built in 1974.

The existing superstructure is composed of AASHTO Type IV Beams in the approach spans and steel plate girders for the two (2) main spans over I-95.
The substructure is composed of hammerhead piers.
The existing vertical clearance of 16'-5" is below the minimum 16'-6" required by the Department and will require a design variation to be approved by the Department within this study.



Figure 4.1 – Westbound Commercial Blvd Flyover to I-95 Southbound

### 4.2 Proposed Condition

There will not be any modification to the existing bridge structure.

## 5.0 I-95 OVER COMMERCIAL BLVD (BRIDGE NOS. 860196 AND 860130)

### 5.1 Existing Condition

Bridges 860196 and 860130 carry I-95 southbound and northbound traffic over Commercial Blvd. The existing bridges are twin structures with a total bridge length of 176'-9". Both bridges are two (2) span structures with spans of 92'-3" and 84'-6" spanning Commercial Blvd. The original bridge structure was built in 1974 and was widened in 1990.

The existing superstructure is composed of AASHTO Type IV Beams with a reinforced concrete deck.




Figure 5.1 – I-95 over Commercial Blvd

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with an independent hammerhead pier supporting the inside widening of each bridge. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. The outside widening was constructed by widening the existing end bent and using an isolated hammerhead style intermediate pier. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles. The existing flyover, which crosses above the two bridges, will require special attention during the construction operations.

The existing bridge structure consists of three (3)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, 9'-8 ½" outside shoulders, and 8'-0" inside shoulders. The overall width of each bridge is 70'-6 ½". The existing vertical clearances of 15'-0" over Commercial Blvd and 15'-7" to the underside of the flyover is below the minimum of

16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

### 5.2 PROPOSED CONDITION

As shown in the typical section below the proposed condition for the northbound bridge consists of two (2) 11'-0" express lanes in addition to the three (3) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. The inside shoulder will be reduced to 6'-2 ½ " while the outside shoulder will be reduced to 8'-0". The proposed improvements will require a bridge widening of 9'-2 ¼".

The proposed condition for the southbound bridge consists of two (2) 11'-0" express lanes in addition to the three (3) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. The inside shoulder will be reduced to 2'-8 $^{1}/_{2}$" and the outside shoulder will be reduced to 5'-0". There will be no widening of the southbound structure.

The proposed concept will require an exception for the sub-standard shoulder widths and the reduced lane widths.

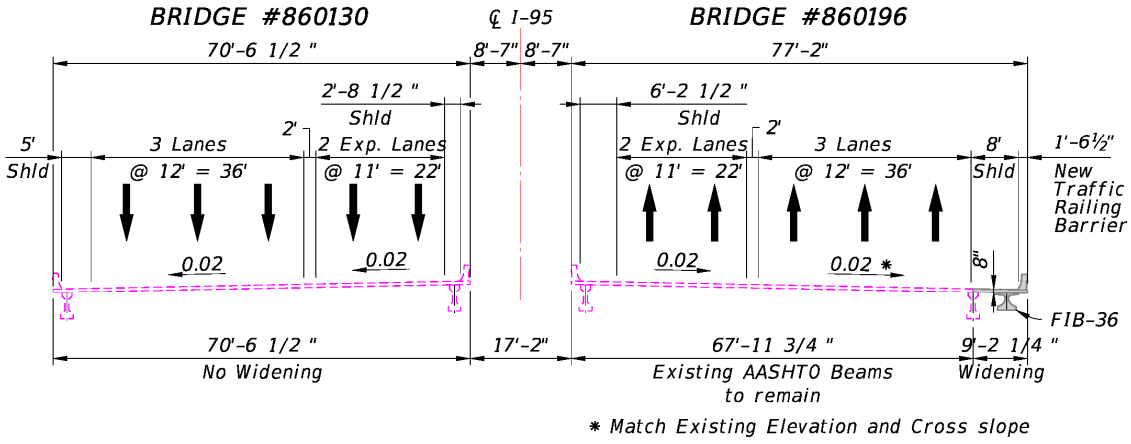



**Figure 5.2 – I-95 over Commercial Blvd (SR-870)**

#### 5.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Beams (FIB) per Structures Design Guidelines (SDG) section 7.6. One line of FIB-36 spaced at approximately 5'-8" will be required to accommodate the proposed widening on the northbound bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

#### 5.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound structure. An independent hammerhead style pier will be proposed at the intermediate pier for the northbound bridge structure supported on a pile foundation. The new column will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 6.0 NORTH ANDREWS AVE OVER I-95 (BRIDGE NOS. 860237)

### 6.1 EXISTING CONDITION

Bridge 860237 carries eastbound and westbound North Andrews Ave over I-95. The existing bridge has a total bridge length of 284'-0". The bridge is a four (4) span structure with exterior spans of 43'-5" and 33'-5" and center spans of 103'-7" spanning I-95.

The existing superstructure is composed of AASHTO Type IV Beams in both interior spans. The interior beams of the exterior spans were composed of AASHTO Type II Beams. The original bridge structure was built in 1974 and was widened in 1990.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of four (4) column frames supporting the original bridge structure. All columns are 3'-6" diameter and supported on isolated footings with pile foundations. The end bents are

supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles. The existing vertical clearance is 15'-7".



Figure 6.1 - North Andrews Ave over I-95

### 6.2 Proposed Condition

There will not be any modification to the existing bridge structure. Based on the modifications to the roadway typical section beneath the bridge, pier protection will be required to protect the traveling public. In addition, modifications to the roadway typical section shall improve the vertical clearance to 16'-0" which will require a design variation to be approved by the Department to go forward with the proposed condition.

## 7.0 I-95 OVER CYPRESS CREEK RD (BRIDGE NOS. 860239 AND 860240)

### 7.1 Existing Condition

Bridges 860239 and 860240 carry I-95 southbound and northbound traffic over Cypress Creek Rd. The existing bridges are twin structures with a total bridge length of 319'-0". Both bridges are four (4) span structures with exterior spans of 60'-9" and 58'-9" and interior spans of 99'-9" spanning Cypress Creek Rd.

The existing superstructure is composed of AASHTO Type IV Beams for the interior spans and exterior beams of the exterior spans. The interior beams of the exterior spans are composed of AASHTO Type III Beams. The original bridge structure was built in 1975 and was widened in 1990.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of four (4) column frames supporting the original bridge structures with an independent three (3) column (multicolumn) bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. All columns are 3'-6" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.



Figure 7.1 - I-95 over Cypress Creek Rd

The existing bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, 10'-9" outside shoulders, and 11'-0 ½" inside shoulders. The overall width of each bridge is 86'-5 ½". The existing vertical clearance of 18'-5" is above the minimum of 16'-6" required by the Department and will require maintaining this minimum clearance throughout the design process.

### 7.2 PROPOSED CONDITION

As shown in the typical section below the proposed condition for the northbound bridge consists of a 12'-0" and 14'-0" express lane in addition to the three (3) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. The inside shoulder will be 12'-0" while the outside shoulder will be 10'-0". The proposed improvements will require a bridge widening of 12'-3 ¼".

The proposed condition for the southbound bridge consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. The inside shoulder will be 12'-0" while the outside shoulder will be 10'-0". The proposed improvements will require a bridge widening of 16'-3 ¾ ".

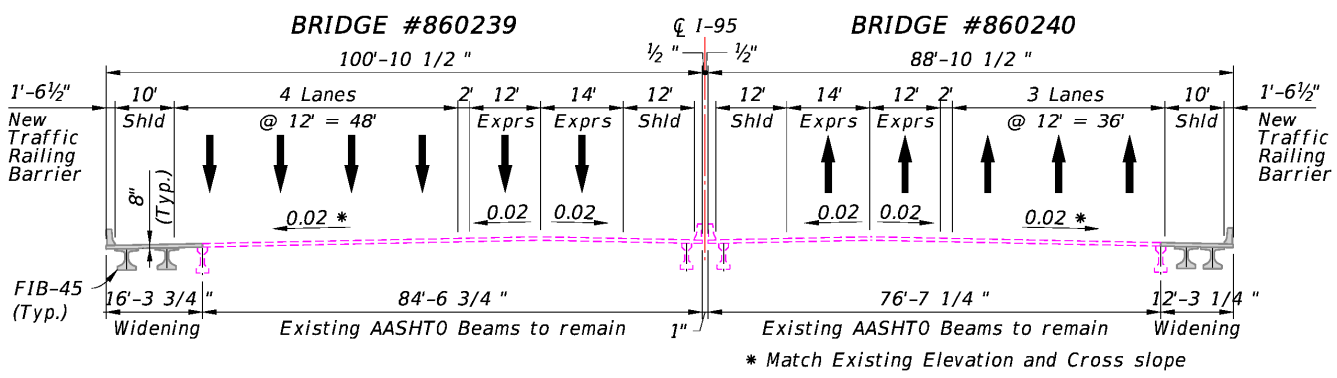



**Figure 7.2 - I-95 over Cypress Creek Rd**

#### 7.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two lines of FIB-45 spaced at approximately 5'-0" will be required to accommodate the proposed widening on the northbound bridge and two (2) lines of FIB-45 spaced at approximately 6'-6" will be required to accommodate the proposed widening on the southbound bridge. The girders will be supported on composite neoprene bearing pads. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

#### 7.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 8.0 I-95 OVER CYPRESS CREEK CANAL (C-14) (BRIDGE NOS. 860243 AND 860244)

### 8.1 EXISTING CONDITION

Bridges 860243 and 860244 carry I-95 southbound and northbound traffic over Cypress Creek Canal (C-14). The existing bridges are twin structures with a total bridge length of 252'-0". Both bridges are three (3) span structures with equal spans of 84'-0".

The existing superstructure is composed of AASHTO Type IV Beams for all spans. The existing bridge substructure consists of typical end bents and intermediate pile bents. All piles are 18" SQ precast prestressed concrete. The original bridge structure was built in 1975 and was widened in 1990.



Figure 8.1 - I-95 over Cypress Creek Canal

The existing southbound bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-0" outside shoulder, and 11'-10 ½" inside shoulder for an overall width of 86'-5 ½". The existing northbound bridge structure consists of three (3)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, a varying gore area, 10'-0" outside shoulder, and 11'-10 ½" inside shoulder for an overall varying width of 98'-6" to 103'-2 ½". The existing vertical clearance is not an issue, since the structure is set high above the water and this is a non-navigable waterway. The reduction in vertical clearance due to the widening will not impact the required minimum vertical clearance.

## 8.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the bridges consists of two (2) 12'-0" express lanes in addition to the four (4) 12'-0" general purpose lanes with a 4'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while the outside shoulder of the southbound bridge will be kept at 10'-0". The outside shoulder for the northbound bridge will vary from 7'-11" to 12'-1 ½". The proposed roadway configuration will require a bridge widening of 16'-11 ¾ " of the southbound bridge and a varying bridge widening from 3'-7 ½" to 7'-11" of the northbound bridge.

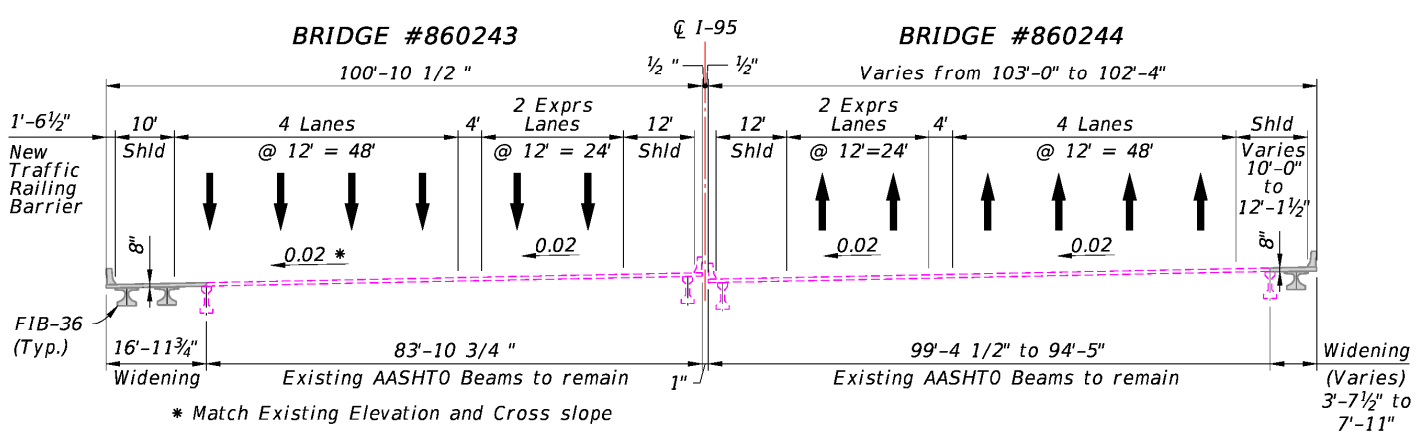



Figure 8.2 - I-95 over Cypress Creek Canal (C-14)

### 8.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of FIB-36 spaced at approximately 6'-9" will be required to accommodate the proposed widening on the southbound bridge and one (1) line of FIB-36 spaced with a variable spacing will be required to accommodate the proposed widening on the northbound bridge. Since the widening of the northbound bridge varies and the minimum spacing is too small for the FIB top flange, a modified beam will be required or a removal and replacement of the existing exterior beam may be deemed necessary in the narrow portion of the widening. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

### 8.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (piles and pile cap) at the intermediate piers will match the existing. The existing end bents and intermediate bents shall be simply widened matching the existing and supported on similar size piles and for both the northbound and southbound structure.

# 9.0 I-95 OVER MCNAB RD (BRIDGE NOS. 860241 AND 860242)

## 9.1 EXISTING CONDITION

Bridges 860241 and 860242 carry I-95 southbound and northbound traffic over McNab Rd. The existing bridges are twin structures with a total bridge length of 286'-0". Both bridges are four (4) span structures with exterior spans of 48'-0" and 45'-0" and interior spans of 97'-0" and 96'-0" spanning McNab Rd. The original bridge structures were built in 1975 and were widened in 1990.

The existing superstructure is composed of AASHTO Type IV Beams for the interior spans and exterior beams of the exterior spans. The interior beams of the exterior spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures and two (2) column frames supporting the inside widening of each bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. The outside widening on the southbound structure was constructed by widening the existing end bent and using an isolated hammerhead style intermediate pier. All columns are 3'-6" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.

The existing southbound bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, 10'-0" outside shoulder, and 11'-10 ½" inside shoulder for an overall roadway width of 86'-7 ½". The existing northbound bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, 10'-0" outside shoulders, and 14'-9" inside shoulder for an overall roadway width of 88'-7 ½". The existing vertical clearance of 19'-0" is above the minimum of 16'-6" required by the Department and will require maintaining this minimum clearance throughout the design process.



Figure 9.1 - I-95 over McNab Rd

## 9.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the bridges consists of two (2) 12'-0" express lanes in addition to the four (4) 12'-0" general purpose lanes with a 4'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require bridge widenings of 12'-2 ¾" for the northbound structure and 17'-0 ¾ " for the southbound structure.

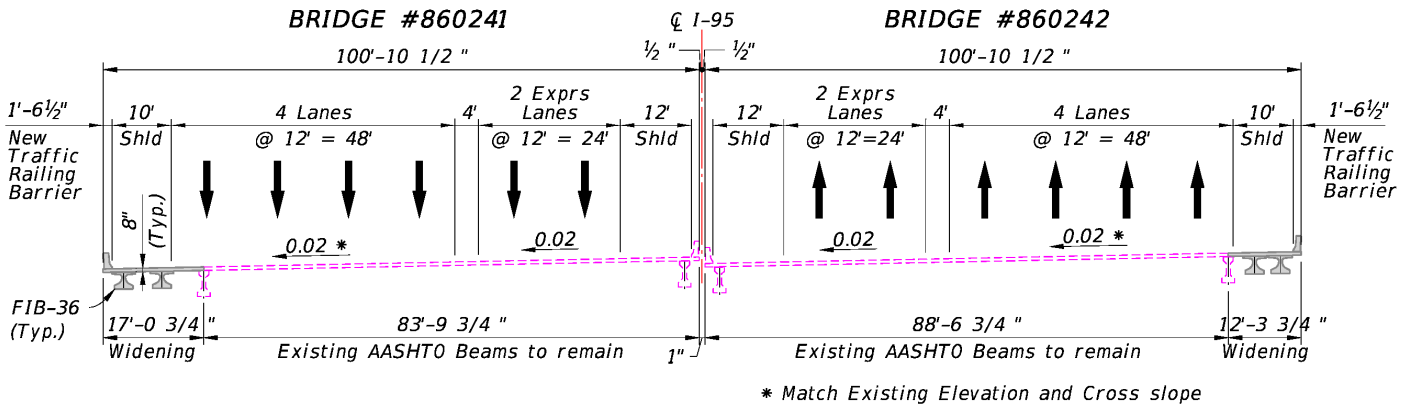



Figure 9.2 - I-95 over McNab Rd

### 9.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of FIB-45 spaced at approximately 4'-4" will be required to accommodate the proposed widening on the northbound bridge and two (2) lines of FIB-45 spaced at approximately 6'-9" will be required to accommodate the proposed widening on the southbound bridge. The

proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

#### 9.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 10.0 SW 3RD ST OVER I-95 (BRIDGE NOS. 860233)

### 10.1 EXISTING CONDITION

Bridge 860233 carries eastbound and westbound SW 3rd ST over I-95. The existing bridge has a total bridge length of 300'-0". The bridge is a four (4) span structure with exterior spans of 41'-9" and 43'-6" and center spans of 100'-9" and 114'-0" spanning I-95.

The existing bridge superstructure is composed of AASHTO Type IV Beams for the interior spans and exterior beams of the end spans. The interior beams of the end spans are composed of AASHTO Type II Beams. The original bridge structure was built in 1975.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of four (4) column frames supporting the bridge structure. All columns are 3'-6" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles. The existing vertical clearance of 16'-1" is below the minimum 16'-6" required by the Department and will require a design variation to be approved by the Department to go forward with the proposed condition.




**Figure 10.1 - SW 3rd over I-95**

### 10.2 PROPOSED CONDITION

There will not be any modification to the existing bridge structure. Based on the modifications to the roadway typical section beneath the bridge, pier protection will be required to protect the traveling public. In addition, modifications to the typical section shall not reduce the vertical clearance.

## 11.0 I-95 OVER ATLANTIC BLVD (BRIDGE NOS. 860231 AND 860232)

### 11.1 EXISTING CONDITION

Bridges 860231 and 860232 carry I-95 southbound and northbound traffic over Atlantic Blvd. The existing bridges are twin structures with a total bridge length of 212'-0". Both bridges are four (4) span structures with end spans of 34'-6" and 42'-6" and interior spans of 73'-6" and 61'-6" spanning Atlantic Blvd. The original bridge structure was built in 1975 and was widened in 1990.

The existing bridge superstructure is composed of AASHTO Type III Beams for the interior spans and exterior beams of the end spans. The interior beams of the end spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with an independent multicolumn bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.

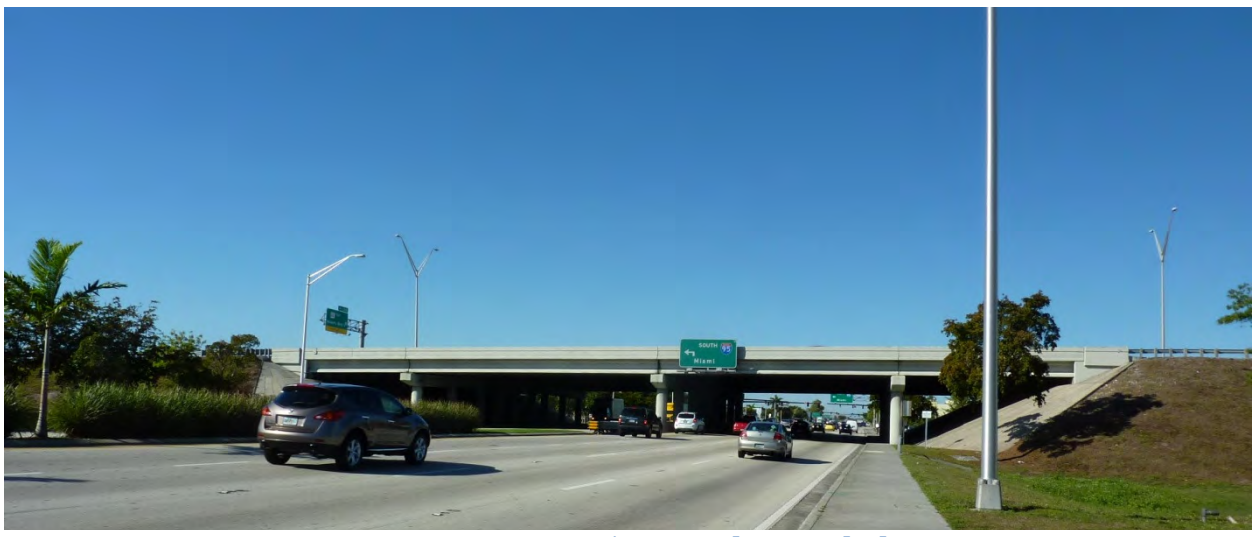


Figure 11.1 - I-95 over Atlantic Blvd

The existing bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-9" outside shoulders, and 11'-10 ½" inside shoulders. The overall width of each bridge is 87'-3 ½". The existing vertical clearance of 15'-2" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

## 11.2 Proposed Condition

As shown in the proposed typical section below, the condition for the bridges consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require bridge widenings of 16'-3 ¾".

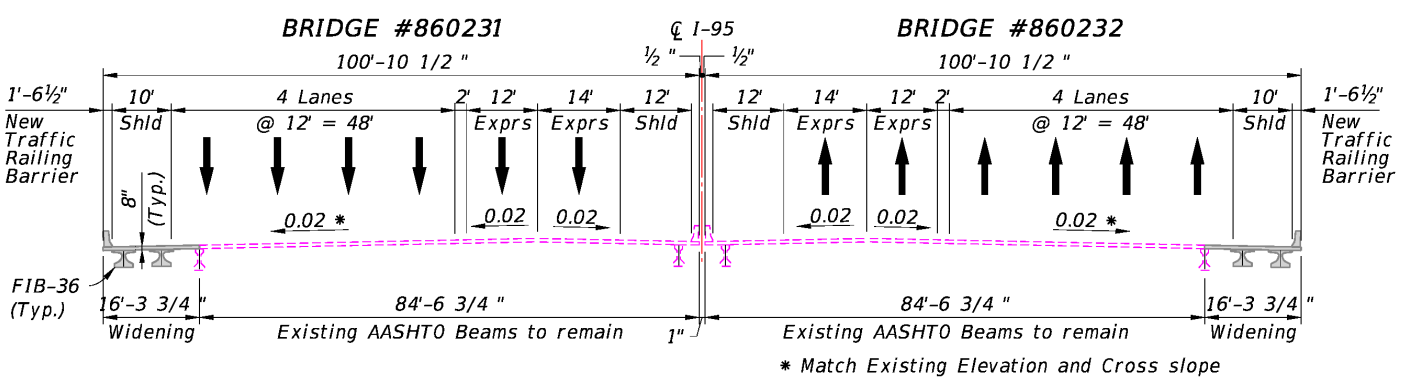



Figure 11.2 - I-95 over Atlantic Blvd

### *11.2.1 Superstructure*

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two lines of FIB-36 spaced at approximately 6'-5" will be required to accommodate the proposed widening of each bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

### *11.2.2 Substructure*

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

# 12.0 I-95 OVER HAMMONDVILLE RD (BRIDGE NOS. 860235 AND 860236)

## 12.1 EXISTING CONDITION

Bridges 860235 and 860236 carry I-95 southbound and northbound traffic over Hammondville Rd. The existing bridges are twin structures with a total bridge length of 175'-0". Both bridges are three (3) span structures with exterior spans of 40'-0" and 41'-6" and an interior span of 93'-6" spanning Hammondville Rd. The original bridge structure was built in 1975 and was widened in 1990.

The existing bridge superstructure is composed of AASHTO Type IV Beams for the interior spans and exterior beams of the end spans. The interior beams of the end spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of four (4) column frames supporting the original bridge structures with a three (3) column frame supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. All columns are 3'-6" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.



Figure 12.1 - I-95 over Hammondville Rd

The existing northbound bridge structure consists of three (3)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, a varying width gore area, a 15'-0" (I-95 on-ramp) lane, 6'-0" outside shoulder, and 11'-10 ½" inside shoulder. The overall width of the northbound bridge structure varies from 99'-10 ¾" to 114'-11". The existing southbound bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, a varying width gore area, a 15'-0" (I-95 off-ramp) lane, 6'-0" outside shoulder, and 11'-10 ½" inside shoulder. The overall width of the northbound bridge structure varies from 109'-3" to 118'-9". The existing vertical clearance of 16'-4" is below the minimum of 16'-6" required by the Department and will require a design variation to be approved by the Department to go forward with the proposed condition.

## 12.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the bridges consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will not require any modification to the existing bridge structure.

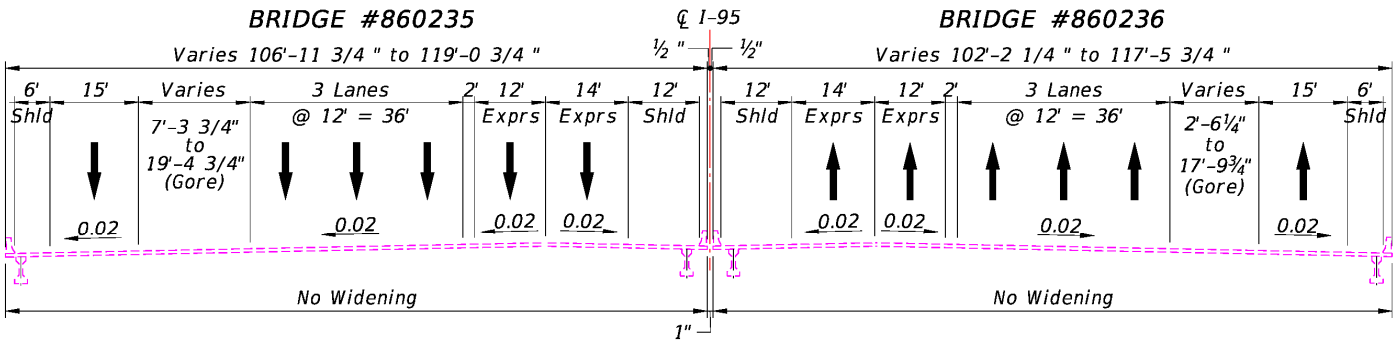



Figure 12.2 - I-95 over Hammondville Rd

# 13.0 I-95 OVER FEC RAILROAD (BRIDGE NOS. 860118 AND 860218)

## 13.1 EXISTING CONDITION

Bridges 860118 and 860218 carry I-95 southbound and northbound traffic over the FEC Railroad. The existing bridges are twin structures with a total bridge length of 145'-0". Both bridges are three (3) span structures with end spans of 41'-9" and a center span of 61'-6" spanning the FEC tracks. The original bridge structure was built in 1971 and was widened in 1990.

The existing superstructure is composed of AASHTO Type II Beams for the end spans and center span.

The existing bridge substructure consists of typical end bents and intermediate pile bents. The interior widening used isolated pile bents and end bents supporting the inside widening of both bridges. The exterior widening used isolated pile and end bents supporting the outside widening of each bridge.



Figure 13.1 - I-95 over FEC Railroad

The existing bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-0" outside shoulders, and 11'-10 ½" inside shoulders. The overall width of each bridge is 86'-7 ½". The existing vertical clearance of 22'-0" is below the minimum of 23'-0" required by the Federal Highway Administration (FHWA), as stated in the 2004 AASHTO, Policy on Geometric Design of Highways and Streets, Chapters 8 and 10. Approval of a design exception will be required by the FHWA and Florida East Coast Railway (FEC) for the existing substandard clearance to go forward with the proposed condition.

## 13.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the bridges consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require bridge widenings of 16'-5".

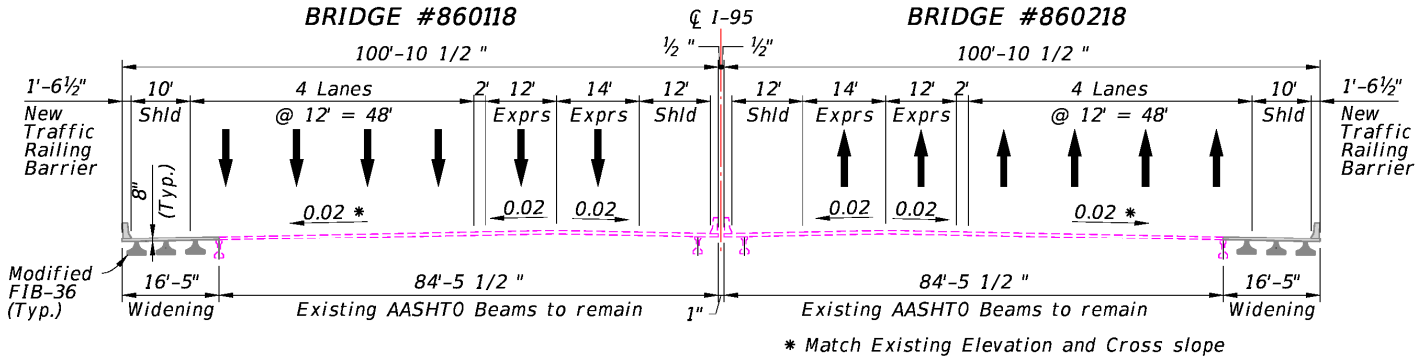



Figure 13.2 - I-95 over FEC Railroad

### 13.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Three (3) lines of modified FIB-36 spaced at approximately 5'-0" will be required to accommodate the proposed widening of each bridge. Modifying FIB 36 by removing the top flange will be required to maintain the existing vertical clearance. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

### 13.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 14.0 I-95 OVER NW 15TH ST (BRIDGE NOS. 860119 AND 860219)

### 14.1 EXISTING CONDITION

Bridges 860119 and 860219 carry I-95 southbound and northbound traffic over NW 15th ST. The existing bridges are twin structures with a total bridge length of 177'-0". Both bridges are three (3) span structures with end spans of 45'-6" and 40'-0" and a center span of 91'-6" spanning NW 15th ST. The original bridge structure was built in 1972 and was widened in 1990.

The original existing superstructure was composed of AASHTO Type IV Beams for the center span and exterior beams of the end spans. The interior beams of the exterior spans are composed of AASHTO Type II Beams. The widening performed on the bridge used AASHTO Type II Beams for the inside widening and AASHTO Type III Beams for the outside widening at the end spans. The center span used AASHTO Type IV Beams for the inside widening and AASHTO Type III Beams for the outside widening.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with a three (3) column frame supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. The outside widening consisted of widening the existing end bent and using isolated hammerhead style piers at the intermediate bent locations. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.



**Figure 14.1 - I-95 over NW 15th ST**

The existing bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-0" outside shoulders, and 11'-10 ½" inside shoulders. The overall width of each bridge is 86'-7 ½". The existing vertical clearance of 15'-11" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

### 14.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the bridges consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require bridge widenings of 16'-6".

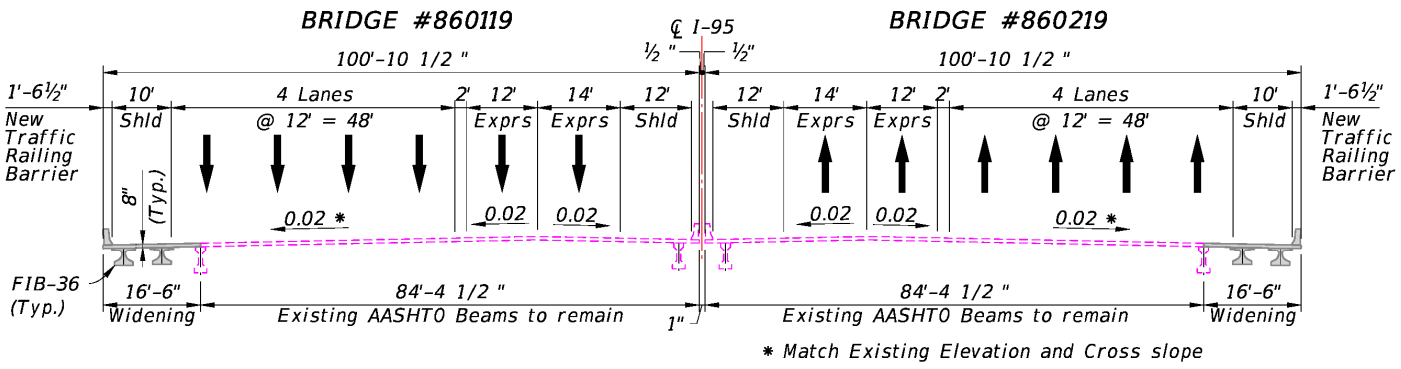



Figure 14.2 - I-95 over NW 15th ST

### 14.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of FIB-36 spaced at approximately 6'-6" will be required to accommodate the proposed widening of each bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

### 14.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 15.0 I-95 OVER COPANS RD (BRIDGE NOS. 860120 AND 860220)

### 15.1 EXISTING CONDITION

Bridges 860120 and 860220 carry I-95 southbound and northbound traffic over Copans Rd. The existing bridges are twin structures with a total bridge length of 290'-0". Both bridges are four (4) span structures with exterior spans of 50'-9" and 49'-3" and interior spans of 95'-0" spanning Copans Rd. The original bridge structure was built in 1971 and was widened in 1990.

The existing superstructure is composed of AASHTO Type IV Beams for the interior spans and exterior beams of the end spans. The interior beams of the end spans are composed of AASHTO Type II Beams. The interior widening that was performed on the bridge used AASHTO Type II Beams on the end spans and AASHTO Type IV Beams within the center spans.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with a three (3) column frame supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.




Figure 15.1 - I-95 over Copans Rd

The existing bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-9" outside shoulders, and 11'-10 ½" inside shoulders. The overall width of each bridge is 87'-4 ½". The existing vertical clearance of 15'-6" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

### 15.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the bridges consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require bridge widenings of 16'-3 ¾ ".

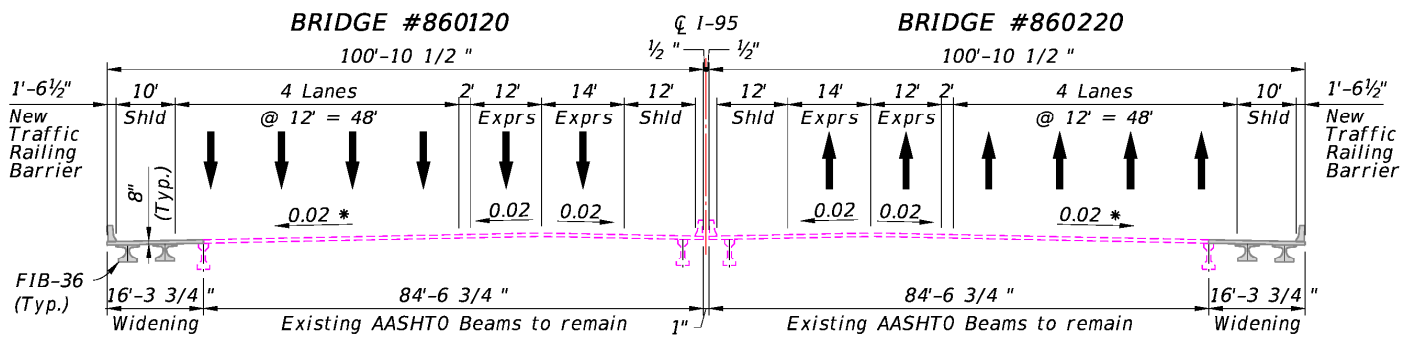



**Figure 15.2 - I-95 over Copans Rd**

#### 15.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of FIB-36 spaced at approximately 6'-4" will be required to accommodate the proposed widening of each bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

#### 15.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 16.0 I-95 OVER SAMPLE RD (BRIDGE NOS. 860121 AND 860178)

### 16.1 EXISTING CONDITION

Bridges 860121 and 860178 carry I-95 southbound and northbound traffic over Sample Rd. The existing bridges are twin structures with a total bridge length of 224'-0". Both bridges are four (4) span structures with end spans of 38'-0" and interior spans of 74'-0" spanning Sample Rd. The original bridge structure was built in 1974 and was widened in 1990.

The existing bridge superstructure is composed of AASHTO Type III Beams for the interior spans and exterior beams of the end spans. The interior beams of the end spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with an independent multicolumn bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.



Figure 16.1 - I-95 over Sample Rd

The existing bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-6" outside shoulders, and 11'-10 ½" inside shoulders. The overall width of each bridge is 87'-1 ½". The existing vertical clearance of 15'-0" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

### 16.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the bridges consists of a 12'-0" and 14'-0" express lane in addition to the four (4) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require bridge widenings of 16'-5".

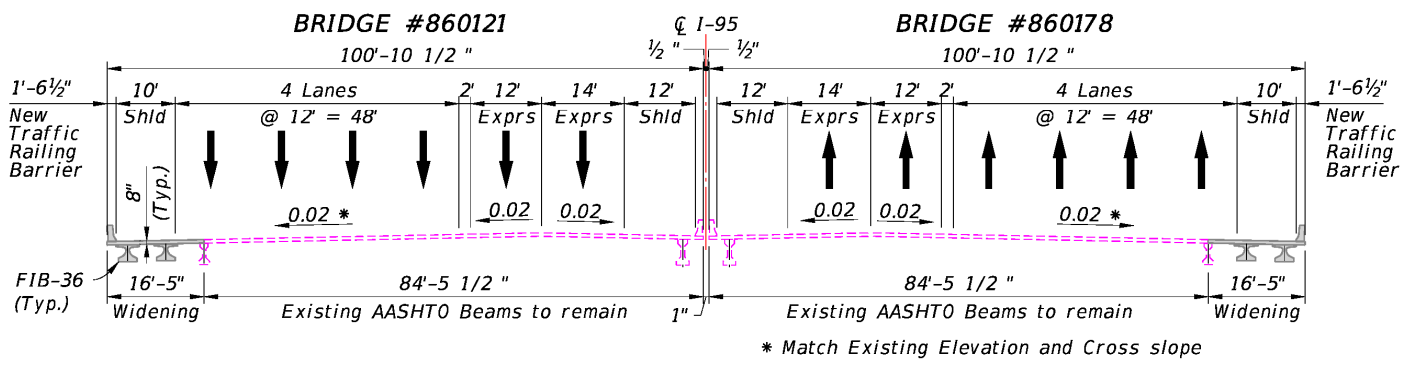



Figure 16.2 - I-95 over Sample Rd (SR-834)

#### 16.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of FIB-36 spaced at approximately 6'-6" will be required to accommodate the proposed widening of each bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

#### 16.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

## 17.0 PEDESTRIAN CROSSING OVER I-95 (BRIDGE NOS. 860002)

### 17.1 EXISTING CONDITION

Bridges 869002 carry pedestrians over I-95 southbound and northbound traffic. The existing bridge structure has a total approximate bridge length of 222'-10". The bridge is a two (2) span structure with equal spans of 111'-5" spanning I-95. The existing superstructure is composed of AASHTO Type IV Beams supported on hammerhead piers. The helix approach ramps are composed of reinforced concrete slabs. The original bridge structure was built in 1973. The existing minimum vertical clearance of 16'-0" over I-95 is below the minimum of 17'-6" required

by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.



Figure 17.1 - Pedestrian Bridge over I-95

### 17.2 Proposed Condition

There will not be any modification to the existing bridge structure, but the modifications to the roadway typical section shall ensure no reduction in the minimum vertical clearance.

## 18.0 NW 48TH ST OVER I-95 (BRIDGE NOS. 860122)

### 18.1 Existing Condition

Bridge 860122 carries eastbound and westbound NW 48th ST over I-95. The existing bridge has a total bridge length of 272'-0". The bridge is a four (4) span structure with end spans of 32'-0" and center spans of 104'-0" spanning I-95. The original bridge structure was built in 1973.

The existing bridge superstructure is composed of AASHTO Type IV Beams for the interior spans and exterior beams of the end spans. The interior beams of the exterior spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of four (4) column frames supporting the bridge structure. All columns are 3'-6" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles. The existing vertical clearance of 16'-2" is below the minimum 16'-6" required by the Department and will require a design variation to be approved by the Department within this study.



Figure 18.1 - NW 48th ST over I-95

### 18.2 Proposed Condition

There will not be any modification to the existing bridge structure.

## 19.0 SW 10TH ST OVER I-95 (BRIDGE NOS. 860123)

### 19.1 Existing Condition

Bridge 860123 carries eastbound and westbound SW 10th ST over I-95. The existing bridge has a total bridge length of 272'-0". The bridge is a four (4) span structure with end spans of 32'-3" and center spans of 103'-9" spanning I-95. The original bridge structure was built in 1972.

The existing superstructure is composed of AASHTO Type IV Beams for the interior spans and exterior beams of the exterior spans. The interior beams of the exterior spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of four (4) column frames supporting the bridge structure. All columns are 3'-6" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles. The existing vertical clearance of 16'-2" is below the minimum 16'-6" required by the Department and will require a design variation to be approved by the Department within this study.

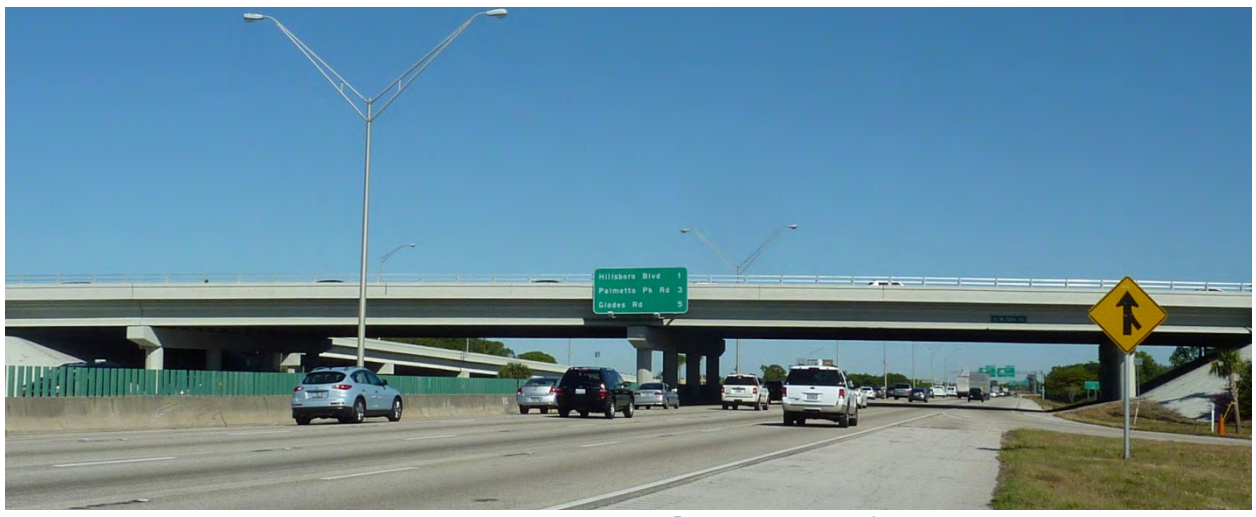



Figure 19.1 - SW 10th ST over I-95

### 19.2 Proposed Condition

There will not be any modification to the existing bridge structure.

## 20.0 I-95 SOUTHBOUND OFF-RAMP TO SW 10TH ST (BRIDGE NOS. 860564)

### 20.1 Existing Condition

Bridge 860564 carries southbound I-95 traffic to SW 10th ST. The existing bridge is a seven (7) span structure with the superstructure composed of AASHTO Type III Beams. The substructure is composed of typical intermediate pile bents and typical pile supported end bents. The original bridge structure was built in 1988.



Figure 20.1 - I-95 Southbound Off-Ramp to SW 10th ST

### 20.2 Proposed Condition

There will not be any modification to the existing bridge structure for the proposed design concept.

## 21.0 I-95 OVER HILLSBORO BLVD (BRIDGE NOS. 860124 AND 860194)

### 21.1 Existing Condition

Bridges 860124 and 860194 carry I-95 southbound and northbound traffic over Hillsboro Blvd. The existing bridges are twin structures with a total bridge length of 231'-0". Both bridges are four (4) span structures with end spans of 41'-3" and center spans of 74'-3" spanning Hillsboro Blvd. The original bridge structure was built in 1972 and was widened in 1990.

The existing superstructure is composed of AASHTO Type III Beams for the interior spans and exterior beams of the exterior spans. The interior beams of the exterior spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with an independent multicolumn bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.



Figure 21.1 - I-95 over Hillsboro Blvd

The existing bridge structures consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-6" outside shoulders, and 11'-10 ½" inside shoulders. The overall width of each bridge is 87'-1 ½". The existing minimum vertical clearance of 14'-8" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

## 21.2 Proposed Condition

As shown in the proposed typical section below, the condition for the bridges consists of two (2) 12'-0" express lanes in addition to the four (4) 12'-0" general purpose lanes with a 4'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require a varying bridge widenings of 16' – 3 ¼ " to 16' – 6 ½ ".

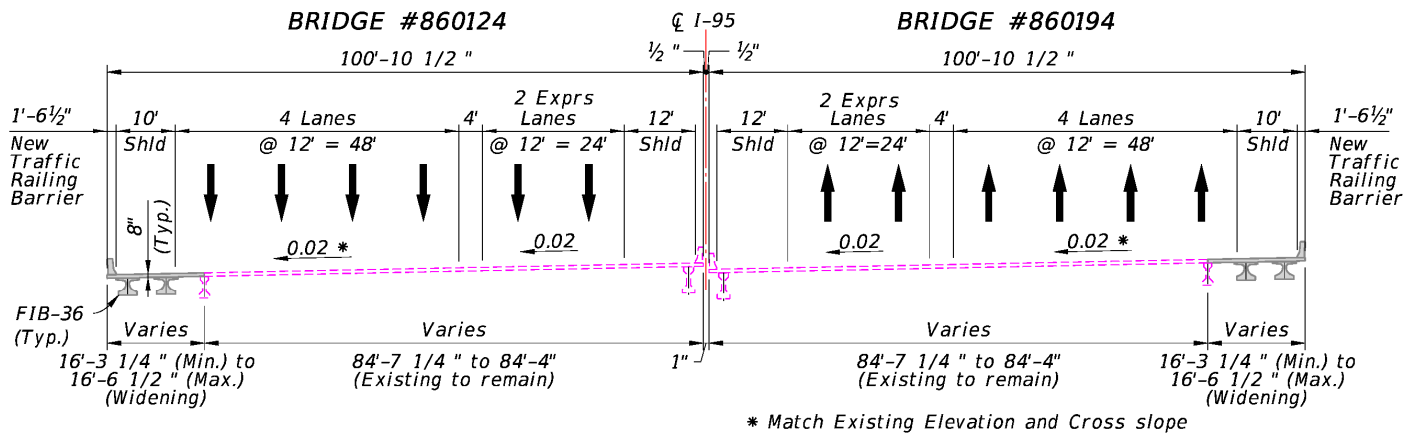



Figure 21.2 - I-95 over Hillsboro Blvd (SR-810)

### 21.2.1 Superstructure

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of FIB-36 spaced at approximately 6'-6" will be required to accommodate the proposed widening of each bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

### 21.2.2 Substructure

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

# 22.0 I-95 OVER HILLSBORO CANAL (BRIDGE NOS. 860125 AND 860195)

## 22.1 EXISTING CONDITION

Bridges 860125 and 860195 carry I-95 southbound and northbound traffic over Hillsboro Canal. The existing bridges are twin structures with a total bridge length of 200'-0". Both bridges are six (6) span structures with equal spans of 33'-4" spanning Hillsboro Canal. The original bridge structure was built in 1973 and was widened in 1990.

The existing superstructure is composed of precast prestressed voided slab units transversely post-tensioned together, which made up the original structure. The inside and outside widening that took place in 1990 was composed of a cast-in-place reinforced concrete slab.

The existing bridge substructure consists of typical pile supported end bents and intermediate pile bents. All piles are 18" SQ precast prestressed concrete.

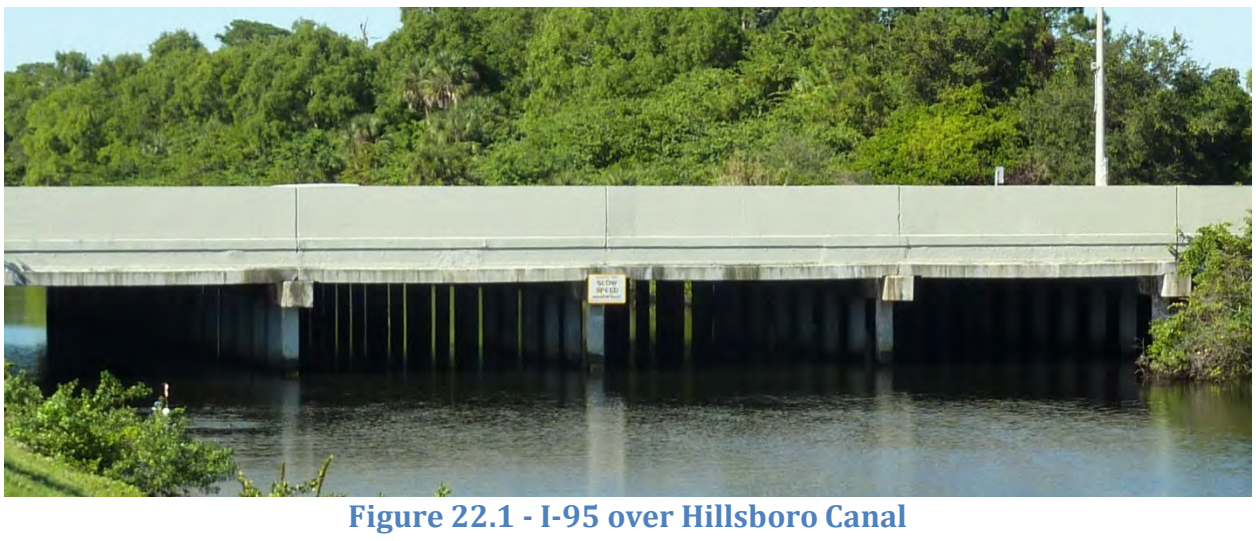


**Figure 22.1 - I-95 over Hillsboro Canal**

The existing southbound bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 12'-11" outside shoulder, and 11'-10 ½" inside shoulder for an overall width of 89'-5 ½". The existing northbound bridge structure consists of three (3)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 16'-11" outside shoulder, and 11'-10 ½" inside shoulder for an overall width of 93'-5 ½".

The existing minimum vertical clearance over the canal is 4'-10" is below the minimum vertical clearance based on a navigable waterway as specified by the United States Coast Guard (USCG). The reduction in vertical clearance due to the widening of the slabs will not be allowed by the USCG and a permit will not be granted for any reduction.

## 22.2 PROPOSED CONDITION

Widening of the existing structure will reduce the minimum vertical clearance, because of the existing flat slab structure type. This will not be allowed based on discussions with the USCG. In addition to the minimum vertical clearance issue, based on conversations with the department, there have been safety issues with the original prestressed slab units. The slab units are having issues transferring the shear between adjacent units. There was a modification to the structure in 2003, in which plates were added to help provide the shear transfer. This rehabilitation was not successful in the sense that the plates are coming lose, spalling the asphalt creating a hazard for the traveling public. The Department has been out to the bridge site numerous times to tighten the plates and patch the asphalt. Therefore, a bridge replacement is being recommended to resolve the vertical clearance and safety issues associated with the bridge. In addition, coordination will be required for the USCG for permitting of the bridge construction. A questionnaire required for the USCG coordination is provided at the end of this appendix**.** This questionnaire should be filled out in its entirety during early phases of the design concept, providing all the necessary attachment.

### ***22.2.1 SUPERSTRUCTURE***

There are two (2) feasible solutions for the bridge replacement. These two (2) options consist of a cast-in-place flat slab bridge option and a beam and slab bridge option. Both options will require raising the profile along I-95 in the location of the bridge to meet the required vertical clearance. A feasibility study should be conducted to determine the impacts of raising the profile to determine the final solution to the bridge replacement. Based solely on the phasing required and difficulties of temporary supporting the flat slab bridge option during construction, the recommended bridge replacement is a typical beam and slab bridge using the new Florida-I Beams. The recommended bridge structure can be a three (3) span bridge structure in lieu of the existing 6 span bridge structure, which will leave a wide center span for navigation.

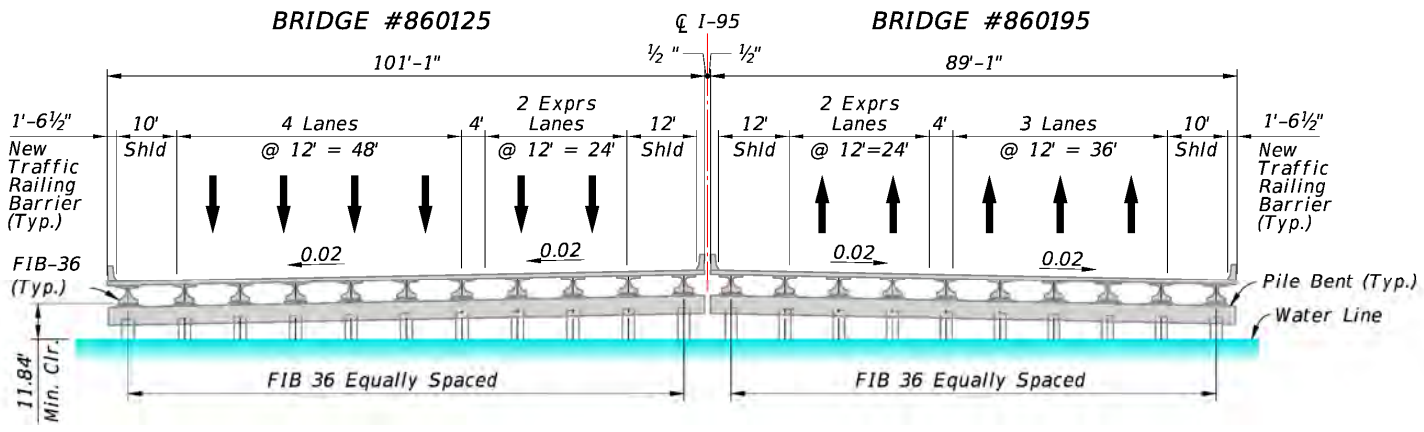



Figure 22.2 - I-95 over Hillsboro Canal

### 22.2.2 SUBSTRUCTURE

The recommended substructure type is typical pile supported end bents with intermediate pile bents. All piles shall be 24" SQ precast prestressed concrete piles. Using the recommended beam and slab option, will reduce the number of substructure elements, further reducing the cost of the bridge.

## 23.0 SW 18TH ST OVER I-95 (BRIDGE NOS. 930197)

### 23.1 EXISTING CONDITION

Bridge 930197 carries eastbound and westbound SW 18th ST over I-95. The existing bridge has a total bridge length of 270'-2". The bridge is a four (4) span structure with end spans of 35'-3" and center spans of 99'-10" spanning I-95. The original bridge structure was built in 1972.

The existing bridge superstructure is composed of AASHTO Type IV Beams for the center spans and exterior beams of the end spans. The interior beams of the end spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of two (2) column frames supporting the bridge structure. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.




Figure 23.1 - SW 18th ST over I-95

### 23.2 PROPOSED CONDITION

There will not be any modification to the existing bridge structure. Based on the modifications to the roadway typical section beneath the bridge, pier protection will be required to protect the traveling public. In addition, modifications to the typical section shall not reduce the vertical clearance. The existing minimum vertical clearance of 16'-4" is below the minimum of 16'-6" required by the Department and will require a design variation to be approved by the Department to go forward with the proposed condition.

## 24.0 I-95 OVER CAMINO REAL (BRIDGE NOS. 930187 AND 930198)

### 24.1 EXISTING CONDITION

Bridges 930187 and 930198 carry I-95 southbound and northbound traffic over West Camino Real. The existing bridges are twin structures with a total bridge length of 160'-11". Both bridges are three (3) span structures with exterior spans of 34'-9" and an interior span of 91'-5" spanning Camino Real. The original bridge structure was built in 1972 and was widened in 1990.

The existing superstructure is composed of AASHTO Type IV Beams for the center spans and exterior beams of the end spans. The interior beams of the end spans are composed of AASHTO Type II Beams.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with an independent multicolumn bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.



Figure 24.1 - I-95 over Camino Real

The existing bridge structures consists of three (3)12'-0" traffic lanes, one (1) 14'-0" HOV Lanes, 10'-0" outside shoulders, and 12'-0" inside shoulders. The overall width of each bridge is 74'-8". The existing minimum vertical clearance of 15'-0" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

## 24.2 Proposed Condition

As shown in the proposed typical section below, the condition for the bridges consists of a 12'-0" and 14'-0" express lane in addition to the three (3) 12'-0" general purpose lanes with a 2'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require bridge widenings of 12'-3 ½ ".

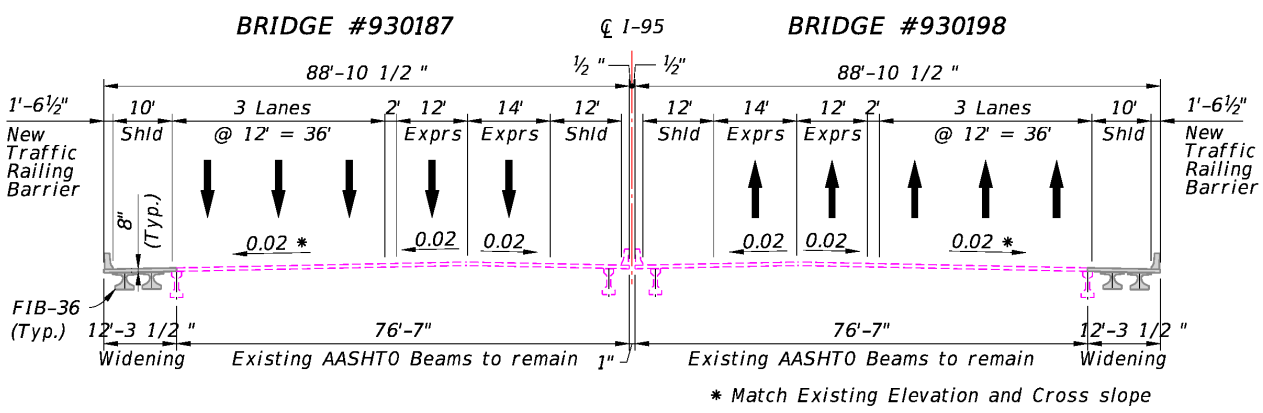



Figure 24.2 - I-95 over Camino Real

### 24.2.1 Superstructure

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of modified FIB-36 spaced at approximately 6'-6" will be required to accommodate the proposed widening of each bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

### 24.2.2 Substructure

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

# 25.0 I-95 OVER PALMETTO PARK RD (BRIDGE NOS. 930188 AND 930199)

## 25.1 EXISTING CONDITION

The existing superstructure is composed of AASHTO Type IV Beams for the two spans. The substructure is composed of multi-column intermediate bents with a common isolated multicolumn bent supporting the interior widening for both bridges. The original bridge structure was built in 1972 and was widened in 1990.

Bridges 930188 and 930199 carry I-95 southbound and northbound traffic over Palmetto Park Rd. The existing bridges are twin structures with a total bridge length of 192'-6". Both bridges are two (2) span structures with spans of 98'-9" and 94'-0" spanning Palmetto Park Rd. The original bridge structure was built in 1972 and was widened in 1990.
The existing superstructure is composed of AASHTO Type IV Beams for the two (2) spans.

The existing bridge substructure consists of typical end bents and multi-column intermediate bents. Each multi-column intermediate bent consists of three (3) column frames supporting the original bridge structures with an independent multicolumn bent supporting the inside widening of both bridges. The original end bents were connected during the inside widening making a continuous end bent supporting both structures. All columns are 3'-0" diameter and supported on isolated footings with pile foundations. The end bents are supported on pile foundations also. All piles are 18" SQ precast prestressed concrete piles.




**Figure 25.1 - I-95 over Palmetto Park Rd**

The existing northbound bridge structure consists of three (3)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, 14'-9" outside shoulder, and 11'-10 ½" inside shoulder. The overall width of the northbound bridge is 79'-3 ½". The existing southbound bridge structure consists of four (4)12'-0" traffic lanes, one (1) 14'-0" HOV Lane, 10'-9" outside shoulder, and 11'-10 ½" inside shoulder. The overall width of the northbound bridge is 87'-3 ½". The existing minimum vertical clearance of 15'-2" is below the minimum of 16'-0" required by the Federal Highway Administration (FHWA) and will require a design exception to be approved by the FHWA to go forward with the proposed condition.

## 25.2 PROPOSED CONDITION

As shown in the proposed typical section below, the condition for the northbound bridge consists of two (2) 12'-0" express lanes in addition to the three (3) 12'-0" general purpose lanes with a 4'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require a bridge widening of 12'-5".

The condition for the southbound bridge consists of two (2) 12'-0" express lanes in addition to the four (4) 12'-0" general purpose lanes with a 4'-0" separator between the express lanes and the general purpose lanes. Inside shoulders will be widened to 12'-0" while outside shoulders will be kept at 10'-0". The proposed improvements will require a bridge widening of 16'-5".

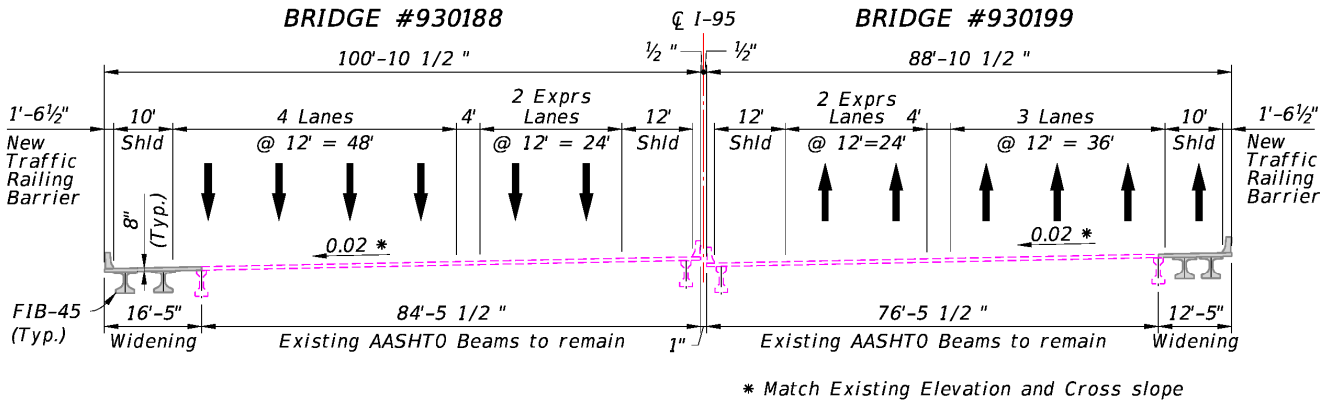



**Figure 25.2 - I-95 over Palmetto Park Rd**

### 25.2.1 SUPERSTRUCTURE

The superstructure options for the proposed widening are limited to Florida I-Girders (FIB) per Structures Design Guidelines (SDG) section 7.6. Two (2) lines of FIB-36 spaced at approximately 4'-5 ½" will be required to accommodate the proposed widening of the northbound bridge and two (2) lines of FIB-45 spaced at approximately 6'-5 ½" will be required to accommodate the proposed widening of the southbound bridge. The proposed number of girders would provide neither a large overhang nor a tributary spacing for the existing exterior beam that would exceed the existing beam spacing. The existing deck will be saw cut along the center line of the exterior beam. The concrete will be removed without damaging the existing reinforcement to allow for splicing of the transverse reinforcement.

### 25.2.2 SUBSTRUCTURE

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. The existing end bents shall be simply widened matching the existing and supported with additional prestressed concrete piles for both the northbound and southbound structure. An independent hammerhead style pier will be proposed at the intermediate pier locations for both bridge structures supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the American Association of State Highway and Transportation Officials (AASHTO) LRFD Section 3.5.6.

# Bridge Project Questionnaire

DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD
Form D7-1103 (Rev. 4-10)

Commander (dpb)
Seventh Coast Guard District

909 S.E. 1st Avenue, Ste 432
Miami, FL 33131-3028
(305) 415-6747

# BRIDGE PROJECT QUESTIONNAIRE

The Coast Guard must determine whether or not a Bridge Permit is required for your project. By providing full and accurate information on this form, you will assist in our decision making process. Errors or misstatements may require redesigning of your bridge, and may subject you to civil penalty sanctions. If you have any questions regarding this form, do not hesitate to contact the Bridge Administration Branch at the letterhead address or phone number. Regarding the site of your proposed bridge, please provide the following information:

NAVIGATION DATA:

1. Name of waterway: Hillsboro Canal

1a. At proposed site, mileage along waterway measured from mouth or confluence 2.85

1b. Waterway is a tributary of ICWW / Atlantic Ocean at mile 2.85 upstream

2. Geographical Location: I-95 (SR9), Pompano Beach, Broward County, Florida
(Road Number, City, County, State)

3. Township, section and range, if applicable: T47 S36 R42

4. Is the waterway tidally influenced at proposed bridge site? YES Range of tide? TBD during permitting
*See attached Table.*

5. Depth and width of waterway at proposed bridge site:

| | Depth | Width |
|---|---|---|
| At Mean High Tide | TBD during permitting | TBD during permitting |
| At Mean Low Tide | TBD during permitting | TBD during permitting |

6. Check the type(s) of present vessel traffic on the waterway:
Canoe _____ Rowboat _____ Small Motorboat ___X___ Cabin Cruiser _____
Houseboat ____ Pontoon Boat ____ Sailboat _____ Tug and tow _____ None_____

6a. Provide the vertical clearance required for the largest vessel using the waterway 6ft

6b. Provide a photograph of each type vessel using the waterway.

7. Are these waterways used to transport interstate or foreign commerce? Yes ____ No __X__

7a. Are these waters susceptible to use in their natural condition, or by reasonable improvement, as a means to support interstate or foreign commerce? Yes _____ No ___X___

7b. To your knowledge, are there any planned waterway improvements to permit larger vessels to navigate? __No__. If so, what are they?NA

8. Are there any natural or manmade obstructions, bridges, dams, weirs, etc. downstream or upstream? Yes __X____ No _____

8a. If yes, provide upstream/downstream location with relation to the proposed bridge. SFWMD structures G-56, CS-1, CS-2, D1A(G2718)

8b. If the obstruction(s) are bridges, provide vertical clearance at mean high water and mean low water and horizontal clearance normal to axis of the waterway. Vertical Clearance:
MHW TBD during permitting MLW TBD during permitting
Horizontal clearance TBD during permitting
*See attached Table.*

8c. Provide a photograph of the bridge(s) from the waterway showing channel spans.

9. Will the proposed structure replace an existing bridge? YES

9a. Provide permit number and issuing agencies of permits for the bridge(s) to be replaced.
The bridge replacement is currently in the Planning Phase and the required permits will be applied for during the Design Phase. The following permits are required: 1.) SFWMD - Right of Way Permit and Environmental Resource Permit (ERP), 2.) USACE - Section 10 Permit, and 3.) USCG - Bridge Permit

9b. Provide the vertical clearance above mean high water and mean low water and the horizontal clearance normal to axis of waterway. Vertical Clearance: MHW TBD during permitting MLW TBD during permitting Horizontal Clearance TBD during permitting

9c. Provide a photograph of the to-be-replaced bridge from the waterway, showing the channel span(s).

10. List the names and addresses of persons whose property adjoins the bridge right of way.
1) Western National Life Insurance Co. 800 Fairway Dr. Deerfield Beach, FL 33441
2) Florida Land Holdings LLC TR. 700 Jim Moran Blvd. Deerfield Beach, FL 33442
3) Marshall Nadler 1598 SW 21st Lane Boca Raton, FL33486
4) City of Boca Raton 201 W. Palmetto Park Rd. Boca Raton, FL 33432
5) South Florida Water Management District P.O. Box 24680 West Palm Beach, FL 33416
6) FDOT Office of ROW

11. List names and addresses/location of marinas, marine repair facilities, public boat ramps, private piers/docks along waterway within ½ mile of site.
See attached.

12. Attach a location map and plans for the proposed bridge; show the vertical clearances above mean high water and mean low water and the horizontal clearance normal to axis of the waterway.
The bridge replacement is currently in the "Planning Phase" and the plans for the proposed bridge will be available in the "Design Phase".

13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.

DATE: _____ Print Name and Agency: _____

Signature: _____

ATTACHMENTS: Location Map
Bridge Plans (not included)
Photographs
Additional pages of names and addresses (if necessary)

**USCG BRIDGE QUESTIONNAIRE**
Upstream and Downstream Bridge Information

| | Wier G-56 | Military Trail (CR 809) | CSX RR | I-95 SB (SR9) | I-95 NB (SR9) | FEC RR | NE 2nd Ave | Dixie Hwy (SR 811) | Pedestrian Bridge | US1 (SR 5) |
|---|---|---|---|---|---|---|---|---|---|---|
| SFWMD Permit No | --- | 9673 | 10589 | 4220 | 4220 | 7440 | 3864 | 3864 | 3864 | 8502 |
| FDOT Bridge No | --- | 864103 | --- | 860125 | 860195 | --- | 860595 | 860594 | 869903 | 860259 |
| RR Bridge No | --- | --- | SX 997,50 | --- | --- | 326.58 | --- | --- | --- | --- |
| MHW EL | --- | --- | 1.68 | 2 | 2 | 2.6 | 0.16 | 0.16 | 0.16 | 1.9 |
| MLW EL | --- | --- | --- | 2 | 2 | 0 | --- | --- | --- | -0.7 |
| Low Member EL | --- | --- | 13.52 | 10.85 | 10.85 | --- | 13.17333333 | 24.84 | 14.84 | 16.75 |
| Vertical Cl | --- | --- | 11.84 | 8.85 | 8.85 | --- | 13.33333333 | 25 | 15 | 14.85 |
| Horizontal Cl | --- | --- | 25.164 | 33.33333333 | 33.33333333 | 25 | --- | unobstructed | unobstructed | 40 |
| Plan Date | 1991 | 1992 | 1996 | 1970 | 1970 | 1981 | 2009 | 2009 | 2009 | 1977 |




# PROJECT LOCATION MAP

**PROJECT:** I-95 PD&E from N of Oakland Park Blvd. to S of Glades Road
**LOCATION:** Broward and Palm Beach Counties
**SOURCE:** ESRI
**SCALE:** 1 inch = 1,000 feet



I-95 over Hillsboro Canal – Existing Condition, Looking Upstream



I-95 over Hillsboro Canal – Existing Condition, Looking Upstream

Broward

| | | |
|---|---|---|
| JOE H JR & LORETTA SCOTT TR SCOTT,JOE H JR & LORETTA TRSTES | 707 NW 15 AVE | DEERFIELD BEACH 33442 |
| CROWN DIVERSIFIED IND CORP | 600 NW 15 AVE | DEERFIELD BEACH 33442 |
| POSTIGHONE,PAUL H/E POSTIGHONE,FLORENCE | 1325 ORCHID CT | DEERFIELD BEACH 33442 |
| REYNOLDS,RICHARD R & JUDY D | 1323 ORCHID CT | DEERFIELD BEACH 33442 |
| SHEPHERD,A JOANN | 1321 ORCHID CT | DEERFIELD BEACH 33442 |
| GESTION NOEL THEBERGE INC | 1319 ORCHID CT | DEERFIELD BEACH 33442 |
| MATHON,ROGER TRSTEE MATHON,MICHEL TRSTEE ETAL | 1317 ORCHID CT | DEERFIELD BEACH 33442 |
| COTE,JEAN-PAUL LABRECQUE,GHISLAINE | 1315 ORCHID CT | DEERFIELD BEACH 33442 |
| LAMBIN-TURPIN,GINETTE & TURPIN,MICHEL | 1313 ORCHID CT | DEERFIELD BEACH 33442 |
| BOUTHILLIER,SYLVIE SAURIOL,PIERRE | 1311 ORCHID CT | DEERFIELD BEACH 33442 |
| JOHNSON,FRANCIS A & SANDRA A | 1309 ORCHID CT | DEERFIELD BEACH 33442 |
| GIGUERE,JEAN-YVES MORIN,HELENE | 1307 ORCHID CT | DEERFIELD BEACH 33442 |
| BLANCHETTE,PAUL DANEAU,SYLVIE | 709 HIBISCUS DR | DEERFIELD BEACH 33442 |
| MCDEVITT,RONALD & MCDEVITT,SUE | 710 HIBISCUS DR | DEERFIELD BEACH 33442 |

Palm Beach

| | | |
|---|---|---|
| SOUTH FLA WATER MGMT DIST | | WEST PALM BEACH FL 33416 4680 |
| NADLER MARSHALL | 1598 SW 21ST LN | BOCA RATON FL 33486 6528 |
| BALTAR LEVINDO | 1574 SW 21ST LN | BOCA RATON FL 33486 6528 |
| LEE SUNG WOO | 1560 SW 21ST LN | BOCA RATON FL 33486 6528 |
| MARINO LIANE G | 1540 SW 21ST LN | BOCA RATON FL 33486 6528 |
| LYNN JOHN P | 1520 SW 21ST LN | BOCA RATON FL 33486 6528 |
| WARD THOMAS P | 1500 SW 21ST LN | BOCA RATON FL 33486 6528 |
| EVERING LISA | 1480 SW 21ST LN | BOCA RATON FL 33486 6526 |
| BARBA THOMAS A | 1470 SW 21ST LN | BOCA RATON FL 33486 6526 |
| LEIF THEODORE J | 1460 SW 21ST LN | BOCA RATON FL 33486 6526 |
| KEMBLE WAYNE A | 1440 SW 21ST LN | BOCA RATON FL 33486 6526 |
| LOPEZ EMILIO R | 1420 SW 21ST LN | BOCA RATON FL 33486 6526 |
| CHILDS SUSAN | 1250 SW 21ST LN | BOCA RATON FL 33486 6649 |
| SCHMIDT MICHAEL P | 2200 JUANA RD | BOCA RATON FL 33486 6674 |
| MALKOUN MATT | 1340 SW 21ST LN | BOCA RATON FL 33486 6651 |
| GUEZ LYNN | 1320 SW 21ST LN | BOCA RATON FL 33486 |
| PICKUP ROBERT E JR | 1300 SW 21ST LN | BOCA RATON FL 33486 6651 |
| CATINO ROBERT | 1270 SW 21ST LN | BOCA RATON FL 33486 6649 |
| SALANI SERGIO | 1266 SW 21ST LN | BOCA RATON FL 33486 6649 |
| CONWAY CHRISTOPHER L | 2185 JUANA RD | BOCA RATON FL 33486 6672 |
| CATINO DAVINA A | 1190 SW 21ST LN | BOCA RATON FL 33486 6776 |
| PARKER ROBERT W | 1180 SW 21ST LN | BOCA RATON FL 33486 6776 |
| PREUSSE STEPHEN | 1170 SW 21ST LN | BOCA RATON FL 33486 6776 |
| POTTER WILLIAM F | 1150 SW 21ST LN | BOCA RATON FL 33486 6776 |
| CURY WILLIAM E | 2198 ISABEL OESTE RD | BOCA RATON FL 33486 6757 |
| PFLEGER THOMAS J | 23326 WATER CIR 6 | BOCA RATON FL 33486 8543 |
| MCGREGOR WILLIAM E & WANDA J | 23328 WATER CIR 7 | BOCA RATON FL 33486 8543 |
| BARTUSKA PETER M | 23324 WATER CIR 5 | BOCA RATON FL 33486 8543 |
| HALSEY RICHARD B | 23330 WATER CIR 8 | BOCA RATON FL 33486 8543 |
| BLONDE PHYLLIS | 23322 WATER CIR 4 | BOCA RATON FL 33486 8543 |
| ANDERSON JAMES & CATHERINE | 23332 WATER CIR 9 | BOCA RATON FL 33486 8543 |
| GREENSPAHN GAIL LIVING TRUST | 23429 RIO DEL MAR DR | HIGHLAND PARK IL 60035 1622 |
| SAFFER NEIL | 23415 RIO DEL MAR DR | BOCA RATON FL 33486 8504 |
| ALETTO ANNA | 23445 RIO DEL MAR DR | BOCA RATON FL 33432 4818 |
| BECHER GARY I & JACKI S | RIO DEL MAR DR | BOCA RATON FL 33486 1202 |
| CASTELLANO M MARK II | 23475 RIO DEL MAR DR | BOCA RATON FL 33486 8504 |
| ENGELKE JUDY B | 23399 RIO DEL MAR DR | BOCA RATON FL 33486 8504 |
| WATERSIDE AT BOCA TRAIL | | BOCA RATON FL 33486 8573 |



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge



I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge

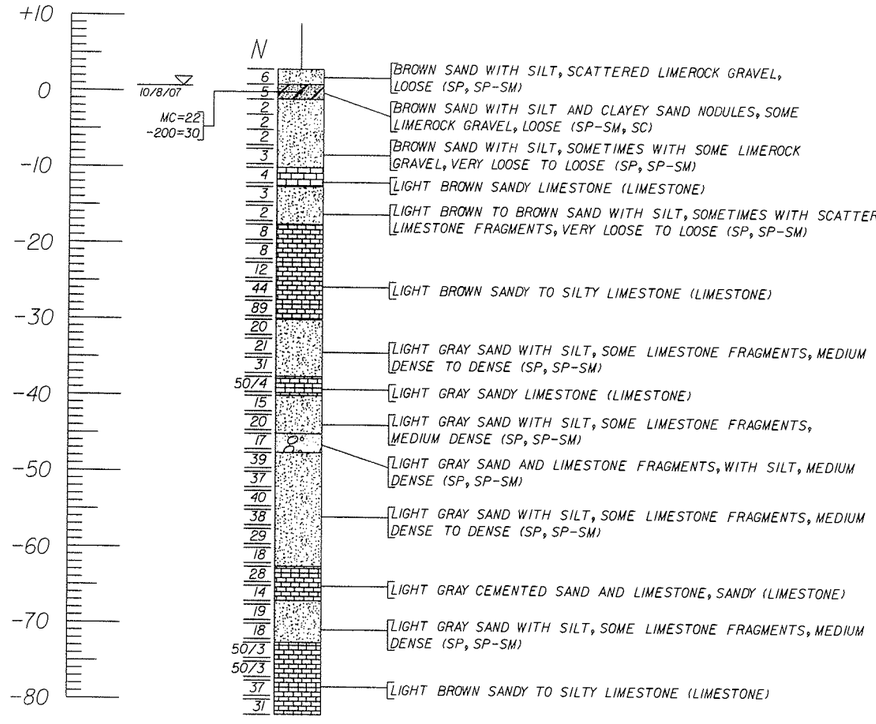


I-95 over Hillsboro Canal – Existing Condition, Beneath Bridge

# APPENDIX I

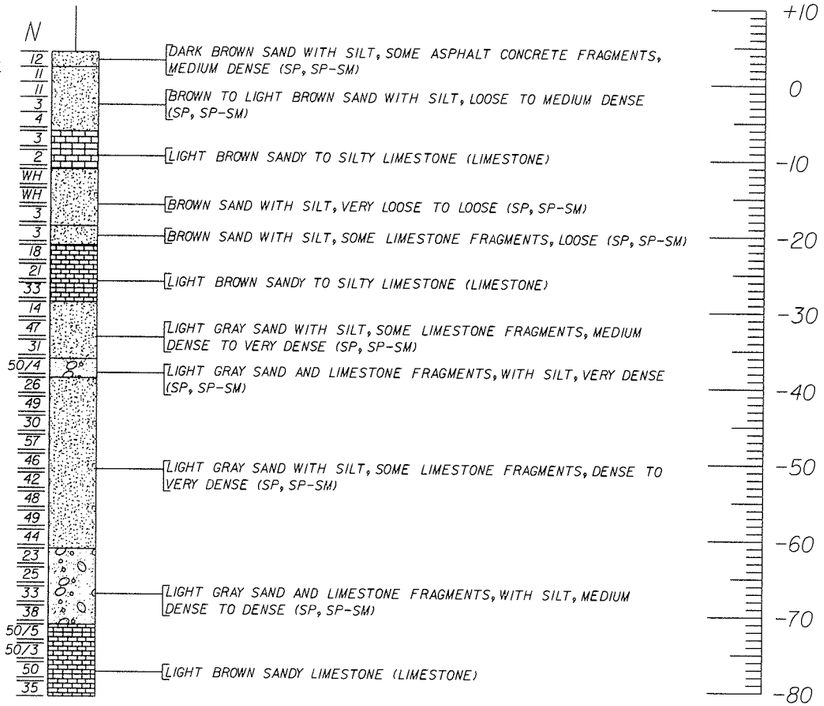
## Existing Bridge Soil Profiles

| | |
|---|---|
| BORING NO. | B-101 |
| STATION | 751+04 |
| OFFSET | 122.3' LT |
| ELEVATION | +3.0' |
| COORDINATES | N669748.0' / E932690.9' |
| RIG | CME-55 |
| HAMMER | AUTOMATIC |
| DATE | 10/8/07 |




Boring terminated at 85 feet below grade

| | |
|---|---|
| BORING NO. | B-102 |
| STATION | 751+01 |
| OFFSET | 120.1' RT |
| ELEVATION | +3.8' |
| COORDINATES | N669657.0' / E932915.5' |
| RIG | CME-55 |
| HAMMER | AUTOMATIC |
| DATE | 10/10/07 |




Boring terminated at 85 feet below grade

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| ▽ 10/8/07 | WATER LEVEL WITH DATE OF READING |
| → | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: RICARDO
DRILLING RIG: CME-55
DATE: 10/8/07 (B-101) AND 10/10/07 (B-102)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

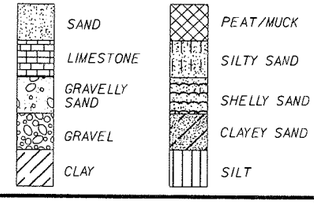
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | MODERATELY AGGRESSIVE (CONCRETE) |
| | MODERATELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




SCALE: 1"=20'V

GCME PROJECT NO. 2000-01-0501S

NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

FIGURE: S-1

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |


GCME
PARTHA GHOSH, P.E.
LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411


| | |
|---|---|
| DRAWN BY: FP 01 - 2012 | |
| CHECKED BY: FP 01 - 2012 | |
| DESIGNED BY: | |
| CHECKED BY: | |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS

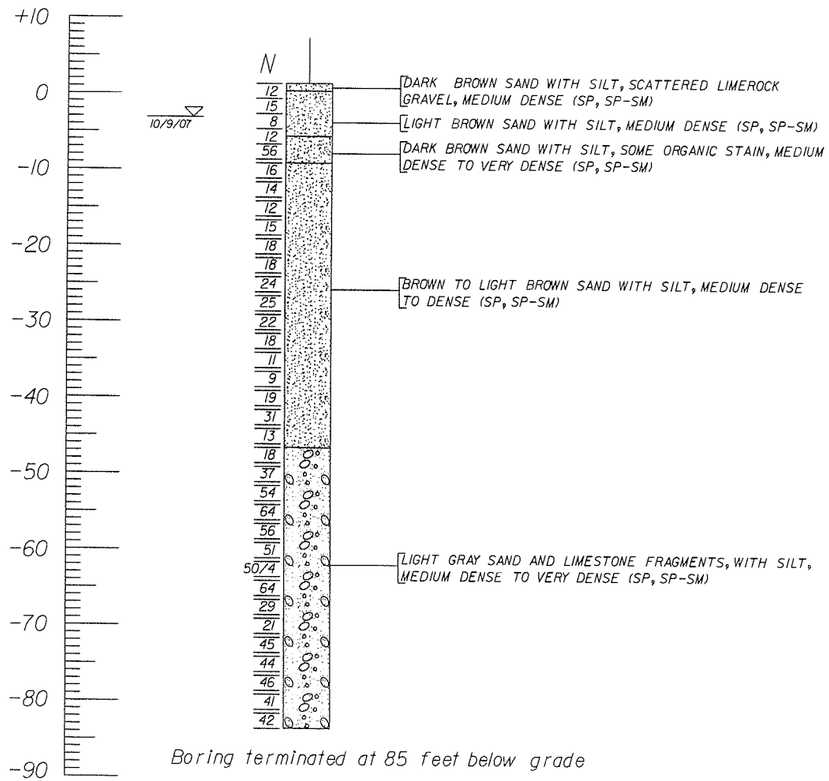
REF. DWG. NO.

PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER NW 38TH ST.

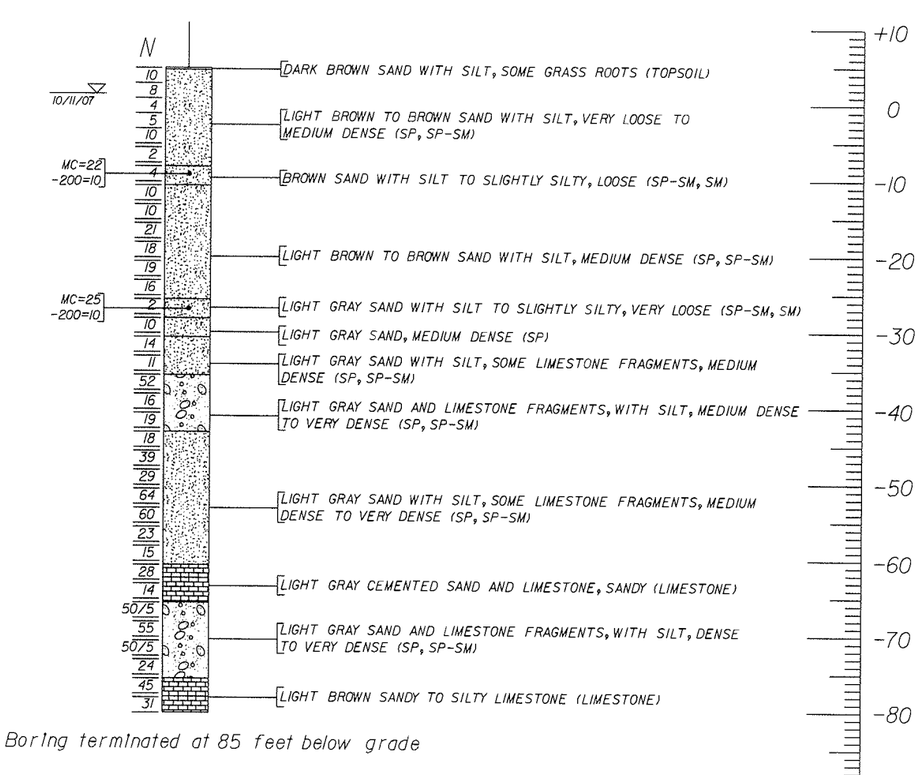
SHEET NO.

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| | B-201 | B-202 |
|---|---|---|
| BORING NO. | B-201 | B-202 |
| STATION | 771+02 | 761+97 |
| OFFSET | 134.4' LT | 127.4' RT |
| ELEVATION | +1.4' | +4.5' |
| COORDINATES | N671613.2' / E933409.4' | N670675.2' / E933322.7' |
| RIG | CME-55 | CME-55 |
| HAMMER | AUTOMATIC | AUTOMATIC |
| DATE | 10/9/07 | 10/11/07 |




Boring terminated at 85 feet below grade




Boring terminated at 85 feet below grade

SCALE: 1"=20'V

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| 10/9/07 | WATER LEVEL WITH DATE OF READING |
| ⟶ | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: RICARDO
DRILLING RIG: CME-55
DATE: 10/9/07 (B-201) AND 10/11/07 (B-202)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

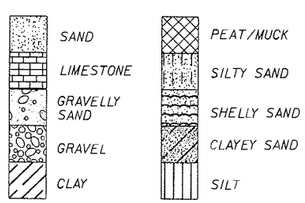
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | SLIGHTLY AGGRESSIVE (CONCRETE) |
| | MODERATELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




GCME PROJECT NO. 2000-01-0501S

NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

FIGURE: 5-2

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |


GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411


DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS

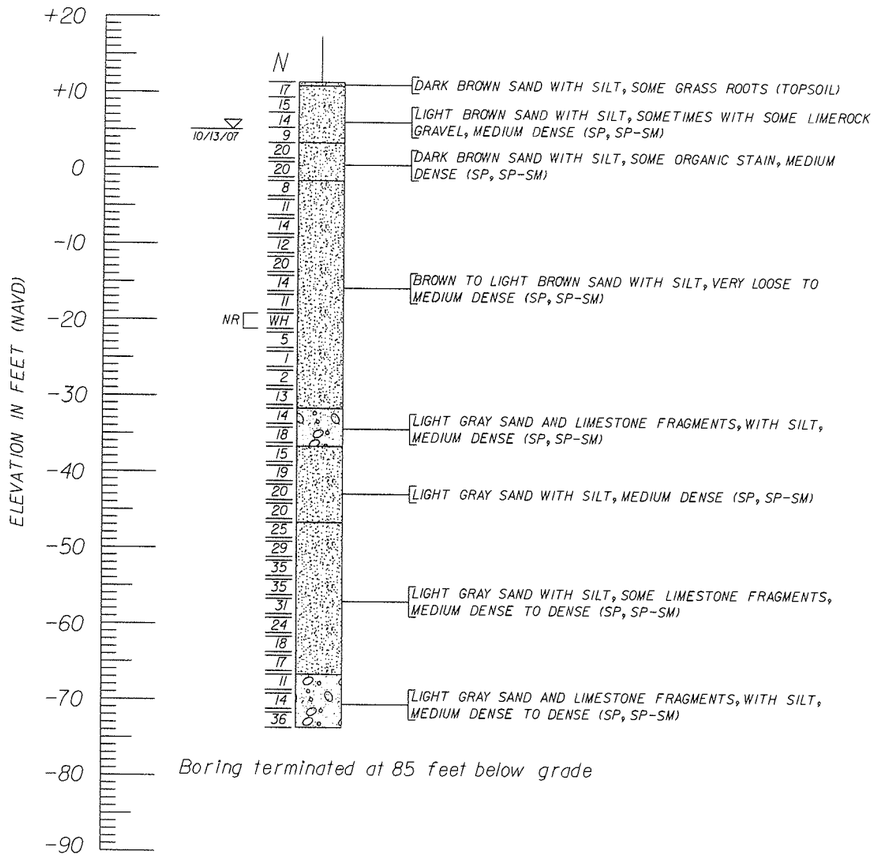
REF. DWG. NO.

PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER POWERLINE RD.

SHEET NO.

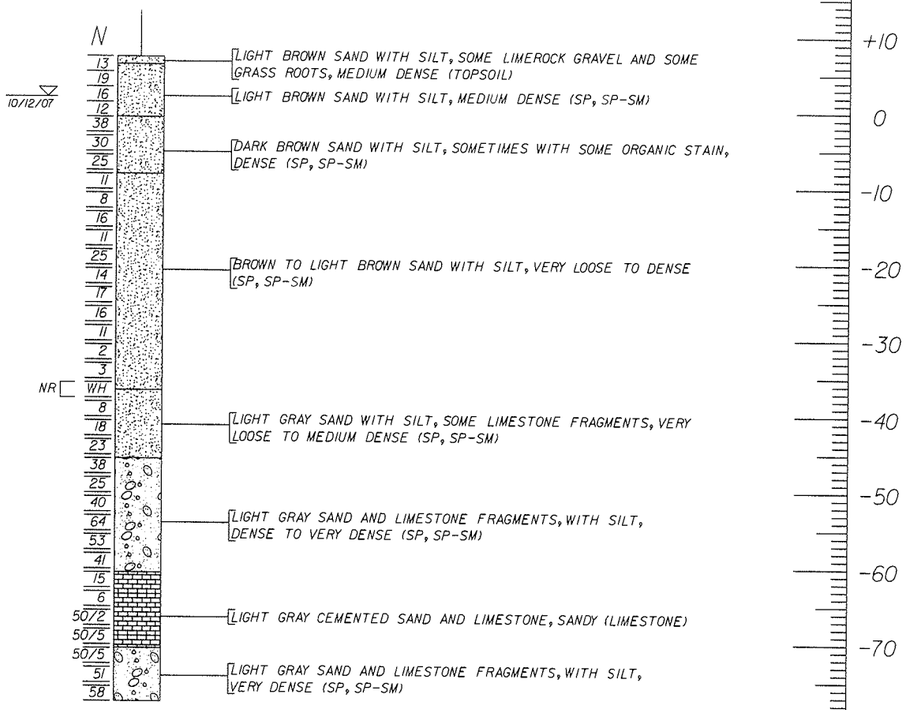
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| | |
|---|---|
| BORING NO. | B-301 |
| STATION | 781+59 |
| OFFSET | 131.9' RT |
| ELEVATION | +11.4' |
| COORDINATES | N672499.7' / E934043.0' |
| RIG | CME-55 |
| HAMMER | AUTOMATIC |
| DATE | 10/13/07 |




Boring terminated at 85 feet below grade

| | |
|---|---|
| B-302 | |
| 778+42 | |
| 197.3' LT | |
| +7.1' | |
| N672324.4' / E933620.7' | |
| CME-55 | |
| AUTOMATIC | |
| 10/12/07 | |




Boring terminated at 85 feet below grade

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| 10/13/07 | WATER LEVEL WITH DATE OF READING |
| → | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |
| | COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS. |
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: RICARDO
DRILLING RIG: CME-55
DATE: 10/13/07 (B-301) AND 10/12/07 (B-302)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
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| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

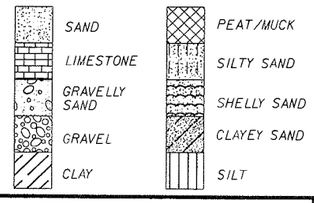
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | SLIGHTLY AGGRESSIVE (CONCRETE) |
| | MODERATELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




SCALE: 1"=20'V

GCME PROJECT NO. 2000-01-05015

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

| | |
|---|---|
| DRAWN BY: FP 01-2012 | |
| CHECKED BY: FP 01-2012 | |
| DESIGNED BY: | |
| CHECKED BY: | |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

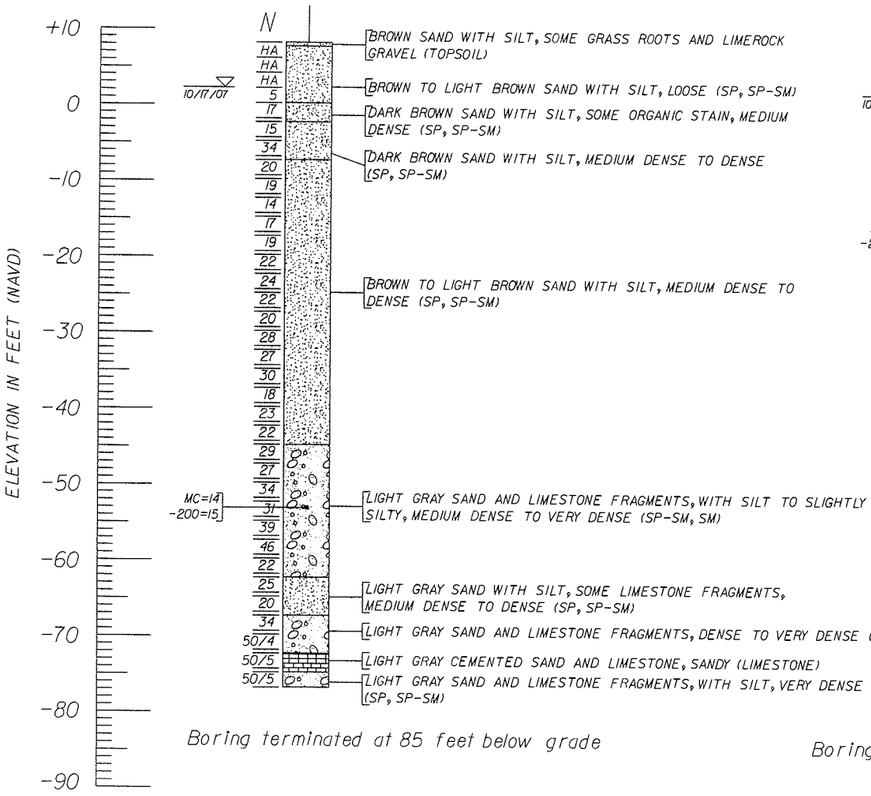
SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER PROSPECT RD.
SHEET NO.

NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

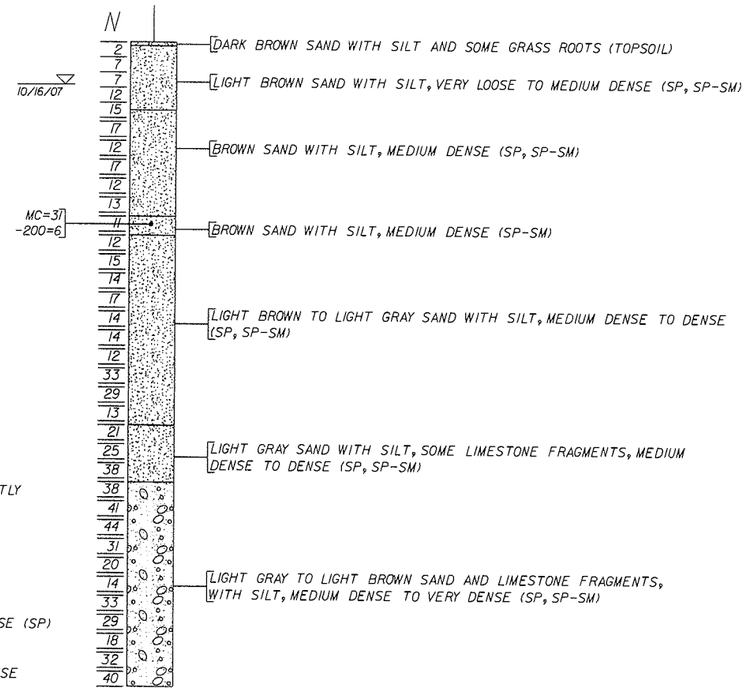
FIGURE: S-3

fpler 8/28/2012 2:42:16 PM X:\CADD\MicroStation Drawing\2005\05015 _I-95 PD&E\BRIDGE\boring03_1000.dgn

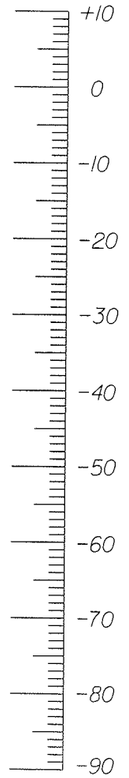
| | B-401 | B-402 |
|---|---|---|
| BORING NO. | B-401 | B-402 |
| STATION | 807+96 | 806+16 |
| OFFSET | 191.1' LT | 177.9' RT |
| ELEVATION | +8.3' | +7.6' |
| COORDINATES | N675158.8' / E934080.7' | N674954.7' / E934437.1' |
| RIG | CME-45 | CME-45 |
| HAMMER | AUTOMATIC | AUTOMATIC |
| DATE | 10/17/07 | 10/16/07 |




Boring terminated at 85 feet below grade




Boring terminated at 85 feet below grade




## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| 10/17/07 | WATER LEVEL WITH DATE OF READING |
| → | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: RICARDO
DRILLING RIG: CME-45
DATE: 10/17/07 (B-401) AND 10/16/07 (B-402)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

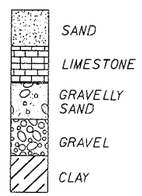
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | SLIGHTLY AGGRESSIVE (CONCRETE) |
| | SLIGHTLY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




SCALE: 1"=20'V

GCME PROJECT NO. 2000-01-0505

NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

FIGURE: S-4

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS

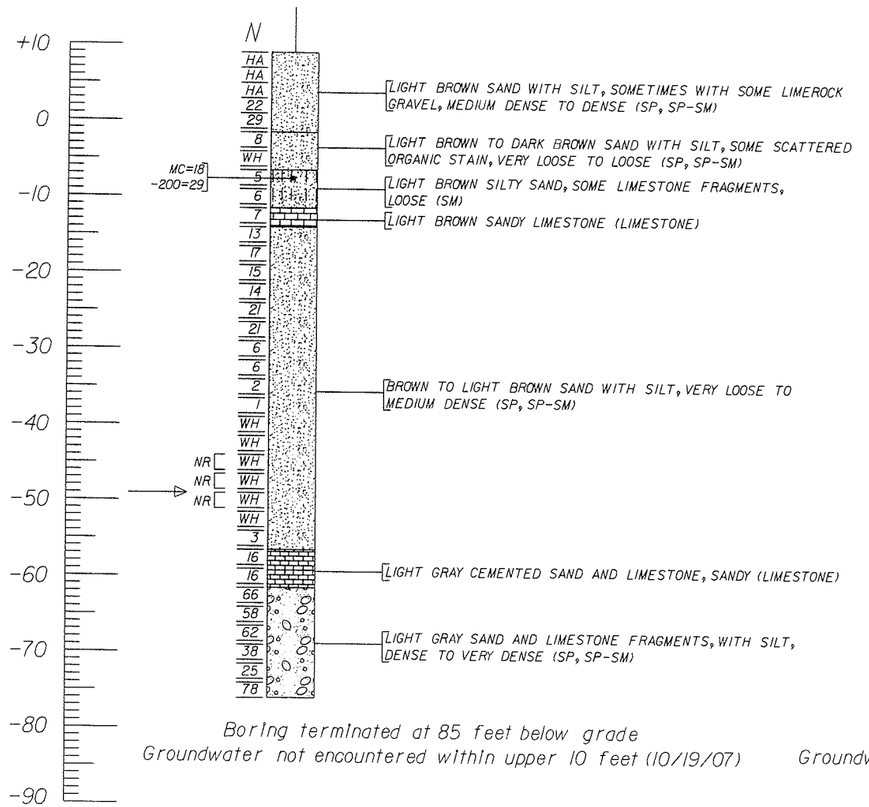
REF. DWG. NO.

PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER COMMERCIAL BLVD.

SHEET NO.

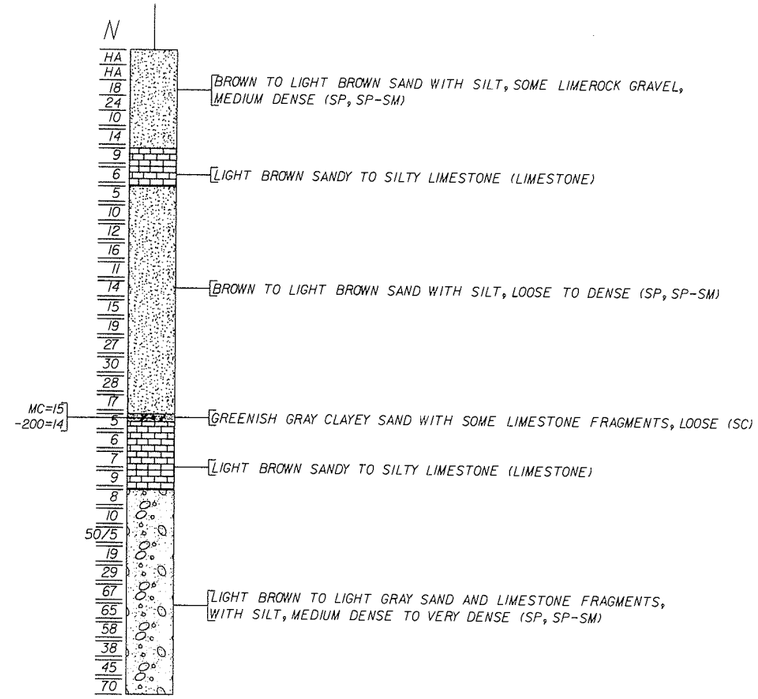
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| | |
|---|---|
| BORING NO. | B-501 |
| STATION | 108+95 |
| OFFSET | 117.9' LT |
| ELEVATION | +9.0' |
| COORDINATES | N680685.6' / E936774.9' |
| RIG | CME-45 |
| HAMMER | AUTOMATIC |
| DATE | 10/19/07 |




Boring terminated at 85 feet below grade
Groundwater not encountered within upper 10 feet (10/19/07)

| | |
|---|---|
| B-502 | |
| 109+47 | |
| 145.5' RT | |
| +9.5' | |
| N680541.4' / E937001.4' | |
| CME-45 | |
| AUTOMATIC | |
| 10/18/07 | |




Boring terminated at 85 feet below grade
Groundwater not encountered within upper 10 feet (10/18/07)

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| 10/19/07 | WATER LEVEL WITH DATE OF READING |
| → | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |
| | COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS. |
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: RICARDO
DRILLING RIG: CME-45
DATE: 10/19/07 (B-501) AND 10/18/07 (B-502)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

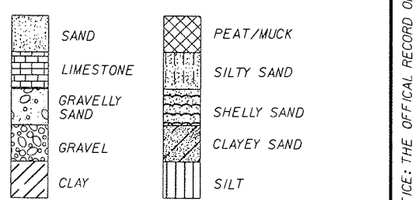
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | SLIGHTLY AGGRESSIVE (CONCRETE) |
| | SLIGHTLY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




SCALE: 1"=20'V

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

DRAWN BY: FP 01-2012
CHECKED BY: FP 01-2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS

PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER CYPRESS CREEK RD.

REF. DWG. NO.

SHEET NO.

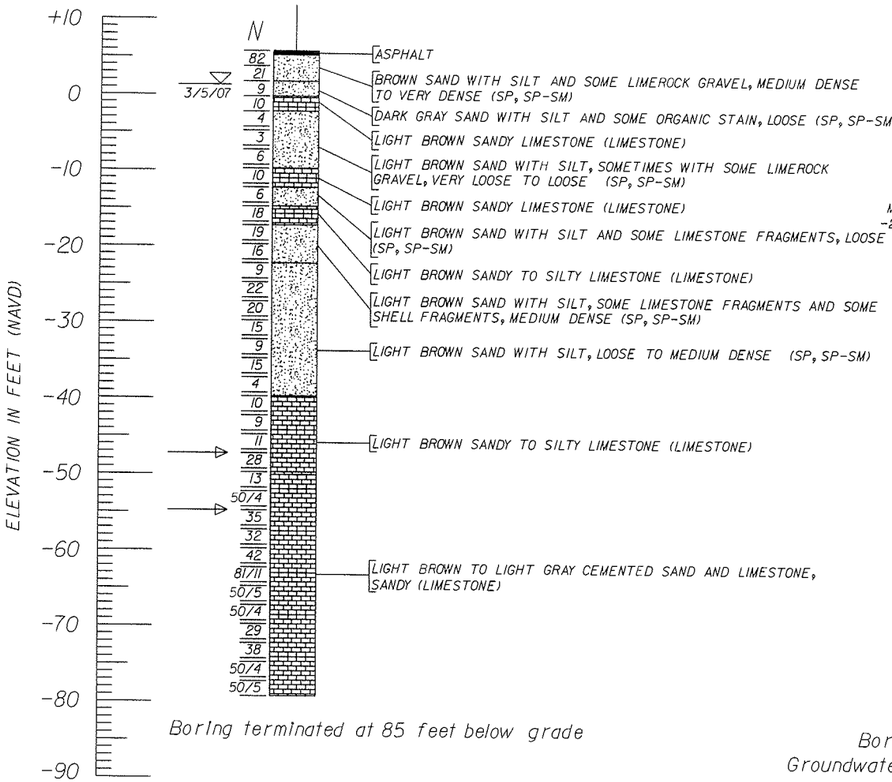
GCME PROJECT NO. 2000-01-0505

NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C

FIGURE: S-5

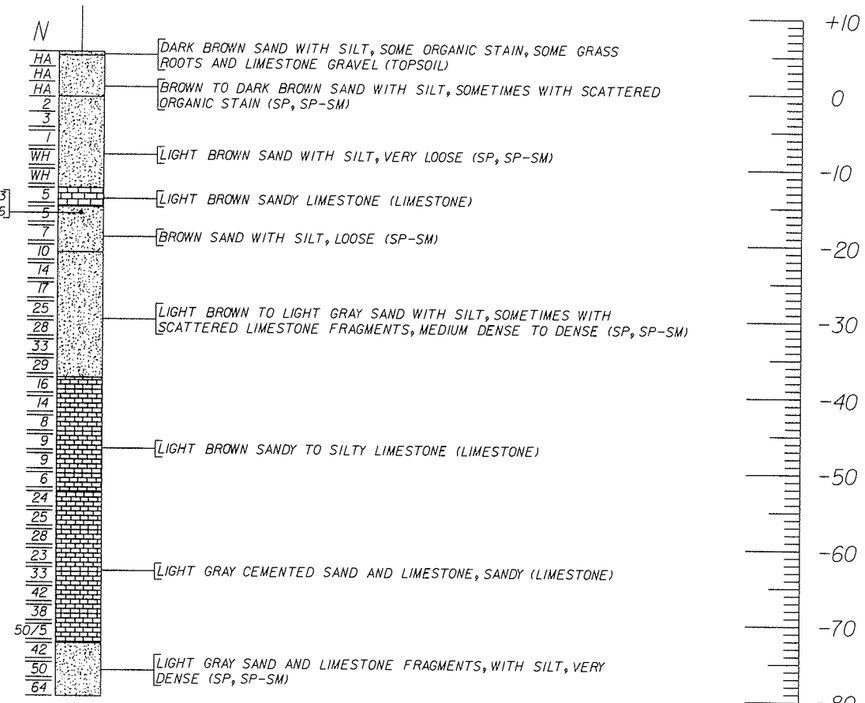
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| | |
|---|---|
| BORING NO. | B-601 |
| STATION | 136+87 |
| OFFSET | 95.6' LT |
| ELEVATION | +5.8' |
| COORDINATES | N682720.7' / E938653.1' |
| RIG | CME-55 |
| HAMMER | SAFETY |
| DATE | 3/5/07 |




Boring terminated at 85 feet below grade

| | |
|---|---|
| BORING NO. | B-602 |
| STATION | 135+87 |
| OFFSET | 231.0' RT |
| ELEVATION | +5.1' |
| COORDINATES | N682456.1' / E938869.8' |
| RIG | CME-45 |
| HAMMER | AUTOMATIC |
| DATE | 10/20/07 |




Boring terminated at 85 feet below grade
Groundwater not encountered within upper 10 feet (10/20/07)

SCALE: 1"=20'V

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/4 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 4 INCHES. |
| ▽ 3/5/07 | WATER LEVEL WITH DATE OF READING |
| ⟶ | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |
| | COORDINATE AND ELEVATION INFORMATION ARE PROVIDE BY SURVEYORS. |
| | MC= NATURAL MOISTURE CONTENT (%) |
| | -200= FINES PASSING #200 SIEVE (%) |
| | OC= ORGANIC CONTENT (%) |
| | LL= LIQUID LIMIT (%) |
| | PI= PLASTICITY INDEX (%) |
| | NP= INDICATES NON-PLASTIC |

NOTES:
- STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.
- DRILLER: SHANE, RICARDO
- DRILLING RIG: CME-55 (601) AND CME-45 (602)
- DATE: 3/5/07 (B-601) AND 10/20/07 (B-602)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

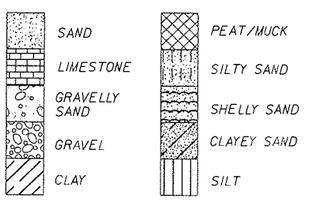
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | MODERATELY AGGRESSIVE (CONCRETE) |
| | MODERATELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




GCME PROJECT NO. 2000-01-0505

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

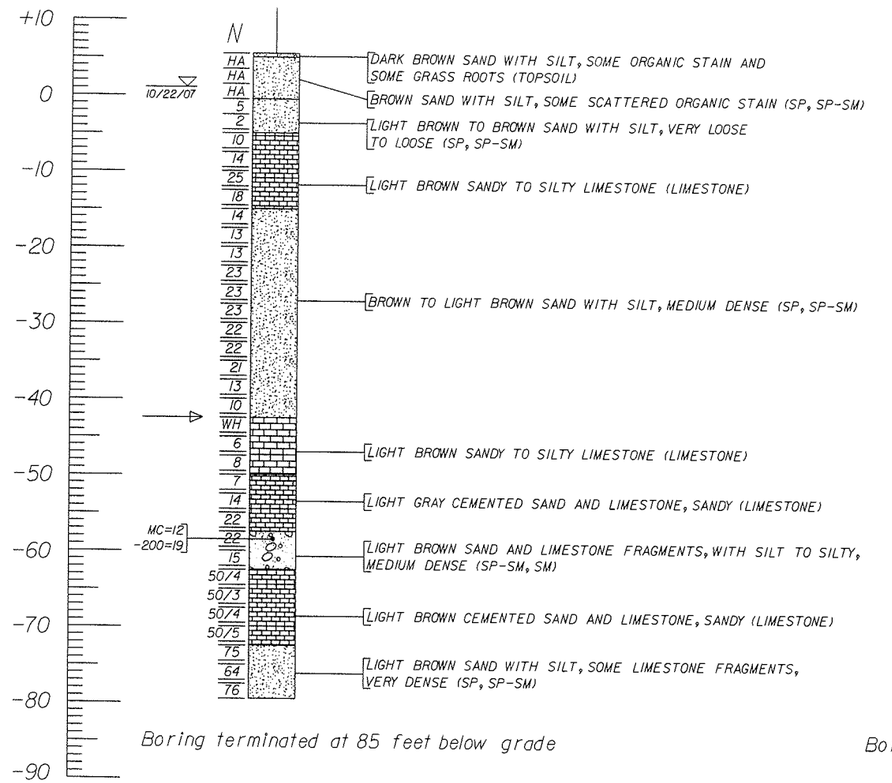
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER CYPRESS CREEK CANAL
SHEET NO.

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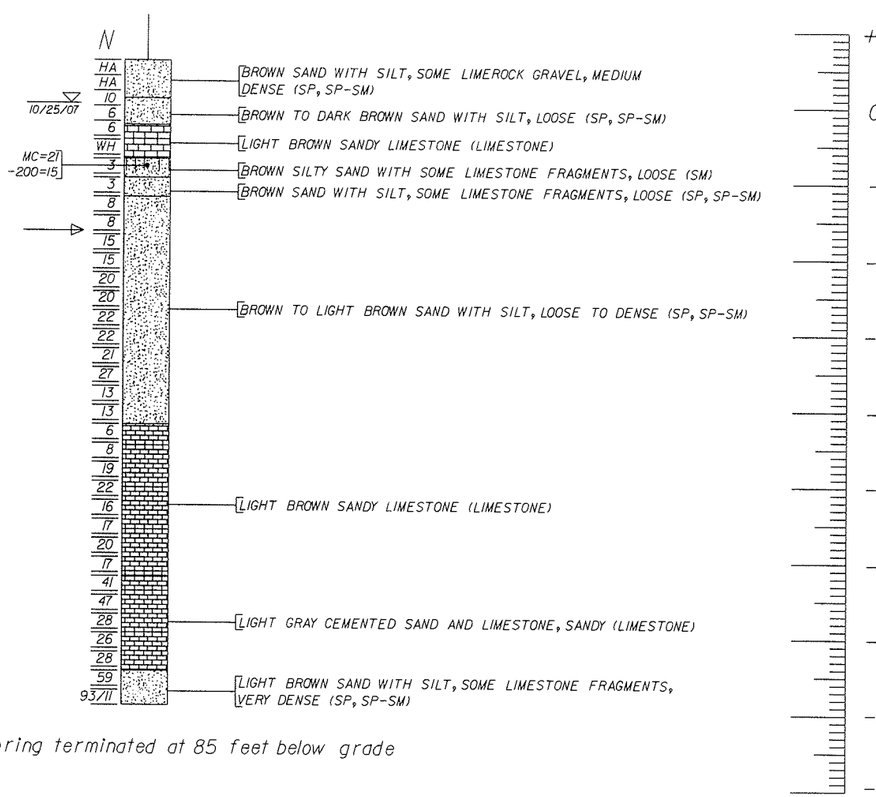
NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.
FIGURE: S-6

BORING NO. B-701
STATION 142+46
OFFSET 246.0' LT
ELEVATION +5.6'
COORDINATES N683261.4' / E938775.0'
RIG CME-45
HAMMER AUTOMATIC
DATE 10/22/07




Boring terminated at 85 feet below grade

B-702
145+16
617.1' RT
+5.9'
N683197.8' / E939680.7'
CME-45
AUTOMATIC
10/25/07




Boring terminated at 85 feet below grade

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| 10/22/07 | WATER LEVEL WITH DATE OF READING |
| → | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.
DRILLER: RICARDO
DRILLING RIG: CME-45
DATE: 10/22/07 (B-701) AND 10/25/07 (B-702)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

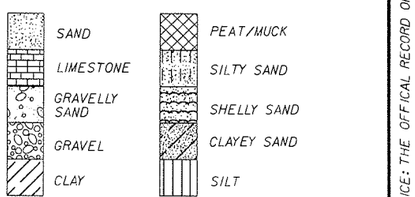
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | EXTREMELY AGGRESSIVE (CONCRETE) |
| | EXTREMELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




SCALE: 1"=20'V

GCME PROJECT NO. 2000-01-05015

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |

GCME
PARTHA GHOSH, P.E.
LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

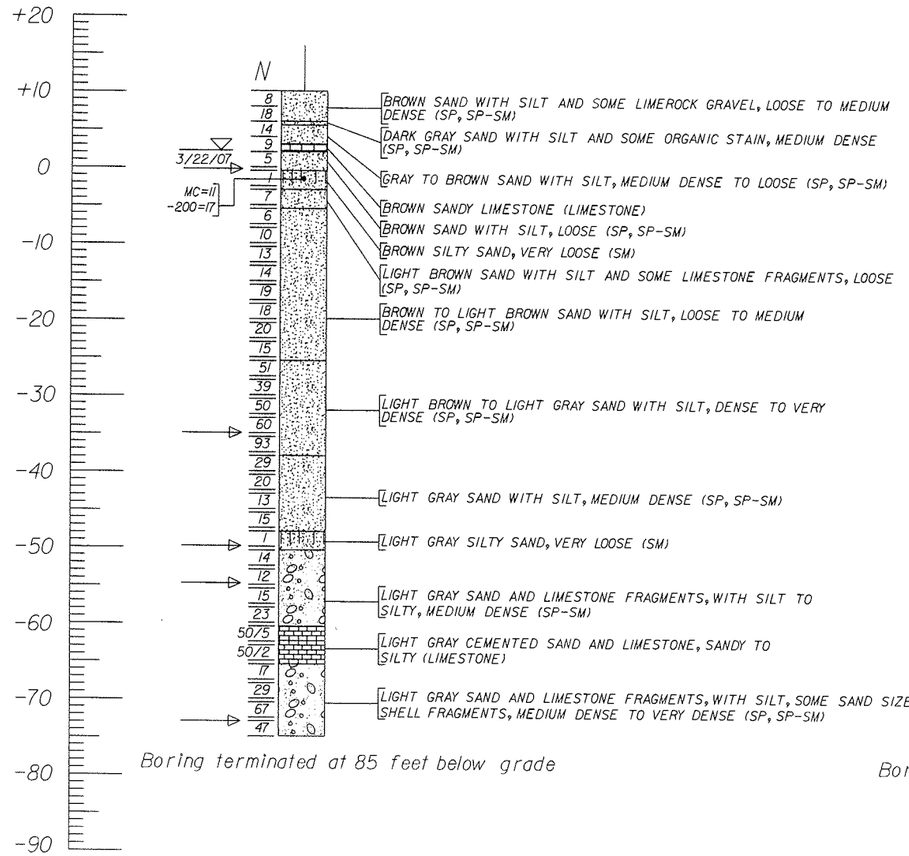
SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER MCNAB RD.
SHEET NO.

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NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C

FIGURE: S-7

| | B-801 | B-802 |
|---|---|---|
| BORING NO. | B-801 | B-802 |
| STATION | 219+79 | 218+38 |
| OFFSET | 121.7' LT | 110.4' RT |
| ELEVATION | +10.2' | +9.9' |
| COORDINATES | N690844.3' / E939125.2' | N690707.7' / E939359.4' |
| RIG | CME-55 | CME-55 |
| HAMMER | SAFETY | SAFETY |
| DATE | 3/22/07 | 3/27/07 |




SCALE: 1"=20'V

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| ▽ 3/22/07 | WATER LEVEL WITH DATE OF READING |
| ⟶ | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |
| | COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS. |
| | MC= NATURAL MOISTURE CONTENT (%) |
| | -200= FINES PASSING #200 SIEVE (%) |
| | OC= ORGANIC CONTENT (%) |
| | LL= LIQUID LIMIT (%) |
| | PI= PLASTICITY INDEX (%) |
| | NP= INDICATES NON-PLASTIC |

NOTES:
- STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.
- DRILLER: JOEL
- DRILLING RIG: CME-55
- DATE: 3/22/07 (B-801) AND 3/27/07 (B-102)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

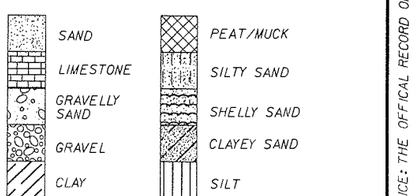
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | MODERATELY AGGRESSIVE (CONCRETE) |
| | MODERATELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




GCME PROJECT NO. 2000-01-05015

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

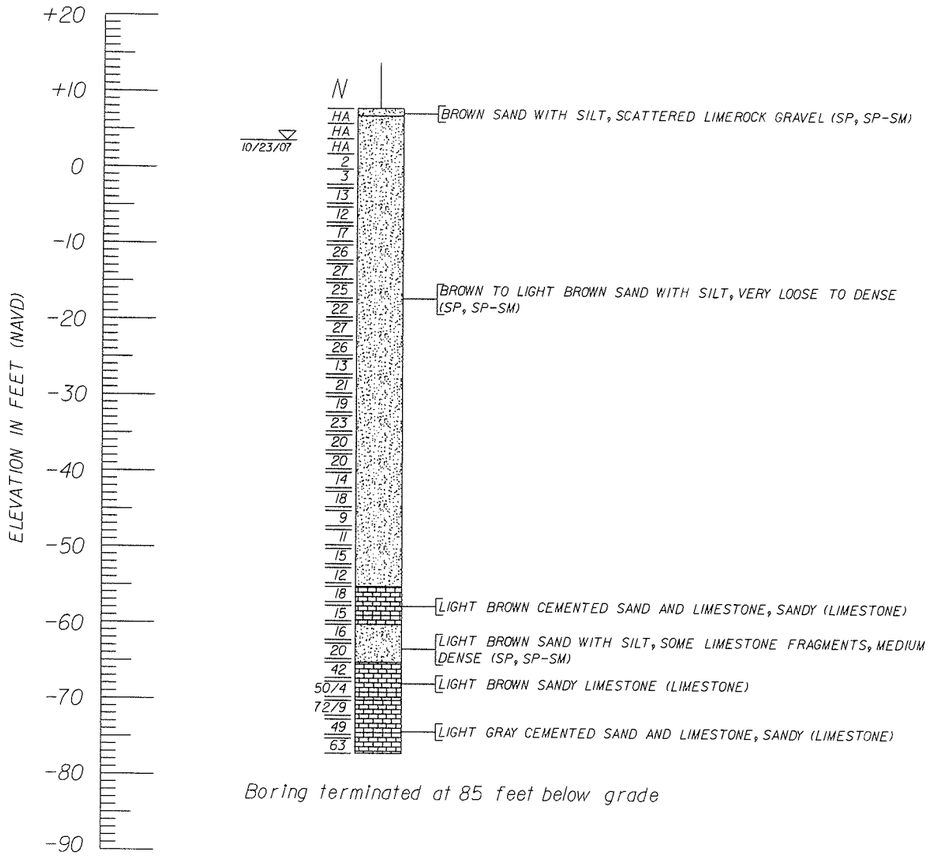
SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER ATLANTIC BLVD.
SHEET NO.

fpier 8/28/2012 2:48:47 PM X:\CADD\MicroStation Drawing\2005\05015 _I-95 PD&E\BRIDGE\boring08_1000.dgn

NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C

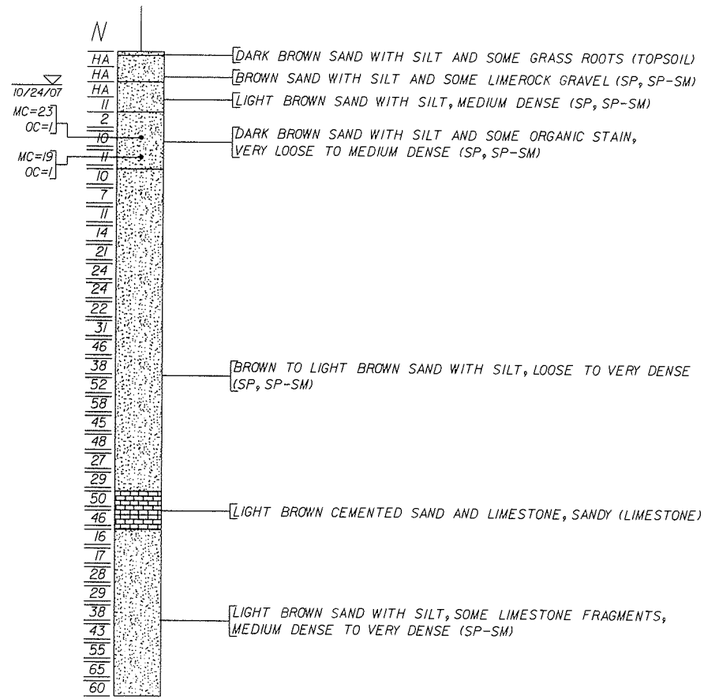
FIGURE: S-8

| | |
|---|---|
| BORING NO. | B-901 |
| STATION | 229+40 |
| OFFSET | 142.6' RT |
| ELEVATION | +7.9' |
| COORDINATES | N691809.6' / E939375.4' |
| RIG | CME-45 |
| HAMMER | AUTOMATIC |
| DATE | 10/23/07 |




Boring terminated at 85 feet below grade

| | |
|---|---|
| BORING NO. | B-902 |
| STATION | 228+66 |
| OFFSET | 156.8' LT |
| ELEVATION | +11.1' |
| COORDINATES | N691730.8' / E939077.1' |
| RIG | CME-45 |
| HAMMER | AUTOMATIC |
| DATE | 10/24/07 |




Boring terminated at 85 feet below grade

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| ▽ 10/23/07 | WATER LEVEL WITH DATE OF READING |
| → | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |
| | COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS. |
| | MC= NATURAL MOISTURE CONTENT (%) |
| | -200= FINES PASSING #200 SIEVE (%) |
| | OC= ORGANIC CONTENT (%) |
| | LL= LIQUID LIMIT (%) |
| | PI= PLASTICITY INDEX (%) |
| | NP= INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: RICARDO
DRILLING RIG: CME-45
DATE: 10/23/07 (B-901) AND 10/24/07 (B-902)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

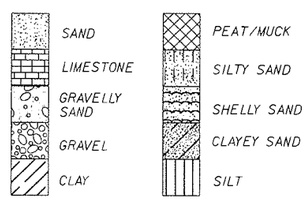
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | MODERATELY AGGRESSIVE (CONCRETE) |
| | MODERATELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




SCALE: 1"=20'V

GCME PROJECT NO. 2000-01-05015

NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

FIGURE: S-9

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |


GCME PARTHA GHOSH, P.E.
LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411


DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS

REF. DWG. NO.

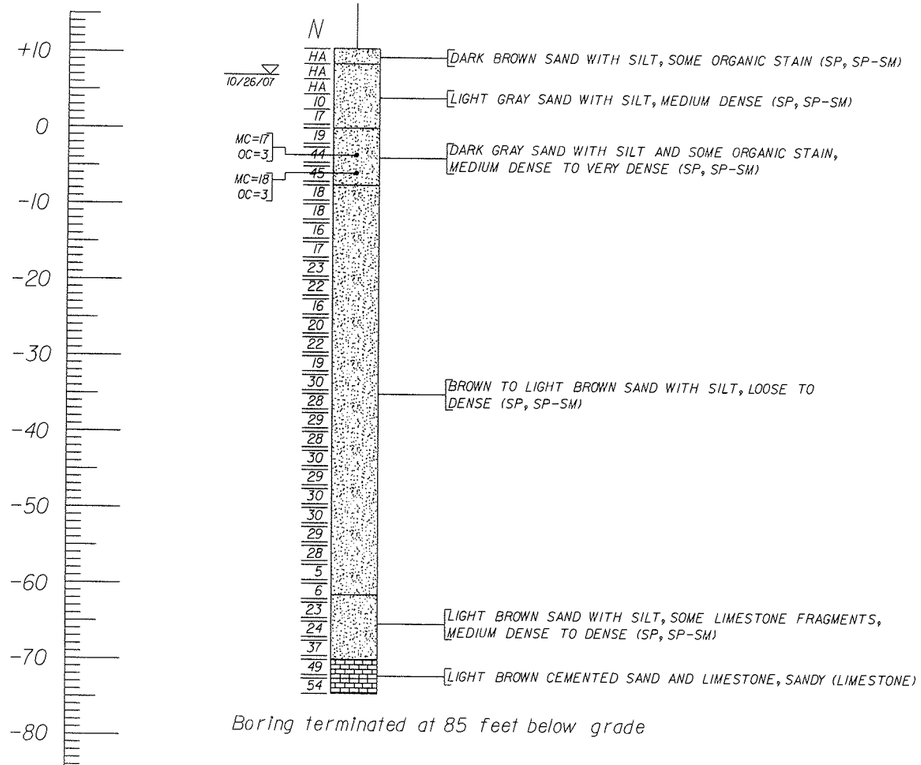
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER HAMMONDVILLE RD.

SHEET NO.

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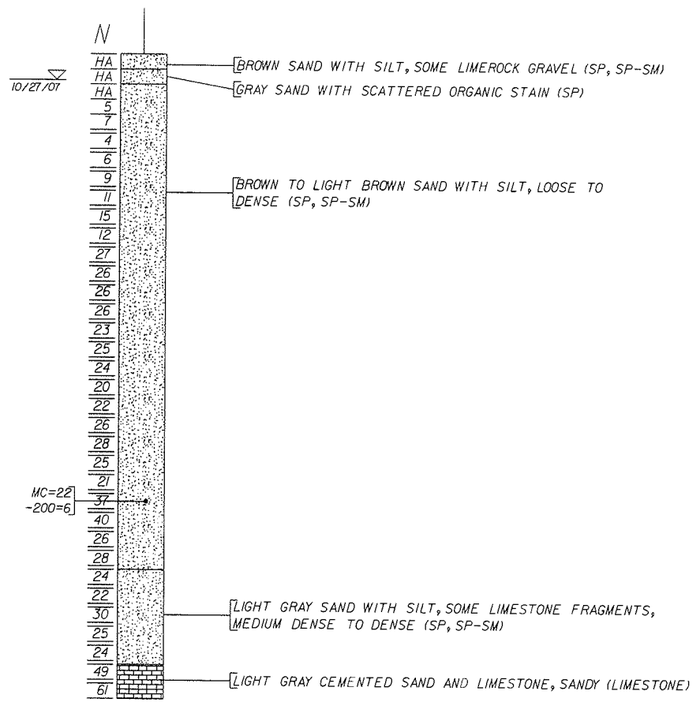
BORING NO.
STATION
OFFSET
ELEVATION
COORDINATES
RIG
HAMMER
DATE

B-1001
271+33
125.8' RT
+10.6
N696002.2' / E939297.5'
CME-45
AUTOMATIC
10/26/07

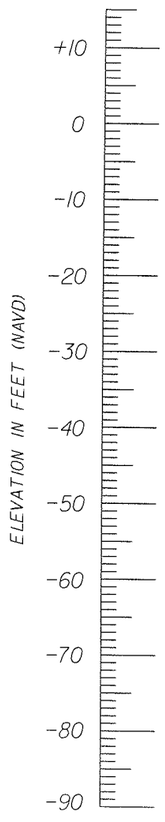


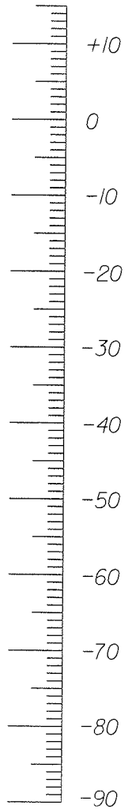

Boring terminated at 85 feet below grade

B-1002
270+40
96.2' LT
+10.6'
N695905.7 ' E939076.9'
CME-45
AUTOMATIC
10/27/07




Boring terminated at 85 feet below grade




## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| ▽ 10/26/07 | WATER LEVEL WITH DATE OF READING |
| ⟶ | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: RICARDO
DRILLING RIG: CME-45
DATE: 10/26/07 (B-1001) AND 10/27/07 (B-1002)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

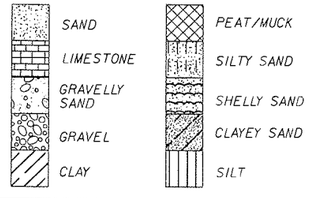
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | SLIGHTLY AGGRESSIVE (CONCRETE) |
| | SLIGHTLY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




SCALE: 1"=20'V

GCME PROJECT NO. 2000-01-0505

NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

FIGURE: S-10

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |


GCME PARTHA GHOSH, P.E.
LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411


| | |
|---|---|
| DRAWN BY: FP 01 - 2012 | |
| CHECKED BY: FP 01 - 2012 | |
| DESIGNED BY: | |
| CHECKED BY: | |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS

REF. DWG. NO.

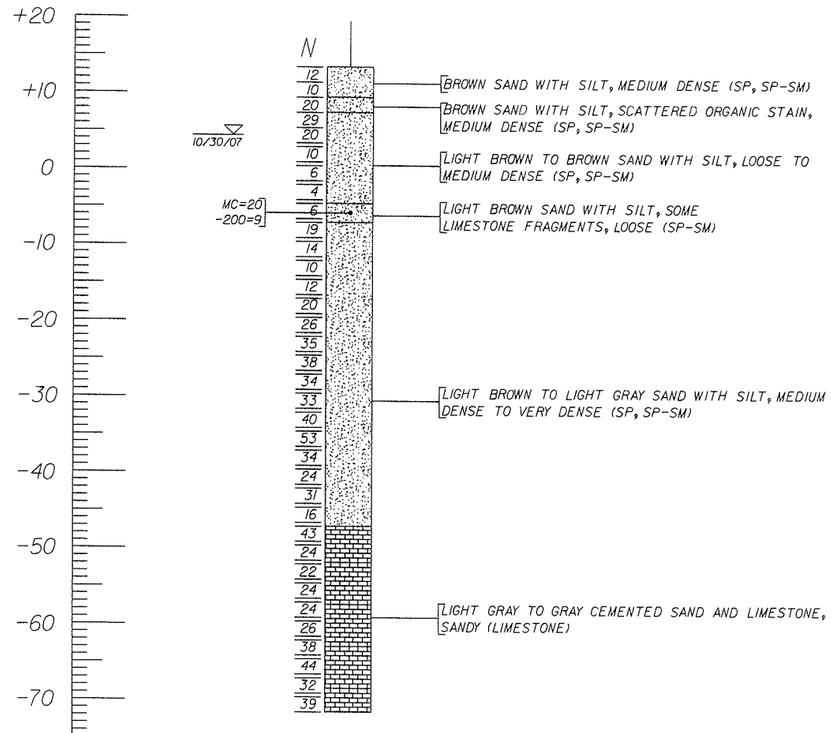
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER NW 15TH ST.

SHEET NO.

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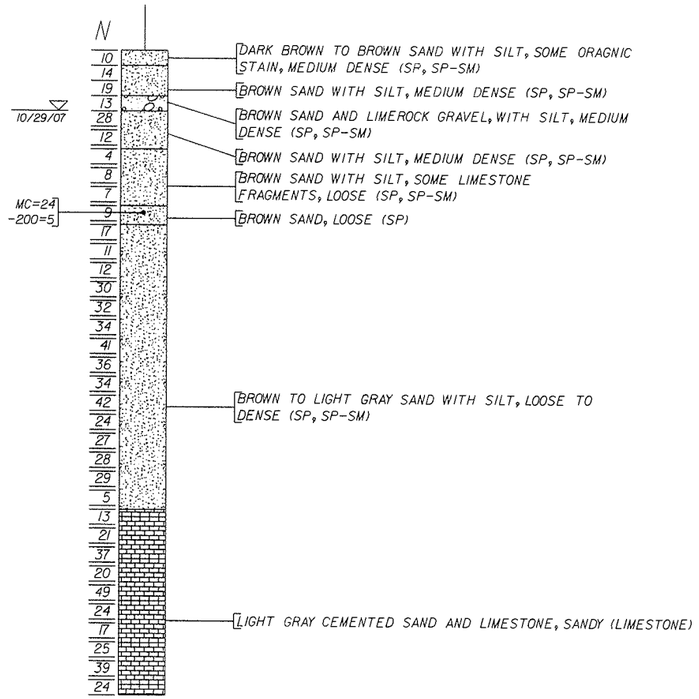
BORING NO.
STATION
OFFSET
ELEVATION
COORDINATES
RIG
HAMMER
DATE

B-1101
328+10
102.5' LT
+13.4'
N701411.8' / E940192.4'
CME-55
SAFETY
10/30/07




Boring terminated at 85 feet below grade

B-1102
327+71
104.0' RT
+14.5'
N701254.5' / E940331.9'
CME-55
SAFETY
10/29/07




Boring terminated at 85 feet below grade

SCALE: 1"=20'V

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| ▽ 10/30/07 | WATER LEVEL WITH DATE OF READING |
| ⟶ | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: PETER
DRILLING RIG: CME-55
DATE: 10/30/07 (B-1101) AND 10/29/07 (B-1102)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12 - 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

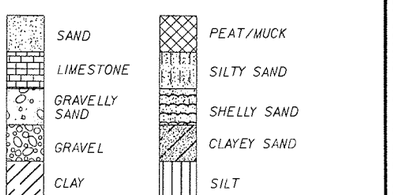
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

SUBSTRUCTURE: SLIGHTLY AGGRESSIVE (CONCRETE)
SLIGHTLY AGGRESSIVE (STEEL)
SUPERSTRUCTURE: SLIGHTLY AGGRESSIVE

SOIL TYPE SYMBOLS:




GCME PROJECT NO. 2000-01-05015

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

| | |
|---|---|
| DRAWN BY: FP 01 - 2012 | |
| CHECKED BY: FP 01 - 2012 | |
| DESIGNED BY: | |
| CHECKED BY: | |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

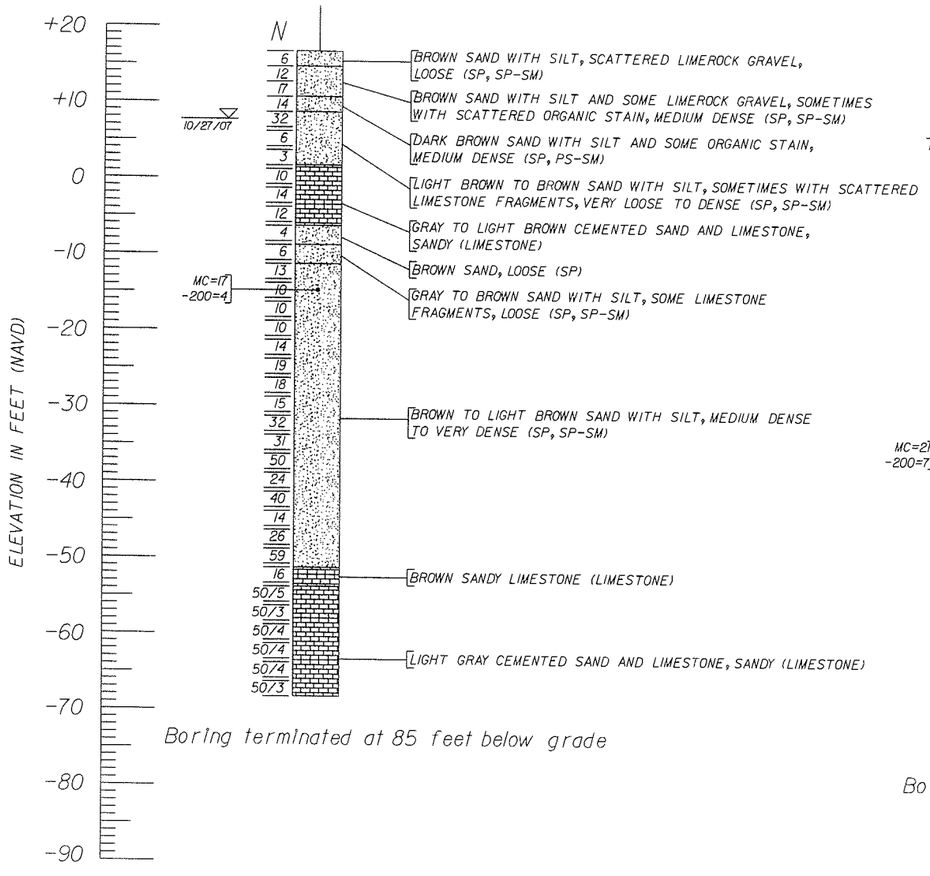
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER COPANS RD.
SHEET NO.

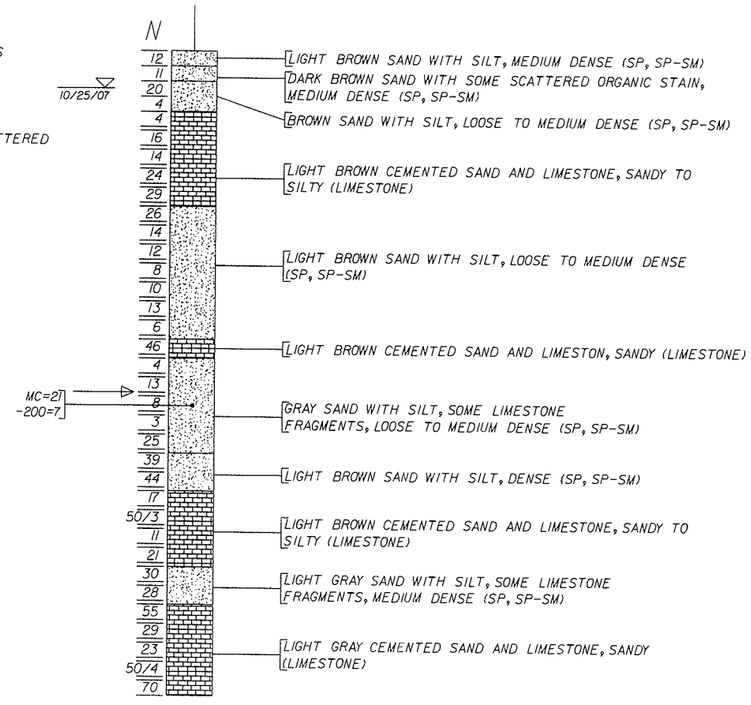
fpier 8/28/2012 2:51:17 PM X:\CADD\MicroStation Drawing\2005\05015 I-95 PD&E\BRIDGE\boring11 1000.dgn

FIGURE: S-11 NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C

| | B-1201 | B-1202 |
|---|---|---|
| BORING NO. | B-1201 | B-1202 |
| STATION | 389+12 | 387+11 |
| OFFSET | 187.0' LT | 217.3' RT |
| ELEVATION | +16.7' | +11.2' |
| COORDINATES | N706654.2' / E942684.0' | N706459.3' / E943091.6' |
| RIG | CME-55 | CME-55 |
| HAMMER | SAFETY | SAFETY |
| DATE | 10/27/07 | 10/25/07 |




Boring terminated at 85 feet below grade




Boring terminated at 85 feet below grade

SCALE: 1"=20'V

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| 10/27/07 | WATER LEVEL WITH DATE OF READING |
| ⟶ | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: PETER
DRILLING RIG: CME-55
DATE: 10/27/07 (B-1201) AND 10/25/07 (B-1202)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

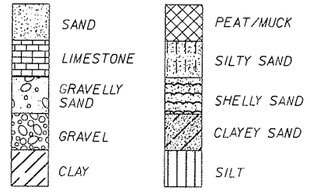
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | SLIGHTLY AGGRESSIVE (CONCRETE) |
| | SLIGHTLY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




GCME PROJECT NO. 2000-01-05015

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

FIGURE: S-12

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |


GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411


| | |
|---|---|
| DRAWN BY: FP 01 - 2012 | |
| CHECKED BY: FP 01 - 2012 | |
| DESIGNED BY: | |
| CHECKED BY: | |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS

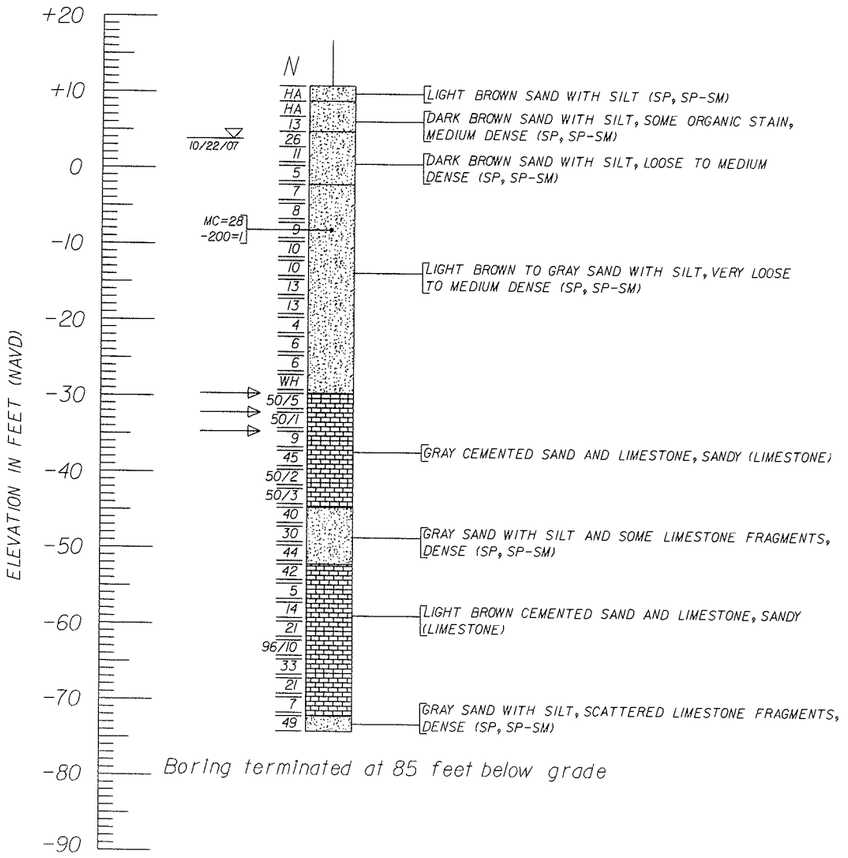
REF. DWG. NO.

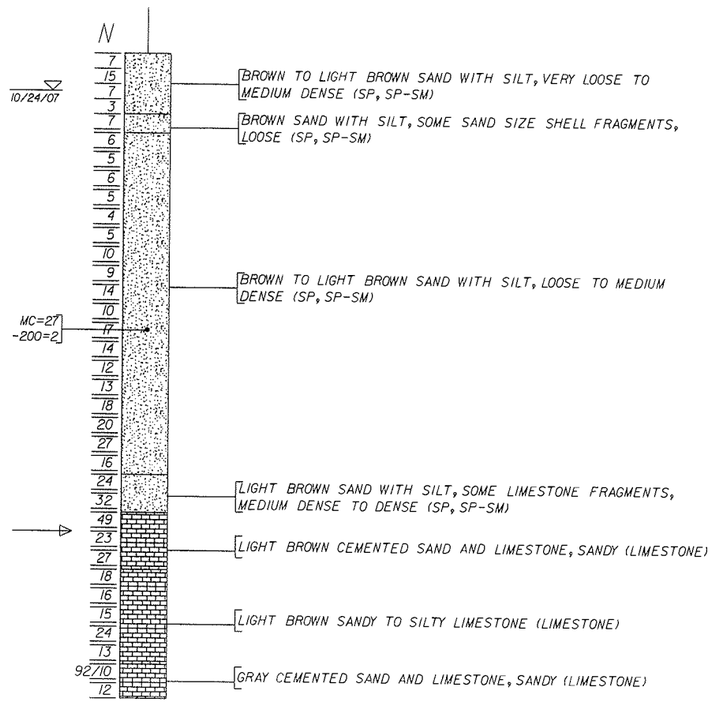
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER SAMPLE RD.

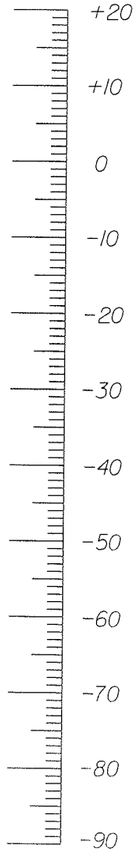
SHEET NO.

fpier 8/28/2012 2:52:09 PM X:\CADD\MicroStation Drawing\2005\05015 I-95 PD&E\BRIDGE\boring12 1000.dgn

| | B-1301 | B-1302 |
|---|---|---|
| BORING NO. | B-1301 | B-1302 |
| STATION | 551+03 | 548+15 |
| OFFSET | 168.2' LT | 165.8' RT |
| ELEVATION | +10.9' | +10.2' |
| COORDINATES | N722509.2' / E945481.1' | N722216.8' / E945810.9' |
| RIG | CME-55 | CME-55 |
| HAMMER | SAFETY | SAFETY |
| DATE | 10/22/07 | 10/24/07 |




SCALE: 1"=20'V

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| ▽ 10/22/07 | WATER LEVEL WITH DATE OF READING |
| ⟶ | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: PETER
DRILLING RIG: CME-55
DATE: 10/22/07 (B-1301) AND 10/24/07 (B-1302)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

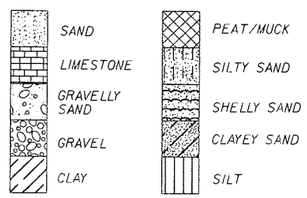
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | MODERATELY AGGRESSIVE (CONCRETE) |
| | MODERATELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C

FIGURE: 5-13

GCME PROJECT NO. 2000-01-05015

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

DRAWN BY: FP 01-2012
CHECKED BY: FP 01-2012
DESIGNED BY:
CHECKED BY:

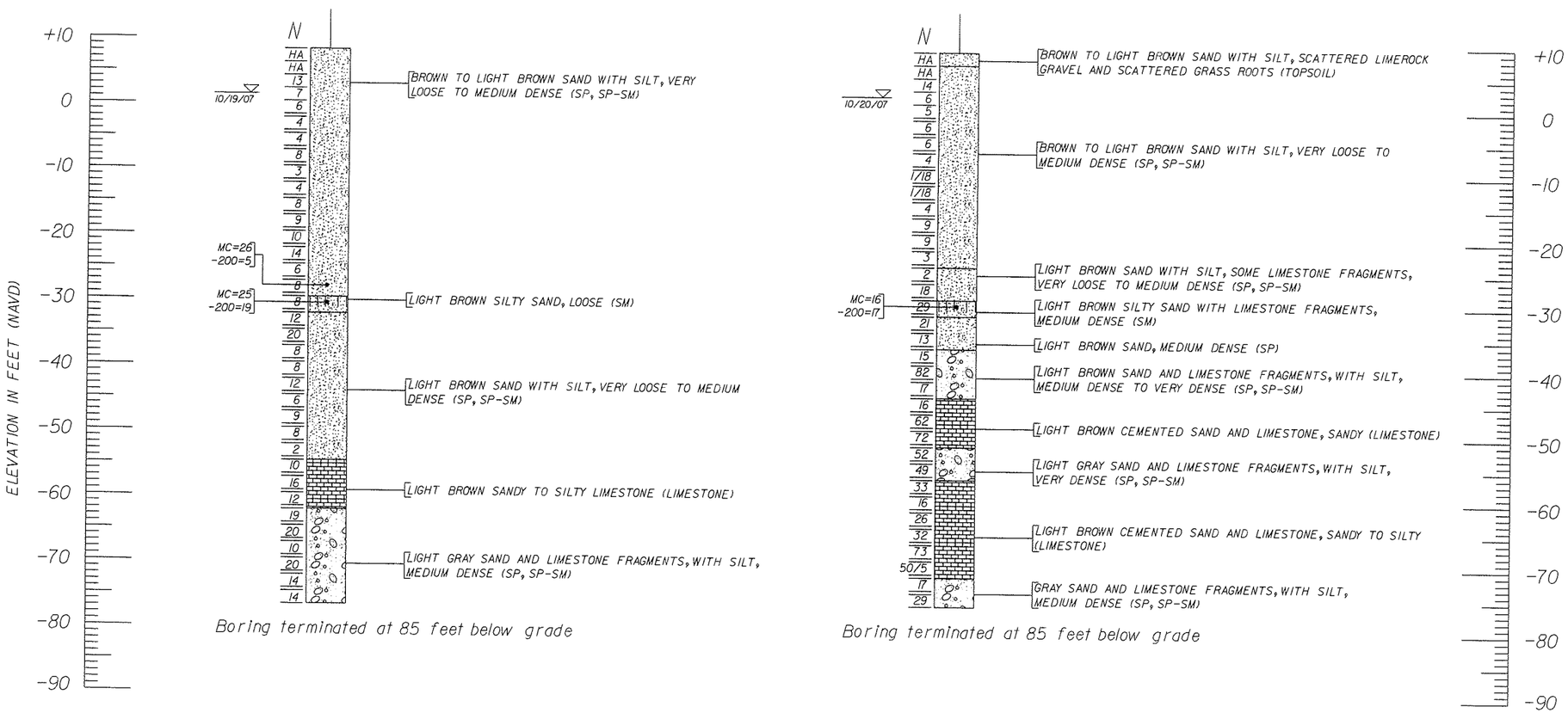
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER HILLSBORO RD.
SHEET NO.

fpier 8/28/2012 2:53:25 PM X:\CADD\MicroStation Drawing\2005\05015 _I-95 PD&E\BRIDGE\boring13_1000.dgn

| | B-1401 | B-1402 |
|---|---|---|
| BORING NO. | B-1401 | B-1402 |
| STATION | 13+04 | 582+23 |
| OFFSET | 105.2' LT | 101.2' RT |
| ELEVATION | +8.4' | +8.9' |
| COORDINATES | N726118.5' / E945290.2' | N725630.3' / E945534.1' |
| RIG | CME-55 | CME-55 |
| HAMMER | SAFETY | SAFETY |
| DATE | 10/19/07 | 10/20/07 |




SCALE: 1"=20'V

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| ▽ 10/19/07 | WATER LEVEL WITH DATE OF READING |
| → | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: PETER
DRILLING RIG: CME-55
DATE: 10/19/07 (B-1401) AND 10/20/07 (B-1402)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

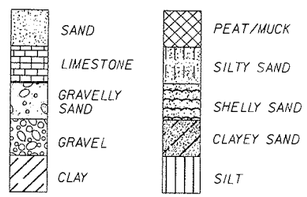
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | SLIGHTLY AGGRESSIVE (CONCRETE) |
| | MODERATELY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | BROWARD | 409359-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER HILLSBORO CANAL
SHEET NO.

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GCME PROJECT NO. 2000-01-05015

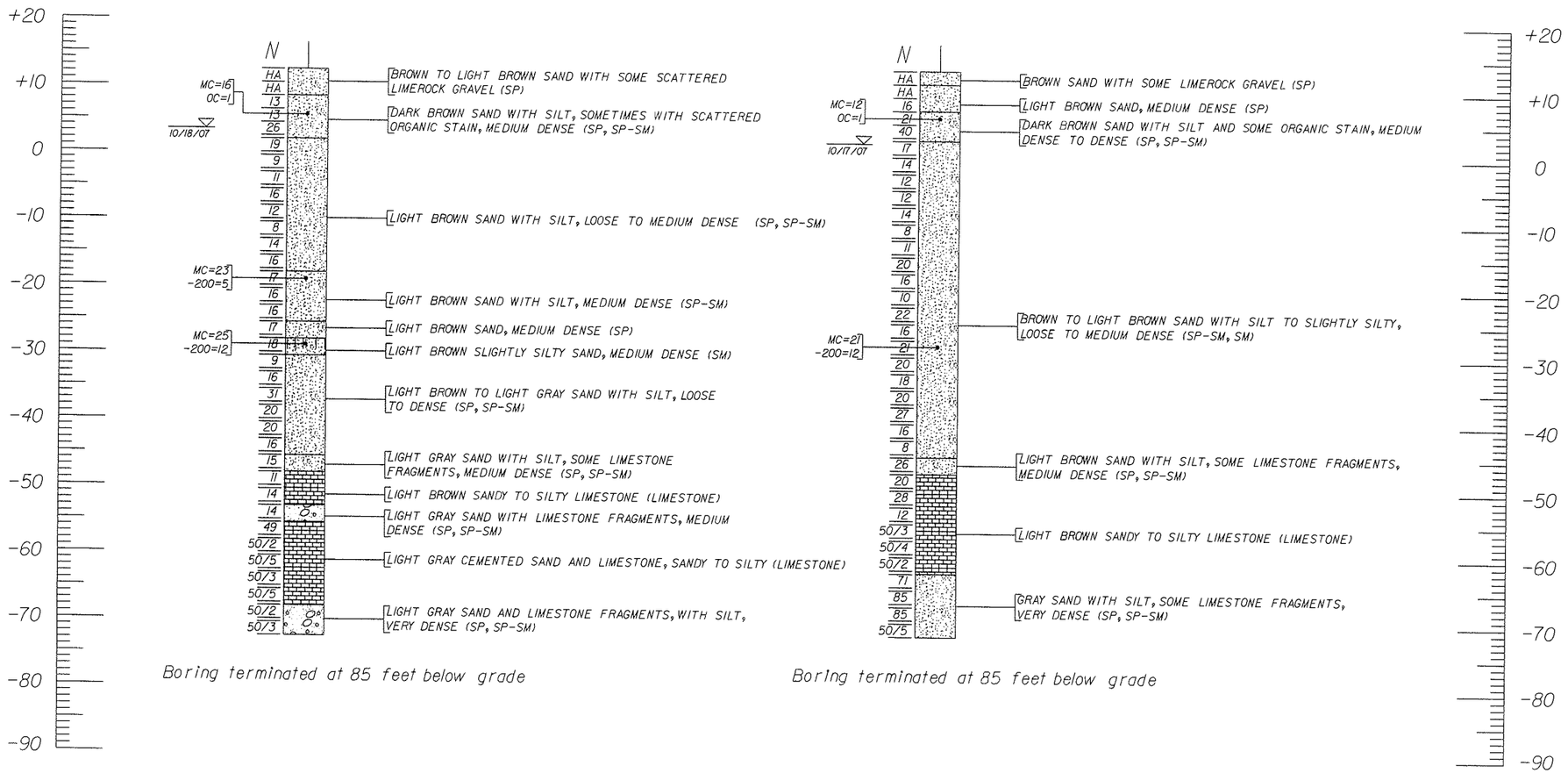
NOTICE: THE OFFICAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C

FIGURE: S-14

BORING NO.
STATION
OFFSET
ELEVATION
COORDINATES
RIG
HAMMER
DATE

B-1501
70+12
112.2' LT
+12.5'
N731816.0' / E944876.1'
CME-55
SAFETY
10/18/07

B-1502
69+03
110.8' RT
+13.1'
N731714.5' / E945102.6'
CME-55
SAFETY
10/17/07




## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| ▽ 10/18/07 | WATER LEVEL WITH DATE OF READING |
| ⟶ | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: PETER
DRILLING RIG: CME-55
DATE: 10/18/07 (B-1501) AND 10/17/07 (B-1502)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

SPT DENSITY CHART

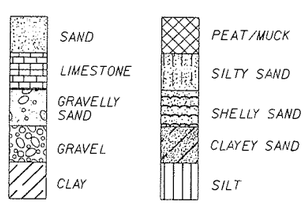
| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

SUBSTRUCTURE: SLIGHTLY AGGRESSIVE (CONCRETE)
MODERATELY AGGRESSIVE (STEEL)

SUPERSTRUCTURE: SLIGHTLY AGGRESSIVE

SOIL TYPE SYMBOLS:




SCALE: 1"=20'V

GCME PROJECT NO. 2000-01-05015

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C

FIGURE: 5-15

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |


GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411


DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

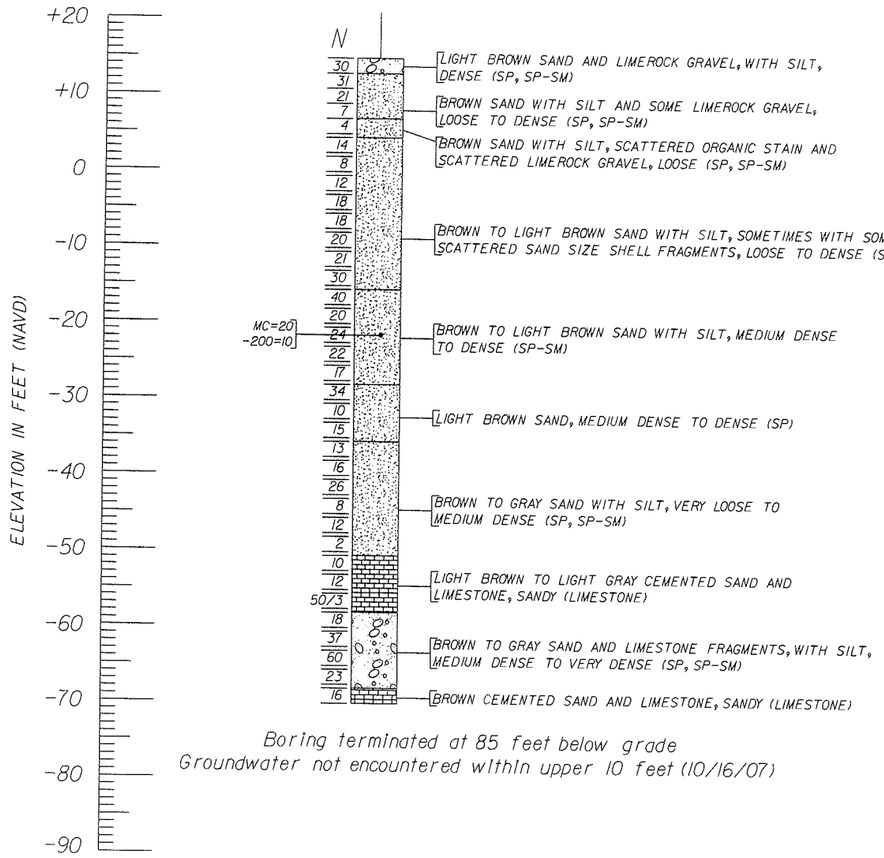
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | PALM BEACH | 409355-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER CAMINO REAL RD.
SHEET NO.

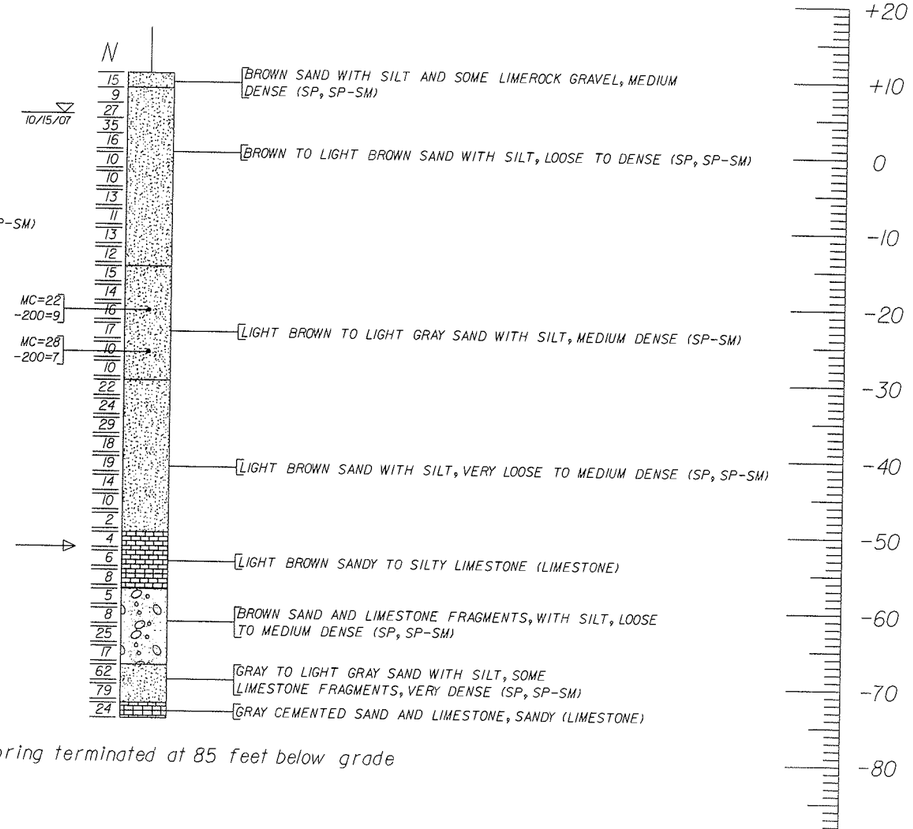
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BORING NO. B-1601
STATION 94+22
OFFSET 149.3 LT
ELEVATION +14.8'
COORDINATES N734227.5' / E944855.7'
RIG CME-55
HAMMER SAFETY
DATE 10/16/07




Boring terminated at 85 feet below grade
Groundwater not encountered within upper 10 feet (10/16/07)

BORING NO. B-1602
STATION 91+99
OFFSET 222.2' RT
ELEVATION +10.2'
COORDINATES N734000.8 / E945225.3'
RIG CME-55
HAMMER SAFETY
DATE 10/15/07




Boring terminated at 85 feet below grade

SCALE: 1"=20'V

## LEGEND

| | |
|---|---|
| (SP) | UNIFIED SOIL CLASSIFICATION SYSTEM SYMBOL |
| N | STANDARD PENETRATION RESISTANCE IN BLOWS PER 12 Inches UNLESS OTHERWISE NOTED. 50/5 INDICATES (50) BLOWS REQUIRED TO DRIVE A SAMPLING SPOON 5 INCHES |
| 10/16/07 | WATER LEVEL WITH DATE OF READING |
| → | LOSS OF CIRCULATION |
| WR | SAMPLER DROPPED DUE TO WEIGHT OF ROD |
| WH | WEIGHT OF HAMMER |
| HA | DRILLED WITH A HAND AUGER IN ORDER TO CLEAR LOCATION FROM UNDERGROUND UTILITIES |
| NR | NO RECOVERY- NO SOIL/ROCK WAS RECOVERED IN THE SAMPLING SPOON |

COORDINATE AND ELEVATION INFORMATION ARE PROVIDED BY SURVEYORS.

| | |
|---|---|
| MC= | NATURAL MOISTURE CONTENT (%) |
| -200= | FINES PASSING #200 SIEVE (%) |
| OC= | ORGANIC CONTENT (%) |
| LL= | LIQUID LIMIT (%) |
| PI= | PLASTICITY INDEX (%) |
| NP= | INDICATES NON-PLASTIC |

NOTES: STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

DRILLER: PETER
DRILLING RIG: CME-55
DATE: 10/16/07 (B-1601) AND 10/15/07 (B-1602)

STANDARD PENETRATION TEST DATA

| | |
|---|---|
| SPOON INSIDE DIA. | 1.375 Inches |
| SPOON OUTSIDE DIA. | 2.0 Inches |
| AVG. HAMMER DROP | 30.0 Inches |
| HAMMER WEIGHT | 140.0 pounds |

SPT CONSISTENCY CHART

| SILTS AND CLAYS- CONSISTENCY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY SOFT | LESS THAN 2 | LESS THAN 1 |
| SOFT | 2 - 4 | 1 - 3 |
| FIRM | 4 - 8 | 3 - 6 |
| STIFF | 8 - 15 | 6 - 12 |
| VERY STIFF | 15 - 30 | 12- 24 |
| HARD | GREATER THAN 30 | GREATER THAN 24 |

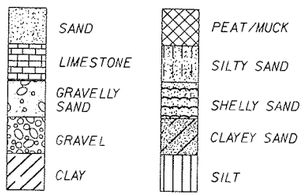
SPT DENSITY CHART

| GRANULAR MATERIALS- RELATIVE DENSITY | SAFETY HAMMER SPT (BLOWS/1.0 ft) | AUTOMATIC HAMMER SPT (BLOWS/1.0 ft) |
|---|---|---|
| VERY LOOSE | LESS THAN 4 | LESS THAN 3 |
| LOOSE | 4 - 10 | 3 - 8 |
| MEDIUM | 10 - 30 | 8 - 24 |
| DENSE | 30 - 50 | 24 - 40 |
| VERY DENSE | GREATER THAN 50 | GREATER THAN 40 |

ENVIRONMENTAL CLASSIFICATION:

| | |
|---|---|
| SUBSTRUCTURE: | SLIGHTLY AGGRESSIVE (CONCRETE) |
| | SLIGHTLY AGGRESSIVE (STEEL) |
| SUPERSTRUCTURE: | SLIGHTLY AGGRESSIVE |

SOIL TYPE SYMBOLS:




GCME PROJECT NO. 2000-01-05015

REVISIONS

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|---|---|---|---|---|---|
| | | | | | |

GCME PARTHA GHOSH, P.E. LICENSE NO. 51377
CERTIFICATE OF AUTHORIZATION NO. 9076
6903 VISTA PARKWAY NORTH, SUITE 8
WEST PALM BEACH, FLORIDA 33411

DRAWN BY: FP 01 - 2012
CHECKED BY: FP 01 - 2012
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 9 | PALM BEACH | 409355-1-22-01 |

SHEET TITLE: REPORT OF CORE BORINGS
REF. DWG. NO.
PROJECT NAME: I-95 PD&E STUDY
I-95 BRIDGE OVER PALMETTO PARK RD.
SHEET NO.

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FIGURE: S-16




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