

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**TECHNICAL REPORT COVERSHEET**

650-050-38  
ENVIRONMENTAL  
MANAGEMENT  
06/17

PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation District Two

SR 115

Lem Turner Road (SR 115) over Trout River Bridge Replacement Bridge No. 720033

Duval County, Florida

Financial Management Number: 437437-2-22-01

ETDM Number: 14449

Date: September 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by Federal Highway Administration and FDOT.



Authorized Signature

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Print/Type Name

Transportation Engineer

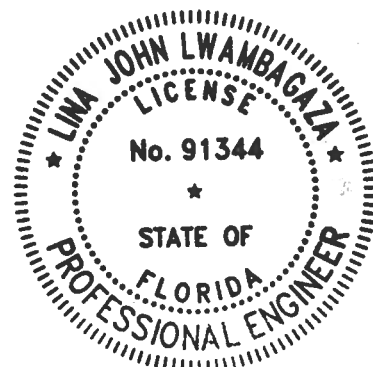
Title

12449 Jovana Road

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Jacksonville, FL 32226

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# PROJECT TRAFFIC ANALYSIS REPORT

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Duval County, Florida

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*Prepared For:*



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**September 2023**

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## ACRONYMS

AADT	Annual Average Daily Traffic
ETDM	Efficient Transportation Decision-Making
FDOT	Florida Department of Transportation
FTO	Florida Traffic Online
FY	Fiscal Year
LOS	Level of Service
mph	Miles Per Hour
PDO	Property Damage Only
PHF	Peak Hour Factor
R/W	Right-of-way
SHS	State Highway System
TMC	Turning Movement Count

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## 1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District Two is conducting a study to evaluate potential capacity and safety needs for replacing the existing Lem Turner Road (SR 115) Bridge (No. 720033) over Trout River in Duval County. This report documents traffic analysis methodology, existing conditions analysis, future traffic forecasts and provides a summary of the results.

### 1.1 Project Description

This project will replace the existing Lem Turner Road Bridge over Trout River in Duval County. The project limits are from Trout River Boulevard to Broward Road. Within the study area, Lem Turner Road is classified as an urban minor arterial. The existing bridge is a four-lane undivided facility, similar to Lem Turner Road on the south approach. However, on the north approach, it transitions into a four-lane divided facility. The total length of the bridge is 742 feet. The project location is shown in **Figure 1**.

Trout River is a navigable waterway with a channel depth of 22 feet under the bridge. The bridge provides a 40 feet navigational horizontal clearance and a 17.9 feet vertical clearance. Lem Turner Road is designated as an emergency evacuation route by the City of Jacksonville Emergency Preparedness Office.

### 1.2 Purpose and Need

#### Purpose

The purpose of this project is to address structural issues related to the existing Lem Turner Bridge.

#### Need

The current bridge structure was constructed in 1957 and is considered structurally deficient by the Florida Department of Transportation (FDOT) and will need replacement due to deteriorating conditions.

A bridge sufficiency survey conducted by FDOT on October 11, 2022, resulted in a score of 56.9 on a scale of 0-100. The bridge was also rated as "Scour Critical" and "Functionally Obsolete". Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is eligible for bridge rehabilitation funding. A sufficiency rating below 50.0 qualifies as a bridge for replacement funds. The bridge conditions are as follows:

- Deck: Satisfactory
- Superstructure: Satisfactory
- Substructure: Fair
- Performance Rating: Fair
- Channel: Bank Protection Eroded

### 1.3 Project Status

Bridge rehab work was performed to address the structural stability deficiencies by adding struts between the bridge piles that had been compromised due to scour. The bridge rehabilitation project was completed in March 2021.

The current 5-year Work Program shows Right-of-way (R/W) being funded in fiscal year (FY) 2025 and construction funded in FY 2027 for the bridge placement.

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## 2.0 TRAFFIC ANALYSIS METHODOLOGY

### 2.1 Study Roadway

The project is located in Duval County. According to FDOT District Two Context Classification Database, the Lem Turner Bridge falls under the C4 – Urban General context classification. The following is a description of Lem Turner Road.

- Lem Turner Bridge is a 4-lane urban minor arterial roadway with an access classification 5. The posted speed limit on the Lem Turner Bridge is 45 mph.

### 2.2 Analysis Years

The analysis years for this study are as follows:

- Existing Year: 2022
- Opening Year: 2030
- Design Year: 2050

### 2.3 Data Collection

Traffic data (2022) was collected from Florida Traffic Online (FTO) to evaluate the existing conditions for the Lem Turner Bridge.

### 2.4 LOS Target

FDOT maintains minimum acceptable operating Level of Service (LOS) targets for the State Highway System (SHS), which is a system of six designated ranges from “A” (best) to “F” (worst) used to evaluate roadway facility performance. The LOS targets for Lem Turner Road are based on context classification.

The LOS target D for the Lem Turner Bridge is used in this study.

### 2.5 Future Traffic Projections

Traffic projections for Lem Turner Road were prepared using historical traffic growth at the Lem Turner Bridge, travel demand model forecasts and the population projection within the study area.

### 2.6 Traffic Analysis

The LOS for the Lem Turner Bridge was determined using Generalized Service Volume Tables from the 2023 Multimodal Quality/Level of Service Handbook. The analysis was performed using the AADTs and context classification along Lem Turner Road at the Lem Turner Bridge.



### 3.0 EXISTING CONDITIONS ANALYSIS

The following section provides a brief discussion and evaluation of the existing conditions within the study area. This discussion includes existing roadway characteristics and existing roadway operational and safety analysis.

#### 3.1 Existing Roadway Characteristics

Lem Turner Road is a 4-lane urban minor arterial roadway with a roadway access classification of 5. South of the project, a two-way left turn lane exists within the median, which transitions to an undivided facility north of Trout River Boulevard as the roadway approaches the bridge. North of the bridge, Lem Turner Road transitions from an undivided to a divided facility with a left turn lane at Dolly Drive and a right turn lane at Broward Road. There are bicycle and pedestrian facilities along the corridor, both north and south of the bridge. However, the existing bridge only has narrow sidewalks (catwalks) with no bicycle lanes.

The Lem Turner Bridge (Bridge No. 720033) was constructed in 1957. It consists of 20 spans and is 742'-0" long and 63'-0" wide, carrying 4 lanes of traffic. The structurally deficient bridge is located over a tidally influenced river and has a substructure classification of "extremely aggressive". The typical section is 57'-2½" out-to-out with two 12' lanes in each direction and two 3'-6" raised sidewalks. The superstructure consists of a simple span reinforced concrete tee beam system. The intermediate bents are a combination of regular pile bents or tower bents, and they consist of eight 20" square prestressed concrete piles. The bridge structure has undergone several renovations, including a fender replacement in 2005, the installation of pile jackets as part of cathodic protection in 2012, and the installation of cross brace struts to stabilize the bridge piers in 2021, which had been compromised due to scour.

The existing bridge typical section is shown in **Figure 2**.

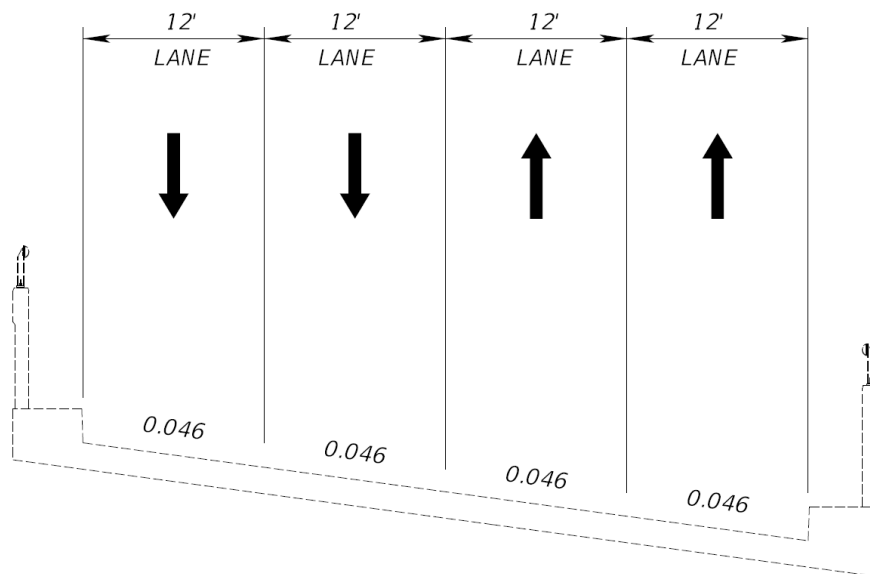


Figure 2: Existing Bridge Typical Section

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### 3.2 Roadway Operational Analysis

Using the FDOT generalized annual average daily service volume for C4-Urban General, the LOS was determined for the study segment. The results of the segment analysis is presented in **Table 1**.

Study Segment	Context Classification	LOS Target	2022	
			AADT	LOS
Lem Turner Road over Trout River Bridge	C4	D	29,000	D

### 3.3 Existing Safety Analysis

#### 3.3.1 Crash and Safety Information

Vehicular crash data along Lem Turner Bridge was obtained from the University of Florida's Signal Four Analytics database. Signal Four Analytics is an approved source of historic crash data, as outlined in the FDOT Safety Crash Data Guidance, February 2022. The database is maintained by the GeoPlan Center of the University of Florida and provides information on various characteristics associated with each crash, including collision type, severity, weather conditions, road surface conditions, and date/time information.

The crash data was collected from January 1, 2018, to December 31, 2022, as well as from January 1, 2023, to May 11, 2023. During the period from January 1, 2023, to May 11, 2023, one crash occurred, which was subsequently excluded from the analysis.

The crashes were analyzed to assess safety conditions along bridge. Key findings from crash data analysis are listed below:

- A total of 37 crashes occurred within the study area.
- Rear-end crashes were the most common type, accounting for 17 crashes.
- The majority of crashes resulted in property damage only (51.4%).
- There were 18 injury crashes, causing 27 injuries.
- No fatal crashes resulted during the study period.
- Approximately 73.0% of the crashes occurred during the day, while 27.0% occurred during darkening or dark conditions.
- 81.1% of the crashes happened on dry pavement, and 18.9% occurred on wet pavement.
- Clear or cloudy weather conditions were present in 89.2% of the crashes, while 10.8% occurred during rain, fog, smog, smoke, hail, or sleet.
- One out of the 37 crashes involved impaired drivers under the influence of alcohol.

A summary of all the crashes in the study area is provided in **Table 2**. The raw crash data is provided in **Appendix A**.

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Table 2: Crash Data Summary - Lem Turner Road

Lem Turner Road over Trout River Bridge		Number of Crashes					5 Year Total Crashes	Percent of Total
		Year						
		2018	2019	2020	2021	2022		
Crash Type	Front to Rear (Rear-End)	0	2	5	7	3	17	46.0%
	Front to Front	1	0	0	1	1	3	8.1%
	Angle	1	1	1	0	1	4	10.8%
	Sideswipe, Opposite Direction	0	1	0	0	0	1	2.7%
	Sideswipe, same direction	2	0	1	0	2	5	13.5%
	Crash with Pedestrian	0	0	1	1	0	2	5.4%
	Crash with Other Non-Fixed Object	0	0	0	1	1	2	5.4%
	Crashes with Fixed Objects	0	2	0	1	0	3	8.1%
	<b>Total Crashes</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>37</b>	<b>100.0%</b>
Severity	PDO Crashes	3	2	4	6	4	19	51.4%
	Fatal Crashes	0	0	0	0	0	0	0.0%
	Injury Crashes	1	4	4	5	4	18	48.6%
Lighting Conditions	Daylight	2	4	7	8	6	27	73.0%
	Dusk	0	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0	0.0%
	Dark - Not Lighted	1	0	0	0	0	1	2.7%
	Dark - Lighted	1	2	1	3	1	8	21.6%
	Dark - Unknown Lighting	0	0	0	0	1	1	2.7%
	Unknown	0	0	0	0	0	0	0.0%
Surface Conditions	Dry	4	4	7	8	7	30	81.1%
	Wet	0	2	1	3	1	7	18.9%
	Mud, Dirt, Gravel	0	0	0	0	0	0	0.0%
	Water (standing/moving)	0	0	0	0	0	0	0.0%
	Unknown	0	0	0	0	0	0	0.0%
Weather Conditions	Clear	3	5	4	8	6	26	70.3%
	Cloudy	1	0	3	2	1	7	18.9%
	Rain	0	1	1	1	1	4	10.8%
	Fog, Smog, Smoke	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0.0%
Alcohol/Drug Involvement	No	4	5	8	11	8	36	97.3%
	Alcohol	0	1	0	0	0	1	2.7%
	Drug	0	0	0	0	0	0	0.0%
	Alcohol & Drug	0	0	0	0	0	0	0.0%

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3.3.2 Crash Frequencies and Rates

The crashes at the Lem Turner Bridge were analyzed to determine crash frequencies and rates at the bridge and provide a better understanding of the existing crash patterns.

The analysis used the 'Average Crash Rate Method,' which calculates the actual crash rate based on segment length, AADT, and the number of crashes that occurred. For the study segment the actual crash rate was compared with the statewide average crash rate for the same type of facility. The statewide average crash rate was also calculated using the 'Average Crash Rate Method' and based on similar criteria as the study segments.

Based on the analysis presented in **Table 3**, the study segment has a lower actual crash rate compared to the statewide average and therefore it's not considered as a high crash location.

Table 3: Existing Crash Frequencies and Rates							
Segment	Number of Crashes	Daily Entering (AADT)	Crash Frequency	Distance (miles)	Crash Rate *	Statewide Average Crash Rate	High Crash Location
Lem Turner Bridge	37	29,000	7.4	0.28	0.699	10.265	No

\*Segment: crashes per million vehicle miles traveled.

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**4.0 TRAVEL DEMAND FORECASTING**

The development of traffic projections for the study area requires the examination of several factors that including:

- Northeast Regional Planning Model-Activity Based (NERPM-AB) Model Volumes
- Historical growth on the Lem Turner Bridge
- 2022 and 2050 population projection data from Bureau of Economic and Business Research (BEBR) for Duval County.

**4.1 Travel Demand Model**

The latest adopted NERPM-AB was used as a reference to estimate future years daily traffic forecasts for this study. The NERPM-AB Model is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is an acceptable travel demand forecasting tool recognized by FDOT District Two. The model volumes taken from NERPM-AB were analyzed to project changes in traffic volume between the base year 2015 and horizon year 2045. The model volumes are shown in **Table 4**.

Table 4: NERPM Model Volumes				
Roadway		2015 AADT	2045 AADT	Linear Growth Rate
Lem Turner Bridge	SB	11064	14203	0.9%
	NB	11614	15228	1.0%
Average				1.0%

According to the data presented in **Table 4**, the traffic volumes on the Lem Turner Bridge are projected to grow at an annual rate of 1% until the year 2045. It should be noted however, that the 2045 AADT from the model is lower than the existing AADT obtained from FTO.

**4.2 Historical Traffic Growth**

The historical AADT volumes at the Lem Turner Bridge were obtained from FTO for the past 10 years (2013- 2022) to study the historical linear growth trend. The historical growth rate was estimated using linear regression analysis from FDOT count station 723020 located on Lem Turner Bridge.

**Figure 3** shows the trend analysis for station 723020.

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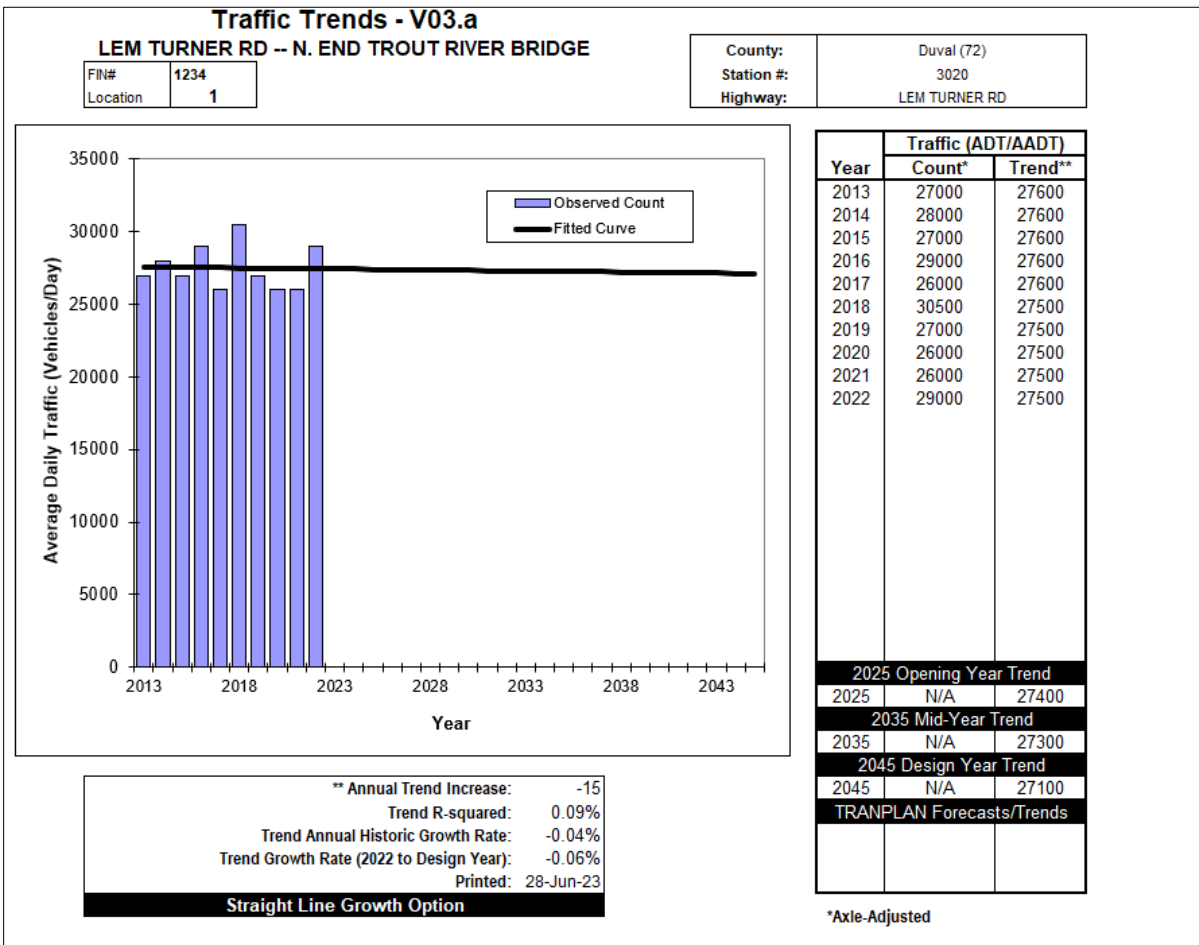


Figure 3: Count Station 723020 at the Lem Turner Bridge

The 10-year trend analyses on Lem Turner Bridge show no growth.

### 4.3 Population Projections

In addition to the historical trend analysis, 2022 and 2050 medium population projection data from BEBR was used for comparison and to determine the reasonableness of the growth rate estimate. **Table 5** shows the 2022 and 2050 populations for Duval County.

Table 5: 2022 and 2050 Population Projections for Duval County			
Duval County			
	2022	2050	Linear Growth Rate
Low	1,033,533	977,800	-0.19%
Medium	1,033,533	1,278,100	0.82%
High	1,033,533	1,578,500	1.82%

The BEBR population estimates indicate a minor population growth in Duval County between 2022 and 2050.

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#### 4.4 Recommended Growth Rate

Traffic volume projections for Opening Year 2030 and Design Year 2050 were derived through an in-depth analysis of the study area. This involved establishing a growth rate through a comparison of NERPM-AB model volumes, historical growth trends, population projections, and a comprehensive understanding of the project study area. A single linear annual growth rate was estimated for the study area.

The estimated linear annual growth rate of 0.5% was utilized to calculate the Opening Year 2030 traffic volumes and the Design Year 2050 traffic volumes on Lem Turner Bridge.

#### 4.5 Forecasting Approach

The future year's traffic volumes were developed by applying the estimated linear annual growth rate as follows:

- A 0.5% linear growth rate was applied to the existing traffic volume to estimate the Opening Year 2030 traffic volumes and the Design Year 2050 traffic volumes.

## 5.0 ALTERNATIVES ANALYSIS

This section discusses two alternatives:

- No-Build Alternative
- Build Alternative

### 5.1 No-Build Alternative

The No-Build alternative would retain the existing lane geometry on the bridge as it is today. The No-Build Alternative would require frequent maintenance to keep the bridge in service due to its deteriorating condition and structural deficiencies. Bridge repair and rehabilitation efforts may result in closure of the bridge that would result in dividing of the communities north and south of the bridge including a road surface detour distance of approximately 7.5-miles to the east and 8.8-miles to the west. For the analysis in this PTAR, the No-Build Alternative assumed the same number of lanes on the bridge as in the existing condition.

A summary of the Lem Turner Bridge No-Build capacity analysis for Opening Year 2030 and Design Year 2050 is provided in **Table 6**.

Study Segment	Context Classification	LOS Target	2030		2050	
			AADT	LOS	AADT	LOS
Lem Turner Road over Trout River Bridge	C4	D	30,000	D	33,000	D

### 5.2 Build Alternative

A range of alternatives were investigated during the initial concept development phase of the project as presented in **Appendix B: Initial Bridge Replacement Concepts Memo**. The recommended Build Alternative was primarily selected since it would minimize impacts on the surrounding environment and requires only two permanent right-of-way takes. Maintenance of traffic during construction was a major consideration in the alternative selection process. For the analysis in this PTAR, the Build Alternative assumed four (4) lanes on the bridge.

#### 5.2.1 Typical Section

The Build Alternative bridge replacement concepts were developed based on a typical section that includes four 11-foot travel lanes, a 7-foot median, and a 10-foot shared use path on each side with a 45-mph design speed. **Figure 4** shows the proposed Lem Turner Bridge typical section.

The new bridge will maintain navigational clearances and continue to accommodate four lanes of traffic and will include pedestrian and bicycle accommodations on the bridge. The roadway approaches will also incorporate bicycle lanes and sidewalks (see **Figure 5**). The Build Alternative concepts are shown in **Appendix A**.



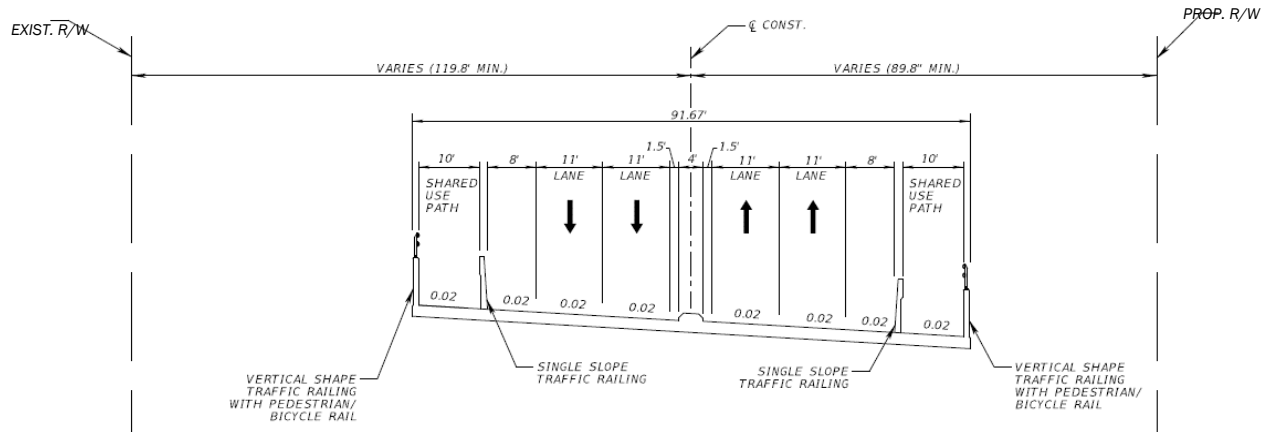


Figure 4: Proposed Bridge Typical Section

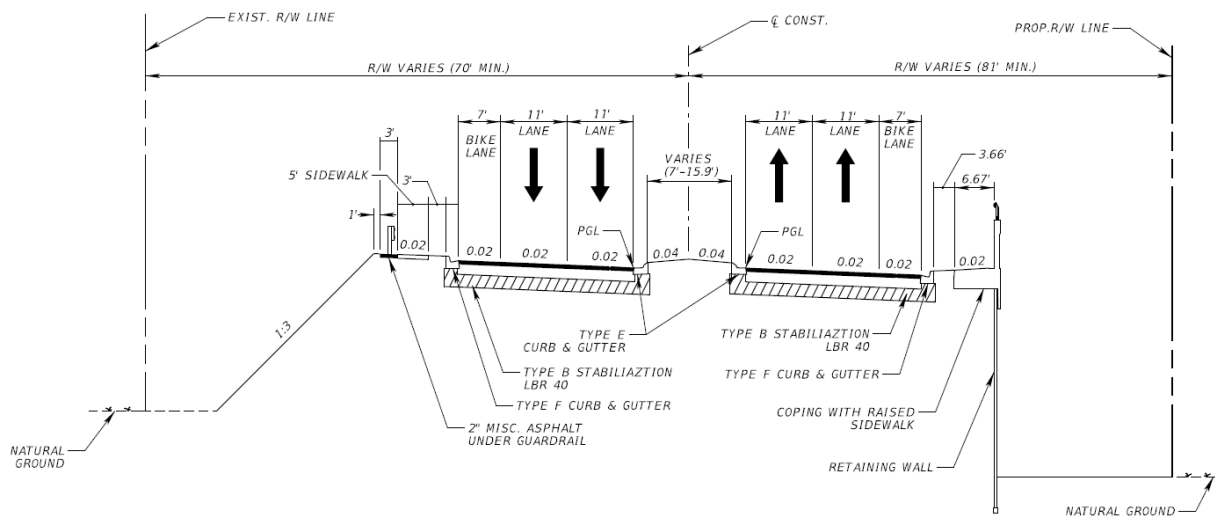


Figure 5: Proposed Roadway Typical Section

5.2.1.1 Recommended Build Alternative

The recommended Build Alternative is to construct a new bridge offset to the east of the existing bridge. Construction would be completed in phases where the new bridge would be partially constructed east of the existing bridge allowing three lanes of traffic and pedestrian walkway to be maintained on the new bridge structure while the existing bridge structure is demolished. Subsequent phases would construct the remainder of the new bridge to the proposed full typical section and restore all four lanes of traffic.

5.3 Roadway Operational Analysis – Build Alternative

To assess the impact of these future volumes on the bridge, a segment analysis was performed using Generalized Service Volume Tables, taking into account the bridge's configuration as a four-

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lane roadway. The segment analysis was conducted for the Opening Year 2030 and Design Year 2050.

A summary of the Lem Turner Bridge Build capacity analysis for Opening Year 2030 and Design Year 2050 is provided in **Table 7**.

Table 7: Opening Year 2030 and Design Year 2050 Build Alternative Segment Analysis						
Study Segment	Context Classification	LOS Target	2030		2050	
			AADT	LOS	AADT	LOS
Lem Turner Road over Trout River Bridge	C4	D	30,000	D	33,000	D

5.4 Comparison of No-Build Alternative and Build Alternative

**Table 8** provides a comparative assessment of the segment analysis on the Lem Turner Bridge for the No-Build Alternative and the Build Alternative. Both alternatives assumed the same number of lanes and traffic forecasts and will operate at an acceptable LOS D through Design Year 2050.

Table 8: Alternative Comparison Matrix – Opening Year 2030 and Design Year 2050							
Study Segment	LOS Target	No-Build Alternative			Build Alternative		
		# of Lanes	2030	2050	# of Lanes	2030	2050
Lem Turner Road over Trout River Bridge	D	4	LOS D	LOS D	4	LOS D	LOS D

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## 6.0 SUMMARY AND CONCLUSIONS

The FDOT, District Two, is conducting a study on the Lem Turner Bridge in Duval County. The objective of this study is to assess the potential capacity and safety needs of replacing the existing bridge, which has been compromised due to structural issues.

The study includes segment analysis for Existing Year 2022, Opening Year 2030, and Design Year 2050 at the Lem Turner Bridge. In the existing segment analysis, the bridge operates at an acceptable LOS D.

In the proposed Build Alternative, a new bridge will be constructed east of the existing bridge. This new bridge will maintain the required navigational clearances and accommodate four (4) lanes of traffic, while also incorporating provisions for pedestrians and bicycles.

Both the No-Build and Build Alternatives feature the same number of lanes on the Lem Turner Bridge. The segment analysis for the No-Build and Build alternatives in the Opening Year 2030 and Design Year 2050 indicates that the traffic on the bridge will operate at an acceptable Level of Service D for both analysis years.

## **Appendix A: Crash Data**

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS
86180650	2018	4/22/2018 3:05	4/22/2018 3:52	271160	L	1	2
87493456	2018	1/30/2018 8:50	1/30/2018 9:08	67885	L	2	2
87492930	2018	5/17/2018 22:15	5/17/2018 23:04	335585	L	1	3
86649009	2018	5/28/2018 10:49	5/28/2018 11:46	360526	L	1	0
88637799	2019	2/20/2019 17:14	2/20/2019 17:39	130721	L	2	4
87501928	2019	1/26/2019 20:08	1/26/2019 20:49	64108	L	3	6
88634271	2019	1/24/2019 15:59	1/24/2019 16:31	58389	L	2	2
88633152	2019	2/3/2019 14:20	2/3/2019 14:55	84455	L	3	5
89471283	2020	2/28/2020 9:10	2/28/2020 9:27	135812	L	2	3
89078805	2019	4/25/2019 15:20	4/25/2019 16:18	292317	L	1	1
89074095	2019	5/21/2019 21:45	5/21/2019 22:06	356376	L	1	1
24039554	2020	7/23/2020 17:16	7/23/2020 17:37	472547	L	2	4
24115039	2020	10/28/2020 13:20	10/28/2020 13:40	683389	L	2	2
89947822	2020	6/9/2020 13:38	6/9/2020 14:03	382031	L	2	1
24045691	2020	8/14/2020 16:22	8/14/2020 16:56	519061	L	2	2
24113109	2020	10/4/2020 0:40	10/4/2020 0:47	629879	L	2	2
24112560	2020	12/24/2020 13:50	12/24/2020 16:30	805998	L	2	2
89081283	2020	4/26/2020 16:31	4/26/2020 16:58	277520	L	1	2
24115913	2021	5/7/2021 23:50	5/8/2021 2:05	273618	L	2	1
24329466	2021	4/7/2021 12:47	4/7/2021 13:16	205697	L	2	2
24330166	2021	7/6/2021 20:05	7/16/2021 22:14	404491	L	2	6
24332848	2021	12/12/2021 7:30	12/12/2021 8:26	736444	L	1	1
24328134	2022	1/29/2022 19:15	1/29/2022 20:34	58824	L	3	3
24333530	2021	5/11/2021 17:10	5/11/2021 17:41	281443	L	2	2
24502870	2021	5/26/2021 12:48	5/26/2021 12:59	313964	L	2	2
24728770	2021	11/23/2021 10:10	11/23/2021 10:51	697844	L	2	2
24325598	2021	11/18/2021 18:18	11/18/2021 18:59	688564	L	1	2
24505217	2021	7/2/2021 16:50	7/2/2021 17:21	395474	L	3	7
24510959	2021	8/31/2021 8:18	8/31/2021 9:30	519460	L	2	3
25331382	2022	10/5/2022 17:30	10/5/2022 18:32	587980	L	2	2
25330102	2022	9/2/2022 11:45	9/2/2022 12:18	517620	L	2	2
24732461	2022	1/16/2022 16:50	1/16/2022 17:22	31597	L	2	3
88637437	2022	4/24/2022 3:33	4/24/2022 4:12	237312	L	2	2
24329061	2022	2/6/2022 11:00	2/6/2022 12:35	74717	L	2	4
25135963	2022	3/18/2022 18:24	3/18/2022 19:05	160490	L	2	2
25329289	2022	9/1/2022 17:20	9/1/2022 17:51	516105	L	2	2
83399700	2021	9/11/2021 0:40	9/11/2021 1:08	542671	L	2	2

COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG	NOTIFIED_BY
2	38	Duval	Jacksonville	Urban	4/22/2018 3:06	4/22/2018 3:07	4/22/2018 3:09	4/22/2018 4:19	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	1/30/2018 8:51	1/30/2018 8:51	1/30/2018 9:00	1/30/2018 9:08	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	5/17/2018 22:15	5/17/2018 22:15	5/17/2018 22:15	5/17/2018 23:06	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	5/28/2018 10:49	5/28/2018 11:08	5/28/2018 11:15	5/28/2018 12:04	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	2/20/2019 17:14	2/20/2019 17:17	2/20/2019 17:30	2/20/2019 18:11	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	1/26/2019 20:09	1/26/2019 20:10	1/26/2019 20:14	1/26/2019 22:17	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	1/24/2019 16:00	1/24/2019 16:00	1/24/2019 16:05	1/24/2019 16:10	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	2/3/2019 14:21	2/3/2019 14:36	2/3/2019 14:43	2/3/2019 14:56	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	2/28/2020 9:14	2/28/2020 9:20	2/28/2020 9:30	2/28/2020 10:15	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	4/25/2019 15:26	4/25/2019 15:27	4/25/2019 16:00	4/25/2019 16:30	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	5/21/2019 21:48	5/21/2019 21:49	5/21/2019 21:55	5/21/2019 23:00	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	7/23/2020 17:16	7/23/2020 17:16	7/23/2020 17:30	7/23/2020 17:37	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	10/28/2020 13:20	10/28/2020 13:25	10/28/2020 13:35	10/28/2020 14:15	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	6/9/2020 13:38	6/9/2020 13:38	6/9/2020 13:59	6/9/2020 14:05	N	Law Enforcement
2	38	Duval	Jacksonville	Urban	8/14/2020 16:22	8/14/2020 16:22	8/14/2020 16:52	8/14/2020 17:08	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	10/4/2020 0:45	10/4/2020 0:48	10/4/2020 0:48	10/4/2020 1:17	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	12/24/2020 14:03	12/24/2020 14:03	12/24/2020 15:16	12/24/2020 16:30	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	4/26/2020 16:32	4/26/2020 16:32	4/26/2020 16:38	4/26/2020 17:50	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	5/7/2021 23:59	5/8/2021 1:30	5/8/2021 1:55	5/8/2021 2:30	N	Law Enforcement
2	38	Duval	Jacksonville	Urban	4/7/2021 12:47	4/7/2021 12:47	4/7/2021 13:05	4/7/2021 13:17	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	7/6/2021 20:07	7/6/2021 20:39	7/6/2021 20:51	7/6/2021 22:15	N	Law Enforcement
2	38	Duval	Jacksonville	Urban	12/12/2021 7:33	12/12/2021 7:34	12/12/2021 7:45	12/12/2021 9:20	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	1/29/2022 19:30	1/29/2022 19:40	1/29/2022 20:05	1/29/2022 20:54	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	5/11/2021 17:15	5/11/2021 17:20	5/11/2021 17:25	5/11/2021 17:42	N	Law Enforcement
2	38	Duval	Jacksonville	Urban	5/26/2021 12:48	5/26/2021 12:48	5/26/2021 13:02	5/26/2021 13:09	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	11/23/2021 10:10	11/23/2021 10:17	11/23/2021 10:28	11/23/2021 11:34	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	11/18/2021 18:21	11/18/2021 18:21	11/18/2021 18:23	11/18/2021 19:56	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	7/2/2021 16:55	7/2/2021 17:00	7/2/2021 17:10	7/2/2021 17:21	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	8/31/2021 8:18	8/31/2021 8:18	8/31/2021 9:24	8/31/2021 10:00	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	10/5/2022 17:30	10/5/2022 17:47	10/5/2022 18:18	10/5/2022 18:33	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	9/2/2022 11:45	9/2/2022 11:45	9/2/2022 12:00	9/2/2022 12:20	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	1/16/2022 16:56	1/16/2022 17:06	1/16/2022 17:07	1/16/2022 18:00	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	4/24/2022 3:33	4/24/2022 3:33	4/24/2022 3:33	4/24/2022 3:33	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	2/6/2022 11:02	2/6/2022 11:04	2/6/2022 11:45	2/6/2022 12:30	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	3/18/2022 18:24	3/18/2022 18:32	3/18/2022 18:59	3/18/2022 19:25	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	9/1/2022 17:20	9/1/2022 17:20	9/1/2022 17:30	9/1/2022 17:52	Y	Law Enforcement
2	38	Duval	Jacksonville	Urban	9/11/2021 0:42	9/11/2021 0:42	9/11/2021 0:45	9/11/2021 1:09	Y	Law Enforcement

ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER
LEM TURNER RD	10100	30.42048	-81.696346	110	North	BROWARD RD	
LEM TURNER RD	9800	30.4334	-81.6358	60	West	TROUT RIVER BLVD	
SR115 (LEM TURNER ROAD)	9929	30.416123	-81.696066	60	West	TROUT RIVER BLVD	
LEM TURNER RD		30.99213333	-81.69153333	26	West	TROUT RIVER BLVD	
LEM TURNER RD	9800	30.41584	-81.695785	60	West	230 TROUT RIVER BLVD	
HIGHWAY 115 (9800 LEM TURNER RD)		30.2849	-81.4899	7	West	TROUT RIVER RD	
SR115 (SOUTHSIDE BLVD)	9960	30.1759	-81.7866	142	South		
SR 115 (LEM TURNER RD)		30.42098	-81.69655	38	South	BROWARD RD	
STATE ROAD 115 - LEM TURNER RD		30.420531	-81.696639			BROWARD RD	
LEM TURNER RD	9900	30.41698333	-81.696403	81	West	9900 BAYVIEW AVE	
LEM TURNER RD	10000	30.418172	-81.696768	91	South	BROWARD RD	
SR 115 (LEM TURNER RD)		30.420589	-81.696544	98	South	BROWARD RD	
SR 115 (LEM TURNER RD)		30.42041	-81.696679	7	North	DOLLY DR	
LEM TURNER RD (SR115)	9800	30.3456	-81.6859	7	West	2200 TROUT RIVER BLVD	
LEM TURNER RD (SR 115)	9800	30.3459	-81.6857	39	West	2300 TROUT RIVER BLVD	
LEM TURNER	10200	30.4284	-81.6606	155	West	TROUT RIVER	
LEM TURNER RD	9834	30.1285	-81.5352	133	South		
STATE ROAD 115 (LEM TURNER ROAD)		30.4169034	-81.6963459	23	South	TROUT RIVER BOULEVARD	
LEM TURNER	10200	30.421157	-81.696385	0		BROWARD	
LEM TURNER RD		30.41565833	-81.695597	115	West	TROUT RIVER BLVD	
LEM TURNER RD	10200	30.42099	-81.6966	0			
LEM TURNER RD	10149	30.4206966	-81.69636402			BROWARD RD	
LEM TURNER RD		30.41626749	-81.69602469	0		BAYVIEW AVE	
SR 115		30.42038	-81.696541	0		BROWARD RD	
LEM TURNER RD		30.41325	-81.691403	52	North	BAYVIEW AVE	
LEM TURNER RD		30.41562093	-81.69559484	102	North	TROUT RIVER BLVD	
LEM TURNER RD		30.41599648	-81.69582621	133	South	BAYVIEW AVE	
SR 115		30.416144	-81.695923			BAYVIEW AVE	
LEM TURNER RD		30.416243	-81.69603	30	South	BAYVIEW AVE	
SR 115		30.42080022	-81.69645596	62	South	BROWARD RD	
LEM TURNER RD		30.42066436	-81.69649796	114	South	DOLLY DR	
LEM TURNER RD		30.4179879	-81.6967404	688	North	BAYVIEW AVE	
LEM TURNER RD		30.41556569	-81.69520493	0		TROUT RIVER BLVD	
LEM TURNER RD		30.41606725	-81.69595426	72	South	BAYVIEW AVE	
LEM TURNER RD		30.41614643	-81.69590437	43	South	BAYVIEW AVE	
LEM TURNER RD		30.41612493	-81.69597145	37	South	BAYVIEW AVE	
LEM TURNER RD	9903	30.40026111	-81.70020556	23	North	2300 TROUT RIVER BLVD	

ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE
Local	Curb	Not at Intersection	N	Dark - Lighted	Clear	Dry	N
Local	Curb	Not at Intersection	N	Daylight	Clear	Dry	N
State	Curb	Not at Intersection	N	Dark - Not Lighted	Clear	Dry	N
State	Curb	Not at Intersection	N	Daylight	Cloudy	Dry	N
State	Curb	Not at Intersection	N	Daylight	Rain	Wet	N
State	Paved	Not at Intersection	N	Dark - Lighted	Clear	Dry	N
State	Paved	Not at Intersection	N	Daylight	Clear	Dry	N
State	Curb	Not at Intersection	N	Daylight	Clear	Wet	N
State	Curb	Not at Intersection	N	Daylight	Clear	Dry	N
State	Curb	Not at Intersection	N	Daylight	Clear	Dry	N
State	Curb	Not at Intersection	N	Dark - Lighted	Clear	Dry	N
State	Paved	Not at Intersection	N	Daylight	Clear	Dry	N
State	Curb	Not at Intersection	N	Daylight	Clear	Dry	N
State	Curb	Not at Intersection	N	Daylight	Cloudy	Dry	N
State	Curb	Not at Intersection	N	Daylight	Rain	Wet	N
State	Curb	Not at Intersection	N	Dark - Lighted	Clear	Dry	N
Local	Curb	Not at Intersection	N	Daylight	Cloudy	Dry	N
State	Curb	Not at Intersection	N	Daylight	Cloudy	Dry	N
Local	Paved	Not at Intersection	N	Dark - Lighted	Clear	Dry	N
State	Paved	Not at Intersection	N	Daylight	Clear	Dry	N
Local	Curb	Not at Intersection	N	Daylight	Clear	Dry	N
Local	Curb	Not at Intersection	N	Daylight	Cloudy	Wet	N
Local	Paved	Not at Intersection	N	Dark - Lighted	Clear	Dry	N
State	Curb	Not at Intersection	N	Daylight	Rain	Wet	N
State	Paved	Not at Intersection	N	Daylight	Clear	Dry	N
State	Paved	Not at Intersection	N	Daylight	Clear	Dry	N
State	Paved	Not at Intersection	N	Dark - Lighted	Clear	Dry	N
State	Paved	Not at Intersection	N	Daylight	Cloudy	Wet	N
State	Curb	Not at Intersection	N	Daylight	Clear	Dry	N
State	Curb	Not at Intersection	N	Daylight	Clear	Dry	N
State	Paved	Not at Intersection	N	Daylight	Clear	Dry	N
State	Paved	Not at Intersection	N	Daylight	Cloudy	Dry	N
State	Paved	Not at Intersection	N	Dark - Unknown Lighting	Clear	Dry	N
State	Paved	Other	N	Daylight	Rain	Wet	N
State	Curb	Not at Intersection	N	Daylight	Clear	Dry	N
State	Paved	Not at Intersection	N	Daylight	Clear	Dry	N
State	Curb	Not at Intersection	N	Dark - Lighted	Clear	Dry	N



TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2	ROAD_CIRCUMSTANCES_3
Sideswipe, Same Direction	Utility Pole/Light Support	Off Roadway	N	Non-Junction	None		
Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Angle	Other Fixed Object	Off Roadway	N	Non-Junction	None		
Front to Front	Utility Pole/Light Support	In Parking Lane or Zone	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Road Surface Condition		
Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Other	Curb	On Roadway	N	Non-Junction	None		
Other	Curb	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None		
Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Other	Pedestrian	On Roadway	N	Non-Junction	None		
Front to Front	Motor Vehicle in Transport	On Roadway	N	Through Roadway	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None		
Other	Traffic Sign Support	Off Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Other	Pedestrian	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Angle	Motor Vehicle in Transport	In Parking Lane or Zone	N	Other	None		
Other	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None		
Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		
Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None		



LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	4/23/2018 13:45	Y	Off Road	Off Road
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	2/2/2018 14:31	N	Same Direction Sideswipe	Sideswipe
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	6/7/2018 14:18	Y	Off Road	Off Road
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	5/29/2018 14:06	Y	Off Road	Off Road
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	2/22/2019 14:37	Y	Rear End	Rear End
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	1/28/2019 14:23	Y	Opposing Sideswipe	Sideswipe
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	1/26/2019 15:48	Y	Left Entering	Left Turn
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	2/4/2019 13:55	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	2/29/2020 14:15	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	5/1/2019 14:27	N	Off Road	Off Road
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	5/23/2019 14:26	Y	Off Road	Off Road
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	7/28/2020 14:20	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	10/30/2020 13:47	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	6/11/2020 14:13	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	8/16/2020 13:47	N	Same Direction Sideswipe	Sideswipe
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	10/5/2020 13:56	N	Rear End	Rear End
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	12/25/2020 14:07	N	Other	Other
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	4/27/2020 13:37	Y	Pedestrian	Pedestrian
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	5/9/2021 14:01	Y	Left Entering	Left Turn
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	4/9/2021 14:23	N	Rear End	Rear End
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	7/9/2021 13:42	Y	Rear End	Rear End
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	12/20/2021 13:33	Y	Off Road	Off Road
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	1/30/2022 13:22	N	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	5/13/2021 14:49	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	6/2/2021 14:34	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	11/30/2021 13:45	N	Rear End	Rear End
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	11/27/2021 13:28	Y	Pedestrian	Pedestrian
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	7/7/2021 13:47	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	9/2/2021 13:40	N	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	10/7/2022 13:37	N	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	9/3/2022 13:37	Y	Same Direction Sideswipe	Sideswipe
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	1/27/2022 13:47	Y	Head On	Head On
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	4/30/2022 13:32	Y	Unknown	Unknown
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	2/12/2022 13:35	Y	Left Leaving	Left Turn
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	3/22/2022 13:46	Y	Rear End	Rear End
	CSO	Jacksonville Sheriff's Office	Sheriff's Office (SO)	9/3/2022 13:37	Y	Same Direction Sideswipe	Sideswipe
	OFFICER	Jacksonville Sheriff's Office	Sheriff's Office (SO)	9/12/2021 13:30	Y	Other	Other

S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
No Injury	No Injury	NIGHT	N	N	N	N	N	N
No Injury	No Injury	DAY	N	N	N	N	N	N
Injury	Possible Injury	NIGHT	N	N	N	N	N	Y
No Injury	No Injury	DAY	N	N	N	N	N	Y
Injury	Possible Injury	DAY	Y	N	N	N	N	N
Injury	Possible Injury	NIGHT	N	Y	N	N	N	N
Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
Injury	Possible Injury	DAY	N	N	N	Y	N	N
Injury	Possible Injury	DAY	N	N	Y	N	N	N
No Injury	No Injury	DAY	N	N	N	N	N	N
No Injury	No Injury	NIGHT	N	N	N	N	N	N
Injury	Possible Injury	DAY	N	N	N	N	N	N
Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
No Injury	No Injury	DAY	N	N	N	N	N	Y
No Injury	No Injury	DAY	N	N	N	N	N	N
No Injury	No Injury	NIGHT	N	N	N	N	N	N
No Injury	No Injury	DAY	N	N	N	N	N	N
Serious Injury	Incapacitating Injury	DAY	N	N	N	N	N	Y
No Injury	No Injury	NIGHT	N	N	N	N	N	Y
No Injury	No Injury	DAY	N	N	N	Y	N	N
No Injury	No Injury	NIGHT	N	N	N	Y	N	Y
No Injury	No Injury	DAY	N	N	N	N	N	N
No Injury	No Injury	NIGHT	N	N	N	N	N	N
Injury	Possible Injury	DAY	N	N	N	N	N	Y
Injury	Possible Injury	DAY	N	N	N	N	N	N
No Injury	No Injury	DAY	N	N	N	N	N	N
Serious Injury	Incapacitating Injury	DAY	N	N	N	N	N	N
Injury	Possible Injury	DAY	N	N	N	N	N	N
No Injury	No Injury	DAY	N	N	N	N	N	N
No Injury	No Injury	DAY	N	N	N	N	N	N
No Injury	No Injury	DAY	N	N	N	N	N	N
Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
Injury	Possible Injury	NIGHT	N	N	N	N	N	Y
No Injury	No Injury	DAY	N	N	N	N	N	N
Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
Injury	Possible Injury	DAY	N	N	N	N	N	N
Injury	Possible Injury	NIGHT	N	N	N	N	N	N

S4_IS_INTERSECTION_RELATED	S4_IS_LANE_DEPARTURE_RELATED	S4_IS_SPEEDING_RELATED	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_POSSIBLE_INJURY_COUNT	S4_NON_INCAPACITATING_INJURY_COUNT
N	Y	N	2	0	0	0
N	Y	N	2	0	0	0
N	Y	N	2	1	1	0
N	Y	N	0	0	0	0
Y	N	Y	3	1	1	0
N	Y	N	3	3	3	0
N	N	N	1	1	0	1
N	Y	N	4	1	1	0
N	N	N	2	1	1	0
N	Y	N	1	0	0	0
N	Y	N	1	0	0	0
N	N	N	2	2	2	0
N	N	N	0	2	0	2
Y	N	N	1	0	0	0
N	Y	N	2	0	0	0
N	N	N	2	0	0	0
N	N	N	2	0	0	0
N	N	N	1	1	0	0
N	Y	N	1	0	0	0
N	N	N	2	0	0	0
Y	N	N	6	0	0	0
N	Y	N	1	0	0	0
N	N	N	3	0	0	0
N	N	N	0	2	2	0
N	N	N	1	1	1	0
N	N	N	2	0	0	0
N	N	N	1	1	0	0
N	N	N	5	2	2	0
Y	N	N	3	0	0	0
N	N	N	2	0	0	0
N	Y	N	2	0	0	0
N	Y	N	0	3	0	3
N	N	N	1	1	1	0
N	N	N	4	0	0	0
N	N	N	1	1	0	1
N	Y	N	1	1	1	0
N	N	N	0	2	2	0



S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT
0	0	0	1	0	0	1	0
0	0	0	2	1	0	0	0
0	0	0	1	0	0	2	0
0	0	0	0	0	0	0	0
0	0	0	2	1	0	2	0
0	0	0	3	0	1	3	0
0	0	0	2	1	0	0	0
0	0	0	3	0	0	2	0
0	0	0	2	0	0	1	0
0	0	0	1	1	0	0	0
0	0	0	1	0	0	0	0
0	0	0	2	0	0	2	0
0	0	0	2	0	0	0	0
0	0	0	1	0	0	0	0
0	0	0	2	0	0	0	0
0	0	0	2	0	0	0	0
0	0	0	2	1	0	0	0
1	0	1	1	0	0	0	0
0	0	0	1	1	0	0	0
0	0	0	2	1	0	0	0
0	0	0	2	0	0	4	0
0	0	0	1	0	0	0	0
0	0	0	3	0	0	0	0
0	0	0	1	1	0	1	0
0	0	0	2	1	0	0	0
0	0	0	2	1	0	0	0
1	0	1	1	1	0	0	0
0	0	0	3	0	0	4	0
0	0	0	2	0	0	1	0
0	0	0	2	0	0	0	0
0	0	0	2	1	0	0	0
0	0	0	2	0	0	1	0
0	0	0	1	0	0	1	1
0	0	0	2	1	0	2	0
0	0	0	2	0	0	0	0
0	0	0	2	0	0	0	0
0	0	0	2	0	0	0	0





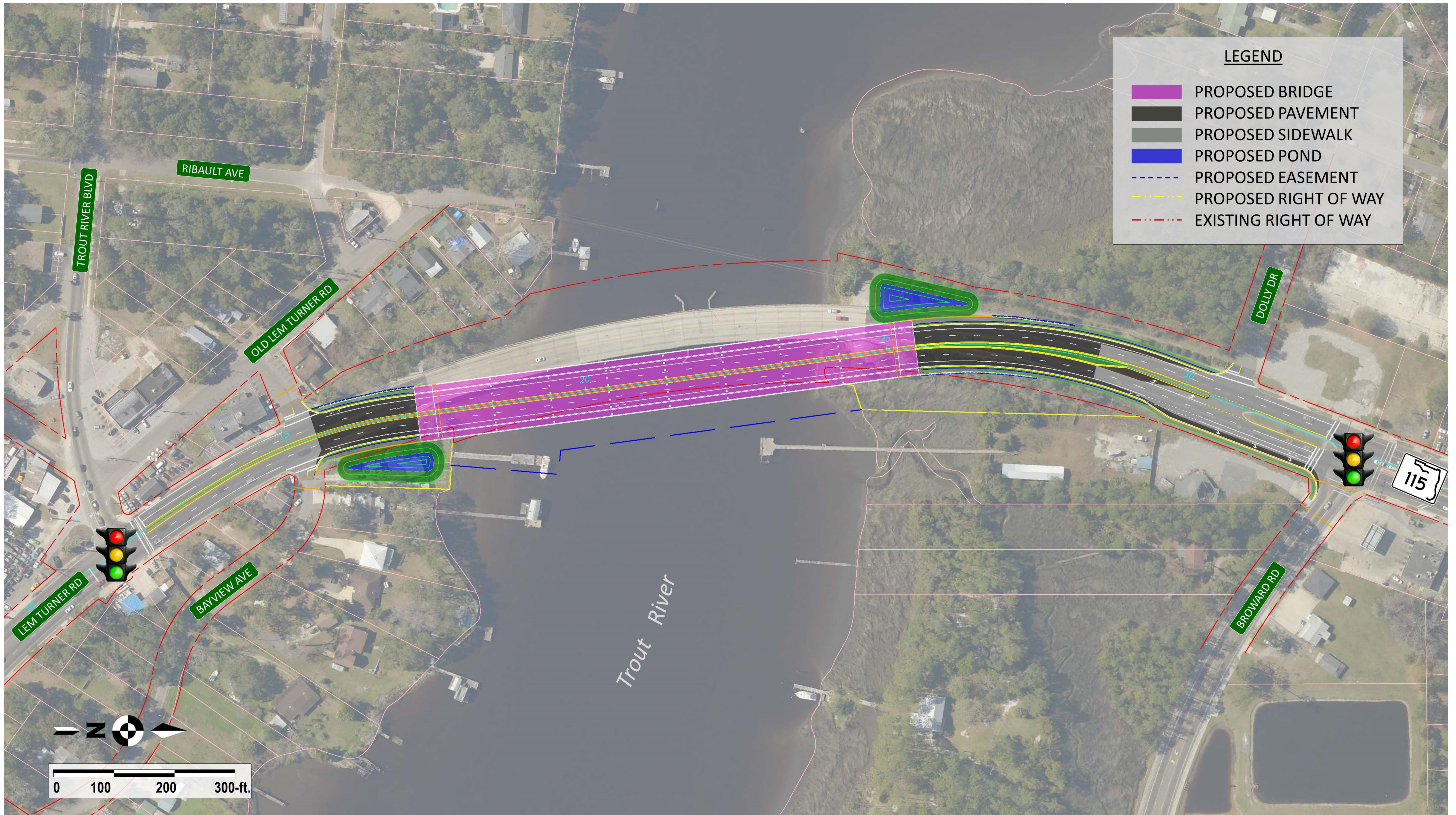


S4_BICYCLIST_INCAPACITATING_INJURY_COUNT	S4_BICYCLIST_FATALITY_COUNT	S4_CITATION_COUNT	S4_CITATION_AMOUNT	S4_PROPERTY_DAMAGE_COUNT	S4_PROPERTY_DAMAGE_AMOUNT
0	0	1	0	0	0
0	0	1	0	0	0
0	0	3	0	0	0
0	0	0	0	1	100
0	0	0	0	0	0
0	0	5	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	6	0	0	0
0	0	0	0	2	1500
0	0	0	0	0	0
0	0	3	0	0	0
0	0	2	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	2	0	0	0
0	0	2	0	0	0
0	0	0	0	0	0
0	0	2	0	0	0
0	0	3	0	0	0
0	0	1	0	2	700
0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	2	0	0	0
0	0	3	0	0	0
0	0	1	0	0	0
0	0	3	0	0	0
0	0	2	0	0	0
0	0	2	0	0	0
0	0	1	0	0	0
0	0	2	0	0	0

S4_VEHICLE_DAMAGE_COUNT	S4_VEHICLE_DAMAGE_AMOUNT	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT
1	5000	5000	0	0	0
2	4000	4000	0	0	0
1	10000	10000	1	0	0
1	1000	1100	0	0	0
2	4000	4000	1	0	0
3	9000	9000	0	0	0
2	3000	3000	0	0	0
3	6000	6000	1	0	0
2	11000	11000	0	0	0
1	4000	5500	0	0	0
1	7500	7500	0	0	0
2	1700	1700	0	0	0
2	9500	9500	2	0	0
1	1000	1000	0	0	0
2	2000	2000	0	0	0
2	1000	1000	0	0	0
2	2000	2000	0	0	0
1	3000	3000	1	0	0
2	1001	1001	0	0	0
2	500	500	0	0	0
2	400	400	0	0	0
1	4000	4700	0	0	0
3	13000	13000	0	0	0
1	1000	1000	0	0	0
2	2500	2500	0	0	0
2	500	500	0	0	0
1	400	400	1	0	0
3	1100	1100	0	0	0
2	1000	1000	0	0	0
2	4500	4500	0	0	0
2	4000	4000	0	0	0
2	25000	25000	2	0	0
2	10000	10000	0	0	0
2	10000	10000	0	0	0
2	15000	15000	1	0	0
2	4000	4000	0	0	0
2	18000	18000	0	0	0

S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
Verified	n/a	30.42063912	-81.69649713
Verified	n/a	30.41555682	-81.69545723
Verified	n/a	30.41555682	-81.69545723
Preliminary	Computer mapped approximate by address	30.41549769	-81.69538263
Verified	n/a	30.41555682	-81.69545723
Verified	n/a	30.41544952	-81.69534473
Preliminary	Computer mapped approximate by address	30.41589422	-81.69576673
Verified	n/a	30.42024752	-81.69662043
Preliminary	Editor Mapped	30.42052525	-81.69663573
Verified	n/a	30.41559942	-81.69550193
Verified	n/a	30.42010662	-81.69666373
Preliminary	Editor Mapped	30.42070415	-81.696482
Preliminary	Editor Mapped	30.42037156	-81.69659105
Verified	n/a	30.41544952	-81.69534473
Verified	n/a	30.41551392	-81.69541223
Verified	n/a	30.41575902	-81.69564743
Verified	n/a	30.41591142	-81.69577573
Preliminary	Editor Mapped	30.41616179	-81.69597115
Preliminary	Computer mapped approximate by address	30.4210242	-81.69652679
Preliminary	Editor Mapped	30.41564346	-81.69561228
Preliminary	Computer mapped confident by address	30.4210242	-81.69652679
Preliminary	Officer Mapped	30.42069085	-81.69636075
Preliminary	Officer Mapped	30.41626173	-81.69602142
Preliminary	Computer mapped confident by address	30.42096415	-81.69639677
Preliminary	Editor Mapped	30.41632363	-81.69612274
Preliminary	Officer Mapped	30.41561518	-81.69559157
Verified	n/a	30.41591142	-81.69577573
Preliminary	Computer plot approximate by lat/long	30.41613825	-81.69591973
Preliminary	Editor Mapped	30.41614438	-81.695962
Preliminary	Officer Mapped	30.42079447	-81.69645269
Preliminary	Officer Mapped	30.4206586	-81.69649469
Preliminary	Officer Mapped	30.41798215	-81.69673713
Preliminary	Officer Mapped	30.41555994	-81.69520166
Preliminary	Officer Mapped	30.41603709	-81.69592097
Preliminary	Officer Mapped	30.41614067	-81.6959011
Preliminary	Officer Mapped	30.41611918	-81.69596818
Preliminary	Computer mapped confident by address	30.41549076	-81.6953755

## **Appendix B: Build Alternative Concept Plans**



**LEGEND**

- PROPOSED BRIDGE
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED POND
- PROPOSED EASEMENT
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY

