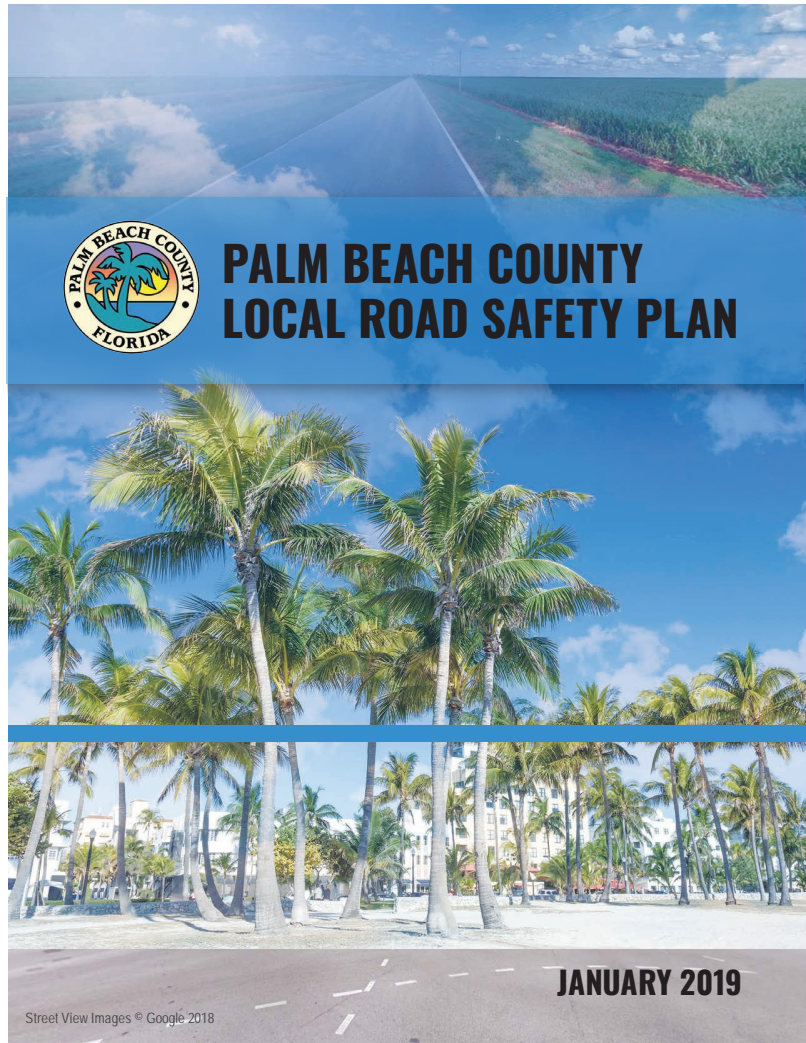


LOCAL ROAD SAFETY PLAN

Project Decision Tree Example



[View the full Palm Beach County Local Road Safety Plan](#)

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U.S. Department of Transportation
Federal Highway Administration

Project Decision Tree Example

PALM BEACH COUNTY LOCAL ROAD SAFETY PLAN DEVELOPMENT

Rural Segment

Palm Beach County Route 717 (Muck City Road)

Observed Severe Injury Hotspot

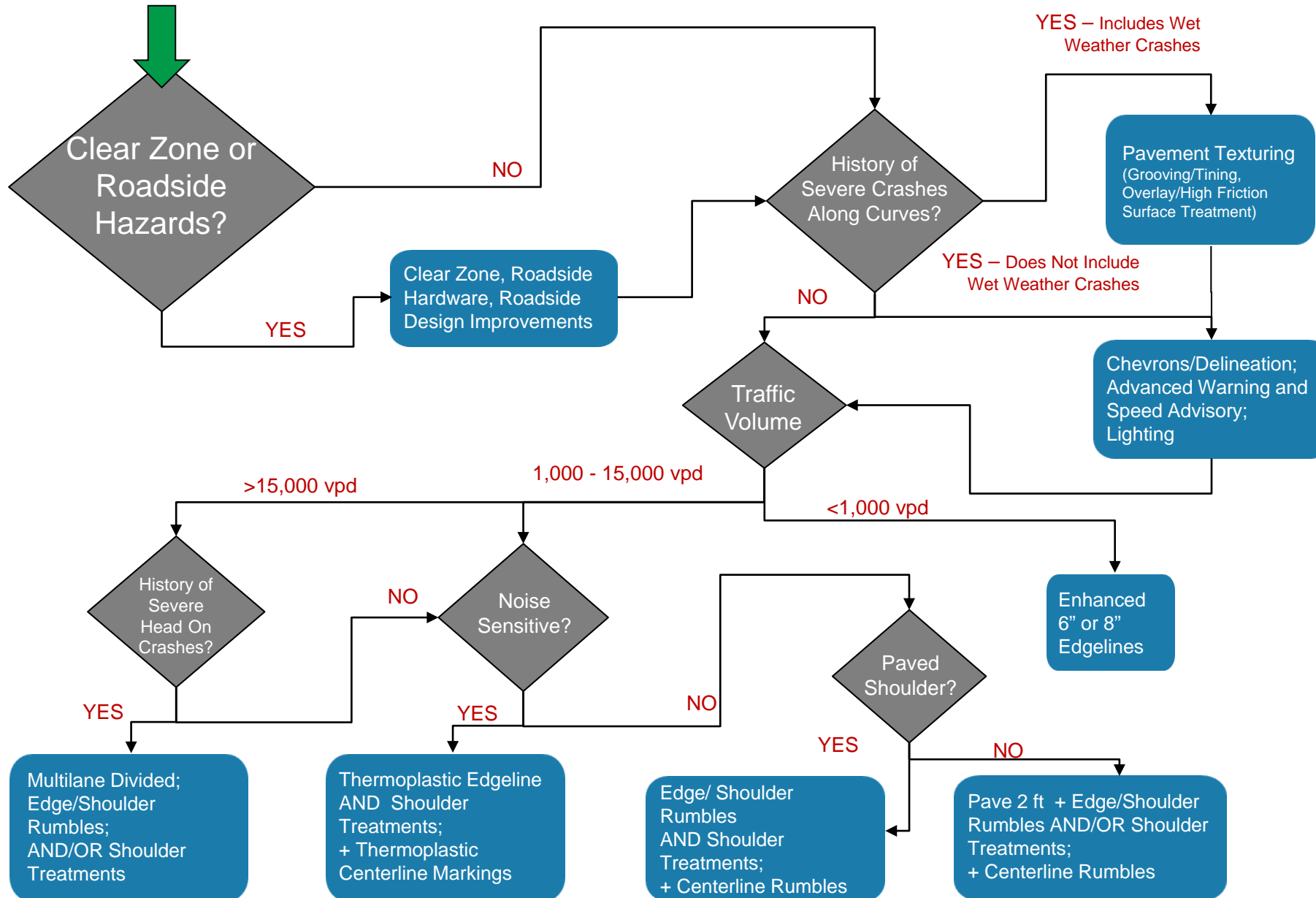
Site Overview



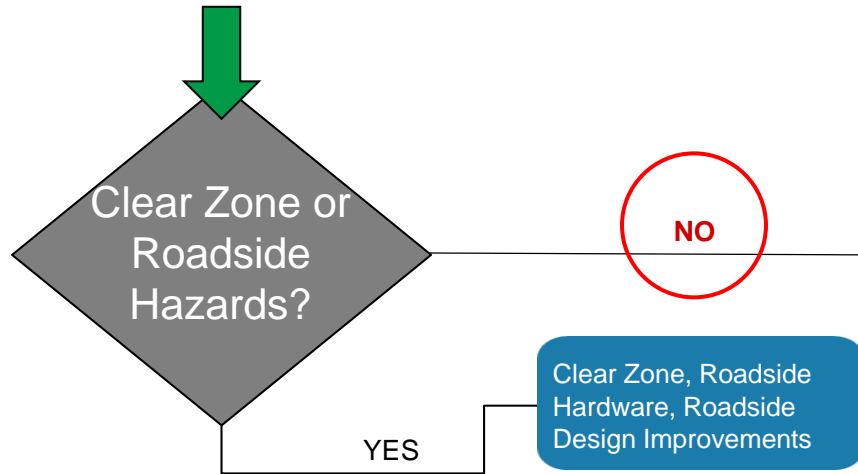
Site Overview

- 3 Fatal Crashes (2011-2014)
 - All single vehicle, roadway departure
 - No other severe crashes along corridor
- No grade or curvature present
- AADT 3,172 ([Palm Beach County, 2016](#))
- Site is 2 lanes with no shoulders
- Approximately 5.6 miles long

Rural Segment Decision Tree



Step 1 – Clear Zone/ Roadside Hazards

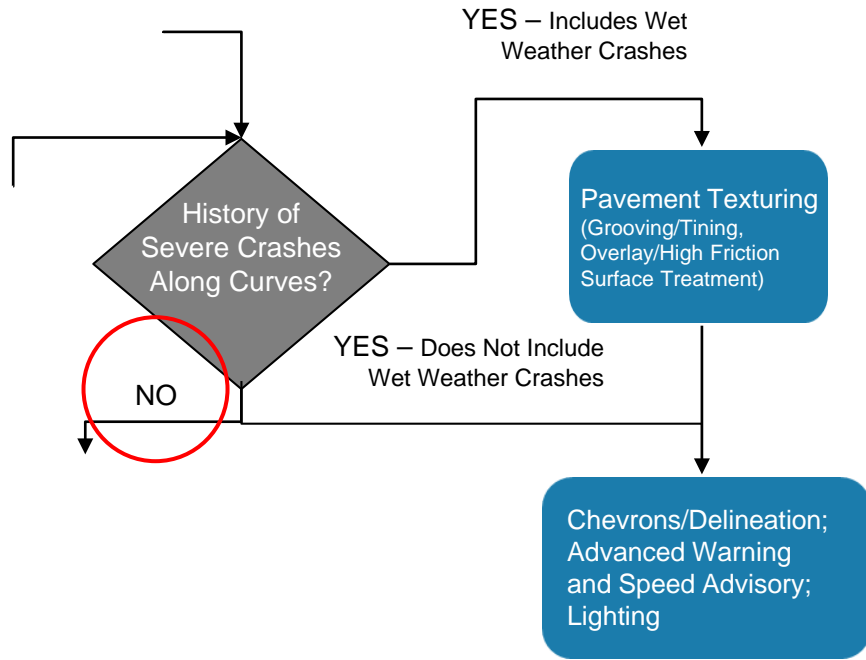


- Shoulders have gentle slope
- Fixed objects, like telephone poles, are set back from the roadway ~25'
- No barriers or equipment in clear zone
- Clear zone, roadside hardware, and roadside design improvements are NOT recommended at this site**



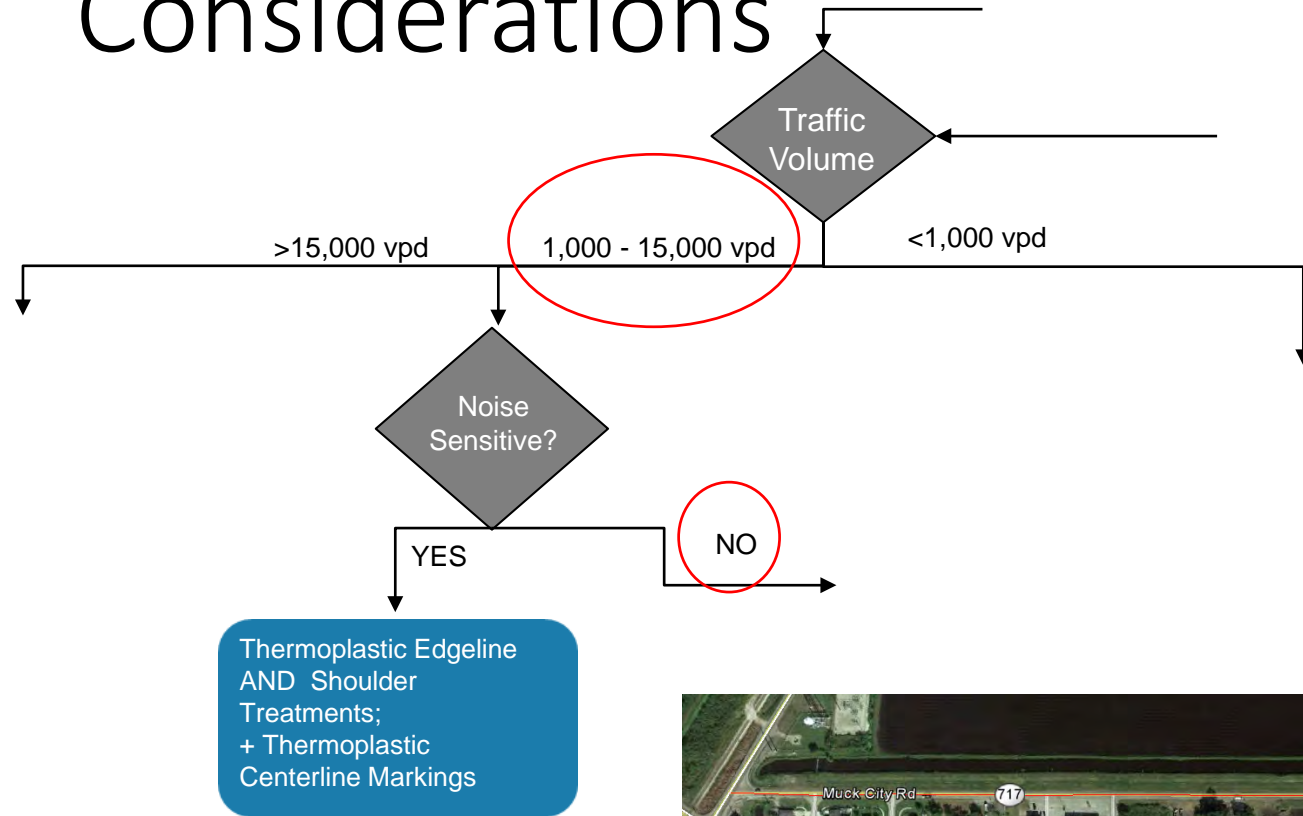
Typical view of CR-717. Image Courtesy of Google Street View, accessed 10/29/2018

Step 2 – Severe Crashes Along Curves

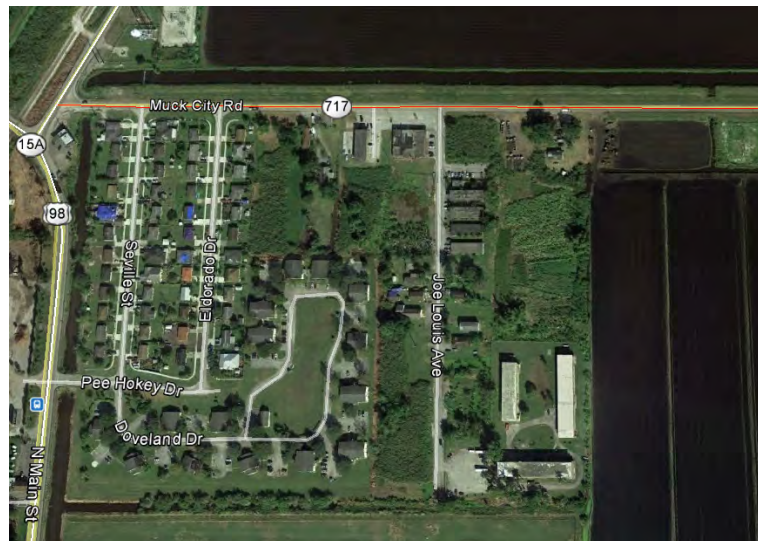


- ❑ There are no curves along the route. Therefore, there are no severe crashes along curves.
- ❑ **Pavement texturing, chevrons/delineations, advanced warning and speed advisory signs, and lighting are NOT recommended for this site.**

Steps 3 and 4 – Traffic and Noise Considerations

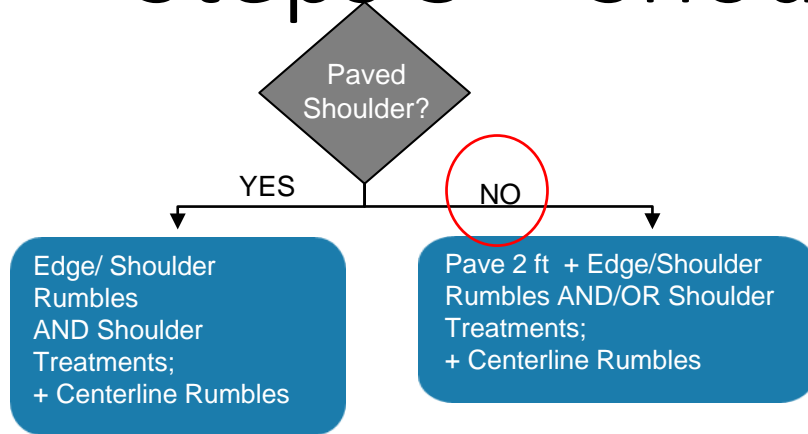


Aerial View of residences along CR-717 at State Market Road. Image Courtesy of Google Earth, accessed 10/29/2018



- ❑ Most recent traffic volume for the section was approx. 3,100 vpd-the middle path will be followed.
- ❑ The western end of the corridor is close to residential properties which may be sensitive to noise. Otherwise, noise is not an issue.
- ❑ **Recommend NOT pursuing noise-sensitive applications. The majority of the corridor is not a noise-sensitive location and installing pavement markings that vary along the corridor could cause confusion.**
- ❑ **Also, there is currently no shoulder to improve, which is addressed further down the “NO” branch.**

Steps 5 – Shoulder Presence



Typical view of CR-717. Image Courtesy of Google Street View, accessed 10/29/2018

- There is no shoulder along the corridor.
- Recommend to install paved 2-foot shoulder with edge/ shoulder rumble strips.**
- Recommend to install centerline rumble strips**
 - **Requires repainting of centerline to acceptable standards**

Final Recommendations

- ❑ The final recommendation is the installation of a 2-foot paved shoulder on both sides of the roadway with shoulder and centerline rumble strips.
- ❑ Approximate project cost = \$330,400
 - Shoulder rumble strips \$6,000 per mile x 5.6 miles = \$33,600
 - Centerline rumble strips (with restriping) \$4,000 per mile x 5.6 miles = \$22,400
 - 2 foot paved shoulder (both sides) \$49,000 per mile x 5.6 miles = \$274,400