US 19 and NW 140th St

Levy County

CRASH HISTORY
(2.58 years since 2023)

US 19 and NW 140th St

SIGNAL FOUR ANALYTICS

EVENT ANALYSIS

Crash data available from **January 1, 2014** to **July 19, 2025** (with some exceptions). Last data update completed July 21, 2025 at 2:18 AM.

Disclaimer | Data Dictionary

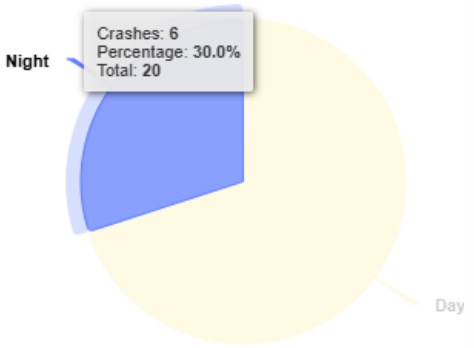
Search Crashes

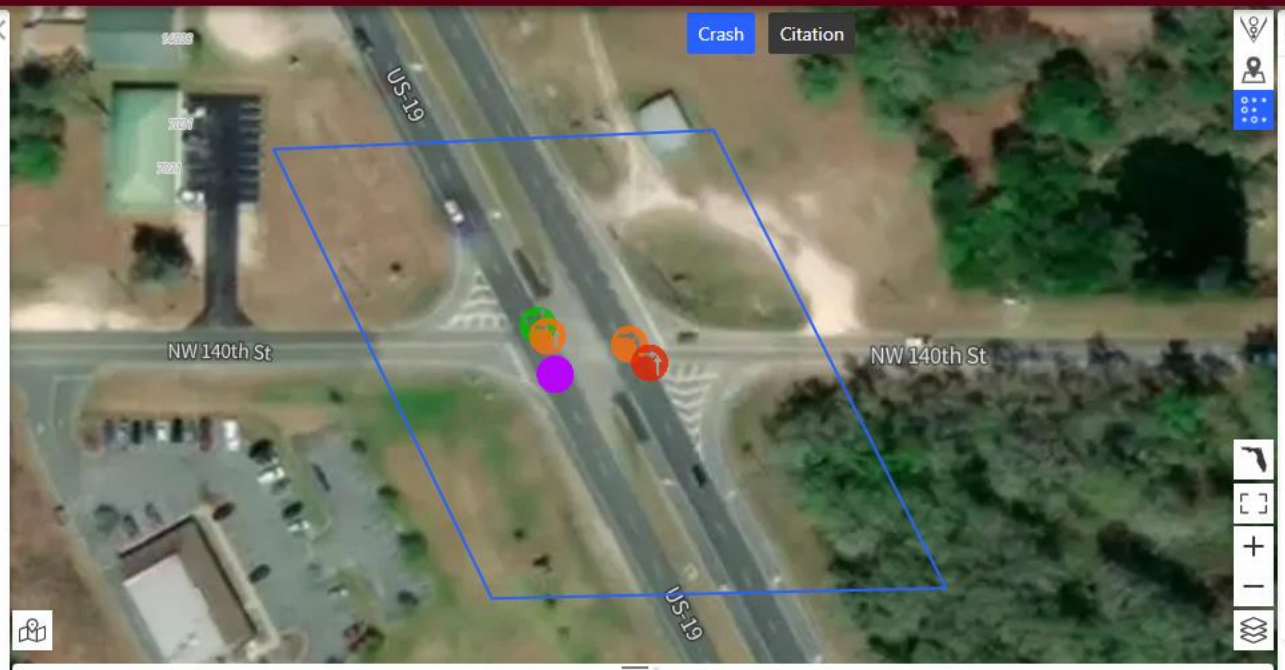
Crashes in Custom Area
From 1/1/2023 - 7/19/2025

Since 2023

1 DUI (NB Off Rd)

Day or Night



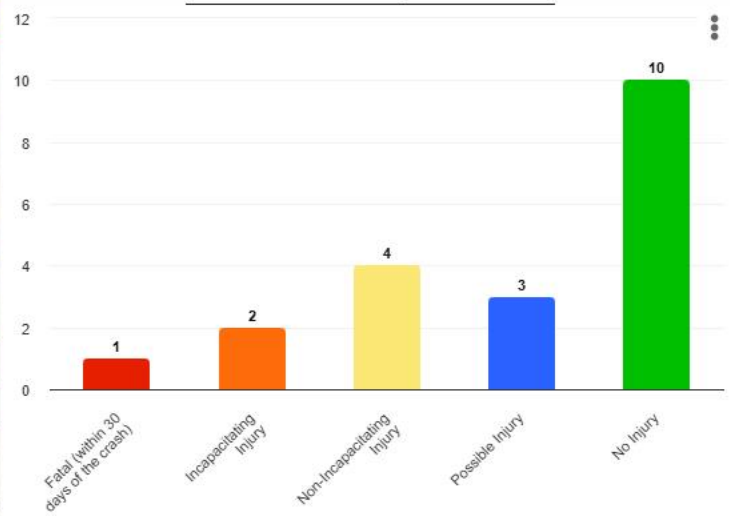


Injury Summary | Common Attributes | FDOT Attributes

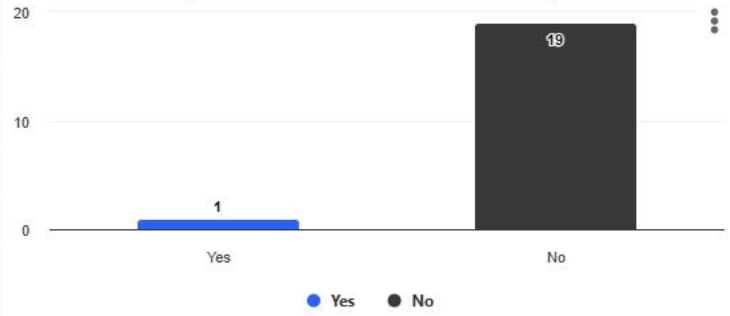
	Total	Fatal Crashes	Serious Injury Cras...	Injury Crashes	Property Damage ...
Crashes	20	1	2	7	10
Fatalities (within 30 days of the crash)	1	1	0	0	0
Incapacitating Injuries	3	0	3	0	0
Non-Incapacitating Injuries	8	1	0	7	0
Possible Injuries	11	1	2	8	0
No Injuries	32	0	3	10	19

Charting

Crash Severity



Alcohol Involved



Day or Night

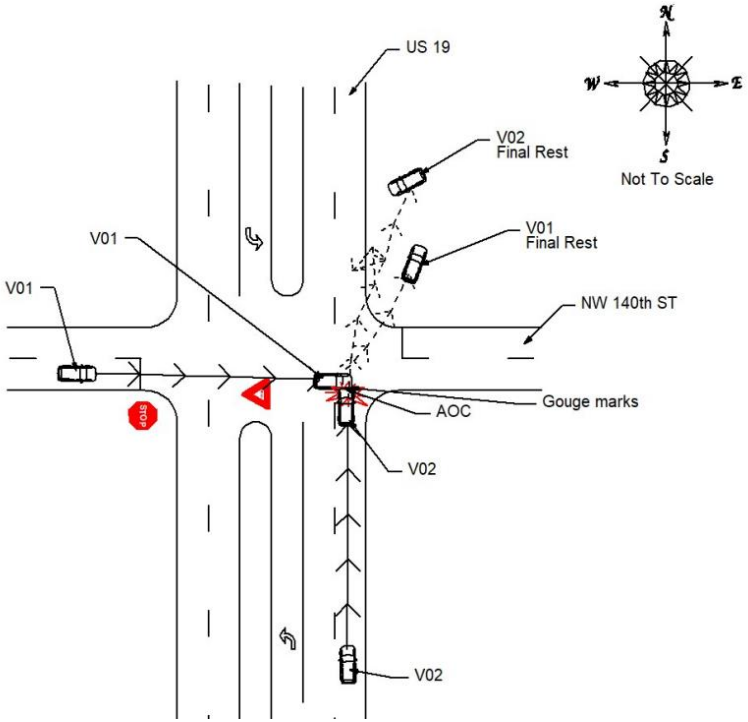
Total records: 20 / Mapping Status: Mapped: 20 (Verified: 2 / Preliminary: 18) / Unmapped: 0

Search

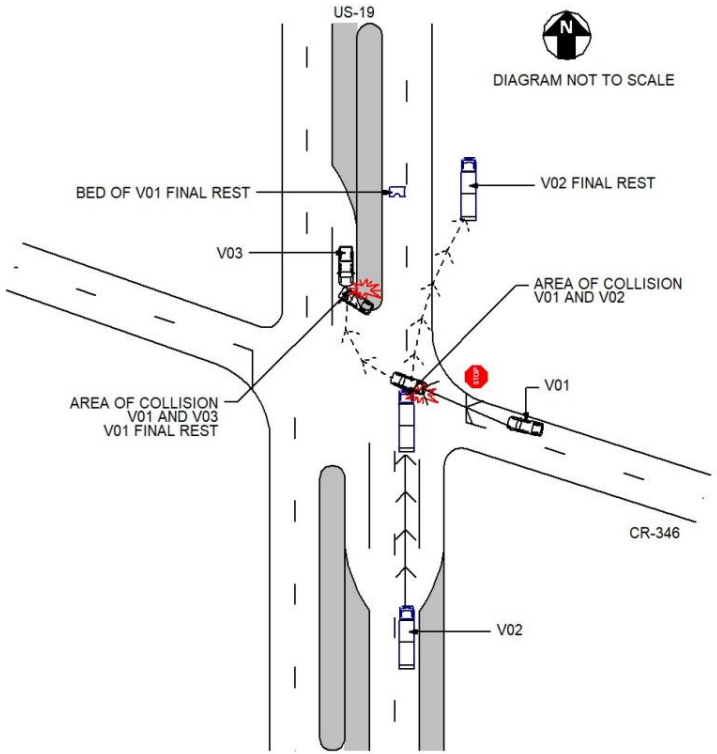
3:17 PM
7/21/2025

US 19 and NW 140th St

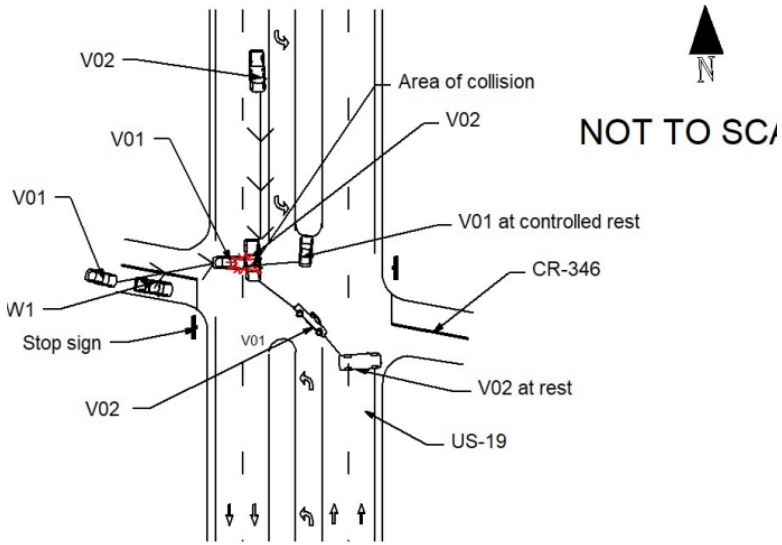
- ✓ Fatal
- ✓ Apr 2023
- ✓ 8:34 AM
- ✓ EB Thru FTY to NB Thru



- ✓ Serious Injury
- ✓ Feb 2024
- ✓ 3:50 PM
- ✓ WB Thru FTY to NB Thru



- ✓ Serious Injury
- ✓ Mar 2023
- ✓ 11:10 AM
- ✓ EB FTY to SB Thru



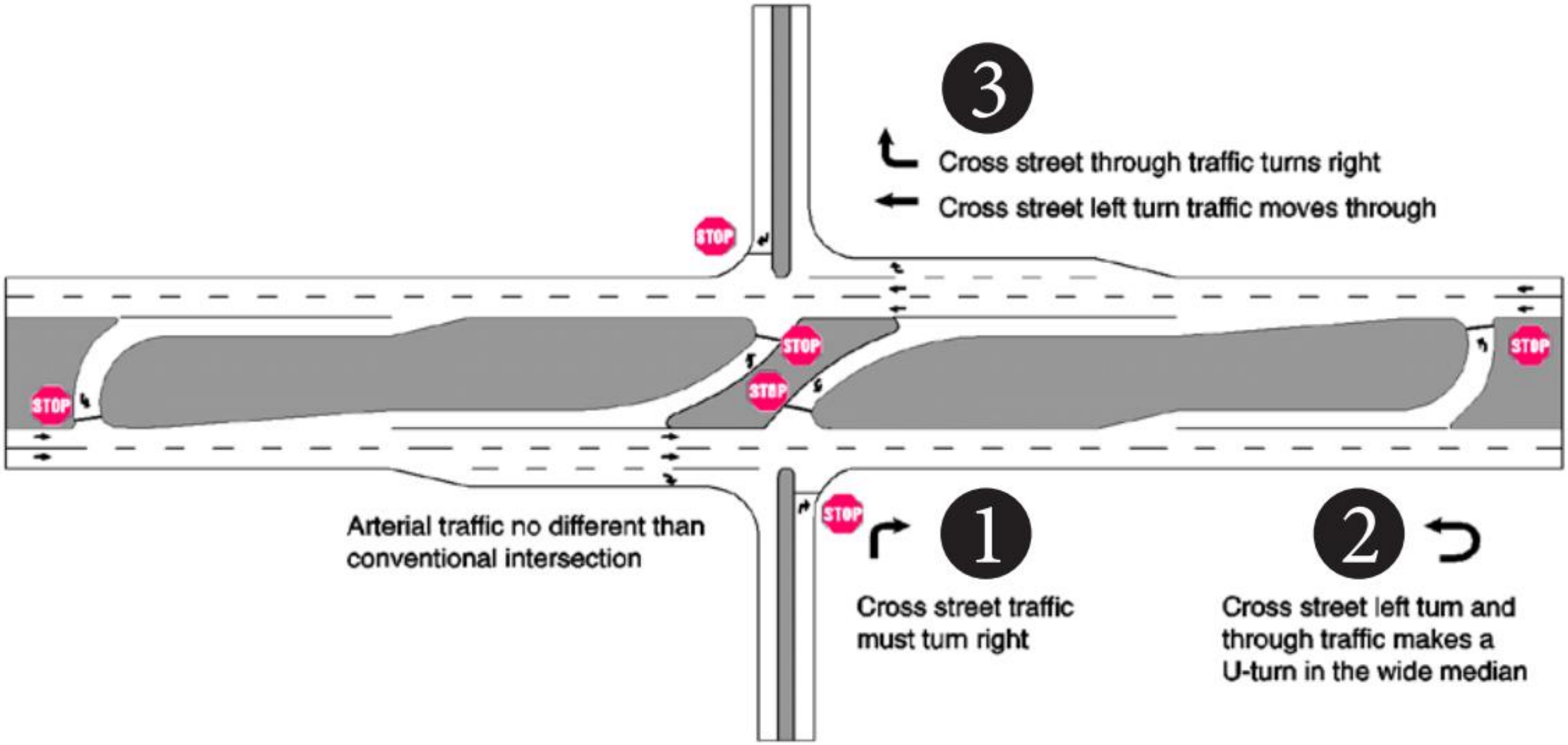
CRASH TYPE
(2.58 years since 2023)

US 19 and NW 140th St

Type			Frequency	Comment
Angle (10)	EB (8)	EB LT FTY to SB Thru	2	
		EB LT FTY to NB Thru	2	
		EB Thru FTY to SB Thru	2	
		EB Thru FTY to NB Thru	1	Fatal Crash
		EB FTY to SB Thru	1	Serious Injury Crash
	WB (2)	WB LT FTY to NB Thru	1	Trailer failed to fully enter the median
		WB Thru FTY to NB Thru	1	Serious Injury Crash
NB LT FTY to SB Thru			1	
Off Rd	NB		3	DUI (1), Turn right to Driveway (1), hydroplane with overturn (1)
	SB		2	SB Thru (1, hit culvert), SR RT (1, hit sign)
NB Deer Collision			3	
NB Sideswipe			1	Lane Change
Total			**20**	


RECOMMENDATIONS (RCUT)
US 19 and NW 140th St
NW 138th Pl
Beef O'Brady's
Chakra Tree Massage
Reed Automotive
R&L Mobile Home & RV
NW 140th St
Convert Full Median Opening to Directional Median Opening
✓ Provide fully extended U Turn and Right Turn Lanes (to make the U Turn maneuver safer and easier)
✓ Install Lighting
Convert Full Median Opening to Directional Median Opening

RESTRICTED CROSSING U-TURN (RCUT)



EXMPLE OF A UNSIGNALIZED RCUT INTERSECTION (SOURCE: FHWA)

RESTRICTED CROSSING U-TURN (RCUT)

- ✓Proven Safety Countermeasure by FHWA and US DOT
- ✓There are a total of 28 Proven Safety Countermeasure
- ✓It is one of the 7 intersection Safety Countermeasures
- ✓54% reduction in Fatal and injury crashes by converting Two-Way Stop-Controlled to RCUT

U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety Countermeasures

Safety Benefits:

RCUT
Two-Way Stop-Controlled to RCUT:
54%
reduction in fatal and injury crashes.[2]

Signalized Intersection to Signalized RCUT:
22%
reduction in fatal and injury crashes.[3]

Unsignalized Intersection to Unsignalized RCUT:
63%
reduction in fatal and injury crashes. [4]

Reduced Left-Turn Conflict Intersections

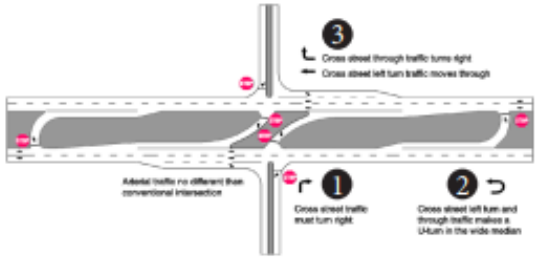
Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur. These intersections simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT).

Restricted Crossing U-turn

The RCUT intersection, also known as a J-Turn, Superstreet, or Reduced Conflict Intersection, modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction. The RCUT is suitable for and adaptable to a wide variety of circumstances, ranging from isolated rural, high-speed locations to urban and suburban high-volume, multimodal corridors. It is a competitive and less costly alternative to constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections. Studies have shown that installing an RCUT can result in a 30-percent increase in throughput and a 40-percent reduction in network intersection travel time.[1]

Median U-turn

The MUT is an excellent choice for intersections with heavy through traffic and moderate left-turn volumes. Studies have shown a 20- to 50-percent improvement in intersection throughput for various lane configurations as a result of implementing the MUT design. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.



Example of a unsignalized RCUT intersection.
Source: FHWA

CONFLICT POINTS

Exhibit 4-1. Conflict point comparison.

Number of Intersection Legs	Conflict Points	
	Conventional	RCUT
3	9	7
4	32	14

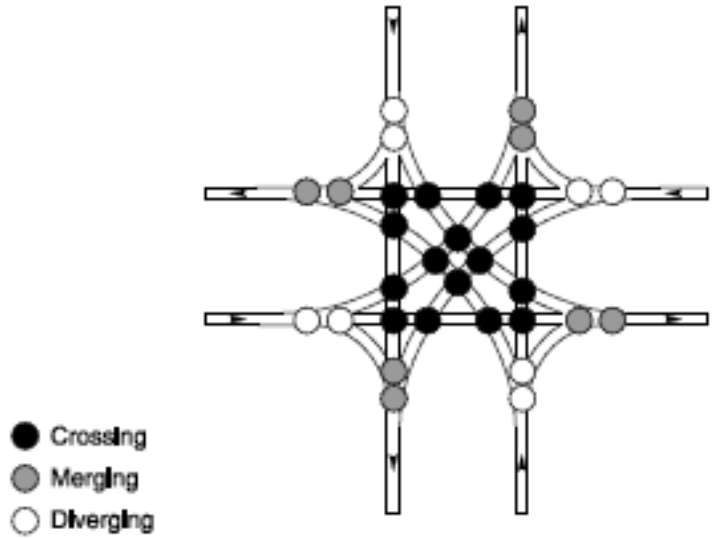


Exhibit 4-2. Vehicular conflict points at a four-approach conventional intersection.

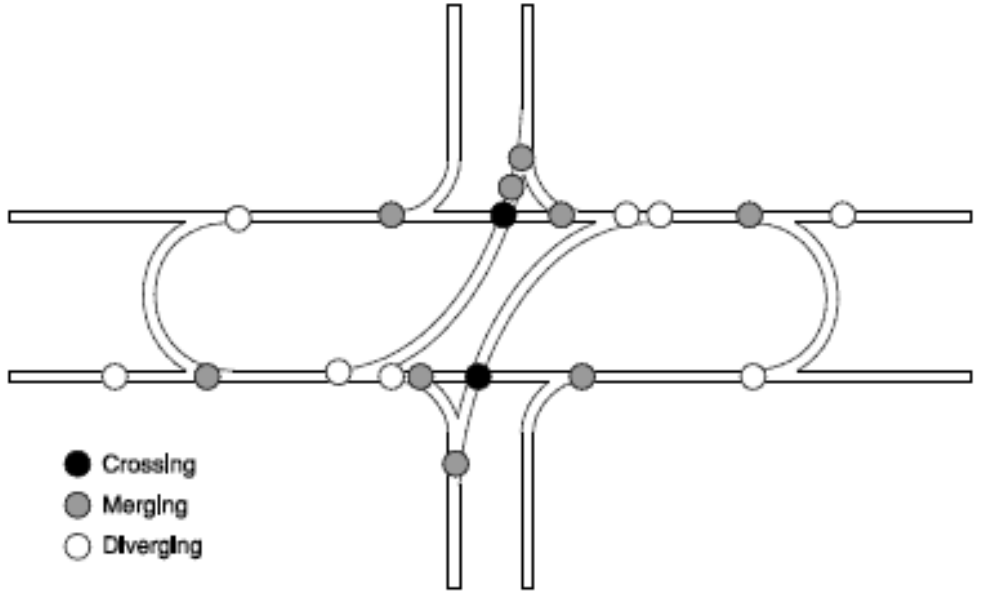
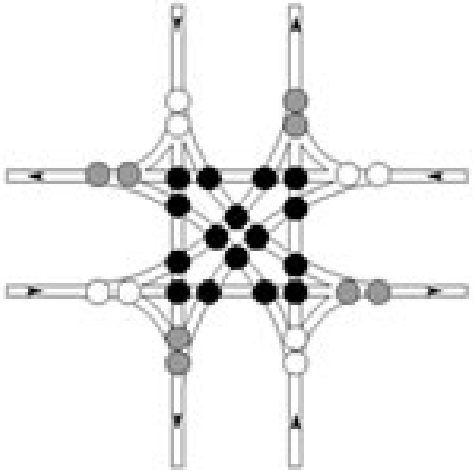
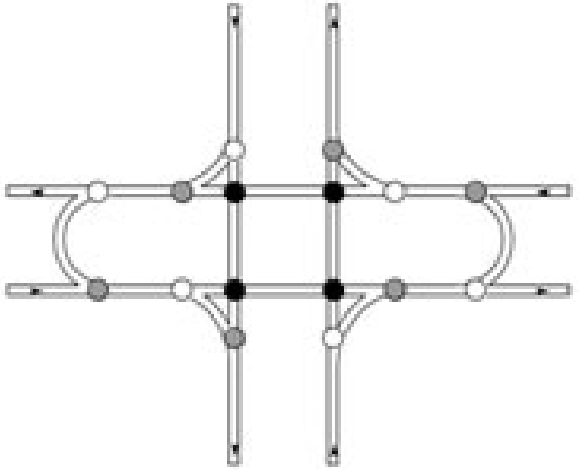
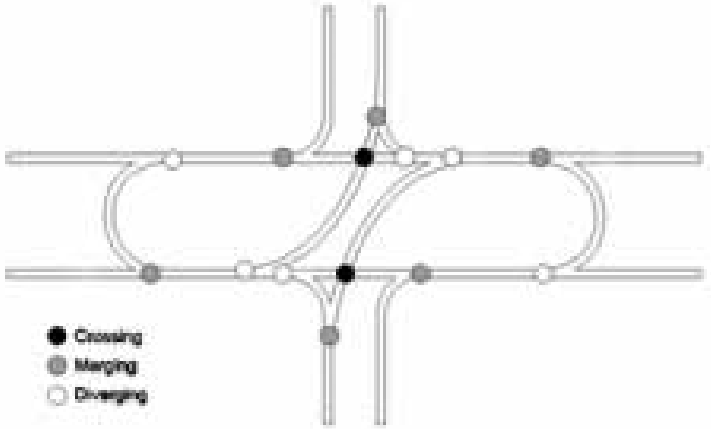


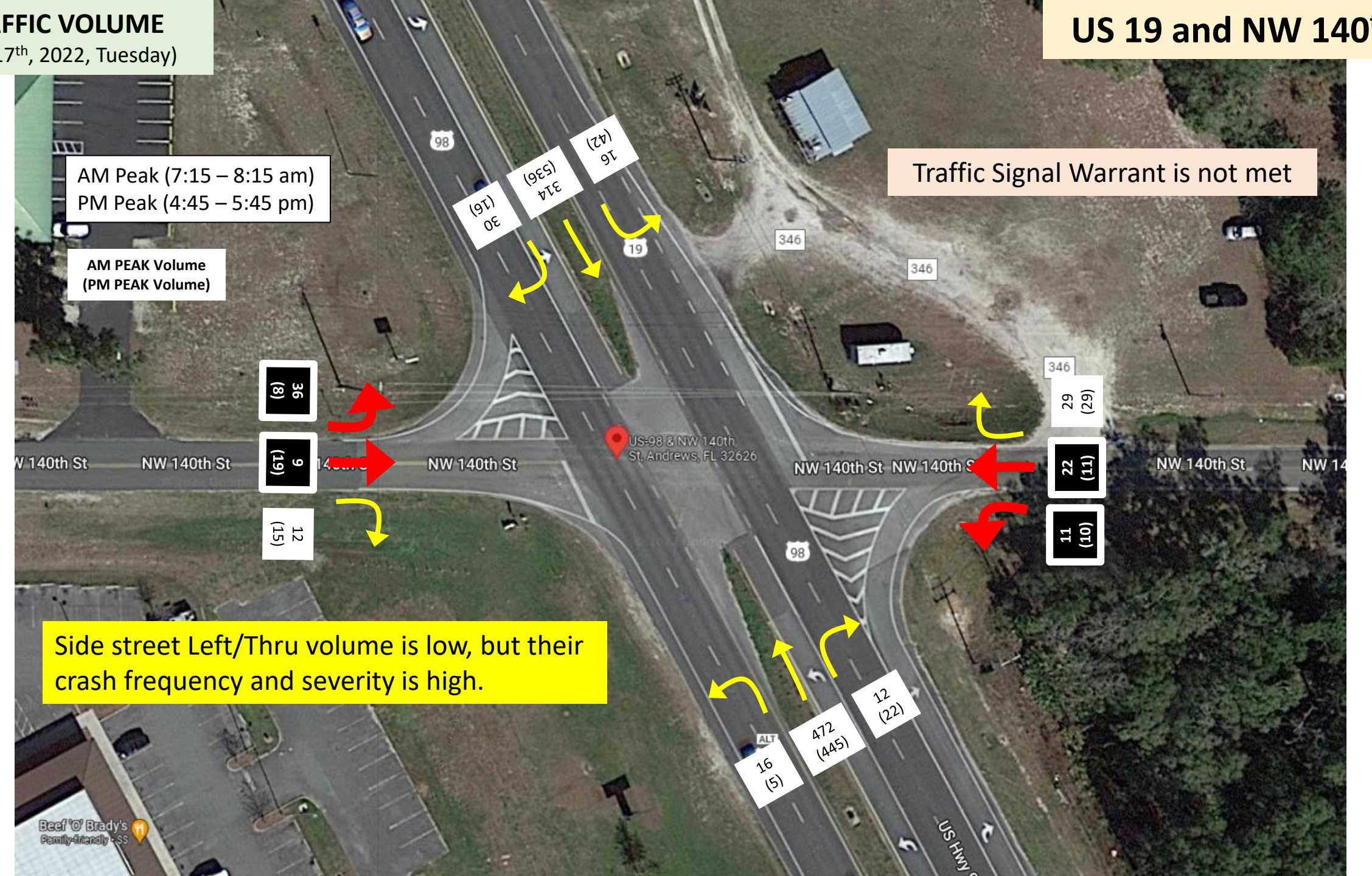
Exhibit 4-3. Vehicular conflict points at a four-approach RCUT intersection.

CONFLICT POINTS

Vehicle-Vehicle Conflict Points	Conventional	MUT	RCUT
● Crossing ● Merging ○ Diverging			
Crossing	16	4	2
Merging	8	6	6
Diverging	8	6	6
Total	32	16	14

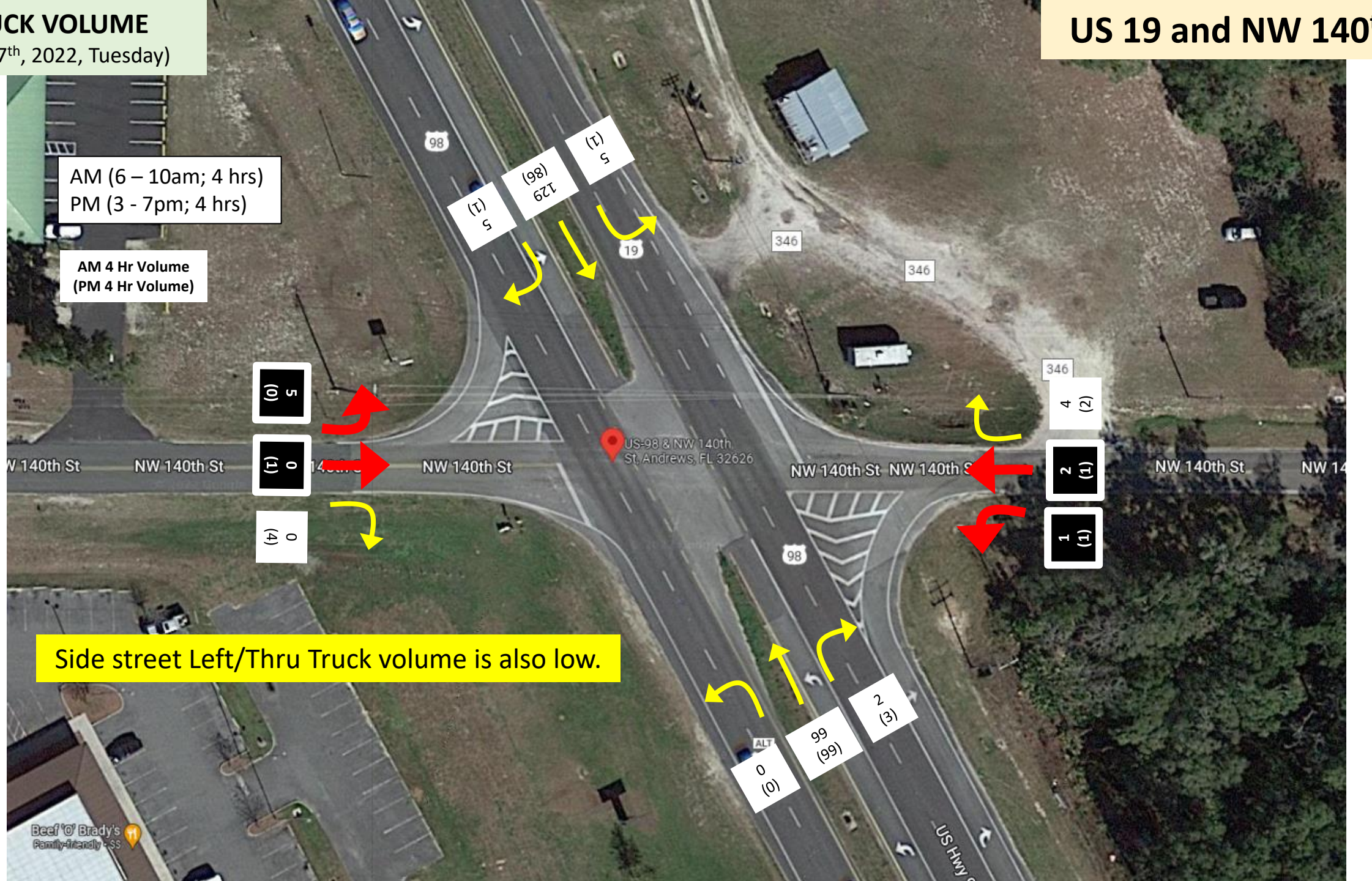
TRAFFIC VOLUME
(May 17th, 2022, Tuesday)

US 19 and NW 140th St



TRUCK VOLUME
(May 17th, 2022, Tuesday)

US 19 and NW 140th St



Side street Left/Thru Truck volume is also low.

ACCESS MANAGEMENT STANDARD

US 19 and NW 140th St

14-97.003 Access Control Classification System and Access Management Standards.

(1) The following tables contain the access control classification and access management sta
design, and permitting of connections, and the planning and design of medians, median openings, and signal spacing for roads on the SHS. The Department encourages the use of joint access driveways and service roads.

Table 1
Access Management Standards for Limited Access Facilities

Access Class	Segment Location	Applicable Interchange Spacing Standard
1	Area Type 1 – CBD & CBD Fringe for Cities in Urbanized Areas	1 Mile
	Area Type 2 – Existing Urbanized Areas Other Than Area Type 1	2 Miles
	Area Type 3 – Transitioning Urbanized Areas and Urban Areas Other Than Area Type 1 OR 2	3 Miles
	Area Type 4 – Rural Areas	6 Miles

Table 2
Access Management Standards for Controlled Access Facilities

Access Class	Median	Median Opening Spacing Standard (feet)		Signal Spacing Standard (feet)	Connection Spacing Standard (feet)	
		Full	Directional		Posted Speed Greater than 45 MPH	Posted Speed of 45 MPH or less
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive			2,640	660	440
5	Restrictive	2,640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	660	2, 640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	440	245
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

Access Class 03

- Full Median Opening (Half Mile)
- Directional Median Opening (Quarter Mile)

EXISTING MEDIAN OPENING SPACING

(Full Medians Openings with Quarter Mile Spacing)

US 19 and NW 140th St

END