RESURFACING, RESTORATION & FDC REHABILITATION SAFETY REVIEW

SR 5/US 1 from Smugglers Marine to Executive Bay Club Section No.: 90060000; Milepost: 11.939 to 13.417

Financial Project No.: 250650-5-32-01 Task Work Order No.: 38

Prepared for: Florida Department of Transportation - District 6

FDOT Project Manager: Cristina Morales, El



SR 5/US 1/Overseas Highway from 580 ft. S. of Smugglers Marine (MP 11.939/MM 85.715) to 195 ft. N. of Executive Bay Club (MP 13.417/MM 87.160)

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Resurfacing, Restoration & Rehabilitation

(RRR) Safety Review

(FINAL)

Prepared for:

Florida Department of Transportation



District Six

Cristina Morales, EI FDOT Project Manager

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July 2023



Engineer's Certification

I, Eugenio S. Lopez, P.E. No. 68213, certify that I currently hold an active Professional Engineer's License in the State of Florida and am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusion, and recommendations made herein are true and correct to the best of my knowledge and ability.





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1. Introduction

Choice Engineering Consultants, Inc. was retained by the Florida Department of Transportation (FDOT) District Six Traffic Operations Office (hereafter referred to as the Department) as a subconsultant to C.H. Perez & Associates Consulting Engineers, Inc. to prepare a Resurfacing, Restoration, and Rehabilitation (RRR) Safety Review for SR 5/US 1/Overseas Highway (Section 90060000) from approx. 580 feet south of Smugglers Marine (MP 11.939 / MM 85.715) to 195 feet north of Executive Bay Club (MP 13.417 / MM 87.160) in Plantation Key, Monroe County, Florida, as presented in **Figure 1**. The study corridor was recommended for a safety review due to being identified by the Department as a candidate for resurfacing as part of the FDOT RRR Project with FM No. 449738-1 in Fiscal Year 2027. The purpose of this effort is to evaluate the existing traffic safety and operations along the study corridor by reviewing historical crash data, developing collision diagrams, and performing qualitative field observations to identify safety concerns and feasible improvements, if any, and/or suggest supplemental studies for the subject corridor. The project scope of this assigned effort is included as **Attachment A**.

2. Work Program Review

The following are relevant FDOT studies and/or projects that were conducted or will be completed at or within the vicinity of the study area. These studies/projects may serve as an informational reference for subsequent sections of this safety study.

- MCCO Weigh Station Static/Wim <u>FPID</u>: 436764-2. <u>Description</u>: This project involved reconstructing the Plantation Key Weigh Station with improved roadway features and lighting. It is noted that the project was only limited to the weigh station and did not extend onto the SR 5 roadway. This project was completed in 2018.
- Routine Maintenance <u>FPID</u>: 405798-3. <u>Description</u>: This project involves performing maintenance along SR 5, the limits extended from MM 72 to north of MM 91. This project was completed in 2019.
- Bridge-Repair/Rehabilitation <u>FPID</u>: 436532-1. <u>Description</u>: This project involved performing minor repair work on the Snake Creek Canal Bridge #900077. This project was completed in 2020.



- Emergency Operations <u>FPID</u>: 443214-1. <u>Description</u>: This project involved performing work in relation to Hurricane Irma, the limits extended from MM 53.0 to MM 106.0 along SR 5. This project was completed in 2020.
- Traffic Signals <u>FPID</u>: 444920-1. <u>Description</u>: This is a pilot project which involves preparing the Florida Keys (along SR 5) for connected vehicles applications. This project is expected to be completed in 2023.
- Routine Maintenance <u>FPID</u>: 405798-6. <u>Description</u>: This project involves performing landscaping work for the Village of Islamorada and is expected to be completed by 2025.
- Pedestrian/Wildlife Overpass <u>FPID</u>: 442040-1. <u>Description</u>: This project involves constructing a pedestrian and a wildlife overpass near the entrance of East Ridge Road (MP 13.079). It is noted that SR 5 within the limits of the project does not appear to be significantly impacted. This project was completed in 2020.
- Routine Maintenance <u>FPID</u>: 405798-2. <u>Description</u>: This project involves performing maintenance along SR 5, the limits extend from MM 72 to north of MM 91. This project is considered as on-going by the Department.



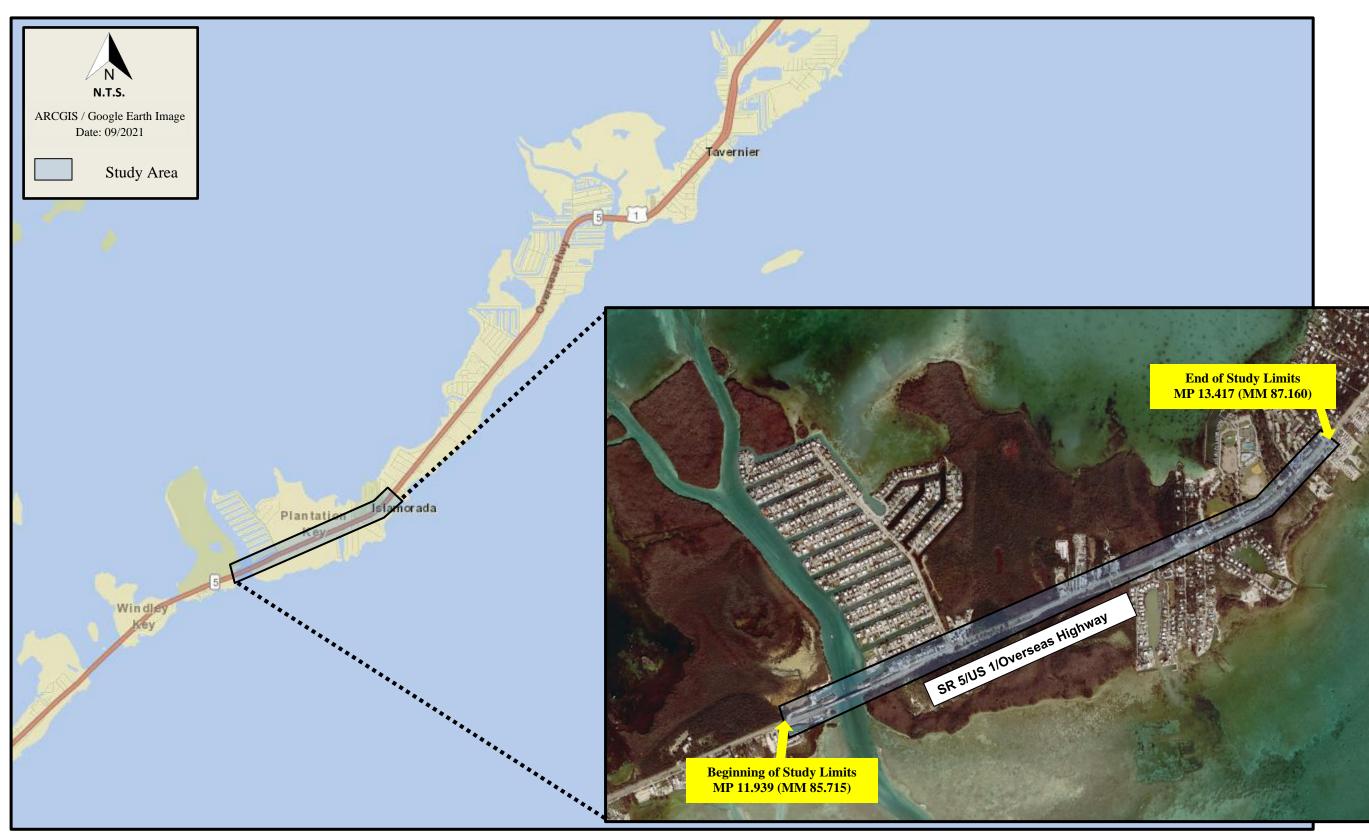


Figure 1: Study Location Map



3. Existing Conditions

3.1 ROADWAY CHARACTERISTICS

The approximately 1.478-mile study corridor of SR 5/US 1/Overseas Highway extends from approx. 580 feet south of Smugglers Marine (MP 11.939 /MM 85.715) to approx. 195 feet north of Executive Bay Club (MP 13.417 /MM 87.160) and is located within Plantation Key, in Monroe County, Florida. Within the study area, SR 5 has a functional classification of Urban Principal Arterial Other and it is identified on the State Highway system as Section 90060000. The Straight-Line Diagram (SLD) for Section 90060000 is included as **Attachment B**. Additionally, the study corridor has the designation of access class 6. The context classification is C4 from MP 11.939 to MP 11.988, C3C from MP 11.988 to 12.883, and C3R from MP 12.883 to MP 13.417. Within the study limits, SR 5 is a two-lane divided roadway with a painted median and a posted speed limit of 45 MPH. SR 5 is oriented northeast-southwest; however, SR 5 will be considered to have a north-south orientation with the northbound direction of travel towards Key West hereafter. As a result, all minor streets will be oriented east to west. It is noted that the horizontal alignment along SR 5 has a slight horizontal curve between the Islamorada Chamber of Commerce (MP 13.191) and the Executive Bay Club (MP 13.454) intersections.

According to the FDOT Straight Line Diagram (SLD), there are eight (8) unsignalized intersections along the approximately 1.478-mile study corridor. Additionally, there are numerous unsignalized driveways scattered throughout the entire study corridor. It is noted that the unsignalized intersections and driveways operate under stop control and are primarily "T" intersections which do not typically contain exclusive turn lanes. There are dedicated bike lanes along SR 5 in the northbound and southbound directions of travel. Utility poles and lines (with occasional streetlights) are provided along both sides of SR 5 south of MP 12.191 (750 feet north of Smugglers Marine) and along the west side of SR 5 north of MP 12.191.

It is noted that pavement markings related to auxiliary lane transitions and taper lengths were reviewed throughout the study corridor to identify if they comply with current Department standards. Based on this review, the westbound exclusive right-turn acceleration lane at the NB Off Weigh Station intersection does not comply with the Department's minimum lane transition lengths based on the 45 MPH posted speed. Additionally, at the East Ridge Road intersection,



the northbound right-turn lane does not comply with the Department's approach end taper length standards based on a single turn lane.

4. CRASH ANALYSIS

Crash data for the five most recent and official years (from January 2015 to December 2019) was downloaded from the FDOT's Crash Reporting System (CAR) on-line database. The crash data includes crashes along SR 5 (Section 90060000) that occurred from 580 feet south of Smugglers Marine (MP 11.939) to 195 feet north of the Executive Bay Club (MP 13.417). Crash summaries are included in **Attachment C** and a crash summary for the entire study corridor is provided in **Table 1**. This review effort included the development of a collision diagram plotted by the individual review of each police report, which was included as **Attachment D**. The CAR crash data was supplemented by Signal Four Analytics which identified 14, 13, 12, 18, and 18 additional crashes for each analysis year, respectively. The final crash breakdown for the study corridor is 34, 47, 36, 38, and 42 crashes for each respective year of analysis. The crash statistics for the entire study corridor are presented first, followed by the crash statistics for the crash clusters identified from the collision diagrams.

4.1 ENTIRE STUDY CORRIDOR

Based on a review of CAR data, a total of 197 crashes were documented along the study corridor with 34 crashes in 2015, 47 crashes in 2016, 36 crashes in 2017, 38 crashes in 2018, and 42 crashes in 2019. The leading crash types consist of Rear End with 131 (67%) crashes, Angle with 20 (10%) crashes, Fixed Object with 16 (8%) crashes, and Sideswipe with 15 (8%) crashes. Based on the collision diagram, Angle and Fixed Object crashes occurred sporadically throughout the study corridor and no pattern was observed. It is noted that details of any relevant crash patterns are discussed in Section 4.2. Based on crash severity, 149 (76%) were property damage only crashes, 44 (22%) were injury crashes, and 4 (2%) were fatal crashes. There were 20 (10%) night/dusk/dawn crashes reported, which is less than the 2015-2019 Districtwide average for all roadways of 28%. Additionally, there were 10 (5%) crashes reported to have occurred under wet/slippery pavement conditions, which is less than the 2015-2019 Districtwide average for all roadways of 12%.



	verseas Highway from		Numb	er of Ci	rashes			D.4. a.m.	
	(MM 85.715) to MP 7 (MM 87.160)			Year	5 Year Total	Mean Crashes Per	%		
	oot with No Expected ues Available	2015	2016	2017	2018	2019	Crashes	Year	
CRASH TYPE	Rear End	21	30	26	29	25	131	26.20	66.5%
	Head On	0	1	2	0	0	3	0.60	1.5%
	Angle	4	9	1	1	5	20	4.00	10.2%
	Left Turn	0	0	0	1	0	1	0.20	0.5%
	Right Turn	0	0	0	0	1	1	0.20	0.5%
	Sideswipe	2	3	2	4	4	15	3.00	7.6%
	Backed Into	0	2	1	2	1	6	1.20	3.0%
	Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	1	0	0	1	0.20	0.5%
	Fixed Object	6	2	3	1	4	16	3.20	8.1%
	Other Non-Collisions	0	0	0	0	0	0	0.00	0.0%
	Overturn/Rollover	0	0	0	0	0	0	0.00	0.0%
	Others	1	0	0	0	2	3	0.60	1.5%
	Total Crashes	34	47	36	38	42	197	39.40	100.0%
SEVERITY	PDO Crashes	24	32	27	33	33	149	29.80	75.6%
	Fatal Crashes	0	3	0	0	1	4	0.80	2.0%
	Injury Crashes	10	12	9	5	8	44	8.80	22.3%
LIGHTING	Daylight	24	42	32	34	39	171	34.20	86.8%
CONDITIONS	Dusk	0	0	0	0	1	1	0.20	0.5%
	Dawn	0	0	1	0	0	1	0.20	0.5%
	Dark	6	5	3	3	1	18	3.60	9.1%
	Unknown	4	0	0	1	1	6	1.20	3.0%
SURFACE			46	33	34	40	187	37.40	94.9%
CONDITIONS	-			3	4	2	10	2.00	5.1%
	Others	0	0	0	0	0	0	0.00	0.0%

Table 1: Crash Summary - Entire Study Corridor (2015-2019)

The following 4 fatal crashes were documented during the 2015 to 2019 period for the study corridor. The detailed fatal police reports and FCRs are included in **Attachment E**.

• The first fatal collision (852404280) occurred in January 2016 under dry, daylight conditions at MM 85.8 on Snake Creek Bridge (approx. 0.2 miles south of Venetian Boulevard) with "careless or negligent manner" as the contributing action. According to the police report, the crash involved one northbound and two southbound vehicles. The second southbound vehicle collided with the first southbound vehicle as a Rear End collision, this caused the first southbound vehicle to enter the northbound travel lanes and collide with the



northbound vehicle as a Head On collision. Note, this fatal crash was studied under Fatal Crash Review (FCR) 2016 – B10 No. 48, which recommended the following:

- Perform a daytime field review to assess the sight visibility to the traffic signal at the crest of the Snake Creek drawbridge and the probable causes for Rear End collisions along southbound US 1 approaching the traffic signal.
- Install a "Signal Warning" sign supplemented with "Prepare To Stop When Flashing" plaque and 2 flashing beacons, facing southbound traffic.
- Recap the stop bars on US 1 at the Snake Creek drawbridge signal.
- The second fatal collision (852853820) occurred in June 2016 under dry, dark-lighting conditions near MM 86 (approx. 0.1 miles north of Venetian Boulevard) with "failed to keep in proper lane" as the contributing action. According to the police report, the crash involved a northbound vehicle entering the southbound travel lanes and colliding with a southbound vehicle as a Head On collision. It is noted that other vehicles were also impacted due to this collision. Note, this fatal crash was studied under FCR 2016 B08 No. 20, which recommended no further action.
- The third fatal collision (853140070) occurred in October 2016 under dry, daylight conditions near MM 86.8 (at East Ridge Road intersection) with "failed to yield right-of-way" as the contributing cause. According to the police report, the crash involved a vehicle performing a westbound left-turn and colliding with a northbound vehicle. Note, this fatal crash was studied under FCR 2017 B1 No. 14, which recommended no further action.
- The fourth fatal collision (88181972) occurred in November 2019 under dry, daylight conditions at the Venetian Boulevard intersection (MM 86) with "failed to keep in proper lane" as the contributing cause. According to the police report, the crash involved a southbound vehicle colliding with a guardrail and a tree, both located on the west side of SR 5. Note, this fatal crash was studied under FCR 2020 B1 No. 4, which recommended no further action.

Signal Four was checked for any fatal crashes that might have occurred from January 1, 2020, through October 31, 2022 (latest available date at time of query) and no additional fatal crashes were identified.



A confidence level analysis was performed along the study corridor that indicates that the frequency of crashes was not abnormally high for the study corridor. A confidence level analysis determines if the subject location has an abnormally high number of crashes and the confidence level of it being abnormally high. According to the Highway Safety Improvement Program (HSIP), urban locations with a confidence level of 99.95% or higher can be considered to have an abnormally high number of crashes. **Table 2** below summarizes the crash statistics, including confidence level analysis, for the study corridor during the referenced years.

Table 2: Crash Statistics - Entire Study Corridor (2015-2019)													
Year	2015	2016	2017	2018	2019								
Number of Crashes	34	47	36	38	42								
Average Daily Traffic (ADT)	27,500	22,000	20,500	20,400	21,500								
Actual Crash Rate (ACR)	2.292	3.960	3.255	3.453	3.621								
District 6 Average Crash Rate (A)	13.683	13.003	16.135	18.220	19.766								
Average Vehicle Exposure (M)	14.835	11.868	11.059	11.005	11.599								
Critical Crash Rate (CCR)	16.810	16.406	20.064	22.409	24.019								
Safety Ratio	0.136	0.241	0.162	0.154	0.151								
Statistical Significance	-11.826	-8.599	-10.625	-11.441	-12.334								
Confidence Level	50.00%	50.00%	50.00%	50.00%	50.00%								

 Table 2: Crash Statistics - Entire Study Corridor (2015-2019)

Additionally, based on a review of the Department's high crash lists for intersections and segments (2015-2019), the following high crash intersections and segments were identified within or in the vicinity of the study corridor:

- Intersection 1 NB Off Weigh at MP 12.191.
- Intersection 2 Venetian Boulevard at MP 12.202.
- Segment 1 Segment along SR 5 from 395 feet south of Smugglers Marine (MP 11.974) to 360 feet north of Venetian Boulevard (MP 12.27).



4.2 CRASH CLUSTERS

Based on a review of the crash data and collision diagrams for 2015 to 2019, the following crash clusters were identified and will be further analyzed in Section 4.2 of this report:

- Snake Creek Bridge Cluster Segment from MP 12.210 to MP 12.340 (850 feet north to 1510 feet north of Smugglers Marine).
- **Cluster 1** Segment from MP 12.040 to MP 12.480 (0.17 miles south to 0.29 miles north of Venetian Boulevard). Note that the high crash locations listed above fall within the limits of Cluster 1.
- **Cluster 2** Segment from MP 12.894 to MP 13.068 (0.011 miles north of Treasure Harbor Drive to 0.009 miles south of Public Safety Headquarters/East Ridge Drive).

A confidence level analysis was performed for all high crash clusters within the study corridor. The crash summaries with the confidence level results are presented in **Table 3.** Additionally, the approximate limits for the study clusters are identified in the collision diagrams attached as **Attachment D**.

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				Sr	nake Cree	ek Bridge	9						Cluste	er #1							Cluste	r #2			
MP 11.939	erseas Highway from (MM 85.715) to MP		Segment	t/Spot w	ith No Ex	pected V	/alues	Available	9	Segment/Spot with No Expected Values Available							Segment/Spot with No Expected Values Available								
13.417	7 (MM 87.160)	2015	2016	2017	2018	2019	Total	Avg	%	2015	2016	2017	2018	2019	Total	Avg	%	2015	2016	2017	2018	2019	Total	Avg	%
CRASH TYPE	Rear End	4	5	1	5	4	19	3.80	76.0%	10	11	12	8	7	48	9.60	70.6%	3	4	2	6	4	19	3.80	61.3%
	Head On	0	0	0	0	0	0	0.00	0.0%	0	1	0	0	0	1	0.20	1.5%	0	0	1	0	0	1	0.20	3.2%
	Angle	0	0	0	0	0	0	0.00	0.0%	2	3	0	0	2	7	1.40	10.3%	0	4	0	0	2	6	1.20	19.4%
	Left Turn	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%	0	0	0	1	0	1	0.20	3.2%
	Right Turn	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	1	1	0	0	0	2	0.40	8.0%	1	0	2	1	4	8	1.60	11.8%	0	0	0	1	0	1	0.20	3.2%
	Backed Into	0	0	0	1	0	1	0.20	4.0%	0	0	0	0	1	1	0.20	1.5%	0	1	1	0	1	3	0.60	9.7%
	Pedestrian	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0.00	0.0%	0	0	1	0	0	1	0.20	1.5%	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	1	1	0	0	0	2	0.40	8.0%	1	1	0	0	0	2	0.40	2.9%	0	0	0	0	0	0	0.00	0.0%
	Other Non-Collisions	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%
	Overturn/Rollover	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%
	Others	0	0	0	0	1	1	0.20	4.0%	0	0	0	0	0	0	0.00	0.0%	0	0	0	0	0	0	0.00	0.0%
	Total Crashes	6	7	1	6	5	25	5.00	100.0%	14	16	15	9	14	68	13.60	100.0%	3	9	4	8	7	31	6.20	100.0%
CONFIDENCE LEVEL	*Not Calculated for <8 Crashes	*	*	*	*	*		N/A		50.00%	50.00%	50.00%	50.00%	50.00%		N/A		*	50.00%	*	50.00%	*		N/A	
SEVERITY	PDO Crashes	0	6	1	6	3	16	3.20	64.0%	11	11	12	8	12	54	10.80	79.4%	2	5	3	5	5	20	4.00	64.5%
	Fatal Crashes	0	1	0	0	0	1	0.20	4.0%	0	1	0	0	0	1	0.20	1.5%	0	1	0	0	0	1	0.20	3.2%
	Injury Crashes	1	0	0	0	2	3	0.60	12.0%	3	4	3	1	2	13	2.60	19.1%	1	3	1	3	2	10	2.00	32.3%
LIGHTING	Daylight	0	0	1	0	5	6	1.20	24.0%	10	15	14	9	12	60	12.00	88.2%	3	9	4	8	7	31	6.20	100.0%
CONDITIONS	Nighttime	1	1	0	0	0	2	0.40	8.0%	4	1	1	0	2	8	1.60	11.8%	0	0	1	0	0	1	0.20	3.2%
SURFACE	Dry	6	0	1	0	5	12	2.40	48.0%	14	16	15	8	14	67	13.40	98.5%	3	9	4	7	7	30	6.00	96.8%
CONDITIONS	Wet	0	1	0	1	0	2	0.40	8.0%	0	0	0	1	0	1	0.20	1.5%	0	0	0	1	0	1	0.20	3.2%

Table 3: Crash Summary - Identified Crash Clusters



The following are the major findings for the crash clusters along the study corridor during the five-year period. Additionally, a preliminary review of crash data from Signal Four Analytics from January 2020 through October 2022 was performed at the crash cluster locations to determine if the identified patterns continue to be prevalent in the later years.

Snake Creek Bridge:

The limits of the crash data for the Snake Creek Bridge cluster extends along SR 5 from approximately 700 feet north (MP 12.182) and 1600 feet north (MP 12.352) of Smugglers Marine. Of the 197 crashes previously mentioned within the entire study corridor limits, a total of 25 crashes were identified at this location. There were 6 crashes in 2015, 7 crashes in 2016, 1 crash in 2017, 6 crashes in 2018, and 5 crashes in 2019. The leading crash type was Rear End with 19 (76%) crashes.

Based on crash severity, 16 (64%) were property damage only, and 3 (12%) were injury type crashes. There was one fatality (Report No. 852404280) reported in the five-year period, as described in Section 4.1. There were 2 (8%) nighttime crashes reported which is less than the 2015-2019 Districtwide average for all roadways of 28%. Additionally, there were 2 (8%) crashes reported to have occurred under wet pavement conditions which is less than the 2015-2019 Districtwide average for all roadways of 12%. A confidence level analysis for the study location was not performed since the total number of crashes did not meet the minimum of 8 crashes per year to be statistically significant. Furthermore, based upon a review of the Department's High Crash Lists (2015-2019) for intersections and segments, the Snake Creek Bridge cluster limits was not identified as containing high crash intersections but is located within a high crash segment, as previously mentioned in Section 4.1.

<u>Relevant Crash Patterns:</u> A minor pattern of Rear End crashes for vehicles driving in the southbound direction was identified throughout the Snake Creek Bridge cluster limits. There were 15 Rear End crashes which consisted of 2 injuries, 1 fatal, and 12 property damage only crashes. Based on Signal Four Analytics data (January 2020 up to October 2022), there was 1 Rear End crash reported within the Snake Creek Bridge crash cluster. It is noted that this crash pattern was previously addressed with the recommendations from FCR 2016 – B10 No. 48 (outlined in Section 4.1); therefore, this cluster will not be analyzed further.



Cluster 1:

The limits of the crash data for Cluster 1 extends along SR 5 from approximately 900 feet south (MP 12.030) and 950 feet north (MP 12.380) of Venetian Boulevard (MP 12.202). Of the 197 crashes previously mentioned within the entire study corridor limits, a total of 68 crashes were identified at this location. There were 14 crashes in 2015, 16 crashes in 2016, 15 crashes in 2017, 9 crashes in 2018, and 14 crashes in 2019. The leading crash types were Rear End with 48 (71%) crashes, Sideswipe with 8 crashes (12%), and Angle with 7 crashes (10%).

Based on crash severity, 54 (79%) were property damage only and 13 (19%) were injury type crashes. There was one fatality (Report No. 852853820) reported in the five-year period, as described in Section 4.1. There were 8 (12%) nighttime crashes reported, which is less than the 2015-2019 Districtwide average for all roadways of 28%. Additionally, there was 1 (2%) crash reported to have occurred under wet pavement conditions, which is less than the 2015-2019 Districtwide average for all roadways of 12%. The confidence level analysis for the crash cluster indicates that the frequency of crashes was not abnormally high. Based on a review of the Department's High Crash Lists (2015-2019) for intersections and segments, the study area contains two high crash intersections and is within a high crash segment, as previously mentioned in Section 4.1.

<u>Relevant Crash Patterns</u>: A pattern of Rear End crashes for vehicles driving in the northbound (9 crashes) and southbound (17 crashes) directions was identified within the limits of the merge lane transitions located to the north and south of Venetian Boulevard, respectively. Also, a minor pattern of Rear End crashes in the southbound direction was identified within the limits of the exclusive southbound right-turn lane for Venetian Boulevard (11 crashes). Based on Signal Four Analytics data (January 2020 up to October 2022), there were 8 northbound and 13 southbound Rear End crashes reported within the Crash Cluster 1 limits.



Cluster 2:

The limits of the crash data for Cluster 2 extends along SR 5 from approximately 70 feet north (MP 12.896) of Treasure Harbor Drive (MP 12.883) and 75 feet north (MP 13.093) of Public Safety Headquarters/East Ridge Road (MP 13.079). Of the 197 crashes previously mentioned within the entire study corridor limits, a total of 31 crashes were identified at this location. There were 3 crashes in 2015, 9 crashes in 2016, 4 crashes in 2017, 8 crashes in 2018, and 7 crashes in 2019. The leading crash types were Rear End with 19 (61%) crashes, and Angle with 6 crashes (19%).

Based on crash severity, 20 (65%) were property damage only, and 10 (32%) were injury type crashes. There was one fatality (Report No. 853140070) reported in the five-year period, as described in Section 4.1. There was 1 (3%) nighttime crash reported, which is less than the 2015-2019 Districtwide average for all roadways of 28%. Additionally, there was 1 (1.5%) crash reported to have occurred under wet pavement conditions, which is less than the 2015-2019 Districtwide average for all roadways of 12%. A confidence level analysis for the study location was not performed for the years of 2015, 2017, and 2019 since the total number of crashes did not meet the minimum of 8 crashes per year to be statistically significant. For years 2016 and 2018, the confidence level analysis indicates that the frequency of crashes was not abnormally high. Furthermore, based upon a review of the Department's High Crash Lists (2015-2019) for intersections and segments, the crash cluster was not identified as containing high crash intersections or being within a high crash segment.

<u>Relevant Crash Patterns:</u> A minor pattern of Rear End crashes for vehicles driving in the southbound (13 crashes) and northbound (5 crashes) directions of travel along SR 5 was identified within the cluster limits. Based on Signal Four Analytics data (January 2020 up to October 2022), there were 2 Rear End crashes reported within the Crash Cluster 2 limits.



5. Field Review

Drive-through field reviews utilizing the floating car method were performed on Friday, September 10, 2021, from 11:00 AM to 1:00 PM and from 2:00 PM to 4:00 PM, to ascertain the overall corridor operations and site conditions from both a traffic and safety perspective. The daytime field review was performed during the peak crash periods for the study corridor which coincides with the typical midday and afternoon peak traffic periods. Additionally, a nighttime field review was conducted on Monday, September 13, 2021, from 2:45 AM to 3:15 AM during the periods identified as containing the majority of Fixed Object crashes to confirm that the high mast highway lighting fixtures were functional, and to confirm the overall reflectivity of the pavement markings and signs. The following sections summarize first the key observations for the overall corridor and then those of any crash clusters. Photographs included in **Figure 2** at the end of this section provide additional information about the field observations.

Corridor and General Cluster Observations:

- The overall level of traffic through the study corridor was relatively moderate to heavy with an even volume split between the northbound and southbound directions of travel during the midday period, and relatively moderate to heavy during the afternoon period with northbound as the peak direction of travel. Based on the floating car's speed, vehicles generally appeared to drive at or above the posted speed (45 MPH) when traveling throughout the study corridor.
- There was light eastbound and westbound vehicular activity at most unsignalized intersections throughout the corridor. Left and right-turning vehicles performed the movements with relative ease during the midday period but experienced slight delays during the afternoon period due to the increased vehicular demand along SR 5. At times, however, vehicles performing right-turn movements would cause through vehicles (who were following the turning vehicle closely) to decelerate or circumvent the turning vehicle.
- All existing signage along this section of SR 5 appeared to be in good physical condition and were clearly visible (unobstructed) to northbound and southbound travelers. Additionally, posted speed limit signs were observed in numerous locations along the study limits, facing both directions of travel. See Figure 2, Photograph 1 and 2.



- The "Signal Warning" with "Prepare To Stop When Flashing" flashing beacon sign assembly on the southbound approach to the Snake Creek drawbridge is missing.
- The existing pavement appears to be cracked and faded, and skid markings, representative of vehicles suddenly braking or slowing down, are present as shown in **Figure 2, Photograph 3** and **Photograph 4**.
- During the nighttime field review, all roadway lighting fixtures appeared to be operational. Additionally, there is adequate reflectivity for the existing raised pavement markings (RPMs) and existing signage. See Figure 2, Photograph 5.
- There was scarce pedestrian and bicyclist activity during the daytime and nighttime observational periods throughout the study corridor.

Cluster 1 Observations:

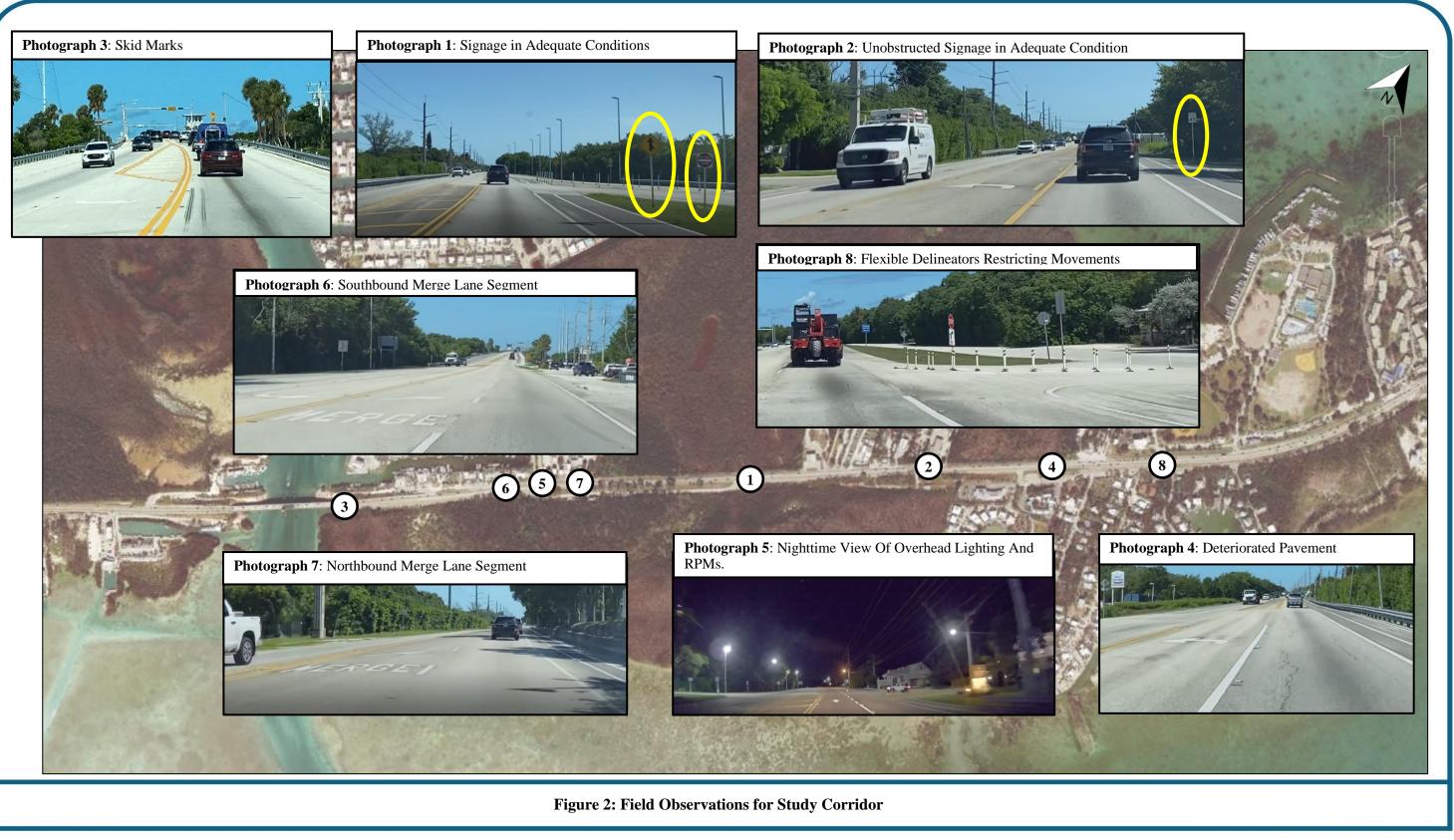
- The overall level of traffic through the study location/cluster was relatively moderate to heavy during the midday and afternoon periods.
- The exclusive right-turn lanes allowed for vehicles to perform turning movements with relative ease and separated right-turning vehicles from the through traffic along SR 5. Additionally, vehicles performed left-turning movements with relative ease due to adequate gaps in the northbound and southbound traffic streams along SR 5. It is noted that there is a relatively large number of heavy vehicles entering and exiting the NB Weigh Station; however, no conflicts or delays were observed for these heavy vehicles.
- Lane reduction pavement markings are provided for the northbound and southbound merge lane transitions near Venetian Boulevard/NB On Weigh Station, but no "Lane Merge" signage is provided for either northbound or southbound merge lane transitions.

See Figure 2, Photograph 6 and Photograph 7.

Cluster 2 Observations:

- The overall level of traffic through the study cluster was relatively moderate to heavy during the midday and afternoon periods. Overall, all turning vehicles were adequately accommodated and experienced relatively light delays.
- There was relatively light northbound left-turn demand for the East Ridge Road intersection. It is noted that flexible delineators have been placed to restrict westbound through left-turn movements at the intersection see Figure 2, Photograph 8.





6. Improvement Development

6.1 CRASH PATTERNS AND COUNTERMEASURES

Table 4 details the crash types that were targeted for mitigation, probable causes and possible countermeasures are identified as well. These countermeasures were used to develop conceptual improvements to reduce the identified crash patterns and improve the overall safety and traffic operations along the study corridor.

Cluster Location	Crash Pattern(s)	Probable Cause(s)	Possible Countermeasure(s)
Cluster 1	Deserved	- Motorist Careless or Negligent Behavior	- Additional signage
Cluster 2	Rear End	- Vehicles Following Too Closely - Lack of Signage	- Enforcement

Table 4: Probable Causes & Crash Countermeasures (Safety-Related)

6.2 IMPROVEMENT RECOMMENDATIONS

Proposed improvements are aimed at reducing and mitigating current and future crash patterns at cluster locations along the study corridor. The improvements have been detailed and graphically depicted in **Figure 3** through **Figure 5**. The proposed improvements are the following:

Entire Corridor:

Safety Improvements:

- Coordinate with local law enforcement officials (Monroe Police Department) to increase existing efforts to enforce the posted speed limit during the non-peak hours to ensure compliance and mitigate the reported Rear End collisions which may have occurred due to excessive speed.
- Coordinate with the Department's Transportation Systems Management & Operation Unit (TSM&O), the traffic signal maintaining agency, to replace the missing "Signal Warning" with "Prepare To Stop When Flashing" flashing beacon sign assembly located on the southbound approach to the Snake Creek drawbridge.

Non-safety Improvements:

• Upgrade all existing crosswalk markings to special emphasis crosswalk markings.



<u>Cluster 1 (Outlined in Figure 4)</u>

Safety Improvements:

• Install "Lane Ends" (W4-2R) signs for the northbound and southbound merge lane transitions located north and south of Venetian Boulevard to mitigate Rear End collisions occurring within the limits of the merge lane transitions.

Non-safety Improvements:

• Upgrade the auxiliary transition lane length for the westbound exclusive right-turn acceleration lane at the NB Off Weigh Station intersection based on the 45 MPH posted speed. This recommendation must be coordinated with the FDOT Scoping Unit.

Cluster 2 (Outlined in Figure 5)

Safety Improvements: None

Non-safety Improvements:

- Upgrade the taper length for the northbound right-turn lane at the East Ridge Road intersection based on the 45 MPH posted speed. This recommendation must be coordinated with the FDOT Scoping Unit.
- Reduce the length of the existing northbound left-turn lane at the East Ridge Road intersection (MP 13.079) to accommodate a northbound left-turn lane to service Gimpy Gulch Drive and the adjacent store (MP 12.97). Therefore, along SR 5 from south to north, the first northbound left-turn lane will service Gimpy Gulch Drive and the adjacent store, followed by a full median opening, then a painted median, and finally the second left-turn lane which will service the East Ridge Road intersection. This recommendation intends to separate left-turning vehicles whom intend to access Gimpy Gulch Drive and adjacent store from the SR 5 traffic stream and allow turning vehicles to perform the movement as a two stage left-turn crossing maneuver. This is deemed feasible due to the light northbound left-turn vehicular demand observed at the East Ridge Road intersection. The adequate square footage and/or length for the auxiliary lanes at Gimpy Gulch will be determined during the design phase of this RRR study.



Figure 3: Proposed Improvements Sheet 1



Figure 4: Proposed Improvements Sheet 2



Figure 5: Proposed Improvements Sheet 3



List of Attachments:

- Attachment A: Scope of Services
- Attachment B: Straight Line Diagram (SLD)
- Attachment C: Crash Summaries and CARS Data
- Attachment D: Collision Diagrams
- Attachment E: Fatal Crash Reviews



Attachment A: Scope of Services



FLORIDA CA 25976 / LB 7360

Scope of Services Contract # C-AA02 - FM 250650-5-32-01 Task Work Order 38

1. BACKGROUND:

The Florida Department of Transportation District 6 Traffic Operations' Office has assigned C.H. Perez & Associates Consulting Engineers, Inc. ("the Consultant") to conduct Resurfacing, Restoration, and Rehabilitation (RRR) Safety Reviews at several locations in Miami Dade County and Monroe County. The Department identified the segment of 90060000/SR 5/US-1/Overseas Highway (Plantation Key) from MP 11.939 to MP 13.417 as a candidate for a RRR project. As a sub to the Consultant firm, this task will be performed by Choice Engineering Consultants, Inc. ("the Subconsultant").

2. PURPOSE:

The purpose of this task work order is to perform engineering tasks associated with the RRR Safety Review at the segment along SR 5/US-1/Overseas Highway (Plantation Key) from MM 87.16 to MM 90.02.

The list below identifies the tasks associated with this effort.

3. ORIGINAL SCOPE:

Under this Task Work Order, the CONSULTANT will provide the following services:

- **Task 1 Coordination:** Consultant shall coordinate all aspects of the safety review with the Department's Design Project Manager to understand the scope of service of the design project, its limits, and attend any meetings that might discuss safety issues for the project. The Consultant shall obtain and analyze all data necessary for the safety review's performance with the Department's project manager to understand the scope of services and ensure no conflicts.
- **Task 2 Data Collection and Analysis:** The Consultant shall obtain and analyze all data necessary for the safety review performance. Data to be reviewed shall include the Department's Segment and Spot High Crash lists and the latest <u>three years</u> of available crash data (2016 thru 2018) for all locations, individual crash reports for fatal crashes occurring in the same review periods, and the scope of work for the design project. The Consultant shall check ongoing projects or studies within the limits of the project. The Consultant shall review the hard copy crash reports and prepare collision diagrams for cluster locations identifying crash types, severity, and the relative location at the intersections or segments. The crash data will be evaluated to identify probable causes to be used to develop improvements.
- **Task 3 Location Safety Assessment (Field Review):** The Consultant shall field review the project locations and identify safety concerns associated with geometric alignment, roadway condition, sight distance, peak hour driver behavior, traffic signals, signs, and pavement markings, as well as pedestrian and bicycle safety concerns.
- **Task 4 Potential Improvements Recommendations:** The Consultant shall identify potential improvements to address each of the identified safety concerns. The Consultant shall ensure that all recommendations meet current FDOT Standards and Specifications and criteria and guidelines contained in the FDOT's Plans Preparations Manual (latest edition). The Consultant shall coordinate the identified improvements with the



Department's Design Project Manager. This task might include preparing existing and proposed condition diagrams for locations where improvements are recommended to target abnormal crashes patterns.

• **Task 5** - **Report:** The Consultant shall prepare a Draft Report to document all the above tasks performed. Upon receiving and addressing comments from the Department, the Consultant shall prepare the Final Report for each location and submit it to the Department Project manager.

4. CONSULTANT RESPONSIBILITIES:

The Consultant's responsibilities remain the same as in the Original Agreement, and any Supplemental Amendments to date shall remain the same.

5. DEPARTMENT RESPONSIBILITIES:

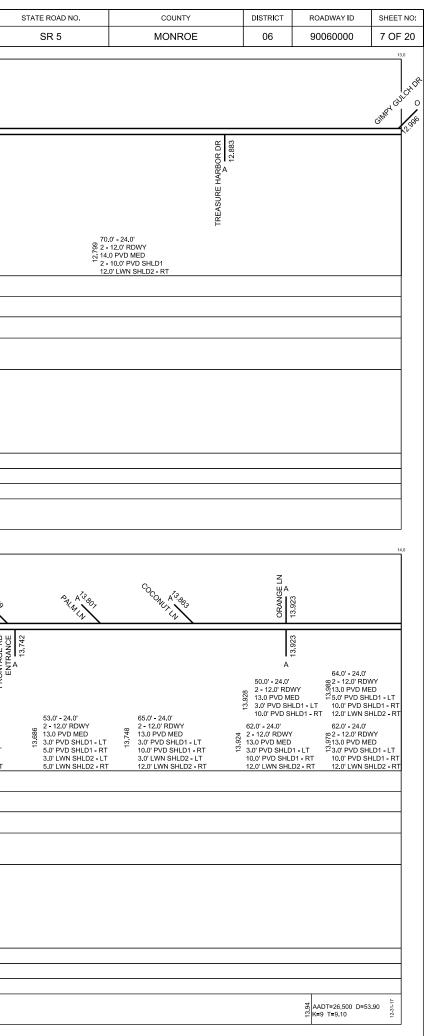
The Department's responsibilities remain the same as in the Original Agreement, and any Supplemental Amendments to date shall remain the same.



Attachment B: Straight Line Diagram (SLD)

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Version: 1.4.2.27 08/03/2018





Attachment C: Crash Summaries and CARS Data

LOCATION INFORMATION CONFIDENCE LEVEL COMPUTATIONS

Location:	SR 5/US 1/Overseas Hi	ghway from MP 11.939 (MM 85.715) to MP 13.417 (MM 87.160)
State Section:	90060000	County: Monroe
State Road:	5	District: 6
Roadway Limits:	SR 5/US 1/Overseas Hi	ghway from MP 11.939 (MM 85.715) to MP 13.417 (MM 87.160)
Engineer:	FDOT	
Area Type:	Urban	
Spot/Segment:	Segment	
Spot Type:	2-3Ln 2Wy Divd Pavd	
Begin Milepost:	11.939	
End Milepost:	13.417	
Begin Year:	2015	
End Year:	2019	
Number of Years:	5	

CRASH STATISTICS

Year	2015	2016	2017	2018	2019
Number of Crashes	34	47	36	38	41
Average Daily Traffic (ADT)	27,500	22,000	20,500	20,400	21,500
Actual Crash Rate (ACR)	2.292	3.960	3.255	3.453	3.535
District 6 Average Crash Rate (A)	13.683	13.003	16.135	18.220	19.766
Average Vehicle Exposure (M)	14.835	11.868	11.059	11.005	11.599
Critical Crash Rate (CCR)	16.810	16.406	20.064	22.409	24.019
Safety Ratio	0.136	0.241	0.162	0.154	0.147
Statistical Significance	-11.826	-8.599	-10.625	-11.441	-12.400
Confidence Level	50.00%	50.00%	50.00%	50.00%	50.00%

ADTs are based on AADT values from PTMS Station 0101. Values were manually adjusted due to low ADT values being outputted.

ADT – Average Daily Traffic

ACR – Actual Crash Rate = No. of crashes in a year / Average Vehicle Exposure (M)

M – Average Vehicle Exposure (million vehicles or million vehicles miles) = [(ADT * 365 * L) / 1,000,000]

L = Length of the Segment for Segment Analysis, 1 for Spot Analysis

A – Average Crash Rate

CCR - Critical Crash Rate = A + K * (SQRT[A/M]) - (1/[2 * M])

(Ref: FDOT Highway Safety Improvement Program Guidelines)

K = 3.291 for Urban, 1.960 for Suburban, 1.645 for Rural K = 3.291

Safety Ratio = ACR/CCR

Level of statistical significance = (ACR - A + (1/2M))/SQRT(A/M)

Confidence Level = Percent probability that the crash rate is abnormally high for the location under study, using the district-wide average as **aC** Threshold = 99.95%

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2	12.995	01/15/15	Thu	1220		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
3	12.050	01/16/15	Fri	1828		Sideswipe		0	0	1	Night	Dry		#N/A	
4	12.145	01/18/15	Sun	1906		Rear-End		0	0	1	Night	Dry		or Negligen	
5	12.032	01/28/15	Wed	1534		Rear-End		0	0	1	Day	Dry		or Negligen	
6	12.957	01/30/15	Fri	1609		Rear-End		0	1	0	Day	Dry	Careless	or Negligen	t Manner
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15	12.002	05/24/15	Sun	1820		Rear-End		0	1	0	Day	Dry		or Negligen	
16	12.052	07/10/15	Fri	2335		Guardrail En	-	0	1	0	Night	Dry		or Negligen	
17	13.146	09/11/15	Fri	2320	١T	ee (Standin	g)	0	0	1	Night	Dry	Ra	n Off Roadw	vay
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20	0	7	13	11	0	3	0	0	2	0	0	1	3	0	0
Percent	0.00%	35.00%	65.00%	55.00%	0.00%	15.00%	0.00%	0.00%	10.00%	0.00%	0.00%	5.00%	15.00%	0.00%	0.00%
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Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	14	6	0	20	12	2	0	0	0	0	0	0	1	1	0
Percent	70.00%	30.00%	0.00%	100.00%	60.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	5.00%	0.00%
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SECTION: 90060000										STATE ROUTE:			5			
ROADWAY	LIMITS:		SR 5/US 1/Overseas Highway from MP 11.939					M.P. 11.939 TO 13.41			13.417	ENGINEER: FDOT				
STUDY PER	OD:		FROM	1/ 2016				TO 12/ 2016				COUNTY: Monroe				
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP	DAY /	WET / DRY	CONTRIBUTING CAUSE			
									DAM	NIGHT		(VEHICLE ONLY)		/		
1	13.015	01/01/16	Fri	1111	Backed Into			0	0	1	Day	Dry	Improper Backing			
2	12.002	01/02/16	Sat	1255	Rear-End			1	9	0	Day	Dry	Careless or Negligent Manner			
3	12.214	01/19/16	Tue	1441	Rear-End		0	0	1	Day	Dry	Careless or Negligent Mann				
4	13.352	01/30/16	Sat	1854	Rear-End			0	5	0	Night	Dry	Careless or Negligent Manner			
5	13.252	02/09/16	Tue	1335	Rear-End		0	1	0	Day	Dry	Careless or Negligent Manner		t Manner		
6	12.214	02/12/16	Fri	1324	Sideswipe		0	0	1	Day	Dry	#N/A				
7	12.058	03/02/16	Wed	2123	Angle		0	0	1	Night	Dry	Improper Turn				
8	12.164	03/13/16	Sun	1130	Rear-End		0	0	1	Day	Dry	Careless or Negligent Manne				
9	12.119	03/15/16	Tue	1600	Rear-End		0	0	1	Day	Dry	Careless or Negligent Manne				
10	12.240	03/19/16	Sat	1145	Rear-End		0	0	1	Day	Dry	Careless or Negligent Mann				
11	12.002	03/20/16	Sun	1620	Utility Pole/Light Support			0	0	1	Day	Dry	Failed To Keep In Proper Lane			
12	12.214	03/25/16	Fri	1740	Rear-End		0	0	1	Day	Dry	Careless or Negligent Manne				
13	12.107	03/30/16	Wed	1515	Rear-End		0	0	1	Day	Dry	Careless or Negligent Manne				
14	12.102	04/23/16	Sat	1215	Rear-End		0	0	1	Day	Dry	Careless or Negligent Manne				
15	12.999	04/23/16	Sat	1650	Rear-End		0	0	1	Day	Dry	Careless or Negligent Manner				
16	14.780	04/30/16	Sat	1200	Rear-End		0	0	1	Day	Dry	Careless or Negligent Manne				
17	12.883	05/19/16	Thu	1332	Angle		0	0	1	Day	Dry	Failed to Yield Right-Of-Way				
18	12.050	05/29/16	Sun	1648	Rear-End		0	5	0	Day	Dry	Careless or Negligent Manne				
19	13.070	05/29/16	Sun	1615	Rear-End			0	1	0	Day	Dry	Careless or Negligent Manner			
20	12.402	05/31/16	Tue	1310	Rear-End			0	0	1	Day	Dry	Careless or Negligent Manner			
21	13.070	06/07/16	Tue	1455	Angle			0	1	0	Day	Dry	Ran Stop Sign			
22	12.702	06/19/16	Sun	1210	Rear-End			0	0	1	Day	Dry	Careless or Negligent Manner			
23	12.302	06/27/16	Mon	1952	Head-On			1	3	0	Night	Dry	Failed To Keep In Proper Lane			
24	12.214	07/16/16	Sat	1710	Rear-End			0	2	0	Day	Dry	Careless or Negligent Manner			
25	11.969	07/30/16	Sat	1445	Angle			0	1	0	Day	Dry	Failed To Keep In Proper Lane			
26	11.952	08/12/16	Fri	0300	Bridge Rail			0	0	1	Night	Wet	No Contributing Action		Action	
27	13.699	08/13/16	Sat	1648	Rear-End		0	1	0	Day	Dry	Careless or Negligent Manner		t Manner		
28	12.883	08/31/16	Wed	1117	Rear-End			0	2	0	Day	Dry	Careless or Negligent Manner			
29	12.702	09/25/16	Sun	0940	Sideswipe		0	0	1	Day	Dry	Careless or Negligent Mann		t Manner		
30	12.900	10/14/16	Fri	1217	Angle			2	1	0	Day	Dry	Failed to Yield Right-Of-Way			
31	12.911	10/27/16	Thu	1013	Rear-End			0	0	1	Day	Dry	Careless or Negligent Manner			
32	12.202	11/28/16	Mon	1025	Angle			0	1	0	Day	Dry	Ran Stop Sign			
33	12.452	12/14/16	Wed	1250	Sideswipe			0	0	1	Day	Dry	#N/A			
34	12.496	12/26/16	Mon	1850	Rear-End			0	0	1	Night	Dry	Careless or Negligent Mar		t Manner	
										Backed			Fixed	Ran into		
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Into	Ped/Bike	Parked Car	Object	Water	Other	
34	3	13	21	21	1	6	0	0	3	1	0	0	2	0	0	
Percent	8.82%	38.24%	61.76%	61.76%	2.94%	17.65%	0.00%	0.00%	8.82%	2.94%	0.00%	0.00%	5.88%	0.00%	0.00%	
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong	
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way	
Total	29	5	1	33	22	2	1	0	0	0	0	0	0	1	0	
Percent	85.29%	14.71%	2.94%	97.06%	64.71%	5.88%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.94%	0.00%	
	TOTAL ENTERING VEHICLES/ADT: 11.705								SEGMENT CRASH RATE: 5.384 CRASHES PER MILLION VEHICLE MILES							
TOTAL ENTERING VEHICLES/ADT: 11,705										NASTINATE:	5.584	CRASHES PI		VEHICLE IVI	1223	

					Stat	e of Flori	da Depart	ment of T	ransporta	tion					
						(CRASH SU	JMMAR	Y						
SECTION:			9006	0000						STA	TE ROUTE:			5	
ROADWAY	LIMITS:		SR 5/US 1/	Overseas Hi	ghway from	n MP 11.93	9 (MM 85.71	M.P.	11.939	то	13.417	ENGINEER:	FDOT		
STUDY PERI	OD:		FROM	1/	2017			то	12/	2017		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME	(CRASH TYPE	E	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		FRIBUTING C	
1	11.952	01/25/17	Wed	1259		Rear-End		0	1	0	Dav	Dry		ontributing A	/
2	13.438	03/03/17	Fri	1057	E	mbankmer	nt	0	0	1	Day	Dry		or Negligen	
3	12.208	03/13/17	Mon	1551		Sideswipe	-	0	0	1	Dav	Dry		o Yield Right	
4	13.015	03/14/17	Tue	1223		Head-On		0	4	0	Dav	Drv		Keep In Pro	
5	12.702	03/23/17	Thu	1015		Head-On		0	1	0	Day	Dry		or Negligen	
6	13.257	04/02/17	Sun	1715		Rear-End		0	0	1	Day	Dry	No Co	ontributing A	Action
7	12.702	05/14/17	Sun	0209	E	mbankmer	ıt	0	0	1	Night	Dry		#N/A	
8	12.214	06/24/17	Sat	1155		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
9	12.302	07/11/17	Tue	1110		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
10	14.227	07/17/17	Mon	1529		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
11	13.257	07/31/17	Mon	1515		Rear-End		0	0	1	Day	Wet	Careless	or Negligen	t Manner
12	12.402	08/13/17	Sun	1035		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
13	12.214	09/02/17	Sat	1517		Angle		0	1	0	Day	Dry	ŀ	Ran Stop Sig	n
14	12.702	09/23/17	Sat	1240		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
15	13.650	09/24/17	Sun	0643		Rear-End		0	1	0	Day	Dry	Careless	or Negligen	t Manner
16	12.452	10/03/17	Tue	0250	Tr	ee (Standin	g)	0	0	1	Night	Dry	Careless	or Negligen	t Manner
17	12.249	10/09/17	Mon	1327		Sideswipe		0	0	1	Day	Dry		#N/A	
18	13.257	10/24/17	Tue	1515		Rear-End		0	0	1	Day	Wet	Follo	owed too Clo	osely
19	13.259	10/27/17	Fri	1500		Rear-End		0	2	0	Day	Dry	Other (Contributing	g Action
20	12.892	11/01/17	Wed	0700		Rear-End		0	0	1	Night	Dry	Careless	or Negligen	t Manner
21	12.402	11/06/17	Mon	0700		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
22	12.214	12/06/17	Wed	1528		Rear-End		0	2	0	Day	Dry		#N/A	
23	12.214	12/20/17	Wed	0632		Rear-End		0	1	0	Day	Dry	No Co	ontributing A	Action
24	12.224	12/28/17	Thu	1645		Rear-End		0	0	1	Night	Dry	Careless	or Negligen	t Manner
										Backed			Fixed	Ran into	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle		Right-Turn	Sideswipe	Into		Parked Car	Object	Water	Other
24	0	8	16	16	2	1	0	0	2	0	0	0	3	0	0
Percent	0.00%	33.33%	66.67%	66.67%	8.33%	4.17%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	20	4	2	22	13	1	0	0	0	0	0	0	0	0	0
Percent	83.33%	16.67%	8.33%	91.67%	54.17%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				TOTAL EN	TERING VEH	IICLES/ADT:	62,963	9	SEGMENT C	RASH RATE:	0.707	CRASHES PE	ER MILLION	VEHICLE MI	ILES

					Stat	e of Flori	da Departi	ment of T	ransporta	tion					
							CRASH SU								
SECTION:			9006	0000						STA	TE ROUTE:			5	
ROADWAY	LIMITS:		SR 5/US 1/	Overseas H	ghway from	MP 11.939	9 (MM 85.71	M.P.	11.939	то	13.417	ENGINEER:	FDOT	-	
STUDY PER			FROM		2018			то		2018		COUNTY:			
							1	-		PROP	DAY /			RIBUTING C	AUSE
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE		FATAL	INJURIES	DAM	NIGHT	WET / DRY		EHICLE ONL	
1	12.268	01/02/18	Tue	1304		Rear-End		0	0	1	Day	Wet	Careless	or Negligen	t Manner
2	12.107	02/22/18	Thu	1155		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
3	12.452	03/20/18	Tue	2255		Sideswipe		0	1	0	Night	Dry	Failed To	Keep In Pro	per Lane
4	12.224	04/02/18	Mon	1429		Rear-End		0	0	1	Day	Dry		or Negligen	
5	12.984	04/06/18	Fri	1519		Rear-End		0	0	1	Day	Dry		or Negligen	
6	12.224	04/10/18	Tue	1242		Sideswipe		0	1	0	Day	Dry	Failed to	o Yield Right	-Of-Way
7	14.719	04/27/18	Fri	1426		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
8	12.995	05/04/18	Fri	1105		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
9	12.928	05/12/18	Sat	1510		Rear-End		0	1	0	Day	Dry	No Co	ontributing A	Action
10	12.881	05/17/18	Thu	1618		Sideswipe		0	0	1	Day	Wet	Failed To	Keep In Pro	per Lane
11	12.702	06/22/18	Fri	1545		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
12	13.257	08/16/18	Thu	1530		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
13	12.214	09/19/18	Wed	1405		Rear-End		0	0	1	Day	Dry	No Co	ontributing A	Action
14	12.224	09/19/18	Wed	1613		Rear-End		0	1	0	Day	Dry	Careless	or Negligen	t Manner
15	12.214	10/24/18	Wed	2136	Traf	fic Sign Sup	port	0	0	1	Night	Dry	No Co	ontributing A	Action
16	12.883	11/14/18	Wed	1855		Angle		0	0	1	Night	Dry		#N/A	
17	14.227	12/07/18	Fri	1546		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
18	13.005	12/19/18	Wed	1545		Left-Turn		0	1	0	Day	Dry	Careless	or Negligen	t Manner
19	12.011	12/22/18	Sat	1708		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
20	13.257	12/30/18	Sun	1343		Rear-End		0	0	1	Day	Dry	Follo	wed too Clo	osely
										Backed			Fixed	Ran into	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Into	Ped/Bike	Parked Car	Object	Water	Other
20	0	5	15	14	0	1	1	0	3	0	0	0	1	0	0
Percent	0.00%	25.00%	75.00%	70.00%	0.00%	5.00%	5.00%	0.00%	15.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	17	3	2	18	12	1	0	0	0	0	0	0	0	1	0
Percent	85.00%	15.00%	10.00%	90.00%	60.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%
				TOTAL EN	TERING VEH	IICLES/ADT:	62,963	9	SEGMENT C	RASH RATE:	0.707	CRASHES PE	R MILLION	VEHICLE MI	LES

SECTION: ROADWAY LIMI STUDY PERIOD:		-	9006												
ROADWAY LIM		-	9006			C C	CRASH SU	JMMAR	Y						
		-		0000						STA	TE ROUTE:			5	
STUDY PERIOD:	:		SR 5/US 1/	Overseas Hi	ghway fron	n MP 11.939	9 (MM 85.71	M.P.	11.939	то	13.417	ENGINEER:	FDOT		
			FROM	1/	2019			то	12/	2019		COUNTY:			
No. MIL	LE POST	DATE	DAY	TIME	1	CRASH TYPE	E	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		RIBUTING C	
1 1	2.196	01/17/19	Thu	1300		Sideswipe		0	0	1	Day	Dry	Wrong	Side or Wro	ng Way
2 1	2.201	01/23/19	Wed	1500		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
3 1	3.257	01/31/19	Thu	1645		Rear-End		0	0	1	Day	Dry	Follo	wed too Clo	osely
4 1	3.276	02/09/19	Sat	1040		Rear-End		0	0	1	Day	Dry	Follo	wed too Clo	osely
5 1	3.257	02/19/19	Tue	1405	Other	Non-Fixed	Object	0	0	1	Day	Dry	No Co	ontributing A	Action
6 1	2.224	02/24/19	Sun	0754		Rear-End		0	1	0	Day	Dry	Careless	or Negligen	t Manner
7 1	2.013	02/28/19	Thu	0800	Othe	er Traffic Ba	rrier	0	0	1	Day	Dry		#N/A	
8 1	2.495	03/07/19	Thu	1040		Sideswipe		0	0	1	Day	Dry	Careless	or Negligen	t Manner
9 1	3.214	04/20/19	Sat	1529		Angle		0	7	0	Day	Dry	Ra	n Off Roadw	/ay
10 1	2.224	04/23/19	Tue	1026		Angle		0	0	1	Day	Dry	Failed to	v Yield Right	-Of-Way
11 1	2.864	05/10/19	Fri	0827		Rear-End		0	0	1	Day	Wet	Careless	or Negligen	t Manner
12 1	2.702	06/07/19	Fri	1539		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
13 1	2.164	06/17/19	Mon	1025		Sideswipe		0	0	1	Day	Dry	Failed to	Yield Right	-Of-Way
14 1	2.214	06/20/19	Thu	1002		Rear-End		0	1	0	Day	Dry	Careless	or Negligen	t Manner
15 1	2.714	07/06/19	Sat	1829		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
16 1	2.202	08/29/19	Thu	1439		Angle		0	2	0	Day	Dry	F	Ran Stop Sig	n
17 1	2.259	09/11/19	Wed	0345		Rear-End		0	0	1	Night	Dry	Im	proper Back	ing
18 1	2.890	09/17/19	Tue	1533		Rear-End		0	2	0	Day	Dry	Careless	or Negligen	t Manner
19 1	2.359	09/21/19	Sat	1623	(Guardrail En	d	0	1	0	Day	Wet	Ra	n Off Roadw	/ay
20 1	3.071	09/25/19	Wed	1538		Rear-End		0	0	1	Day	Dry	Follo	wed too Clo	osely
21 1	2.243	11/08/19	Fri	1504		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
22 1	2.262	11/11/19	Mon	1540	G	Guardrail En	d	1	2	0	Day	Dry	Failed To	Keep In Pro	per Lane
23 1	2.977	11/24/19	Sun	1317		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
										Backed			Fixed	Ran into	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Into	Ped/Bike	Parked Car	Object	Water	Other
23	1	7	16	13	0	3	0	0	3	0	0	0	3	0	0
Percent 4	4.35%	30.43%	69.57%	56.52%	0.00%	13.04%	0.00%	0.00%	13.04%	0.00%	0.00%	0.00%	13.04%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	22	1	2	21	10	2	0	Ő	0	0	0	0	2	1	1
Percent 95	5.65%	4.35%	8.70%	91.30%	43.48%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.70%	4.35%	4.35%
				TOTAL EN	TERING VEH	IICLES/ADT:	62,963	5	SEGMENT CF	RASH RATE:	0.707	CRASHES PE	ER MILLION	VEHICLE MI	LES

						State o	of Florida I	Departme	nt of Tran	sportation	1				
								ASH SUN							
SECTION:			9006	60000							STATE ROUTE:			5	
ROADWAY	LIMITS:		SR 5/US 1/	Overseas Hi	ghway from	MP 11.939	(MM 85.71	М.Р.		то		ENGINEER:	FDOT		
STUDY PER	IOD:		FROM	1/	2015			то	12/	2015		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE		FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		FRIBUTING C	
21	0.000	01/04/15	Mon	18:00		Rear-End		0	2	0	Dark - Not Lighted	Dry		Not Coded	
22	0.000	02/19/15	Fri	15:30		Rear-End		0	0	1	Daylight	Dry		Not Coded	
23	0.000	02/21/15	Sun	16:20		Rear-End		0	0	1	Daylight	Dry		Not Coded	
24	0.000	02/28/15	Sun	15:54		Rear-End		0	4	0	Daylight	Dry		Not Coded	
25	0.000	03/26/15	Fri	8:58		Rear-End		0	0	1	Daylight	Dry		Not Coded	
26	0.000	04/05/15	Mon	13:56		Rear-End		0	0	1	Daylight	Dry		Not Coded	
27	0.000	04/28/15	Wed	20:34		Rear-End		0	0	1	Dark - Not Lighted	Dry		Not Coded	
28	0.000	05/18/15	Tue	7:23		Rear-End		0	0	1	Daylight	Dry		Not Coded	
29	0.000	06/09/15	Wed	7:20	Oth	er Fixed Ob	ject	0	0	1	Daylight	Dry		Not Coded	
30	0.000	07/25/15	Sun	19:21		Angle		0	0	1	Dark - Not Lighted	Dry		Not Coded	
31	0.000	08/10/15	Tue	11:14	Oth	er Fixed Ob	ject	0	0	1	Daylight	Dry		Not Coded	
32	0.000	09/04/15	Sat	14:07		Rear-End		0	0	1	Daylight	Dry		Not Coded	
33	0.000	09/06/15	Mon	15:10		Rear-End		0	0	1	Daylight	Dry		Not Coded	
34	0.000	11/24/15	Wed	23:29	Oth	er Fixed Ob	ject	0	1	0	Dark - Not Lighted	Dry		Not Coded	
										Backed			Fixed	Ran into	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Into	Ped/Bike	Parked Car	Object	Water	Other
14	0	3	11	10	0	1	0	0	0	0	0	0	3	0	0
Percent	0.00%	21.43%	78.57%	71.43%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.43%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper		Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Disreg Cntl Dev	Aggress	Road	DUI	Way
Total	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	164.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				TOTAL EN	TERING VEH	IICLES/ADT:	#DIV/0!		SEGMENT C	RASH RATE:	#DIV/0!	CRASHES PI	ER MILLION	VEHICLE MI	LES

						State of F	lorida De	partment	of Transp	ortation					
SECTION:			9006	0000							STATE ROUTE:			5	
ROADWAY	LIMITS:		SR 5/US 1/	Overseas Hi	ghway from	MP 11.939	(MM 85.71	. M.P.		то		ENGINEER:	FDOT		
STUDY PERI	IOD:		FROM	1/	2016			то	12/	2016		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE	1	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		TRIBUTING C /EHICLE ONL	
35	0.000	01/02/16	Sun	14:44		Backed Into)	0	0	1	Daylight	Dry		Not Coded	
36	0.000	02/26/16	Sat	11:50		Rear-End		0	0	1	Daylight	Dry		Not Coded	
37	0.000	02/26/16	Sat	15:38		Rear-End		0	0	1	Daylight	Dry		Not Coded	
38	0.000	03/20/16	Mon	13:30		Rear-End		0	0	1	Daylight	Dry		Not Coded	
39	0.000	03/26/16	Sun	11:43		Angle		0	0	1	Daylight	Dry		Not Coded	
40	0.000	04/01/16	Sat	13:18		Angle		0	0	1	Daylight	Dry		Not Coded	
41	0.000	04/02/16	Sun	8:38		Angle		0	1	0	Daylight	Dry		Not Coded	
42	0.000	05/20/16	Sat	12:50		Rear-End		0	0	1	Daylight	Dry		Not Coded	
43	0.000	05/20/16	Sat	17:05		Rear-End		0	0	1	Daylight	Dry		Not Coded	
44	0.000	07/03/16	Mon	17:15		Rear-End		0	0	1	Daylight	Dry		Not Coded	
45	0.000	07/10/16	Mon	16:10		Rear-End		0	1	0	Daylight	Dry		Not Coded	
46	0.000	09/04/16	Mon	11:35		Rear-End		0	0	1	Daylight	Dry		Not Coded	
47	0.000	09/04/16	Mon	16:10		Rear-End		0	0	1	Daylight	Dry		Not Coded	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Loft Turn	Right-Turn	Sidoswipo	Backed Into	Ped/Bike	Parked Car	Fixed Obiect	Ran into Water	Other
13	0	11jury 2	11	9	0	Angle 3	0	0	0	1	0		00ject	0	0
Percent	0.00%	15.38%	84.62%	69.23%	0.00%	23.08%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%
Contrib.	0.0070	10.0070	54.0270	55.2570	Careless	20.0070	Improper	Ran Red	Exceeded	Improper	0.0070	Erratic/	Ran off	0.0070	Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Disreg Cntl Dev	Aggress	Road	DUI	Way
Total	0	0	2	31	0	0	0	0	0 0	0	0	0	0	0	0
Percent	0.00%	0.00%	15.38%	238.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			22.50/0		ITERING VEH				SEGMENT C			CRASHES PE			

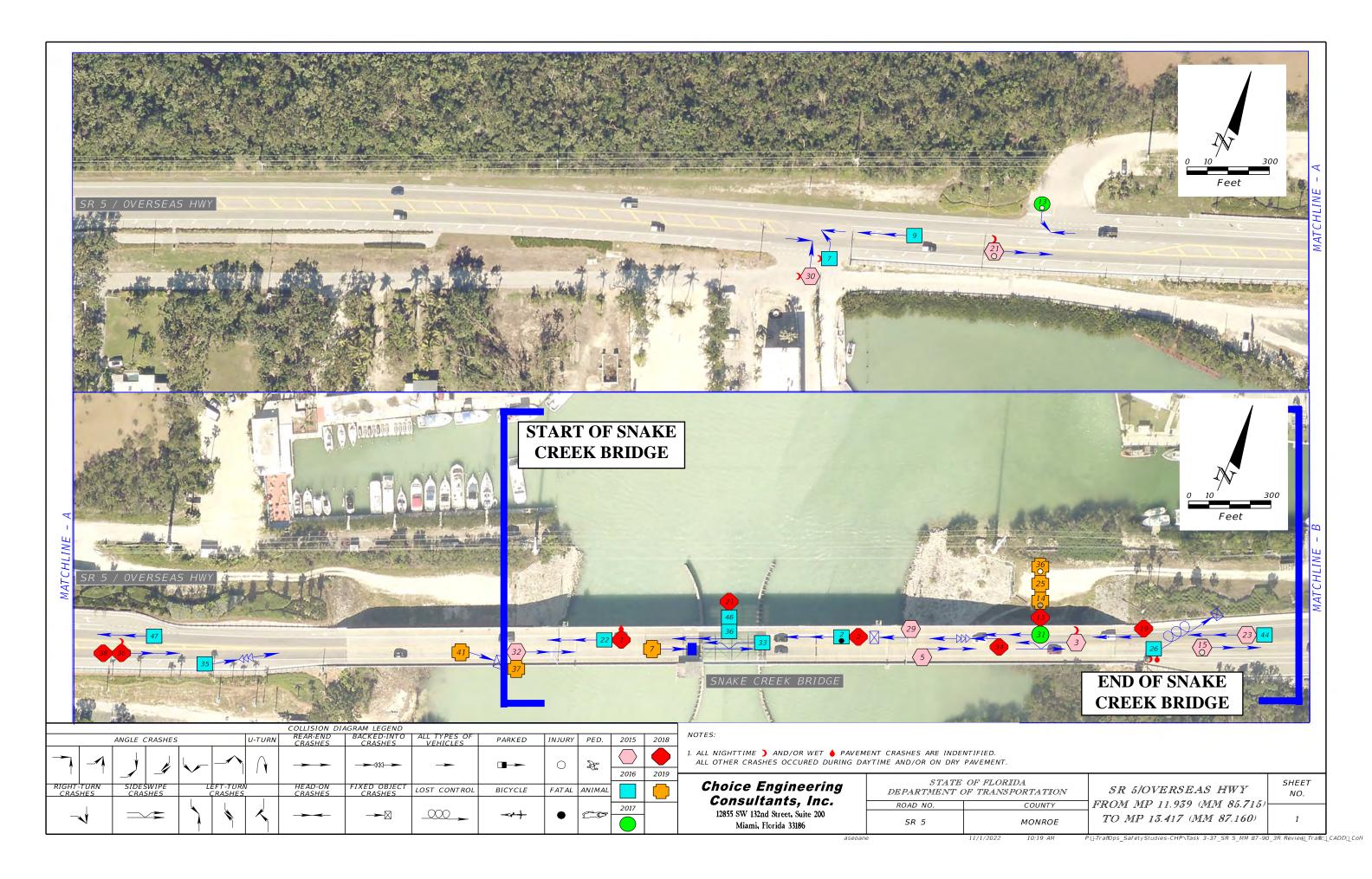
						State of F	lorida Dei	partment	of Transp	ortation					
								н ѕимм							
SECTION:			9006	60000							STATE ROUTE:			5	
ROADWAY	LIMITS:		SR 5/US 1/	Overseas Hi	ghway from	MP 11.939	(MM 85.71	M.P.		то		ENGINEER:	FDOT		
STUDY PER	IOD:		FROM	1/	2017			то	12/	2017		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE		FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		TRIBUTING C /EHICLE ONL	
25	0.000	02/25/17	Sun	14:35		Rear-End		0	0	1	Daylight	Dry		Not Coded	
26	0.000	03/03/17	Sat	12:30		Rear-End		0	0	1	Daylight	Dry		Not Coded	
27	0.000	03/20/17	Tue	8:07		Pedalcycle		0	0	1	Dark - Not Lighted	Dry		Not Coded	
28	0.000	04/12/17	Thu	16:40		Rear-End		0	0	1	Daylight	Dry		Not Coded	
29	0.000	04/15/17	Sun	13:40		Rear-End		0	0	1	Daylight	Wet		Not Coded	
30	0.000	05/27/17	Sun	16:46		Backed Into)	0	0	1	Daylight	Dry		Not Coded	
31	0.000	06/17/17	Sun	12:20		Rear-End		0	0	1	Dark - Not Lighted	Dry		Not Coded	
32	0.000	06/17/17	Sun	12:28		Rear-End		0	0	1	Daylight	Dry		Not Coded	
33	0.000	07/01/17	Sun	15:40		Rear-End		0	0	1	Daylight	Dry		Not Coded	
34	0.000	07/29/17	Sun	15:28		Rear-End		0	2	0	Daylight	Dry		Not Coded	
35	0.000	08/28/17	Tue	10:09		Rear-End		0	0	1	Daylight	Dry		Not Coded	
36	0.000	12/19/17	Wed	15:36		Rear-End		0	0	1	Daylight	Dry		Not Coded	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
12	0	1	11	10	0	0	0	0	0	1	1	0	0	0	0
Percent	0.00%	8.33%	91.67%	83.33%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	8.33%	0.00%	0.00%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper		Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Disreg Cntl Dev	Aggress	Road	DUI	Way
Total	0	0	1	18	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	8.33%	150.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				TOTAL EN	TERING VEF	IICLES/ADT:	#DIV/0!		SEGMENT C	RASH RATE:	#DIV/0!	CRASHES PE	R MILLION	VEHICLE MIL	.ES

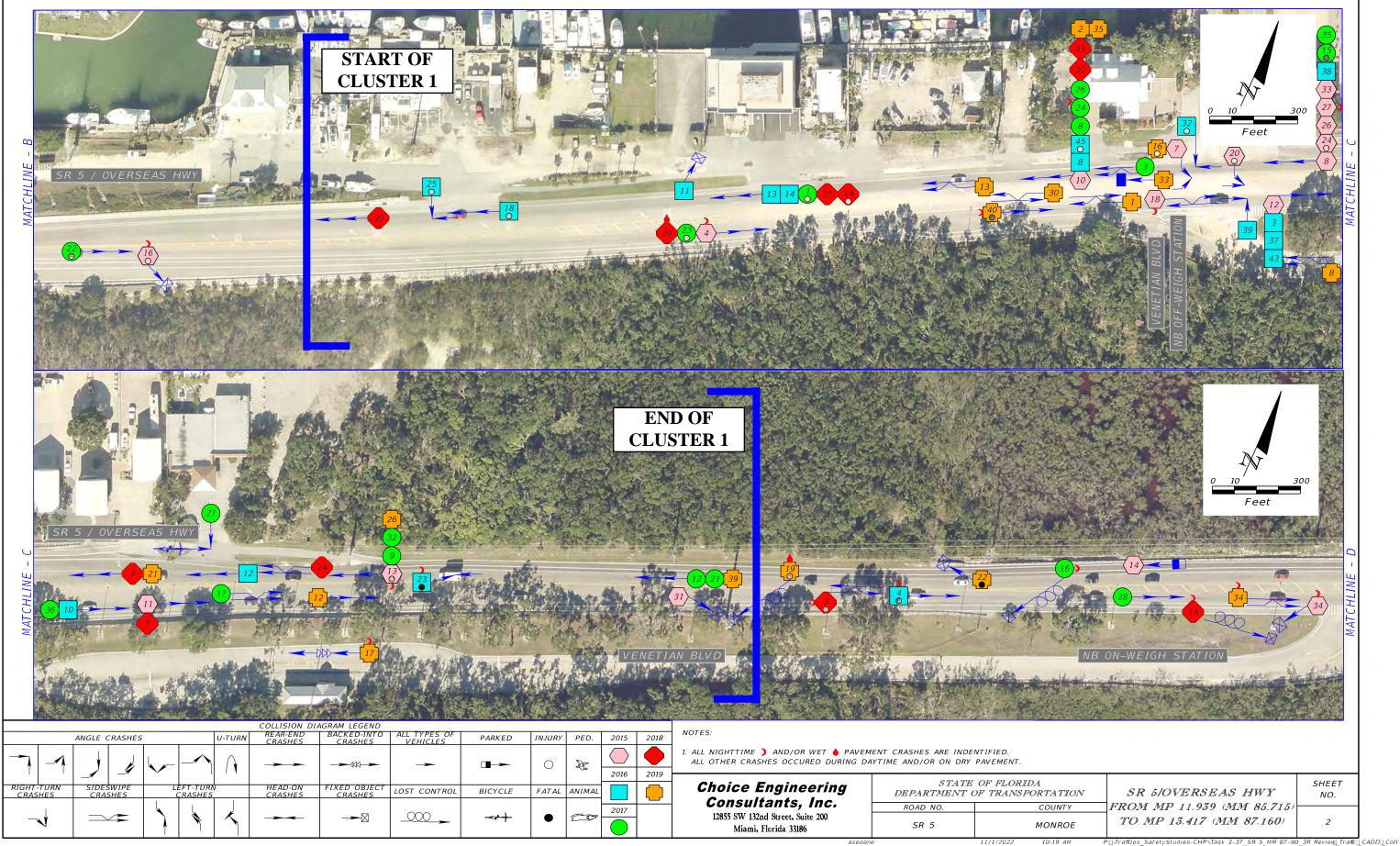
					St	ate of Flo		rtment of SUMMA	f Transpor NRY	tation					
SECTION:			9006	60000							STATE ROUTE:			5	
ROADWAY	LIMITS:		SR 5/US 1/	Overseas Hi	ghway from	MP 11.939) (MM 85.71	M.P.		то		ENGINEER:	FDOT		
STUDY PER	IOD:		FROM	1/	2018			то	12/	2018		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME	1	CRASH TYPE		FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		RIBUTING C	
21	0.000	01/13/18	Sun	16:07		Rear-End		0	0	1	Daylight	Dry		Not Coded	
22	0.000	02/24/18	Sun	12:57		Rear-End		0	0	1	Daylight	Dry		Not Coded	
23	0.000	02/25/18	Mon	15:20		Rear-End		0	0	1	Daylight	Dry		Not Coded	
24	0.000	03/15/18	Fri	12:32		Sideswipe		0	0	1	Daylight	Dry		Not Coded	
25	0.000	03/15/18	Fri	13:19		Rear-End		0	0	1	Daylight	Dry		Not Coded	
26	0.000	03/20/18	Wed	15:36		Rear-End		0	0	1	Daylight	Dry		Not Coded	
27	0.000	04/03/18	Wed	17:00		Rear-End		0	0	1	Daylight	Dry		Not Coded	
28	0.000	04/23/18	Tue	12:20		Rear-End		0	0	1	Daylight	Dry		Not Coded	
29	0.000	05/17/18	Fri	17:55		Rear-End		0	0	1	Daylight	Wet		Not Coded	
30	0.000	06/06/18	Thu	8:02		Rear-End		0	0	1	Daylight	Dry		Not Coded	
31	0.000	07/18/18	Thu	14:50		Backed Into	1	0	0	1	Daylight	Dry		Not Coded	
32	0.000	07/24/18	Wed	8:15		Rear-End		0	0	1	Daylight	Dry		Not Coded	
33	0.000	10/04/18	Fri	9:28		Rear-End		0	0	1	Daylight	Wet		Not Coded	
34	0.000	11/07/18	Thu	12:01		Backed Into)	0	0	1	Daylight	Dry		Not Coded	
35	0.000	12/17/18	Tue	7:55		Rear-End		0	0	1	Daylight	Dry		Not Coded	
36	0.000	12/27/18	Fri	18:05		Rear-End		0	0	1	Dark - Lighted	Dry		Not Coded	
37	0.000	12/28/18	Sat	13:30		Rear-End		0	0	1	Daylight	Dry		Not Coded	
38	0.000	12/31/18	Tue	15:50		Rear-End		0	0	1	Daylight	Dry		Not Coded	
Tatal Na	Estal	Internet	000	Deer Fed	Lined On	Angle	Left Turn	Diaht Turn	Cideouine	Backed	Ded (Dile	Dealers d Core	Fixed	Ran into	Other
Total No. 18	Fatal 0	Injury 0	PDO 18	Rear-End 15	Head-On 0	Angle 0	Left-Turn 0	Right-Turn 0	Sideswipe 1	Into 2	Ped/Bike 0	Parked Car 0	Object 0	Water 0	Other 0
Percent	0.00%	0.00%	100.00%	83.33%	0.00%	0.00%	0.00%	0.00%	5.56%	2 11.11%	0.00%	0.00%	0.00%	0.00%	0.00%
Contrib.	0.00%	0.00%	100.00%	03.3370	Careless	0.00%	Improper	Ran Red	Exceeded	Improper	0.00%	Erratic/	Ran off	0.00%	Wrong
Contrib. Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Disreg Cntl Dev	Aggress	Road	DUI	Wiong
Total	0 0		2	16	0	0	0	0	0	O	0	Aggress 0	0 0	0	vvay 0
Percent	0.00%	0.00%	11.11%	88.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
rereent	0.0070	0.0070	11.11/0		TERING VEH				SEGMENT C			CRASHES PI			

					St	ate of Flo	rida Depa	rtment of	Transpor	tation					
							CRASH	SUMMA	RY						
SECTION:			9006	50000							STATE ROUTE:			5	
ROADWAY	LIMITS:		SR 5/US 1/	Overseas Hi	ghway from	n MP 11.939	(MM 85.7)	1 M.P.		то		ENGINEER:	FDOT		
STUDY PER			FROM		2019			то	-	2019		COUNTY:	Monroe		
51021121				-/					/		1				
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE	E	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		TRIBUTING C VEHICLE ONL	
24	0.000	01/01/19	Wed	14:50		Rear-End		0	0	1	Daylight	Dry		Not Coded	
25	0.000	02/15/19	Sat	9:55		Rear-End		0	0	1	Daylight	Dry		Not Coded	
26	0.000	02/28/19	Fri	13:05		Rear-End		0	0	1	Daylight	Dry		Not Coded	
27	0.000	03/14/19	Fri	8:45		Rear-End		0	0	1	Daylight	Dry		Not Coded	
28	0.000	03/15/19	Sat	14:10		Right-Turn		0	0	1	Daylight	Dry		Not Coded	
29	0.000	03/22/19	Sat	15:46		Rear-End		0	0	1	Daylight	Dry		Not Coded	
30	0.000	03/23/19	Sun	14:31		Sideswipe		0	0	1	Daylight	Dry		Not Coded	
31	0.000	03/24/19	Mon	14:40		Angle		0	0	1	Daylight	Dry		Not Coded	
32	0.000	04/18/19	Fri	16:03		Rear-End		0	0	1	Daylight	Dry		Not Coded	
33	0.000	04/22/19	Tue	13:18	Other	Non-Fixed	Object	0	0	1	Daylight	Dry		Not Coded	
34	0.000	05/24/19	Sat	20:25		Angle		0	0	1	Dusk	Dry		Not Coded	
35	0.000	05/25/19	Sun	17:00		Rear-End		0	0	1	Daylight	Dry		Not Coded	
36	0.000	06/14/19	Sat	12:38		Rear-End		0	1	0	Daylight	Dry		Not Coded	
37	0.000	06/18/19	Wed	12:19		Rear-End		0	0	1	Daylight	Dry		Not Coded	
38	0.000	07/05/19	Sat	15:50		Backed Into)	0	0	1	Daylight	Dry		Not Coded	
39	0.000	07/20/19	Sun	14:20		Rear-End		0	0	1	Daylight	Dry		Not Coded	
40	0.000	10/27/19	Mon	21:30		Rear-End		0	1	0	Dark - Lighted	Dry		Not Coded	
41	0.000	11/26/19	Wed	16:00	Oth	er Fixed Ob	ject	0	0	1	Daylight	Dry		Not Coded	
										Backed			Fixed	Ran into	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Into	Ped/Bike	Parked Car	Object	Water	Other
18	0	2	16	11	0	2	0	1	1	1	0	0	1	0	0
Percent	0.00%	11.11%	88.89%	61.11%	0.00%	11.11%	0.00%	5.56%	5.56%	5.56%	0.00%	0.00%	5.56%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper		Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Disreg Cntl Dev	Aggress	Road	DUI	Way
Total	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
Percent	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				TOTAL EN	TERING VEH	IICLES/ADT:	#DIV/0!		SEGMENT C	RASH RATE:	#DIV/0!	CRASHES PI	ER MILLION	VEHICLE MI	LES



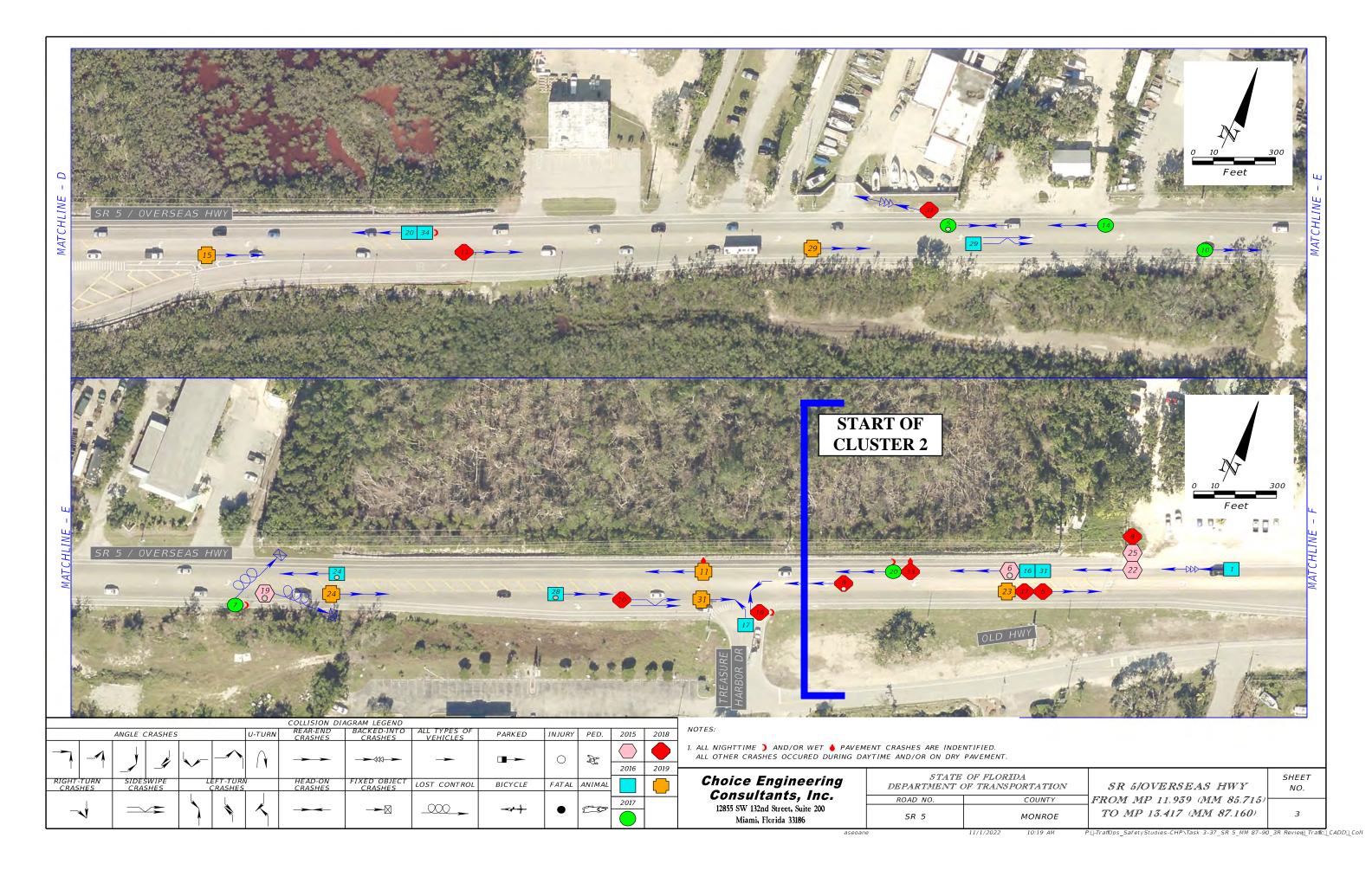
Attachment D: Collision Diagrams

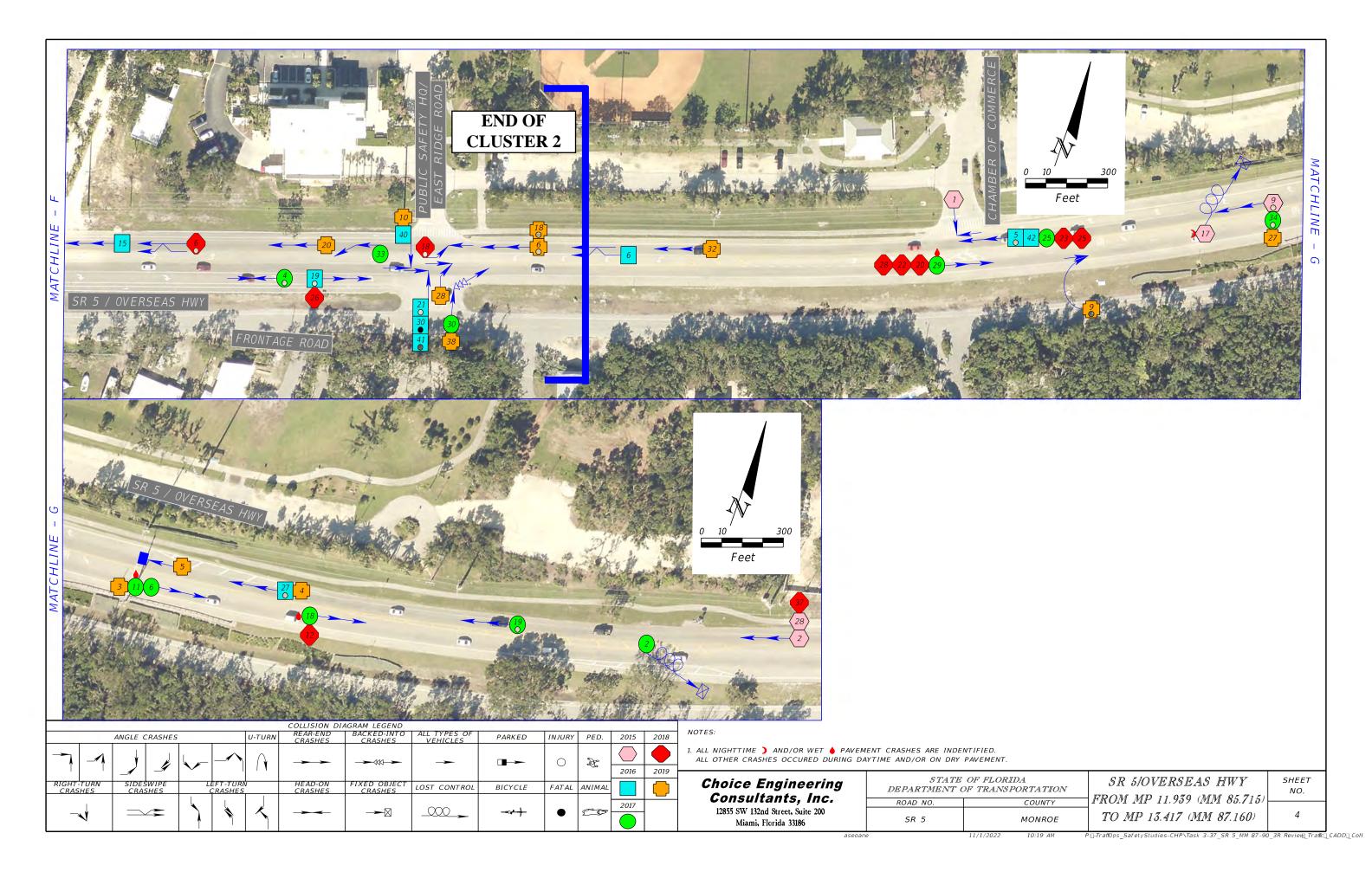




11/1/2022

10:19 AM







Attachment E: Fatal Crash Reviews

FORM 511-14 SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DISPOSITION OF FATAL CRASH

DATE RECEIVED 01/	/21/2020		DATE OF CRASH	11/11/2019	2020 B1, No. 4
SECTION 900	060000	STATE ROAD	5	CRASH NUMBER	881819720
APPROX. MILEPOST 12.	.224	DATE INVESTIGATED	02/19/2020	DATE DISPOSED	
CRASH LOCATION DESCRIP	PTION S	SR 5/US 1/OVERSEAS HW	Y (SB) AT MILE MARKE	R (MM) 86	
		11	NITIAL ACTION		
🛛 Ob	ovious (crash descrij	ption) roadway features r	not contributory		TRENT
🗆 No	ot part of significant	t increase in fatal crashes		19/10/	TRENT EDIT
M No	action required			THE HAR	CENS
FIELD INV	ESTIGATED DATE	N	/A	B	No. 64318
	D F	Roadway feature not invo	lved		*
		Minor corrections needed		E	STATE OF
		Sent to Maintenance		THR.	9/25/20 23
		Sent to Traffic Operations			CORIDA
		Memo attached		"IIIS	SIONAL ENGLIN
		Crash Study initiated			

The following action is recommended:

Based on a review of the police report, the subject crash was a fixed object crash that occurred on SR 5/US 1/Overseas Highway (southbound) at Mile Marker (MM) 86 (miscoded as 200 feet north of MM 86). The fatal crash occurred on Monday, November 11, 2019 at 3:40 PM (Daylight), under dry pavement and clear weather conditions. According to the police report, vehicle 1 was southbound on SR 5. Vehicle 1 traveled off the roadway onto the shoulder, where vehicle 1 collided with a guardrail. Vehicle 1 then continued in motion and collided with a tree. A passenger of vehicle 1 was pronounced deceased at the hospital on Monday, November 11, 2019 at 4:20 PM.

The crash data for the five most recent years (from January 2013 to December 2017), within the influence area of SR 5 (SB) at MM) 86, was downloaded from the FDOT's Crash Analysis Reporting System (CARS). Based on the crash data, a total of 32 crashes were documented within the study segment (MP 12.172 to MP 12.276) with seven (7) crashes in 2013, four (4) crashes in 2014, seven (7) crashes in 2015, and seven (7) crashes in 2016, and seven (7) crashes were reported in 2017. One (1) fixed object crash was reported, which is the crash type associated with the subject fatality. Based on the review of the police report, the fixed object crash did not occur within the study segment. No fatal crashes were reported. None of the confidence levels were applicable as there were fewer than eight (8) crashes in each year. The study segment is included in the 2017 High Crash List provided by the Department.

A review was performed using Google Earth aerials/street views. Based on this review, SR 5 is a two-lane, two-way road with a posted speed limit of 45 Miles Per Hour (MPH). Street lighting is not provided for this roadway; however, street lights are provided for the weigh station located on the east side of SR 5. Concrete barrier wall and guardrail are provided along the east side and guardrail is provided for a portion of the west side of SR 5. A review of the recent Skid Hazard Report indicates that the Friction Numbers along the southbound travel lanes of the SR 5 study segment is 39; however, no Friction Number is provided for the northbound travel lanes of the SR 5 study segment.

Based on the information presented in this document, no further action is recommended.

Prepared By: R. Trent Ebersole, P.E.	DocuSigned by:
DISTRICT SAFETY ENGINEER (SIGNATURE)	misleidys lean
	2D48EC0F652443B

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DISPOSITION OF FATAL CRASH

DISTRICT SIX INITIAL REVIEW

Relevant Studies/CTPs

☑ Relevant Programmed Projects

FM 443207-1

CRASH NARRATIVE

Based on a review of the police report, the subject crash was a fixed object crash that occurred on SR 5/US 1/Overseas Highway (southbound) at Mile Marker (MM) 86 (miscoded as 200 feet north of MM 86). The fatal crash occurred on Monday, November 11, 2019 at 3:40 PM (Daylight), under dry pavement and clear weather conditions. According to the police report, vehicle 1 was southbound on SR 5. Vehicle 1 traveled off the roadway onto the shoulder, where vehicle 1 collided with a guardrail. Vehicle 1 then continued in motion and collided with a tree. A passenger of vehicle 1 was pronounced deceased at the hospital on Monday, November 11, 2019 at 4:20 PM.

CRASH DATA REVIEW (crash summary sheets attached)

The crash data for the five most recent years (from January 2013 to December 2017), within the influence area of SR 5 (SB) at MM) 86, was downloaded from the FDOT's Crash Analysis Reporting System (CARS). Based on the crash data, a total of 32 crashes were documented within the study segment (MP 12.172 to MP 12.276) with seven (7) crashes in 2013, four (4) crashes in 2014, seven (7) crashes in 2015, and seven (7) crashes in 2016, and seven (7) crashes were reported in 2017. One (1) fixed object crash was reported, which is the crash type associated with the subject fatality. Based on the review of the police report, the fixed object crash did not occur within the study segment. No fatal crashes were reported. None of the confidence levels were applicable as there were fewer than eight (8) crashes in each year. The study segment is included in the 2017 High Crash List provided by the Department.

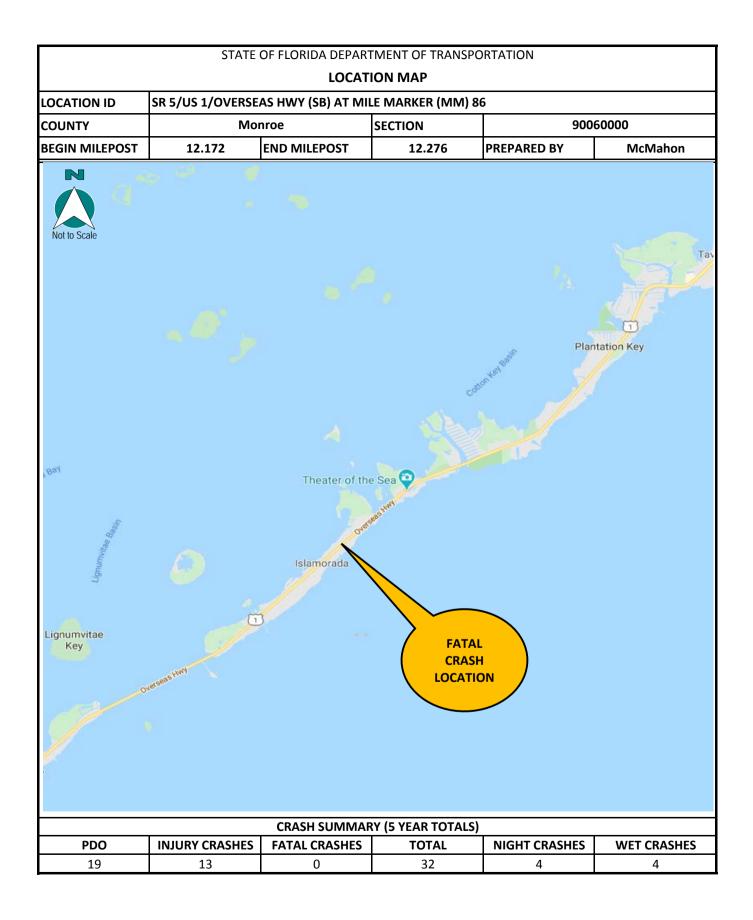
The predominant crash types was rear end with 15 crashes (46.9 percent), followed by angle with nine (9) crashes (28.1 percent), and sideswipe with five (5) crashes (15.6 percent).

Expected Value Analysis (EVA) was not performed as EVA is not applicable for segments. Four (4) crashes (12.5 percent) occurred during night/dusk/dawn lighting conditions, which is lower than the districtwide average for all roadways of 30 percent. Four (4) crashes (12.5 percent) occurred under wet/slippery pavement conditions, which is lower than the districtwide average for all roadways of 15 percent.

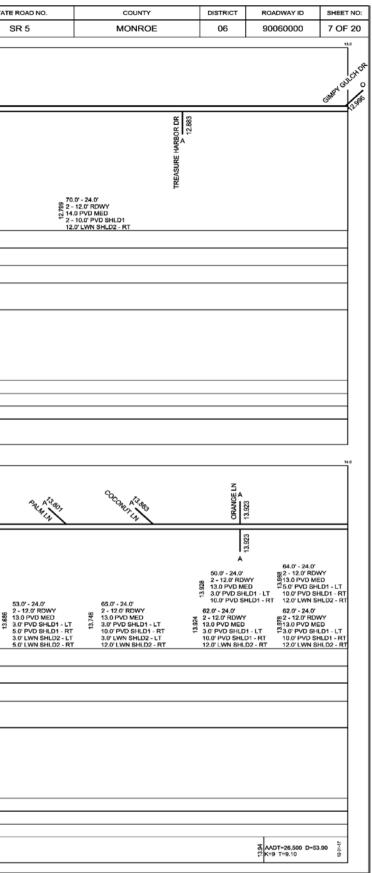
☑ OFFICE-BASED REVIEW NOTES

A review was performed using Google Earth aerials/street views. Based on this review, SR 5 is a two-lane, two-way road with a posted speed limit of 45 Miles Per Hour (MPH). Street lighting is not provided for this roadway; however, street lights are provided for the weigh station located on the east side of SR 5. Concrete barrier wall and guardrail are provided along the east side and guardrail is provided for a portion of the west side of SR 5. A review of the recent Skid Hazard Report indicates that the Friction Numbers along the southbound travel lanes of the SR 5 study segment is 39; however, no Friction Number is provided for the northbound travel lanes of the SR 5 study segment.

Per FM 443207-1 (no letting date; adopted, not begun), the programmed improvements include modification of traffic signs along SR 5, from MM 84.06 to MM 112.49 due to the damages from Hurricane Irma (Executive order for State of Emergency was declared on 09/04/2017).



DATE		5 YR INV 07/16/2018	SLD REV 07/23/2018	BMP EMP INV 000.000 038.777 Cts Engineering	SLD REV 08/03/2018	FLORIDA DEPA	RTMENT OF TRANSPO		恋 DAD INVENTOF	SECTION STATUS	INT. or US ROUTE NO.	STA
BY	c	Cts Engineering	Cts Engineering				HT LINE DIA	GRAM OF RO	DAD INVENTOR	(Y 02	US 1	
		INSIDE CITY, AND URBAN INSIDE CITY, AND URBAN ISLAMORADA ISLAMO	MARINE	VENETIAN BLVD 12.202 12.224 양				ISLAN	IORADA			
	ROADWAY FEATURES		85.0' - 24.0' 2 - 12.0' RDWY 25.0' PVD MED 5.0' PVD MED - LT 10.0' PVD SHLD1 - LT 8.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - LT	의 0.0 PVD	DWY 0.8.0' PVD MED 9.0' LWN SHLD1 - LT 2.0' VG S HLD - RT H D2 - RT	RDWY SHLD1 - LT SHLD1 - RT SHLD2 - LT	SHLD1 N 14.0 PV	HO' ROWY D MED PYD SHLD1				
	12,000	26.0 PVD MED 7.0' PVD SHLD1 - LT 20.0' WARN SHLD1 - RT 2 - 4.0' VG SHLD2	67.0*-24.0' 2.12.0' RDWY 26.0 PVD MHED 5.0' PVD SHLD1-LT 5.0' PVD SHLD1-LT 8.0' LWN SHLD2-LT 4.0' VG SHLD2-RT 12.0' LWN SHLD2-R	T 2 - 10.0 PVD MED 8	.0" PVD SHLD1 - RT P .0" LWN SHLD2 - LT	12.0' LWN SHLD2 - LT	8 45.0° - 25.0° 7 2 - 12.5° RDWY 2 - 10.0° PVD SI 0 //FC-5	70.0° - 24.0° 2 - 12.0° RDWY 5 14.0 PVD MED 32 - 10.0° PVD SHL 22 - 10.0° PVD SHL 22 - 10.0° PVD SHL 12.0° LWN SHLD2 0 28/FC-5	.D1	82.0' - 24.0' 2 - 12.0' RDWY 14.0 PVD MED 2 - 10.0' PVD SHLD1 2 - 12.0' LWN SHLD2		
		28/FC-5 28/FC-5			12.282/822		217-C-5	- ⁸⁷ 28/FC-5 28/FC-5				
	HORIZONTAL											
	STRUCTURE											
E	DISTRICT USE											
⊢	SIS	3										
⊢	FUN CLASS	URBAN PRIN ART OTHER										
	TRAFFIC S	AADT=20,500 D=53.90 K=9 T=9	12-31-17									
Г	1	INSIDE CITY, AND URBAN	<u>`</u>					×				
	89	* ISLAMORADA * KEY LARGO * I<=OVERSEAS HWY	AFET	р П	мм			a ISLA	MORADA	~		
	13	' <sr 5<br="">* <∪S 1</sr>	PUBLIC SA HEADQU 13.079 P	CHMBER OF COMMERCE 13.191 *	87			ISLA 13.454 * *		PIPPIN DR 13.622 DR	POLAN.	**
	ROADWAY	82.0' - 24.0' § 2 - 12.0' RDWY	RONTAGE RD ENT 713.079		MM 82 1 87 57 4	8.0° - 24.0° 9 1 - 12.0° RDWY 9 4 4.0 PVD MED 9 1 .0° PVD SHLD1 - LT 8	9.0° - 24.0° - 12.0° RDWY 3.0 PVD MED .0° PVD SHLD1 - LT 0.0° PVD SHLD1 - RT .0° LWN SHLD2 - LT 2.0° LWN SHLD2 - RT	02 35 45 45 57.0' - 24.0' 57.0' - 24.0' 13.0 PVD MED 6.0' PVD SHLD1 - 6.0' PVD SHLD1 - 6.0' PVD SHLD1 - 4.0' LVM SHLD2	55.0° - 24.0° N 2 - 12.0° RDWY 13.0 PVD MED -LT 22 4.0° PVD SHLD1 - LT RT 10.0° PVD SHLD1 - RT	75.0' - 24.0' 2 - 12.0' RDWY 31.0 PVD MED - LT 4.0' PVD SHLD1 - LT 10.0' PVD SHLD1 - RT 2 - 12.0' LWN SHLD2		FRONTAGE RD ENTRANCE P 13.742
	13	* 14.0 PVD MED * 2 - 10.0' PVD SHLD1 2 - 12.0' LWN SHLD2 70.0' - 24.0' 2 - 12.0' RDWY 14.0 PVD MED 2 - 10.0' PVD SHLD1 12.0' LWN SHLD2 - RT	8 14.0 PVD MED 5 2- 6.0 PVD SHLD1 - LT 9 14.1 10.0 PVD SHLD1 - RT 4.0 3.0 LWN SHLD2 - LT 10.0	0 PVD MED 55 3' PVD SHLD1 - LT 55 0' PVD SHLD1 - RT 55	52.0' - 24.0' 2 - 12.0' RDWY 14.0 PVD MED 1.0' PVD SHLD1 - LT 10.0' PVD SHLD1 - RT	70.0° - 24.0° 2 - 12.0° RDWY 14.0 PVD MED 37.4.0° PVD SHLD1 - LT 6.0° PVD SHLD1 - RT 6.0° LWN SHLD2 - LT 12.0° LWN SHLD2 - RT	77.0' - 24.0' 50 2 - 12.0' RDWY 51 3.0 PVD MED 50 6.0' PVD SHLD1 - LT 10.0' PVD SHLD1 - RT 2 - 12.0' LWN SHLD2	2 6.0° LWN SHLD2 65.0° - 24.0° 2 - 12.0° RDWY 13.0 PVD MED 6.0° PVD SHLD1 - LT 4.0° PVD SHLD1 - RT	- RT 55.0' - 24.0' 63.0' - 2 2 - 12.0' RDWY 2 - 12.0' 13.0 PVD MED 51.3.0 PV 2 - 4.0' PVD SHLD2 - LT 10.0' PV	4.0' 66.0' - 24.0' RDWY 2 - 12.0' RDW)	रा र
Γ		28/FC-5										
		28/FC-5 CURVE DATA NOT	FIELD VERIFIED									
Γ	HORIZONTAL		Δ=27°12'53.00" D=2°00'									
	ALIGNMENT		PC=13.097 PI=13.228 PT=13.354									
-			F I - 10,004			B=N3	9*12'55'E					
	STRUCTURE											
Ľ	DISTRICT USE											
F	SIS											
-	FUN CLASS	URBAN PRIN ART OTHER										
			10.04.47									
	TRAFFIC 3	AADT=20,500 D=53.90 K=9 T=9	12-31-17									



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

STREET VIEW IMAGES

LOCATION ID	SR 5/US 1/OVER	SEAS HWY (SB) AT M	ILE MARKER (MM) 8	6	
COUNTY	N	lonroe	SECTION	900	60000
BEGIN MILEPOST	12.172	END MILEPOST	12.276	PREPARED BY	McMahon



Looking south on SR 5 in the vicinity of the subject crash



Looking north on SR 5 in the vicinity of the subject crash

		COLLISI	ON DIAGRAM		
OCATION ID	SR 5/US 1/OVERSE	AS HWY (SB) AT MI	LE MARKER (MM) 86	
COUNTY	Mor	nroe	SECTION	900	60000
BEGIN MILEPOST	12.172	END MILEPOST	12.276	PREPARED BY	McMahon
trashes plotted were	reviewed.				Not to See
PDO			1	ACLUDE FATAL IN 2019	WET CRASHES
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES
19		0			

COLLISION DIAGRAM ONLY (5 YEAR TOTALS); DOES NOT INCLUDE FATAL IN 2019

I

PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES
			TOTAL		WETCIASTIES
0	0	0	0	0	0
		I	EGEND		
Fatal Crash No. 🛛 🛞	Crash No. 🛛 🗙	Rear End		Fixed Object	
Sideswipe		Left Turn		Angle	→
Coll. w/ Pedestrian	_→ Ż	Coll. w/ Bicycle	→ 070	Night Crash 🛛 🐥	Daylight Crash 🛛 🐥
2013 Crash	2014 Crash	2015 Crash	2016 Crash	2017 Crash	Subject Fatal Crash

LOCATION INFORMATION CONFIDENCE LEVEL COMPUTATIONS

Location:	SR 5/US 1/OVE	RSEAS H	WY (SB) AT MILE I	MARKER ((MM) 86	
State Section:	90060000		County: N	lonroe		
State Road:	5		District: 6			
Roadway Limits:	MP	12.224				
Engineer:	FDOT D6					
Area Type:	Urban					
Spot/Segment:	Segment					
Spot Type:	2-3Ln 2Wy Dive	d Pavd				
Begin Milepost:	12.172		Input Radius	275	ft	
End Milepost:	12.276					
Begin Year:	2013					
End Year:	2017					
Number of Years:	5					

CRASH STATISTICS Year 2015 2016 2017 2013 2014 Number of Crashes 7 7 7 7 4 Average Daily Traffic (ADT) 19,300 25,500 27,500 22,000 20,500 Actual Crash Rate (ACR) 9.539 4.126 6.695 8.369 8.981 District 6 Average Crash Rate (A) 8.440 10.242 13.683 13.003 16.135 Average Vehicle Exposure (M) 0.734 0.970 1.046 0.836 0.779 Critical Crash Rate (CCR) 18.919 20.422 25.110 25.381 30.466 Safety Ratio 0.202 0.267 0.330 0.295 0.504 -1.024 Statistical Significance 0.525 -1.723 -1.800 -1.431 Confidence Level 50.00% 50.00% 50.00% 50.00% 50.00%

ADT – Average Daily Traffic

ACR – Actual Crash Rate = No. of crashes in a year / Average Vehicle Exposure (M)

M – Average Vehicle Exposure (million vehicles or million vehicles miles) = [(ADT * 365 * L) / 1,000,000]

L = Length of the Segment for Segment Analysis, 1 for Spot Analysis

A – Average Crash Rate

CCR - Critical Crash Rate = A + K * (SQRT[A/M]) - (1/[2 * M])

(Ref: FDOT Highway Safety Improvement Program Guidelines)

K = 3.291 for Urban, 1.960 for Suburban, 1.645 for Rural K = 3.291

Safety Ratio = ACR/CCR

Level of statistical significance = (ACR - A + (1/2M))/SQRT(A/M)

Confidence Level = Percent probability that the crash rate is abnormally high for the location under study, using the district-wide average as a bfd Threshold = 99.95%



FDOT DISTRICT 6 EXPECTED VALUES ANALYSIS

SR 5/US 1/0	VERSEAS HWY (SB) AT		Numb	er of Cr	ashes					-	d Annual Value		
	IARKER (MM) 86			Year			5 Year Total	Mean Crashes	%		ally High per year	90 %ile	95 %ile
	oot with No Expected ues Available	2013	2014	2015	2016	2017	Crashes	Per Year		90th percentile	95th percentile		
CRASH TYPE	Rear End	2	1	3	5	4	15	3.00	46.9%	0.00	0.00		
	Head On	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Angle	2	2	2	1	2	9	1.80	28.1%	0.00	0.00		
	Left Turn	0	0	0	0	0	0		0.0%	0.00	0.00		
	Right Turn	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Sideswipe	1	1	1	1	1	5	1.00	15.6%	0.00	0.00		
	Backed Into	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Pedestrian	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Bicycle	2	0	0	0	0	2	0.40	6.3%	0.00	0.00		
	Fixed Object	0	0	1	0	0	1	0.20	3.1%	0.00	0.00		
	Other Non-Collisions	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Overturn/Rollover	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Others	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Total Crashes	7	4	7	7	7	32	6.40	100.0%	0.00	0.00		
SEVERITY	PDO Crashes	3	3	5	4	4	19	3.80	59.4%	0.00	0.00		
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Injury Crashes	4	1	2	3	3	13	2.60	40.6%	0.00	0.00		
LIGHTING	Daylight	6	3	6	7	6	28	5.60	87.5%	0.00	0.00		
CONDITIONS	Dusk	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	Dawn	0	0	0	0	1	1	0.20	3.1%	0.00	0.00		
	Dark	1	1	1	0	0	3	0.60	9.4%	0.00	0.00		
	Unknown	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
SURFACE	Dry	4	4	6	7	7	28	5.60		0.00	0.00		
CONDITIONS	Wet	3	0	1	0	0	4	0.80	12.5%	0.00	0.00		
	Others	0	0	0	0	0	0		0.0%	0.00	0.00		
MONTH	January	2	0	0	1	0	3	0.60	9.4%	0.00	0.00		
OF YEAR	February	1	0	2	1	0	4	0.80	12.5%	0.00	0.00		
	March	0	1	2	2	1	6	1.20	18.8%	0.00	0.00		
	April	1	1	0	0	0	2	0.40	6.3%	0.00	0.00		
	May	2	1	0	0	0	3	0.60	9.4%	0.00	0.00		
	June	1	0	0	1	1	3	0.60	9.4%	0.00	0.00		
	July	0	0	1	1	0	2	0.40	6.3%	0.00	0.00		
	August	0	0	0	0	0	0	0.00	0.0%	0.00	0.00		
	September	0	1	0	0	1	2	0.40	6.3%	0.00	0.00		
	October	0	0	0	0	1	1	0.20	3.1%	0.00	0.00		
	November	v	v	-	-	v	-	0.40		0.00			
	December	0	0	1	0	3	4	0.80	12.5%	0.00	0.00		
DAY	Monday	1	0	3	1	2		1.40		0.00	0.00		
OF WEEK	Tuesday	2	0	0	1	0		0.60		0.00	0.00		
	Wednesday	1	0	0	0	2	3	0.60	9.4%	0.00	0.00		
	Thursday	2	1	1	0	1	5	1.00		0.00	0.00		
	Friday	1	0	0	2	0	3	0.60	9.4%	0.00	0.00		
	Saturday	0		3	2	2	8	1.60	25.0%	0.00	0.00		
	Sunday	0	2	0	1	0	3	0.60		0.00	0.00		
HOUR	00:00-06:00	0	1	0	0	0	1	0.20	3.1%	0.00	0.00		
OF DAY	06:00-09:00	0	0	0	0	1	1	0.20	3.1%	0.00	0.00		
	09:00-11:00	1	1	1	2	0	5	1.00	15.6%	0.00	0.00	<u> </u>	
	11:00-13:00	1	1	2	1	1	6	1.20	18.8%	0.00	0.00		
	13:00-15:00	0	0	1	2	1	4	0.80	12.5%	0.00	0.00		
	15:00-18:00	4	1	1	2	4	12	2.40	37.5%	0.00	0.00		
	18:00-24:00	1	0	2	0	0	3	0.60	9.4%	0.00	0.00		

					Stat		da Depart CRASH SI			tion					
SECTION:			9006	50000						STA	TE ROUTE:			5	
ROADWAY	LIMITS:		MP					M.P.	12.172	то	12.276	ENGINEER:	FDOT D6		
STUDY PER	IOD:	-	FROM	1/	2013			то	12/	2013		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE		FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		RIBUTING C	
1	12.224	01/09/13	Wed	1548		Rear-End		0	2	0	Day	Dry	Careless	or Negligen	t Manner
2	12.214	01/18/13	Fri	1538		Pedalcycle		0	0	1	Day	Dry	No Co	ontributing <i>i</i>	Action
3	12.202	02/28/13	Thu	1546		Pedalcycle		0	1	0	Day	Dry	Failed to	o Yield Right	-Of-Way
4	12.233	04/22/13	Mon	1004		Sideswipe		0	2	0	Day	Dry	Careless	or Negligen	t Manner
5	12.224	05/02/13	Thu	2023		Angle		0	1	0	Night	Wet	Failed to	o Yield Right	-Of-Way
6	12.202	05/28/13	Tue	1517		Angle		0	0	1	Day	Wet	Failed to	o Yield Right	-Of-Way
7	12.240	06/04/13	Tue	1130		Rear-End		0	0	1	Day	Wet	Other	Contributing	Action
										Backed			Fixed	Ran into	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Into	Ped/Bike	Parked Car	Object	Water	Other
7	0	4	3	2	0	2	0	0	1	0	2	0	0	0	0
Percent	0.00%	57.14%	42.86%	28.57%	0.00%	28.57%	0.00%	0.00%	14.29%	0.00%	28.57%	0.00%	0.00%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	6	1	3	4	2	3	0	0	0	0	0	0	0	0	0
Percent	85.71%	14.29%	42.86%	57.14%	28.57%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				TOTAL EN	TERING VEH	IICLES/ADT:	19,300		SEGMENT C	RASH RATE:	9.539	CRASHES PE	R MILLION	VEHICLE MI	LES

					Sta		da Depart CRASH SI			tion					
SECTION:			9006	50000						STA	TE ROUTE:			5	
ROADWAY	LIMITS:		MP					M.P.	12.172	то	12.276	ENGINEER:	FDOT D6		
STUDY PER	IOD:		FROM	1/	2014			то	12/	2014		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE	E	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		FRIBUTING C	
1	12.240	03/08/14	Sat	0900		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
2	12.202	04/10/14	Thu	1530		Angle		0	0	1	Day	Dry	Failed to	o Yield Right	-Of-Way
3	12.259	05/04/14	Sun	0135		Angle		0	1	0	Night	Dry	li	nproper Tu	rn
4	12.221	09/28/14	Sun	1240		Sideswipe		0	0	1	Day	Dry	Failed to	o Yield Right	-Of-Way
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
4	0	1	3	1	0	2	0	0	1	0	0	0	0	0	0
Percent	0.00%	25.00%	75.00%	25.00%	0.00%	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	3	1	0	4	1	2	1	0	0	0	0	0	0	0	0
Percent	AddFatalInjuryPDORear-EndHead-OnAngleLeft-TurnRight-TurnSideswipeIntoPed/BikeParked CarObjectWaterOther0131020010000000nt0.00%25.00%75.00%25.00%0.00%50.00%0.00%0.00%25.00%0.00% </td <td>0.00%</td>								0.00%						
				TOTAL EN	TERING VEH	IICLES/ADT:	25,500		SEGMENT C	RASH RATE:	4.126	CRASHES PI		VEHICLE MI	LES

					Stat		da Depart CRASH SI			tion					
SECTION:			9006	50000						STA	TE ROUTE:			5	
ROADWAY	LIMITS:		MP		-			M.P.	12.172	то	12.276	ENGINEER:	FDOT D6		
STUDY PER	IOD:		FROM	1/	2015			то	12/	2015		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE		FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		RIBUTING C	
1	12.202	02/09/15	Mon	1237		Angle		0	0	1	Day	Dry	Failed to	o Yield Right	-Of-Way
2	12.214	02/28/15	Sat	1600		Rear-End		0	6	0	Day	Dry	Careless	or Negligen	t Manner
3	12.174	03/09/15	Mon	1015		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
4	12.211	03/14/15	Sat	1327		Rear-End		0	0	1	Day	Dry	No Co	ontributing A	Action
5	12.224	07/25/15	Sat	1851		Curb		0	0	1	Day	Wet	Drove to	o Fast for Co	onditions
6	12.202	11/19/15	Thu	2046		Sideswipe		0	0	1	Night	Dry		#N/A	
7	12.202	12/14/15	Mon	1250		Angle		0	2	0	Day	Dry	Failed to	o Yield Right	-Of-Way
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
7	0	2	5	3	0	2	0	0	1	0	0	0	1	0	0
Percent	0.00%	28.57%	71.43%	42.86%	0.00%	28.57%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	14.29%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	6	1	1	6	2	2	0	0	1	0	0	0	0	0	0
Percent	85.71%	14.29%	14.29%	85.71%	28.57%	28.57%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				TOTAL EN	ITERING VEH	IICLES/ADT:	27,500		SEGMENT C	RASH RATE:	6.695	CRASHES PE	ER MILLION	VEHICLE MI	LES

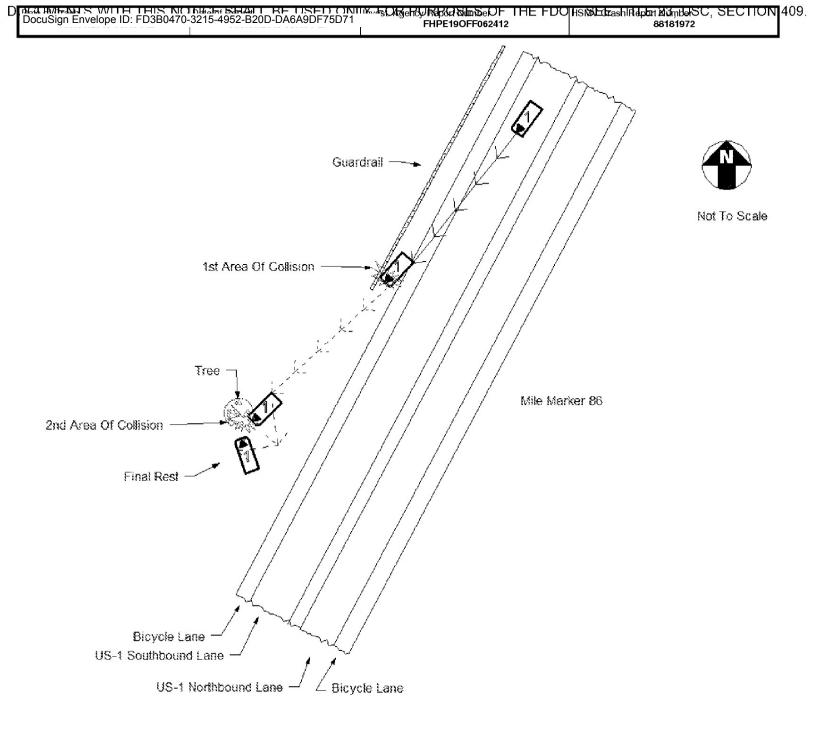
					Stat			ment of T		tion					
SECTION:			9006	50000						STA	TE ROUTE:			5	
ROADWAY	LIMITS:		MP					M.P.	12.172	то	12.276	ENGINEER:	FDOT D6		
STUDY PER	IOD:		FROM	1/	2016			то	12/	2016		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE		FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		FRIBUTING C	
1	12.214	01/19/16	Tue	1441		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
2	12.214	02/12/16	Fri	1324		Sideswipe		0	0	1	Day	Dry		#N/A	
3	12.240	03/19/16	Sat	1145		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
4	12.214	03/25/16	Fri	1740		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
5	12.224	06/19/16	Sun	0922		Rear-End		0	1	0	Day	Dry	h	mproper Tu	m
6	12.214	07/16/16	Sat	1710		Rear-End		0	2	0	Day	Dry	Careless	or Negligen	t Manner
7	12.202	11/28/16	Mon	1025		Angle		0	1	0	Day	Dry		Ran Stop Sig	n
										Backed			Fixed	Ran into	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Into	Ped/Bike	Parked Car	Object	Water	Other
7	0	3	4	5	0	1	0	0	1	0	0	0	0	0	0
Percent	0.00%	42.86%	57.14%	71.43%	0.00%	14.29%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	7	0	0	7	4	0	1	0	0	0	0	0	0	0	0
Percent	100.00%	0.00%	0.00%	100.00%	57.14%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				TOTAL EN	TERING VEH	IICLES/ADT:	27,500	1	SEGMENT C	RASH RATE:	6.695	CRASHES PE	R MILLION	VEHICLE MI	LES

					Sta			ment of T		tion					
SECTION:			9006	0000					-	STA	TE ROUTE:			5	
ROADWAY	LIMITS:	•	MP		•			M.P.	12.172	то	12.276	ENGINEER:	FDOT D6		
STUDY PER	IOD:		FROM	1/	2017			то	12/	2017		COUNTY:	Monroe		
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE		FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		FRIBUTING C	
1	12.208	03/13/17	Mon	1551		Angle		0	0	1	Day	Dry	Failed to	o Yield Right	-Of-Way
2	12.214	06/24/17	Sat	1155		Rear-End		0	0	1	Day	Dry	Careless	or Negligen	t Manner
3	12.214	09/02/17	Sat	1517		Angle		0	1	0	Day	Dry		Ran Stop Sig	n
4	12.249	10/09/17	Mon	1327		Sideswipe		0	0	1	Day	Dry		#N/A	
5	12.214	12/06/17	Wed	1528		Rear-End		0	2	0	Day	Dry		#N/A	
6	12.214	12/20/17	Wed	0632		Rear-End		0	1	0	Day	Dry	No Co	ontributing A	Action
7	12.224	12/28/17	Thu	1645		Rear-End		0	0	1	Night	Dry	Careless	or Negligen	t Manner
										Backed			Fixed	Ran into	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Into	Ped/Bike	Parked Car	Object	Water	Other
7	0	3	4	4	0	2	0	0	1	0	0	0	0	0	0
Percent	0.00%	42.86%	57.14%	57.14%	0.00%	28.57%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
Total	6	1	0	7	2	1	0	0	0	0	0	0	0	0	0
Percent	85.71%	14.29%	0.00%	100.00%	28.57%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				TOTAL EN	TERING VEH	IICLES/ADT:	27,500		SEGMENT C	RASH RATE:	6.695	CRASHES PE	R MILLION	VEHICLE MI	LES

Joouoigi		PPE ID:	SHO	0-3215-4952 RT FORM		RE LISED C -DA6A9DF75D	71	0.				1	RAFF	FETY & IC CRA ING, TA	SH RE	COR	S			2.1
Date of Cra 11/Nov/2	ash 2019 03:4	IO PM	Time of Cra 11/Nov/20	sh)19 03:40 PM		of Report Feb/2020 02:12 F		ivest. Aç		Report Nur HPE19OF				HSM	/IV Crasl	ר Rep	ort Nur 8818			
RASHI	DENTIF	IERS																		
County Co 38		ity Cod 3		unty of Crash	MONR	OE	Plac	e or Cit		ish MORADA	L.		With	in City Li No	mits	11	Repo /Nov/2 3:45 F	019	Time Dispate 11/Nov/20 03:51 PM	19
îme on So 11/Nov/: 04:28 I	2019	11/Nov	ared Scene /2019 06:51 PM		Reas	on (if Investigatio	n NOT	Comple	eted)								Notifie I		nforcement	
OADWA	AY INFO	RMAT	ION																	
		•	Road, Highw	US-1	_				•	treet Addr	ess	ŧ			t Lattitu .954907			-80.5	Longitude 81507397103	
t Feet 200		r Miles	Dii	ection North	OFre	om Intersection W	ith Str	eet, Roa		iway .E MARKI	ER 8	6					0	Or Fro	om Milepost #	ŧ
oad Syst	tem Identi		2 U.S.			Type Of Shoulde	r	1 Pav	ved				Туре (Of Interse		ot at li	nterse	ction		
RASH II	NFORM	ATION	l (Check if	Pictures Ta	aken)										10000000					
	1 Dayligh		Weathe	er Condition 1 Clear		Roadway Sur	face C Dry	ondition	Sc	hool Bus I	Rela	1 No				77 O	<u></u>	xplain	in Narrative	
irst Harm	nful Event	Туре	F	First Harmful E	vent 28	F	irst Ha	armful E 3	vent Lo Should			Withi	in Interc No		First H	armful		Relation.Junc	on to Junctior tion	1
ontributin	ng Circum	istances 1	: Road None			Contributing Circ	umstar	nces: Ro	ad				Contri	buting Ci	rcumsta	nces:	Road			
ontributin	ng Circum		: Environme None	ent		Contributing Circ	umstar	nces: Er	ivironm	ent			Contri	buting Ci	rcumsta	nces:	Enviror	nment		
1	e Related No (Check		h In Work Z			Туре С	f Work	< Zone				W	orkers I	n Work Z	one	Law E	nforce	ment l	n Work Zone	
/ehicle M		icle Typ	e Hit	and Run 1 No	Veh I	_icense Number LBRB94		State	FL	Reg. Ex 19/Fe	•	24 A A A A A A A A A A A A A A A A A A A	ermane N		VIN	WA	UAFA	FL2AN	1010993	
Year M 2010	/lake AUDI	Model A4	Style U	Color T B	LU	Extent of Dama Disabling		Est. Da 8	mage 000	Towed	d Du	e To Da Yes	amage	Vehicle	e Remov	•	AN	Ro	tation Rotation	
nsurance	Company	/	PRO	OGRESSIVE I	NS	•			Insuran	ce Policy	Num	ıber		1382	9633					
			neck Box If E EZ ALEMAN			Current Ac 1662		(Numbe AP DE							y and St Y WEST				Zip Coc 33040-4	
railer Li Dne:	icense Nu	umber	State	Reg. Expi	es	^o ermanent Reg.	VIN							Year	Ma	ke	Le	ngth	Axles	
railer Li wo:	icense Ni	umber	State	Reg. Expi	es I	^o ermanent Reg.	VIN							Year	Ma	ke	Le	ength	Axles	
ehicle raveling:	Direct Sout		On Street, F	Road, Highway	'		US-1							At	Est. Spe 45	ed	Postec	Speed 45	d Total La 2	nes
MV Confi	iguration				Carg	o Body Type					1	Area	of Initial	Impact			Most [)amag	ed Area	
Comm GV	/WR/GCW	/R		Tr	l ailer T	pe (trailer one)	Tra	iler Typ	e (traile	r two)	2	3 4	5 8 7	19. Ov		0	3 4 3 5{(18	17 B	 18. Undercar 19. Overtun 	'n
laz. Mat. I	Release	Haz	vlat. Placard	Number		(Class				14	13 12	11 10 8	20. Wii 21. Tra	ndshield iler	14	3 12 1	1 10 0	20. Windshi 21. Trailer	əld
Aotor Carr	rier Name) }				USI	DOT N	umber												
		Moto	r Carrier Ad	dress		I			C	ity and St	ate					Zip C	ode	F	hone Numbe	r
comm/Nor	n-Comme	ercial	Vehicle Boo 1 Pas	y Type senger Car	V	ehicle Defects (or 1 Nor			Vehic	le Defects	i (tw)		Emerge	ncy Veh 1 No	icle U			Function of N pecial Funct	
/ehicle Ma 1 Strai	aneuver A iight Ahe		Trafficway 1 Two-W	ay, Not Divid		oadway Grade 1 Level		Road	way Ali 1 Str	gnment aight			larmful Ilision v	Event with Fixe	d Objec	100000			vent Detail (standing)	
raffic Con		ce For T ontrols			n with	Fixed Object		(2) Seq 32 Tree	uence	of Events	Т	hird (3)	Sequer	nce of Ev	ents	Fou	rth (4)	Seque	nce of Events	;
				28 6	iuardra	ail End														

1	I Driver			DIOGO JI	2303 EC	PEZ		00/NOV/2002	2 1	Male			NO
Address			City			State		~		Zip Code	е	and the second	
	1662 DUNLAP DR APT 4	~		KEY WEST			F	L			3	3040	
Driver Lic		State			DL Type		Req. End		njury Se			ection	
	L120170024060		FL	06/Nov/2027	5 E/	Operator		lo Req prsement	2	Possible	e	1 Not E	jected

								IPE19OFF06					88181972		
	stem and Lap Belt sed	Air Bag Deplo 6 Deployed-Co	i	Helmet Use		Eye Protectio 3 Not App		Seating Loc 1	ation Seat Left	Se	ating Location 1 Front	Row	Seating	Locat	ion Other
	ns at Time of 25 Failed to P	Crash (first) Ceep in Prope	r Lane	Drivers /	Actions	at Time of Cra	ash (seco	ond)	2		istracted By 7 Inattentive		Vision Obs 1 Vision		on Obscured
rivers Actio	ns at Time of	Crash (third)		Drivers /	Actions	at Time of Cra	ash (four	th)		Drivers	Condition at Tir 3 As		rash r Fatigued		
Suspected A 1	lcohol Use No	Alcohol Teste 1 Test No Given		Test Type A	lcohol	Test Result	BAC	Suspected [1 No		Drug T 1 Test	ested D Not Given	rug Tes	st Type	Drug	Test Result
Source of Tra	ansport to Me 2 EMS	dical Facility	EMS Ag	ency Name or I MCSO FIRE		UE	EMS RL	un Number 191111-160	4-IFR	Me	dical Facility T		rted To RS HOSPIT	FAL	
ERSON R	ECORD														
Person# Des 2	cription 3 Passe		Vehicle # 1	Name	EURIU	LICES SARM	IIENTO		Date of I 23/Oc	Birth :t/ 1977	Sex 2 Female		Severity Possible		Ejection 1 Not Ejected
Address	166	2 DUNLAP DI	R APT 4	1	Cit	y		KEY WE	ST ST			State	FL	Zip C	ode 33040
Restraint Sys 3 Shoulder : Us	stem and Lap Belt sed	Air Bag Deplo 6 Deployed-Co	5	Helmet Use		Eye Protection 3 Not Appl		Seating Loc	ation Seat 3	Se	ating Location 1	l Row	Seating	Locat	ion Other
Source of Tra	ansport to Me 2 EMS	dical Facility	EMS Ag	ency Name or I MCSO FIRE		UE	EMS RL	un Number 191111-1604	4-IFR	Me	dical Facility T		rted To RINERS		
			W. L. 1. W							D: 11		<u> </u>	0		- : ,
erson# Des 3	cription 3 Passe		Vehicle # 1	Name VIDA	LINA Y	SABEL HERF	RERA SC	DSA	Date of I 02/Ju	Birth I/1939	Sex 2 Female	1	Severity ital (within days)	1000000	Ejection 1 Not Ejected
Address	166	2 DUNLAP DI	R APT 4	l	Cit	ý		KEY WE	ST			State	FL	ZipC	ode 33040
Restraint Sys 2 None Us Vehicle (stem sed -Motor Occupant	Air Bag Deplo 4 Deploy		Helmet Use		Eye Protectic 3 Not Appl		Seating Loc	ation Seat 1	Se	ating Location 2	Row	Seating	Locat	ion Other
Source of Tra	ansport to Me 2 EMS	dical Facility	EMS Ag	ency Name or I MCSO FIRE		UE	EMS Ru	un Number 191111-1604	4-IFR	Me	dical Facility T		rted To RINERS		
IOLATION															
^p erson# 1	Name	DIOGO JES	SUS LOPEZ		Florida	Statute Numb 316.089(1)	er Cha	0	L TO DRI	VE IN S	INGLE LANE		Citat		JRJQE
		RTY DAMA													
		Damage - Oth GUARDF	her Than Veh R AIL	icle Est. Amou 2726			's Name I SERVIC		ddress 7429	9 NW 50	ST City	& Stat MI	e AMI FL		Zip Code 33166
IARRATIV	E														
0 Number 636 T	Rank Na ROOPER M	me 1 EJIA, E	Froop / Post E FL	Officer Agenc ORIDA HIGHW		Phone Num TROL 305-	nber Da 470-2500	ate Created D Nov 13, 20	019						
			und on US-1	and mile mark its front end ce	er 86.	V01 traveled	off the ro	adway onto	the shoul	lder wh	ere V01's righ	front	end collide	d wit	h the end o
guardrail. outhbound	shoulder of	US-1 facing w	ion and with rest.	its front end co	onided	i with a tree. V	o proc	eeaea to rota	nea ciock	wise at	ter conisión a	na can	ie to final i	rest o	n (ne
				939, Age 80, wa	as proi	nounced dece	ased at	Mariners Ho	spital by I	Doctor (Disel Vallejo a	t 4:20 F	PM.		
		mber: FHP 71													
		ator: Corpora orporal Luis F		1086-3463 463 and Troop	er Elvi	is Media 1860-	-4636								
D Number 1463 C	Rank Na ORPORAL F			Officer Agenc LORIDA HIGH						G	iaida laurati		an a-4		
	a le complete		SOM F AISING	TOUDO at fault :	and wa	as issued a cit	iation P	iease reter to	o πne irafi	uc Hom	icide investida	ation R	anort		
nvestigation	ris complete	u. Driver of ve	enicie i was			15 155 ded d en					londo introotigi		eport		
nvestigation REPORTIN ID/Badge #	G OFFICER								partment				Type of	D	





CCCC	CCCCCC	AAAA	АААААА	RRF	RRRRRR
CCCCCC	CCCCC	АААААА	AAAAA	RRRF	RRRRRRR
CCC		AAA	AAA	RRR	RRR
CCC	A	AA	AAA	RRR	RRR
CCC	AA	АААААА	AA	RRRRRR	RRRRR
CCC	AAA	АААААА	A R	RRRRRRF	RRR
CCC	AAA	AAA	RR	r f	RR
CCC	AAA	AAA	RRR	F	RR
CCCCCCCCCCC	AAA	AAA	RRR	F	RRR
CCCCCCCCCCC	AAA	AAA	RRR	F	RRRRR

CRASH REPORTING SYSTEM

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT NUMBER: RUN CLASS: MESSAGE CLASS: PRINTER DEST: # COPIES: ACCOUNT #: SUBMIT W/HOLD? USERID:	CARI122 CARPJ122 01 A Q LOCAL 01 5565945 N KNMMANL
DETAIL SORT ORDER: PRINT SEGMENTS?	1 - SORT BY ROADWAY, MILE POINT Y
PRINT INTERSECTIONS?	N
SUMMARY FORMAT: OVERRIDE VALUES:	2 - TOP LINE ALL BREAKS
MAX # OF BREAKS: CRASH RATE CATEGORY: AVERAGE DAILY TRAFFIC: # OF LEGS:	06

REPORTCARPJ122-01 DATE03/16/2020 TIME13:42:09	C A R - CRASH ANALYSIS REPORTING SYSTEM US	AGE NO: 1 SERID: KNMMANL //0 CARO213
COMMENT: FROM: 01/01/2013 TO 12/31/20 FROM CO/SEC/SUB: 90 060 000 TO CO/SEC/SUB: 90 060 000	1 - SORT BY ROADWAY, MILE POINT RAMPS INCL MP: 012.172 INFL INCL MP: 012.276 CR/OS INCL	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	S ADT Y M D H CRCC A H MO L W R R DL R A V V VF VM VA V <td< td=""><td>I 2M M 2N M V K I AA A D E I N CC C RA H L J TT T AG C L U IN N GE L E R</td></td<>	I 2M M 2N M V K I AA A D E I N CC C RA H L J TT T AG C L U IN N GE L E R
************************************	5 019300 13 02 28 15 S-2DP 0 11 77 01 01 01 02 L S N 03 01 03 03 56 * 03 01 03 7 5 019300 13 05 28 15 S-2DP 0 14 03 01 02 01 01 03 03 03 04 S 06 01 01 03 03 03 04 N 01	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$

DATE TIME COMMEN FROM	EPORTCARPJ122-01FLORIDA - DEPARTMENT OF TRANSPORTATION C A R - CRASH ANALYSIS REPORTING SYSTEMDATE03/16/2020C A R - CRASH ANALYSIS REPORTING SYSTEMTIME13:42:09CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADSDMMENT:1 - SORT BY ROADWAY, MILE POINTFROM: 01/01/2013 TO 12/31/2017RAMPS INCLFROM CO/SEC/SUB: 90 060 000MP: 012.172TO CO/SEC/SUB: 90 060 000MP: 012.276CRASH DATACRASH DATA							PAGE NO USERID: I/O	KNMMANL		
FOR -	FATAL CRASI	H STATIS	TICS	INJURY CRA	SH STATS	PROPERTY DAMAGE ONLY	ТОТ	ALS		INFLUENCE OCCURRING INTERSECTI	G ON
YEAR	CRASHES FATA	LITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES FATA	LITIES	INJURIES	AT INT. I	NFL AREA
2013	0	0	0	4	6	3	7	0	6	0	0
2014	0	0	0	1	1	3	4	0	1	0	0
2015	0	0	0	2	8	5	7	0	8	0	0
2016	0	0	0	3	4	4	7	0	4	0	0
2017	0	0	0	3	4	4	7	0	4	0	0
- TOTAL	0	0	0	13	23	19	32	0	23	0	0

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORTCARPJ122-01	FLORIDA - DEPARTMENT OF TRANSPORTATION	PAGE NO: 3
DATE03/16/2020	C A R - CRASH ANALYSIS REPORTING SYSTEM	USERID: KNMMANL
TIME13:42:09	CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS	I/O CARI122
	*** REPORT TOTALS ***	

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

FOR	FATAL CRAS	H STATIS	STICS	INJURY CR	ASH STATS	PROPERTY DAMAGE ONLY	T	'OTALS		INFLUENCE OCCURRI INTERSECT	NG ON
YEAR	CRASHES FATA	LITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES FA	TALITIES	INJURIES	AT INT.	INFL AREA
2013	0	0	0	4	б	3	7	0	6	0	0
2014	0	0	0	1	1	3	4	0	1	0	0
2015	0	0	0	2	8	5	7	0	8	0	0
2016	0	0	0	3	4	4	7	0	4	0	0
2017	0	0	0	3	4	4	7	0	4	0	0
TOTAL	0	0	0	13	23	19	32	0	23	0	0

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DISPOSITION	OF FATAL	CRASH
D101 00111011	0	0.0.011

SAFETY 7/1/1991					
DATE RECEIVED	05/09/2017		DATE OF CRASH	10/14/2016	2017 - B1 No. 14
SECTION	90060000	STATE ROAD	5	CRASH NUMBER	85314007
APPROX. MILEPOST	13.089	DATE INVESTIGATED	06/07/2017	DATE DISPOSED	
CRASH LOCATION DE	SCRIPTION	SR 5 / US 1 AT EAST RIDG	E RD, MM 86.8		
		INITI	AL ACTION		
C	Obvious (crash desc	ription) roadway features	not contributory		
		nt increase in fatal crashes	i		
⊡	No action required				
FIELD	INVESTIGATED DATE	N	I/A	_	
		Roadway feature not invo	blved		
		Minor corrections needed	ł		
		□ Sent to Maintenance			
		□ Sent to Traffic Operation	ons		
		Memo attached			
		Crash Study initiated			
The following action i	is recommended:				
was attempting to tu	rn left onto southbour he vehicle at fault for	nd US 1. Northbound vehic this crash perished; both t	le was estimated to be	traveling at the posted	US 1. The westbound vehicle speed limit of US 1. The driver atbelts. Neither alcohol or
The crash data for the was downloaded and total of 3 crashes wer property damage onl Based on FDOT's 201 Based on the collision • There was 1 other a crash pattern was ide	e three most recent ye summarized from FD re documented within y. The calculated confi 3-2015 High Crash List n diagram developed fr angle crash that occurrentified.	ears (from January 2013 to DT's Crash Analysis Report the study limits during the dence levels for the three- s for spots and segments, or the crash type(s) of inte	ing System (CARS) on-I e three-year period with year study period did r the study location is no rest, the following are t a similar manner as th	ine database. Based on a n all three crashes in 201 lot identify the study loc it considered a high cras the major findings: e subject crash; due to t	from MP 12.966 to MP 13.155 a review of the crash data, a 15. All three crashes resulted in cation as a high crash location. sh location. the low crash frequency no
The crash data for the was downloaded and total of 3 crashes wer property damage onl Based on FDOT's 201 Based on the collision • There was 1 other a crash pattern was ide	e three most recent ye summarized from FD re documented within y. The calculated confi 3-2015 High Crash List n diagram developed fr angle crash that occurrentified.	ears (from January 2013 to OT's Crash Analysis Report the study limits during the dence levels for the three- s for spots and segments, or the crash type(s) of inte red at the study location in	ing System (CARS) on-I e three-year period with year study period did r the study location is no rest, the following are t a similar manner as th	ine database. Based on a n all three crashes in 201 lot identify the study loc it considered a high cras the major findings: e subject crash; due to t	a review of the crash data, a 15. All three crashes resulted in cation as a high crash location. sh location.
The crash data for the was downloaded and total of 3 crashes wer property damage onl Based on FDOT's 201 Based on the collision • There was 1 other a crash pattern was ide Based on the informa	e three most recent ye summarized from FD re documented within y. The calculated confi 3-2015 High Crash List n diagram developed fr angle crash that occurrentified.	ears (from January 2013 to OT's Crash Analysis Report the study limits during the dence levels for the three- s for spots and segments, or the crash type(s) of inte red at the study location in	ing System (CARS) on-I e three-year period with year study period did r the study location is no rest, the following are t a similar manner as th	ine database. Based on a n all three crashes in 201 lot identify the study loc it considered a high cras the major findings: e subject crash; due to t	a review of the crash data, a 15. All three crashes resulted in cation as a high crash location. sh location. the low crash frequency no the low crash frequency no No 68213 6/7/2018

DISPOSITION OF FATAL CRASH

DISTRICT SIX INITIAL REVIEW

✓ Relevant Studies/CTPs	N/A
Relevant Programmed Projects	FDOT Routine Maintenance Project (#405798-3), SR 5 from MM 72 to north of MM 91,
	Fiscal Years 2012-2017

CRASH NARRATIVE

The subject fatal crash was an angle collision that occurred on SR 5/US 1 and East Ridge Road, MM 86.8. The fatal crash occurred on Friday, October 14, 2016, at 12:17 PM (daylight), under dry pavement and clear weather conditions. According to the police report, a westbound vehicle proceeding from a stopped control condition failed to yield the right-of-way to a northbound vehicle traveling along US 1. The westbound vehicle was attempting to turn left onto southbound US 1. Northbound vehicle was estimated to be traveling at the posted speed limit of US 1. The driver and a passenger for the vehicle at fault for this crash perished; both the driver and passenger were wearing their seatbelts. Neither alcohol or drugs were suspected to be contributing causes to this crash.

CRASH DATA REVIEW (Crash Summary Sheets Attached)

The crash data for the three most recent years (from January 2013 to December 2015) along US 1/SR 5 (90060000) from MP 12.966 to MP 13.155 was downloaded and summarized from FDOT's Crash Analysis Reporting System (CARS) on-line database. Based on a review of the crash data, a total of 3 crashes were documented within the study limits during the three-year period with all three crashes in 2015. All three crashes resulted in property damage only. The calculated confidence levels for the three-year study period did not identify the study location as a high crash location. Based on FDOT's 2013-2015 High Crash Lists for spots and segments, the study location is not considered a high crash location.

The three leading crash types at the study location were Rear-End, Angle, and Fixed Object crash with 1 crash (33%) each. No Expected Values Analysis was performed since these values are not available for roadway segments; the study location was treated as a roadway segment for crash analysis purposes. The leading contributing causes for all crashes included Careless or Negligent Manner, Ran Off Roadway, and Improper Turn with 33% each.

There was 1 dark/dawn/dusk crashes (33%) reported which is higher than the 2013-2015 Districtwide average for all roadways of 29%. There were no crashes that occurred under wet/slippery pavement conditions.

Based on the collision diagram developed for the crash type(s) of interest, the following are the major findings:

• There was 1 other angle crash that occurred at the study location in a similar manner as the subject crash; due to the low crash frequency no crash pattern was identified.

☑ OFFICE REVIEW OF FIELD CONDITIONS

Based on a review of Google Earth aerials/streetviews and 2016 FDOT Traffic Information, SR 5/US 1 is a two-lane urban other principal arterial (1 lane in each direction) divided by a combination of a painted median/left-turn lanes. The posted speed limit along SR 5 is 45 MPH. There is streetlighting on the west side of SR 5 (approximately 350 feet spacing). The eastbound and westbound approaches at the study intersection are controlled by a stop sign. There is a frontage road running parallel to SR 5 on its east side. There seems to be adequate visibility for westbound motorists to oncoming northbound traffic on SR 5 approaching the study intersection. The Google aerial image is dated December 30, 2017, and shows the pavement markings to be in fair condition.

☑ No Curb/Gutter	Crosswalk Markings (High Emphasis)	Traffic Signal Structure
Streetlights (west side of road)	☑ Sidewalk	Backplates
✓ Traffic Signs (fair condition)	Bus Stops	□ Internally Illuminated Streetsigns
Deterioration	☑ Bicycle Lane	Pedestrian Signals

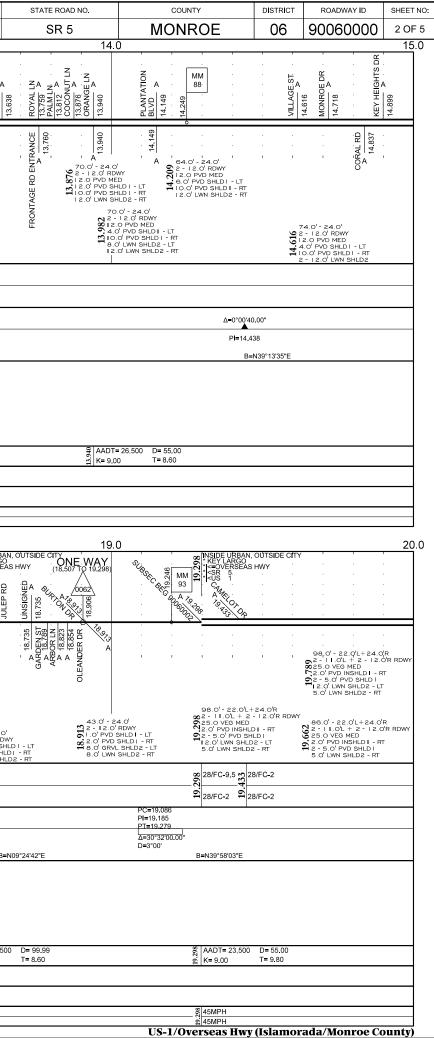
Attachments

- Location Map
- Straight Line Diagram
- Streetview Images
- Collision Diagram
- Crash Input Sheet
- Crash Summary Table
- Contributing Causes Summary Table
- Crash Summaries by Year
- Histogram
- Subject Fatal Crash Report
- CARS Output

		T RIDGE RD, MM 86			
COUNTY	Мо	nroe	SECTION	900	60000
BEGIN MILEPOST	12.966	END MILEPOST	13.155	PREPARED BY	CHOICE
		FATAL CRASH LOCATION	Marker 8 Marker 8 Torolde Same S		Not to Scale
Windley Key Onerna Hinry	Hoj Heaven Storis Bar and Gril Spake Cree	Overse Units State Creak CRASH SUIMMA	Pont	5)	
	Hog Heaven Sports Ber and Gril	yane indu		S)	WET CRASHES

LOCATION MAP

		5 YR INV	SLD REV	BMP EMP	INV SLD REV					
DATE		08/13/2013	08/30/2013	10.000 20.000	N/A 09/03/2013 URS	FLORIDA DEPARTMENT OF	TRANSPORTATION	OAD INVENTORY	SECTION STATUS	INT. or US ROUTE NO.
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				<u></u> .	3				PA 13	
			36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 37 36 36 37 36 36 37 36 36 37 36 37 36 37 37 36 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37 37	RD ENT	05 NTER 2201	CHI (0) (C) (C)	75.0'-24.0' 72.0'-24.0' 72.0'-24.0' 72.2'-12.0' ROWY 12.2'-0 PVD MED 12.4'0 PVD MED 12.4'0 PVD MED 12.4'0 PVD MED 10.6'68.0' 10.6'66.0' 10.6'70.0' 10.6	2.5 ¹ 2 − 2.5 − 8.	30 ENT	NT
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		66 44.0' - 24.0' 0 2 - 12.0' RDWY	-• 2 - 4.0 PVD SHLDT		E 102 - 12.0' RDWY	3 0 - 24.0 2 2 - 10.0 PVD SHLD	7 2 - 12.0 RDWY 24.0 PVD MED	0'-24.0'	O™IO.O PVD SHLDI	rt Z
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	00		PVD SHLD1 03.2 cm N SHLD2 LT 4.2 l2.0 rt N SHLD2 RT 12.0 PVD M N SHLD2 RT 12.0 PVD M S12.0 PVD M 2 4.0 PVE	DWY I NWC	2 12.0 RDWY	2.0 LWN SHLD3 - LT	5.0' - 24.0' - 12.0' RDWY 4.0 PVD MED 0' PVD SHIDL - IT	6 80.0' - 24.0' 5 80.0 2 - 1 2.0' RDWY 5 2 - 1	N12.0 PV	D SHLDI - LT D SHLDI - RT N SHLD2 - LT
	01	6.0 PVD SHLD I RT	0 5.0 GRVL S 10.0 LWN S	SHID2 IT 52 40	NUM Image: Color PVD ShLD1 - RT PVD ShLD1 Image: Color PVD ShLD1 - RT Image: ShLD2 - LT Image: Color PVD ShLD1 - RT Image: ShLD2 - LT Image: Color PVD ShLD1 - RT Image: ShLD2 - LT Image: Color PVD ShLD1 - RT Image: ShLD2 - LT Image: Color PVD ShLD2 - LT Image: ShLD2 - RT Image: Color PVD ShLD2 - RT	956.0'-24.0' 882 9922-12.0'RDWY 6618 112.0 PVD MED 118 112.1 PVD MED 118	3.0 PVD SHLDI RT SL2 O LWN SHLD2	1 N 2 10.0 PVD SHLDI N 2 1	O.O PVD SHLD	I SHLD2 - LT IN SHLD2 - RT
		6.0 GRVL SHLD2 - RT	6.0' LWN SH				S.O VO SHEBE	E TEIO EWIN SHEDE E T	2.0' LWN SHLD2	
		28/FC-2 6 08/FC-0 28/FC	_0		90 28/FC-2	<u>_</u>	C-5 88 28/FC-5 68 28/FC-5 82 28/F 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	-C-5		
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			Δ = 0°00'02.00"	PC=10.769 PI=10.866		Δ = 0°00'22.00"	· · ·		∆=27°12'53.00" D=2°00'	
	HORIZONTAL		PI=10,510	PT=10.961 Δ=20°16'22.00"		PI=11.860			PC=13.097 PI=13.228	
	ALIGNMENT	B=N46°10'01"E	B=N46°09'59"E	D=2°00' B=N66°2'	5'10"E	B=N66°25'48"E	:		PT=13.354	B=N39°12'55"E
		0 -	B-1140 00 00 E	5-100 2			-			B-1100 1200 E
		00000 #0076 F10.089				#0071 / #0077 882 / 11 - 748				
	STRUCTURE	644.2' BR				850.1' BR				
	DESCRIPTION									
	RAFFIC DATA	AADT= 19,900 D= 55.00 -								
H		K= 9.00 T= 7.80 -	All Traffic Data as of 12-	-31-12						
	SIS									
	FUN CLASS	URBAN OTHER PRINCIPAL	ARTERIAL							
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Г		5.0 J <u><u></u></u>		MORADA			U NI INSIDE URBAN, OUTSIDE CITY	MONROE CO		
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	LANE WIDTHS ARE AVERAGED	70.0'-; \$2-12.0 \$12.0 PV	24.0' D'RDWY	1	UNDER CONS	STRUCTION	78.0 48.0	AVEG MED C 2 - 2.0' C & G INSHLD I S G INSHLD I 2 - 2.0' C & G SHLD I LT		
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	000	2 - 12.0' RDWY 8.0' LWI 12.0 PVD MED 12.0' LWI 4.0' PVD SHLD1 - LT	N SHLD2 - LT VN SHLD2 - RT	62-12 612.0 P		2 - 2.0' C&G INSH 6.0' PVD SHLDI 4.0' PVD SHLDI		4 - I 2.0' - 48.0' 4 - I 2.0' RDWY 60.0 CB&VEG MED		44.0' - 24.0 2 - 12.0' RDV 2 12.0' LWN SH
	ц	2 I 2.0 LWN SHLD2		1 ,00,1 1,00,1,	VD SHLDI - LT 95.0 PVD SHLDI - LT VD SHLDI - RT 10.0 PVD SHLDI - RT VN SHLDI - RT	2.0' C&G SHLD2 -	RT			82.0 PVD SHL 6.0 LWN SHL
	ROADWAY	28/FC-5			28/FC-9.5		08/FC-0 5 28/FC-2			28/FC-2
	COMPOSITION	28/FC-5			91 28/FC-9.5					18.5
				0°14'08.00"		PC=16.562	Δ=50°39'37.00"			Δ=33°01'56.00"
	HORIZONTAL	Δ=0°01'03.00"	D=2° PC=1	00' 15.631		PI=16.655 PT=16.908	D=3°00' PC=17.255			PC=18.417
	ALIGNMENT	PI=15.108	PI=1: PT=1	5.723 5.813		∆=73°07'50.00" D=4°00'	PI=17.426 PT=17.575			Pl=18.524 PT=18.625
\vdash		B=N39°13'35"E B=N39°12'32"		B=N19°58'24"E		B=S86°53		B=N42°26'38"E		B=
							#0127 316.8'			
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\vdash		AADT= 26,500 D= 55.00 -					17 17			S AADT= 12,50
	RAFFIC DATA	K= 9.00 T= 8.60 -	All Traffic Data as of 12-	-31-12						≊ K= 9.00
	SIS									
		NHS	ARTERIAL							
	SPEED LIMIT	45MPH								5 45MPH 22 45MPH
	+									



STREETVIEW IMAGES

LOCATION ID	SR 5 / US 1 AT EAS	R 5 / US 1 AT EAST RIDGE RD, MM 86.8									
COUNTY	Monroe SECTION 90060000										
BEGIN MILEPOST	12.966	END MILEPOST	13.155	PREPARED BY	CHOICE						



a)- Looking north along northbound SR 5 approximately 150 feet south of fatal crash location (Image date: July 2015).



b)- Looking south along southbound SR 5 approximately 150 feet north of fatal crash location (Image date: July 2015).

STREETVIEW IMAGES

LOCATION ID	SR 5 / US 1 AT FRO	R 5 / US 1 AT FRONT RD/PARK ENT, MM 86.8									
COUNTY	Mo	nroe	SECTION	90060000							
BEGIN MILEPOST	12.966	END MILEPOST	13.155	PREPARED BY	CHOICE						



c)- Looking west along westbound approach of the study intersection (Image date: March 2015)

		COLLIS	ION DIAGRAM			
LOCATION ID	SR 5 / US 1 AT EA	AST RIDGE RD, MM 8	6.8			
COUNTY	Mia	mi-Dade	SECTION	90060000		
BEGIN MILEPOST	12.966	END MILEPOST	13.155	PREPARED BY	CHOICE	
		nly angle crashes were plot shes plotted were reviewed	and any miscoded data	am. In addition, all fatal crashes a was corrected accordingly.	are presented, regardless of	

PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES							
3	0	0	3	1	0							
COLLISION DIAGRAM ONLY (3 YEAR TOTALS); DOES NOT INCLUDE FATAL IN 2016												
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES							
1	0	0	1	0	0							
		LE	EGEND									
Fatal Crash No. 🛞	Crash No. 🛛 🗙	Angle										
2013 Crash	2014 Crash	2015 Crash										
Night Crash 🛛 🌩	Daylight Crash 🛛 🐥	Wk Zone Rel. 🔺										
Subject Fatal Crash												

LOCATION INFORMATION CONFIDENCE LEVEL COMPUTATIONS

Location:	SR 5 / US 1 AT EAST RI	DGE RD, MM 86.8									
State Section:	90060000	County: Monroe									
State Road:	5	District: 6									
Roadway Limits:	North and South of Int	rth and South of Intersection, Approx. 1,000 ft									
Engineer:	CHOICE	łOICE									
Area Type:	Urban										
Spot/Segment:	Segment										
Spot Type:	4-5 Lanes 2wy Div Pav	d									
Begin Milepost:	12.966										
End Milepost:	13.155										
Begin Year:	2013										
End Year:	2015										
Number of Years:	3										

CRASH STATISTICS

Year	2013	2014	2015
Number of Crashes	0	0	3
Average Daily Traffic (ADT)	#DIV/0!	#DIV/0!	27,500
Actual Crash Rate (ACR)	#DIV/0!	#DIV/0!	1.581
District 6 Average Crash Rate (A)	9.876	12.006	7.714
Average Vehicle Exposure (M)	#DIV/0!	#DIV/0!	1.897
Critical Crash Rate (CCR)	#DIV/0!	#DIV/0!	14.087
Safety Ratio	#DIV/0!	#DIV/0!	0.112
Statistical Significance	-	-	-2.911
Confidence Level			50.00%

ADT – Average Daily Traffic

ACR – Actual Crash Rate = No. of crashes in a year / Average Vehicle Exposure (M)

M – Average Vehicle Exposure (million vehicles or million vehicles miles) = [(ADT * 365 * L) / 1,000,000]

L = Length of the Segment for Segment Analysis, 1 for Spot Analysis

A – Average Crash Rate

CCR - Critical Crash Rate = A + K * (SQRT[A/M]) - (1/[2 * M])

(Ref: FDOT Highway Safety Improvement Program Guidelines)

K = 3.291 for Urban, 1.960 for Suburban, 1.645 for Rural K = 3.291

Safety Ratio = ACR/CCR

Level of statistical significance = (ACR - A + (1/2M))/SQRT(A/M)

Confidence Level = Percent probability that the crash rate is abnormally high for the location under study, using the district-wide average as a basis. CL Threshold = 99.95%



FDOT DISTRICT 6 EXPECTED VALUES ANALYSIS

SR 5 / US 1 A	T EAST RIDGE RD, MM	Numb	er of Cr	ashes	2.14-5-5			-	d Annual Value		
	86.8		Year		3 Year Total	Mean Crashes	%		ally High per year	Abnormal 90th	Abnormal 95th
	with No Expected Values Available	2013	2014	2015	Crashes	Per Year		90th 95th percentile percent		Percentile	Percentile
CRASH TYPE	Rear End	0	0	1	1	0.33	33.3%	0.00	0.00		
	Head On	0	0	0	0	0.00	0.0%	0.00	0.00		
	Angle	0	0	1	1	0.33	33.3%	0.00	0.00		
	Left Turn	0	0	0	0	0.00	0.0%	0.00	0.00		
	Right Turn	0	0	0	0	0.00	0.0%	0.00	0.00		
	Sideswipe	0	0	0	0	0.00	0.0%	0.00	0.00		
	Backed Into	0	0	0	0	0.00	0.0%	0.00	0.00		
	Coll. w/ Parked Car	0	0	0	0	0.00	0.0%	0.00	0.00		
	Coll. w/ Pedestrian	0	0	0	0	0.00	0.0%	0.00	0.00		
	Coll. w/ Bicycle	0	0	0	0	0.00	0.0%	0.00	0.00		
	Fixed Object	0	0	1	1	0.33	33.3%	0.00	0.00		
	Ran Off Road	0	0	0	0	0.00	0.0%	0.00	0.00		
	Overturned	0	0	0	0	0.00	0.0%	0.00	0.00		
	Other	0	0	0	0	0.00	0.0%	0.00	0.00		
	Total Crashes	0	0	3	3	1.00	100.0%	0.00	0.00		
SEVERITY	PDO Crashes	0	0	3	3	1.00	100.0%	0.00	0.00		
	Fatal Crashes	0	0	0	0	0.00	0.0%	0.00	0.00		
	Injury Crashes	0	0	0	0	0.00	0.0%	0.00	0.00		
LIGHTING	Daylight	0	0	2	2	0.67	66.7%	0.00	0.00		
CONDITIONS	Dusk	0	0	0	0	0.00	0.0%	0.00	0.00		
	Dawn	0	0	0	0	0.00	0.0%	0.00	0.00		
	Dark	0	0	1	1	0.33	33.3%	0.00	0.00		
-	Unknown	0	0	0	0	0.00	0.0%	0.00	0.00		
SURFACE	Dry	0	0	3	3	1.00	100.0%	0.00	0.00		
CONDITIONS	Wet	0	0	0	0	0.00	0.0%	0.00	0.00		
-	Others	0	0	0	0	0.00	0.0%	0.00	0.00		
MONTH	January	0	0	2	2	0.67	66.7%	0.00	0.00		
OF YEAR	February	0	0	0	0	0.00	0.0%	0.00	0.00		
	March	0	0	0	0	0.00	0.0%	0.00	0.00		
	April	0	0	0	0	0.00	0.0%	0.00	0.00		
	Мау	0	0	0	0	0.00	0.0%	0.00	0.00		
	June	0	0	0	0	0.00	0.0%	0.00	0.00		
	July	0	0	0	0	0.00	0.0%	0.00	0.00		
	August	0									
	September	0	0	1	1	0.33	33.3%	0.00	0.00		
	October	0	0	0	0	0.00	0.0%	0.00	0.00		
	November	0	0	0	0		0.0%	0.00	0.00		
	December	0	0	0	0		0.0%	0.00	0.00		
DAY	Sunday	0	0	0	0		0.0%	0.00	0.00		
OF WEEK	Monday	0	0	0	0		0.0%	0.00	0.00		
	Tuesday	0	0	0	0	0.00	0.0%	0.00	0.00		
	Wednesday	0	0	1	1	0.33	33.3%	0.00	0.00		
	Thursday	0	0	2	2	0.67	66.7%	0.00	0.00		
	Friday	0	0	0	0		0.0%	0.00	0.00		
	Saturday	0	0	0	0		0.0%	0.00	0.00		
HOUR	00:00-06:00	0					0.0%	0.00	0.00		
OF DAY	06:00-09:00	0	0	0	0	0.00	0.0%	0.00	0.00		
	09:00-11:00	0	0	0	0	0.00	0.0%	0.00	0.00		
	11:00-13:00	0	0	2	2	0.67	66.7%	0.00	0.00		
	13:00-15:00	0	0	0	0	0.00	0.0%	0.00	0.00		
	15:00-18:00	0	0	0	0	0.00	0.0%	0.00	0.00		
	18:00-24:00	0	0	1	1	0.33	33.3%	0.00	0.00		

CRASH STATISTICS

SR 5 / US	1 AT EAST RIDGE RD, MM 86.8	Nun	nber of Cras Year	hes	3 Year Total	Mean Crashes Per	%
		2013	2014	2015	Crashes	Year	
CONTRIBUTING	No Contributing Action	0	0	0	0	0	0.0%
CAUSES	Careless or Negligent Manner	0	0	1	1	0	33.3%
(VEHICLE	Failed to Yield Right-Of-Way	0	0	0	0	0	0.0%
ONLY)	Improper Backing	0	0	0	0	0	0.0%
	Improper Turn	0	0	1	1	0	33.3%
	Followed too Closely	0	0	0	0	0	0.0%
	Ran Red Light	0	0	0	0	0	0.0%
	Drove too Fast for Conditions	0	0	0	0	0	0.0%
	Ran Stop Sign	0	0	0	0	0	0.0%
	Improper Passing	0	0	0	0	0	0.0%
	Exceed Posted Speed	0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	0	0	0	0	0	0.0%
	Ran Off Roadway	0	0	1	1	0	33.3%
	Disregarded Other Traffic Sign	0	0	0	0	0	0.0%
	Disregarded other Road Markings	0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	0	0	0	0	0	0.0%
	Swerved Or Avoided	0	0	0	0	0	0.0%
	Erratic, Reckless or Aggressive	0	0	0	0	0	0.0%
	Other Contributing Action	0	0	0	0	0	0.0%

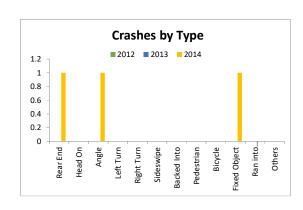
						Stat	te of Flori	da Depart	ment of T	ransporta	tion					
							(CRASH SU	JMMAR	Y						
	SECTION:			9006	0000						STA	TE ROUTE:			5	
	ROADWAY	LIMITS:		North and	South of Inte	rsection, Approx. 1,000 ft			M.P.	12.966	то	13.155	ENGINEER:	CHOICE		
	STUDY PER	IOD:		FROM	1/	2015			то	12/	2015		COUNTY:	Monroe		
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		TRIBUTING C /EHICLE ONL	
837991470	1	12.995	01/15/15	Thu	1220	Rear-End			0	0	1	Day	Dry	Careless	Careless or Negligent Manner	
827193610	2	13.089	01/02/15	Fri	1215		Angle		0	0	1	Day	Dry	Improper Turn		
848956870	3	13.146	09/11/15	Fri	2320	T	ree (Standin	g)	0	0	1	Night	Dry	Ran Off Roadway		
	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	3	0	0	3	1	0	1	0	0	0	0	0	0	1	0	0
	Percent	0.00%	0.00%	100.00%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%
	Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg Cntl	Erratic/	Ran off		Wrong
	Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Dev	Aggress	Road	DUI	Way
	Total	2	1	0	3	1	0	1	0	0	0	0	0	1	0	0
	Percent	66.67%	33.33%	0.00%	100.00%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%
					TOTAL EN	TERING VEH	IICLES/ADT:	27,500		SEGMENT C	RASH RATE:	1.581	CRASHES PE		VEHICLE MI	ES

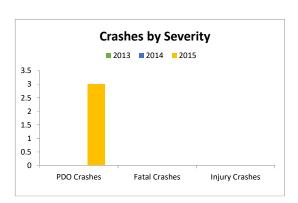
Note: No crashes for years 2013 and 2014.

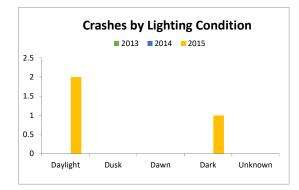


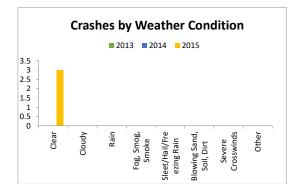
CRASH HISTOGRAMS

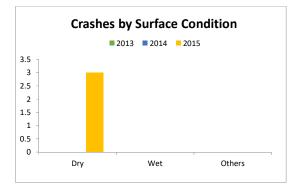
SR 5 / US 1 AT EAST RIDGE RD, MM 86.8

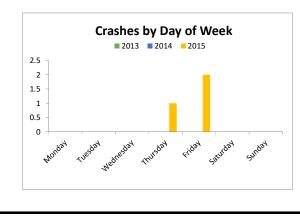


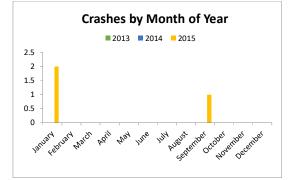


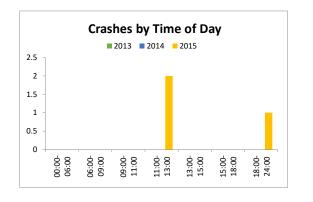












DOCUMENTS WITH THIS NOTICE SHALL BE USED ONLY FOR PURPOSES OF THE FDOT. SEE TITLE 23, USC, SECTION 409. FLORIDA TRAFFIC CRASH REPORT LONG FORM SHORT FORM UPDATE IN UPDATE IN

(Electronic Version)

NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

Date of Cra 14/Oct/2	ash 2016 12:17 PM	Time of Crash 14/Oct/2010		ate of Report 07/Jun/2017 08:57 #		cy Report Num FHPE16OF		HSMV Cras	sh Report Number 8531400	7
CRASH II	DENTIFIERS									
County Coc 38		le Cour 30	ity of Crash MO	NROE	Place or City of	Crash SLAMORADA	L	Within City Limits Yes	Time Reported 14/Oct/2016 12:27 PM	Time Dispatched 14/Oct/2016 12:28 PM
Time on Sc 14/Oct/2 12:33 I	2016 14	eared Scene (/Oct/2016 2:31 PM	Completed Ro Yes	eason (if Investigatior	NOT Completed)		1	Notified By	Enforcement
ROADWA	AY INFORMA	TION								
Crash Occu	ured On Street,		/ SR-5) NB MM87	7	At S	Street Address	#	At Lattitude	and	Longitude 0.567980000000006
At Feet	Or Miles			om Intersection With		hway COUNTY ROA	D 005			m Milepost #
Road Syste	em Identifier			Type Of Shoulder				ype Of Intersection		
	NFORMATIO	<u>2U.S.</u> N (Check if F	Pictures Take	n) X	1 Paved			2 Fo	ur-Way Intersect	ion
light Condit		Weather		,	face Condition	School Bus F	Related	Mar	ner Of Collision	
	1 Daylight ful Event Type	Firs	1 Clear at Harmful Even		1 Dry first Harmful Even	It Location	1 No Within I	Interchange First F	3 Ar Tarmful Event Rela	
Contributin	g Circumstance	s: Boad		Contributing Circu		loadway	r	No Contributing Circumsta	1 Non.Ju	nction
		1 None		Contributing Circu		amont		Contributing Circumsta		at
	0	1 None				Jiment		0		
Work Zone 1	Related Cra	sh In Work Zon	e	Type O	f Work Zone		Worl	kers In Work Zone	Law Enforcemen	it In Work Zone
	(Check if Co	-					I			
	lotor Vehicle Ty 1 Vehicle in Tr		nd Run Ve 1 No	eh License Number GSUC18	State FL	Reg. Exp 18/Ja	oires Peri n/2017	manent Reg. VIN No	JNKCV54E9	5M421831
	ake Model INFI G3	Style	Color	Extent of Damag		ge Towed	Due To Dam Yes	age Vehicle Remo		Rotation Rotation
Insurance (I	I	~		iu irance Policy N				Rotation
	ehicle Owner (C	heck Box If Bu		Current Ac	ldress (Number a			12MGEP02022 City and S	State	Zip Code
	AVILIO AGUIF cense Number	RE PROENZA State	Reg. Expires		'355 NW 18TH AV Vin	/E		MIAMI GARD	DENS FL ake Length	33056-4938 Axles
One: Trailer Lie	cense Number	State	Reg. Expires	Permanent Reg.	VIN			Year M	ake Length	
Two:	Direction	On Street, Ro		r official o				At Est. Sp	5	
Traveling:	West				TY ROAD 905			20	30	2
CMV Config	0		Ca	argo Body Type			Area of	Initial Impact	Most Dama	-
Comm GV	WR/GCWR		Traile	r Type (trailer one)	Trailer Type (tr	ailer two)	1 (15 (10	18. Undercama 17 a 19. Overturn	ge 1 115 18 17	B 19. Overturn
Haz. Mat. F	Release Haz	Mat. Placard	Number	C	lass		14 (13) 12 11	20. Windshiek		20. Windshield 9 21. Trailer
Motor Carri	ier Name			Us'c	OT Number					
	Мо	tor Carrier Addı	ess			City and St	ate		Zip Code	Phone Number
Comm/Nor	n-Commercial	Vehicle Body		Vehicle Defects (on		ehicle Defects	(two)	Emergency Ve		I Function of MV
Vehicle Ma	neuver Action	1 Pass Trafficway	enger Car	1 Nor Roadway Grade		Alignment	Most Har	mful Event	o 1 No Most Harmful	Special Function Event Detail
3 Tu	rning Left	1 Two-Way	, Not Divided	1 Level		1 Straight		2 Collision with Ion-Fixed Object	14 Motor Ve	ehicle in Transport
Traffic Con	trol Device For 6 Stop Sign		irst (1) Sequenc	ce of Events Se sion with	econd (2) Sequen	ce of Events		equence of Events	Fourth (4) Seq	uence of Events
	v Stop Sign		Non-Fix	ed Object						
	(Check if Co	ommercial)	14 Motor Veh	icle in Transport						
Vehicle M	otor Vehicle Ty	pe Hita	nd Run Ve	eh License Number	State	Reg. Exp		manent Reg. VIN		
	1 Vehicle in Tr ake Model	Style	1 No Color	N4182V Extent of Damag	e Est. Damaç		e c/2016 Due To Dam			5H678120 Rotation
2005	INTL 430 DT4		WHI	Functional			Yes	GUYS	S TOWING	Rotation
Insurance (INEL INS CO	1	Insu	irance Policy N	Number	21 UEN QY886	51	
	ehicle Owner (C	heck Box If Bu	siness) 🔀		dress (Number a			City and S	State	Zip Code 33070-1426
Trailer Li	GAUTIER LAN	State	Reg. Expires	Permanent Reg.	VIN			Year M	ake Length	n Axles
One:	PTL16	FL	06/30/2013	No		2161VXB100	2743	2011		0 1
Trailer Li Two:	cense Number	State	Reg. Expires	Permanent Reg.	VIN			Year M	ake Length	n Axles
Vehicle Traveling:	Direction North	On Street, Roa	ad, Highway	Q_1 /Q	R-5) NB MM87			At Est. Sp 45		ed Total Lanes 3
CMV Confi		9	Ca	argo Body Type	r			Initial Impact	Most Dam	aged Area
	WR/GCWR			r Type (trailer one)	15 Trailer Type (tr	ailer two)	2 3 4 6	18. Undercame		To. Undercarriage
3 M Haz. Mat. F	lore than 26,00 Release Haz	0 lbs (11,793 k Mat. Placard	(g) Other Number	r, Explain in Narrativ	ve Class		15 16	17 a 19. Overturn 20. Windshiek	d (15 (16 17	B 19. Overturn 20. Windshield
	1	1			OT Number		14 13 12 11	1 10 9 21. Trailer	14 13 12 11 10	9 21. Trailer
	PLANTA	TION TREE &			1193354		ato		Zin Code	Phone Number
		tor Carrier Addr				City and Sta TAVERNIE			Zip Code 33070	Phone Number

2 1 0.Your 1 AVUID AQUIRE PROCEXA 184.mm/1941 (Jule No. Binds 773.50 MV STH AVE WILLIAGADEXES State (with no days) Effection The Ejection State (with no days) Effection The Ejection State (with no days) The Ejection		13 VIIII Dct/2016 12:17			ALL BE USED un/2017 08:57 AM		FHPE16OFF0				14007	
1 Straight Anad 2 Declines with Left During Straight 2 Cellises with Non-Fasc Open Straight 14 Motor Vehicle in Trans- to Control Open Straight 14 Motor Vehicle in Trans- straight RSON RECORD Second (2) Sequence of Events Food (2) Sequence of Events <t< td=""><td></td><td>4</td><td>19 Oth Trucks ((4,536 k</td><td>er Light 10,000 lbs</td><td>1 N</td><td>lone</td><td></td><td>,</td><td>1 No</td><td></td><td>1 No Spec</td><td>ial Function</td></t<>		4	19 Oth Trucks ((4,536 k	er Light 10,000 lbs	1 N	lone		,	1 No		1 No Spec	ial Function
1 No Controls 2 California			2 Two-Way with a C	ontinuous				2 Col	lision with			
novid Description 2 1 Driver 2 1 Driver				2 Co Non-F	llision with Fixed Object	Second (2) Sequ	ence of Events	Third (3) Sequen	ce of Events	Fourth (4)	Sequence	of Events
2 1 0.Your 1 AVUID AQUIRE PROCEXA 184.mm/1941 (Jule No. Binds 773.50 MV STH AVE WILLIAGADEXES State (with no days) Effection The Ejection State (with no days) Effection The Ejection State (with no days) The Ejection	PERSON R	ECORD					· · · ·					
Triss VV 40TH AVE Triss NV 40										Phone Nun	nber	Re-Exam
Event Construction Failer	Address					S			1 maio			NO
Astronoleging FL (mk.kur.str) S E Operator 2 No 6 Frage (within the days) 1 No 1 Mol Ejected 3 Sharington 3 Deployed Front Folder Stranol Sond Trans of Crash (within the days) Provide Name Provide Nam Provide Nam Provid							Bea. E		niurv Severitv			
a Failed to Yield Bight O, Way and Salard S, Sa	Restraint Syst 3 Shoul Lap Be	iem A Iderand It Used	3 Deploye	yed	09/Jun/20 Helmet Use	17 5 E/C Eye Protection 3 Not Appli	cable	2 No cation Seat 5 1 Left	<u>5 Fatal (within 3</u> Seating Location 1 1 Front	30 days) Row So	1 Not eating Loca	ation Other
1 No 1 Test me 1 Test Medical Facility 1 Test Medical Facil	Drivers Action	3 Failed to Yi is at Time of Cra	eld Right.of. ash (third)	-	Drivers Action	s at Time of Cras	h (fourth)	Driver	1 Not Distracted s Condition at Tin 1 Ap	i 1 ne of Crash oparently N	Vision No Iormal	t Obscured
T2 Other, Epplain in Narrative MEDICAL EXAMINERS OFFICE Narrative Vehicle # Narrative State of Birth Narrative A Dates of Birth Dates of Birth Narrative A Dates of Birth State of Birth State of Birth A Bage behaved Figle control State of Birth A Deployed front Helmel Use Eye Protection State of Birth A Deployed front Figle control Seating Location Othe State of Birth A Deployed front Figle control Seating Location Othe State of Birth Narrative Marrative Marrative Seating Location Othe State of Birth Narrative GLADYS PEREZ Date of Birth Seating Location New State of Birth Narrative A Bage of Birth Seating Location New State of Birth Narrative A Bage of Birth Seating Location New State of Birth Narrative A Bage of Birth Seating Location New <t< td=""><td>' 1I</td><td>No</td><td>1 Test Not Given</td><td></td><td></td><td></td><td>1</td><td>No 1 Ť</td><td>est Not Given</td><td>0 11</td><td></td><td>I Test Result</td></t<>	' 1I	No	1 Test Not Given				1	No 1 Ť	est Not Given	0 11		I Test Result
Sond Expeription Vehicle # Name DANISH AVILIO AGUIRRE GARCIA Date of Sinth Index Inspectivity Exclain function thress 17255 NH 48TH AVE Sinth AVE Mail CANDENS State (Figure South) Election A locapacity (Figure South) Election State (Figure South) State (Figure South) <td>77 Oth</td> <td>ner, Explain in</td> <td>Narrative</td> <td></td> <td>They maine of ID</td> <td></td> <td></td> <td></td> <td></td> <td>AL EXAMI</td> <td>NERS OFF</td> <td>ICE</td>	77 Oth	ner, Explain in	Narrative		They maine of ID					AL EXAMI	NERS OFF	ICE
4 3 Passenger 1 DANISH AVILID AGUIRRE GARCIA 06:Jul/1965 1 Male 1 Incaperitating (Incaperitating) 1 Nale City (Incaperitating) 1 Male 1 Incaperitating (Incaperitating) 1 Male 1 Incaperitating (Incaperitating) 1 Male 2 Incaperitating (Incaperitating) 1 Male 1 Incaperitating (Incaperitating) 1 Incaperitating) 1 Incaperitating (Incaperitating)												
Trans NV 18TH AVE Multi GARDENS FL 330 Stant System WI Bag Deployed Helmet Use 'ge Protection Seating Location Other 3 Shoulder and 3 Deployed Front Helmet Use 'ge Protection Seating Location Other 2 EMS MORDE COUNTY FIRE LADDER 20 Addital Failing Transported To RYOER TRUMAMA Resting Location Other 3 Shoulder and 3 Passenger Vehicle # Name GLADYS PEREZ Date of Ethin Multi CAL 3 Shoulder and 3 Deployed-Front Helmet Use City MIAMI Status Seating Location Other 3 Shoulder and 3 Deployed-Front Helmet Use 'ge Protection Seating Location Other Seating Location Other 3 Shoulder and 3 Deployed-Front Helmet Use 'ge Protection Seating Location Other Seating Location Other 3 Shoulder and 3 Deployed-Front Helmet Use 'ge Protection Seating Location Other Seating Location Other 7 1 Other, Explain in Harrative Mame or D EMS Fun Number Medical Facility Transported To MEDICAL EXAMINERS OFFICE RSON RECORD Yamine or D EMS Fun Number State FL 'ge Protection 7 1 Other, Explain in Harrative ValmeL HERNANDEZ MASQUIEL Date of Dithin State </td <td>4</td> <td></td> <td></td> <td></td> <td>DANISH /</td> <td></td> <td>GARCIA</td> <td></td> <td></td> <td>4 Incap</td> <td>acitating</td> <td>Ejection 1 Not Ejected</td>	4				DANISH /		GARCIA			4 Incap	acitating	Ejection 1 Not Ejected
3 Sholuder and a 3 Deployed-Front interplet leads and the solution of the solu										FL		33056
2 EMS MONROE COUNTY FIRE LADDER 20 RYDER TRUAMA ISSON RECORD 3 3 Passenger 1 Name Date of Birth Sex Passenger	3 Shoul Lap Be	tem A Iderand It Used	ir Bag Deploy 3 Deploy	yed ed-Front		3 Not Appli	Seating Loc cable	ation Seat	2	Row So	eating Loca	
RECORD Vehicle # Name GLADYS PEREZ Date of Birth Sex Factor (within Factor f	source of Ira		ai Facility	EMS AG6					viedical Facility Li			
3 3 Passenger 1 GLADYS PEREZ 12/Jul/1964 2 Female 1 Fetal (within 30 days) 1 N Event drives 101 NE 80TH ST APT 304 City MIAMI State Z/D Code 31 days 31 days State Z/D Code 31 days Z/D Code 31 days Z/D Code 31 days State Z/D Code 31 days Z/D Code 31 days Z/D Code 31 days Z/D Code 31 days Z/D Code Z/D C	PERSON R			I								
1101 NE dOTH ST APT 304 FL 33 tage and system FL 3 tage and system State FL 3 tage and system The first system is a function of the first system is a function of the first system FL 3 tage and system FL 3 tage and system The first system is a function of trash (function and the first system is a function of trash (function and the first system is a function of trash (function and trash system of the first system is a function of trash (function and trash system of the first system is a function of trash shulder and trash system of trash (function and trash system of trash system of trash system of trash system of the first system of trash system of trash system of the first system of the f	3						Ζ			5 Fata 30 d	l (within lays)	Ejection 1 Not Ejected
strain System Air Bag Deployed Helmel Use Eye Protection Seating Location Read Seating Location Now Seating Location Othe 3 Shoulder and Lep Bet Used 3 Deployed-Front EMS Agency Name or ID EMS Run Number Medical Facility Transported To 77 Other, Explain in Narrative EMS Agency Name or ID EMS Run Number Medical Facility Transported To Stoulder CROD Torver Vehicle # Name State Plone Number Retxan 1 Driver Vehicle # Name State Plone Number Retxan Retxan 1 Driver Vehicle # Name State Plone Number Retxan Retxan 1 Driver Vehicle # Name State Plone Number Retxan Ret	Address	1101 1		APT 304	Ci	ty	МІАМ					Code
Unce of Transport to Medical Facility EMS Agency Name or ID EMS Run Number Medical Facility Transported To 77 Other, Explain in Narrative Medical Facility Transported To MEDICAL EXAMINERS OFFICE RSON RECORD Point Pescription Phone Number Plate of Birth Sex MeDICAL EXAMINERS OFFICE Torsonf Description Phone Number City KEY LARGO State FL Zip Code 30037 Terr Locinse Number State FL City KEY LARGO State FL Zip Code 30037 Ver Locinse Number Air Bag beployed Heimet Use Eye Protection Sealing Location New Sealing Location Row Note Applicable 1 Not Ejected 1 Not Ejected 1 Not Ejected 1 Not Ejected 1 Not Contributing Action Prover Second 1 Not Distracted 1 Not Signated 1 Not Signa	3 Shoul	tem A Iderand	ir Bag Deploy	yed	Helmet Use		Seating Loc	ation Seat				
Image: Sected Accord Sector	Source of Tra 77 Oth	nsport to Medic ner, Explain in		EMS Age	ency Name or ID	E	MS Run Number					ICE
Gity KEY LARGO State FL Jip Code 3003 ver License Number State FL State FL 3003 ver License Number State FL State State State State State State State State State Injury Severity Election Tot Ejected straint System Air Bag Deployed Helmet Use Eye Protection State Seating Location Rew	Person# Desc	cription								Phone Nun	nber	Re-Exam
172 BUTTONWOOD AVE KEY LARGO FL 3037 Wer License Number State FL Stappes DL Type Inury Severity Ejection 1 M655960813240 FL Express DL Type Inury Severity Ejection 3 Shoulder and Lap Bet Used Ar Bag Deployed 2 Not Deployed Helmet Use Eye Protection Seating Location Seat Seating Location New Seating Location Other 1 Ab Contributing Action Drivers Actions at Time of Crash (first) Drivers Actions at Time of Crash (second) Drivers Condition at Time of Crash 1 Not Distracted By Mision Not Obscur 1 No Contributing Action Drivers Actions at Time of Crash (first) Drivers Condition at Time of Crash 1 Note Present Normal 1 Note Present Normal spected Alcohol Use Alcohol Test Mye Alcohol Test Mye Note Present Normal 1 Note Present Normal 1 Note Present Normal spected Alcohol Use Alcohol Test Mye Alcohol Test Mye Normal 2 Nogent Normal 2 Nogent Normal spected Alcohol Use Alcohol Test Mye Note Present Normal 1 Note Present Normal 1 Note Present Normal 2 Nogent Normal store of transport of Medical Facitiiy EMS Agency Name or ID <td>1 Address</td> <td>1 Driver</td> <td>r </td> <td></td> <td>YAIMEL</td> <td></td> <td></td> <td>04/Sep/198</td> <td></td> <td> </td> <td></td> <td>No</td>	1 Address	1 Driver	r		YAIMEL			04/Sep/198				No
H655960813240 FL 04/(Sep/2020 5 E/Operator 2 No 1 None 1 None 1 Not Ejected 3 Shoulder and Lap Beti Used Pag Deployed Helmet Use Eve Protection Seating Location Row Seating Location	172											
straint System Air Bag Deployed Helmet Use Eye Protection Seating Location Seat Seating Location Row Seating Location Row <td>river License H65</td> <td>55960813240</td> <td></td> <td>FL</td> <td>Expires 04/Sep/202</td> <td>20 5 E/C</td> <td>perator</td> <td>2 No</td> <td>1 None</td> <td></td> <td></td> <td>Ejected</td>	river License H65	55960813240		FL	Expires 04/Sep/202	20 5 E/C	perator	2 No	1 None			Ejected
Lap Belt Used Law	Restraint Syst	tem A	ir Bag Deploy	yed		Eye Protection	Seating Loc	ation Seat	Seating Location	Row Se		
1 Apparently Normal spected Alcohol Use Alcohol Test Given 1 Blood 2 Completed 0.000 1 No 3 Test Given 1 Apparently Normal spected Alcohol Use Alcohol Test Result BAC Suspected Drug Use Drug Test Re Drug Test Re 2 Negatin 1 No 1 No 3 Test Given 1 Blood 2 Negatin Made 1 None 1 No	Lap Be Drivers Action	It Used is at Time of Cra 1 No Contr	ash (first) ibuting Actio			s at Time of Cras	h (second)	Driver	Distracted By 1 Not Distracted	Visio	Vision No	
Unce of Transport Io Medical Facility 1 Not Transported EMS Agency Name or ID EMS Run Number Medical Facility Transported To FISON RECORD Fison# Description 2 Name Date of Birth 11/May/1969 1 Male 1 None 1 No 5 3 Passenger 2 MILTON JESUS ZELAVA RAMIREZ Date of Birth 1 Male 1 None 1 None 1 No 6 ress 210 BURTON DR City TAVERNIER State Zip Code 7 straint System Air Bag Deployed Helmet Use Eye Protection Seating Location Seat Seating Location Row Seating Location Row Seating Location Othe 1 Not Transported 2 Not Deployed Helmet Use Eye Protection Seating Location Seat Seating Location Row Seating Location Othe 1 Not Transported 2 Not Deployed Helmet Use Eye Protection Seating Location Row Seating Location Row Seating Location Othe 1 Not Transported EMS Agency Name or ID EMS Run Number Medical Facility Transported To 1 TNESSES The City PLANT CITY State Zip Code 1 Metrice Transported 1409 PLANTATION CIR APT 406	Suspected Ale	cohol Use A	Icohol Testec 3 Test Give	en 1	est Type Alcoho Blood 2	I Test Result E Completed	AC Suspected	Drug Use Drug	1 Aj Tested Dr	oparently N ug Test Typ	lormal De Drug	j Test Result 2 Negative
Image: State of the state	Source of Tra	nsport to Medic 1 Not Transpor	al Facility			E	MS Run Number					
210 BURTON DR TAVERNIER FL 33070 straint System Air Bag Deployed Helmet Use Eye Protection Seating Location Seat Seating Location Row Seating Location Othe 3 Shoulder and Lap Belt Used 2 Not Deployed Helmet Use Eye Protection Seating Location Seat Seating Location Row Seating Location Othe 1 2 Not Deployed EMS Agency Name or ID EMS Run Number Medical Facility Transported To Image: Comparison of the facility Transported To 1 Not Transported Address City State Zip Code 0TTO JAVIER RAMOS CRUZ Address City State Zip Code TNESSES Address City Marathon FL 33050 IOLATIONS Plant CITY State Zip Code rson# Name Florida Statute Number Charge Citation 1 YAIMEL HERNANDEZ MASQUIEL 322.54 (1) NO/IMPROPER DRIVER LICENSE Citation	Person# Desc 5	cription			MILTON		RAMIREZ			1 N	lone	Ejection 1 Not Ejected
straint System Air Bag Deployed Helmet Use Eye Protection Seating Location Seat Seating Location Row Seating Location Other 3 Shoulder and Lap Belt Used 2 Not Deployed Helmet Use Statuse 1 <td>Address</td> <td>2</td> <td>10 BURTON</td> <td>DR</td> <td>Ci</td> <td>IY</td> <td>TAVERN</td> <td>IIER</td> <td></td> <td></td> <td>Zip</td> <td>Code 33070</td>	Address	2	10 BURTON	DR	Ci	IY	TAVERN	IIER			Zip	Code 33070
Lap Belt Used Lap Lap Belt Used Image: Constraint of Medical Facility EMS Agency Name or ID EMS Run Number Medical Facility Transported To 1 Not Transported Image: Constraint of Medical Facility EMS Agency Name or ID EMS Run Number Medical Facility Transported To TNESSES Address City State Zip Code OTTO JAVIER RAMOS CRUZ 1409 PLANTATION CIR APT 408 PLANT CITY FL 33566 TNESSES FL 33566 State Zip Code me Address City Marathon FL 33050 IOLATIONS 19 SOMBRERO BLVD MARATHON FL 33050 IOLATIONS 1 YAIMEL HERNANDEZ MASQUIEL Florida Statute Number Charge Citation 1 YAIMEL HERNANDEZ MASQUIEL 322.54 (1) NO/IMPROPER DRIVER LICENSE Citation		tem A	ir Bag Deploy	yed	Helmet Use		Seating Loc	ation Seat			eating Loca	
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me Address City NARATHON State Zip Code Address City NARATHON FL 33050 IOLATIONS Tson# Name Florida Statute Number Charge Charge Citation A6A63CE A6A63CE					PLANTATION CIR			LANT CITY	Stat		Zip C	
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	Person#	Name										
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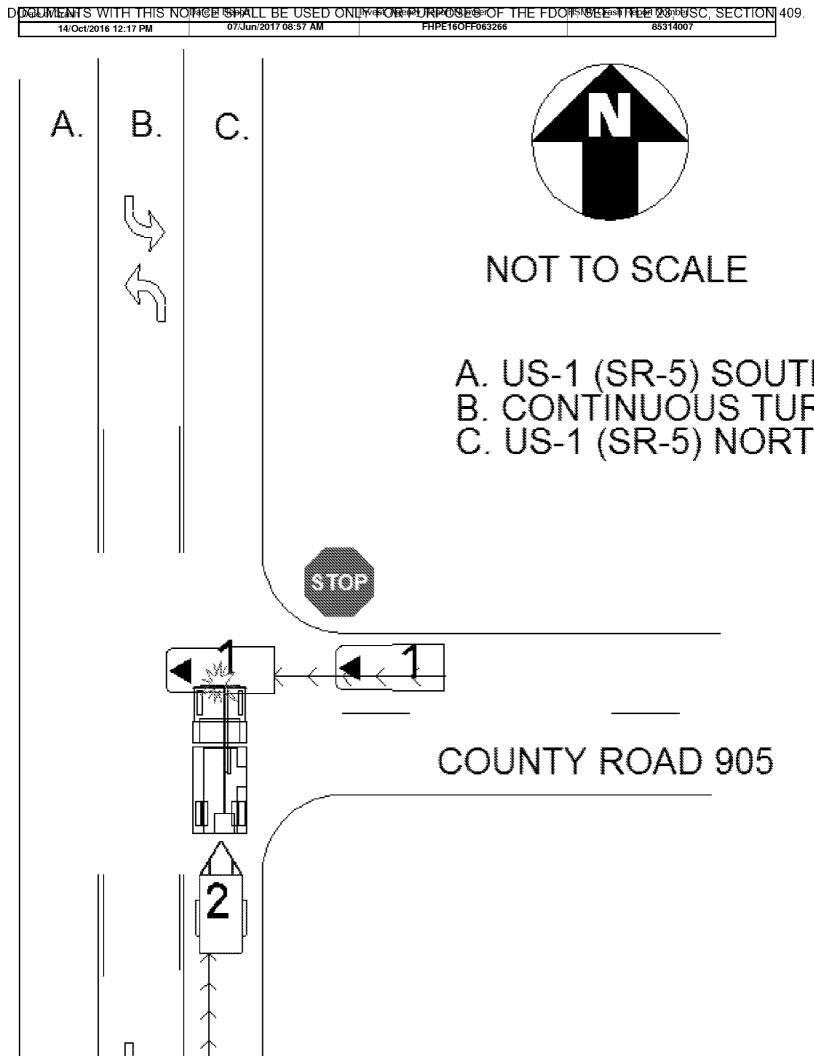
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	1		AIMEL	HERNAN	DEZ MASQUIEL		.215	onarge			AKES/TIRES/ OR NO MUFFL	A6A63DE	
	NARRATIVE							1					

D DOLUMENTS WITH THIS NO 1740 E 1934 MALL BE USED ON UN 40 DE 1940 DE 19	09.
14/Oct/2016 12:17 PM 07/Jun/2017 08:57 AM FHPE16OFF063266 85314007	00.
ID Number Rank Name Troop / Post Officer Agency Phone Number Date Created 3858 TROOPER VILLANUEVA, MAURICIOE FLORIDA HIGHWAY PATROL 305-470-2500 Oct 14, 2016	
V01 was traveling west on County Road 905. V02 was traveling northbound on US-1 (SR-5). V02 had a wood chipper attached in the back. V01 attempted to cross US-1 but failed to yield right of way to oncoming traffic. V01 was then struck by V02 on the left side with the front of V02. Upon my arrival V01 was at final rest facing west in the northbound shoulder.	
Fatal: Avilio Aguirre Proenza Date of birth 01/18/1964 was pronounced deceased at 12:47pm by Paramedic Fire fighter Randall Lebron on scene. Notification of KIN made to Maria Rabassa, Mr. Aguirre Proenza sister on 10/14/2016 at 07:18pm. Notification made Trooper A. Deleon (3922) of the Florida Highway Patrol.	
Fatal: Gladys Perez Date of birth 07/12/1964 was pronounced deceased at 12:47pm by Paramedic Fire fighter Ryan Kidd on scene. Notification of KIN made to Marlene Perez, Ms. Perez sister on 10/14/2016 at 09:20pm. Notification made Trooper A. Deleon (3922) of the Florida Highway Patrol.	
Traffic Homicide Investigation Conducted by Corporal Cliff Fisher (955).	
Photos were taken by Sargeant Pedro Reinoso (324).	
Traffic Homicide Case Number is FHP 716-38-019.	
ID Number Rank Name Troop / Post Officer Agency Phone Number Date Created 2559 CORPORAL C. F. FISHER E FLORIDA HIGHWAY PATROL 305-470-2500 Nov 30, 2016	
This Traffic Homicide Report is open and is Pending T.H.I. investigation.	
ID Number Rank Name Troop / Post Officer Agency Phone Number Date Created 2559 CORPORAL C. F. FISHER E FLORIDA HIGHWAY PATROL 305-470-2500 Dec 07, 2016	
Doctor Thomas Beaver, Monroe County Medical Examiner, performed an autopsy on Mr. Avilio Aguirre Proenza and Ms. Gladys Perez; at the Office of the Medical Examiner located at 56639 Overseas Highway, Marathon, Florida 33050.	
THE CAUSE OF DEATH: Pending at this time. A toxicological exam was conducted during normal autopsy procedures and a comprehensive drug screen are pending at this time. This report will be updated when the results are obtained. After reviewing all physical evidence there were non- criminal violations found, V-1 driver, Mr. Avilio Aguirre Proenza was in violation of Florida Statute 316.122 (1) (Vehicle turning left) which reads in part as follows: "The driver of a vehicle intending to turn left within an intersection or into an alley, private road, or driveway shall yield the right-of-way to any vehicle approaching from the opposite direction, or vehicles lawfully passing on the left of the turning vehicle, which is within the intersection or so close thereto as to constitute	
an immediate hazard." After reviewing all physical evidence there were criminal violations found for V-2 driver, Mr. Vaimel Hernandez Masquiel was in violation of Florida Statute 322.54 (4)(a)	
Classification	
(1) Except as provided in s. 322.53, effective April 1, 1992, a person may not drive any	
motor vehicle not authorized by the classification of his or her driver's license.	
(2) The department shall issue, pursuant to the requirements of this chapter, drivers'	
licenses in accordance with the following classifications:	
(a) Any person who drives a motor vehicle combination having a gross vehicle weight	
rating of 26,001 pounds or more must possess a valid Class A driver's license,	
provided the gross vehicle weight rating of the vehicle being towed is more than 10,000	
pounds. Any person who possesses a valid Class A driver's license may, subject to the	
appropriate restrictions and endorsements, drive any class of motor vehicle within this	
state.	
4)(a) Except as provided in paragraph (b), any person who operates a commercial	
motor vehicle and who does not possess a valid commercial driver's license	
authorizing such operation is guilty of a misdemeanor of the first degree, punishable as	
provided in s. 775.082 or s. 775.083.	
After reviewing post-crash inspection of V-2, there were non-criminal violations found,	
V-2 driver, Mr. Yaimel Hernandez Masquiel was in violation of Florida Statute	
316.215 Scope and effect of regulations	
(1) It is a violation of this chapter for any person to drive or move, or for the owner to	
cause or knowingly permit to be driven or moved, on any highway any vehicle, or	
combination of vehicles, which is in such unsafe condition as to endanger any person,	
which does not contain those parts or is not at all times equipped with such lamps and	
other equipment in proper condition and adjustment as required in this chapter, or	
which is equipped in any manner in violation of this chapter, or for any person to do any	
act forbidden, or fail to perform any act required, under this chapter.	
By being in violation of the aforementioned Florida Statutes, Mr. Avilio Aguirre Proenza,	
ultimately caused this particular crash that resulted in the death of Ms. Gladys Perez	
and himself.	

CASE CLOSING STATUS

DOGUMENTS	WITH THIS NO	MACE SHALL BE USED ONL	Man Contract Contra	기태호NSMEZEesh Repter 1233까b刨SC, SECTION	409.
14/Oct/2	2016 12:17 PM	07/Jun/2017 08:57 AM	FHPE16OFF063266	85314007]
	OFFICER				•
ID/Badge #	Rank and Name		Department	Type of Department	1
2559		CORPORAL C. F. FISHER	FLORIDA HIG	HWAY PATROL FHP	

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CRASH REPORTING SYSTEM

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

	CARI122 CARPJ122 01 A Q LOCAL 01 5565945 N KNCHOEL
DETAIL SORT ORDER:	1 - SORT BY ROADWAY, MILE POINT Y
PRINT SEGMENTS: PRINT INTERSECTIONS?	Ň
SUMMARY FORMAT: OVERRIDE VALUES:	2 - TOP LINE ALL BREAKS
MAX # OF BREAKS: CRASH RATE CATEGORY: AVERAGE DAILY TRAFFIC: # OF LEGS:	06

REPORTCARPJ122-01 DATE10/09/2017 TIME17:34:25	FLORIDA - DEPARTMENT OF TRANSPORTATION C A R - CRASH ANALYSIS REPORTING SYSTEM CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS	PAGE NO: 1 USERID: KNCHOEL I/O CARO213
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REPORTCARPJ122-01FLORIDA - DEPARTMENT OF TRANSPORTATIONDATE10/09/2017C A R - CRASH ANALYSIS REPORTING SYSTEMTIME17:34:25CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS									PAGE NO USERID: I/O	: 2 KNCHOEL CARI122	
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FOR	FATAL CRAS	H STATIS	STICS	INJURY CRA	ASH STATS	PROPERTY DAMAGE ONLY	Т	'OTALS		INFLUENCE (OCCURRIN(INTERSECTIN	g on
YEAR	CRASHES FATA	LITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES FA	TALITIES	INJURIES	AT INT. II	IFL AREA
2015	0	0	0	0	0	3	3	0	0	0	0
TOTAL	0	0	0	0	0	3	3	0	0	0	0

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REPORTCARPJ122-01	FLORIDA - DEPARTMENT OF TRANSPORTATION	PAGE NO: 3
DATE10/09/2017	C A R - CRASH ANALYSIS REPORTING SYSTEM	USERID: KNCHOEL
TIME17:34:25	CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS	I/0 CARI122
	*** REPORT TOTALS ***	

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

FOR	FATAL CRAS	H STATIS	STICS	INJURY CRA	ASH STATS	PROPERTY DAMAGE ONLY	Т	OTALS		INFLUENCE OCCURRIN INTERSECTI	NG ON
YEAR	CRASHES FATA	LITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES FA	TALITIES	INJURIES	AT INT.	INFL AREA
2015	0	0	0	0	0	3	3	0	0	0	0
TOTAL	0	0	0	0	0	3	3	0	0	0	0

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

SAFETY 7/1/1991		DISPOSITION	OF FATAL CRASH			
DATE RECEIVED	10/05/2016		DATE OF CRASH	01/02/2016	2016 - B10 No. 48	
SECTION	90060000	STATE ROAD	5	CRASH NUMBER	852404280	
APPROX. MILEPOST	12.016	DATE INVESTIGATED	02/27/2016	DATE DISPOSED		
CRASH LOCATION DES	SCRIPTION	SR 5/US 1 at MM 85.8, 0.2	2 of a mile S of Venetia	n Boulevard		
	-	ription) roadway features n nt increase in fatal crashes		In Boulevard	No 68213 9/14/2017	
	port, SR 5/US 1 is consid towards Key West and r	STATE OF SSIONAL ENGLISH ered a north-south oriented north towards Miami.				
The following action i	recommended:					
Based on a review of f feet south of Venetiar weather conditions. / also traveling southbo Driver 2 stated that th speed and struck the traveling southbound of the drawbridge. Ve and came to a control 45 MPH posted speec 1 was from Tampa, Fl The crash data for the was downloaded and total of 12 crashes we 2014. There were 4 i three-year study perio for spots and segmen A collision diagram de rear-end collisions (10 including the subject st	The following action is recommended: Based on a review of the police report, the subject fatal crash was a Rear-End Collision that occurred on SR 5/US 1 at MM 85.8, approximately 1,060 feet south of Venetian Boulevard. The fatal crash occurred on Saturday, January 2, 2016, at 12:55 PM (daylight), under dry pavement and clear weather conditions. According to the police report, Vehicle 2 was traveling southbound on US 1 approaching the Snake Creek Bridge. Vehicle 1 was also traveling southbound on US 1 directly behind Vehicle 2. Vehicle 3 was traveling morthbound on US 1 approaching the Snake Creek Bridge. Driver 2 stated that the traffic in front was reducing speed, so Driver 2 proceeded to reduce the vehicle speed. Driver 1 failed to reduce the vehicle speed and struck the left rear corner of Vehicle 2 with its front right corner. Vehicle 2 was still moving forward when impacted. Vehicle 1 continued traveling southbound and onto the northbound lane. Vehicle 1 and Vehicle 3 then struck each other in a head-on collision on top of the metal part of the drawbridge. Vehicle 1 and Vehicle 1 and the ide of the crash. The police report indicated that Driver 1 was traveling at the 45 MPH posted speed limit and was not suspected to be under the influence of drugs and/or alcohol. Driver 1 was cited for careless driving. Driver 1 was from Tampa, Florida.					
There are drawbridge bridge section are fad turning left from Vene ~500 feet from the br Based on the informa • Perform a daytime to Snake Creek drawbrid the feasibility of instal Exhibit A. The sign as the guardrail. The flas	other (1 lane in each direction). US 1 has a 45 MPH posted speed limit. Within the study limits, US 1 is composed of the Snake Creek drawbridge. There are drawbridge signals and signs on both approaches of US 1 at the bridge. Per a review of streetview, the pavement markings within the bridge section are faded and worn-out. There is a merge condition in the southbound direction as approaching the bridge. Westbound motorists turning left from Venetian Boulevard (access to Truck Weight Station Facility) onto their own lane, must subsequently merge to the right before ~500 feet from the bridge. Based on the information presented in this document, the following is recommended at the study location: • Perform a daytime field review between 7 AM and 10 AM or 3 PM and 5 PM to assess the sight visibility to the traffic signal at the crest of the Snake Creek drawbridge and the probable causes for rear-end collisions along southbound US 1 approaching the traffic signal. In addition, evaluate the feasibility of installing a Signal Warning Sign supplemented with Prepare To Stop When Flashing plaque and 2 flashing beacons, as presented in Exhibit A. The sign assembly should be installed for southbound US 1 traffic at approximately 900 feet north of the Snake Creek drawbridge, behind the guardrail. The flashing beacons should be solar powered.					
	on US 1 at the shake	Greek urawonuge signal.		DATE:	9/14/2017	

DATE:

EXHIBIT A

LOCATION ID	SR 5/US 1 at MM	R 5/US 1 at MM 85.8, 0.2 of a mile S of Venetian Boulevard					
COUNTY	Monroe		SECTION	90060000			
BEGIN MILEPOST	11.915 END MILEPOST		12.116	PREPARED BY	CHOICE		
		•					



a)- Looking south along southbound SR 5/US 1, approximately 900 ft north from center of bridge (Image date: July 2015).



Consider installing sign assembly behind guardrail. Beacons should begin flashing with drawbridge signal. Beacons should be solar powered, which is not shown in exhibit. The assembly shown is presented as a sample and is currently installed on westbound NW 36 St approaching NW 72 Ave.

STATE			DEPARTM		TRANSDO	
STATE	υгі	FLURIDA	DEPARTIVI	EINT OF	INANSPI	JETATION

DISPOSITION OF FATAL CRASH

DISTRICT SIX INITIAL REVIEW

☑ Relevant Studies/CTPs	N/A
Relevant Programmed Projects	N/A

CRASH NARRATIVE

Based on a review of the police report, the subject fatal crash was a Rear-End collision that occurred on SR 5/US 1 approximately 1,056 feet south of Venetian Blvd. The fatal crash occurred on Saturday, January 2, 2016, at 12:55 PM (Daylight), under dry pavement and clear weather conditions. According to the police report, Vehicle 2 was traveling southbound on US 1 approaching the Snake Creek Bridge. Vehicle 1 was also traveling southbound on US 1 directly behind Vehicle 2. Vehicle 3 was traveling northbound on US 1 approaching the Snake Creek Bridge. Driver 2 stated that the traffic in front was reducing speed, so the driver proceeded to reduce its speed. Vehicle 1 failed to reduce its speed and struck the left rear corner of Vehicle 2 with its front right corner. Vehicle 2 was still moving forward when impacted. Vehicle 1 continued traveling southbound and onto the northbound lane. Vehicle 1 and Vehicle 3 then struck each other in a head-on collision on top of the metal part of the draw bridge. Vehicle 1 and Vehicle 3 came to final rest at the point of impact still attached to each other. Vehicle 2 traveled a short distance and came to a controlled stop. Passenger 6 of Vehicle 1 died on the date of the crash. The police report indicated that Driver 1 was traveling at the 45 MPH posted speed limit and was not suspected to be under the influence of drugs and/or alcohol. Driver 1 was cited for careless driving. Driver 1 was from Tampa, Florida.

CRASH DATA REVIEW (Crash Summary Sheets Attached)

The crash data for the three most recent years (from January 2012 to December 2014) along SR 5/US 1 (90060000) from MP 11.915 to MP 12.116 was downloaded and summarized from FDOT's Crash Analysis Reporting System (CARS) on-line database. Based on a review of the crash data, a total of 12 crashes were documented within the study limits during the three-year period with 4 crashes in 2012, 5 crashes in 2013, and 3 crashes in 2014. There were 4 injury crashes (33%), 8 property damage only crashes (67%), and no fatal crashes. The calculated confidence levels for the three-year study period did not identify the study location as a high crash location for 2012 and 2014. Based on FDOT's 2012-2014 High Crash Lists for spots and segments, the study location is not considered a high crash location.

The three leading crash types at the study location were Rear-End with 10 crashes (83%), and Head-On and Other with 1 crash (8%) each. No Expected Value Analysis was performed, since there are no values available for roadway segments. The three leading contributing causes for all crashes included Careless or Negligent Manner with 83%, and Improper Passing and Failed to Keep in Proper Lane with 8% each.

There were 3 dark/dawn/dusk crashes (25%) reported which is lower than the 2012-2014 Districtwide average for all roadways of 29%. There was 1 crash (8%) reported that occurred under wet/slippery pavement roadway conditions which is lower than the 2012-2014 Districtwide average for all roadways of 16%.

A collision diagram depicting the same and similar crash types to the subject fatal crash type is attached to this document. These crashes include rear-end collisions (10 crashes). All fatal crashes are also presented, if any. The following are the major findings: Ten of the 11 rear-end crashes, including the subject fatal crash occurred in the southbound direction near the bridge section. The crashes occurred as follows: 3 crashes between 7 AM and 10 AM, 1 crash at 12 PM, and 4 crashes between 3 PM and 5 PM.

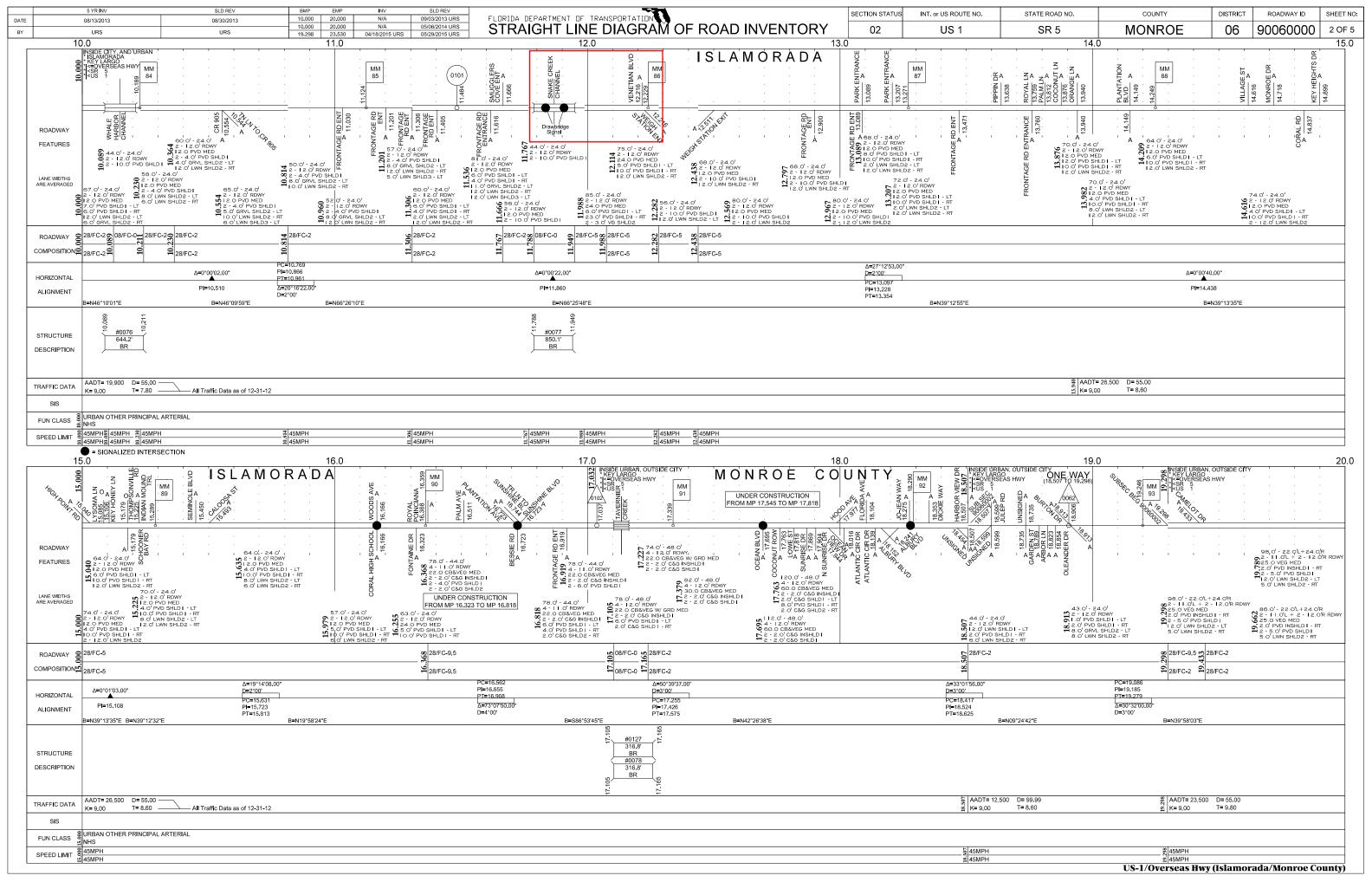
☑ OFFICE REVIEW OF FIELD CONDITIONS

Based on a review of Google Earth aerials/streetviews and 2016 FDOT Traffic Information, SR 5/US 1 is a undivided two lane urban principal arterial other (1 lane in each direction). US 1 has a 45 MPH posted speed limit. Within the study limits, US 1 is composed of the Snake Creek drawbridge. There are drawbridge signals and signs on both approaches of US 1 at the bridge. Per a review of streetview, the pavement markings within the bridge section are faded and worn-out. There is a merge condition in the southbound direction as approaching the bridge. Westbound motorists turning left from Venetian Boulevard (access to Truck Weight Station Facility) onto their own lane, must subsequently merge to the right before ~500 feet from the bridge.

☑ No Curb/Gutter	Crosswalk Markings	✓ Traffic Signal Structure (drawbridge, mast-arm)
Streetlights (westside)	Sidewalk ()	Backplates
✓ Traffic Signs (fair condition)	Bus Stops	Internally Illuminated Streetsigns
Pavement Deterioration ()	Bicycle Lane (east and west sides of the road)	Pedestrian Signals

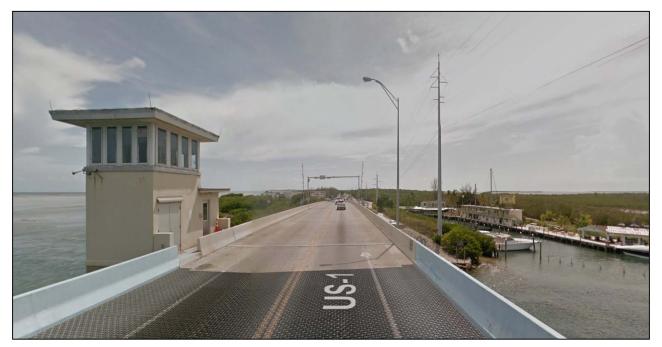
LOCATION MAP

LOCATION ID	SR 5/US 1 at MM 8	5.8, 0.2 of a mile S	of Venetian Boule	vard		
COUNTY	Monroe		SECTION	90060000		
BEGIN MILEPOST	11.915	END MILEPOST	12.116	PREPARED BY	CHOICE	
Correction of the second	Sar Perre patemod	FATAL CRASH OCATION	Century 21 *Kathy Denworth Vacations Veretion Brid	Bluewater in The Keys 🕢 All Keys Otherwit	Renta O Storage	
Smugglers Cove Resort & Marina	۵			Little Snake Creek		
		CRASH SUMMA	RY (3 YEAR TOTAL	S)		
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES	



STREETVIEW IMAGES

LOCATION ID	R 5/US 1 at MM 85.8, 0.2 of a mile S of Venetian Boulevard				
COUNTY	Monroe		SECTION	90060000	
BEGIN MILEPOST	11.915	END MILEPOST	12.116	PREPARED BY	CHOICE



b)- Looking south along southbound SR 5/US 1, approximate subject fatal crash location (Image date: July 2015).



c)- Looking north along northbound SR 5/US 1, approximately 200 ft south of subject fatal crash location (Image date: July 2015).

STREETVIEW IMAGES

LOCATION ID	SR 5/US 1 at MM 85.8, 0.2 of a mile S of Venetian Boulevard				
COUNTY	Monroe		SECTION	90060000	
BEGIN MILEPOST	11.915 END MILEPOST		12.116	PREPARED BY	CHOICE



d)- Looking south along southbound SR 5/US 1, approximately 950 ft north from center of bridge (Image date: July 2015).

COLLISION DIAGRAM						
LOCATION ID SR 5/US 1 at MM 85.8, 0.2 of a mile S of Venetian Boulevard						
COUNTY	Monroe		SECTION	90	0060000	
BEGIN MILEPOST	11.915	END MILEPOST	12.116	PREPARED BY	CHOICE	

Note: 1)- Based on the subject fatal crash type, only rear-end crashes were plotted in the collision diagram. In addition, all fatal crashes are presented, regardless of their crash type. 2)- The police reports for all crashes plotted were reviewed and any miscoded data was corrected accordingly.



CF	CRASH SUMMARY (3 YEAR TOTALS - ALL CRASHES); DOES NOT INCLUDE FATAL IN 2016						
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES		
8	4	0	12	3	1		
	COLLISION DIAGRAM ONLY (3 YEAR TOTALS); DOES NOT INCLUDE FATAL IN 2016						
PDO	INJURY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES		
6	4	0	10	2	1		
		LE	GEND				
Fatal Crash No. 🛞	Crash No. 🛛 🗙	Rear-End — 📕 🕨					
2012 Crash	2013 Crash	2014 Crash					
Night Crash 🛛 🌩	DaylightCrash 🛛 关	Wk Zone Rel. 🔺					
Subject Fatal Crash	Subject Fatal Crash						

LOCATION INFORMATION CONFIDENCE LEVEL COMPUTATIONS

Location:	SR 5/US 1	
State Section:	90060000	County: Monroe
State Road:	5	District: 6
Roadway Limits:	0.2 of a mile S of Vene	tian Blvd, MM 85.8
Engineer:	CHOICE	
Area Type:	Urban	
Spot/Segment:	Segment	
Spot Type:	2-3 Lanes 2wy Undivid	ed
Begin Milepost:	11.915	
End Milepost:	12.116	
Begin Year:	2012	
End Year:	2014	
Number of Years:	3	

CRASH STATISTICS

Year	2012	2013	2014								
Number of Crashes	4	5	3								
Average Daily Traffic (ADT)	19,900	19,300	25,500								
Actual Crash Rate (ACR)	2.740	3.531	1.604								
District 6 Average Crash Rate (A)	8.264	8.721	5.539								
Average Vehicle Exposure (M)	1.460	1.416	1.871								
Critical Crash Rate (CCR)	15.751	16.535	10.935								
Safety Ratio	0.174	0.214	0.147								
Statistical Significance	-2.178	-1.949	-2.132								
Confidence Level	1.4704%	2.5655%	1.6512%								

ADT – Average Daily Traffic

ACR – Actual Crash Rate = No. of crashes in a year / Average Vehicle Exposure (M)

M – Average Vehicle Exposure (million vehicles or million vehicles miles) = [(ADT * 365 * L) / 1,000,000]

L = Length of the Segment for Segment Analysis, 1 for Spot Analysis

K = 3.291

A – Average Crash Rate

CCR - Critical Crash Rate = A + K * (SQRT[A/M]) - (1/[2 * M])

(Ref: FDOT Highway Safety Improvement Program Guidelines)

K = 3.291 for Urban, 1.960 for Suburban, 1.645 for Rural

Safety Ratio = ACR/CCR

Level of statistical significance = (ACR - A + (1/2M))/SQRT(A/M)

Confidence Level = Percent probability that the crash rate is abnormally high for the location under study, using the district-wide average as a basis. CL Threshold = 99.95%

FDOT DISTRICT 6 EXPECTED VALUES ANALYSIS

		Numb	Number of Crashes					•	d Annual Value		
-	SR 5/US 1		Ma an		3 Year	Mean		Abnorm	ally High	Abnormal	Abnormal
			Year		Total	Crashes	%	Crashes	per year	90th	95th
Segment/Sr	oot with No Expected				Crashes	Per Year		90th	95th	Percentile	Percentile
Valu	2012	2013	2014				percentile	percentile			
CRASH TYPE	Rear End	2	5	3	10	3.33	83.3%	0.00	0.00		
	Head On	1	0	0	1	0.33	8.3%	0.00	0.00		
	Angle	0	0	0	0	0.00	0.0%	0.00	0.00		
	Left Turn	0	0	0	0	0.00	0.0%	0.00	0.00		
	Right Turn	0	0	0	0	0.00	0.0%	0.00	0.00		
	Sideswipe	0	0	0	0	0.00	0.0%	0.00	0.00		
	Backed Into	0	0	0	0	0.00	0.0%	0.00	0.00		
	Coll. w/ Parked Car	0	0	0	0	0.00	0.0%	0.00	0.00		
	Coll. w/ Pedestrian	0	0	0	0	0.00	0.0%	0.00	0.00		
	Coll. w/ Bicycle	0	0	0	0	0.00	0.0%	0.00	0.00		
	Fixed Object	0	0	0	0	0.00	0.0%	0.00	0.00		
	Ran Off Road	0	0	0			0.0%	0.00	0.00		
	Overturned	0	0	0	0	0.00	0.0%	0.00	0.00		
	Other	1	0	-			8.3%	0.00	0.00		
	Total Crashes	4	5	3	12	4.00	100.0%	0.00	0.00		
SEVERITY	PDO Crashes	3	3	2	8	2.67	66.7%	0.00	0.00		
	Fatal Crashes	0	0	0	0	0.00	0.0%	0.00	0.00		
	Injury Crashes	1	2	1	4	1.33	33.3%	0.00	0.00		
LIGHTING	Daylight	2	5	2	9	3.00	75.0%	0.00	0.00		
CONDITIONS	Dusk	0	0	0	0	0.00	0.0%	0.00	0.00		
	Dawn	0	0	0	0	0.00	0.0%	0.00	0.00		
	Dark	2	0	1	3	1.00	25.0%	0.00	0.00		
	Unknown	0	0	0	0	0.00	0.0%	0.00	0.00		
SURFACE	Dry	4	5	2	11	3.67	91.7%	0.00	0.00		
CONDITIONS	Wet	0	0	1	1	0.33	8.3%	0.00	0.00		
	Others	0	0	0	0	0.00	0.0%	0.00	0.00		
MONTH	January	1	0	1	2	0.67	16.7%	0.00	0.00		
OF YEAR	February	0	0	0	0	0.00	0.0%	0.00	0.00		
	March	0	2	0	2	0.67	16.7%	0.00	0.00		
	April	0	1	0	1	0.33	8.3%	0.00	0.00		
	May	0	0	0	0	0.00	0.0%	0.00	0.00		
	June	0	0	0			0.0%	0.00	0.00		
	July	0	0	0	0	0.00	0.0%	0.00	0.00		
	August	0	0	1	1	0.33	8.3%	0.00	0.00		
	September	0	1	0			8.3%	0.00	0.00		
	October	2	1	-	-				0.00		
	November	1	0		2		16.7%	0.00	0.00		
	December	0		-			0.0%	0.00	0.00		
DAY	Sunday	1	0				25.0%	0.00	0.00		
OF WEEK	Monday	1	0				8.3%	0.00	0.00		
	Tuesday	0	0				0.0%	0.00	0.00		
	Wednesday	0	0				0.0%	0.00	0.00		
	Thursday	1	2	0			25.0%	0.00	0.00		
	Friday	0	2	1	3	1.00	25.0%	0.00	0.00		
	Saturday	1	1	0			16.7%	0.00	0.00		
HOUR	00:00-06:00	1	0				8.3%	0.00	0.00		
OF DAY	06:00-09:00	1	0		2		16.7%	0.00	0.00		
	09:00-11:00	0	1	0		0.33	8.3%	0.00	0.00		
	11:00-13:00	0	1	0			8.3%	0.00	0.00		
	13:00-15:00	1	3				33.3%	0.00	0.00		
	15:00-18:00	0	0	2	2	0.67	16.7%	0.00	0.00		
	18:00-24:00	1	0	0	1	0.33	8.3%	0.00	0.00		

	State of Florida Department of Transportation CRASH SUMMARY														
SECTION:			9006	0000					STA	FE ROUTE:		5	5		
ROADWAY LIMITS: 0.2 of a mile S of Venetian Blvd, MM 85.8								M.P.	11.915	то	12.116	ENGINEER:	CHOICE		
STUDY PER	JDY PERIOD: FROM 1/ 2012						то	12/	2012		COUNTY:	Monroe			
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUS (VEHICLE ONLY)		
1	11.948	01/20/12	Fri	1450	Rear-End			0	0	1	Day	Dry	Careless or Negligent Manner		
2	12.016	10/28/12	Sun	0355	Head-On			0	1	0	Night	Dry	Improper Lane Change		nange
3	12.016	11/26/12	Mon	0800		Rear-End		0	0	1	Day	Dry	Improper Lane Change		nange
4	12.116	10/30/12	Tue	2104		Not Coded		0	0	1	Night	Dry	Improper Turn		'n
4	0	1	3	2	1	0	0	0	0	0	0	0	0	0	1
Percent	0.00%	25.00%	75.00%	50.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg	Erratic/	Ran off		Wrong
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Cntl Dev	Aggress	Road	DUI	Way
Total	2	2	0	4	2	0	0	0	0	1	0	0	0	1	0
Percent	50.00%	50.00%	0.00%	100.00%	50.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	25.00%	0.00%
	TOTAL ENTERING VEHICLES/ADT: 19,900								SEGMENT C	RASH RATE:	2.740	CRASHES PI	ER MILLION	VEHICLE M	LES

	State of Florida Department of Transportation															
CRASH SUMMARY																
SECTION:			9006	0000					STA	TE ROUTE:			5			
ROADWAY LIMITS: 0.2 of a mile S of Venetian Blvd, MM 85.8								. M.P.	11.915	то	12.116	ENGINEER:	CHOICE			
STUDY PERIOD: FROM 1/ 2013						то	12/	2013		COUNTY:	Monroe					
No.	MILE POST	DATE	DAY	TIME		CRASH TYPE			INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		CONTRIBUTING CAUSE (VEHICLE ONLY)		
1	11.966	04/26/13	Fri	1455		Rear-End		0	1	0	Day	Dry	Impro	Improper Lane Change		
2	11.966	10/12/13	Sat	1200		Rear-End		0	2	0	Day	Dry	Careless or Negligent Manner			
3	12.016	03/29/13	Fri	1005		Rear-End		0	0	1	Day	Dry	Careless or Negligent Manner			
4	12.016	03/31/13	Sun	1330	Rear-End			0	0	1	Day	Dry	Careless or Negligent Manne		t Manner	
5	12.016	09/28/13	Sat	1340		Rear-End		0	0	1	Day	Dry	Careless or Negligent Manr		t Manner	
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other	
5	0	2	3	5	0	0	0	0	0	0	0	0	Ó	0	0	
Percent	0.00%	40.00%	60.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg	Erratic/	Ran off		Wrong	
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Cntl Dev	Aggress	Road	DUI	Way	
Total	5	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
Percent	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	TOTAL ENTERING VEHICLES/ADT: 19,300									RASH RATE:	3.531	CRASHES P	ER MILLION	VEHICLE MI	LES	

State of Florida Department of Transportation CRASH SUMMARY																
SECTION: 90060000									STATE ROUTE: 5							
ROADWAY LIMITS: 0.2 of a mile S of Venetian Blvd, MM 85.8						M.P.	11.915	то	12.116	ENGINEER:	CHOICE					
STUDY PER	TUDY PERIOD: FROM 1/ 2014						то	12/	2014		COUNTY:	Monroe				
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY		CONTRIBUTING CAUSE (VEHICLE ONLY)		
1	11.916	01/06/14	Mon	0730		Rear-End			2	0	Day	Wet	Improper Lane Change		hange	
2	12.066	11/24/14	Mon	1715		Rear-End			0	1	Night	Dry	Careless or Negligent Manner			
3	12.083	08/30/14	Sat	1627		Rear-End		0	0	1	Day	Dry	Careless	Careless or Negligent Manner		
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other	
3	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	
Percent	0.00%	33.33%	66.67%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Contrib.					Careless		Improper	Ran Red	Exceeded	Improper	Disreg	Erratic/	Ran off		Wrong	
Cause	Day	Night	Wet	Dry	Driving	FTYRW	Turn	Light	Speed	Passing	Cntl Dev	Aggress	Road	DUI	Way	
Total	2	1	1	2	3	0	0	0	0	0	0	0	0	0	0	
Percent	66.67%	33.33%	33.33%	66.67%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
TOTAL ENTERING VEHICLES/ADT: 25,500 SEGMENT CRASH RATE: 1.604 CRASHES PER MILLION VEHICLE MILE											ILES					

F	NITH 1 LORIC ^{3 form} [SH R UPD/	E USED (EPORT ATE X	ONLY	FOR F		I	HIGHWA TF	Y SAFI	OT. SEE ETY & MO CRASH R IG, TALLA	ECORD	HICLÉS, S	6C, SECTION 99-0537
Date of Crash 02/Jan/2016 12:5		ime of Cras	tronic Versior h 16 12:55 PM	, Date of	Report b/2016 10:25		/est. Ager	ncy Report FHPE1				HSMV Cr		t Number 85240428	
CRASH IDENTIF															
	City Code 30		unty of Crash N	IONROE	Ē	Place	e or City o I	f Crash SLAMOR	ADA		Within	City Limits Yes	02/	Reported Jan/2016 I:02 PM	Time Dispatched 02/Jan/2016 01:04 PM
	02/Jan/2	red Scene 2016 03:13 2M	Completed Yes	Reasor	ı (if Investigatio	on NOT (Completed	d)					N	lotified By Law I	Enforcement
Crash Occured On	,	ÚŠ-1 (STATE ROAL	,			Ĩ	At Street	Addres	s#		• At Latt 24.952	itude 18025520	44 -80.	Longitude 587701257318301
t Feet C	Dr Miles 20.		ection South	O From	1 Intersection V	viin Stre	et, Road,	VENETIA	AN BL	٧D				OUL	rom Milepost #
Road System Identi	2	U.S.			pe Of Shoulde	er	1 Paved	I			Type Of	Intersection 1	Not at In	tersection	
RASH INFORM		-		ken)	X										
ght Condition 1 Dayligh irst Harmful Event			r Condition 1 Clear irst Harmful Ev	iont		1 Dry		School E		1 No	Intercha		anner Of (2 Front to	Front
IIST Harmur Lvent	туре	1		1 4		msina		Roadway	1	vviuiii	No	ange i nisi		1 Non.Jur	
Contributing Circum		Road None		C	ontributing Circ	umstan	ces: Road				Contribu	iting Circums	tances: R	oad	
Contributing Circum	stances:		nt	C	ontributing Circ	umstan	ces: Envir	onment			Contribu	tting Circums	stances: E	nvironmen	t
Vork Zone Related 1 No		n In Work Zo	one		Туре (Df Work	Zone			Wo	rkers In V	Work Zone	Law Er	nforcement	t In Work Zone
VEHICLE (Check Vehicle Motor Veh 3 1 Vehicl		Hit	and Run 1 No	Veh Lic	ense Number EDJR16		State FL		. Expire 3/Oct/2		rmanent No	Reg. VIN	101	KRGED2E	2 1206164
'ear Make	Model	Style	Color		Extent of Dama Disabling		st. Dama 1000	ige To		ue To Dar No		Vehicle Rem			Rotation
nsurance Company	y	1	GEICO	I		I	Ins	urance Po	licy Nu	mber		414640254	2	I	
Jame of Vehicle Ov CHARLETTE MAR	RIE GLAS	SBY WAS	HINGTÓN –			17 AUS	Number a					City and EST PALM	BEACH F		Zip Code 33407-3911
railer License Ni Die:		State	Reg. Expire		rmanent Reg.	VIN							Make	Length	Axles
railer License Ni wo:	umber	State	Reg. Expire	es Pe	rmanent Reg.	VIN					Y	ear 1	Make	Length	Axles
raveling: Direct	h	Dn Street, R	oad, Highway			AT 85.8	з ММ						o	osted Spe 45	2
MV Configuration				Cargo E	Body Type					Area o	f Initial Ir	npact	N N	Aost Dama	iged Area
Comm GVWR/GCV	VR		Tra	l iler Typ	e (trailer one)	Trail	er Type (t	railer two)		2 3 4 5 (15 ((16	17 B	18. Undercarria 19. Overtum 20. Windshiel	° \76	4 5 8 (18 17	7 18. Undercarriage 8 19. Overtum 20. Windshield
Haz. Mat. Release		at. Placard	Number			Class			1	4 13 12 11	1 10 8	21. Trailer	14 13	12 11 10	e 21. Trailer
Motor Carrier Name	9				05	DOT Nu	imber								
	Motor	Carrier Add	ress					City an	d State	•			Zip Co	de	Phone Number
Comm/Non-Comme			/ Type Utility Vehicl	e	iicle Defects (o 1 Noi	,		ehicle De		,		Emergency V 1 M	10	1 No	al Function of MV Special Function
/ehicle Maneuver / 1 Straight Ahe		rafficway 1 Two-Wa	ay, Not Divide		adway Grade 1 Level			y Alignmei 1 Straight		Most Ha 2 Co	llision w	rent rith Non-Fix ject			Event Detail hicle in Transport
raffic Control Devi 1 No C	ce For Th Controls	iis Vehicle	2 Collisio	n with N Object	lon-Fixed	econd (2) Sequei	nce of Eve	ents	Third (3) S	Sequenci	e of Events	Four	th (4) Sequ	ience of Events
EHICLE (Check /ehicle Motor Veh			and Run	Veh Lic	ense Number		State	Reg	. Expire	es Pe	rmanent	Reg. VIN	1		

1	1 Vehici	e in Trans	port 1 N	JO	195KMX	FL	11/Mar/2016	No	YV1612FS3	D1226734
Year 2013	Make VOLV	Model S60	Style 4D	Color BLK	Extent of Damage Disabling	Est. Damage 15000	Towed Due To I Yes	5	cle Removed By WHEATONS TOWING	Rotation Rotation
Insuranc	e Compan	ý	GEI	co		Insurance	Policy Number	036	7951209	

	a9hIS VVIIH 2/Jan/2016 12:5		SNOD			L BE USED 2016 12:55 PM	ONL	Yivets()4		PE16OFI			DO	ISMAL	≇ash		100mbe/SC 240428	, SECTION
	ehicle Owner (C /ILLIAM ROGER			iness)		Current		s (Numb W 139T	er and S [.] H TER	treet)				City and DAVI		te		Zip Code 33330-0000
railer L ne:	icense Number	s	tate	Reg. Ex	pires	Permanent Rec	j. VIN						Year		Mak	е	Length	Axles
	icense Number	s	tate	Reg. Ex	pires	Permanent Reg	j. VIN						Year		Mak	e	Length	Axles
ehicle raveling:	Direction South	On St	reet, Roa	l Id, Highv	vay		-1 AT 8	5 0 MM						At Est.	Spee 40	ed Pos	ted Speed 45	Total Lanes
0	iguration				Ca	rgo Body Type	-1 410.	J.O IMIM				Area of Initia	al Impa	ct		Mos	45 st Damageo	
omm GV	WR/GCWR				Trailer	Type (trailer one) Tr	ailer Tvi	oe (trailer	two)	Ø	4 5 6	7 18.	Undercarr	iage	2	15107	18. Undercarriage
		Mat D		Numbe					(1][1		20.	Overturr Windshie		7LL	8 17 8	19. Overtum 20. Windshield
az. Mat.	Release Haz I	Mat. Pl	lacaro	Numbe	er.		Class				14 1	3 12 11 10	9 [~] 21.	Trailer		14 13 12	2 11 10 8	21. Trailer
otor Carr	rier Name					U	S DOT I	Number										
	Moto	or Carr	ier Addre	ss					Ci	ty and Sta	ate				4	Zip Code	Ph	one Number
omm/Noi	n-Commercial		le Body T 1 Passer			Vehicle Defects	(one) I one		Vehicl	e Defects	(two)		Eme	rgency	Vehic No	le Use		unction of MV ecial Function
	aneuver Action	Traffic	way	-		Roadway Grade		Road	dway Alig		N	1ost Harmful		_			larmful Eve	nt Detail
	ight Ahead		wo-Way,			1 Leve			1 Stra	-			Object	t		14 Me	otor Vehicl	e in Transpor
affic Cor	ntrol Device For 1 1 No Controls		ehicle Fi		sion wi	th Non-Fixed			quence o hicle in 1	f Events F ransport		rd (3) Seque	ence of	Events		Fourth (4) Sequend	e of Events
				14 Moto	Obj r Vehic	ect le in Transport												
HICLE	(Check if Co	mmer	cial)				·									ı		
	lotor Vehicle Typ 1 Vehicle in Tra		Hitan	d Run 1 No	Vel	h License Numbe 783TAH		Sta	te FL	Reg. Exp 17/No		Perman	ent Re Io	g. VIN		1FMZU	J63E55UB9	9967
ear M 2005	1ake Model FORD EXPLO		yle UT	Col	or BLK	Extent of Dan Functio			amage 1500	Towed		To Damage /es	Veh	icle Rei WHFA		d By S TOWIN	Rota	tion Rotation
	Company	<u></u> j.		GEICO	DER					e Policy 1	lumb	er	42	741935			·	
ame of V	ehicle Owner (C		lox If Bus			Current	Address	s (Numb	er and S	treet)				City and	d Sta	te		Zip Code
ailor	ROBERTA G			Dog Ev				3 AVE	APT 410				Veer	MIAN		0	Longth	33130-4271
ne:	icense Number		tate	Reg. Ex		Permanent Rec	,						Year		Mak		Length	Axles
VO :	icense Number		itate	Reg. Ex	•	Permanent Rec	j. VIN						Year		Mak		Length	Axles
ehicle aveling:	Direction South	On St	reet, Roa	id, Highv	vay	US	-1 AT 8	5.8 MM						At Est.	Spee 25	ed Pos	ted Speed 45	Total Lanes 2
vIV Conf	iguration				Ca	rgo Body Type						Area of Initia	al Impa	ct		Mos	st Damageo	l Area
omm GV	WR/GCWR				Trailer	Type (trailer one) Tr	ailer Ty	oe (trailer	two)	$\frac{1}{\sqrt{2}}$	3 4 5 6	- 10.	Undercarr Overturr		2 3 4		18. Undercarriage 19. Overturn
az. Mat.	Release Haz I	Mat. Pl	lacard	Numbe	er		Class					5 ((16 17 3 12 11 10 (20.	Windshie				20. Windshield 21. Trailer
											1.		9				4 "I "I "I U	
otor Cari	rier Name					U	S DOT I	vumber										
	Moto	or Carr	ier Addre	ss					Ci	ty and Sta	ate					Zip Code	Ph	one Number
əmm/Noi	n-Commercial		le Body T Sport) U		nicle	Vehicle Defects	(one) I one		Vehicl	e Defects	(two)		Eme	rgency	Vehic No	le Use	•	unction of MV ecial Function
	aneuver Action	Traffic	way			Roadway Grade		Road	dway Alig		N	lost Harmful					larmful Eve	nt Detail
	ped in Traffic		wo-Way,			1 Leve			1 Stra	-			Object					e in Transpor
raffic Cor	ntrol Device For 1 1 No Controls		ehicle Fi		sion wi	th Non-Fixed	Second	d (2) Se	quence o	f Events	Thi	rd (3) Seque	ence of	Events		Fourth (4) Sequenc	e of Events
			-	14 Moto	Obj r Vehic	ect le in Transport												
	RECORD		I				ı									L		
erson# D 1	escription 1 Drive	er	V	'ehicle # 1	Na				NELLO			Date of Birth 03/Dec/19		Bex 2 Fema		Phone N 954	umber 2958538	Re-Exam No
ddress 820	NORMANDY T	RACE	RD	City		ТАМРА			State		FI		1	Zip	Code		33602	
river Lice	nse Number 1535512859430		State	FL		Expires 03/Dec/20		DL Type 5 E/	 Operator	· '	. End 3 N			Severit on-inca		lating	Ejection	t Ejected
	Bystem er and Lap Belt Used		g Deploy Deployed		Hel	Imet Use		^{>} rotectio		Seating		ion Seat	Seati	ng Loca 1 F i	tion F r ont	Row	Seating Lo	cation Other

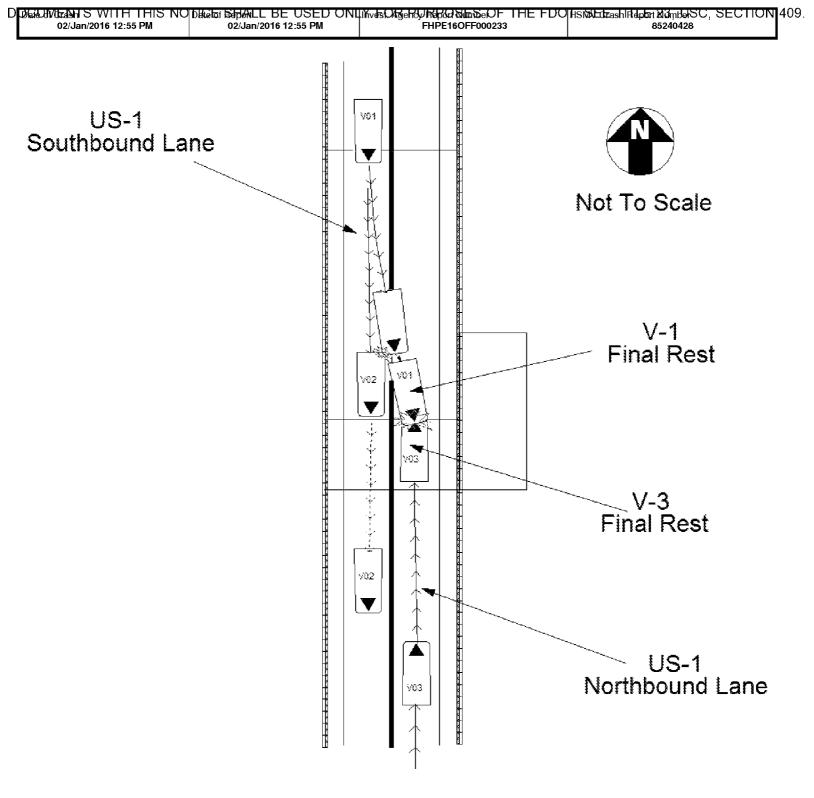
	zaShIS VVIIH)2/Jan/2016 12:5	THIS NO DHA 5 PM		永LL BE い Jan/2016 12:		ONLINvesO		ම්ප්රෝ නිම්සානියේ IPE16OFF000		E FDC	HSNAALDERash		80mbelS 5240428	C, 8	SECTION
2 Op		reless or Neglige	ent Manne	er		at Time of Cr	,			11	stracted By Not Distracted	1			on Obscured
rivers A	ctions at Time of (Crash (third)		Drive	rs Actions	at Time of Cr	ash (fouri	th)		Drivers (Condition at Til 1 A p		ash / Normal		
Suspected	d Alcohol Use 1 No	Alcohol Tested 3 Test Given		Test Type Blood		Test Result ompleted	BAC 0.000	Suspected D 1 No			ested D st Given	rug Test 1 Blo			Test Result Negative
Source of	Transport to Mee 2 EMS	dical Facility		ency Name		RESC	EMS RL	IN Number	DA	Me	dical Facility T		ed To TRAUMA	L	
	NRECORD														
erson# I 4	Description 3 Passer		nicle # 1	Name	WILLIAM	I ROGER ANT	ONELLO)	Date of I 11/Ma	Birth 1 r/1957	Sex 1 Male	Injury S Non-in	everity 3 capacitati	ing	Ejection 1 Not Ejected
ddress	3.	140 SW 139TH T	ER		Ciț	À		DAVIE				State I	FL	Zip (Code 33330
Restraint Should	System ler and Lap Belt Used	Air Bag Deployed 3 Deployed-		Helmet Use		Eye Protecti 3 Not App		Seating Loca	tion Seat 3	i Sei	ating Location 1	Row	Seating	Locat	tion Other
ource of	Transport to Med 2 EMS	l dical Facility		ency Name		RESC	EMS RL	INUMBER	DA	Me	dical Facility T K		ed To REGION	AL	
ERSON	NRECORD														
^D erson# I 5	Description 3 Passer		nicle # 1	Name	BREI	NT W ANTON	ELLO		Date of I 25/Au	Birth g/1989	Sex 1 Male	Injury S Non-in	everity 3 capacitati	ing	Ejection 1 Not Ejected
Address	1301		WAY	I	Ciț	y		BURBAN	ĸ			State	CA	Zip (Code 91505
Restraint 3 Should	System ler and Lap Belt Used	Air Bag Deployed 4 Deployed		Helmet Use		Eye Protecti 3 Not App		Seating Loca	tion Seat 1	i Sea	ating Location 2	Row	Seating	Locat	tion Other
ource of	Transport to Med 2 EMS	l dical Facility		l ency Name (ISLAMORA)		RESC	EMS RL	IN Number	DA	Me	dical Facility T M		ed To 5 HOSPIT	AL	
ERSON	NRECORD		1												
^p erson# I 6	Description 3 Passe i		nicle # 1	Name [EBRA C	AMPBELL AN	ITONELL	.0	Date of I 31/Ju	Birth I/1957	Sex 2 Female		everity al (within∶ days)	30	Ejection 1 Not Ejected
\ddress	3.	140 SW 139TH T	ER	1	Ciț	y		DAVIE			1	State I	FL	Zip (Code 33330
	System • Used -Motor •le Occupant	Air Bag Deployed 4 Deployed		Helmet Use		Eye Protecti 3 Not App		Seating Loca	tion Seat 3	i Sei	ating Location 2	Row	Seating	Locat	tion Other
Source of	Transport to Med 2 EMS	l dical Facility	1 V	ency Name		RESC	EMS RL	INUMBER	DA	Me	dical Facility T M	•	ed To S HOSPIT	AL	
ERSON	NRECORD														
2	Description 1 Driv		nicle # 2	Name	ROBE	RTA GIRAR	-		Date of I 17/No	Birth v/ 1974	Sex 2 Female		Number		Re-Exam No
	1227 SW 3 AVE	APT 410 State	City		АМІ		State		L	1	Zip Cod	e	33130		
	G663720749170	State	FL	Expires 17.	/Nov/2021	DLType 1 5E	Operato	Ende	No Req prsemen	t	iry Severity 1 None		Ejection 1 N		jected
Restraint 3 Should	System ler and Lap Belt Used	Air Bag Deployed 2 Not Deplo		Helmet Use		Eye Protecti 3 Not App		Seating Loca 1 L	tion Seat .eft	i Sei	ating Location 1 Front		Seating	Locat	tion Other
		tributing Action				at Time of Cr	,			11	stracted By Not Distracted	1			on Obscured
Drivers A	ctions at Time of (Crash (third)		Drive	rs Actions	at Time of Cr	ash (fourl	th)		Drivers (Condition at Til 1 Ap		ash / Normal		
Suspected	d Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol	Test Type	Alcohol	Test Result	BAC	Suspected D 1 No		Drug Te 1 Test	ested D Not Given	rug Test	Туре	Drug	Test Result
Source of	Transport to Mee 1 Not Transpo	l dical Facility	EMS Ag	ency Name	or ID		EMS Ru	ın Number		Me	dical Facility T	ransport	ed To		
ERSON	NRECORD		1				1								
^o erson# I 7	Description 3 Passe i		nicle # 2	Name	IOSI	ANE M CARV	AGA		Date of I 04/Ap	Birth or/ 1971	Sex 2 Female	Injury S	everity I None		Ejection 1 Not Ejected
Address	VI	ALE MARCONI 1	2D	1	Ciț	y	DALI	MINE BERGA	MO ITAL	Y.	1	State I	FF	Zip (Code 00000
Restraint 3 Should	System ler and Lap Belt Used	Air Bag Deployed 2 Not Deplo		Helmet Use		Eye Protecti 3 Not App		Seating Loca	tion Seat 3	Sei	ating Location 1	Row	Seating	Locat	tion Other

	02/Jan/2016 12:5				6 12:55 PM			FH	IPE16OFF00	0233				5240428	
iource c	f Transport to Med 1 Not Transpo		EMS Ag	ency Na	me or ID			EMS Ru	in Number		Me	dical Facility T	ransporte	ed To	
ERSO	N RECORD														
^o erson# 10	Description 3 Passer	nger	Vehicle # 2	Name		LUC	io foron	NI		Date of E 09/Jul		Sex 1 Male	Injury S 1	everity None	Ejection 1 Not Ejected
\ddress	VIA	PADRE LAZZ	ARONI 4	1	(City		DAL	WINE BERGA		1		State F	F	Zip Code 00000
	t System der and Lap Belt Used	Air Bag Deplo 1 Not Ap	3	Helmet	Use		ye Protectic 3 Not App		Seating Loc	ation Seat 3	Se	ating Location 2	Row	Seating I	_ocation Other
Source o	f Transport to Mee 1 Not Transpo		EMS Ag	ency Na	me or ID			EMS Ru	in Number		Me	dical Facility T	ransporte	ed To	
PERSO	N RECORD														
Person# 8	Description 3 Passer	nger	Vehicle # 2	Name		PAOL	.O G FORC	INI		Date of E 04/Apr		Sex 1 Male	Injury S 1	everity None	Ejection 1 Not Ejected
\ddress	vi	ALE MARCO	NI 12D	1	(City		D	ALMINE BEF	RGAMO			State F	F	Zip Code 00000
	t System der and Lap Belt Used	Air Bag Deplo 1 Not A p		Helmet	Use	E	ye Protectic 3 Not App		Seating Loc	ation Seat 1	Se	ating Location 2	Row	Seating I	_ocation Other
Source o	f Transport to Med 1 Not Transpo		EMS Ag	i ency Na	me or ID			EMS Ru	in Number		Me	dical Facility T	ransporte	ed To	
	N RECORD														
Person# 9	Description 3 Passer	nger	Vehicle # 2	Name	с	ARLC	OTTA FOR	ONI		Date of E 20/Sep		Sex 2 Female	Injury S 1	everity None	Ejection 1 Not Ejected
Address	VI	ALE MARCO	NI 12D		1	City		DALI	MINE BERGA		(•	State F	F	Zip Code 00000
	t System der and Lap Belt Used	Air Bag Deplo 1 Not Ap	3	Helmet	Use	E	ye Protectic 3 Not App		Seating Loc	ation Seat 2	Se	ating Location 2	Row	Seating I	_ocation Other
Source o	f Transport to Med 1 Not Transpo		EMS Ag	l ency Na	me or ID			EMS Ru	in Number		Me	dical Facility T	ransporte	ed To	
ERSO	N RECORD														
3	Description 1 Driv	er	Vehicle # 3	Name	ST	TANF	ORD J DAS	HER		Date of E 20/Sep		Sex 1 Male	Phone N	lumber	Re-Exam No
Address	145 MAPLEHUF		City		FOLKSTON	N		State		GA		Zip Cod	e	31537	
Jriver Li	cense Number 036576439	Stat	GA	Ex	pires 20/Sep/20	023	DL Type 5 E/	Operator	Req. Er 3 End	na. No Req lorsement	3	ury Severity Non-incapac	itating	Ejection 1 N	lot Ejected
	t System ulder Belt Only Used	Air Bag Deplo 3 Deploy	oyed ved-Front	Helmet	Use	E	ye Protectic 3 Not App		Seating Loc 1	ation Seat Left	Se	ating Location 1 Front		Seating I	Location Other
Drivers A	ctions at Time of (1 No Con	Crash (first) tributing Acti	ion				Time of Cra	•			11	istracted By Not Distracted	1		ruction Not Obscured
	actions at Time of (ed Alcohol Use	Crash (third)	ed Alcohol				Time of Cra	ash (fourt	h) Suspected [Drivers (Normal	Drug Test Resul
	1 No If Transport to Med	2 Test Refu	sed EMS Ag	ency Na	me or ID				1 No	0	2 Tes	t Refused dical Facility T	ransporte	ed To	
PERSO	2 EMS			ISLAMO	ORADA FIR	RERE	SC		ISLAMORA	ADA		M.	ARINERS	6 HOSPITA	AL
	Description 3 Passer	nger	Vehicle # 3	Name		MAU	IRICE SIM	S		Date of E 09/Mar		Sex 1 Male	Injury S	3	Ejection
Address		375 MLK 0)B			City			FOLKST				State	capacitati A	ng Ejected Zip Code 31537
	t System der and Lap Belt	Air Bag Deplo	oyed	Helmet	Use	E	ye Protectic 3 Not App		Seating Loc		Se	ating Location 3			Jocation Other
	Used If Transport to Mee		EMS Ag		me or ID			-	In Number		Me	dical Facility T	•		
PERSO	2 EMS			ISLAMO	ORADA FIR	RERE	SC		ISLAMORA	ADA		M.	ARINERS	6 HOSPIT	AL
	Description		Vehicle #	Name						Date of E	lirth	Sex	Injury S	everity	Ejection
11	3 Passer	nger	3		F	FELIC	IA D DASH	ER		09/Apr		2 Female		3 capacitati	1 Not

					<u></u>					0	7:.	- 0
Address	145		RST DR		City		FOLKSTO	N		State	GA Zi	o Code 31537
Restraint 3 Should	System ler and Lap Belt Used	Air Bag Deplo 3 Deploy	oyed e d-Front	Helmet Use	Eye Protecti 3 Not App		Seating Loca	ation Seat 3	Seating Location	1 Row	Seating Loc	ation Other
Source of	f Transport to Med 2 EMS	ical Facility		ency Name or ID	RESC	EMS Ru	INUMBER	DA	Medical Facility		ed To S HOSPITAL	
PERSON	N RECORD											
Person# 13	Description 3 Passer	ger	Vehicle # 3	Name SA	MMIE WASHIN	GTON		Date of Birth 26/Aug/19		Injury S Non-in	Severity 3 Icapacitating	Ejection 1 Not Ejected
Address	381	7 AUSTRAL	IAN CT		City		WPB		I	State	FL Zi	o Code 33407
Restraint 3 Should	System ler and Lap Belt Used	Air Bag Deplo 4 Deplo y		Helmet Use	Eye Protecti 3 Not App		Seating Loca	ation Seat 3	Seating Location 2	ו Row	Seating Loc	ation Other
Source of	f Transport to Med 2 EMS	ical Facility	EMS Ag	ency Name or ID ISLAMORADA FIR	RESC	EMS Ru	INUMBER	DA	Medical Facility		ed To S HOSPITAL	
ERSON	NRECORD											
Person# 12	Description 3 Passer	ger	Vehicle # 3	Name CHARLETTE	MARIE GLASSE	Y WASH	INGTON	Date of Birth 13/Oct/194		Injury S Non-in	Severity 3 capacitating	Ejection 1 Not Ejected
Address	381	7 AUSTRAL	IAN CT		City	v	VEST PALM E	BEACH	I	State	FL Zig	code 33407
Restraint 3 Should	System ler and Lap Belt Used	Air Bag Deplo 4 Deploy		Helmet Use	Eye Protecti 3 Not App		Seating Loca	ation Seat 1	Seating Location 2	1 Row	Seating Loc	ation Other
Source of	f Transport to Med 2 EMS	ical Facility		 ency Name or ID ISLAMORADA FIF		EMS RI	un Number ISLAMORA	DA	Medical Facility		ed To S HOSPITAL	
PERSON	NRECORD											
Person# 14	Description 3 Passer	ger	Vehicle # 3	Name LA	TORYA NASHA	E SIMS		Date of Birth 31/Jan/19		Injury S Non-in	everity 3 capacitating	Ejection 1 Not Ejected
Address		426 KINLAW	RD		City		WOODBIN	NE	I	State	GA	D Code 31569
Restraint 3 Should	System ler and Lap Belt Used	Air Bag Deplo 4 Deplo y		Helmet Use	Eye Protecti 3 Not App		Seating Loca	ation Seat 1	Seating Location 3	l 1 Row	Seating Loc	ation Other
Source of	f Transport to Med 2 EMS	ical Facility		 ency Name or ID ISLAMORADA FI F	RESC	EMS Ru	un Number ISLAMORA	DA	Medical Facility		ed To S HOSPITAL	
WITNES	SES		I			1						
Name ADREIN	ANTHONY PAUL	BOCQUET	Address 344 RT	E MENTAXURI ST	PIERRE D	City	IRUB	E FRANCE	Sta	ate FF		Code 64990
NITNES	SES					•			I		 I	
Name CA	RLOS HERNAN	IDEZ	Address 832	1 SW 157TH AVE /	APT 805	City	I		Sta	ate FL		Code 33193
VIOLATI	IONS					•			I		I	
	Name				ida Statute Num	oer Cha					Citation	

Maia Januara Shi Si VVII HI THISI NO	Delicitat Belief Belief	1 MydsQddgerdyRebladdingeOF THE FDO	HSMALtrashIReport MambelSC, SECTION
02/Jan/2016 12:55 PM	02/Jan/2016 12:55 PM	FHPE16OFF000233	85240428
D Number Rank Name T 518 TROOPER J.C. CARRILLO	froop / Post Officer Agency Ph E FLORIDA HIGHWAY PAT	none Number Date Created FROL 305-470-2500 Jan 02, 2016	
/-2 was traveling south on US-1 and ap on US-1 and approaching the Snake Cr and drove to the left and struck the left he northbound lane. V-1 and V-3 then s mpact still attached to each other. V-2	struck each other in a head on collisio	the 85.8 Mile Marker. V-1 was traveling south at in front was reducing speed, so she proceeded corner. V-2 was still moving forward when impa on on top of the metal part of the draw bridge. V o a controlled stop.	nd directly behind V-2. V-3 was traveling north to reduce speed. V-1 failed to reduce its speed cted. V-1 continued traveling south and onto -1 and V-3 came to final rest at the point of
ebra Campbell Antonello, date of birth	n of 07/31/1957, was pronounced dece	eased at 2:00 PM on 01/02/2016. She was pronou	unced by Dr. Miguel Diaz at Mariner's Hospital.
lotification of kin was made to William lariner's Hospital.	Roger Antonello, husband of Debra C	Campbell Antonello, on 01/02/2016 at 2:50 PM. N	lotification was made by Dr. Miguel Diaz at
On scene photographs were Trooper Ju	ulio Carrillo (2518/930).		
Scene measurements were taken on 01	/03/2016 at 7:20 AM by Corporal David	d N. Riso (2088/844).	
raffic Homicide Investigation conduct	ed by Corporal David N. Riso (2088/84	14).	
raffic Homicide case number is FHP71	16-38-001.		
D Number Rank Name T 518 TROOPER J.C. CARRILLO Pending THI Investigation.		 one Number Date Created IROL 305-470-2500 Feb 09, 2016	
D Number Rank Name T 088 CORPORAL D. N. RISO		none Number Date Created OL 305-470-2500 Feb 23, 2016	
Charges and information were updated	for D-1.		
his case is closed.			

ID/Badge #	Rank and Name	Department	Type of Department
2088	CORPORAL D. N. RISO	FLORIDA HIGHWAY PATROL	ÊHP





CCCC	CCCCCC	AAAA	АААААА	RR	RRRRRRR
CCCCCC	CCCCC	АААААА	ААААА	RRR	RRRRRRRR
CCC		AAA	AAA	RRR	RRR
CCC	A	AA	AAA	RRR	RRR
CCC	AA	АААААА	AA	RRRRR	RRRRRR
CCC	AAA	АААААА	A I	RRRRRRR	RRRR
CCC	AAA	AAA	R	RR	RRR
CCC	AAA	AAA	RR	R	RRR
CCCCCCCCCCC	AAA	AAA	RRR		RRRR
CCCCCCCCCCC	AAA	AAA	RRR		RRRRR

CRASH REPORTING SYSTEM

	CARI122 CARPJ122 01 A Q LOCAL 01 5565945 N KNCHOEL
DETAIL SORT ORDER:	1 - SORT BY ROADWAY, MILE POINT Y
PRINT SEGMENTS: PRINT INTERSECTIONS?	Ň
SUMMARY FORMAT: OVERRIDE VALUES:	2 - TOP LINE ALL BREAKS
MAX # OF BREAKS: CRASH RATE CATEGORY: AVERAGE DAILY TRAFFIC: # OF LEGS:	06

REPORTCARPJ122-01 DATE01/05/2017 TIME08:57:42	CRASH DATA	C A R - CRAS	EPARTMENT OF TRANSPORTATION SH ANALYSIS REPORTING SYSTEM LATER) DETAIL FOR STATE-MAINTAINED ROADS	PAGE NO: 1 USERID: KNCHOEL I/O CARO213
COMMENT: FROM: 01/01/2012 TO 12/ FROM CO/SEC/SUB: 90 060 TO CO/SEC/SUB: 90 060	31/2014 000 MP	- SORT BY ROADW. P: 011.915 P: 012.116	VAY, MILE POINT RAMPS INCL INFL INCL CR/OS INCL	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	AO AO EIA RD TA RLF EE ED AYF S G I T E C	1	LA LAEAFICECD OCOOOC11 1U1A10 ATCRVNGOAO AOTCAC NN SE MENCHNTNSDNADDBSCED	N I R DE NO VI TT T AG C L U V /S CC RO 1N N GE L E R
833071240 90060000 11.916 820502950 90060000 11.948 820543700 90060000 11.966 836423310 90060000 11.966 829097530 90060000 12.016 829097610 90060000 12.016 832911370 90060000 12.016 832911400 90060000 12.016 837685220 90060000 12.066 838002220 90060000 12.083 822671340 90060000 12.116	06105019900061050193000610501930006105019900061050193000610501930006105019300061050193000610502550003675025500	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2UN 0 14 01 01 01 01 01 1 1 1 1 6 01 01 02 2DP 1 14 02 04 01 01 01 01 R 1 S 01 01 01 22 2DP 0 14 01 01 01 01 01 1 2 S 16 01 01 02 2DP 0 14 01 01 01 01 1 L 2 S 16 01 01 02 2DP 0 14 01 01 01 01 1 L 1 S 16 01 01 02 2DP 0 14 01 01 01 01 01 01 01 01 02 2DP 0 14 01 01 01 01 01 01 01 01 01 01 01 02 2DP 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

REPORTCARPJ122-01 FLORIDA - DEPARTMENT OF TRANSPORTATION DATE01/05/2017 C A R - CRASH ANALYSIS REPORTING SYSTEM TIME08:57:42 CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS COMMENT: 1 - SORT BY ROADWAY, MILE POINT FROM: 01/01/2012 TO 12/31/2014 RAMPS INCL											: 2 KNCHOEL CARI122
	M: 01/01/2012										
	M CO/SEC/SUB:										
TO	CO/SEC/SUB:	90 060 0	000	MP: 012.1	110	CR/OS INC	ц.				
FOR	FATAL CRAS	H STATIS	STICS	INJURY CRA	ASH STATS	PROPERTY DAMAGE ONLY	T	OTALS		INFLUENCE (OCCURRIN(INTERSECTII	g on
YEAR	CRASHES FATA	LITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES FAT	FALITIES	INJURIES	AT INT. II	NFL AREA
2012	0	0	0	1	1	3	4	0	1	0	0
2013	0	0	0	2	3	3	5	0	3	0	0
2014	0	0	0	1	2	2	3	0	2	0	0

12 0 6

0 0

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

0 0 0 4 6 8

TOTAL

REPORTCARPJ122-01	FLORIDA - DEPARTMENT OF TRANSPORTATION	PAGE NO: 3
DATE01/05/2017	C A R - CRASH ANALYSIS REPORTING SYSTEM	USERID: KNCHOEL
TIME08:57:42	CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS	I/O CARI122
	*** REPORT TOTALS ***	

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

FOR	FATAL CRASH	H STATIS	STICS	INJURY CRA	ASH STATS	PROPERTY DAMAGE ONLY		TOTALS		INFLUENCE OCCURRI INTERSECT	NG ON
YEAR	CRASHES FATAI	LITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES F	ATALITIES	INJURIES	AT INT.	INFL AREA
2012	0	0	0	1	1	3	4	0	1	0	0
2013	0	0	0	2	3	3	5	0	3	0	0
2014	0	0	0	1	2	2	3	0	2	0	0
TOTAL	0	0	0	4	6	8	12	0	6	0	0

FORM 511-14 SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DISPOSITION OF FATAL CRASH

DATE RECEIVED	08/12/2016	- 1771 alt 12.2866 5.1	DATE OF CRASH	06/27/2016	2016 - B08 No 20
SECTION	90060000	STATE ROAD	5	CRASH NUMBER	852853820
APPROX. MILEPOST	12.316	DATE INVESTIGATED	07/21/2016	DATE DISPOSED	Contractor and Contractor
CRASH LOCATION DE	SCRIPTION	US 1 / SR 5 / OVERSEAS	HWY, 0.1 miles N of V	ENETIAN BLVD	
		INITIAL A	CTION		
[Obvious (crash desci	ription) roadway feature	s not contributory		1100
0	Not part of significar	nt increase in fatal crashe	25	D. LI	NDST
6	No action required			N' AL CE	VS PO
	D INVESTIGATED DATE		N/A		898
FILL	D INVESTIGATED DATE		V/A	- + 9 -	m/ 1=
		Roadway feature not inv	volved	D Un	xull
		Minor corrections neede	ed	STATE	OF WE
	1	Sent to Maintenance		TA COR	0
	[□ Sent to Traffic Operat	ions	III SIONA	ENGIN
	[Memo attached		· · · · · · · · · · · · · · · · · · ·	inner

No action is recommended in relation to the fatal crash.

The fatal crash reported in this document is a head-on crash along SR 5 / US 1 / Overseas Highway (referred to as SR 5 throughout the remainder of the document), approximately 0.1 miles north of Venetian Blvd. The narrative in the police report indicates that Vehicle 1 was northbound on SR 5 at approximately 40 mph. Witnesses stated that Vehicle 1 kept crossing the center double yellow line multiple times. Vehicle 2 was southbound on SR 5. Vehicle 3 and Vehicle 4 were both traveling north behind Vehicle 1. Vehicle 1 drifted left of center and struck Vehicle 2's left front with its left front. Vehicle 4 could not avoid striking the debris field as it was traveling north. Vehicle 2 continued to travel south, but because its front left tire had been damaged, it was forced across the northbound lane and in front of Vehicle 3's path of travel. Vehicle 2 then struck Vehicle 3's left front area, forcing both vehicles up against the guardrail. Driver 1 was wearing a shoulder and lap belt and the air bag deployed. Driver 1 was air lifter to Ryder Trauma and was pronounced deceased at 2:29 PM on 06/29/2016. The incident happened on a Monday at 7:52 PM, under dark-not lighted conditions, in cloudy weather and dry roadway conditions.

Five years of crash data (2010-2014) was obtained along the segment of SR 5 (MP 12.216 to 12.416), from the FDOT Crash Analysis Reporting (CAR) System. A total of 25 crashes were reported along this segment during the five year study period: 1 crash - 2010, 4 crashes - 2011, 1 crash - 2012, 10 crashes - 2013, and 9 crashes - 2014, showing an increased number of crashes in recent years. Out of the total number of crashes, 1 crash (4%) occurred during nighttime conditions and 3 crashes (12%) occurred under wet roadway surface conditions. The most common crash type along the study location is rear-end crashes (15 crashes). The subject fatal crash and one other head-on crash are presented in the collision diagram. The calculated Confidence Levels for this segment do not suggest that the subject location crash rate was abnormally high in any year of the study period (2010-2014). An Expected Value Analysis (EVA) was not performed because the incident occurred along a roadway segment. A review of the high crash segments from the High Crash/Reference Segments Report, obtained from the CAR System, found that this segment of SR 5 has not been identified as a high crash segment in any year of the study period (2010-2014).

Google Earth aerials and street view imagery were reviewed in the office to identify existing roadway characteristics and conditions that may have led to the fatal crash. SR 5 is a two-way two-lane undivided roadway with 10 foot paved shoulders in both directions that include bike lanes. Street lighting is not present along the section. The posted speed limit is 45 mph along the section. Pavement and pavement markings appear to be in good condition, including centerline RPMs spaced at approximately 40 feet. The segment is not included in any programmed projects.

DATE

No roadway features appear to have contributed to the crash, therefore, no further action is recommended at his time.

DISTRICT SAFETY ENGINEER (SIGNATURE)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DISPOSITION OF FATAL CRASH

DATE RECEIVED	08/12/2016		DATE OF CRASH	06/27/2016	2016 - B08 No 20		
SECTION	90060000	STATE ROAD	5	CRASH NUMBER	852853820		
APPROX. MILEPOST	12.316	07/21/2016	DATE DISPOSED				
CRASH LOCATION DES	CRIPTION	US 1 / SR 5 / OVERSEAS	HWY, 0.1 miles N of VE	ENETIAN BLVD			
		INITIAL A	CTION				
	Obvious (crash desc	ription) roadway features	s not contributory				
	Not part of significar	nt increase in fatal crashe	S				
☑ No action required							
FIELD	INVESTIGATED DATE	1	N/A	_			
		Roadway feature not inv	volved				
		Minor corrections neede	ed				
	I	□ Sent to Maintenance					
	I	□ Sent to Traffic Operat	ions				
	I	Memo attached					
		Crash Study initiated					

No action is recommended in relation to the fatal crash.

The fatal crash reported in this document is a head-on crash along SR 5 / US 1 / Overseas Highway (referred to as SR 5 throughout the remainder of the document), approximately 0.1 miles north of Venetian Blvd. The narrative in the police report indicates that Vehicle 1 was northbound on SR 5 at approximately 40 mph. Witnesses stated that Vehicle 1 kept crossing the center double yellow line multiple times. Vehicle 2 was southbound on SR 5. Vehicle 3 and Vehicle 4 were both traveling north behind Vehicle 1. Vehicle 1 drifted left of center and struck Vehicle 2's left front with its left front. Vehicle 4 could not avoid striking the debris field as it was traveling north. Vehicle 2 continued to travel south, but because its front left tire had been damaged, it was forced across the northbound lane and in front of Vehicle 3's path of travel. Vehicle 2 then struck Vehicle 3's left front area, forcing both vehicles up against the guardrail. Driver 1 was wearing a shoulder and lap belt and the air bag deployed. Driver 1 was air lifter to Ryder Trauma and was pronounced deceased at 2:29 PM on 06/29/2016. The incident happened on a Monday at 7:52 PM, under dark-not lighted conditions, in cloudy weather and dry roadway conditions.

Five years of crash data (2010-2014) was obtained along the segment of SR 5 (MP 12.216 to 12.416), from the FDOT Crash Analysis Reporting (CAR) System. A total of 25 crashes were reported along this segment during the five year study period: 1 crash - 2010, 4 crashes - 2011, 1 crash - 2012, 10 crashes - 2013, and 9 crashes - 2014, showing an increased number of crashes in recent years. Out of the total number of crashes, 1 crash (4%) occurred during nighttime conditions and 3 crashes (12%) occurred under wet roadway surface conditions. The most common crash type along the study location is rear-end crashes (15 crashes). The subject fatal crash and one other head-on crash are presented in the collision diagram. The calculated Confidence Levels for this segment do not suggest that the subject location crash rate was abnormally high in any year of the study period (2010-2014). An Expected Value Analysis (EVA) was not performed because the incident occurred along a roadway segment. A review of the high crash segments from the High Crash/Reference Segments Report, obtained from the CAR System, found that this segment of SR 5 has not been identified as a high crash segment in any year of the study period (2010-2014).

Google Earth aerials and street view imagery were reviewed in the office to identify existing roadway characteristics and conditions that may have led to the fatal crash. SR 5 is a two-way two-lane undivided roadway with 10 foot paved shoulders in both directions that include bike lanes. Street lighting is not present along the section. The posted speed limit is 45 mph along the section. Pavement and pavement markings appear to be in good condition, including centerline RPMs spaced at approximately 40 feet. The segment is not included in any programmed projects.

No roadway features appear to have contributed to the crash, therefore, no further action is recommended at his time.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DISPOSITION OF FATAL CRASH

	DISTRICT SIX INITIAL REVIEW
Relevant Studies/CTPs	N/A
Relevant Programmed Projects	N/A

☑ CRASH NARRATIVE

The subject crash occurred along SR 5, approximately 0.1 miles north of Venetian Blvd, in Islamorada Village of Islands, Monroe County on June 27, 2015 at 7:52 PM. According to the police report, Vehicle 1 was traveling north on SR 5 at approximately 40 mph. Witnesses stated that Vehicle 1 kept crossing the center double yellow line multiple times. Vehicle 2 was traveling south on SR 5. Vehicle 3 and Vehicle 4 were both traveling north behind Vehicle 1. Vehicle 1 drifted left of center and struck Vehicle 2's left front with its left front. Vehicle 4 could not avoid striking the debris field as it was traveling north. Vehicle 2 continued to travel south, but because its front left tire had been damaged, it was forced across the northbound lane and in front of Vehicle 3's path of travel. Vehicle 3 veered to the right and onto the northbound solid white line. Vehicle 2 then struck Vehicle 3's left front area, forcing both vehicles up against the guardrail. Driver 1 was wearing a shoulder and lap belt and the air bag deployed. Driver 1 was air lifter to Ryder Trauma and was pronounced deceased at 2:29 PM on 06/29/2016. The incident happened on a Monday at 7:52 PM, under darknot lighted conditions, in cloudy weather and dry roadway conditions.

CRASH DATA REVIEW (crash summary sheets attached)

The subject crash was a head-on crash. Five years of crash data (2010-2014) was obtained along the segment of SR 5 (MP 12.216 to 12.416), from the FDOT Crash Analysis Reporting (CAR) System. A total of 25 crashes were reported along this segment during the five year study period: 1 crash - 2010, 4 crash - 2011, 1 crashes - 2012, 10 crashes - 2013, and 9 crashes - 2014, showing an increased number of crashes in recent years. Out of the total number of crashes, 1 crash (4%) occurred during nighttime conditions. The most common crash type along the study location is rear-end crashes (15 crashes). Out of the total number of crashes, 9 were injury crashes (36%), 0 were fatal crashes, and 3 crashes (12%) occurred under wet roadway surface conditions.

The subject fatal crash and one other head-on crash are presented in the collision diagram. The calculated Confidence Levels for this segment do not suggest that the subject location crash rate was abnormally high in any year of the study period (2010-2014).

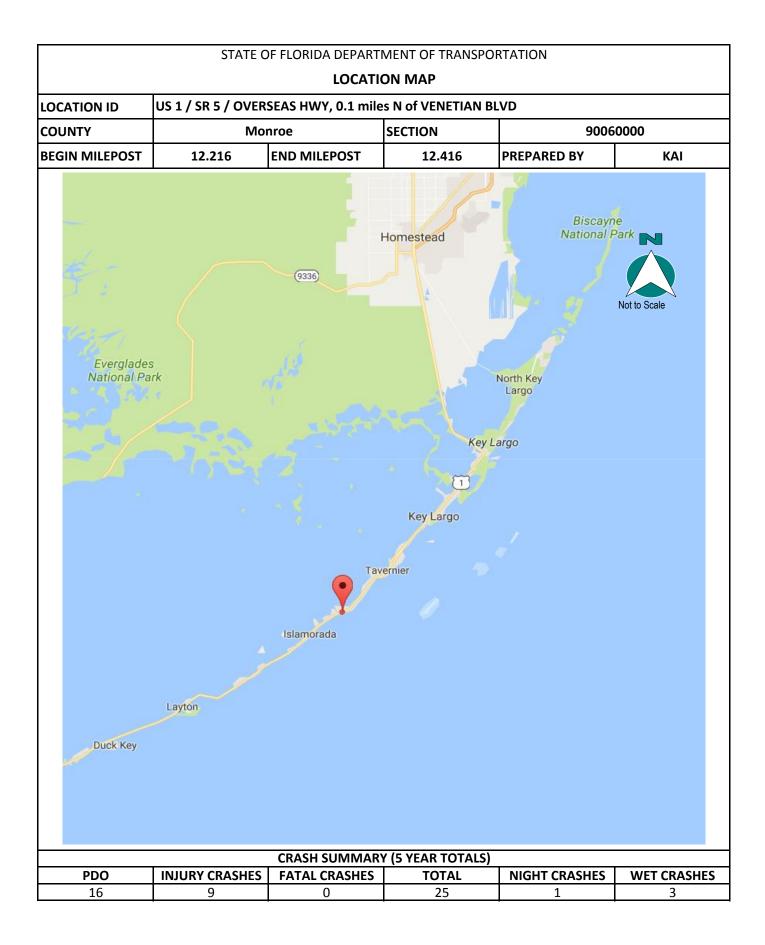
An Expected Value Analysis (EVA) was not performed because the incident occurred along a roadway segment.

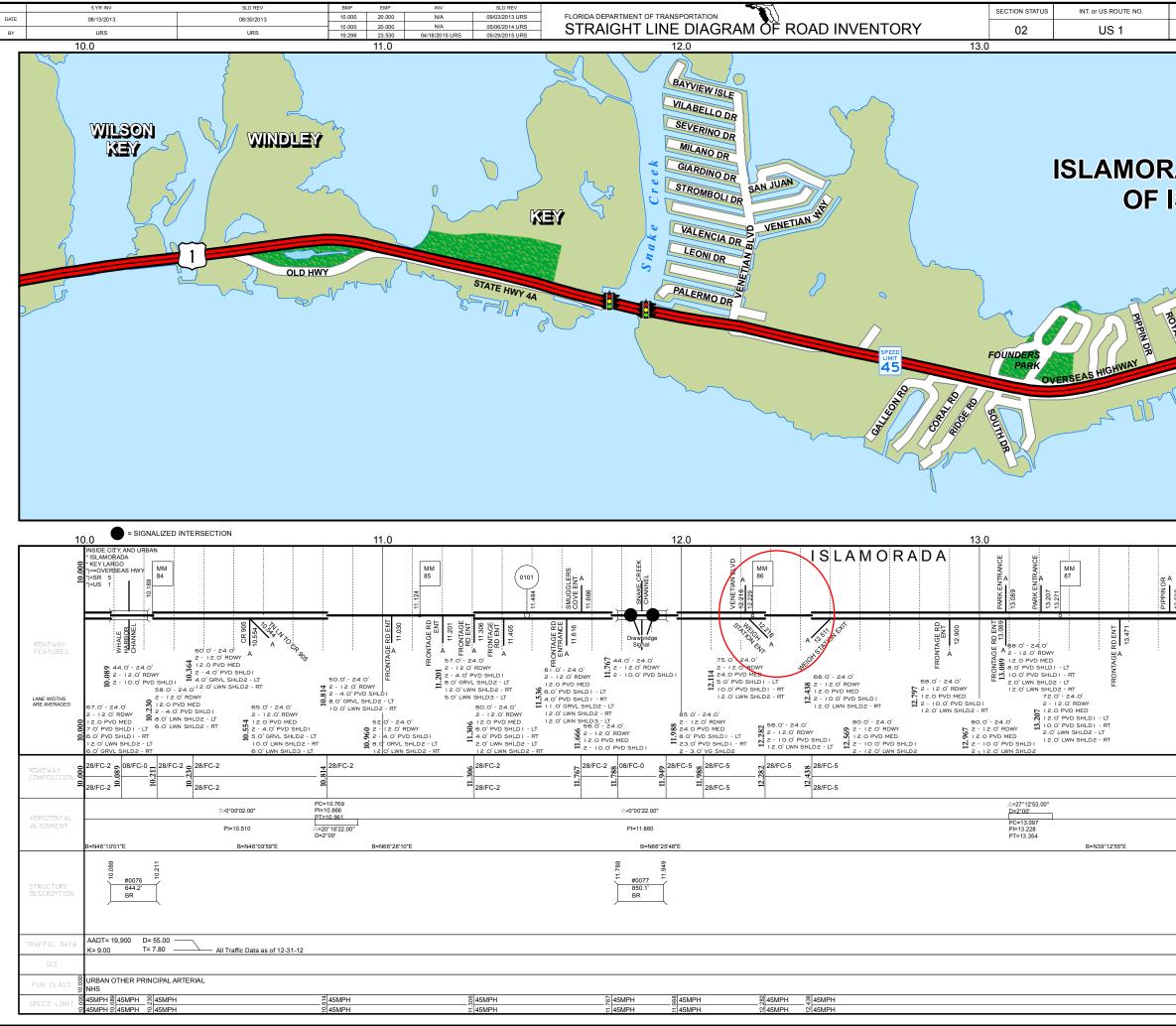
A review of the high crash segments from the High Crash/Reference Segments Report, obtained from the CAR System, found that this segment of SR 5 has not been identified as a high crash segment in any year of the study period (2010-2014).

☑ OFFICE-BASED REVIEW NOTES

Google Earth aerials and street view imagery were reviewed in the office to identify existing roadway characteristics and conditions that may have led to the fatal crash. SR 5 is a two-way two-lane undivided roadway with 10 foot paved shoulders in both directions that include bike lanes. Street lighting is not present along the section. The posted speed limit is 45 mph along the section. Pavement and pavement markings appear to be in good condition, including centerline RPMs spaced at approximately 40 feet.

The segment is not included in any programmed projects.





MOH THE HER OWLER	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
			06	90060000	
NA OBST <	ADA VILI ISLANDS	LAGE	MARACEL RATE	RA HEIGHTS DA	MADER
88 0		ММ	L.	DR.	
Image: Second	13.638 ROYAL LN 13.759 PALM N 13.81/M 13.81/M 13.81/6 13.81/6 13.81/6 13.81/6 13.81/6 13.940	0	ш.	14.016 MONROE C 14.718 KEY HEIGH	14.899
PI=14.438 B=N39*13'35"E	20, 5, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20	A C C C C C C C C C C C C C C C C C C C	14.616 - ^ - 0	4. 0' - 24. 0' - 12. 0' ROWY 2. 0 PVD MED .0' PVD SHLD I - LT .0' PVD SHLD I - RT	
PI=14.438 B=N39*13'35"E					
B=N39'13'35"E					
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US-1 / OVERSEAS HIGHWAY (Islamorada)	ಕ್ಷ AADT= ಼ಲ಼ K= 9.00				
US-1 / OVERSEAS HIGHWAY (Islamorada)					
		US-1 / OV	ERSEAS	HIGHWAY (Islam	iorada)

LOCATION ID US 1 COUNTY BEGIN MILEPOST		SEAS HWY, 0.1 mile nroe END MILEPOST	s N of VENETIAN BI		KAI
BEGIN MILEPOST	12.216	1		PREPARED BY	KAI
		END MILEPOST			
Not to Scale	Venetian Bud			SR	5
			RY (5 YEAR TOTA		
PDO INJU	URY CRASHES	FATAL CRASHES	TOTAL	NIGHT CRASHES	WET CRASHES
16	9	0	25	1	3
			GEND		1
_	h No. 🕅	Head-On Crash			^
2010 Crash 2011	1 Crash			2014 Crash	Nighttime Crash 🛛 🌞
		2012 Crash	2013 Crash		Daylight Crash

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

STREET VIEW IMAGERY

LOCATION ID	US 1 / SR 5 / OVER	5 1 / SR 5 / OVERSEAS HWY, 0.1 miles N of VENETIAN BLVD						
COUNTY	Мо	nroe	SECTION	60000				
BEGIN MILEPOST	12.216 END MILEPOST		12.416	PREPARED BY	KAI			



Looking northbound along SR 5 in the vicinity of the subject fatal crash location (Photo Date: July 2015)



Looking southbound along SR 5 in the vicinity of the subject fatal crash location (Photo Date: July 2015)



SAFETY RATIO/CONFIDENCE LEVEL SUMMARY OF CRASHES BY CONTRIBUTING CAUSE

Location:	US 1 / SR 5 / OVERSEAS HWY, 0.1 miles N of VENETIAN BLVD
State Section:	90060000
State Road:	5
Roadway Limits:	N/A
Engineer:	КАІ
Area Type:	Urban
Spot/Segment:	Segment
Segment Type:	2-3 Lanes 2wy Undivided
Begin Milepost:	12.216
End Milepost:	12.416
Length:	0.200

Year	Number of Crashes	ADT	Actual Crash Rate (ACR)	District 6 Average Crash Rate (A)	Average Vehicle Exposure (M)	Critical Crash Rate (CCR)	Safety Ratio	Statistical Significance	Confidence Level
2010	1	19,800	0.692	6.487	1.445	13.113	0.053	-2.572	0.5053%
2011	4	21,500	2.549	7.380	1.569	14.198	0.180	-2.081	1.8710%
2012	1	19,900	0.688	8.264	1.453	15.769	0.044	-3.032	0.1215%
2013	10	19,300	7.098	8.721	1.409	16.554	0.429	-0.510	30.5093%
2014	9	25,500	4.835	5.539	1.861	10.947	0.442	-0.253	40.0320%

ADT – Average Daily Traffic

ACR - Actual Crash Rate = No. of crashes in a year / Average Vehicle Exposure (M)

M – Average Vehicle Exposure (million vehicles or million vehicles miles) = [(ADT * 365 * L) / 1,000,000]

L = Length of the Segment for Segment Analysis, 1 for Spot Analysis

A – Average Crash Rate

CCR - Critical Crash Rate = A + K * (SQRT[A/M]) - (1/[2 * M])(Ref: FDOT Highway Safety Improvement Program Guidelines) 3.291 К =

K = 3.291 for Urban, 1.960 for Suburban, 1.645 for Rural

Safety Ratio = ACR/CCR

Level of statistical significance = (ACR - A + (1/2M))/SQRT(A/M)

Confidence Level = Percent probability that the crash rate is abnormally high for the location under study,

using the district-wide average as a basis.

Summary by Contributing Cause

Contributing Cause\Year	2010	2011	2012	2013	2014	5 Year Total Crashes	Mean Crashes Per Year	Percent
Careless Driving	1	3	0	3	5	12	2.4	48.0%
Failed To Yield Right-Of-Way	0	0	0	3	2	5	1.0	20.0%
Improper Turn	0	0	1	1	1	3	0.6	12.0%
Followed Too Closely	0	0	0	0	1	1	0.2	4.0%
Improper Backing	0	0	0	0	0	0	0.0	0.0%
Improper Lane Change	0	0	0	0	0	0	0.0	0.0%
Alcohol/Drugs-Under Influence	0	0	0	0	0	0	0.0	0.0%
Disregarded Traffic Control (Signal/Stop)	0	0	0	0	0	0	0.0	0.0%
Failed To Maintain Equipment/Vehicle	0	0	0	0	0	0	0.0	0.0%
Improper Passing	0	0	0	0	0	0	0.0	0.0%
Exceed Safe/Stated Speed Limit	0	0	0	0	0	0	0.0	0.0%
Driving Wrong Side/Way/Drove Left of Center	0	0	0	0	0	0	0.0	0.0%
All Other	0	1	0	3	0	4	0.8	16.0%
Total	1	4	1	10	9	25	5.0	100.0%

Note: The CARS summary provides two fields for contributing cause. To get a better understanding of the contributing causes in the crash analysis, the following assumptions are made to choose an appropriate contributing cause - If contributing cause 2 is 0 (unknown), 1 (no improper driving), 2 (careless driving), or 77 (all other), then contributing cause 1 is used. If contributing cause 1 is 2, then contributing cause 2 is used. If contributing cause 1 is 3 (failed to yield right-of-way) and contributing cause 2 is 11 (disregarded traffic signal), 13 (disregarded stop sign), 15 (improper passing), or 20 (disregarded other traffic control), then contributing cause 2 is used.

US 1 / SR 5 / O	VERSEAS HWY, 0.1 miles N		Num	ber of Cra	shes		5 Year	Mean	
	ENETIAN BLVD			Year			Total	Crashes	%
		2010	2011	2012	2013	2014	Crashes	Per Year	
CRASH TYPE	Rear End	1	3	0	6	5	15	3.00	60.0%
	Head On	0	0	0	0	1	1	0.20	4.0%
	Angle	0	0	0	2	1	3	0.60	12.0%
	Left Turn	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	0	0	0	1	2	3	0.60	12.0%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	1	0	1	0.20	4.0%
	Fixed Object	0	1	1	0	0	2	0.40	8.0%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	0	0	0	0.00	0.0%
	Other	0	0	0	0	0	0	0.00	0.0%
	Total Crashes	1	4	1	10	9	25	5.00	100.0%
SEVERITY	PDO Crashes	0	3	0	8	5	16	3.20	64.0%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	1	1	1	2	4	9	1.80	36.0%
LIGHTING	Daylight	1	3	1	10	8	23	4.60	92.0%
CONDITIONS	Dusk	0	0	0	0	0	0	0.00	0.0%
	Dawn	0	0	0	0	0	0	0.00	0.0%
	Dark	0	0	0	0	1	1	0.20	4.0%
	Unknown	0	1	0	0	0	1	0.20	4.0%
SURFACE	Dry	1	4	1	8	8	22	4.40	88.0%
CONDITIONS	Wet	0	0	0	2	1	3	0.60	12.0%
	Others	0	0	0	0	0	0	0.00	0.0%
MONTH	January	0	0	0	1	1	2	0.40	8.0%
OF YEAR	February	0	1	0	2	0	3	0.60	12.0%
	March	0	1	0	1	3	5	1.00	20.0%
	April	0	0	0	0	2	2	0.40	8.0%
	May	0	2	0	3	1	6	1.20	24.0%
	June	1	0	0	1	0	2	0.40	8.0%
	July	0	0	0	1	0	1	0.20	4.0%
	August	0	0	1	0	0	1	0.20	4.0%
	September	0	0	0	0	1	1	0.20	4.0%
	October	0	0	0	0	0	0	0.00	0.0%
	November	0	0	0	0	0	0	0.00	0.0%
	December	0	0	0	1	1	2	0.40	8.0%
DAY	Sunday	0	1	0	1	2	4	0.80	16.0%
OF WEEK	Monday	0	1	0	1	1	3	0.60	12.0%
	Tuesday	0	0	0	3	2	5	1.00	20.0%
	Wednesday	0	0	0	0	0	0	0.00	0.0%
	Thursday	1	1	0	2	1	5	1.00	20.0%
	Friday	0	0	0	3	1	4	0.80	16.0%
	Saturday	0	1	1	0	2	4	0.80	16.0%
HOUR	00:00-06:00	0	1	0	0	1	2	0.40	8.0%
OF DAY	06:00-09:00	0	0	0	2	0	2	0.40	8.0%
	09:00-11:00	0	2	0	0	1	3	0.60	12.0%
	11:00-13:00	0	0	0	5	1	6	1.20	24.0%
	13:00-15:00	1	0	0	0	2	3	0.60	12.0%
	15:00-18:00	0	1	1	3	4	9	1.80	36.0%
	18:00-24:00	0	0	0	0	4	9	0.00	0.0%

CRASH STATISTICS

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).

2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier,

abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).

3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).

4) Other crashes include crashes not categorized as the crash types shown in the table.

5) Dark Crashes include both scenarios - with and without street lighting.

					FLORIDA DEPARTM CRASI	ENT OF TRA		ΓΙΟΝ			
SECTION:			9006	0000				STA	TE ROUTE:		5
ROADWAY	LIMITS:				N/A	M.P.	12.216	то	12.416	ENGINEER:	KAI
STUDY PEF	RIOD:		FROM	1/	10	то	12/	10		COUNTY:	Monroe
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	12.416	06/10/10	Thu	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
						Left	Right	Rear		Ped/	
Total No.		Fatal	Injury	PDO	Angle	Turn	Turn	End	Side swipe	Bike	
1		0	1	0	0	0	0	1	0	0	
		0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
One						Excess					
Vehicle		Day	Night	Wet	Dry	Speed	FTYRW	DUI			
0		1	0	0	1	0	0	0			
0.00%		100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%			
		TOTAL ENTE	ERING VEHI	CLES/ADT:	19,800				SEGMENT C	RASH RATE:	0.692

					FLORIDA DEPARTM	ENT OF TRA	NSPORTA	ΓΙΟΝ			
					CRASI	H SUMMAR	Y				
SECTION:			9006	60000				STA	TE ROUTE:		5
ROADWAY	LIMITS:				N/A	M.P.	12.216	то	12.416	ENGINEER:	KAI
STUDY PER	RIOD:		FROM	1/	11	то	12/	11		COUNTY:	Monroe
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	12.218	05/28/11	Sat	0000	Hit Sign/Sign Post	0	0	1	Unknown	Dry	#N/A
2	12.229	03/07/11	Mon	1500	Rear-End	0	0	1	Day	Dry	Careless Driving
3	12.311	02/13/11	Sun	1000	Rear-End	0	3	0	Day	Dry	Careless Driving
4	12.316	05/19/11	Thu	0900	Rear-End	0	0	1	Day	Dry	Careless Driving
						Left	Right	Rear		Ped/	
Total No.		Fatal	Injury	PDO	Angle	Turn	Turn	End	Side swipe	Bike	
4		0	1	3	0	0	0	3	0	0	
		0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	75.00%	0.00%	0.00%	
One						Excess					
Vehicle		Day	Night	Wet	Dry	Speed	FTYRW	DUI			
1		3	0	0	4	0	0	1			
25.00%		75.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%			
		TOTAL ENTE	ERING VEHI	CLES/ADT:	21,500				SEGMENT C	RASH RATE:	2.549

					FLORIDA DEPARTMI CRASI	ENT OF TRA		ΓΙΟΝ			
SECTION:			9006	0000				STA	TE ROUTE:		5
ROADWAY	LIMITS:				N/A	M.P.	12.216	то	12.416	ENGINEER:	KAI
STUDY PER	RIOD:		FROM	1/	12	то	12/	12		COUNTY:	Monroe
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	12.263	08/18/12	Sat	1500	Hit Fence	0	1	0	Day	Dry	Improper Turn
						Left	Right	Rear		Ped/	
Total No.		Fatal	Injury	PDO	Angle	Turn	Turn	End	Side swipe	Bike	
1		0	1	0	0	0	0	0	0	0	
		0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
One						Excess					
Vehicle		Day	Night	Wet	Dry	Speed	FTYRW	DUI			
0		1	0	0	1	0	0	0			
0.00%		100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%			
		TOTAL ENTI	ERING VEHI	CLES/ADT:	19,900				SEGMENT C	RASH RATE:	0.688

					FLORIDA DEPARTMI	ENT OF TRA		ΓΙΟΝ			
SECTION:			9006	0000	CING	1 JOIVIIVIAN		STA	TE ROUTE:		5
ROADWAY	LIMITS:	•			N/A	M.P.	12.216	то	12.416	ENGINEER:	KAI
STUDY PER	RIOD:	-	FROM	1/	13	то	12/	13		COUNTY:	Monroe
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	12.216	02/28/13	Thu	1500	Coll. W/ Bicycle	0	1	0	Day	Dry	Failed To Yield Right-Of-Way
2	12.216	05/28/13	Tue	1500	Angle	0	0	1	Day	Wet	Failed To Yield Right-Of-Way
3	12.229	03/05/13	Tue	0800	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
4	12.229	12/27/13	Fri	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
5	12.240	01/27/13	Sun	1200	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
6	12.240	02/22/13	Fri	1200	Angle	0	1	0	Day	Dry	Failed To Yield Right-Of-Way
7	12.254	06/04/13	Tue	1100	Rear-End	0	0	1	Day	Wet	Unknown/Not Coded
8	12.311	07/26/13	Fri	0800	Rear-End	0	0	1	Day	Dry	Careless Driving
9	12.416	05/02/13	Thu	1100	Sideswipe	0	0	1	Day	Dry	Improper Turn
10	12.416	05/13/13	Mon	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/ Bike	
10		0	2	8	2	0	0	6	1	1	
		0.00%	20.00%	80.00%	20.00%	0.00%	0.00%	60.00%	10.00%	10.00%	
One						Excess					
Vehicle		Day	Night	Wet	Dry	Speed	FTYRW	DUI			
1		10	0	2	8	0	3	0			
10.00%		100.00%	0.00%	20.00%	80.00%	0.00%	30.00%	0.00%			
		TOTAL ENTE	RING VEHI	CLES/ADT:	19,300				SEGMENT C	RASH RATE:	7.098

					FLORIDA DEPARTMI CRASH	ENT OF TRA		ΓΙΟΝ			
SECTION:			9006	0000				STA	TE ROUTE:		5
ROADWAY	LIMITS:				N/A	M.P.	12.216	то	12.416	ENGINEER:	KAI
STUDY PER	RIOD:		FROM	1/	14	то	12/	14		COUNTY:	Monroe
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	12.216	04/10/14	Thu	1500	Angle	0	0	1	Day	Dry	Failed To Yield Right-Of-Way
2	12.229	01/21/14	Tue	1500	Rear-End	0	0	1	Day	Wet	Followed Too Closely
3	12.229	03/21/14	Fri	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
4	12.235	09/28/14	Sun	1200	Sideswipe	0	0	1	Day	Dry	Failed To Yield Right-Of-Way
5	12.254	03/08/14	Sat	0900	Rear-End	0	0	1	Day	Dry	Careless Driving
6	12.273	05/04/14	Sun	0100	Sideswipe	0	1	0	Night	Dry	Improper Turn
7	12.311	12/08/14	Mon	1500	Rear-End	0	3	0	Day	Dry	Careless Driving
8	12.366	04/26/14	Sat	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
9	12.405	03/25/14	Tue	1600	Head-On	0	4	0	Day	Dry	Careless Driving
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/ Bike	
9		0	4	5	1	0	0	5	2	0	
		0.00%	44.44%	55.56%	11.11%	0.00%	0.00%	55.56%	22.22%	0.00%	
One						Excess					
Vehicle		Day	Night	Wet	Dry	Speed	FTYRW	DUI			
0		8	1	1	8	0	2	1			
0.00%		88.89%	11.11%	11.11%	88.89%	0.00%	22.22%	11.11%			
		TOTAL ENTE	RING VEHI	CLES/ADT:	25,500				SEGMENT C	RASH RATE:	4.835

	FLORI NG FORM			ÄŠĦĪ □ [∪] ᢪ					•	TRAFF	IC CRA	SH REG	CORDS		C, SECTION
		(Elec	tronic Vers	ion)							,		,		
Date of Crash 27/Jun/2016 07		Time of Cras 27/Jun/20	sh 16 07:52 Pi		of Report / Jul/2016 07:54	AM Inve	est. Agency	Report Num FHPE16OFF	ber 038963		HSN	/IV Crasi	n Report N 85	lumber 285382	
RASH IDENT	IFIERS														
County Code 38	City Code 3	e Co O	unty of Cras	h MONR(OE	Place	or City of C ISL	rash AMORADA		With	in City Li Yes	mits	Time Re 27/Ju 07:5	ported n/2016 7 PM	Time Dispatched 27/Jun/2016 07:59 PM
Time on Scene 27/Jun/2016 08:27 PM	27/Jun	ared Scene /2016 11:48 PM	Completed No	l Reas	on (if Investigation	on NOT C		ENDING THI					Noti	fied By Law E	nforcement
	ORMAT	ION	1												
Crash Occured C	in Street, I	Road, Highw	ay US-1 SR5				Ŭ	Street Addre	ss#			\t Lattitud .954650	00000000	1 -80.5	Longitude 58247000000000
At Feet	Or Miles	Dir I 0	ection North	• OFro	om Intersection \	With Stree		ghway ′ ENETIAN B I	LVD					🕐 Or Fi	rom Milepost #
Road System Ide		2 U.S.			Type Of Should		1 Paved			Туре	Of Interse		ot at Inter	section	
RASH INFOR			Pictures ⁻	Taken)	X										
ght Condition		-	r Condition	-	Roadway Su		ndition S	chool Bus R				Manr	ner Of Col		
5 Dark-Not	-		2 Cloud	·		1 Dry First Harr	nful Event I	ocation	1 No	o nin Interc	hange	Eirst H		Front to	Front ion to Junction
				14			1 On Roa			No	Ū		11	lon.Jun	
Contributing Circi		: Road None			Contributing Cire	cumstance	es: Road			Contri	buting Ci	rcumstar	nces: Roa	d	
Contributing Circi		s: Environme None	nt		Contributing Cire	cumstance	es: Environi	ment		Contri	buting Ci	rcumstar	nces: Envi	ronment	
Work Zone Relate 1 No	ed Cras	sh In Work Z	one		Туре	Of Work Z	Ione		V	Vorkers I	n Work Z	one	Law Enfo	rcement	In Work Zone
/EHICLE (Che	ck if Cor	mmercial)													
/ehicle Motor V 2 1 Vehi	ehicle Typ i cle in Tra		and Run 1 No	Veh l	License Number EPZM88		State FL	Reg. Exp 31/Dec		Permane N		VIN	211 1	AVK96I	252056
Year Make	Model TK	Style	Colo	or WHI	Extent of Dama		st. Damage 5000		Due To D			e Remov			otation Rotation
Insurance Compa						•		ance Policy N							
	0		ANADA INS	co	Comment A	delucio (N		Chun ad)			0110FL0				Tin Cada
Name of Vehicle MARCEL	INO RES	SENDIZ-GIN	ES		Current A	•	lumber and W 7 PL	Sireel)				y and Sta RIDA CIT			Zip Code 33034-5631
Frailer License One:	Number	State	Reg. Ex	oires f	Permanent Reg.	VIN					Year	Ma	ke	Length	Axles
Frailer License Fwo:	Number	State	Reg. Ex	oires f	Permanent Reg.	VIN					Year	Ma	ke	Length	Axles
	ection uth	On Street, F	load, Highw	ау	US-1 9	SR5 SB M	IM 86				At	Est. Spe 40	eed Pos	ted Spee 45	ed Total Lanes
CMV Configuration	on I			Cargo	o Body Type				Area	of Initia	Impact		Mo	st Dama	ged Area
Comm GVWR/G	CWR		!·	Trailer Ty	ype (trailer one)	Traile	r Type (trai	ler two)	2 3 4	5 6 7		lercarriage	2 3 4		7 18. Undercarriage
					· ·			·	1 15 18	17	20. Wi	ndshield	1 15 1	a 17	s 19. Overtum 20. Windshield
Haz. Mat. Releas	e HazM	vlat. Placard	Numbe			Class			13 12	11 10 8	21. Tra	iller	13 13	2 11 10	e 21. Trailer
Motor Carrier Na	me		1		US	DOT Nun	nber								
	Moto	r Carrier Ade	dress					City and Sta	te				Zip Code		Phone Number
Comm/Non-Com	nercial I	Vehicle Bod	y Type	Iv	ehicle Defects (c	one)	Veh	icle Defects ((two)		Emerae	ncy Veh	icle Use	Specius	I Function of MV
		19 Other	Light Truc s (4,536 kg less)	ks	1 No	,			. ,			1 No		•	Special Function
/ehicle Maneuve 1 Straight Al		Trafficway 1 Two-W	ay, Not Divi		loadway Grade 1 Level		Roadway A 1 S	lignment t raight		Harmful Collision	 Event with No Dbject	n-Fixed			vent Detail iicle in Transpor
Traffic Control De 1 No	vice For 7 Controls				Non-Fixed) Sequence or Vehicle in	e of Events n Transport) Sequer	nce of Ev rdrail Fa		Fourth (4) Sequ	ence of Events
			14 Motor	•	in Transport										
/EHICLE (Che	ck if Cor	mmercial)							1						
Vehicle Motor V 3 1 Vehi	ehicle Typ i cle in Tra		and Run	Veh l	License Number		State	Reg. Exp		Permane N		VIN	1700	244 8 40-	004074
J I Vell		maport	1 No	1	οτογ		FL	08/Jan	/2017	NI N	~		JIEES	541A482	064074

Make

Model

TOYTHIGHLANDER

Style

UT

Color

RED

Year

2008

Est. Damage

10000

Towed Due To Damage Yes

Vehicle Removed By

ALL AMERICAN

Rotation Rotation

Extent of Damage Disabling

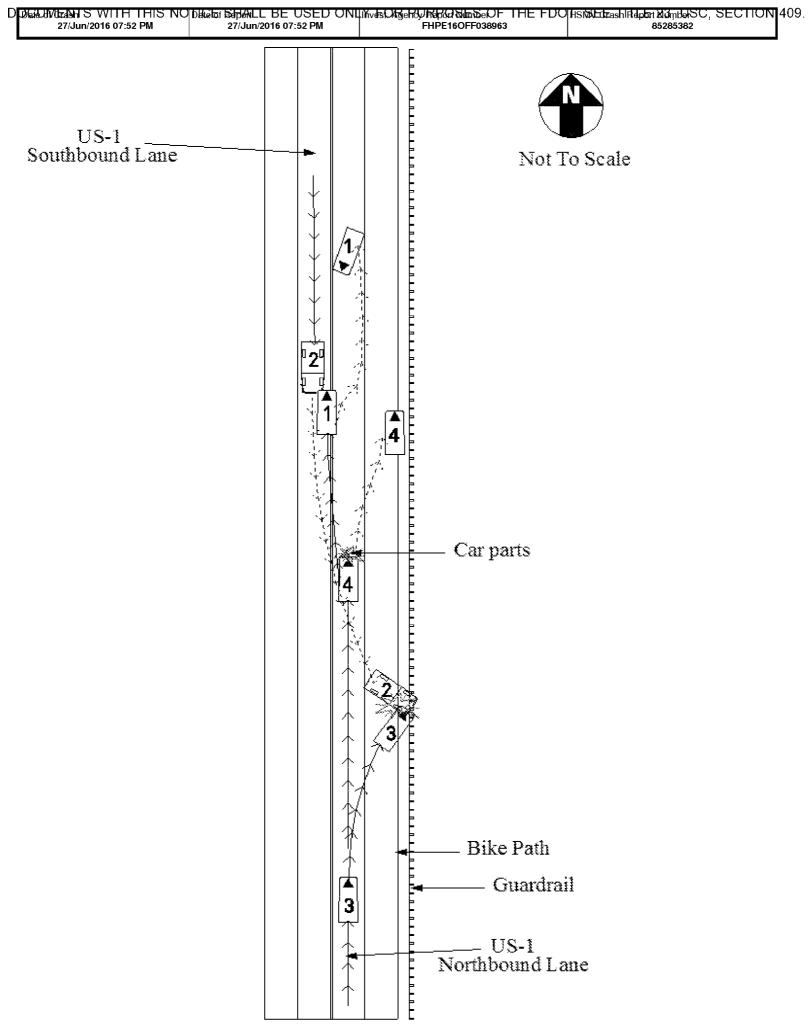
)/aid-111/(1zd9h1 S VV 27/Jun/2016					_ BE USED 2016 07:52 PM		ivets()/4		的分词。 IPE16OFF		THE F	DOHS	SNAK EGE	ashlRe		mbəlSC 35382	, SECTION
nsurance Company		ALL S	STATE INS	6 CO					ce Policy N	lumber		98148	764706	30			
Name of Vehicle Owr ROSEL	ner (Chec IN TOY C		siness)		Current	Address 20 HA	(Numb RBOR		treet)				ity and GLEW0	State DOD FL	-		Zip Code 34223-0000
Frailer License Nur Dne:	nber	State	Reg. Exp	pires	Permanent Reg	j. VIN						Year	1	Make	L	ength	Axles
Trailer License Nur	nber	State	Reg. Exp	pires	Permanent Reg	j. VIN						Year	I	Make	L	ength	Axles
/ehicle Directio Traveling: North	n On	Street, Ro	ad, Highwa	ay	US-1	SR5 NB	MM 80					ļ	t Est. 9	Speed 0	Poste	d Speed 45	Total Lanes 2
CMV Configuration	I			Car	go Body Type						a of Initia	•	t		Most	Damageo	Area
Comm GVWR/GCWF	3			Trailer	Type (trailer one)) Trai	iler Typ	oe (trailer	^r two)	2 3 4	5 6 7	40.0	ndercarrie Werturn		3 4	5 6 7	18. Undercarriage 19. Overturn
Haz. Mat. Release	Haz Mat	. Placard	Number	r		Class				10 13 1		20. V	Vindshiel raller		13 12		20. Windshield 21. Trailer
Motor Carrier Name					U	S DOT N	umber										
	Motor C	arrier Addro	ess					С	ity and Sta	te				 Zip	Code	Ph	one Number
Comm/Non-Commer		hicle Body			Vehicle Defects	· ·		Vehicl	e Defects	(two)		Emerg	, ,	ehicle		•	unction of MV
Vehicle Maneuver Ac	tion Tra	6 (Sport) l	,		1 N Roadway Grade	lone	Road	dway Alio	anment	Most	t Harmful	Event	11			1 No Spe rmful Eve	ecial Function
1 Straight Ahead	a	1 Two-Way	∕, Not Divi	ided	1 Leve			1 Stra	,		Collision		on-Fix				e in Transport
Traffic Control Device 1 No Co		Vehicle F		sion wit	th Non-Fixed			quence o ardrail Fa		Third (3) Seque	nce of E	vents	Fo	ourth (4)	Sequenc	e of Events
			14 Motor	Obje Vehicl	ect le in Transport												
/EHICLE (Check i		- L				1			-		-		1.	1			
Vehicle Motor Vehic 4 1 Vehicle			ind Run 1 No	Veh	n License Numbe CJCP08		Stat	ie FL	Reg. Exp 08/Jul		Permane N		VIN	1	FAHP3	J21CL36	5702
	lodel FOCUS	Style 4D	Colo	or BLK	Extent of Dam Disabli			amage 2500	Towed	Due To I Yes	Damage	Vehic		ioved B AMERI		Rota	tion Rotation
nsurance Company			AVEN IN	s co	1	I		Insuran	ce Policy N	lumber		WING	124750)9		I	
Name of Vehicle Owr LUIS GIN		k Box If Bu			Current	Address			itreet)				ity and	State			Zip Code
Trailer License Nur		State	Reg. Exp	pires	Permanent Reg		SW 37	51				Year		Make	L	ength	33155-0000 Axles
One: Trailer License Nur	nber	State	Reg. Exp	pires	Permanent Reg	j. VIN						Year		Make	L	ength	Axles
lwo: /ehicle Directio	n On	Street, Ro	ad, Highw	ay								ļ	At Est. 9	•	Posted	d Speed	Total Lanes
Traveling: North				Car	US-1	SR5 NB	MM 80	;		Are	a of Initia	l Impact		0	Most	45 Damageo	2 Area
5	0				Type (trailer one)) T:	ilor T	no (troile)	two)	2 3 4		_	ndercarria	ae 2	3 4		(18) Undercarriage
Comm GVWR/GCWF					rype (trailer one)		ner typ	be (trailer	iwo)	1 (15 (1	6 17 E	19. C	vertum Vindshiel	הן יי	15 18	17 8	19. Overturn 20. Windshield
Haz. Mat. Release	Haz Mat	. Placard	Number	r		Class				14 13 12	2 11 10 6	21. т	railer	14	13 12	11 10 0	21. Trailer
Motor Carrier Name					U	S DOT N	umber										
	Motor C	arrier Addro	ess					C	ity and Sta	te				Zip	Code	Ph	one Number
Comm/Non-Commer	cial Vel	hicle Body 1 Passe	Type enger Car		Vehicle Defects 1 N	(one) Ione		Vehicl	e Defects	(two)		Emerg	jency V 1 I	'ehicle No		•	unction of MV ecial Function
Vehicle Maneuver Ac 1 Straight Aheac		ifficway 1 Two-Way	/, Not Divi		Roadway Grade 1 Leve		Road	dway Alig 1 Stra			t Harmful Collisior (on-Fix			rmful Eve ick By Fa o or Any on by Mo	nt Detail Illing, Shifting thing Set in tor Vehicle
Traffic Control Device 1 No Co		Vehicle F	irst (1) Se 2 Collis	quence	e of Events th Non-Fixed	Second	(2) Sec	quence o	of Events	Third (3) Seque	nce of E	vents				e of Events
		c	17 Struc	Obje kBvFa	alling, Shifting g Set in Motion Vehicle												
/EHICLE (Check i	if Comm																
EINOLE (Oncok				Mak	- 1 : NI I		Ctot		Deg Eve		l n		VIN				
Vehicle Motor Vehic 1 1 Vehicle			ind Run 1 No	Ver	n License Numbe 443YES		Stat	СТ	Reg. Exp 28/Sep		Permane N			w	AUBFA	FL8BN0	08767
Vehicle Motor Vehic 1 1 Vehicle						nage	Est. Da		28/Sej		N	<u>ہ</u>	le Rem	W ioved B AMERI	ly .	AFL8BN0	

ame o	f Vehicle Own MAR	r (Cheo S FEN		Busine	ess)		Curr		lress (Numb RESEVOIR		treet)				City an CHESH					Zip Code 06410
railer ne:	License Num	ber	State	Re	eg. Expire	es F	^D ermanent I		ÎN	INORD				Y	ear	Mak	e	Length		Axles
railer wo:	License Num	ber	State	Re	eg. Expire	es F	^{>} ermanent I	Reg. V	ĨN					Y	ear	Mak	e	Length	,	Axles
ehicle ravelin	Directior g: North	Or	n Street, F	Road,	Highway										At Est		ed Pos	ted Spee	ed i	Total Lanes
	onfiguration					Cara	D D Body Type		5 NB MM 8	6			Area of	Initial I	mpact	45	Mos	45 st Damad	aed Ar	2 rea
	U						5 51					2	3 4 5	e 7.	18. Undercar		2 3 4	_ 5 A _	7.40	. Undercarriage
omm (GVWR/GCWR				lra	uler ly	ype (trailer o	ne)	Trailer Ty	pe (trailer	two)	$\overline{\mathbf{A}}$	15 (18 1	╗∕	19. Overtun 20. Windsh	n	1 (15 (1		6 19	. Overturn). Overturn). Windshield
laz. Ma	it. Release	laz Ma	t. Placard	Ν	lumber			Cl	ass		1	0	13 12 11	10 8	21. Trailer		13 12	2 11 10	· ·	. Trailer
lotor C	arrier Name							US DO	OT Number											
		Motor C	arrier Ad	dress						Ci	ity and Stat	te					Zip Code		Phone	e Number
			hiele Ded		_		abiala Dafa		1	Vahial	- D - (t - (.				Mahia		Casaina	1.5	tion of MM
omm/r	lon-Commerc	ai ve	hicle Bod 1 Pas				ehicle Defe	ns (one 1 None	,	venici	e Defects (TWO))		Emergency 1	No No	le Use	•		ction of MV al Function
	Maneuver Act traight Ahead		afficway 1 Two-W	ay, No	ot Divide		oadway Gra 1 Le		Roa	dway Alig 1 Stra			Most Har 2 Coll	ision v	vent vith Non-Fi sject	ixed		larmful E otor Veh		Detail n Transport
raffic C	Control Device 1 No Cor		s Vehicle	First 2	Collisio	n with	Non-Fixed		cond (2) Se	quence o	f Events	Π	hird (3) Se	equenc	e of Events	ì	Fourth (4) Seque	ence d	of Events
						Objec														
ERSC	N RECORD											1					<u> </u>			
erson#	Description	Driver		Veh	icle # 1	Name		AGGI	E MAE FEN	NEY			Date of I 05/Ju		Sex 2 Fem		Phone N	umber		Re-Exam No
ddress	i				City		ISLAMORA			State						Code	!			
river L	81210 O icense Numbe		r Sta	ate			Expires		DL Type	 ?	Req.	-	-	lr	ijury Severi	tv		33036 Ejection	n	
	F500553937				FL		05/Jul/:		5 E/	Operator	r		2 No	4	5 Fatal (wit	hin 30	• •			jected
	it System Ider and Lap Used		Bag Dep 3 Deplo			Heim	et Use		ye Protectio 3 Not App		Seating L		ation Seat L <mark>eft</mark>	5	eating Loca 1 F	ront	łow	Seating	Locat	ion Other
rivers	Actions at Tim						Drivers Ac	tions at	Time of Cr	ash (secc	ond)			Driver	Distracted I	Зу		sion Obs		
rivers	25 Failed Actions at Tim		• •	er La	ne		Drivers Ac	tions at	Time of Cr	ash (fourt	h)			Drivers	88 Unkno Condition				1 Not (Obscured
										,						1 Арј	parently	Normal		
uspect	ed Alcohol Us 1 No	e Ak	cohol Tes 1 Test N Given	ot	Alcohol	lest l	ype Alc	ohol le	st Result	BAC	Suspected 1	d D No			l ested st Not Give		ug Test T	уре	Drug	Test Result
ource	of Transport to 2 E		al Facility		EMS Ag		Vame or ID TRAUMA S	TAR		EMS Ru	in Number TRAUM	A S	ата	N	ledical Faci		ansporte RYDER		4	
ERSC	N RECORD																			
'erson# 2	Description	Driver		Veh	icle # 2	Name		ELINC) RESEN	DIZ-GINE	s		Date of I 17/Ju		Sex 1 Ma		Phone N	umber		Re-Exam No
ddress	760 S	/ 7 PI			City		FLORIDA (лту		State		F	 FL		Zip	Code	!	33034		
river L	icense Numbe		Sta	ate			Expires		DL Type		Req.		d.	lr	jury Severi			Ejection		
Oetrair	R253540662		Bag Dep	loved	FL	Holm	02/Mar/ et Use		5 E/	Operator	r Seating L	003	2 No		1 N eating Loca	one	ROM			jected ion Other
	Ider and Lap Used		2 Not I				030		3 Not App				Left			ront	1044	Scaling	Local	
rivers	Actions at Tim		ish (first) outing Ac	tion			Drivers Ac	tions at	Time of Cr	ash (secc	ond)				Distracted I			sion Obs		on Obscured
rivers	Actions at Tim		<u> </u>				Drivers Ac	tions at	Time of Cr	ash (fourt	h)				Condition	at Tirr		sh		
Suspect	ed Alcohol Us 1 No	e Ak	cohol Tes 1 Test N Given	ot	Alcohol ⁻	Test T	ype Alc	ohol Te	est Result	BAC	Suspected 1	d D No			Tested st Not Give		ug Test T	уре	Drug	Test Result
Source	of Transport to 1 Not Tra				EMS Ag	ency N	Name or ID			EMS Ru	in Number			N	ledical Faci	ility Tr	ansporte	d To	<u> </u>	
	N RECORD					•				•			•			-				
erson# 8	Description	Driver		Veh	icle # 4	Name		IS GI	MERANES	PEREZ			Date of I 08/Ju		Sex 1 Ma		Phone N	umber	T	Re-Exam No
ddress	1i				City					State			1		Zip	Code				
aaress	6880 SW	37TH S	ST		-		MIAMI					F	FL					33155		

27/Jun/2	016 07:52	2 PM	27/5	Jun/2016 07:52 Pl	И		FH	PE16OFF038	963			8	5285382		
Restraint System Shoulder and L Used	.ap Belt	Air Bag Deplo 2 Not De		Helmet Use		e Protectio 3 Not App		Seating Loca 1 L		t Se	ating Location 1 From		Seating I	Locati	on Other
	No Cont	ributing Acti	on	Drivers Ac	tions at 1	Fime of Cra	ash (secc	nd))istracted By Not Distracte		ision Obst 1 Vision		n)bscured
rivers Actions at	Time of C	Crash (third)		Drivers Ac	tions at 1	Fime of Cra	ash (fourt	h)		Drivers	Condition at Ti 1 A	ime of Cra pparently			
uspected Alcoho 1 No	IUse	Alcohol Teste 1 Test No Given		Test Type Alc	ohol Tes	t Result	BAC	Suspected Di 1 No	ug Use	Drug T 1 Test	ested t Not Given)rug Test	Type [Drug T	est Result
ource of Transpo 1 Not	ort to Med Transpo		EMS Ag	jency Name or ID			EMS Ru	n Number		M	edical Facility	Transporte	ed To		
ERSON RECC															
erson# Descripti 3	on 1 Drive	er	Vehicle # 3	Name	ROSELII	и тоу со	XEY		Date of 08/Ja	Birth n/1959	Sex 2 Female	Phone N	Number	F	e-Exam No
ddress 20 H	ARBOR	LN	City	ENGLEWO	OD		State	F	L		Zip Coo	de	34223	I	
river License Nu C200738		State	e FL	Expires 08/Jan/	2019	DL Type 5 E/	Operato	. Req. End	1. 2 No		ury Severity 3 Non-incapad	citating	Ejection 1 N	lot Eje	ected
Restraint System Shoulder and L Used		Air Bag Deplo 3 Deploy		Helmet Use		e Protectio 3 Not App		Seating Loca		t Se	ating Location 1 Fron		Seating I	Locati	on Other
rivers Actions at 1		Crash (first) ributing Actie	on	Drivers Ac	tions at ٦	Fime of Cra	ash (secc	ind))istracted By Not Distracte		ision Obst 1 Vision		n)bscured
rivers Actions at	Time of C	Crash (third)		Drivers Ac	tions at 1	Fime of Cra	ash (fourt	h)		Drivers	Condition at Ti 1 A	ime of Cra pparently			
Suspected Alcoho 1 No	IUse	Alcohol Teste 1 Test No Given		Test Type Alc	ohol Tes	t Result	BAC	Suspected Di 1 No	ug Use	Drug T 1 Test	ested t Not Given)rug Test	Туре [Drug T	est Result
Source of Transpo	ort to Med 2 EMS	ical Facility		ency Name or ID	Y RESC	UE	EMS Ru	n Number R19		M	edical Facility ⁻ M		ed To S HOSPIT	AL	
ERSON RECC	RD						1								
Person# Descripti 4	on 3 Passen	ıger	Vehicle # 3	Name	ALYS	ом сохі	ΞY		Date of 27/Ap	Birth or/ 1999	Sex 2 Female	Injury S	everity 3 capacitati		ijection 1 Not Ejected
Address	2	0 HARBOR L	ANE	•	City			ENGLEWO	DD		-	State	⁼L	Zip C	ode 34223
Restraint System		Air Bag Deplo 3 Deploy	3	Helmet Use		e Protectio 3 Not App		Seating Loca		t Se	ating Location 1	I Row	Seating I	Locati	on Other
ource of Transpo 1 Not	ort to Med Transpo		EMS Ag	l jency Name or ID			EMS Ru	n Number		M	edical Facility	Transporte	ed To		
ERSON RECC	RD						1								
Person# Descripti 7	on 3 Passen	ıger	Vehicle # 3	Name	CORE	EY COXE	Y		Date of 25/Fe	Birth b/ 1989	Sex 1 Male	Injury S	everity None	E	jection 1 Not Ejected
Address		20 HARBOR	LN	•	City			ENGLEWO	DD		•	State F	=L	Zip C	ode 34223
Restraint System Shoulder and L Used		Air Bag Deplo 2 Not De		Helmet Use		e Protectio 3 Not App		Seating Loca		t Se	ating Location 3	I Row	Seating I	Locati	on Other
Source of Transpo	ort to Med Transpo		EMS Ag	jency Name or ID			EMS Ru	n Number		Me	edical Facility	Transporte	ed To		
ERSON RECC	RD		I				1			1					
Person# Descripti 5	on 3 Passen	ıger	Vehicle # 3	Name	ARIAN	NA COXE	ΞY		Date of 08/Ju	Birth II/2014	Sex 2 Female	Injury S	everity None	E	jection 1 Not Ejected
ddress		20 HARBOR	LN		City			ENGLEWO	DD			State	=L	Zip C	ode 34223
Restraint System 7 Child Restr System -Forward	aint	Air Bag Deplo 2 Not De	yed	Helmet Use		e Protectio 3 Not App		Seating Loca		t Se	ating Location 2	l I Row	Seating I		
Source of Transpo	-		EMS Ag	jency Name or ID			EMS Ru	n Number		M	edical Facility ⁻	Transporte	ed To		
ERSON RECC	RD		<u> </u>				I								
^D erson# Descripti 6	on 3 Passen	ıger	Vehicle # 3	Name	KRISTIN	A SOLO	MON		Date of 03/De	Birth c/ 1991	Sex 2 Female	Injury S Non-in	everity 3 capacitati		jection 1 Not Ejected
Address		20 HARBOR	LN	1	City			ENGLEWO	DD		1	State	=L	Zip C	ode 34223

Restraint System 3 Shoulder and I Used		r Bag Deployed 2 Not Deplo		elmet Use		e Protection 3 Not Applic		Location Seat 3	Seating Lo	cation Row 2	Seating Lo	cation Other
Source of Transpo	ort to Medic 2 EMS	al Facility		cy Name or ID	Y RESCL		MS Run Numb	er 319	Medical Fa	cility Transpor MARINER	ted To SHOSPITA	L
		TY DAMAGE										-
Vehicle# Person#	Property D	amage - Other T GUARD RAII	Than Vehicl	e Est. Amount 3500	Busines Yes		Name / FDOT	Address 3100 OVE	SEAS HWY	City & State MARA	e ATHON FL	Zip Code 33050
NARRATIVE	•			-								
D Number Ra 3519 TROO	nk Name OPER J. CO	e Troo	p / Post_O	ficer Agency RIDA HIGHWA	Pł	hone Numb	er Date Crea	ted				
V-1 was travelling V-2 was travelling front left corner. facing south. V-4	mis mpac	t caused v-r s	rear to rota	te in a counter	CIOCKW	ise mouori	Jack onto the	nor uno uno iarie	. v-i nau coi			
ight and onto th 'est at this locati Southbound lane On Wednesday, (Johnathan Jagid Notification of Ki Doctor Johnatha	e northbou on and up a es of US-1 v 06/29/2016, in was mad n Jagid.	nd solid white against each of vere closed for at 2:29 PM, Ma e to Joanna Fe	line. V-2 th ther and th approxima nggie Mae F nney (Moth	eld as it was ti had been dama en struck V-3's e guardrail. Dri tely 3 hours. T enney (D.O.B. er of D-1) and	ravelling aged, it v : left fror ver 1 of raffic wa 07/05/19	g north and was forced nt area. This Vehicle 1 w as diverted 993), was pr	then came to across the no impact then as air lifted to hrough the w	inal rest on the i thbound lane ar iorced both vehi Ryder Trauma i eigh station. eased at Ryder ⁻	forthbound I d in front of cles up agair n critical con- frauma by De	ane tacing no V-3's path of ist the guardr dition. Both N octor Amedeo	orth. V-2 com travel. V-3 v ail. They bot lorthbound a o Merenda ar	tinued to travel eered to the th came to final and nd Doctor
in a southerly dir right and onto the rest at this locati Southbound lane On Wednesday, (Johnathan Jagid, Notification of Ki Doctor Johnathan On scene photog Traffic Homicide	e northbou on and up a es of US-1 v 06/29/2016, in was mad n Jagid. graphs take	nd solid white against each of vere closed for at 2:29 PM, Ma e to Joanna Fe n by Corporal I	line. V-2 th ther and th approxima uggie Mae F nney (Moth David N. Ri	eld as it was ti had been dama en struck V-3 s e guardrail. Dri tely 3 hours. T enney (D.O.B. er of D-1) and so	ravelling aged, it v : left fror ver 1 of raffic wa 07/05/19	g north and was forced nt area. This Vehicle 1 w as diverted 993), was pr	then came to across the no impact then as air lifted to hrough the w	inal rest on the i thbound lane ar iorced both vehi Ryder Trauma i eigh station. eased at Ryder ⁻	forthbound I d in front of cles up agair n critical con- frauma by De	ane tacing no V-3's path of ist the guardr dition. Both N octor Amedeo	orth. V-2 com travel. V-3 v ail. They bot lorthbound a o Merenda ar	tinued to travel eered to the th came to final and nd Doctor
right and onto the rest at this location Southbound lane On Wednesday, (Johnathan Jagid, Notification of Ki Doctor Johnathan On scene photog	e northbou ion and up a se of US-1 v 06/29/2016, in was mad n Jagid. graphs take Investigati	nd solid white against each of vere closed for at 2:29 PM, Ma e to Joanna Fe n by Corporal I ve case numbe	line, V-2 th ther and the approxima nggie Mae F nney (Moth David N. Ri pr is FHP-71	leid as it was ti had been dama en struck V-3's e guardrail. Dri tely 3 hours. T enney (D.O.B. er of D-1) and so 6-38-011.	ravelling aged, it v : left fror ver 1 of raffic wa 07/05/19	g north and was forced nt area. This Vehicle 1 w as diverted 993), was pr	then came to across the no impact then as air lifted to hrough the w	inal rest on the i thbound lane ar iorced both vehi Ryder Trauma i eigh station. eased at Ryder ⁻	forthbound I d in front of cles up agair n critical con- frauma by De	ane tacing no V-3's path of ist the guardr dition. Both N octor Amedeo	orth. V-2 com travel. V-3 v ail. They bot lorthbound a o Merenda ar	tinued to travel eered to the th came to final and nd Doctor
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]	ID/Badge #	Rank and Name	Department	Type of Department
	2088	CORPORAL D. N. RISO	FLORIDA HIGHWAY PATROL	FHP



Page6of6

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CRASH REPORTING SYSTEM

DATE	CARPJ13-0 12/12/202 15:01:57			CR	ASH DAT	'A (С	A	R –	- DEP CRASH ND EAR	ANAI	LYS	IS	REPO	ORTI	NG S	SYS	TEM	TAII	NED	ROAI	DS					USE	GE NO ERID D	: K	(NKA CARO	
COMMENT:	:					1 -	SC	RT	BY :	ROADWA	Y, М	LLE	PO	INT																	
FROM:	01/01/201) TO 12	2/31/20	10									RAM	PS 1	INCL																
FROM C	CO/SEC/SUB	: 90 06	50 000			MP:	01	2.2	16				IN	FL]	INCL																
TO C	CO/SEC/SUB	: 90 06	50 000			MP:	01	2.4	16				CR/	OS 1	INCL																
C	ROADWYID	М	Ν	S	ADT	Y	М	D	Н	CRCC	АН	L	W	RТ	R	SL	R A	ΑV	V	VM	V P	I CC	D	V	V	V	V PI	CC	D	# #	N
R N	CS S	I	EN	TR	VAR	Е	0	А	0	RALA	LA	ΞI	ΕĴ	D RC	C OC	IO	0 0	С ЕТ	EU	ΕO	E OI	AO N	RA	ΕT	EU	ΕM	E OM	I OA	RA		UI
ΑU	ΟΕ Ε	L	AO	AO	EIA	А	Ν	Y	U	ATAT	C RV	ΙG	А	AC) AO	TC	A(С НҮ	HS	HV	H II	NU ?	IG	ΗY	HS	HO	H IF	, NU	IG	VК	MN
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REPORTCARPJ13-01FLORIDA - DEPARTMENT OF TRANSPORTATIONDATE12/12/2016C A R - CRASH ANALYSIS REPORTING SYSTEMTIME15:01:57CRASH DATA (IN 2010 AND EARLIER) DETAIL FOR STATE-MAINTAINED ROADS										PAGE NO: USERID: I/O	2 KNKAIBP CARI113
COMMEN				1 - SORT	BY ROADWAY	, MILE POINT					
	M: 01/01/2010					RAMPS IN					
FROM	M CO/SEC/SUB:	90 060 0	000	MP: 012.2	216	INFL IN	CL				
TO	CO/SEC/SUB:	90 060 (000	MP: 012.4	416	CR/OS IN	CL				
FOR -	FATAL CRA	SH STATI:	STICS	INJURY CRA	ASH STATS	PROPERTY DAMAGE ONLY		TOTALS		INFLUENCE C OCCURRING INTERSECTIN	ON
YEAR	CRASHES FAT	ALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES 1	FATALITIES	INJURIES	AT INT. IN	IFL AREA
2010	0	0	0	1	1	0	1	0	1	0	0
TOTAL	0	0	0	1	1	0	1	0	1	0	0

CCCCC	CCCCC	AAAA	AAAAAA	RRR	RRRRRR
CCCCCCC	CCCC	АААААА	AAAAA	RRRR	RRRRRRR
CCC		AAA	AAA	RRR	RRR
CCC	A	AA	AAA	RRR	RRR
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CRASH REPORTING SYSTEM

I/O NAME: PROGRAM ID: REPORT NUMBER: RUN CLASS: MESSAGE CLASS: PRINTER DEST: # COPIES: ACCOUNT #: SUBMIT W/HOLD? USERID: DETAIL SORT ORDER: PRINT SEGMENTS? PRINT INTERSECTIONS? SUMMARY FORMAT:	01 A Q LOCAL 01 5565945 N KNKAIBP 1 - SORT BY ROADWAY, MILE POINT N
OVERRIDE VALUES:	Z - IOF LINE ALL BREAKS
MAX # OF BREAKS: CRASH RATE CATEGORY: AVERAGE DAILY TRAFFIC: # OF LEGS:	06

REPORTCARPJ122-01 DATE12/08/2016 TIME14:45:48	FLORIDA – DEPARTMENT OF TRANSPORTATION C A R – CRASH ANALYSIS REPORTING SYSTEM CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS	PAGE NO: 1 USERID: KNKAIBP I/O CARO213
COMMENT: FROM: 01/01/2011 TO 12/31/20 FROM CO/SEC/SUB: 90 060 000 TO CO/SEC/SUB: 90 060 000	1 - SORT BY ROADWAY, MILE POINT 14 RAMPS INCL MP: 012.216 INFL INCL MP: 012.416 CR/OS INCL	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	ED AYF H H SG I FN EO TD HD U D ST L I OT P U RO R I OD UI G I O N UT RL IT ET R T II S N R DY E V IN I R DE NO	N 2M 2M 2N 2N M M V K I MP AA A D E I N J NR CC C RA H L J J NR CC C RA H L J O VI TT T AG C L U C RO 1N N GE L E R
831525580 90060000 12.216 0367 831967630 90060000 12.216 0367 83087210 90060000 12.216 0367 821857650 90060000 12.218 0367 821857650 90060000 12.229 0367 827171550 90060000 12.229 0367 827299760 90060000 12.229 0367 827186030 90060000 12.229 0367 827186030 90060000 12.229 0367 827186030 90060000 12.229 0367 837889830 90060000 12.229 0367 831581760 90060000 12.240 0367 831581780 90060000 12.240 0367 831581780 90060000 12.240 0367 836995800 90060000 12.254 0367 836995800 90060000 12.254 0367 837046870 90060000 12.273 0367 820326360 90060000 12.311 0367 820326560 90060000 <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td>	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$

DAT	REPORTCARPJ122-01FLORIDA - DEPARTMENT OF TRANSPORTATIONDATE12/08/2016C A R - CRASH ANALYSIS REPORTING SYSTEM										: 2 KNKAIBP
	E14:45:48		CRASH			ER) DETAIL FOR	STATE-MAINTA	INED ROADS		I/0	CARI122
COMME	NT:			1 - SORT	BY ROADWAY	, MILE POINT					
FRO	M: 01/01/2011 7	ro 12/31	/2014			RAMPS INC	CL				
FRO	M CO/SEC/SUB: 9	90 060 0	000	MP: 012.2	216	INFL INC	CL				
то	TO CO/SEC/SUB: 90 060 000 MP: 012.416 CR/OS INCL										
						PROPERTY				INFLUENCE (OCCURRING	
FOR	FATAL CRASH	H STATIS	STICS	INJURY CRA	ASH STATS	DAMAGE ONLY	·	TOTALS		INTERSECTIN	NG RDWYS
YEAR	CRASHES FATAI	LITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES F.	ATALITIES	INJURIES	AT INT. IN	IFL AREA
2011	0	0	0	1	3	3	4	0	3	0	0

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N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM
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TOTAL

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