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.



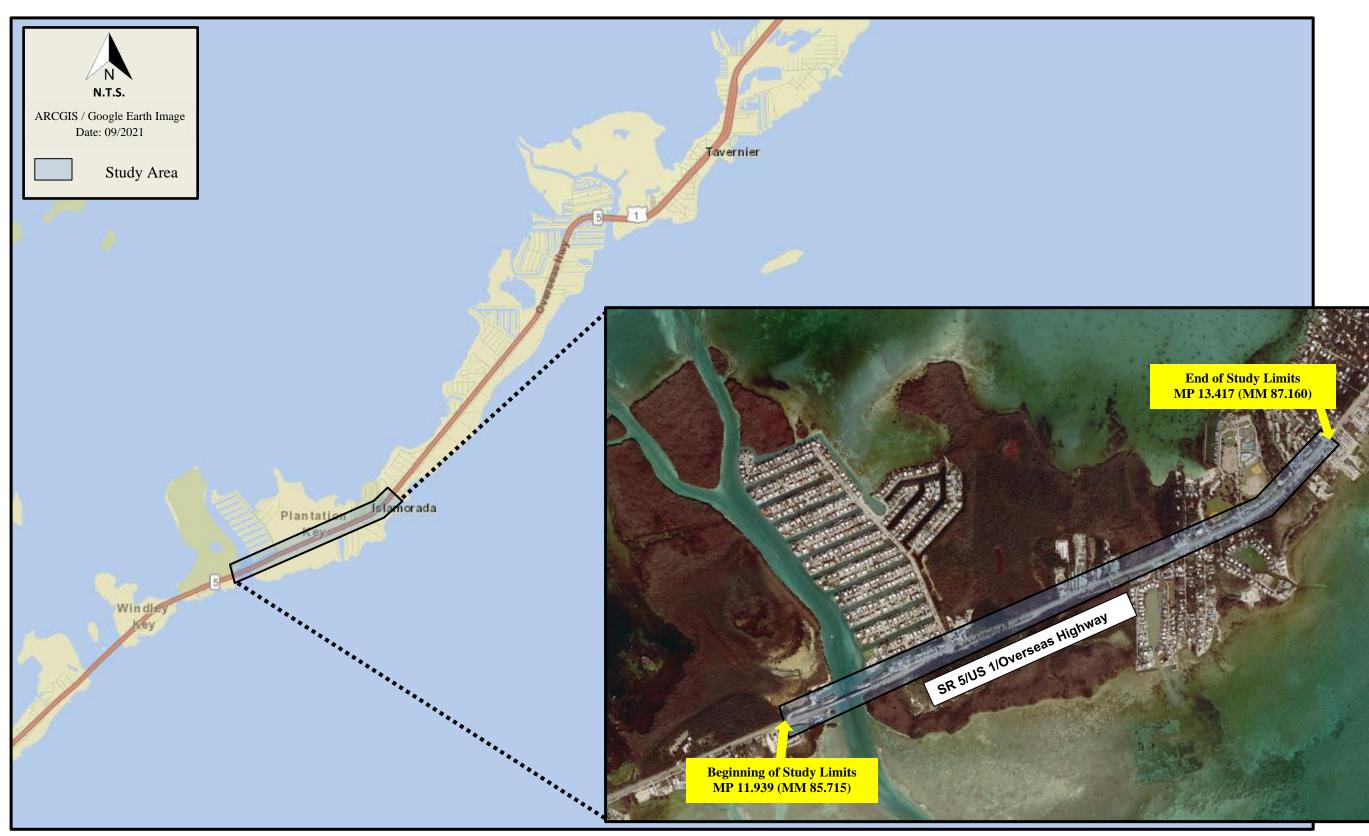


Figure 1: Study Location Map



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**.

This area was intentionally left blank.



| | | | | 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:

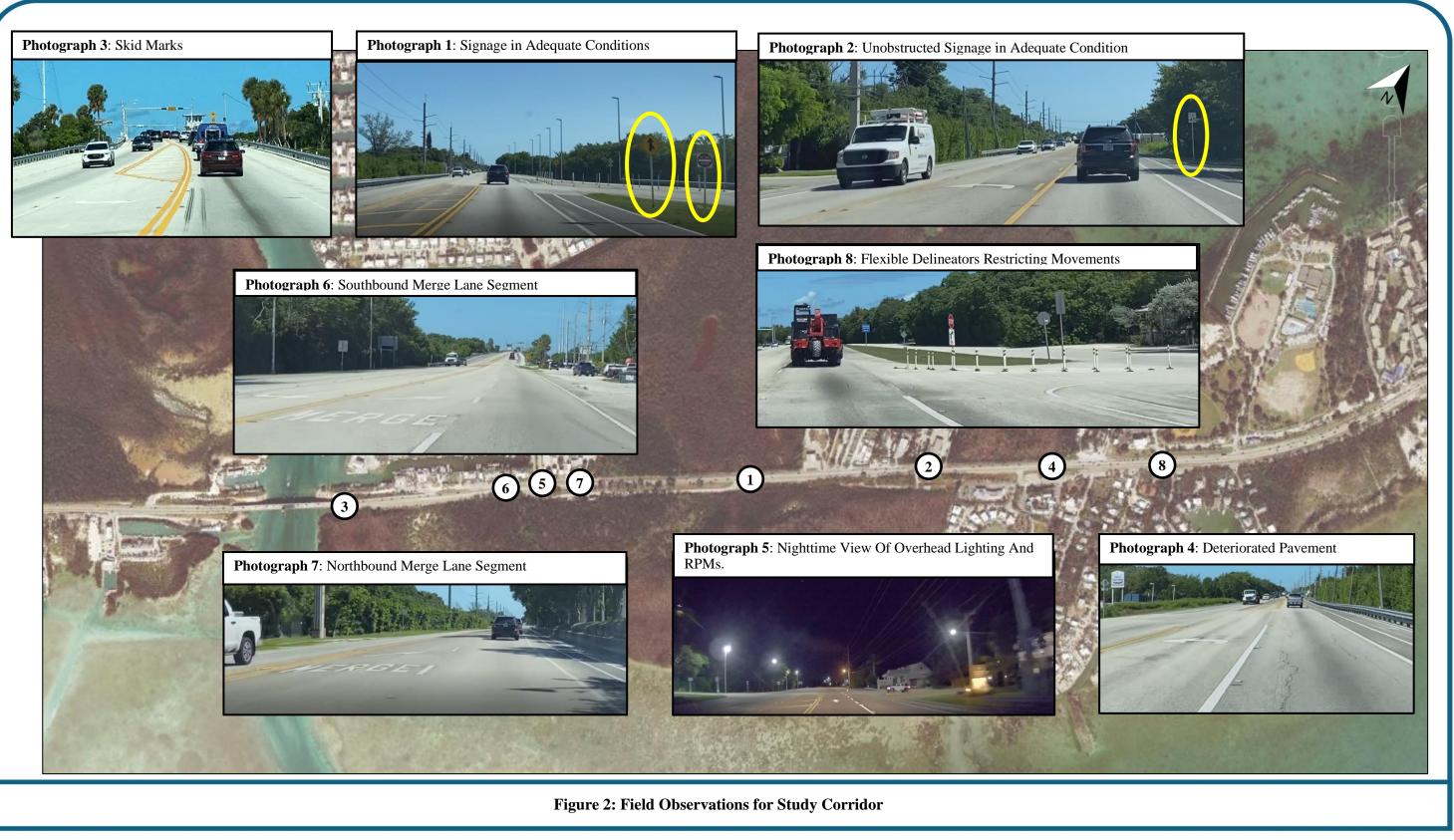
- The overall level of traffic through the study location/cluster was relatively moderate to heavy during the midday and afternoon periods.
- The exclusive right-turn lanes allowed for vehicles to perform turning movements with relative ease and separated right-turning vehicles from the through traffic 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:

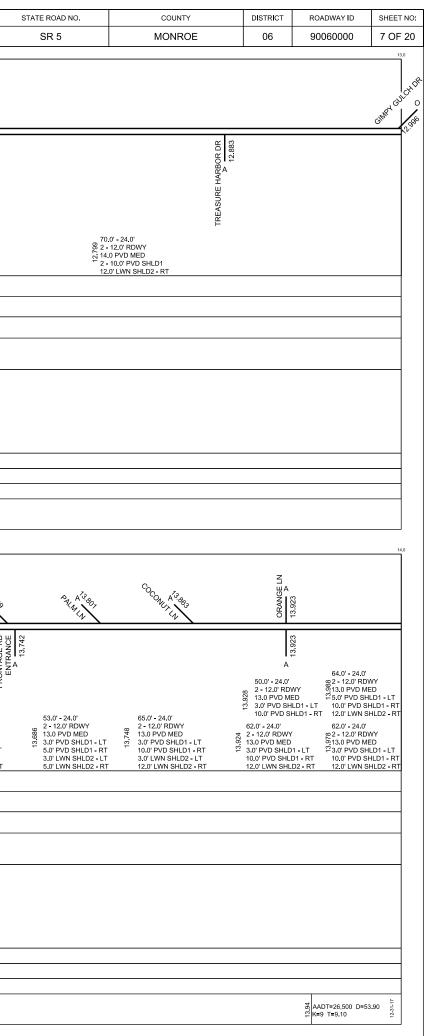
The Department's responsibilities remain the same as in the Original Agreement, and any Supplemental Amendments to date shall remain the same.



Attachment B: Straight Line Diagram (SLD)

| | | YR INV | SLD REV | | EMP | INV | SLD REV | | | | | FDOT | | SECTION STATUS | INT. or US ROUTE NO. |
|---------|---|---|---|---|---|---|--|---|---|---|---|---|--|---|---|
| TE Y | | 7/16/2018 Engineering | 07/23/2018 Cts Engineering | 000.000 0 | 038.777 | Cts Englneering | 08/03/2018 | | | | | | NTORY | 02 | US 1 |
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| | 12.000 10 ± 1000 10 ± 1000 10 ± 1000 | SIDE CITY, AND URBAN SLAMORADA SLAMORADA (EY LARGO ©VERSEAS HWY SR 5 A SR 5 A SUS 1 0 90 CTV SUS 1 0 90 CTV SUS 1 0 10 CTV SUS 1 0 00 CTV SUS 1 0 00 SUS 1 00 SUS | | | VENETIAN BLVD 12.202 D | 12.224 98 98 | | | | | ISL | AMORAD | A | | |
| | ROADWAY FEATURES | 5.0' - 24.0 a 2 | 85.0' - 24.0' 2 - 12.0' RDWY 8 26.0 PVD MED 5.0' PVD SHLD1 - LT 10.0' PVD SHLD1 - RT 8.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - RT 7.0' - 24.0' - 12.0' RDWY 5.2 - 12.0' RDWY 5.2 - 12.0' RDWY | NB OFF WEIGH | 12.191 | MM 70.0' - 24.0' 2 - 12.0' RDW 26.0 PVD ME 8.0' PVD SHL 22.0' VG SHLL 79.00 2.1 79.0 2.1 79.0 2.1 | /Y 0.8.0' PVI D 9.0' LW LD1 LT 2.0' VG .D1 RT | ' RDWY /D SHLD1 - LT D SHLD1 - RT N SHLD2 - LT SHLD2 - RT SHLD2 - RT SH22 - 12 Structure Structu | - 25.0' .5' RDWY .0' PVD SHLD1 LWN SHLD2 - LT | ∾ 58.0' - 24. ₩ 2 - 12.0' F № 14.0 PVD 2 - 10.0' F | NO NED NO SHLD1 | R15 | | | |
| | 2 - 26. 26. 7.0 20. | - 12.0' RDVY 82 2 3.0 PVD MED 05 0' PVD SHLD1 LT 2 | 5.0 PVD MED 7280 PVD MED 0.0 PVD SHLD1 - LT 50.0 PVD SHLD1 - LT 0.0 WARN SHLD1 - RT 10.0 PVD SHLD1 - R 0.0 LWN SHLD2 - LT 6.0 GRVL SHLD2 - L 10.0 PVD SHLD2 - LT 10.0 PVD SHLD2 - L 10.0 PVD SHLD2 - LT 10.0 PVD SHLD2 - L | _T ` | 82.0' 24 2 12.0' 26.0 PVE 2 10.0' 2 10.0' 12.0' LW | 4.0' \$2 26.0 RDWY \$10.0 D MED 8.0' PVD SHLD1 9.0' | PVD MED PVD SHLD1 - LT PVD SHLD1 - RT LWN SHLD2 - LT | 2 - 12.5' RDWY 10.0' PVD SHLD1 - LT 8.0' PVD SHLD1 - RT 12.0' LWN SHLD2 - L1 | T | 3 45.0' - 25.0' 5 2 - 12.5' RDWY - 2 - 10.0' PVD SHL | | RDWY | 82.0' - 24 65 2 - 12.0' F 61 14.0 PVD 2 - 10.0' F 2 - 12.0' L | NDWY MED | |
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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%

| | State of Florida Department of Transportation | | | | | | | | | | | | | | |
|-----------|---|----------|------------|-------------|------------|--------------|-----------|-------------------|-----------|------------|-------------|------------|-----------|---------------|----------|
| | | | | | | C | RASH SU | JMMAR | Ŷ | | | | | | |
| SECTION: | | | 9006 | 0000 | | | | | | STA | TE ROUTE: | | | 5 | |
| ROADWAY | LIMITS: | | SR 5/US 1/ | Overseas Hi | ghway fron | n MP 11.939 | M.P. | 11.939 | то | 13.417 | ENGINEER: | FDOT | | | |
| STUDY PER | IOD: | | FROM | | 2015 | | | то | | 2015 | | COUNTY: | Monroe | | |
| | - | | | | | | | | | PROP | DAY / | | CONT | RIBUTING C | AUSE |
| No. | MILE POST | DATE | DAY | TIME | | CRASH TYPE | | FATAL | INJURIES | DAM | NIGHT | WET / DRY | () | | |
| 1 | 13.089 | 01/02/15 | Fri | 1215 | | Angle | | 0 | 0 | 1 | Day | Dry | | #N/A | |
| 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 |
| 7 | 12.202 | 02/09/15 | Mon | 1237 | | Angle | | 0 | 0 | 1 | Day | Dry | | o Yield Right | |
| 8 | 12.802 | 02/14/15 | Sat | 1625 | | Rear-End | | 0 | 0 | 1 | Day | Dry | Follo | wed too Clo | osely |
| 9 | 13.200 | 03/07/15 | Sat | 1515 | | Rear-End | | 0 | 1 | 0 | Day | Dry | | or Negligen | |
| 10 | 12.174 | 03/09/15 | Mon | 1015 | | Rear-End | | 0 | 0 | 1 | Day | Dry | | or Negligen | |
| 11 | 12.452 | 03/13/15 | Fri | 1333 | | Rear-End | | 0 | 0 | 1 | Day | Dry | Careless | | |
| 12 | 12.211 | 03/14/15 | Sat | 1327 | | Rear-End | | 0 | 0 | 1 | Day | Dry | No Co | | |
| 13 | 12.287 | 04/07/15 | Tue | 2145 | | Rear-End | | 0 | 1 | 0 | Night | Dry | | t Manner | |
| 14 | 12.402 | 04/28/15 | Tue | 0910 | Parke | ed Motor Ve | ehicle | 0 | 0 | 1 | Day | Dry | Careless | | |
| 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 |
| 18 | 12.202 | 11/19/15 | Thu | 2046 | | Sideswipe | | 0 | 0 | 1 | Night | Dry | | #N/A | |
| 19 | 12.786 | 11/25/15 | Wed | 1000 | ١T | ee (Standin | g) | 0 | 1 | 0 | Day | Dry | Careless | or Negligen | t Manner |
| 20 | 12.202 | 12/14/15 | Mon | 1250 | | Angle | | 0 | 2 | 0 | Day | Dry | Failed to | o Yield Right | -Of-Way |
| | | | | | | | | | | 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 | 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% |
| 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 | 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% |
| | | | | TOTAL EN | TERING VEH | IICLES/ADT: | 27,500 | 9 | SEGMENT C | RASH RATE: | 1.348 | CRASHES PE | | VEHICLE MI | LES |

| | | | | | Stat | e of Flori | da Depart | ment of T | ransporta | tion | | | | | | |
|-------------------------------------|-------------------------------------|----------|---|----------|----------------------------|------------|-----------|------------------------------------|---|--------------|-------------|------------------------------|-------------------------------|-------------|----------|--|
| | | | | | | C | CRASH SU | JMMAR | γĊ | | | | | | | |
| 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 | | | |

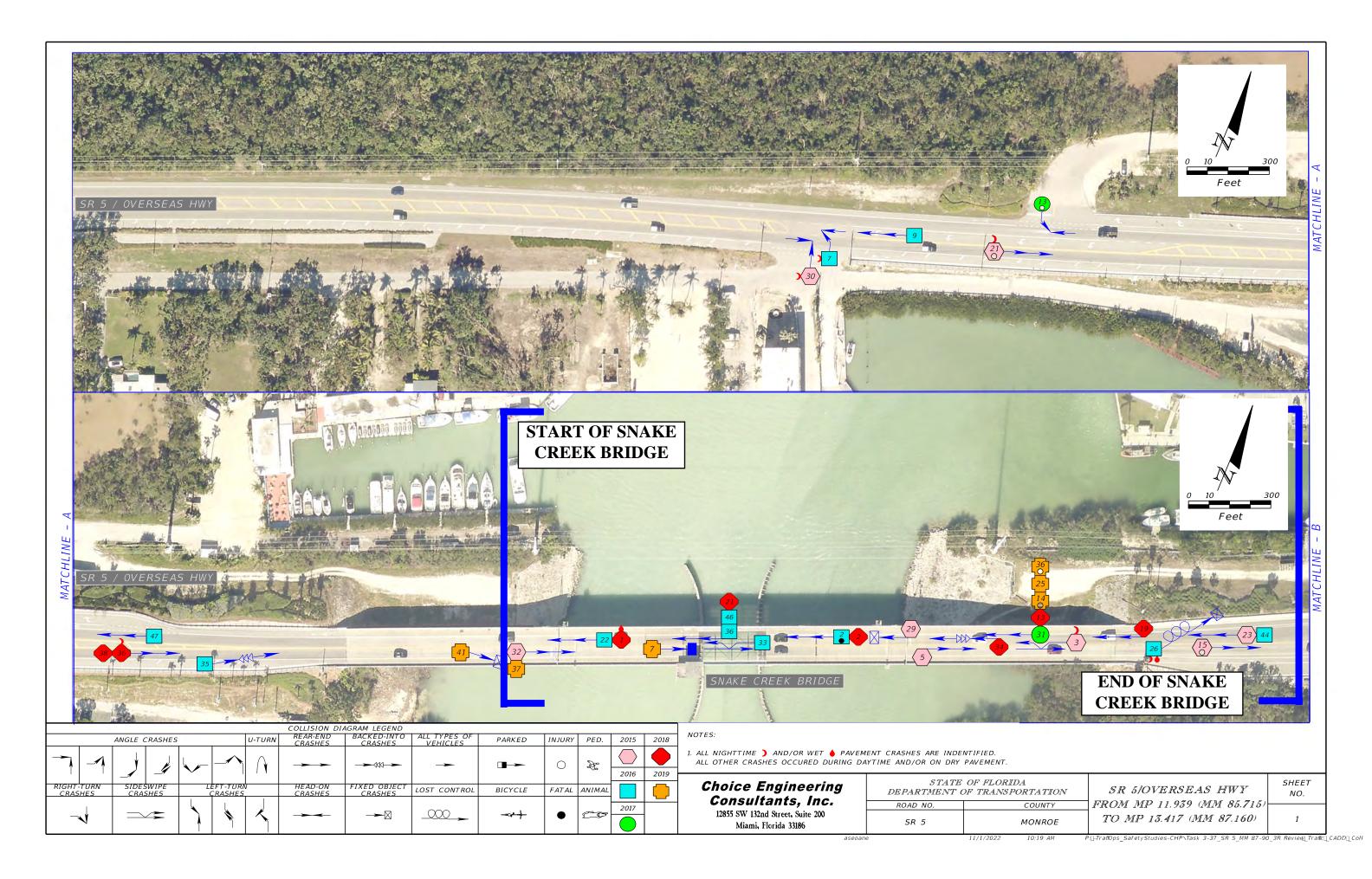
| | | | | | | State of F | lorida Dei | partment | of Transp | ortation | | | | | |
|-----------|-----------|----------|------------|-------------|------------|-------------|------------|------------|-----------|----------------|--------------------|------------|-----------------|----------------------------|-------|
| | | | | | | | | 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 |

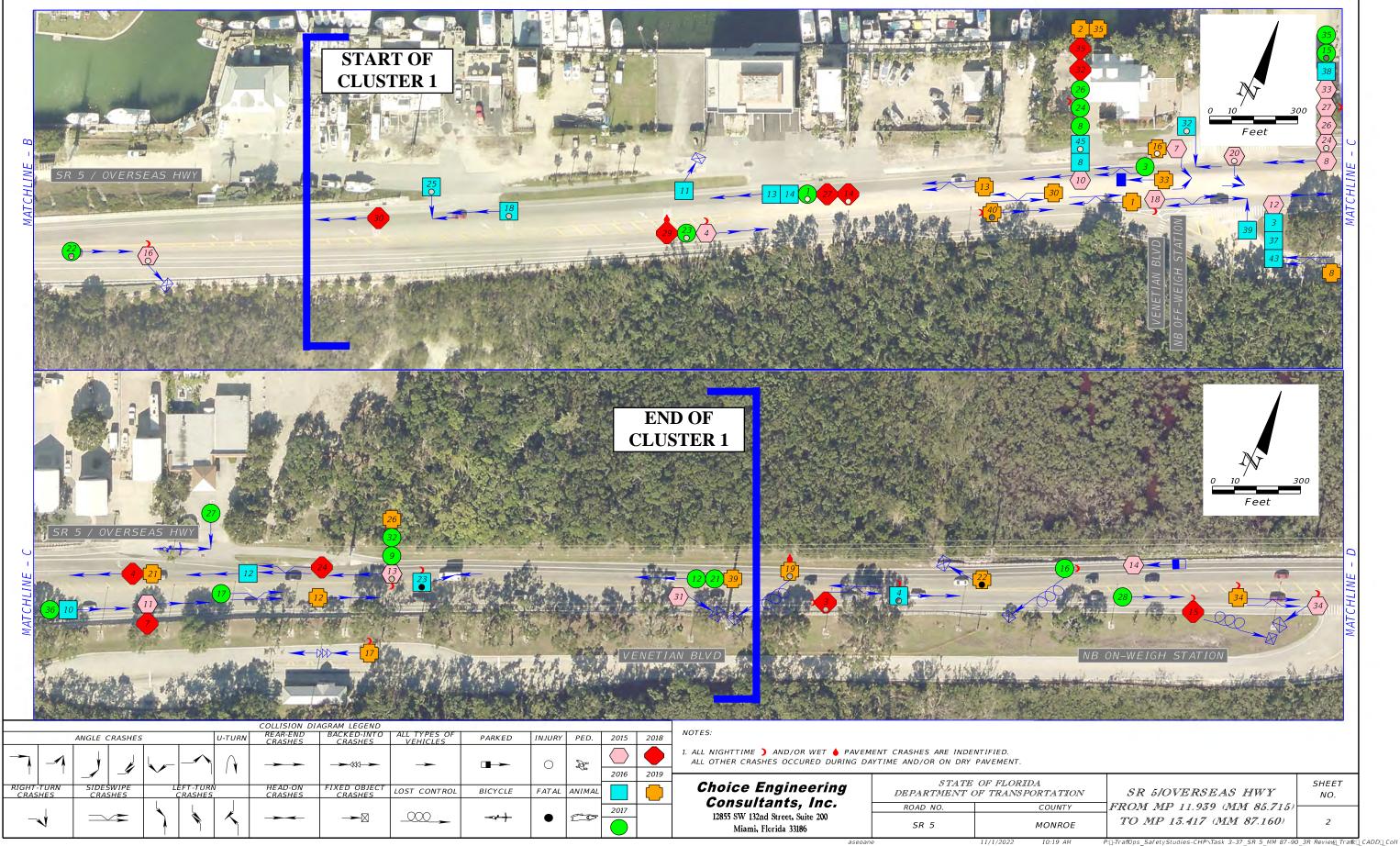
| | | | | | St | ate of Flo | | rtment of SUMMA | f Transpor NRY | tation | | | | | |
|-------------------|------------|-------------|------------|--------------------|--------------|-------------|----------------|--------------------|-------------------|-------------|-----------------|-----------------|-------------|------------|------------|
| 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 |



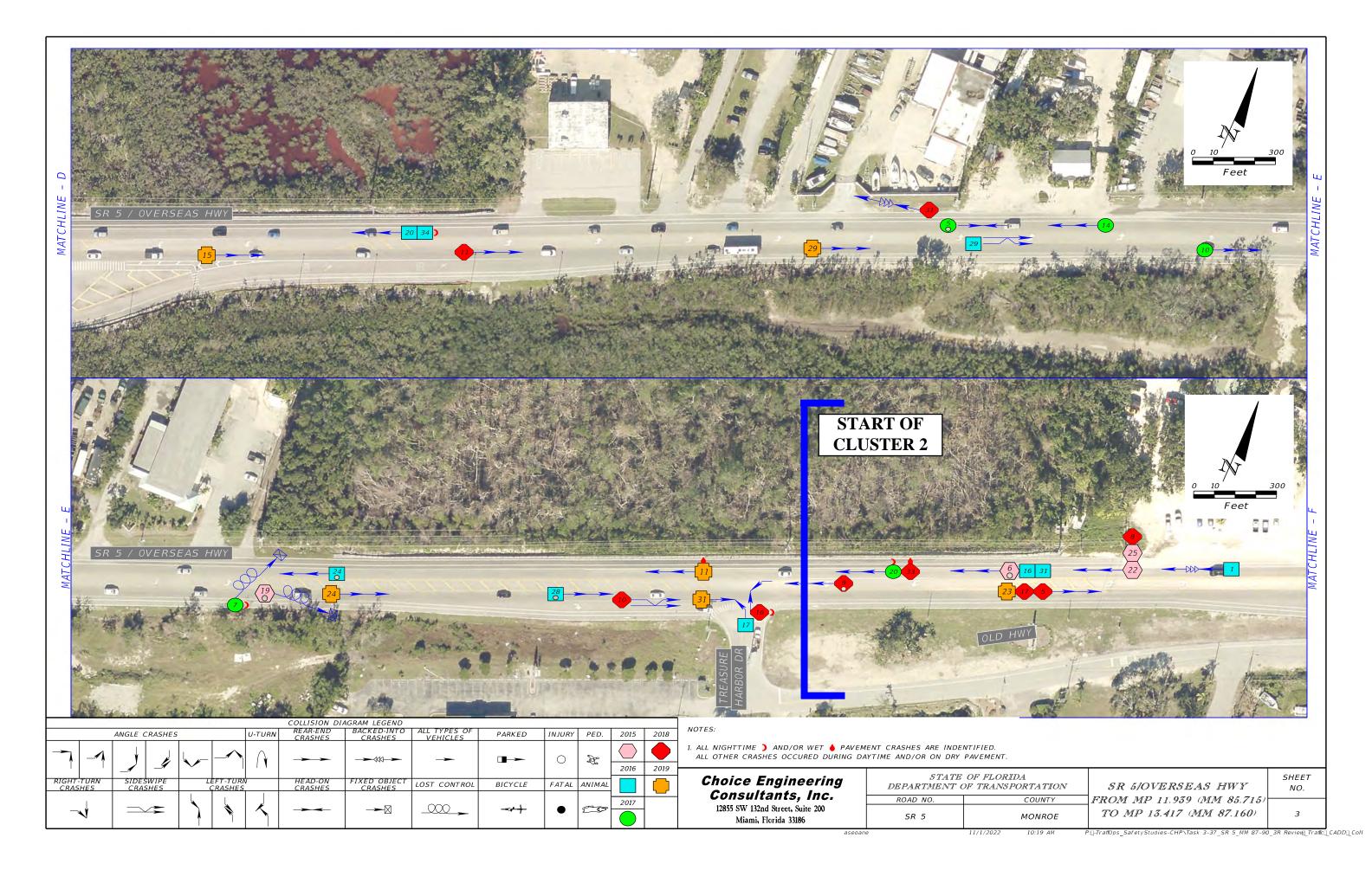
Attachment D: Collision Diagrams

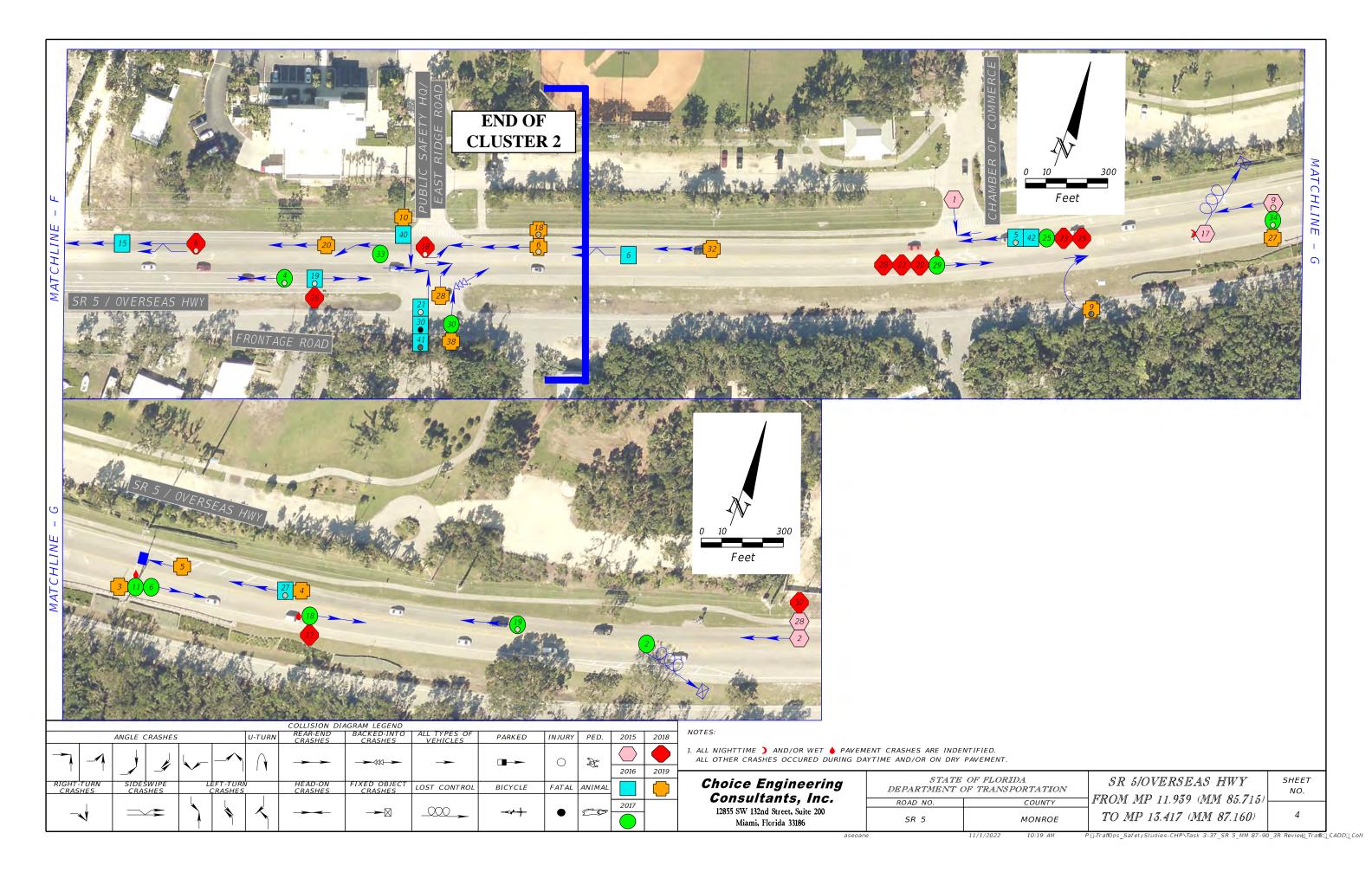




11/1/2022

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.

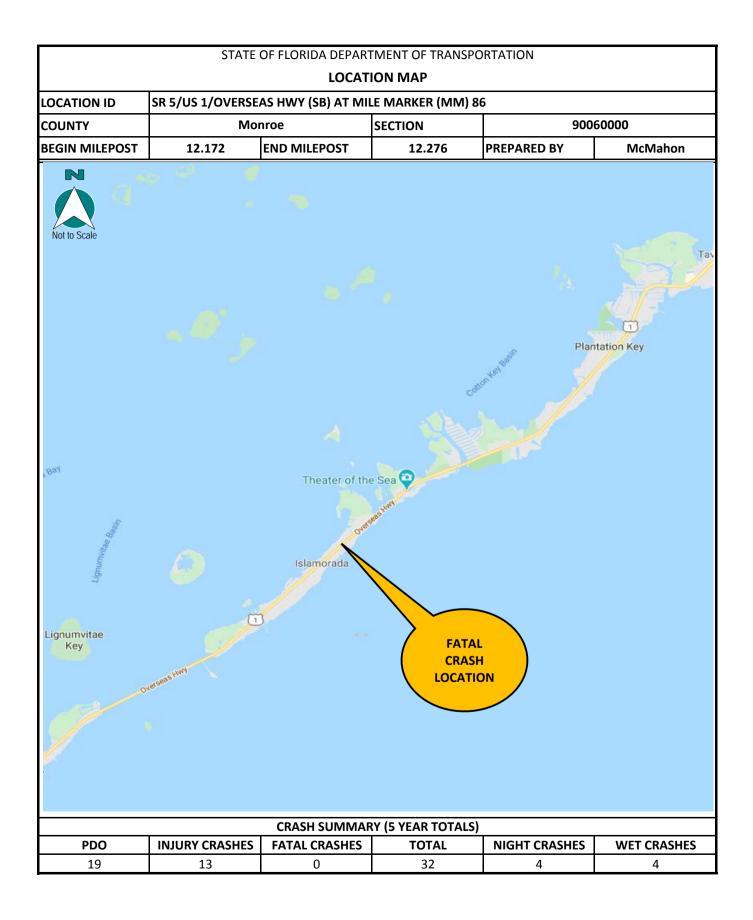
The predominant crash types was rear end with 15 crashes (46.9 percent), followed by angle with nine (9) crashes (28.1 percent), and sideswipe with five (5) crashes (15.6 percent).

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.

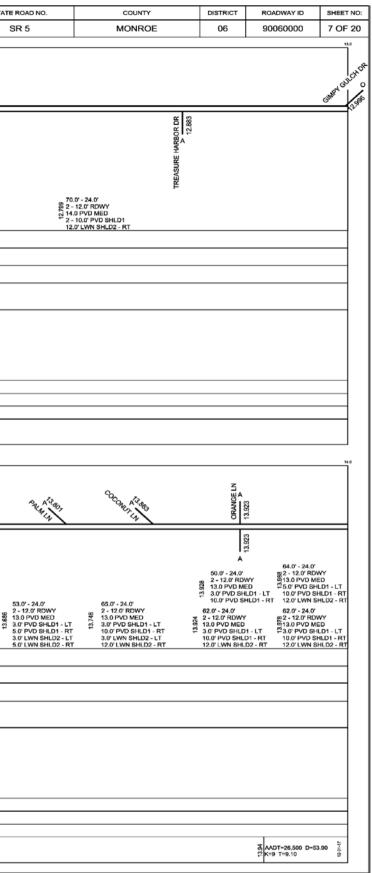
☑ OFFICE-BASED REVIEW NOTES

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 |

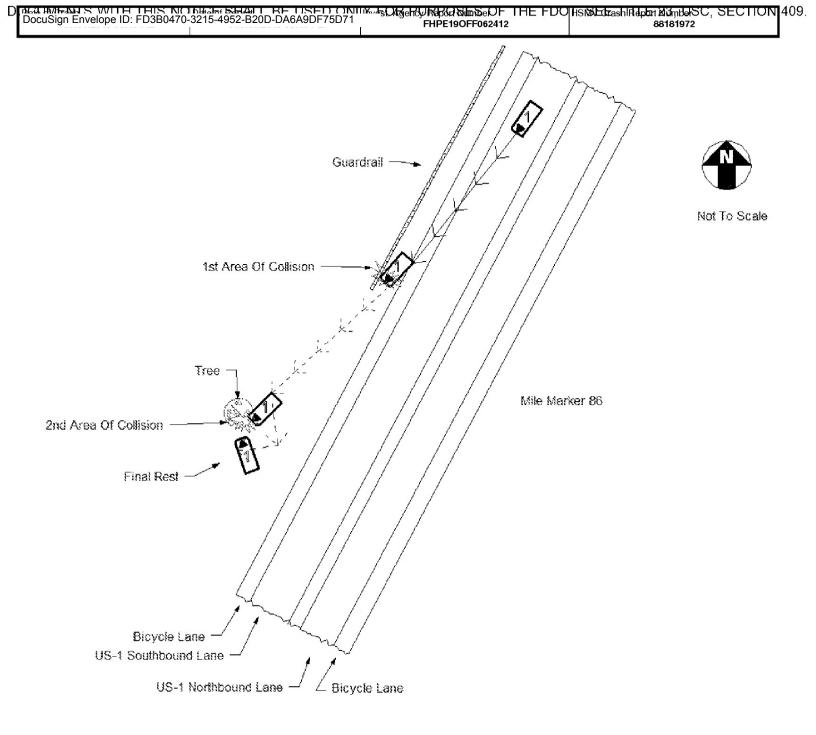
| | | | | | Stat | | | ment of T | | tion | | | | | |
|-----------|-----------|----------|--------|----------|------------|-------------|-----------|-------------------|-----------|-------------|----------------|------------|-----------|--------------|----------|
| SECTION: | | | 9006 | 50000 | | | | | | 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 |

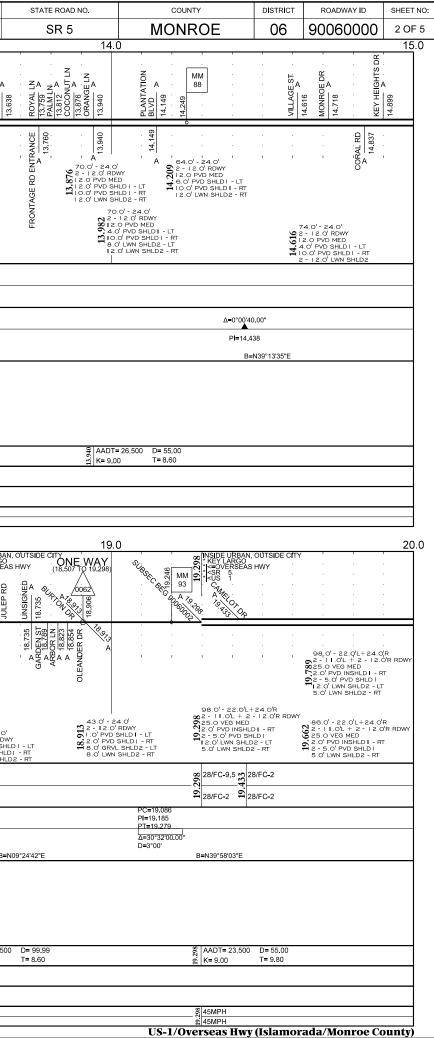
Attachments

- 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. |
| BY | | URS | URS | 10.000 20.000 19.298 23.530 | N/A 05/06/2014 URS 04/18/2015 URS 05/29/2015 URS | | | | 02 | US 1 |
| _ | | 0.0 INSIDE CITY, AND URBAN | | | | 12. | | | 1 1 | |
| | 9 | INSIDE CITY, AND'URBAN * ISLAMORADA * KEY LARGO * CST ARGO * C | | | | ι Υ Ξ Ξ Ξ Ξ Ξ Ξ Ξ Ξ Ξ Ξ Ξ Ξ Ξ | | S L A M O R A D A | RANCE | 1M |
| | 10.01 | * <sr 5<br=""><us 1∞="" 84<="" td=""><td></td><td></td><td>· 85 · · · (0101)</td><td></td><td>Z . 06 </td><td>2.966 to MP 13.155</td><td></td><td>11M 37 ・ ・ ・ 倍A</td></us></sr> | | | · 85 · · · (0101) | | Z . 06 | 2.966 to MP 13.155 | | 11M 37 ・ ・ ・ 倍A |
| | | 10 1 | | | 124 | SMUGGLERS COVE ENT 11.666 P 11.666 C SNAKE CREEK CHAINIEL | 12.216 | 2.900 10 IVIF 13.133 | RK 089 | |
| | | | | <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 |
| | ROADWAY | WHALE HARBOR CHANNEL | A 00 24 0 A 0.44 0.45 0.05 | o 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | Rontage RD T 201 Rontage RT T 201 FRONTAGE | Drawbridge Signal U | | FRONTAGE | | 13.471 |
| | FEATURES | | 60.0'- 24.0' A 4 2 - 12.0' RDWY 12.0 PVD MED 2 - 12.0' PVD MED | AB AB | Z A X A X A O L A Q 57.0 24.0 | Δ ^{III} 5 44.0' - 24.0' | 75.0'- 24.0' GH | | Ш А68.0' - 24.0' Об2 - 12.0' RDWY ИС 212.0 PVD MED ЦО 8.0' PVD SHLDI - L | |
| | | 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 | | |
| C | COMPOSITION | 28/FC-29 9 | 28/FC-2 | 10 | 128/FC-2 | | ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ ㅋ | FC-5 | | |
| | | | 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 | | | | | | | |
| | SPEED LIMIT | 45MPH용 45MPH 응 45MPH 45MPH음 45MPH 음 45MPH | | 45MPH | %45MPH 11 45MPH | | 5MPH 응 45MPH 응 45N 5MPH 입 45MPH 입 45M | | | |
| | 1 | = SIGNALIZED INTERS | ECTION | 10.0 | | 47 | 0 | 40 | 0 | |
| Г | | 5.0 J <u><u></u></u> | | MORADA | | | U NI INSIDE URBAN, OUTSIDE CITY | MONROE CO | | |
| | د ۵00 ع | MALN 100 5 100 5 10 | | | | SUN X NO | | WONKOE CO | AVE I NO | MM 92 A Straight of the stra |
| | TICH P A | | 89 JA | | | AN AN ANY A WITH A | 6102 Z | UNDER CONSTRUCTION | AD NA | |
| | ALIGHT ROAT POINT RO | LYSOMALN LYSOMALN 15.085 O 15.085 O 15.105 O 15.179 O 15.179 O 15.225 P INDIAN MOUT INDIAN MOUT | 15.450 35 Allin | | WOOE 16.166 16.3000 16.3000 16.3000 16.511 | CLASTIC CONTRACTOR | 17 037 [TAVEF [CREE] | FROM MP 17.545 TO MP 17.818 | FLORIDA / 18.104 D | 18.507 1 18.507 1 18.507 1 18.507 1 18.507 1 18.507 1 18.507 1 18.509 1 118.599 1 118.599 1 |
| | 'C | 0 | ω + _ √2 | | | | | | | |
| | | C C C C C C C C C C C C C C C C C C C | | | ANNE DR 16,166 16,166 16,323 | SIE RD 16.723 16.919 16.919 | | CCEAN BLVD CCEAN BLVD CCEAN BLVD CCCONUT ROW CCCAN BLVD CCCAN BLVD CCCA | 18016 18016 18139 18139 18139 18016 | 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 |
| | ROADWAY | | in 2 - | 0'-24.0'ı ı 12.0'RDWY | A SCHO | 29 29 29 29 29 29 29 29 29 29 | 74.0 - 48.0 4 - 12.0 RDWY 22.0 CB&VEG W/ GRD M | 00000000000000000000000000000000000000 | | |
| | FEATURES | 2 - 12.0' RDWY W | 5 12.0 | PVD MED PVD SHLDI - LT | | ED | 44.0' \$2 - 2.0' C&G INSHLD I 0' RDWY 2 - 2.0' C&G SHLD I | SUN SUN SUN | TLANTI TLANT | JH- |
| | | 10.0 PVD SHLDI - RT 12.0 LWN SHLD2 - RT | (8.0 6.0 | 0' PVD SHLD I - RT LWN SHLD2 - LT LWN SHLD2 - RT | | | 3&VEG MED C&G INSHLD I PVD SHLD I 0 30.0 CBi | 8.0' 0' 120.0' - 48.0' Z RDWY 0' 4 - 12.0' RDWY SVEC MED 0' 60.0 CB&VEG MED | ATI ATI | |
| | 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 | | |
| | | 740 240 N 4.0 PVE | D MED D SHLDI - LT Ø SHLDI - RT N SHLD2 - LT | 57.0'- | | | 12 4 12.0'RDWY 12 - 2.0'C 12 22.0 CB3VEG W/ GRD MED 12 - 2.0'C SG INSHLDI 14 0 2 - 2.0'C SG INSHLDI 14 0 - 2 - 2.0'C SG INSHLDI 14 0 - 2 - 2.0'C | 2.0' C&G SHLD2 - RT | | |
| | 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' | | | |
| | STRUCTURE | | | | | | BR | | | |
| | DESCRIPTION | | | | | | 40078 316.8' | | | |
| | | | | | | | BR BR | | | |
| \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% |

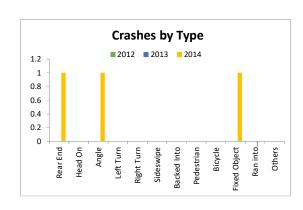
| | | | | | | Stat | te of Flori | da Depart | ment of T | ransporta | tion | | | | | |
|--------------|-----------|-----------|----------|-----------|---------------|----------------------------|--------------|-----------|------------|-----------|----------------|----------------|------------|-----------------|------------------------------|-------|
| | | | | | | | (| 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 |

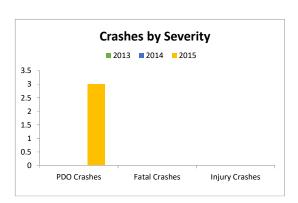
Note: No crashes for years 2013 and 2014.

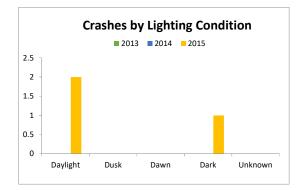


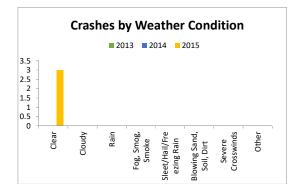
CRASH HISTOGRAMS

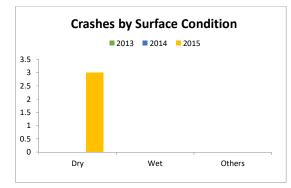
SR 5 / US 1 AT EAST RIDGE RD, MM 86.8

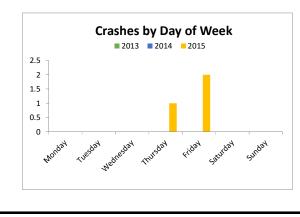


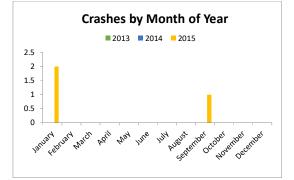


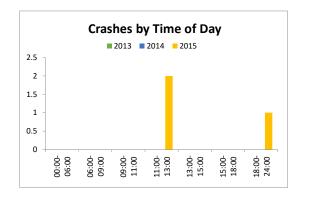












DOCUMENTS WITH THIS NOTICE SHALL BE USED ONLY FOR PURPOSES OF THE FDOT. SEE TITLE 23, USC, SECTION 409. FLORIDA TRAFFIC CRASH REPORT LONG FORM SHORT FORM UPDATE IN UPDATE IN

(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 | |
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| 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 | |
| TNESSES | Lap Be Source of Tra | It Used nsport to Medic | al Facility | • • | ency Name or ID | | | | | ansported | То | |
| OTTO JAVIER RAMOS CRUZ 1409 PLANTATION CIR APT 408 PLANT CITY FL 33566 TNESSES me Address City State Zip Code CELIMAR RAMOS LOZADA 19 SOMBRERO BLVD MARATHON FL 33050 IOLATIONS rson# Name Florida Statute Number Charge Citation 1 YAIMEL HERNANDEZ MASQUIEL 322.54 (1) NO/IMPROPER DRIVER LICENSE Citation | VITNESSE | | | | | | | | | | | |
| 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 | |
| CELIMAR RAMOS LOZADA 19 SOMBRERO BLVD MARATHON FL 33050 IOLATIONS rson# Name Florida Statute Number Charge Charge Citation 1 YAIMEL HERNANDEZ MASQUIEL 322.54 (1) NO/IMPROPER DRIVER LICENSE Citation | VIINESSE: Vame | 5 | 12 | Address | | r | Sitv | | Stat | e | Zin C | ode |
| rson# Name Florida Statute Number Charge Citation 1 YAIMEL HERNANDEZ MASQUIEL 322.54 (1) NO/IMPROPER DRIVER LICENSE A6A63CE | CELIMA | | | | 19 SOMBRERO BL | | | ARATHON | | | | |
| | Person# | Name | | | | | | | | | | |
| (DRIVING OUTSIDE OF CLASSIFICATIO | 1 | YAIM | EL HERNA | NDEZ MASC | VIEL | 322.54 (1) | | | | ю | A | 6A63CE |

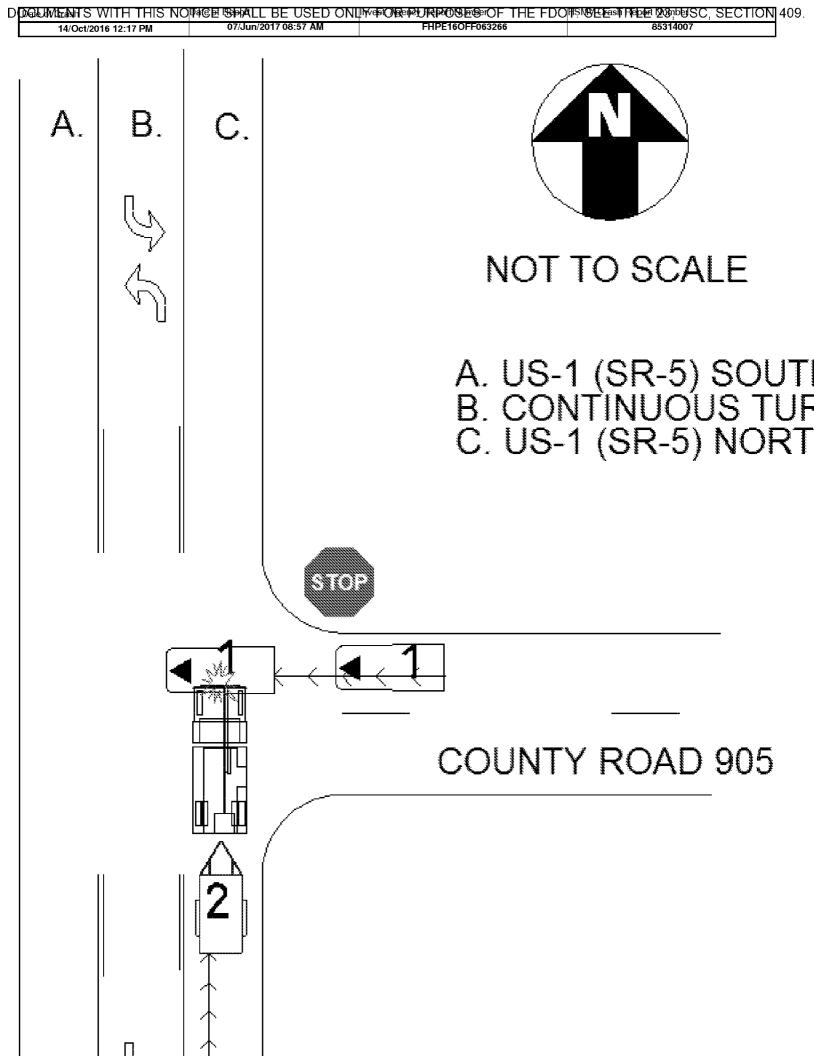
| D | | TS WIT ct/2016 12 | | S NO | \$ 07/Jun/20 | | jikoteiOABiei | | 8日 60FF063266 | he fdo | HŞMBY HQFash Ple | 抱∉ 12030,00⊌SC, SECTIC 85314007 | <u>M</u> 409. |
|---|-----------|----------------------|-------|--------|-----------------|-------------------|---------------|--------|------------------|--------|----------------------------|------------------------------------|---------------|
| | | Name | | | or roun et | -lorida Statu | te Number | Charge | | | | Citation | |
| | 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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|-------------|--------|--------|--------|---------|----------|
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| 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

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 |
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| 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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| COMMENT: | 1 - SORT BY ROADWAY, MILE POINT | |
| FROM: 01/01/2013 TO 12/31/2015 | • | |
| FROM CO/SEC/SUB: 90 060 000 | MP: 012.966 INFL INCL | |
| TO CO/SEC/SUB: 90 060 000 | MP: 013.155 CR/OS INCL | |
| C ROADWYID M N | SADTYMDHCRCCAHMOLWRRDLRAVVVFVMVAVVVV | VNVNNV### |
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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 | |
|--|---------------|----------|----------|------------|------------|-------------------------|------------|----------|---------------------------|---|----------|
| COMME | | | | 1 - SORT | BY ROADWAY | , MILE POINT | | | | | |
| | M: 01/01/2013 | | | | | RAMPS INC | | | | | |
| FRO | M CO/SEC/SUB: | | | MP: 012.9 | 966 | INFL ING | CL | | | | |
| TO | CO/SEC/SUB: | 90 060 (| 000 | MP: 013.1 | 155 | CR/OS INC | CL | | | | |
| 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 |

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 |
|-------------------|--|-----------------|
| 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.

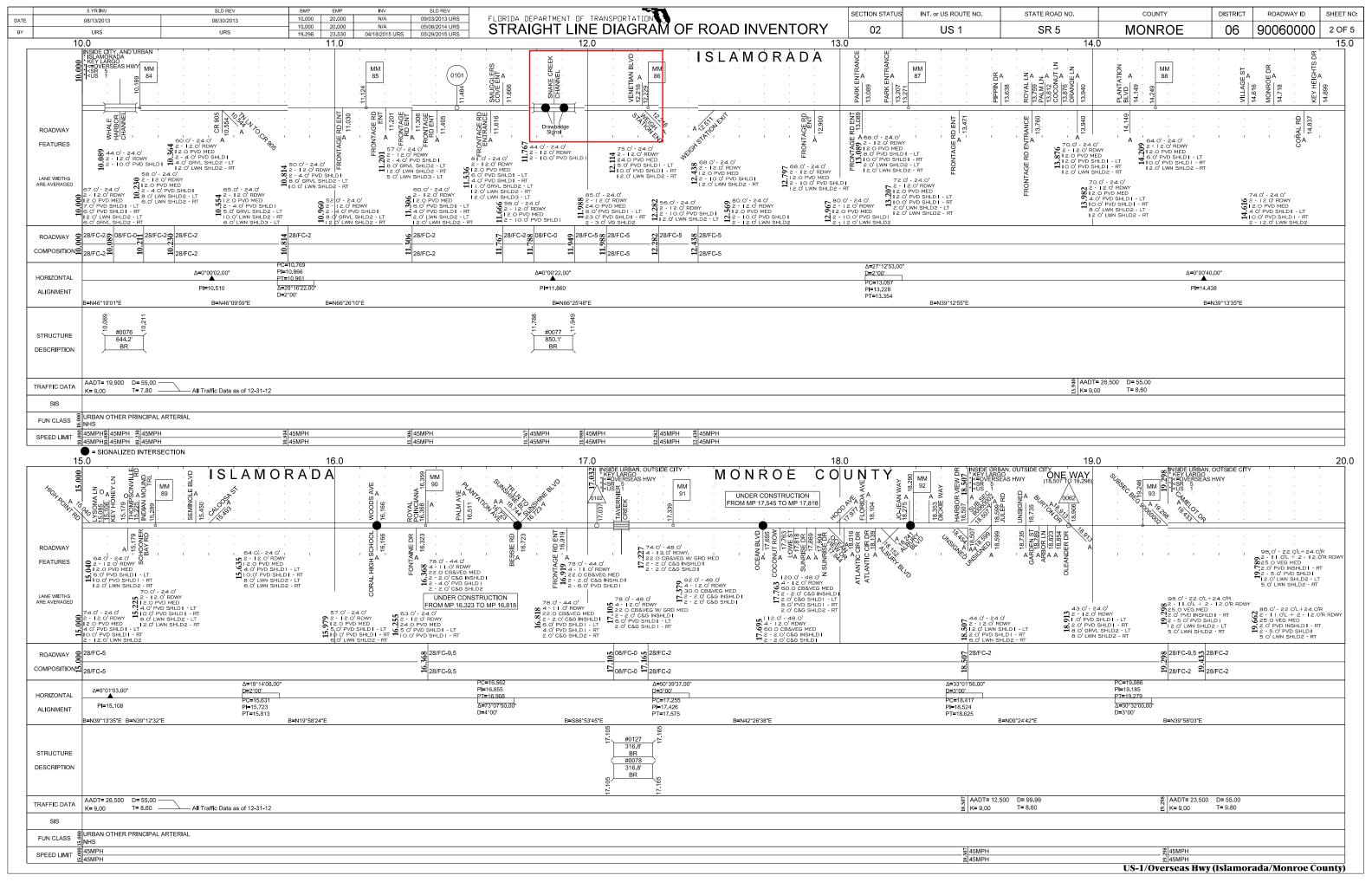
☑ OFFICE REVIEW OF FIELD CONDITIONS

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 |

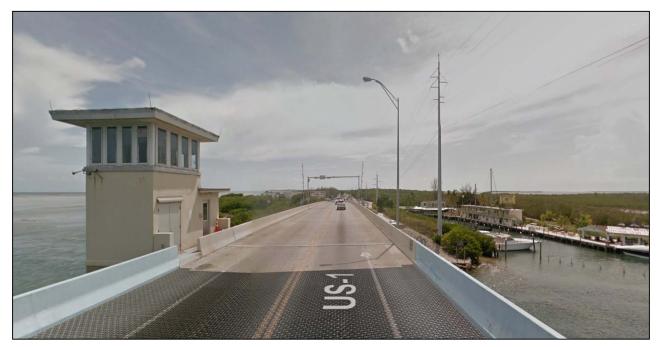
LOCATION MAP

| 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 |

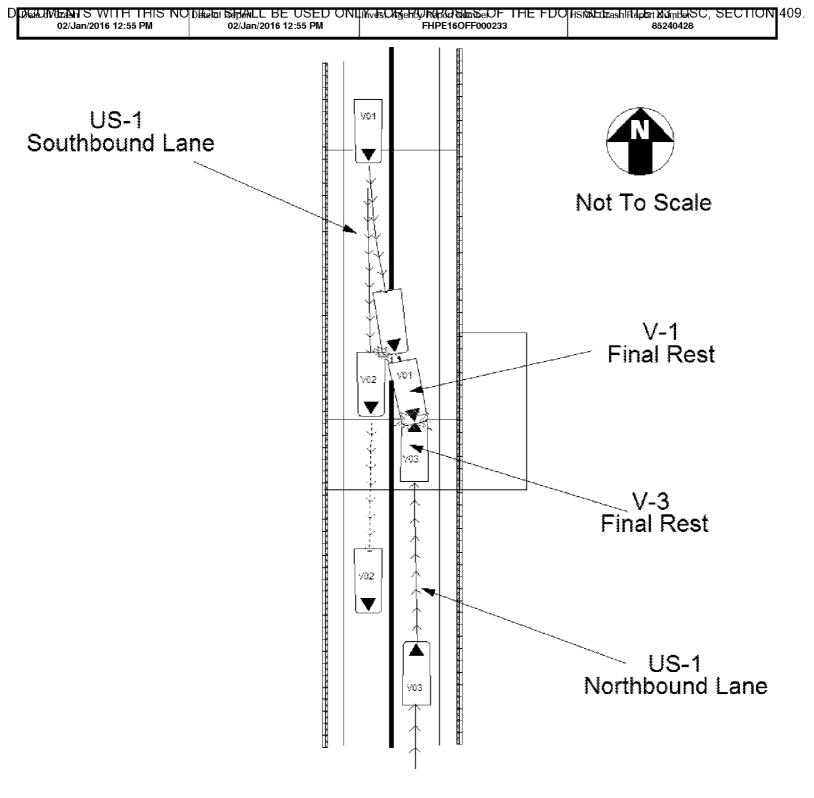
| | zaShIS VVIIH)2/Jan/2016 12:5 | THIS NO DHA 5 PM | | 永LL BE い Jan/2016 12: | | ONLINvesO | | ම්ප්රෝ නිම්සානියේ IPE16OFF000 | | E FDC | HSNAALDERash | | 80mbelS 5240428 | C, 8 | SECTION |
|----------------------------|---|---------------------------------------|--------------|-------------------------------|------------|---------------------------|--------------|----------------------------------|--------------------|--------------------------|----------------------------------|--------------------|---------------------------------|-------|------------------------------|
| 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

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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 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).

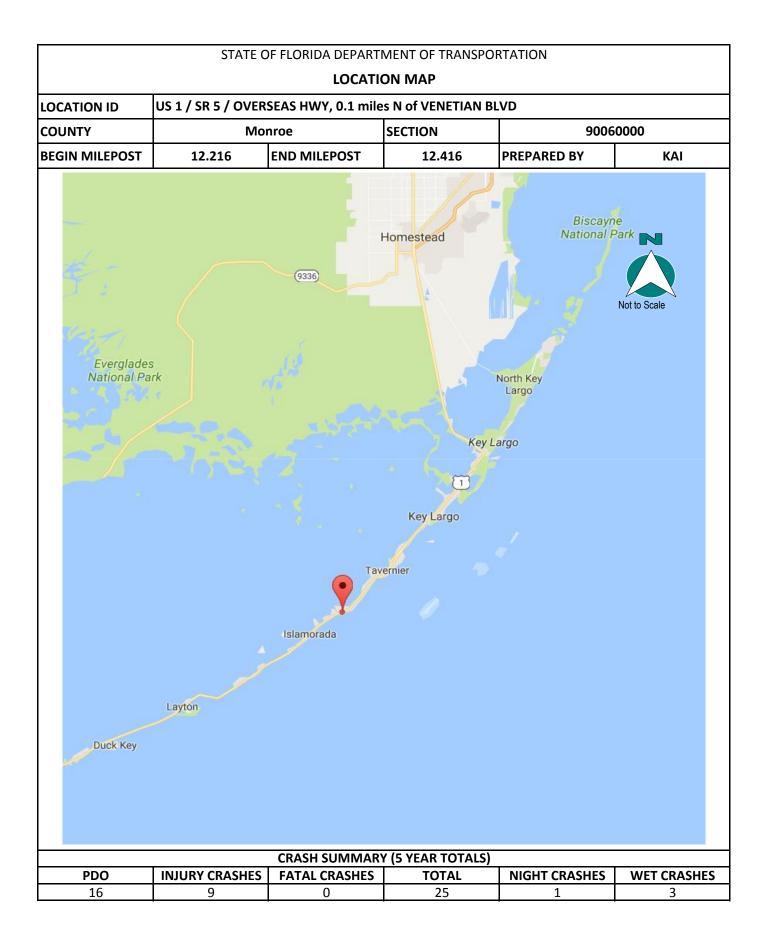
An Expected Value Analysis (EVA) was not performed because the incident occurred along a roadway segment.

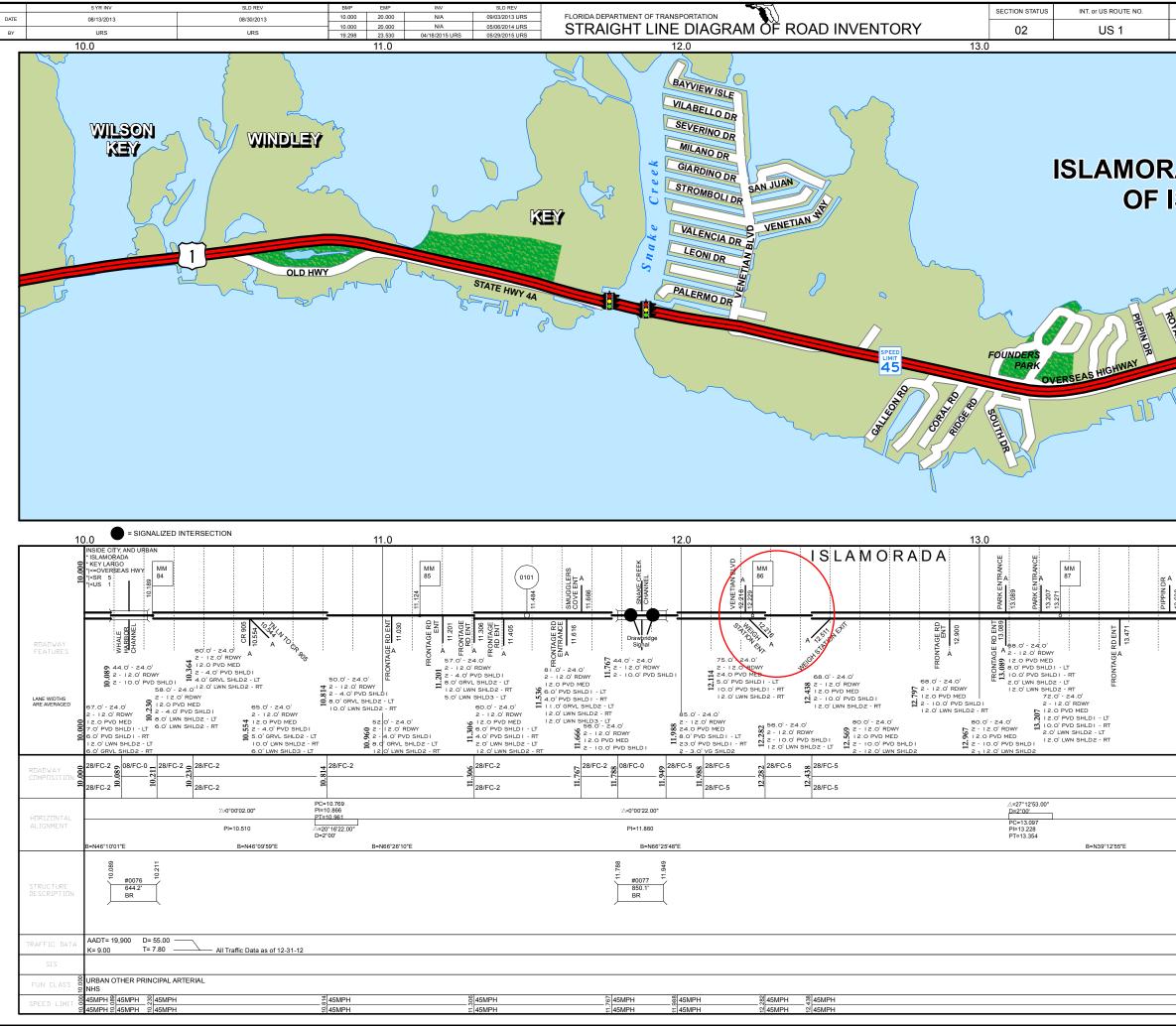
A review of the high crash segments from the High Crash/Reference Segments Report, obtained from the CAR System, found that this segment of SR 5 has not been identified as a high crash segment in any year of the study period (2010-2014).

☑ 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 | | | | | |
| <u>α</u> K= 9.00 I= 8.60 | | | | | |
| <u>α</u> K= 9.00 I= 8.60 | | | | | |
| <u>α</u> K= 9.00 I= 8.60 | 0 | 26 500 D- 55 00 | | | |
| 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

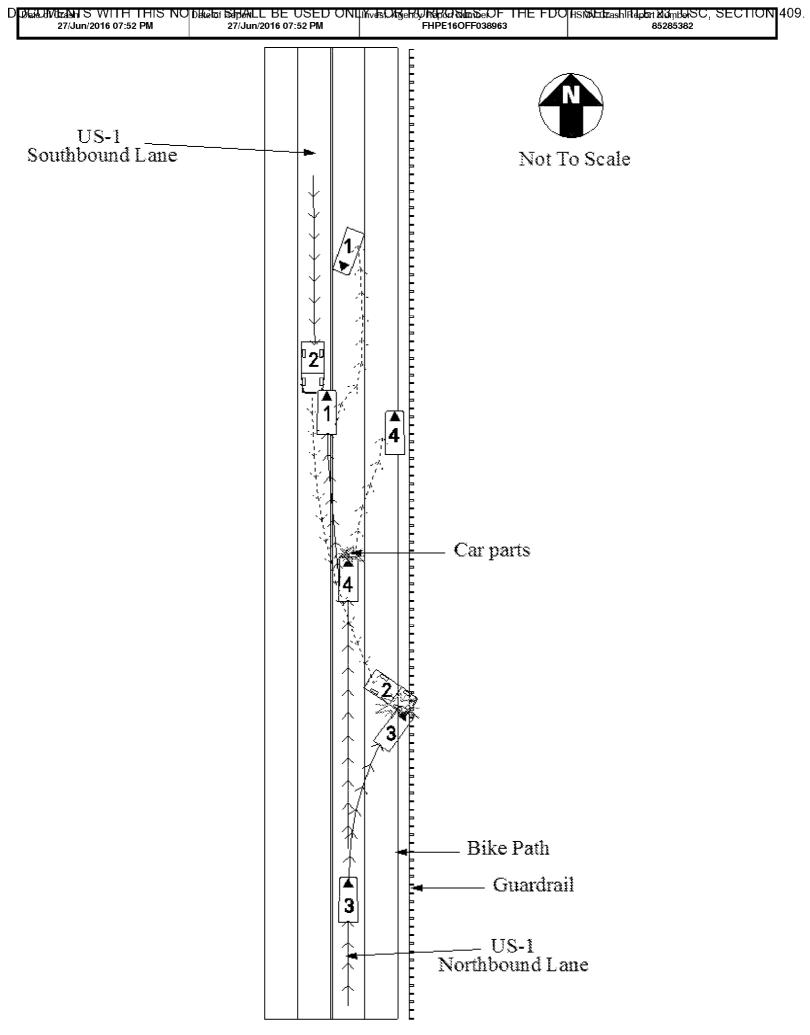
|)/aid-111/(1zd9h1 S VV 27/Jun/2016 | | | | | _ BE USED 2016 07:52 PM | | ivets()/4 | | 的分词。 IPE16OFF | | THE F | DOHS | SNAK EGE | ashlRe | | mbəlSC 35382 | , SECTION |
|--|-----------------------|------------------------------|-------------------------|----------------|--|------------------|---------------|------------------------|--------------------|------------------------|-----------------------------|----------|-----------------------|-----------------------|-----------|--|--|
| 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 |
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| 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 |
| right and onto the rest at this location Southbound lane On Wednesday, (Johnathan Jagid, Notification of Ki Doctor Johnathan On scene photog Traffic Homicide Traffic Homicide | e northbou on and up ; s of US-1 v 06/29/2016, in was mad n Jagid. graphs take Investigati Investigato | 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 or is Corporal E | line. V-2 th ther and th approxima nggie Mae F nney (Moth David N. Ri or is FHP-71 David N. Ris | 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 i left fror ver 1 of raffic wa 07/05/19 Mark Fer Mark Fer Ph | y north and was forced nt area. This Vehicle 1 w as diverted 093), was pr nney (Fathe nney (Fathe hone Numb | hen came to ' across the no impact then ' as air lifted to hrough the w onounced dec r of D-1) on W | inal rest on the i induced both vehi Ryder Trauma in eigh station. eased at Ryder ⁻ 'ednesday, 06/29 | 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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Page6of6

| CCCCC | CCCCC | AAAA | AAAAAA | RRI | RRRRRR |
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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 | |
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| 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 | | | | | | | | | | | | | | | | |
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| 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 |
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| 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 |
| SM | U C SC | Ε | RD | TA | RLF | R | Т | | R | SESE | MI | EН | Т | S FI | J DN | ΕA | D | IP | ΙE | IM | N | A TS | VE | ΙP | ΙE | IV | NA | A TS | VE | ΕI | BJ |
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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 |

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| CCC | AAA | АААААА | A | RRRRRRRR | RRR |
| CCC | AAA | AAA | . R | RR R | RR |
| CCC | AAA | AAA | RR | r r | RR |
| CCCCCCCCCCC | AAA | AAA | RRR | R | RRR |
| CCCCCCCCCCC | AAA | AAA | RRR | R | RRRRR |

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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TOTAL

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