

2000 SOUTH CAROLINA COMMERCIAL



MOTOR VEHICLE TRAFFIC COLLISION FACTBOOK

This publication was produced by the South Carolina Department of Public Safety's Office of Highway Safety Statistical Analysis Section, with support from the South Carolina State Transport Police.



South Carolina Department of Public Safety

Office of the Director

The South Carolina Department of Public Safety is proud to present the second edition of the South Carolina Commercial Motor Vehicle Traffic Collision Fact Book. This 2000 edition covers a wide range of information on traffic collisions involving commercial motor vehicles. This publication should serve as a valuable tool for law enforcement, legislators, traffic safety advocates, industry leaders, and others striving to improve highway safety.

Over the past two decades, the number and volume of commercial motor vehicles using South Carolina's highways has increased substantially. Freight transportation in the United States is predominantly interstate and trucking is the dominant freight mode. This growth in the industry occurred while there was only a limited expansion of South Carolina's highway network.

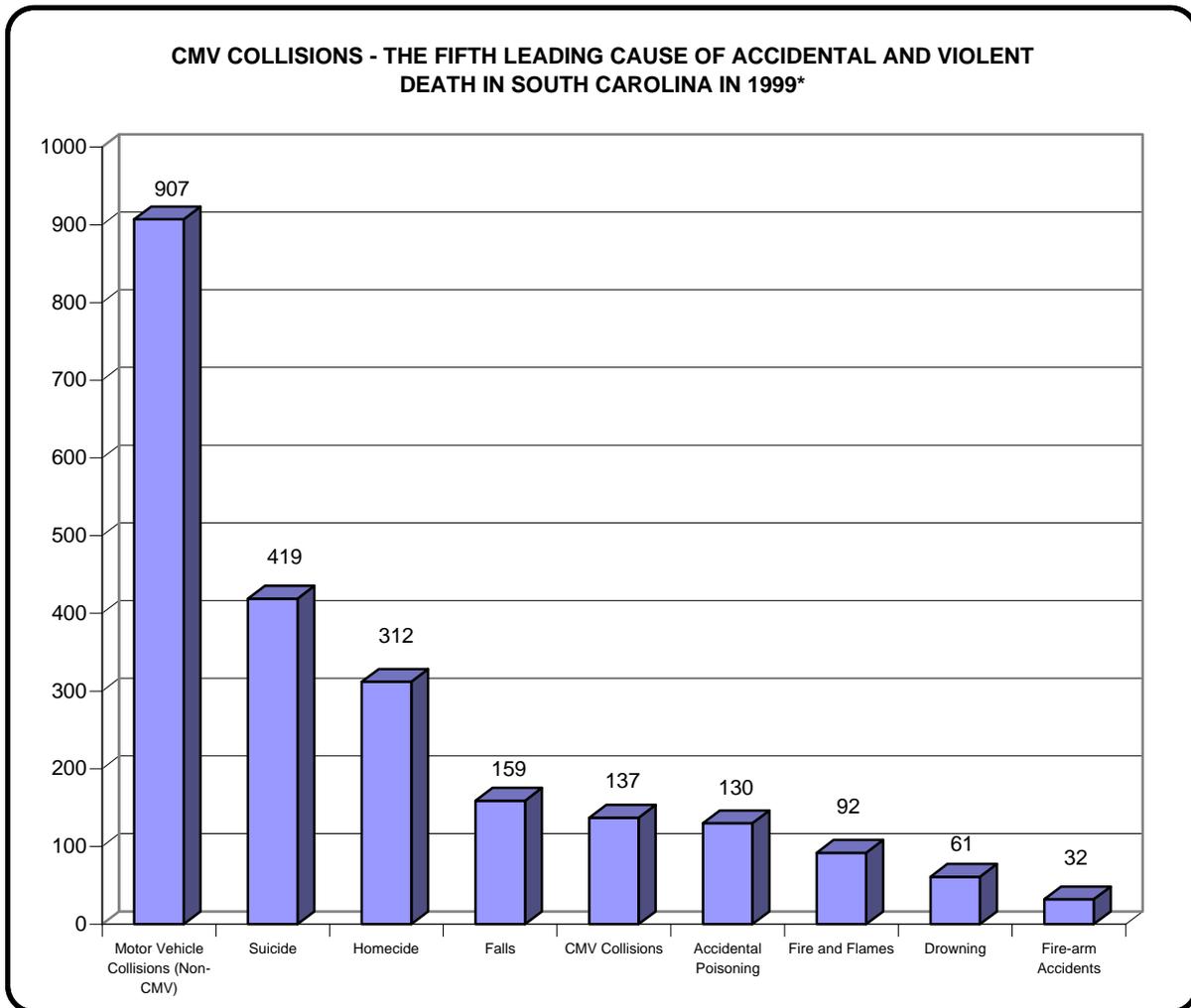
The challenge, then, is for government, industry, and the general public, to join together to emphasize the need to safely share the road in South Carolina. We are embarking on public/private ventures with leaders in the trucking and bus industry and our federal partners to raise awareness of the issues arising from increased commercial motor vehicle traffic. This fact book is one step in those efforts. The information contained within this book should assist with the current driving conditions found on our roads.

Only working together can we improve the safety of South Carolina's highways and, more importantly, save lives.

Sincerely,



B. Boykin Rose
Director



*The source for the non-motor vehicle related death figures is [South Carolina Vital and Morbidity Statistics 1999](#). Division of Biostatistics, Office of Public Health Statistics and Information Systems, South Carolina Department of Health and Environmental Control. Published October 2001. At this time, 1999 data is the most recent available data from DHEC on causes of death.

In 1999, the leading cause of accidental and violent death in South Carolina was motor vehicle collisions. Total vehicle collision caused fatalities (1,064 in 1999) surpassed the following three top causes of accidental and violent death (homicide, suicide, and falls) combined. Commercial vehicle collisions comprise a measurable portion of the number of motor vehicle fatalities each year - 12.9% in 1999. If these commercial vehicle collision fatalities are separated out from total motor vehicle fatalities, that makes commercial motor vehicle collisions the fifth leading cause of accidental and violent death in South Carolina in 1999.

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For the purposes of this publication, a collision is defined as a Commercial Motor Vehicle (CMV) collision only if it meets the definition set forth by SAFETYNET. SAFETYNET is a computer software program in which states upload uniform crash data elements of CMV collisions to a national database maintained by the Federal Motor Carrier Safety Administration. The following is the SAFETYNET definition of a CMV collision:

A CMV collision is a reportable collision¹ that involved at least one of the following vehicles:

- 1. A truck with six (6) or more tires OR**
- 2. A vehicle with a hazardous material placard OR**
- 3. A bus designed to carry 16 or more persons, including the driver.**

AND...

- 1. Involves one or more fatal injuries OR**
- 2. At least one person is transported for immediate medical care OR**
- 3. One or more vehicles (not necessarily the CMV) are towed from the scene due to disabling damage.**

¹ A collision that results in at least \$1,000 in total property damage, or results in injury or death, and occurs on a public roadway.

NOTE: As of January 2001, the SAFETYNET criteria for a qualifying vehicle changed to the following: (1) A vehicle whose Gross Vehicle Weight Rating of the power unit equals 10,001 pounds or greater, or (2) A vehicle displaying a hazardous materials placard, or (3) A bus that is designed to carry, or is carrying 16 or more persons, including the driver, or (4) A motor vehicle that is designed to carry, or is carrying 9-15 passengers for compensation. The definition is not reflected in any of the data presented in this publication.

KEY DEFINITIONS

Bus - A motor vehicle designed to transport sixteen (16) or more persons, including the driver.

Collision - Throughout this publication the terms collision and traffic collision are equivalent to the term motor vehicle traffic collision as defined below.

CMV – Commercial Motor Vehicle. A vehicle with 6 or more tires OR a hazardous material placard OR is designed to carry 16 or more persons including the driver.

CMV Collisions- A collision involving a CMV in which there are fatal injuries OR persons transported for medical care OR a vehicle is towed from the scene or is provided assistance.

Disabling Damage – Damage which precludes departure of a motor vehicle from the scene of the collision in its usual manner in daylight after simple repairs.

1. *Inclusions.* Damage to motor vehicles that could have been driven, but would have been further damaged if so driven.
2. *Exclusions.*
 - i. Damage which can be remedied temporarily at the scene of the collision without special tools or parts.
 - ii. Tire disablement without other damage even if no spare tire is available.
 - iii. Headlamp or taillight damage.
 - iv. Damage to turn signals, horn, or windshield wipers which makes them inoperative.

Driver – An occupant who is in actual physical control of a transport vehicle, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Economic Loss - All figures reported are rounded to the nearest \$100,000. Based on the 1999 National Safety Council's Formula which applies with the following factors:

Each fatality	\$970,000
Each incapacitating injury	\$ 45,800
Each non-incapacitating injury	\$ 15,300
Each possible injury	\$ 8,700
Each *PDO accident	\$ 6,400

Fatal Traffic Collision - Any traffic collision that results in the death of at least one occupant or pedestrian as a direct result of injuries sustained in the collision within 30 days of the collision date.

First Harmful Event - The first event in a traffic collision to result in injury or property damage.

Hazardous Material – a substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when transported in commerce and which has been so designated.

HP – Highway Patrol.

Incapacitating Injury - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he/she was capable of performing before the injury occurred.

Manner of Collision - The identification in a crash of how the motor vehicle(s) initially came together in a traffic collision.

KEY DEFINITIONS

Motor Vehicle - Any motorized (mechanically or electrically powered) road vehicle not operated on rails, excluding mopeds, minibikes and other vehicles not subject to motor vehicle licensing regulations. These include: automobiles, trucks, buses, vans and motorcycles.

Most Harmful Event - The event for an *individual unit* involved in a traffic collision that results in the most severe injury or property damage.

Motor Vehicle Traffic Collision - A transport collision that involves at least one motor vehicle in transport, in which the unstabilized situation originates on a trafficway or at least one harmful event occurs on a trafficway. This definition excludes any collision on a private way.

Non-Incapacitating Injury - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the collision in which the injury occurred.

Occupant - Any person who is part of a transport vehicle (automobile, bicycle, etc.)

Passenger - Any occupant of a vehicle other than its driver.

PDO - An abbreviation for property damage only. A PDO collision is one with some property damage but no injuries or fatalities.

Pedestrian - Any person who is not an occupant as defined above. Includes persons on foot, roller skates, and skateboards.

Possible Injury - Any injury that is reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

Probable Cause - Refers to the probable cause of the traffic collision. This is the presumptive factor that created the collision situation.

Road - The part of a trafficway which includes both the roadway and any shoulder alongside the roadway.

Rural Area - Any area which is not within a defined urban area.

STP- State Transport Police.

Traffic Collision - Used in this publication interchangeably with Motor Vehicle Traffic Collision.

Traffic Unit (Unit) - Any motorized road vehicle (includes vehicles that do and do not qualify as motor vehicles in the above definition), pedestrians, animal drawn vehicle and animals with human riders.

Trafficway - Any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

Unit - Used interchangeably with traffic unit (see definition above).

Source for most definitions: *Manual on Classifications of Motor Vehicle Traffic Collisions, Fifth Edition*, published by the National Safety Council. The definition for disabling damage comes from the *Federal Motor Carrier Safety Regulations Handbook*.

Part 1: General Information

The following pages contain descriptive statistics regarding collisions involving commercial motor vehicles (CMV's) in South Carolina for the year 2000. This includes applicable information regarding drivers, occupants, vehicles, and any other information necessary to obtain a better assessment of the safety of our roadways.

The number of CMV involved collisions has decreased from 2,846 in 1999 to 2,634 in 2000. This equates to a 7.4% decrease over this time period. Accompanying these collisions are immense personal and financial losses. While CMV collisions only accounted for 2.5% of the total collisions in South Carolina in 2000, they made up 12.4% of the total fatalities on our roadways. Total fatalities in CMV involved collisions have decreased from 137 in 1999 to 132 in 2000, a 3.6% decrease.

Fatalities are the most severe consequence of motor vehicle collisions, but even in non-fatal collisions, the cost in human suffering can be severe. Injuries sustained in CMV involved collisions have decreased from 2,667 in 1999 to 2,455 in 2000, a 7.9% decrease.

CMV involved collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 2000, \$168.4 million dollars in estimated losses were incurred in CMV collisions. This means that CMV collisions made up 7.8% of the total economic loss that occurred on South Carolina roadways in 2000.

All collision statistics included in this publication are based on data obtained via the Uniform Traffic Collision Report (Form TR-310) and the Supplemental Bus and Truck Collision Report from investigating officers. By law, any collision that results in at least \$1,000 in total property damage, or results in injury or death and occurs on a public highway must be reported to the South Carolina Department of Public Safety on the appropriate form. If these collisions occur on private property or are reported on any form other than the TR-310, they are excluded. In order for a vehicle to be defined as a "Commercial Motor Vehicle" it must meet the SAFETYNET threshold explained on the previous page. **Only collisions involving at least one CMV are included in this publication, unless otherwise noted.**

The statistics contained in the South Carolina Commercial Vehicle Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It is therefore possible that some discrepancies may exist between the data published here and other sources.

PROBABLE CAUSE

(pages 8-10)

Some action (or inaction) by one or more of the drivers was cited as the Probable Cause (PRC) in 2,323 of the 2,634 reported CMV traffic collisions in 2000. This accounted for 88.2% of all probable collision causes. "Inattention" was the greatest of these, accounting for 30.7% of collisions. Vehicle factors accounted for the next largest category of collision causes with 130 or 4.9% of the total. "Brakes", "Tires/Exhaust", and "Cargo" composed most of these Vehicle factors. CMV's seem to have a greater propensity to have vehicle malfunctions cause collisions than do passenger vehicles. In two vehicle collisions between a CMV and a Non-CMV, 25 collisions in which the CMV was the sole contributor to the crash had vehicle related causes, compared to 20 crashes where the Non-CMV vehicle was the only contributor. For fatal collisions in 2000, some type of driver error was considered the probable cause in 96 of the 107 collisions, accounting for 89.7% of all collisions in which someone was killed. This percentage is slightly higher than for all South Carolina traffic collisions.

When dealing with these collisions, it becomes necessary to know which vehicle caused the collision. In two vehicle collisions between a CMV and a Non-CMV, the Non-CMV was the only contributor to the crashes in 906 of 1,730 collisions, or 52.4% of the time. The CMV was the only contributor in 709 of 1,730 collisions, or 41% of the time. Non-CMV's were the only contributor in 74.3% of all fatal crashes and 49.7% of injury collisions. CMV's were the only contributor in 14.9% of fatal collisions and 44.9% of injury collisions.

FIRST HARMFUL EVENT

(pages 11-12)

The first harmful event (FHE) in a traffic collision is defined by the National Safety Council as the first occurrence of injury or damage in a collision. In 2000, the FHE in 1,692 of the 2,634 reported CMV traffic collisions (64.2%) involved some type of collision where the FHE was a collision with a motor vehicle in transport. The second most common FHE was a collision with a stopped vehicle, accounting for 248 of 2,634 crashes, or 9.4% of the total. The third FHE was "Overtake" with 201 collisions (7.6%). Combined, these three accounted for more than 81% of all reported CMV collisions.

Collisions with a motor vehicle in transport (73.8%) and collisions with a stopped vehicle (5.6%) were also the two top FHE's in fatal crashes. Collisions with a pedestrian was the third highest FHE in fatal crashes (2.8%), followed by collisions with a parked vehicle (2.8%).

MANNER OF COLLISION

(page 13)

The manner of collision (MOC) refers to the way in which two or more motor vehicles in transport impact each other in the first harmful event of the collision. If the first harmful event does not involve two or more motor vehicles in transport, then the manner of collision is not applicable. If, for example, the first harmful event in a traffic collision involves a motor vehicle colliding with a train, the manner of collision should be "not collision with motor vehicle in transport" since a train is not classified as a motor vehicle.

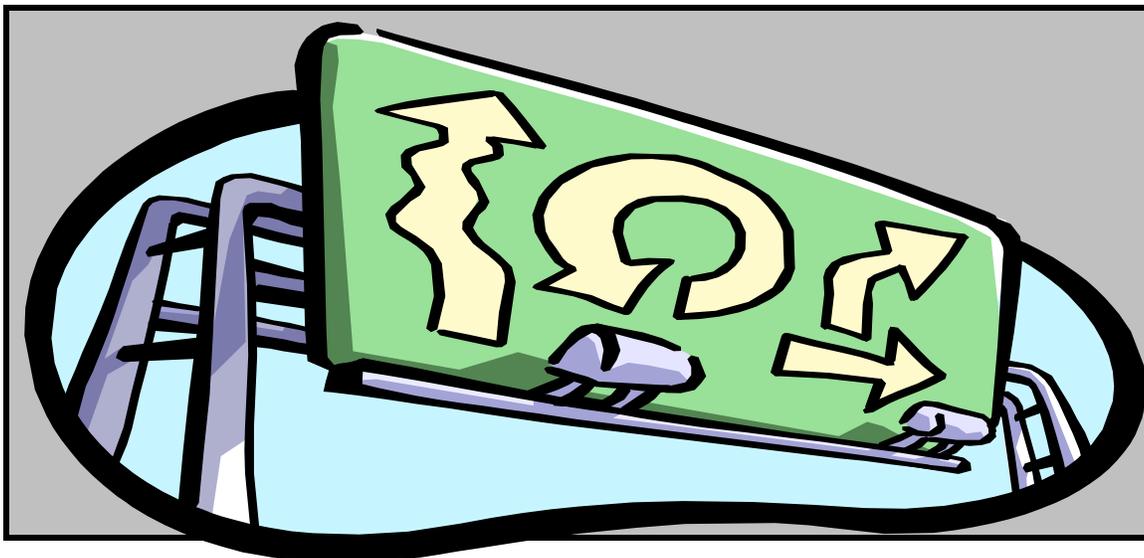
In 2000, the leading manner of collision for all CMV crashes was the angle collision, accounting for 35.1% of all reported CMV crashes during the year. This was followed by "rear end" collisions and the "not collision with motor vehicle in transport". Nearly 45% of the fatal collisions were angle collisions, followed by head-on collisions (19.6%) and rear-end collisions (17.8%).

Head-on CMV collisions are, by far, the most devastating, with 36.2% of these crashes resulting in fatalities. A distant second to head-on collisions, "angle" collisions comprise 5.2% of fatal CMV collisions.

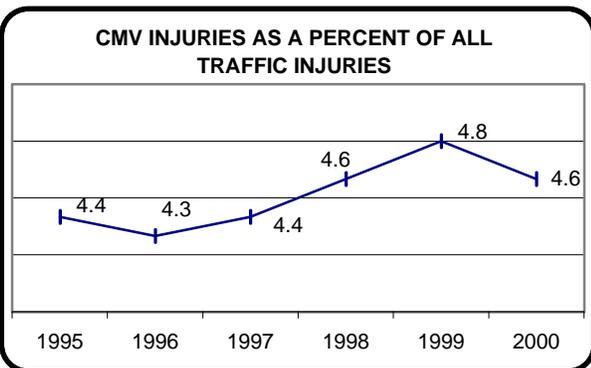
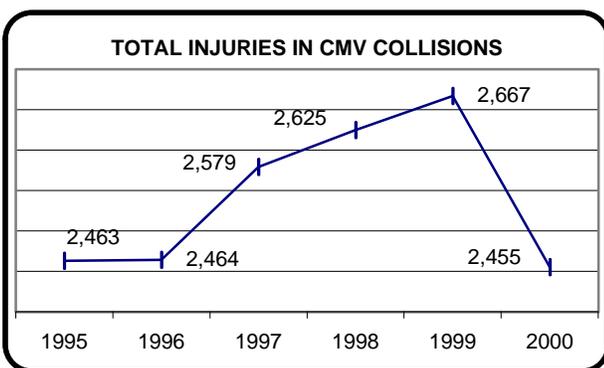
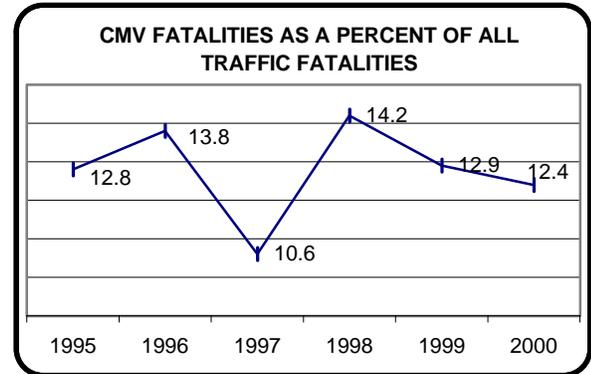
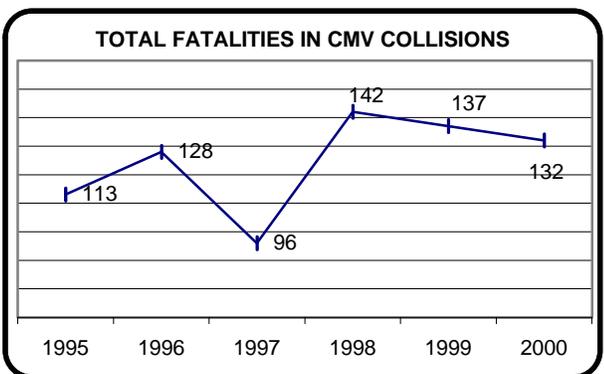
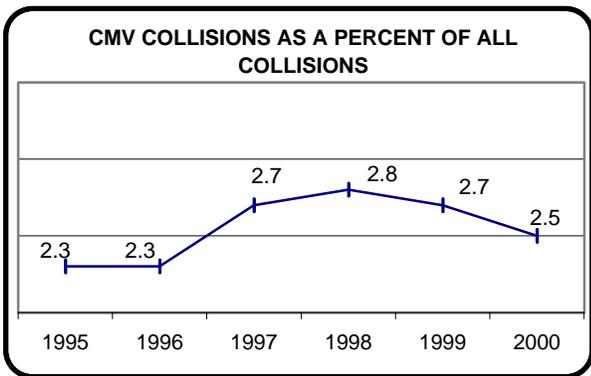
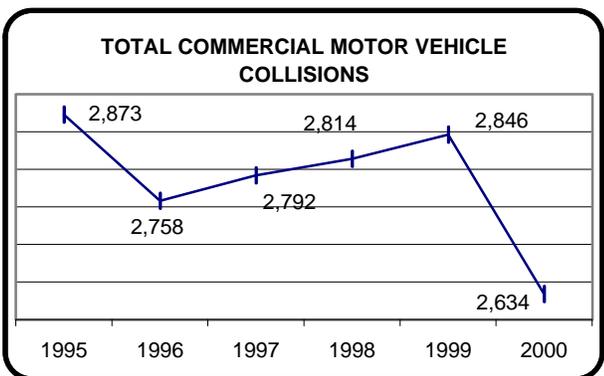
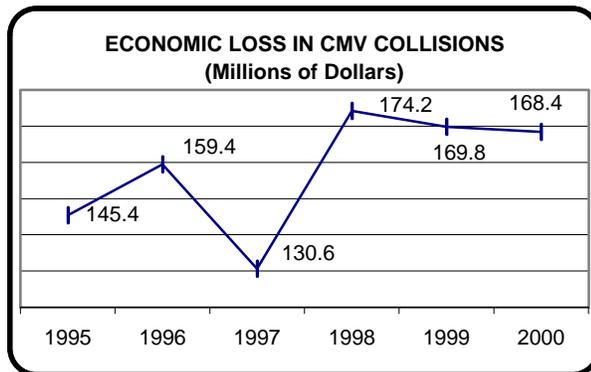
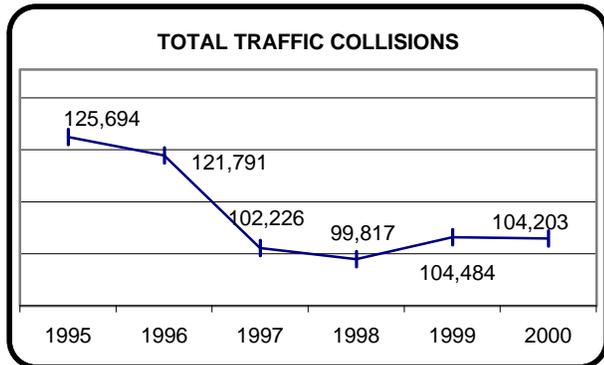
CMV TRAFFIC COLLISION QUICK FACTS

	<u>1999</u>	<u>2000</u>	<u>% CHANGE</u>
FATAL COLLISIONS	119	107	-10.1%
INJURY COLLISIONS	1,416	1,284	-9.3%
PROPERTY DAMAGE ONLY COLLISIONS	1,311	1,243	-5.2%
TOTAL COLLISIONS	2,846	2,634	-7.4%
FATALITIES	137	132	-3.6%
NON-FATAL INJURIES	2,667	2,455	-7.9%
ECONOMIC LOSS	\$169,800,000	168,400,000	-0.8%
LARGE TRUCK VEHICLE MILES TRAVELED*	4,500,000,000	4,700,000,000	4.4%
ROADWAY MILES	64,904	64,921	0.0%
LARGE TRUCK MILEAGE DEATH RATE*	3.0	2.8	-6.7%

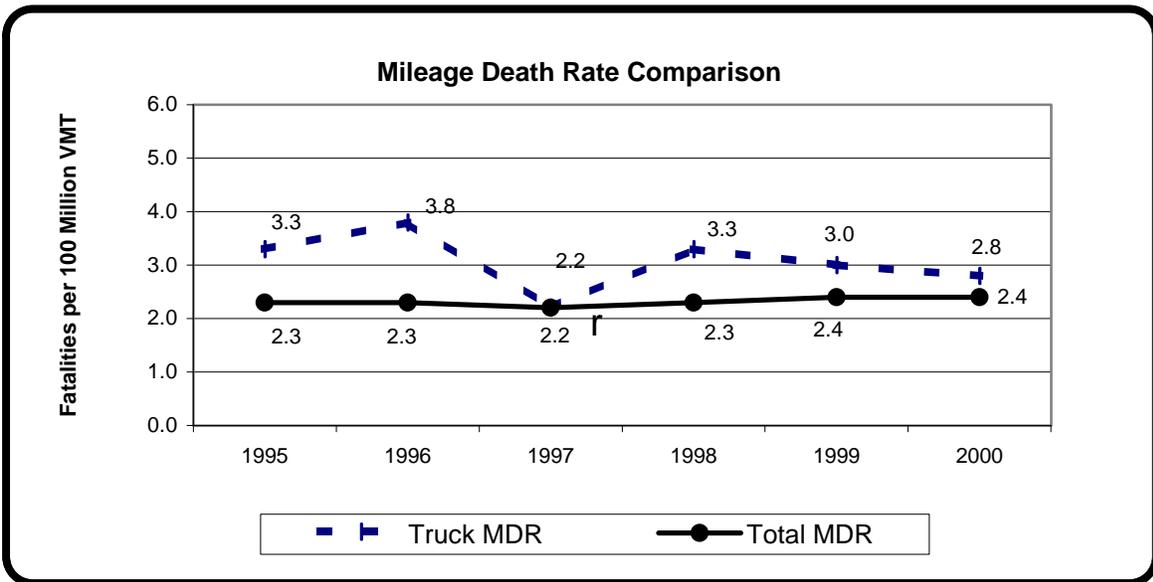
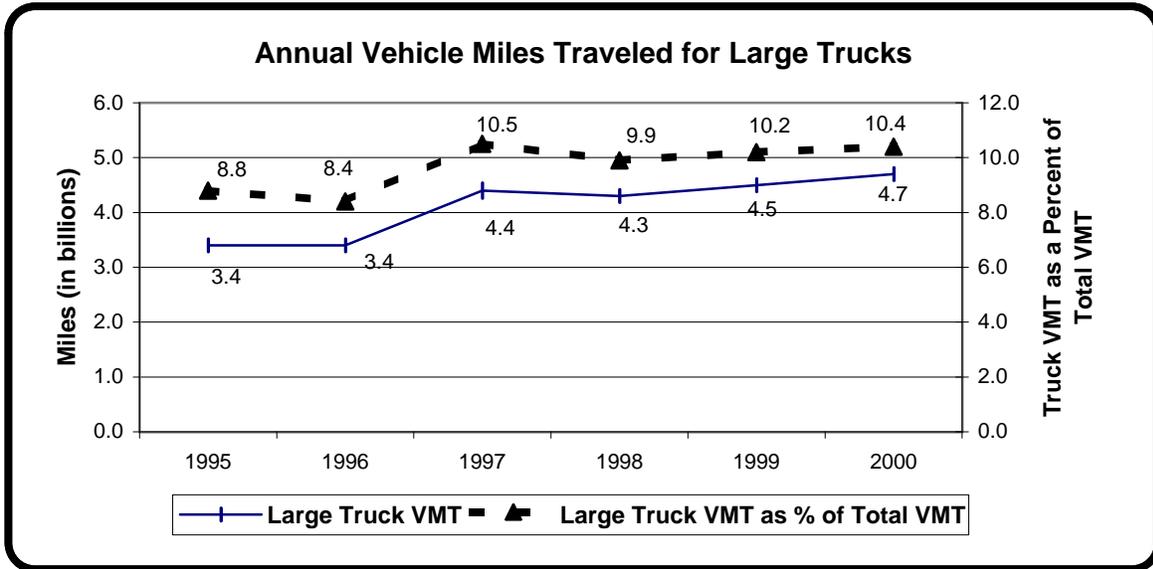
*Mileage Death Rate (MDR) is the number of fatalities in CMV collisions per 100 million Large Truck Vehicle Miles Traveled (VMT). Large Truck VMT is estimated by South Carolina Department of Transportation (SCDOT). A "Large Truck" is defined as having at least two axles and dual rear tires.



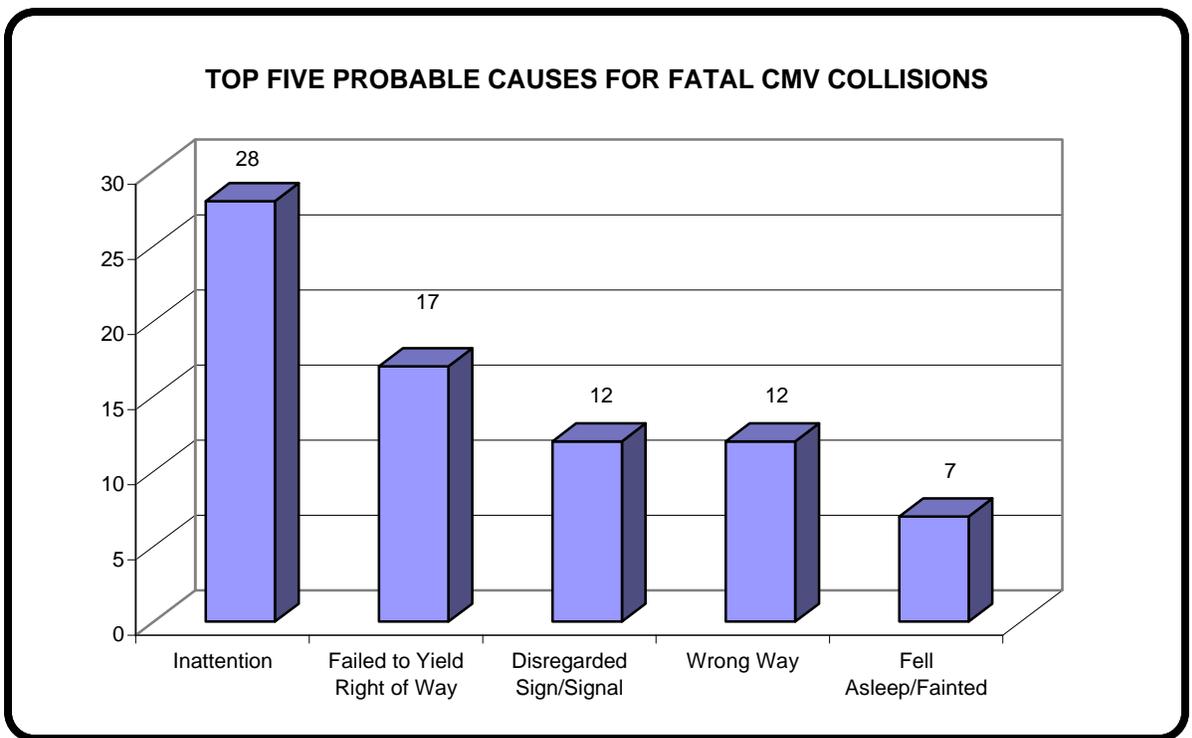
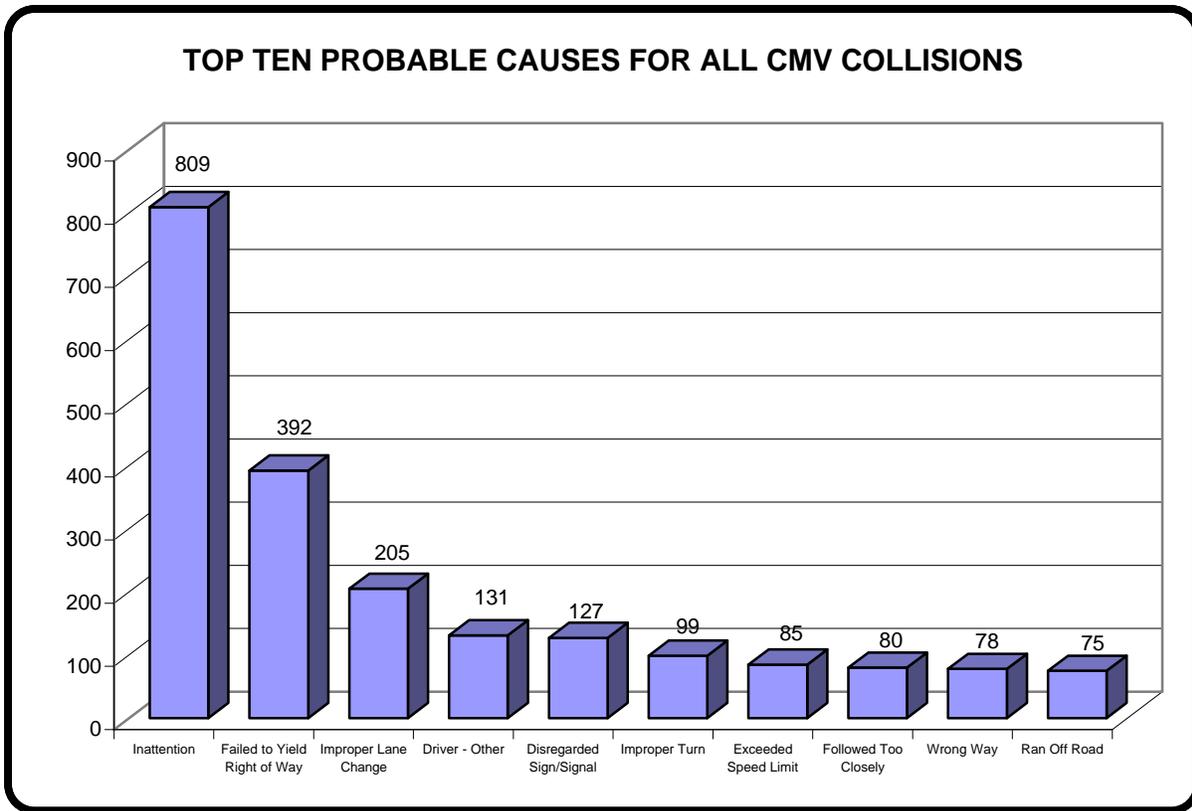
TRAFFIC TRENDS 1995 - 2000



VEHICLE MILES TRAVELED (VMT)



Mileage Death Rate (MDR) is the number of fatalities per 100 million Vehicle Mile Traveled (VMT) "Total MDR" is the MDR for all motor vehicles. "Truck MDR" is the MDR for large trucks that meet the definition below. Large Truck Vehicle Miles Traveled (VMT) is estimated by the South Carolina Department of Transportation. A "Large Truck" is defined as having at least two axles and dual rear tires. Truck MDR is computed using fatalities in CMV collisions and VMT for Large Trucks.



TRAFFIC COLLISIONS BY PROBABLE CAUSE

PROBABLE CAUSE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
UNDER INF. ALCOHOL & DRUGS	1	6	1	8	1	8
UNDER INF. DRUGS	0	4	7	11	0	11
UNDER INF. ALCOHOL	2	25	16	43	3	39
FAILED TO YIELD RIGHT-OF-WAY	17	211	164	392	20	431
DISREGARDED SIGN / SIGNAL	12	76	39	127	13	143
EXCEEDED SPEED LIMIT	3	41	41	85	3	59
RAN OFF ROAD	2	29	44	75	2	61
MADE IMPROPER TURN	0	41	58	99	0	73
WRONG SIDE OR WAY	12	40	26	78	14	78
FOLLOWED TOO CLOSELY	0	46	34	80	0	82
IMPROPER LANE CHANGE	2	88	115	205	2	145
IMPROPER BACKING	0	17	18	35	0	24
IMPROPER PASSING	3	28	27	58	3	52
IMPROPER SIGNAL	0	1	0	1	0	2
IMPROPER PARKING	0	4	9	13	0	4
FELL ASLEEP / FAINTED	7	42	22	71	8	91
DIDN'T COMPLY W/LIC RESTRICTION	0	0	0	0	0	0
HANDICAPPED	0	2	0	2	0	3
INATTENTION	28	407	374	809	37	832
OTHER	7	72	52	131	8	142
DRIVER SUBTOTAL	96	1,180	1,047	2,323	114	2,280
SMOKE / FOG / SMOG	1	5	4	10	1	13
SLEET / HAIL	0	0	3	3	0	0
BLOWING SAND/SOIL/DIRT	0	0	0	0	0	0
SEVERE CROSSWIND	0	0	2	2	0	0
RAIN / SNOW	0	7	17	24	0	9
SIGN OBSTRUCTION	0	0	0	0	0	0
VEGETATION OBSTRUCTION	0	0	1	1	0	0
SNOW BANK OBSTRUCTION	0	0	1	1	0	0
HILL / BUILDING OBSTRUCTION	0	0	1	1	0	0
CURVE IN ROADWAY	0	0	2	2	0	0
ANIMAL IN ROADWAY	0	6	17	23	0	8
OTHER	0	1	6	7	0	1
ENVIRONMENT SUBTOTAL	1	19	54	74	1	31
UNDER INFLUENCE ALC & DRUGS	0	0	0	0	0	0
UNDER INFLUENCE DRUGS	0	0	0	0	0	0
UNDER INFLUENCE ALCOHOL	0	2	0	2	0	2
FAILED TO YIELD RIGHT-OF-WAY	0	3	2	5	0	11
DISREGARDED SIGN/SIGNAL	0	0	0	0	0	0
ILLEGALLY IN ROAD	2	1	1	4	2	2
BICYCLE VIOLATION	0	0	0	0	0	0
CLOTHING NOT VISIBLE	0	0	0	0	0	0
OTHER	1	0	0	1	1	0
OTHER PERSON SUBTOTAL	3	6	3	12	3	15
UNDER INF ALCOHOL OR DRUGS	0	0	0	0	0	0
OBSTRUCTED DRIVER'S VIEW	0	0	0	0	0	0
FELL OFF VEHICLE	0	1	0	1	0	1
OTHER	0	0	0	0	0	0
PASSENGER SUBTOTAL	0	1	0	1	0	1
WET	0	8	6	14	0	15
ICY / SLUSHY	0	3	15	18	0	5
DEBRIS	1	1	7	9	1	1
RUTS/HOLES/BUMPS	0	0	0	0	0	0
WORN POLISHED SURFACE	0	0	0	0	0	0
OBSTRUCTION IN ROAD	0	1	0	1	0	3
TRAFFIC CONTROLS INOPERATIVE	0	0	0	0	0	0
SHOULDERS / LOW / HIGH / SOFT	0	0	2	2	0	0
OTHER	0	2	2	4	0	3
ROAD SUBTOTAL	1	15	32	48	1	27
BRAKES	0	13	7	20	0	20
STEERING	0	0	6	6	0	0
POWER PLANT	0	2	0	2	0	2
SUSPENSION	0	0	4	4	0	0
TIRES / EXHAUST	3	12	21	36	10	18
LIGHTS	0	2	0	2	0	2
SIGNAL/WINDSHIELD/WINDOWS	0	1	0	1	0	2
RESTRAINT SYSTEMS	0	0	2	2	0	0
WHEELS	0	1	10	11	0	2
TRUCK COUPLING	0	2	6	8	0	3
CARGO	1	11	18	30	1	13
FIRE	0	0	0	0	0	0
JACK-KNIFED	1	3	4	8	1	6
VEHICLE SUBTOTAL	5	47	78	130	12	68
OTHER CAUSES	1	16	29	46	1	33
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

DRIVERS IN CMV COLLISIONS WHO CONTRIBUTED TO COLLISION**

COLLISION	COLLISION TYPE						PERSONS	
	FATAL	% FATAL	INJURY	PDO*	TOTAL	% OF TOTAL	KILLED	INJURED
CMV	11	14.9	388	310	709	41.0	18	643
NON-CMV	55	74.3	430	421	906	52.4	61	963
BOTH	7	9.5	20	26	53	3.1	9	33
NEITHER	1	1.4	27	34	62	3.6	1	36
TOTALS	74	100.0	865	791	1,730	100.0	89	1,675

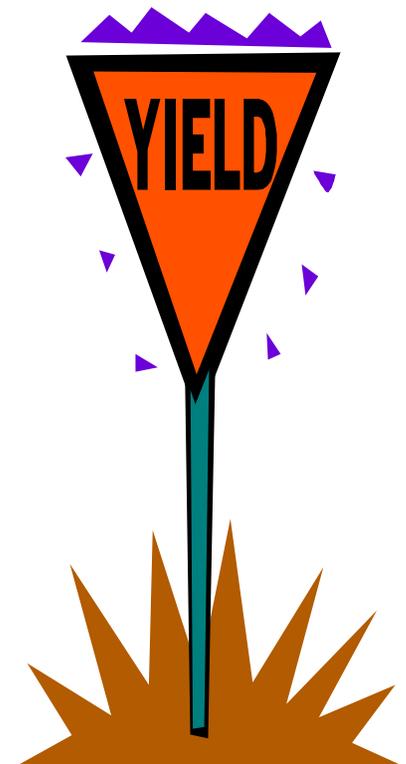
*Property Damage Only

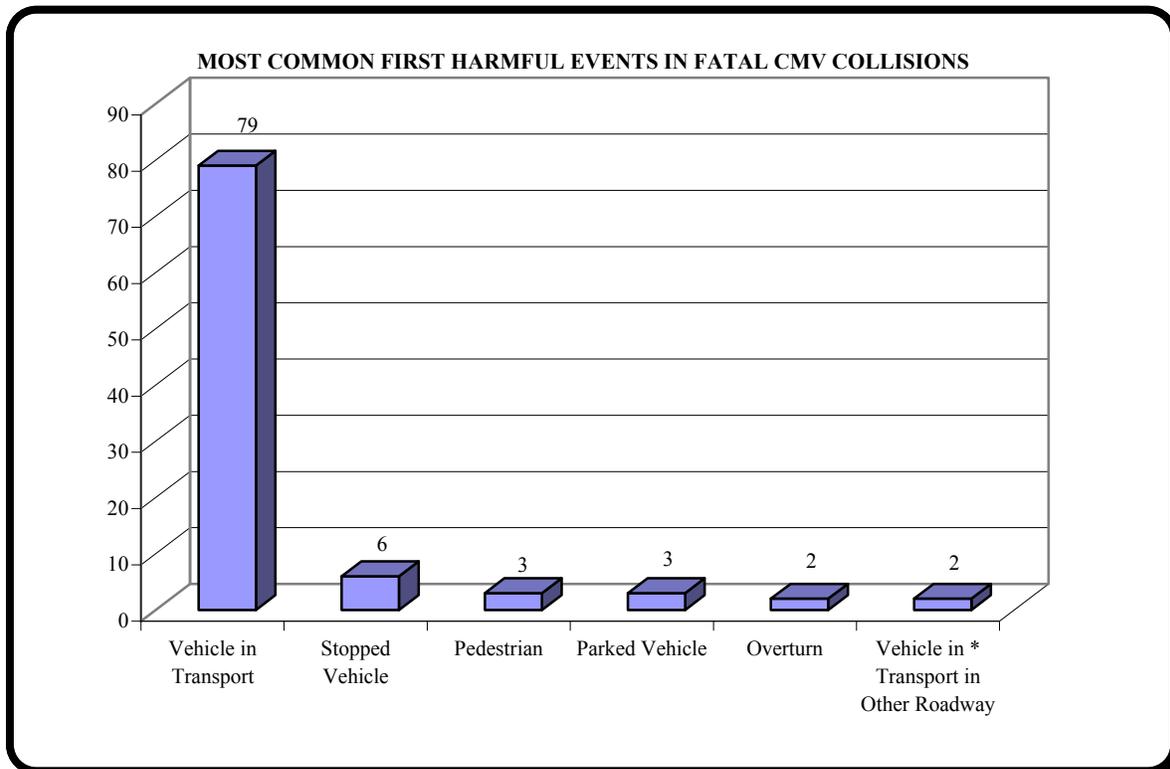
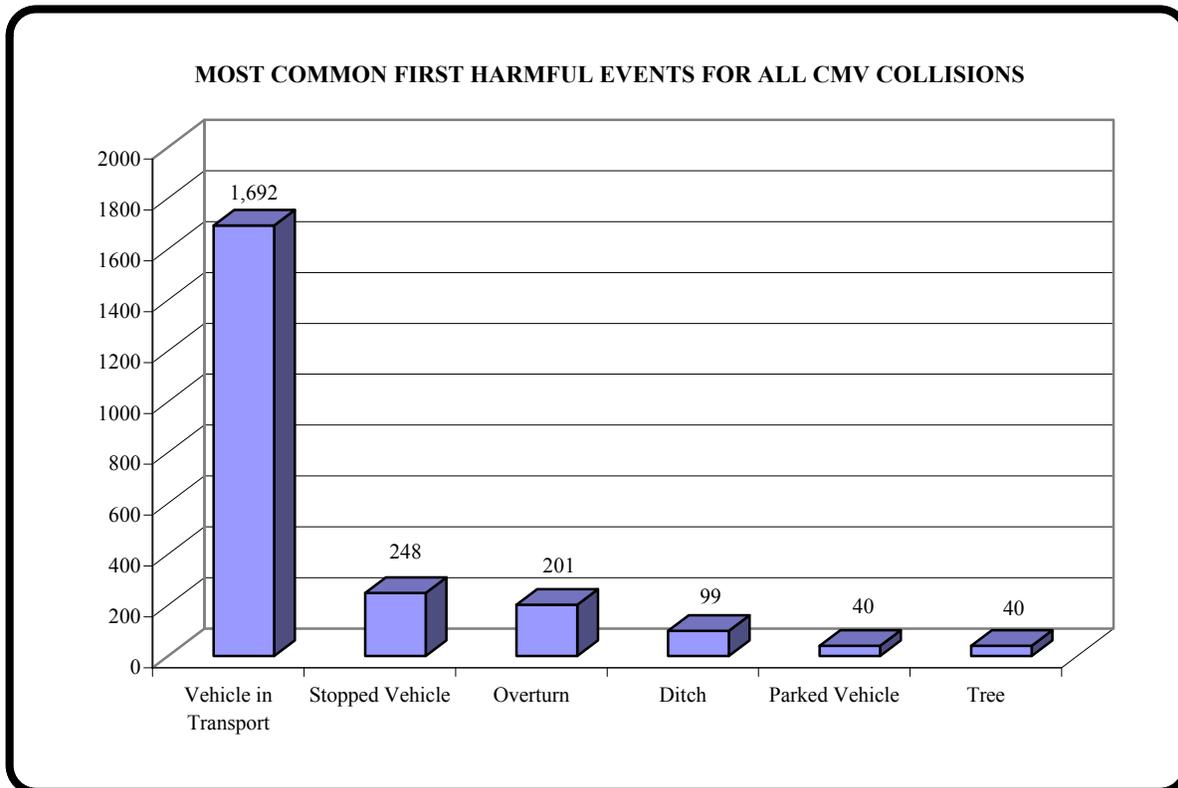
**This table counts only two vehicle collisions between a CMV and a Non-CMV .

CONTRIBUTED TO COLLISION BY PROBABLE CAUSE*

PROBABLE CAUSE	CONTRIBUTED TO COLLISION				TOTAL
	CMV	NON-CMV	BOTH	NONE	
DRIVER	661	845	48	41	1,595
ENVIRONMENT	8	18	2	5	33
NON-PASSENGER	0	6	1	0	7
PASSENGER	0	1	0	0	1
ROAD	4	13	0	4	21
VEHICLE	25	20	2	5	52
OTHER	11	3	0	7	21
TOTAL	709	906	53	62	1,730

*This table counts only two vehicle collisions between a CMV and a Non-CMV.





*Also with two (2) fatal collisions are motorcyclist and ditch.

TRAFFIC COLLISIONS BY FIRST HARMFUL EVENT

FIRST HARMFUL EVENT (FHE)	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
OVERTURN	2	94	105	201	2	104
FIRE / EXPLOSION	0	0	3	3	0	0
IMMERSSION	0	2	1	3	0	3
GAS INHALATION	0	1	0	1	0	2
FALLING OBJECT	0	2	4	6	0	2
SPILL (2W VEH IN SINGLE VEH COLL)	0	1	1	2	0	1
JACK-KNIFE	0	5	24	29	0	7
OTHER NON-COLLISION	0	9	24	33	0	12
NON-COLLISION SUBTOTAL	2	114	162	278	2	131
PEDESTRIAN	3	3	0	6	3	4
OTHER OBJECT NON-FIXED	0	4	11	15	0	7
PARKED VEHICLE	3	17	20	40	4	35
STOPPED VEHICLE	6	141	101	248	7	317
VEHICLE IN TRANSPORT	79	870	743	1,692	101	1,722
VEH. IN TRANSP. OTHER ROADWAY	2	8	8	18	2	11
RAILWAY TRAIN	1	1	4	6	1	1
PEDALCYCLIST	1	2	0	3	1	2
MOTORCYCLIST	2	0	0	2	3	0
MOPED	0	0	0	0	0	0
DOMESTIC ANIMAL WITH RIDER	0	0	0	0	0	0
DOMESTICATED ANIMAL	0	1	5	6	0	1
DEER	0	1	4	5	0	2
OTHER ANIMALS	0	0	1	1	0	0
OBJECT NOT FIXED SUBTOTAL	97	1,048	897	2,042	122	2,102
HIGHWAY GUARDRAIL END	0	4	11	15	0	4
HIGHWAY GUARDRAIL FACE	1	10	17	28	1	16
CRASH CUSHION	0	0	0	0	0	0
UTILITY POLE	0	3	6	9	0	3
LIGHT STANDARD	0	0	0	0	0	0
TREE	0	17	23	40	0	23
FIRE HYDRANT	0	0	0	0	0	0
PIER/COLUMN	0	0	0	0	0	0
OVERHEAD SIGN SUPPORT	0	0	1	1	0	0
HIGHWAY SIGN POST	0	6	5	11	0	6
TRAFFIC SIGNAL POST	0	0	1	1	0	0
OTHER POST	0	0	1	1	0	0
BARRICADE	0	1	1	2	0	1
CULVERT HEADWALL	0	0	2	2	0	0
CURBING	0	2	1	3	0	3
RETAINING WALL	0	1	1	2	0	1
MEDIAN BARRIER	0	2	3	5	0	2
ROCK/STONE SIDESLOPE	0	1	0	1	0	1
EARTH SIDESLOPE	1	12	13	26	1	47
BUILDING	0	0	0	0	0	0
FENCE OTHER THAN MEDIAN	1	2	7	10	1	3
BOULDER	0	0	0	0	0	0
DITCH	2	38	59	99	2	76
OVERHEAD STRUCT/UNDERPASS	0	2	2	4	0	2
OTHER FIXED OBJECTS	1	3	5	9	1	8
TRASH DUMPSTER	0	0	0	0	0	0
MAILBOX	0	2	4	6	0	2
BRIDGE/PIER/ABUTMENT	0	2	4	6	0	2
BRIDGE PARAPET END	0	0	0	0	0	0
BRIDGE RAIL	0	1	1	2	0	1
FIXED OBJECT SUBTOTAL	6	109	168	283	6	201
OTHER OBJECT	2	13	16	31	2	21
ROAD DEFECT	0	0	0	0	0	0
UNKNOWN	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
OTHER SUBTOTAL	2	13	16	31	2	21
YEAR TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

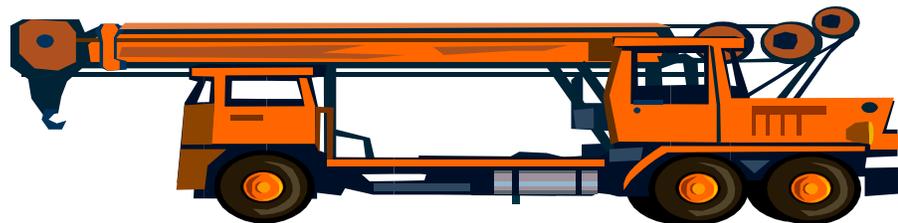
TRAFFIC COLLISIONS BY MANNER OF COLLISION

MANNER OF COLLISION	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
NOT COLLISION WITH VEH. IN TRANSPORT	14	233	357	604	14	344
REAR END	19	379	264	662	25	829
HEAD-ON	21	24	13	58	31	59
REAR TO REAR	0	6	4	10	0	10
ANGLE	48	483	394	925	57	949
SIDESWIPE - SAME DIRECTION	4	113	160	277	4	185
SIDESWIPE - OPPOSITE DIRECTION	0	33	31	64	0	62
BACKED INTO	1	13	17	31	1	17
UNKNOWN	0	0	3	3	0	0
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

MANNER OF COLLISION	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
NOT COLLISION WITH VEH. IN TRANSPORT	13.1%	18.1%	28.7%	22.9%	10.6%	14.0%
REAR END	17.8%	29.5%	21.2%	25.1%	18.9%	33.8%
HEAD-ON	19.6%	1.9%	1.0%	2.2%	23.5%	2.4%
REAR TO REAR	0.0%	0.5%	0.3%	0.4%	0.0%	0.4%
ANGLE	44.9%	37.6%	31.7%	35.1%	43.2%	38.7%
SIDESWIPE - SAME DIRECTION	3.7%	8.8%	12.9%	10.5%	3.0%	7.5%
SIDESWIPE - OPPOSITE DIRECTION	0.0%	2.6%	2.5%	2.4%	0.0%	2.5%
BACKED INTO	0.9%	1.0%	1.4%	1.2%	0.8%	0.7%
UNKNOWN	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Property Damage Only



Part III - Collision Characteristics

There are many characteristics associated with CMV collisions. Patterns in these characteristics can provide insight into the cause of collisions and may ultimately lead to effective countermeasures for reducing the number of collisions that occur and minimizing the severity of those that will still occur. The data provided on the following pages may raise interesting questions for those interested in highway safety. These questions may in turn lead to research, which addresses a particular collision characteristic. Here are some examples of CMV collision characteristics for 2000:

A. Driver

- ◆ Males make up the vast majority of CMV drivers in collisions, likely mirroring the population of CMV drivers.
- ◆ The Apparent Driver Condition (ADC) of 94.3% of CMV drivers involved in crashes was “Appeared Normal”. Less than one-half of one percent of CMV driver’s ADC was “Had Been Drinking”
- ◆ Female drivers were involved in 41.1% of all traffic collisions in S.C. in 2000, yet they made up 40.7% of Non-CMV drivers involved in collisions with CMV’s.

B. Time

- ◆ Fatal collisions occurred much more often during the day than at night.
- ◆ The month of October had the most fatal collisions (14), followed by March and November (11).
- ◆ CMV collisions are much more likely to occur during the week (Monday-Friday) as opposed to weekend. More fatal CMV collisions occurred on Monday (22) and Thursday (20).

C. Location

- ◆ More CMV collisions and fatal CMV collisions occurred on U.S. primary routes than any other route category.
- ◆ U.S. primary routes account for 4.3% greater proportion of fatal CMV collisions than it does for all CMV collisions.
- ◆ Richland (195) and Charleston (187) had more CMV collisions than any other county. Richland had the most fatal collisions (8), followed by Greenville and Anderson (6).

D. Environment

- ◆ The vast majority of CMV collisions occurred during the day in clear weather, and on dry, straight, and level roads.

E. Vehicles

- ◆ Tractors with Semi-Trailers comprised 64.4% of CMV’s involved in collisions.
- ◆ Less than 3% of CMV’s involved in all collisions and fatal collisions were carrying hazardous materials.

AGE AND SEX OF CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	2	0	2
15 to 24	3	170	0	173
25 to 34	56	703	0	759
35 to 44	52	721	0	773
45 to 54	45	649	0	694
55 to 64	20	315	0	335
65 to 74	1	66	0	67
75 to 84	0	6	0	6
85 & OLDER	0	0	0	0
UNKNOWN	0	10	0	10
TOTALS**	177	2,642	0	2,819

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	1	5	0	6
25 to 34	1	28	0	29
35 to 44	1	33	0	34
45 to 54	0	27	0	27
55 to 64	0	18	0	18
65 to 74	0	4	0	4
75 to 84	0	1	0	1
85 & OLDER	0	0	0	0
UNKNOWN	0	2	0	2
TOTALS**	3	118	0	121

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	2	0	2
15 to 24	1	80	0	81
25 to 34	35	332	0	367
35 to 44	26	346	0	372
45 to 54	32	307	0	339
55 to 64	15	151	0	166
65 to 74	1	30	0	31
75 to 84	0	2	0	2
85 & OLDER	0	0	0	0
UNKNOWN	0	2	0	2
TOTALS**	110	1,252	0	1,362

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	1	85	0	86
25 to 34	20	343	0	363
35 to 44	25	342	0	367
45 to 54	13	315	0	328
55 to 64	5	146	0	151
65 to 74	0	32	0	32
75 to 84	0	3	0	3
85 & OLDER	0	0	0	0
UNKNOWN	0	5	0	5
TOTALS**	64	1,271	0	1,335

**Includes drivers whose age and sex were not recorded on the report, hit and run collisions for which driver information was not available and also includes parked cars with no driver.

AGE AND SEX OF NON-CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	3	0	3
15 to 24	232	279	0	511
25 to 34	213	284	0	497
35 to 44	190	258	0	448
45 to 54	149	175	13	337
55 to 64	84	127	0	211
65 to 74	57	88	0	145
75 to 84	25	52	0	77
85 & OLDER	7	15	2	24
UNKNOWN	1	11	87	99
TOTALS**	958	1,292	102	2,352

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	4	11	0	15
25 to 34	11	11	0	22
35 to 44	5	15	0	20
45 to 54	6	5	0	11
55 to 64	3	6	0	9
65 to 74	3	13	0	16
75 to 84	1	3	0	4
85 & OLDER	1	3	0	4
UNKNOWN	0	1	3	4
TOTALS**	34	69	3	106

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	134	133	0	267
25 to 34	124	155	0	279
35 to 44	117	138	0	255
45 to 54	89	86	5	180
55 to 64	50	65	0	115
65 to 74	32	51	0	83
75 to 84	14	27	0	41
85 & OLDER	3	6	0	9
UNKNOWN	1	2	29	32
TOTALS**	564	664	34	1,262

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	94	135	0	229
25 to 34	78	118	0	196
35 to 44	68	105	0	173
45 to 54	54	84	8	146
55 to 64	31	56	0	87
65 to 74	22	24	0	46
75 to 84	10	22	0	32
85 & OLDER	3	6	2	11
UNKNOWN	0	8	55	63
TOTALS**	360	559	65	984

**Includes drivers whose age and sex were not recorded on the report, hit and run collisions for which driver information was not available and also includes parked cars with no driver.

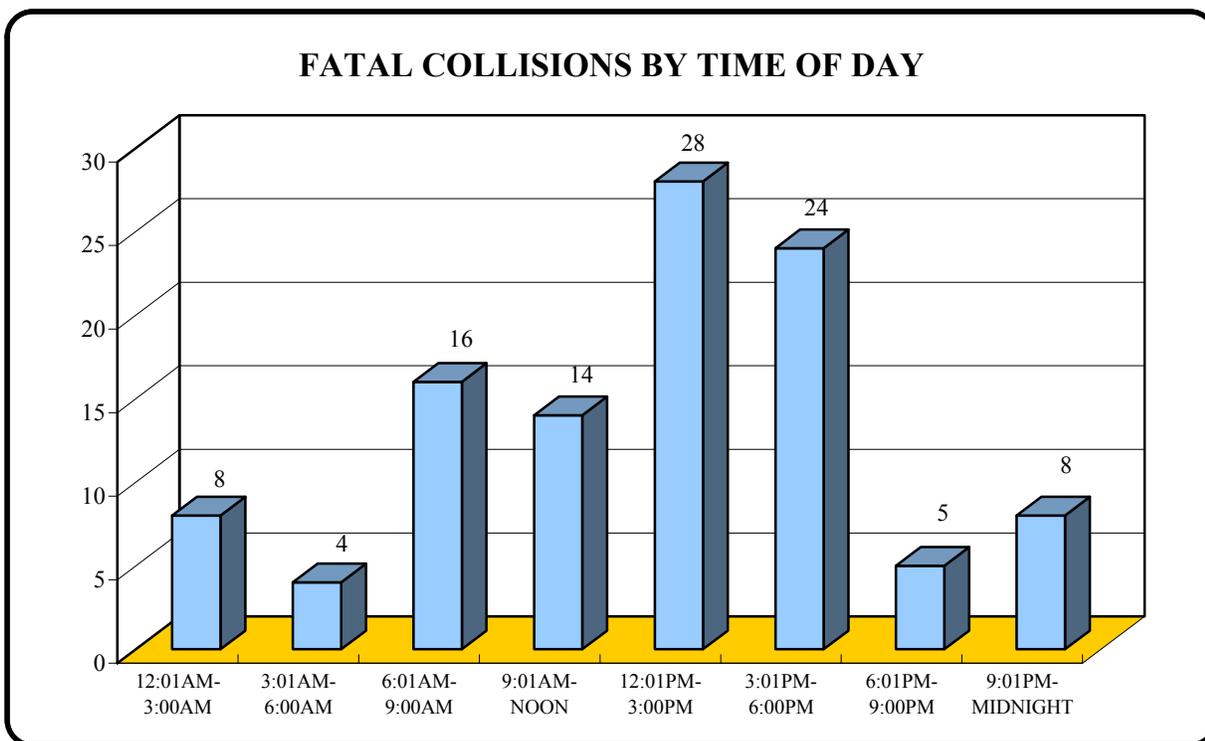
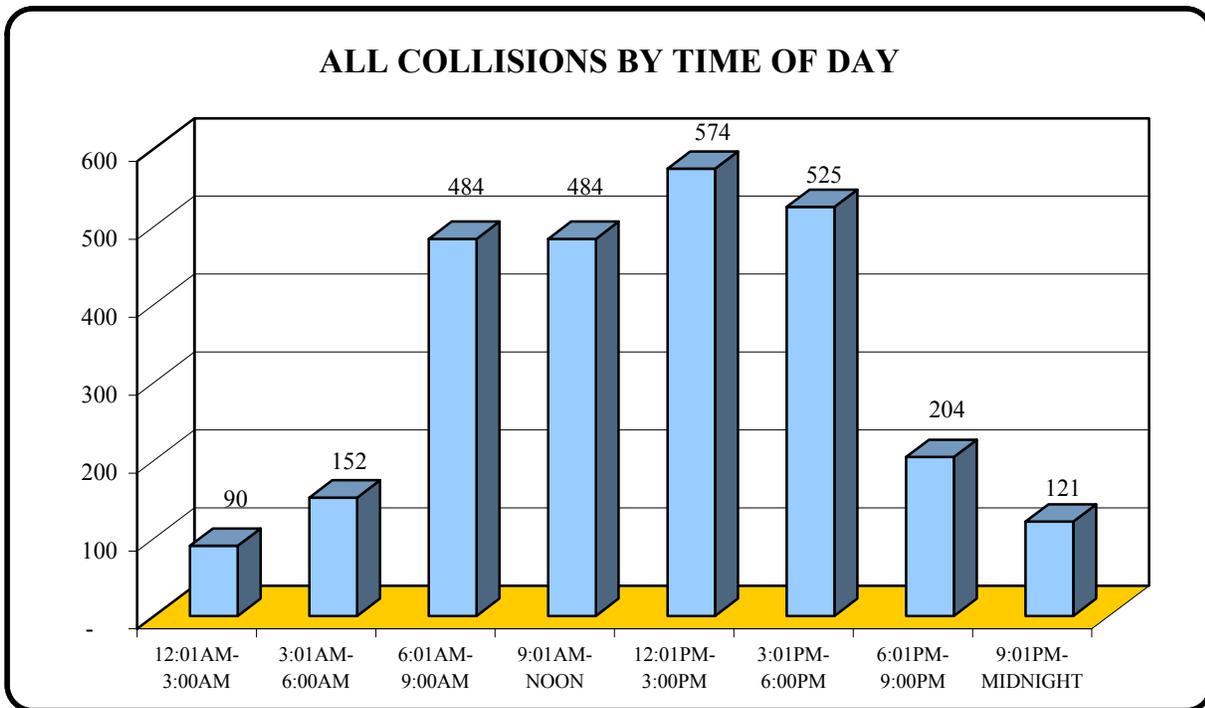
APPARENT DRIVER CONDITION**

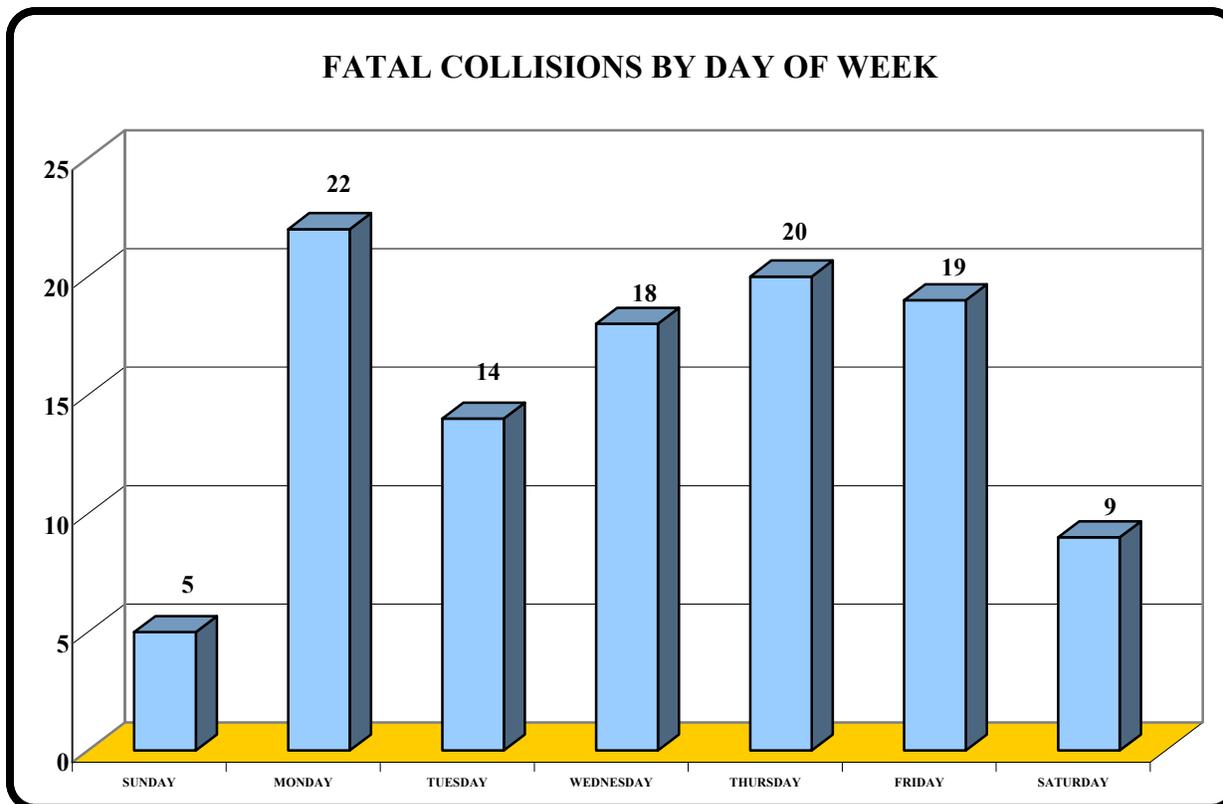
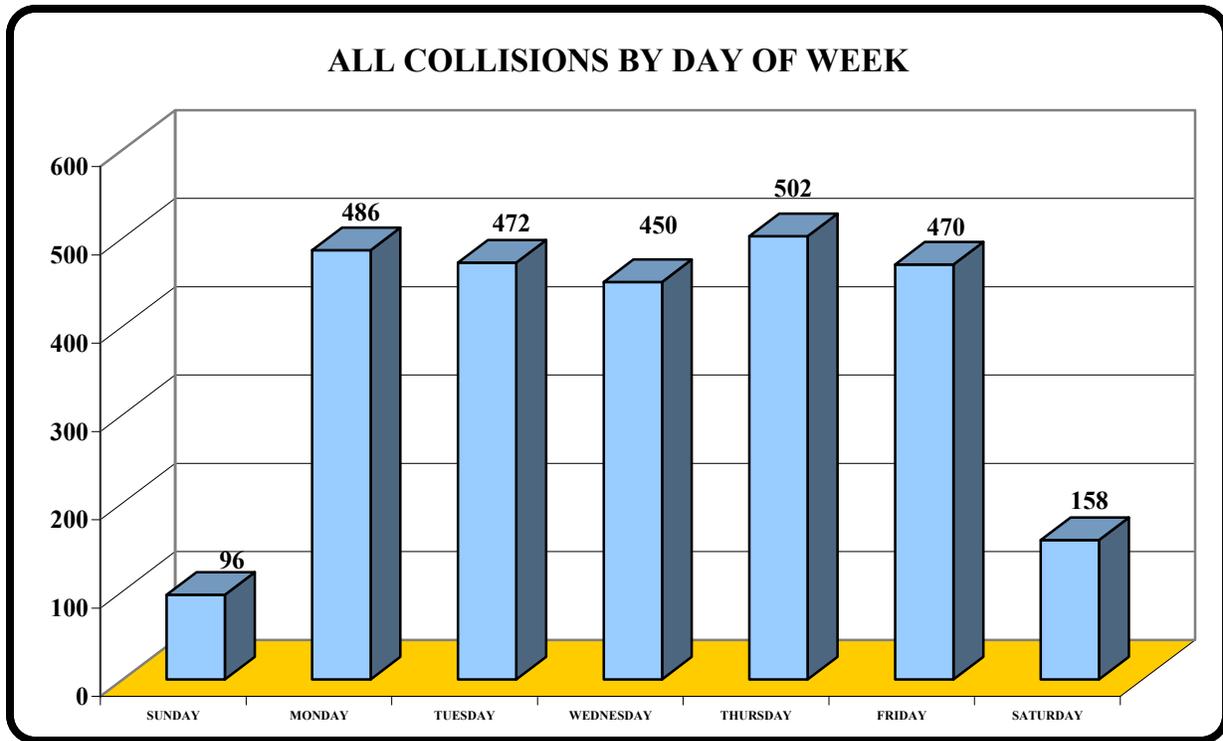
APPARENT DRIVER CONDITION	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
APPEARED NORMAL	66	819	743	1,628	73	1,578
HAD BEEN DRINKING	0	4	4	8	0	8
ILLEGAL DRUG USE	0	0	1	1	0	0
SICK	0	1	1	2	0	2
FATIGUE	0	3	2	5	0	6
MEDICATION	0	1	0	1	0	3
UNKNOWN	8	36	37	81	16	77
TOTALS	74	864	788	1,726	89	1,674

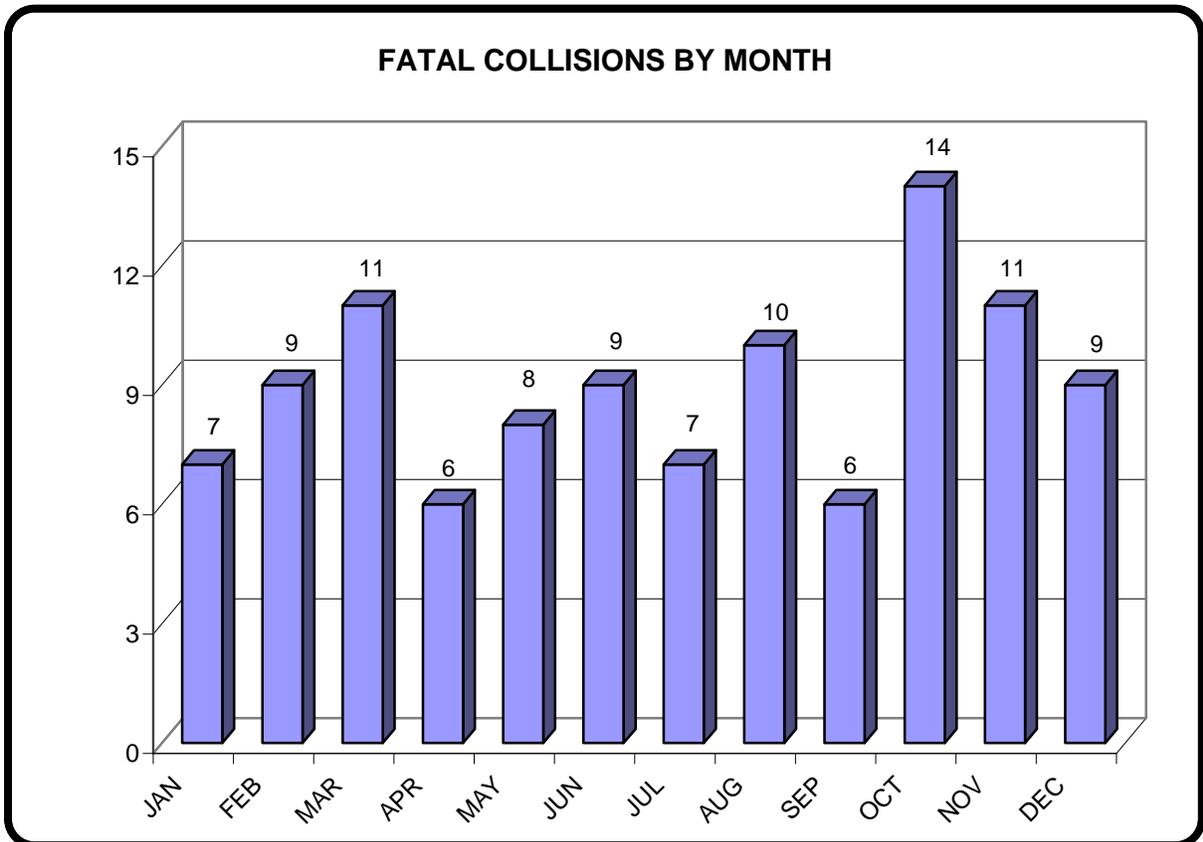
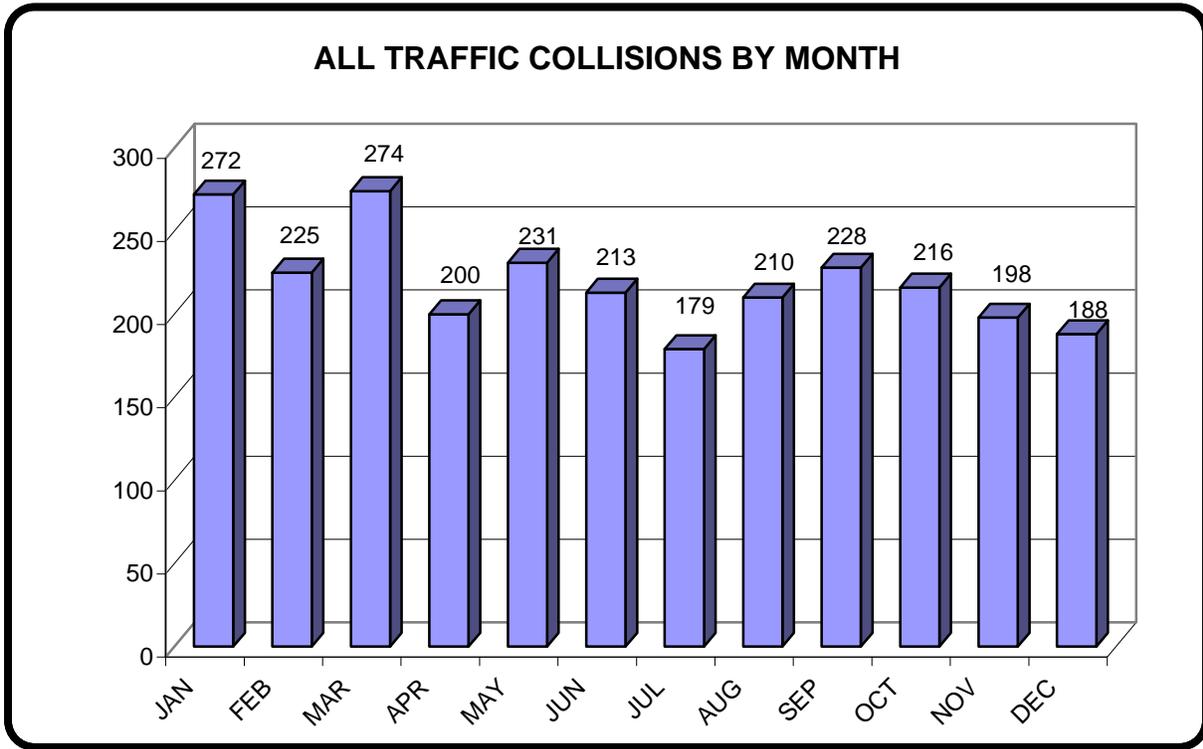
* Property Damage Only

**This table represents all CMV drivers in qualified collisions, therefore totals may not be the same as in other tables.

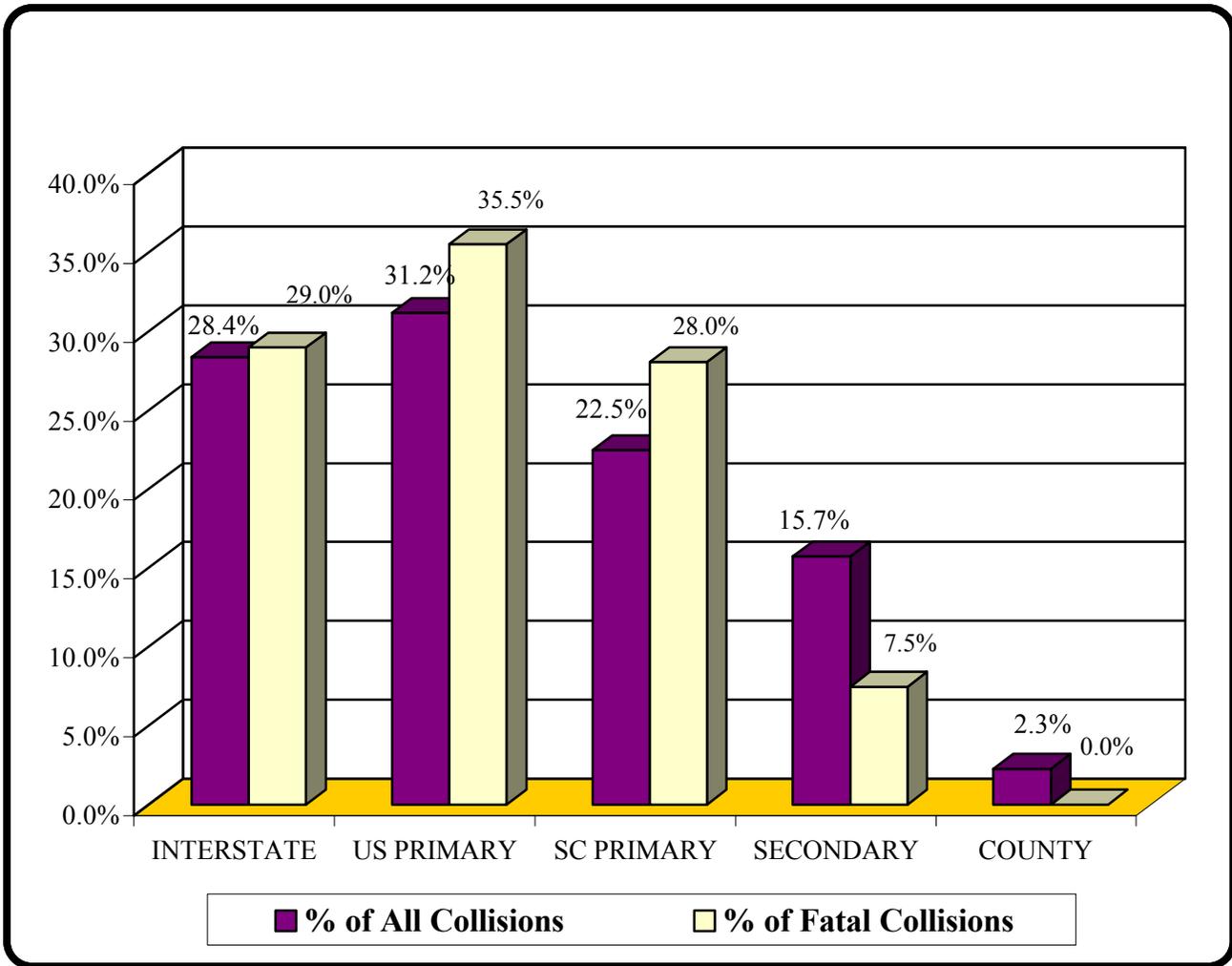
NOTE: STARTING IN 2001 THE FEDERAL GOVERNMENT WILL NO LONGER REQUIRE STATES TO REPORT THIS DATA ELEMENT THROUGH SAFETYNET. IT WAS DEEMED TOO DIFFICULT FOR THE RESPONDING OFFICER, SEVERAL MINUTES AFTER THE COLLISION, TO DETERMINE THE PHYSICAL OR MENTAL STATE OF THE DRIVER AT THE TIME OF THE COLLISION.

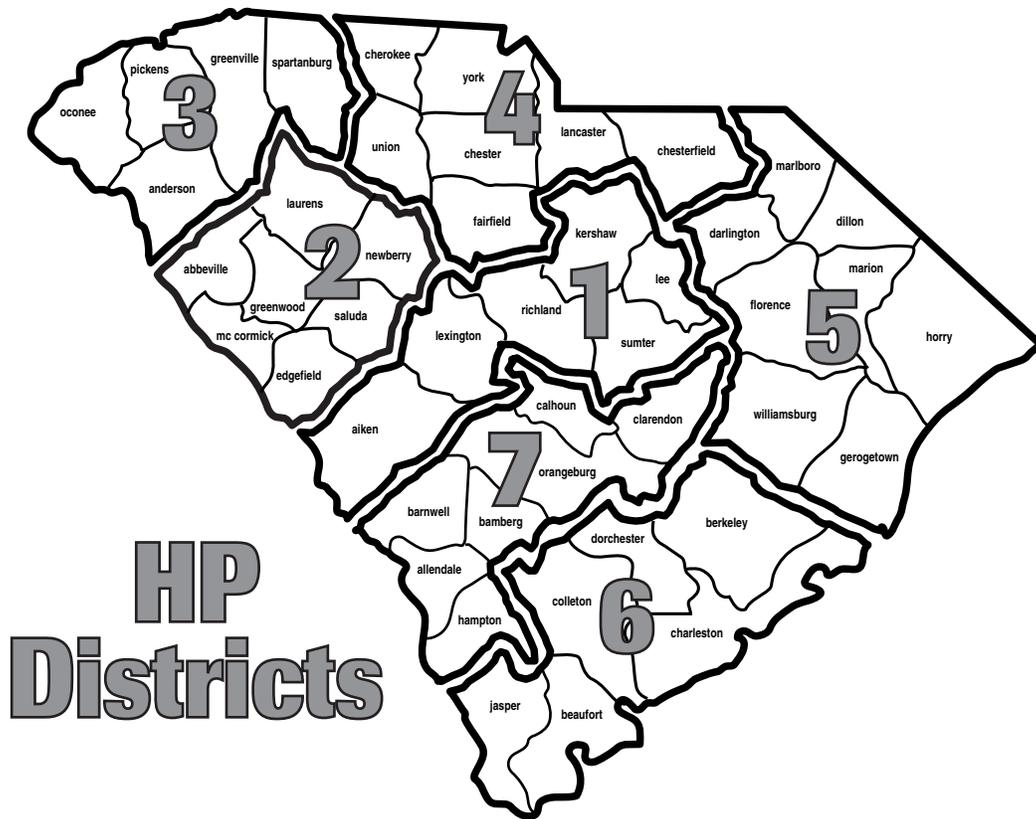
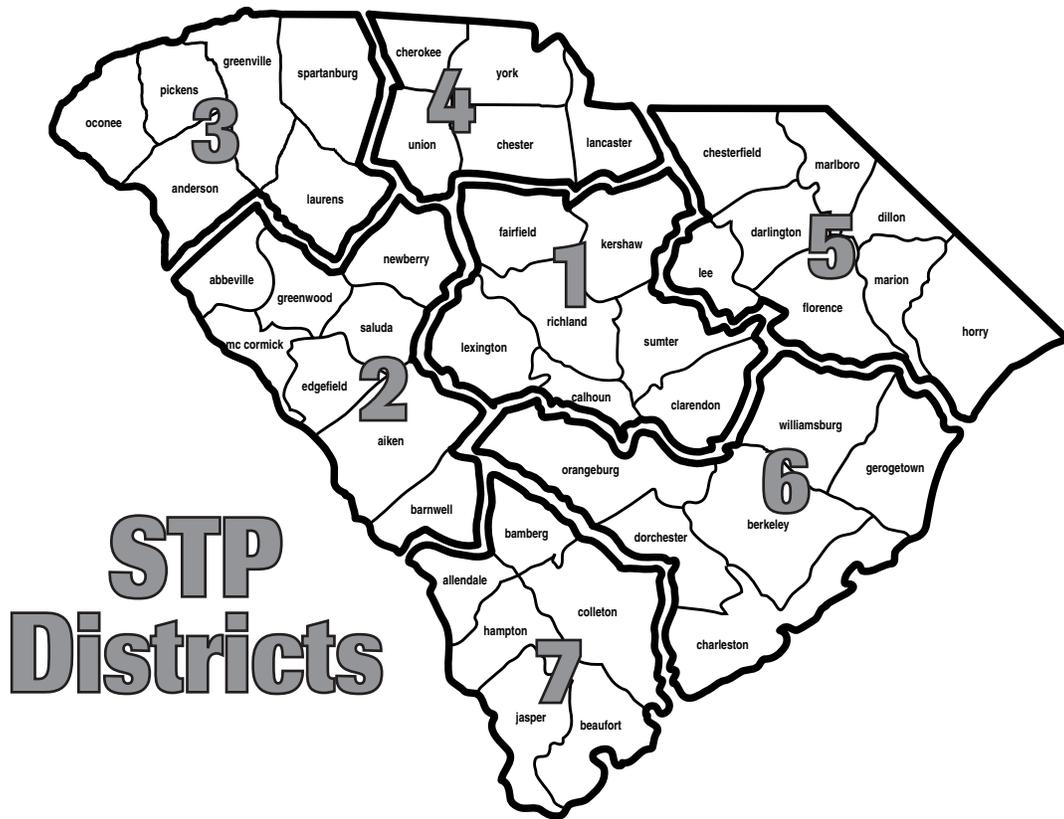






CMV COLLISIONS BY ROUTE CATEGORY





CMV COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

STATE TRANSPORT POLICE DISTRICT	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
1	19	245	228	492	30	508
2	7	115	99	221	10	197
3	26	227	281	534	33	424
4	13	129	141	283	14	204
5	18	223	198	439	19	509
6	17	276	203	496	18	494
7	7	69	93	169	8	119
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

CMV COLLISIONS BY HIGHWAY PATROL DISTRICT

HIGHWAY PATROL DISTRICT	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
1	19	269	233	521	30	563
2	6	84	79	169	7	175
3	24	209	258	491	31	363
4	16	169	173	358	17	267
5	18	230	190	438	20	522
6	16	227	214	457	17	392
7	8	96	96	200	10	173
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

STATE TRANSPORT POLICE DISTRICT STATISTICS

STATE TRANSPORT POLICE DISTRICT	TOTAL COLLISIONS	TOTAL ROAD MILES	TOTAL NUMBER OF MOTOR CARRIERS**	TOTAL NUMBER OF PATROL OFFICERS***
1	492	7,217.19	1,414	16
2	221	6,066.22	823	12
3	534	6,708.81	2,671	17
4	283	4,392.38	1,024	10
5	439	7,313.99	1,332	12
6	496	6,098.63	1,088	17
7	169	3,733.08	661	11
TOTALS	2,634	41,530.30	9,013	95

*Source: South Carolina Department of Transportation. Includes roads in the State Highway System and excludes county roads.

**These figures count only the numbers of Interstate carriers with USDOT registration numbers. Therefore, the total number of carriers are underrepresented by these numbers.

***This includes only officers assigned to a specific district as of October 1, 2001.

HIGHWAY PATROL DISTRICT STATISTICS

HIGHWAY PATROL DISTRICT	TOTAL COLLISIONS	TOTAL ROAD MILES*	TOTAL NUMBER OF MOTOR CARRIERS**	TOTAL NUMBER OF PATROL OFFICERS***
1	521	7,329.40	1,636	141
2	169	5,008.81	534	99
3	491	5,655.81	2,586	182
4	358	6,124.01	1,236	112
5	438	7,311.58	1,235	146
6	457	4,977.10	1,125	121
7	200	5,123.59	661	86
TOTALS	2,634	41,530.30	9,013	887

*Source: South Carolina Department of Transportation. Includes roads in the State Highway System and excludes county roads.

**These figures count only the numbers of Interstate carriers with USDOT registration numbers. Therefore, the total number of carriers are underrepresented by these numbers.

***This includes only officers assigned to a specific district as of December, 2000.

BUS COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

STATE TRANSPORT POLICE DISTRICT	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
1	0	34	12	46	0	150
2	0	9	5	14	0	37
3	0	19	10	29	0	91
4	1	3	6	10	1	5
5	0	32	7	39	0	156
6	0	25	11	36	0	77
7	0	7	4	11	0	20
TOTALS	1	129	55	185	1	536

*Property Damage Only

BUS COLLISIONS BY HIGHWAY PATROL DISTRICT

HIGHWAY PATROL DISTRICT	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
1	0	38	13	51	0	180
2	0	8	2	10	0	62
3	0	18	9	27	0	57
4	1	7	7	15	1	17
5	0	32	5	37	0	134
6	0	23	15	38	0	65
7	0	3	4	7	0	21
TOTALS	1	129	55	185	1	536

*Property Damage Only

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES*****COLLISIONS BY YEAR**

YEAR	COLLISION TYPE			TOTAL	PERSONS**	
	FATAL	INJURY	PDO*		KILLED	INJURED
1996	4	135	392	531	8	442
1997	1	152	220	373	1	580
1998	2	115	184	301	2	453
1999	3	103	235	341	4	473
2000	2	113	228	343	3	479
TOTALS	12	618	1,259	1,889	18	2,427

*Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE			TOTAL	PERSONS**	
	FATAL	INJURY	PDO*		KILLED	INJURED
January	0	12	19	31	0	32
February	1	12	23	36	1	46
March	0	13	31	44	0	95
April	0	6	18	24	0	42
May	0	11	30	41	0	43
June	0	4	1	5	0	7
July	0	3	1	4	0	4
August	0	11	20	31	0	49
September	1	12	21	34	2	58
October	0	13	22	35	0	58
November	0	10	26	36	0	37
December	0	6	16	22	0	8
TOTALS	2	113	228	343	3	479

*Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE			TOTAL	PERSONS**	
	FATAL	INJURY	PDO*		KILLED	INJURED
Day & Clear/Cloudy	1	91	187	279	2	416
Dark & Clear/Cloudy	1	10	16	27	1	25
Day & Rain	0	8	17	25	0	25
Dark & Rain	0	0	3	3	0	0
Day & Other Weather	0	2	4	6	0	2
Dark & Other Weather	0	2	1	3	0	11
TOTALS	2	113	228	343	3	479

*Property Damage Only

**Includes all fatalities and injuries in the collisions, not just those of the school bus riders.

***Source: "South Carolina Traffic Collision Factbook 2000", South Carolina Department of Public Safety. These tables include all school bus collisions, not just those meeting the SAFETYNET criteria for a CMV collision. Therefore, numbers here do not necessarily match those presented in other tables reporting bus collision statistics.

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES*****COLLISIONS BY DAY OF WEEK**

DAY OF WEEK	COLLISION TYPE			TOTAL	PERSONS**	
	FATAL	INJURY	PDO*		KILLED	INJURED
Sunday	0	32	55	87	0	114
Monday	0	24	51	75	0	136
Tuesday	1	20	45	66	1	95
Wednesday	1	21	38	60	2	87
Thursday	0	1	3	4	0	3
Friday	0	0	1	1	0	0
Saturday	0	15	35	50	0	44
TOTALS	2	113	228	343	3	479

*Property Damage Only

COLLISIONS BY TIME OF DAY

TIME OF DAY	COLLISION TYPE			TOTAL	PERSONS**	
	FATAL	INJURY	PDO*		KILLED	INJURED
12:01 AM - 3:00 AM	0	0	0	0	0	0
3:01 AM - 6:00 AM	0	0	2	2	0	0
6:01 AM - 9:00 AM	1	51	86	138	1	280
9:01 AM - NOON	0	2	14	16	0	7
12:01 PM - 3:00 PM	1	15	46	62	2	34
3:01 PM - 6:00 PM	0	43	77	120	0	152
6:01 PM - 9:00 PM	0	2	3	5	0	6
9:01 PM - MIDNIGHT	0	0	0	0	0	0
TOTALS	2	113	228	343	3	479

*Property Damage Only

COLLISIONS BY WHO CONTRIBUTED TO CRASH

UNITS INVOLVED	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Bus Driver Contributed	1	39	93	133
Bus Driver Did Not Contribute	1	77	137	215
TOTAL SCHOOL BUS DRIVERS	2	116	230	348
Other Driver Contributed	3	72	133	208
Other Driver Did Not Contribute	0	40	90	130
TOTAL OTHER DRIVERS	3	112	223	338
TOTALS	5	228	453	686

*Property Damage Only

**Includes all fatalities and injuries in the collisions, not just to the school bus riders.

***Source: "South Carolina Traffic Collision Factbook 2000", South Carolina Department of Public Safety. These tables include all school bus collisions, not just those meeting the SAFETYNET criteria for a CMV collision. Therefore, numbers here do not necessarily match those presented in other tables reporting bus collision statistics.

CMV TRAFFIC COLLISIONS ON SOUTH CAROLINA INTERSTATES

INTERSTATE 85 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	8	21	20	49	25	40	36.57
CHEROKEE	2	14	24	40	2	39	22.8
GREENVILLE	1	15	36	52	1	23	15.29
OCONEE	1	2	1	4	1	2	4.03
SPARTANBURG	0	32	40	72	0	48	27.59
I-85 TOTALS	12	84	121	217	29	152	106.28

INTERSTATE 26 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
BERKELEY	0	10	6	16	0	12	17.55
CALHOUN	0	7	6	13	0	9	17.44
CHARLESTON	0	23	22	45	0	37	16.95
DORCHESTER	1	3	12	16	1	6	17.42
LAURENS	0	2	4	6	0	37	15.58
LEXINGTON	0	17	18	35	0	26	21.83
NEWBERRY	2	9	5	16	2	19	27.76
ORANGEBURG	2	14	14	30	2	18	28.28
RICHLAND	1	6	15	22	8	10	12.45
SPARTANBURG	1	6	12	19	1	12	45.69
I-26 TOTALS	7	97	114	218	14	186	220.95

INTERSTATE 95 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
CLARENDON	2	8	11	21	4	17	34.22
COLLETON	0	5	20	25	0	7	28.30
DARLINGTON	0	1	0	1	0	10	7.01
DILLON	0	6	23	29	0	12	23.77
DORCHESTER	2	1	7	10	2	1	16.04
FLORENCE	1	8	16	25	1	18	21.21
HAMPTON	0	5	8	13	0	8	6.61
JASPER	2	13	12	27	3	16	33.90
ORANGEBURG	0	1	7	8	0	1	14.84
SUMTER	0	1	1	2	0	1	12.86
I-95 TOTALS	7	49	105	161	10	91	198.76

INTERSTATE 20 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	1	6	14	21	1	13	37.17
DARLINGTON	0	0	2	2	0	0	13.01
FLORENCE	1	1	0	2	1	2	2.36
KERSHAW	1	8	2	11	2	9	21.26
LEE	0	7	3	10	0	10	20.33
LEXINGTON	2	9	10	21	2	17	26.95
RICHLAND	3	14	24	41	3	22	20.43
I-20 TOTALS	8	45	55	108	9	73	141.51

INTERSTATE 77 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
CHESTER	0	3	5	8	0	3	18.82
FAIRFIELD	0	4	4	8	0	9	21.46
LEXINGTON	0	2	0	2	0	2	3.16
RICHLAND	2	8	13	23	2	27	26.27
YORK	0	13	18	31	0	18	21.34
I-77 TOTALS	2	30	40	72	2	59	91.05

*Property Damage Only

TOP 5 HIGHWAYS FOR CMV TRAFFIC COLLISIONS**

U.S. 17 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
BEAUFORT	1	2	3	6	1	5	12.65
CHARLESTON	2	20	10	32	2	37	74.72
COLLETON	2	2	4	8	2	6	17.31
GEORGETOWN	1	11	12	24	1	19	38.02
HORRY	1	8	10	19	1	11	35.88
JASPER	1	1	4	6	1	2	32.39
U.S. 17 TOTALS	8	44	43	95	8	80	210.97

U.S. 76 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	0	6	4	10	0	9	38.18
FLORENCE	0	4	5	9	0	7	30.96
GREENVILLE	0	0	0	0	0	0	2.16
HORRY	0	1	1	2	0	1	7.32
LAURENS	0	2	2	4	0	2	34.87
LEE	0	0	0	0	0	0	9.76
LEXINGTON	0	0	0	0	0	0	4.96
MARION	0	7	4	11	0	12	26.03
NEWBERRY	0	1	1	2	0	1	29.83
OCONEE	0	8	4	12	0	11	34.11
PICKENS	0	3	1	4	0	4	4.37
RICHLAND	0	10	6	16	0	15	35.1
SUMTER	0	6	6	12	0	12	28.66
U.S. 76 TOTALS	0	48	34	82	0	74	286.31

U.S. 1 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
RICHLAND	0	10	3	13	0	17	39.75
CHESTERFIELD	0	9	4	13	0	11	34.19
KERSHAW	1	7	4	12	1	17	36.54
LEXINGTON	0	7	2	9	0	16	31.40
MARLBORO	0	1	2	3	0	2	7.71
RICHLAND	0	5	3	8	0	24	18.45
SALUDA	0	0	0	0	0	0	2.32
U.S. 1 TOTALS	1	39	18	58	1	87	170.36

U.S. 52 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
BERKELEY	0	5	6	11	0	8	37.76
CHARLESTON	0	5	6	11	0	8	15.06
CHESTERFIELD	2	3	2	7	2	7	19.36
DARLINGTON	1	6	5	12	1	14	20.73
FLORENCE	0	7	6	13	0	12	30.57
WILLIAMSBURG	0	3	0	3	0	11	29.05
U.S. 52 TOTALS	3	29	25	57	3	60	152.53

U.S. 25 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	0	4	5	9	0	5	7.93
EDGEFIELD	0	3	3	6	0	4	32.24
GREENVILLE	2	12	10	24	3	25	53.89
GREENWOOD	0	7	5	12	0	12	36.99
LAURENS	1	0	0	1	1	1	8.88
U.S. 25 TOTALS	3	26	23	52	4	47	139.93

*Property Damage Only

**These are collisions on the highway's mainline route and do not include those that occurred on by-passes, business routes, etc.

CMV COLLISIONS BY COUNTY (FROM HIGHEST TO LOWEST)

COUNTY	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
RICHLAND	8	97	90	195	15	200
CHARLESTON	3	112	72	187	3	193
SPARTANBURG	5	72	93	170	5	126
GREENVILLE	6	69	89	164	7	126
LEXINGTON	3	58	60	121	4	119
HORRY	4	65	43	112	5	179
YORK	5	48	48	101	5	70
ANDERSON	6	43	46	95	12	73
ORANGEBURG	4	50	39	93	4	98
FLORENCE	4	38	47	89	4	90
AIKEN	2	44	38	84	4	74
CHEROKEE	3	30	41	74	3	55
BERKELEY	2	41	28	71	2	65
DORCHESTER	4	22	39	65	4	39
CHESTERFIELD	3	31	24	58	3	41
COLLETON	3	22	33	58	3	42
GEORGETOWN	3	33	20	56	4	57
DARLINGTON	3	25	27	55	3	65
SUMTER	2	30	23	55	2	49
LANCASTER	3	21	26	50	3	34
KERSHAW	3	27	13	43	4	76
LAURENS	2	18	23	43	2	61
CLARENDON	3	17	22	42	5	33
GREENWOOD	0	19	23	42	0	31
CHESTER	2	17	22	41	3	27
BEAUFORT	1	14	23	38	1	30
JASPER	3	16	19	38	4	23
DILLON	0	14	22	36	0	31
MARLBORO	1	20	14	35	1	30
NEWBERRY	1	23	9	33	1	31
OCONEE	5	14	14	33	5	20
MARION	2	17	12	31	2	28
PICKENS	2	11	16	29	2	18
WILLIAMSBURG	1	18	5	24	1	42
LEE	1	13	9	23	1	45
CALHOUN	0	7	12	19	0	9
HAMPTON	0	7	12	19	0	10
EDGEFIELD	1	8	8	17	1	11
FAIRFIELD	0	9	8	17	0	22
UNION	0	13	4	17	0	18
SALUDA	1	7	8	16	1	19
ABBEVILLE	0	5	6	11	0	5
BARNWELL	1	5	5	11	1	9
BAMBERG	0	7	2	9	0	10
ALLENDALE	0	3	4	7	0	4
MCCORMICK	1	4	2	7	2	17
TOTAL	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

ROAD SURFACE CONDITIONS

ROAD SURFACE CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Dry	92	1,101	996	2,189	116	2,109
Wet	14	158	193	365	15	304
Icy	0	5	19	24	0	7
Slushy	0	5	8	13	0	6
Snowy	0	5	17	22	0	5
Muddy	0	1	1	2	0	5
Debris	0	0	1	1	0	0
Other	1	1	0	2	1	4
Unknown	0	8	8	16	0	15
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

WEATHER CONDITIONS

WEATHER CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Clear/ No Adverse Conditions	80	1,012	939	2,031	96	1,890
Rain	10	119	134	263	11	240
Cloudy	14	126	122	262	22	275
Sleet or Hail	0	2	7	9	0	3
Snow	0	7	27	34	0	8
Fog/Smog	3	13	12	28	3	28
Blowing Sand, Soil, Dirt or Snow	0	1	0	1	0	2
Severe Cross Wind, High Wind	0	1	0	1	0	1
Other	0	1	0	1	0	3
Unknown	0	2	2	4	0	5
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

LIGHT CONDITIONS

LIGHT CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Daylight	78	1,012	933	2,023	95	1,989
Dawn	1	24	35	60	1	45
Dusk	0	12	20	32	0	15
Dark (Lighting Unspecified)	3	23	34	60	3	47
Dark (Street Lamp Lit)	2	54	29	85	2	81
Dark (Street Lamp Not Lit)	0	4	2	6	0	4
Dark (No Lights)	23	152	188	363	31	268
Unknown	0	3	2	5	0	6
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

TRAFFIC CONTROLS

TRAFFIC CONTROLS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Stop Sign	26	160	132	318	31	344
Stop and Go Signal	2	164	123	289	2	280
Yield Sign	0	23	20	43	0	39
Officer Of Flagman	0	5	7	12	0	13
RR Crossing Gates/Lights	0	2	3	5	0	9
RR Flashing Lights	0	1	1	2	0	1
None	75	860	906	1,841	95	1,638
Other Regulatory Signs	2	42	31	75	2	80
RR Crossbucks Only	1	0	1	2	1	0
Unknown	1	27	19	47	1	51
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

ROAD CHARACTER

ROAD CHARACTER	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Straight - Level	71	945	903	1,919	84	1,792
Straight - On Grade	20	168	183	371	29	375
Straight - Hillcrest	5	28	19	52	6	65
Curve - Level	3	83	80	166	4	132
Curve - On Grade	8	54	54	116	9	85
Curve - Hillcrest	0	6	4	10	0	6
Unknown	0	0	0	0	0	0
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

ROAD DEFECTS

ROAD DEFECTS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
None	105	1,244	1,194	2,543	130	2,364
Shoulder Defect	1	9	6	16	1	25
Soft Shoulder	0	4	5	9	0	24
Low Shoulder	0	2	2	4	0	2
High Shoulder	0	1	3	4	0	2
Ruts, Holes, Bumps	0	3	2	5	0	5
Worn Polished Surface	1	17	28	46	1	28
Construction/ Maintenance	0	4	3	7	0	5
Other	0	0	0	0	0	0
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

LOCALE

LOCALE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Open Country	80	764	812	1,656	105	1,403
Residential	6	135	100	241	6	320
Shopping or Business	17	323	275	615	17	611
Manufacturing/Industry	2	29	20	51	2	38
School or Playground	1	13	7	21	1	51
Hospital	0	0	1	1	0	0
Other	1	18	25	44	1	27
Unknown	0	2	3	5	0	5
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

VISION OBSTRUCTION FOR ALL UNITS INVOLVED IN TRAFFIC COLLISIONS**

VISION OBSTRUCTION	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
None	230	2,598	2,292	5,120
Building	0	2	1	3
Sign	0	1	0	1
Vegetation	0	1	4	5
Snow Bank	0	0	0	0
Hill	0	1	1	2
Curve in Road	0	7	8	15
Vehicles	1	7	2	10
Sunlight, Headlights	1	7	6	14
Other (Dust, Smoke, etc.)	3	21	13	37
TOTALS	235	2,645	2,327	5,207

*Property Damage Only

**The figures for vision obstruction apply to each unit involved in traffic collisions in 2000; therefore, these totals do not match other totals in this section.

COLLISION LOCATION

COLLISION LOCATION	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Other/Unknown	0	13	11	24	0	18
Two-way Traffic/No Separation	58	683	585	1,326	65	1,367
Two-way Traffic/Median	37	363	367	767	53	712
Divided Traffic, Median, Barrier	10	184	231	425	11	304
One-way Traffic	2	41	49	92	3	54
TOTALS	107	1,284	1,243	2,634	132	2,455

*Property Damage Only

ACCESS CONTROL

ACCESS CONTROL	COLLISION TYPE			TOTAL	PERSON	
	FATAL	INJURY	PDO		KILLED	INJURED
Unknown	0	34	25	59	0	82
Unlimited Access	74	927	803	1,804	83	1,782
Only Ramp Entry or Exit	30	286	370	686	45	514
Other	3	37	45	85	4	77
TOTAL	107	1,284	1,243	2,634	132	2,455

*Property Damage Only



CARGO BODY TYPE**

VEHICLE CONFIGURATION	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Bus	1	135	56	192
Van/Enclosed Box	45	491	585	1,121
Cargo Tank	7	80	81	168
Flat Bed	23	211	178	412
Dump	13	141	144	298
Concrete Mixer	3	21	20	44
Auto Transport	0	12	16	28
Garbage or Refuse	2	33	41	76
Other	27	237	211	475
TOTALS	121	1,361	1,332	2,814

*Property Damage Only

** This table refers to all CMV units involved in collisions; therefore, totals here may not match those in other tables.

VEHICLE CONFIGURATION**

VEHICLE CONFIGURATION	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Any 4 Tire Vehicle	0	1	1	2
Bus	1	134	55	190
Single Unit (2 Axles / 6 Tires)	14	151	125	290
Single Unit (3+ Axles)	12	101	125	238
Truck with Trailer	3	42	35	80
Truck Tractor Only (Bobtail)	4	65	46	115
Tractor with Semi-Trailer	81	838	892	1,811
Tractor with Double Trailer	4	7	21	32
Tractor with Triple Trailer	0	2	0	2
Other - Unable to Classify	2	20	32	54
TOTALS	121	1,361	1,332	2,814

*Property Damage Only

** This table refers to all CMV units involved in collisions; therefore, totals here may not match those in other tables.

UNIT TYPES**

UNIT TYPES	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Automobile	70	901	706	1,677
Pickup Truck	24	238	165	427
Truck Tractor	93	944	1,008	2,045
Other Truck	31	318	307	656
Full Size Van	0	29	33	62
Mini Van	4	40	37	81
Motorcycle	3	4	0	7
Bicycle	2	7	0	9
Pedestrian	5	12	0	17
Train	1	1	8	10
School Bus	1	90	41	132
Passenger Bus	0	45	15	60
Other	1	13	3	17
Unknown (Hit & Run Only)	0	3	4	7
TOTALS	235	2,645	2,327	5,207

*Property Damage Only

**This table includes all units involved in CMV collisions.



**VEHICLE USE IN TRAFFIC COLLISIONS
(EXCLUDES PEDESTRIANS)****

VEHICLE USE	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Personal	104	1,264	970	2,338
Driver Training	1	3	0	4
Construction/Maintenance	14	172	158	344
Ambulance	0	3	4	7
Military	0	2	1	3
Transport Passenger	1	125	58	184
Transport Property	88	871	962	1,921
Farm Use	0	8	6	14
Wrecker or Tow	4	9	7	20
Police	1	4	6	11
Government	2	13	8	23
Fire Fighting	1	8	4	13
Logging Truck	6	43	49	98
Container Truck	5	67	58	130
Other	3	38	33	74
Not Stated	0	3	3	6
TOTALS	230	2,633	2,327	5,190

*Property Damage Only

**Excluding pedestrians, this table includes all units involved in CMV collisions

Part III - Collision Consequences

The consequences of traffic collisions extend beyond those persons directly affected and are measured in both human and economic terms. The economic costs consider that portion of financial loss born by society, i.e. medical costs, property damage, lost productivity, etc. Opposite the economic losses are the intangible human costs associated with the grief and suffering that accompany a traffic death or injury. On the following pages, statistics related to estimated economic cost, traffic injuries, fatalities and restraint usage are presented. Some important observations in the 2000 data are as follows:

- ◆ Economic loss from CMV involved collisions decreased 0.8% from 1999 to 2000.
- ◆ Males accounted for 91% of the fatalities of CMV occupants and 64% of the fatalities of Non-CMV occupants, while females accounted for 9% and 36% respectively.
- ◆ 24.8% of Non-CMV occupant fatalities were persons under age 25. There were 23 CMV occupant fatalities and none of the persons were under 25.
- ◆ There were 39 CMV occupants totally ejected from the vehicles in which they were riding. Of these, 10 or 25.6% were killed. Of the 3,202 CMV occupants not ejected, 8 or 0.25% were killed.
- ◆ There were 172 Non-CMV occupants in CMV collisions that were totally ejected from their vehicles. Of these 49 or 28.5% were killed. Of the 3,006 Non-CMV occupants not ejected, 42 or 1.4% were killed.
- ◆ In CMV collisions, because of the sheer size and weight of the vehicles involved, restraint usage becomes a major factor in predicting injury severity. Of the 308 Non-CMV occupants in CMV collisions that were not restrained, 28 or 9.1% sustained fatal injuries. Of the 2,996 Non-CMV occupants that were using some form of restraint device, 64 or 2.1% sustained fatal injuries.
- ◆ 2% of CMV occupants that were not using any type of restraint equipment sustained fatal injuries. 0.2% of restrained CMV occupants were killed.

TRAFFIC COLLISION VICTIM PROFILE INJURIES* BY AGE AND SEX CMV VICTIMS ONLY

SEX	AGE	NOT INJURED	POSSIBLE INJURY	NON- INCAPACITATING	INCAPACITATING	FATAL	TOTALS	
M A L E	Under 4	2	1	0	0	0	3	
	4-14	68	109	4	0	0	181	
	15-24	173	71	19	1	0	264	
	25-34	624	85	33	11	5	758	
	35-44	651	83	33	11	6	784	
	45-54	520	57	28	11	3	619	
	55-64	269	33	14	3	4	323	
	65-74	53	8	3	1	1	66	
	75-80	5	0	0	0	1	6	
	85+	1	0	0	0	0	1	
	UNKNOWN AGE	26	7	0	0	1	34	
	SUBTOTAL		2,392	454	134	38	21	3,039
	F E M A L E	Under 4	1	0	0	0	0	1
4-14		46	104	12	0	0	162	
14-24		12	57	18	0	0	87	
25-34		58	21	4	1	0	84	
35-44		64	16	4	1	1	86	
45-54		55	12	3	1	0	71	
55-64		16	9	3	1	1	30	
65-74		1	2	1	0	0	4	
75-84		0	0	0	0	0	0	
85+		0	0	0	0	0	0	
UNKNOWN AGE		20	1	0	0	0	21	
SUBTOTAL			273	222	45	4	2	546
U N K N O W N		Under 4	0	0	0	0	0	0
	4-14	0	0	0	0	0	0	
	15-24	0	0	0	0	0	0	
	25-34	0	0	0	0	0	0	
	35-44	0	0	0	0	0	0	
	45-54	0	0	0	0	0	0	
	55-64	0	0	0	0	0	0	
	65-74	0	0	0	0	0	0	
	75-84	0	0	0	0	0	0	
	85+	0	0	0	0	0	0	
	UNKNOWN AGE	19	0	0	0	0	19	
	SUBTOTAL		19	0	0	0	0	19
	GRAND TOTAL		2,684	676	179	42	23	3,604

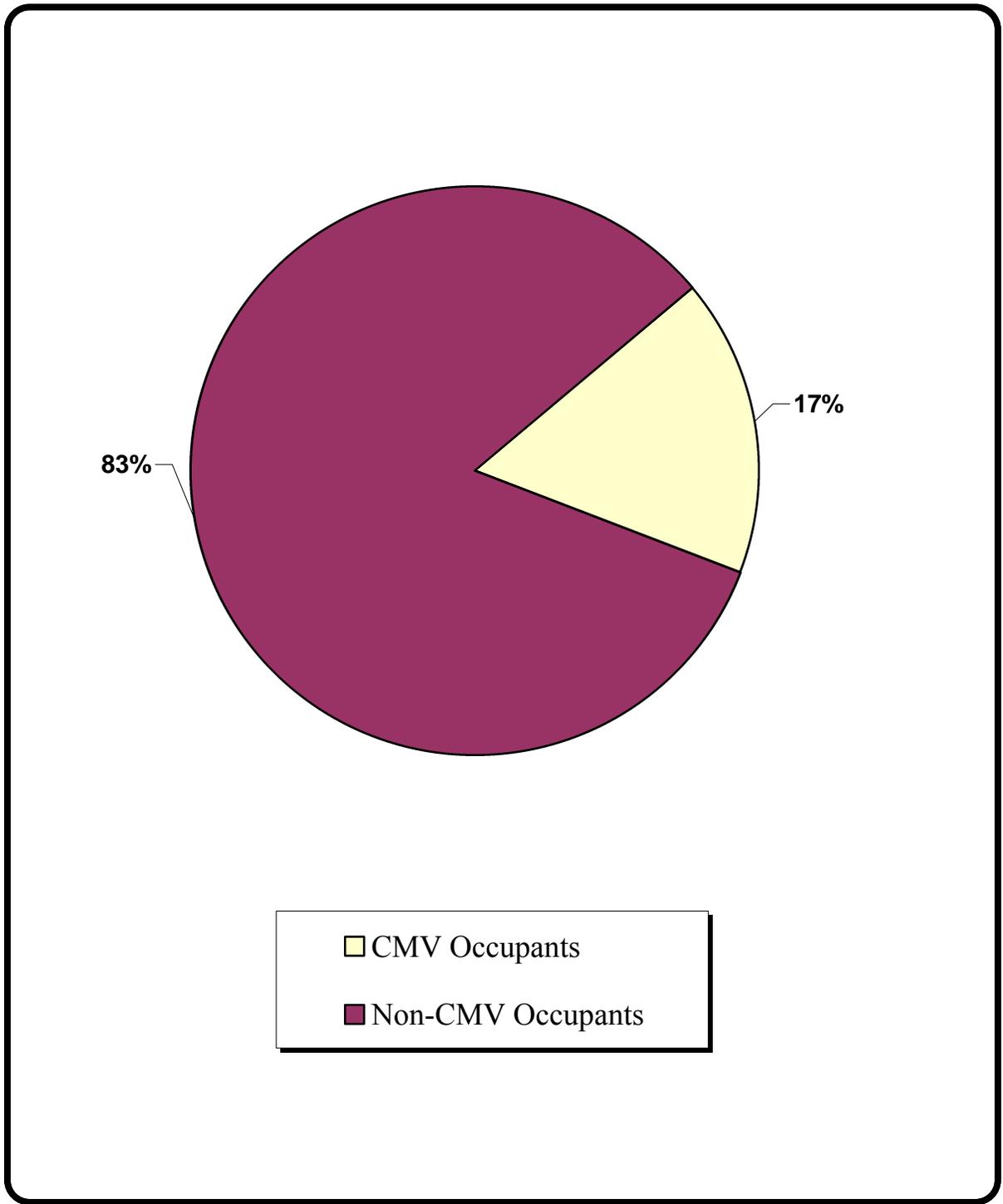
* See Definitions for a description of each injury type.

TRAFFIC COLLISION VICTIM PROFILE INJURIES* BY AGE AND SEX NON-CMV VICTIMS ONLY

SEX	AGE	NOT INJURED	POSSIBLE INJURY	NON- INCAPACI- TATING	INCAPACI- TATING	FATAL	TOTALS
M A L E	Under 4	29	16	4	1	1	51
	4-14	58	38	10	7	7	120
	15-24	249	109	58	16	10	442
	25-34	218	75	49	13	11	366
	35-44	167	90	33	17	13	320
	45-54	129	45	17	14	5	210
	55-64	86	32	12	8	5	143
	65-74	45	28	16	6	10	105
	75-84	27	15	5	6	4	57
	85+	7	4	4	0	2	17
	UNKNOWN AGE	27	1	0	1	2	31
SUBTOTAL		1,042	453	208	89	70	1,862
F E M A L E	Under 4	26	12	6	0	0	44
	4-14	66	55	22	5	5	153
	14-24	167	116	57	19	4	363
	25-34	123	86	33	17	8	267
	35-44	122	82	36	12	4	256
	45-54	89	64	17	8	9	187
	55-64	58	49	11	4	3	125
	65-74	41	40	11	3	3	98
	75-84	21	24	5	0	2	52
	85+	8	1	2	1	1	13
	UNKNOWN AGE	13	4	1	0	0	18
SUBTOTAL		734	533	201	69	39	1,576
U N K N O W N	Under 4	0	1	0	0	0	1
	4-14	0	0	0	0	0	0
	15-24	0	0	0	0	0	0
	25-34	0	0	0	0	0	0
	35-44	0	0	0	0	0	0
	45-54	0	0	0	0	0	0
	55-64	0	0	0	0	0	0
	65-74	0	0	0	0	0	0
	75-84	0	0	0	0	0	0
	85+	0	0	0	0	0	0
	UNKNOWN AGE	24	1	0	0	0	25
SUBTOTAL		24	2	0	0	0	26
GRAND TOTAL		1,800	988	409	158	109	3,464

*See definitions for a description of each injury type.

FATALITIES BY OCCUPANT LOCATION IN CMV COLLISIONS



**EJECTION STATUS/LOCATION AFTER IMPACT
CMV OCCUPANTS* ONLY**

EJECTION STATUS	LOCATION AFTER IMPACT	INJURY TYPE					TOTALS
		NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NOT EJECTED	Not Trapped	2,419	547	152	26	4	3,148
	Trapped/Extricated	2	3	3	0	3	11
	Trapped/Not Extricated	1	0	1	0	1	3
	Not Applicable	23	15	2	0	0	40
	Unknown	0	0	0	0	0	0
NOT EJECTED TOTAL		2,445	565	158	26	8	3,202
TOTALLY EJECTED	Not Trapped	5	3	7	13	8	36
	Trapped/Extricated	1	0	0	0	0	1
	Trapped/Not Extricated	0	0	0	0	2	2
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		6	3	7	13	10	39
PARTIALLY EJECTED	Not Trapped	1	2	0	0	4	7
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		1	2	0	0	4	7
NOT APPLICABLE	Not Trapped	29	7	1	0	0	37
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	153	48	2	3	0	206
	Unknown	0	0	0	0	0	0
NOT APPLICABLE TOTAL		182	55	3	3	0	243
UNKNOWN EJECTION STATUS	Not Trapped	27	1	0	0	0	28
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	2	4	0	0	0	6
UNKNOWN TOTAL		29	5	0	0	0	34
GRAND TOTAL		2,663	630	168	42	22	3,525

*Includes occupants seated inside the passenger compartment of the vehicle.

**EJECTION STATUS/LOCATION AFTER IMPACT
NON-CMV OCCUPANTS* ONLY**

EJECTION STATUS	LOCATION AFTER IMPACT	INJURY TYPE					TOTALS
		NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NOT EJECTED	Not Trapped	1,632	866	332	86	30	2,946
	Trapped/Extricated	0	5	7	4	11	27
	Trapped/Not Extricated	0	0	0	1	1	2
	Not Applicable	22	9	0	0	0	31
	Unknown	0	0	0	0	0	0
NOT EJECTED TOTAL		1,654	880	339	91	42	3,006
TOTALLY EJECTED	Not Trapped	6	21	38	52	47	164
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	0	1	0	1
	Not Applicable	0	1	3	1	2	7
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		6	22	41	54	49	172
PARTIALLY EJECTED	Not Trapped	2	1	3	3	2	11
	Trapped/Extricated	0	0	0	0	0	0
	Trapped/Not Extricated	0	0	1	0	0	1
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		2	1	4	3	2	12
NOT APPLICABLE	Not Trapped	15	8	2	0	0	25
	Trapped/Extricated	0	0	0	0	2	2
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	85	46	14	3	1	149
	Unknown	0	0	0	0	0	0
NOT APPLICABLE TOTAL		100	54	16	3	3	176
UNKNOWN EJECTION STATUS	Not Trapped	0	0	0	0	0	0
	Trapped/Extricated	0	0	0	0	1	1
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	1	0	0	0	0	1
UNKNOWN TOTAL		1	0	0	0	1	2
GRAND TOTAL		1,763	957	400	151	97	3,368

*Includes occupants of passenger cars, trucks and vans seated inside the passenger compartment of the vehicle.

INJURY SEVERITY BY OCCUPANT RESTRAINT USAGE* CMV OCCUPANTS ONLY

RESTRAINT USAGE	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NO RESTRAINT USED						
No Safety Equipment Available	146	249	24	0	0	419
None Used	156	100	21	4	14	295
TOTAL - NO RESTRAINT USED	302	349	45	4	14	714
RESTRAINT USED						
Shoulder Belt Only Used Air Bag Not Deployed	15	4	2	1	0	22
Lap Belt Only Used Air Bag Not Deployed	34	11	5	0	0	50
Shoulder & Lap Belt Used Air Bag Not Deployed	486	56	19	6	3	570
Child Safety Seat Used Air Bag Not Deployed	0	0	0	0	0	0
Air Bag Deployed - No Shoulder or Lap Belt Used	0	0	0	0	0	0
Air Bag Deployed Shoulder Belt Only Used	1	0	0	0	0	1
Air Bag Deployed Lap Belt Only Used	0	0	0	0	0	0
Air Bag Deployed Lap & Shoulder Belt Used	4	2	0	0	0	6
Air Bag Deployed - Child Safety Seat Used	0	0	0	0	0	0
Shoulder Belt Only Used No Air Bag Available	17	7	0	0	0	24
Lap Belt Only Used No Air Bag Available	177	27	25	4	0	233
Lap & Shoulder Belt Used Air Bag Not Available	1,588	163	67	24	3	1,845
Child Safety Seat Used Air Bag Not Available	0	0	0	0	0	0
TOTAL - RESTRAINT USED	2,322	270	118	35	6	2,751
NOT APPLICABLE - NON MOTORIST	0	7	0	0	0	7
UNKNOWN RESTRAINT USAGE	39	11	5	3	2	60
GRAND TOTAL	2,663	630	168	42	22	3,525

*Includes occupants seated inside the passenger compartment of the vehicle.

INJURY SEVERITY BY OCCUPANT RESTRAINT USAGE*

NON-CMV OCCUPANTS ONLY

RESTRAINT USAGE	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NO RESTRAINT USED						
No Safety Equipment Available	3	9	1	0	0	13
Helmet Not Used (Motorcycles Only)	0	1	0	0	0	1
None Used	80	71	82	33	28	294
TOTAL - NO RESTRAINT USED	83	81	83	33	28	308
RESTRAINT USED						
Shoulder Belt Only Used Air Bag Not Deployed	14	10	0	0	0	24
Lap Belt Only Used Air Bag Not Deployed	20	6	2	3	1	32
Shoulder & Lap Belt Used Air Bag Not Deployed	631	267	77	24	12	1,011
Child Safety Seat Used Air Bag Not Deployed	5	2	1	0	0	8
Helmet Used (Motorcycles Only)	0	0	0	0	0	0
Air Bag Deployed - No Shoulder or Lap Belt Used	4	12	9	7	11	43
Air Bag Deployed Shoulder Belt Only Used	1	2	0	1	0	4
Air Bag Deployed Lap Belt Only Used	2	0	3	0	0	5
Air Bag Deployed Lap & Shoulder Belt Used	112	102	78	26	18	336
Air Bag Deployed - Child Safety Seat Used	2	1	0	0	0	3
Shoulder Belt Only Used No Air Bag Available	14	9	1	0	0	24
Lap Belt Only Used No Air Bag Available	51	25	2	5	3	86
Lap & Shoulder Belt Used Air Bag Not Available	752	407	133	41	18	1,351
Child Safety Seat Used Air Bag Not Available	40	19	8	1	1	69
TOTAL - RESTRAINT USED	1,648	862	314	108	64	2,996
UNKNOWN RESTRAINT USAGE	31	14	3	10	5	63
NOT APPLICABLE-NON MOTORIST	1	0	0	0	0	1
GRAND TOTAL	1,763	957	400	151	97	3,368

*Includes occupants of passenger cars, trucks and vans seated inside the passenger compartment of vehicle.

**CMV OCCUPANTS INVOLVED IN TRAFFIC COLLISIONS
TRANSPORTED TO MEDICAL FACILITY**

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTAL
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
YES						
Males	52	375	125	37	18	607
Females	14	184	44	4	1	247
Not Specified	1	0	0	0	0	1
YES SUBTOTAL	67	559	169	41	19	855
NO						
Males	2,327	77	9	1	3	2,417
Females	242	36	1	0	1	280
Not Specified	16	0	0	0	0	16
NO SUBTOTAL	2,585	113	10	1	4	2,713
UNKNOWN						
Males	13	2	0	0	0	15
Females	17	2	0	0	0	19
Not Specified	2	0	0	0	0	2
UNKNOWN SUBTOTAL	32	4	0	0	0	36
TOTALS	2,684	676	179	42	23	3,604

**NON-CMV OCCUPANTS INVOLVED IN TRAFFIC COLLISIONS WITH A CMV
TRANSPORTED TO MEDICAL FACILITY**

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
YES						
Males	28	398	198	89	57	770
Females	25	472	197	67	28	789
Not Specified	0	1	0	0	0	1
YES SUBTOTAL	53	871	395	156	85	1,560
NO						
Males	1,012	54	10	0	12	1,088
Females	708	59	4	2	11	784
Not Specified	20	1	0	0	0	21
NO SUBTOTAL	1,740	114	14	2	23	1,893
UNKNOWN						
Males	2	1	0	0	1	4
Females	1	2	0	0	0	3
Not Specified	4	0	0	0	0	4
UNKNOWN SUBTOTAL	7	3	0	0	1	11
TOTALS	1,800	988	409	158	109	3,464

ORIGINAL

**SOUTH CAROLINA
UNIFORM TRAFFIC COLLISION REPORT
DEPARTMENT OF PUBLIC SAFETY
FORM TR-310 (REV.2/99)**

Amended - Attach Copy of Original Report # of Units
Corrected Page of Pages

D.P.S. USE ONLY

Date		Time		County		1 - Interstate 2 - US Primary 3 - SC Primary		4 - Secondary 5 - County 6 - Other		COLLISION LOCATION Route Number and Name if any		AUXILIARY 0 - Main Line 2 - Alternate 5 - Spur 6 - Connection 7 - Business 8 - Bypass 9 - Other	
Lane		Ramp		Lane / Ramp Travel Direction		1 - Interstate 2 - US Primary 3 - SC Primary		4 - Secondary 5 - County 6 - Other		BASE INTERSECTION Route Number and Name if any		AUXILIARY 0 - Main Line 2 - Alternate 5 - Spur 6 - Connection 7 - Business 8 - Bypass 9 - Other	
Distance Offset		Direction		1 - Interstate 2 - US Primary 3 - SC Primary		4 - Secondary 5 - County 6 - Other		SECOND INTERSECTION Route Number and Name if any		AUXILIARY 0 - Main Line 2 - Alternate 5 - Spur 6 - Connection 7 - Business 8 - Bypass 9 - Other			
RR Crossing ID		Time Police Notified		Time Police Arrived		Time Ambulance Arrived		City or Town		Or if Outside Miles N E S W		D.P.S. USE ONLY MP Grid	

Unit #	Sex	Race	Driver or Pedestrian Full Name				Unit #	Sex	Race	Driver or Pedestrian Full Name			
Birth Date		Street or R.F.D.						Birth Date		Street or R.F.D.			
Residence County		City, State & Zip						Residence County		City, State & Zip			
State	Class	Driver License Number						State	Class	Driver License Number			
Year	Body	Make & Vehicle Identification Number						Year	Body	Make & Vehicle Identification Number			
State	Year	License Plate Number		Owner's Drivers License Number		State	Year	License Plate Number		Owner's Drivers License Number			
Home Telephone #		Owner's Full Name						Home Telephone #		Owner's Full Name			
Bus. Telephone #		Street or R.F.D.						Bus. Telephone #		Street or R.F.D.			
Residence County		City, State & Zip						Residence County		City, State & Zip			
Contrib. to Acc. Yes No	Estimated Speed	Speed Limit	COMMERCIAL VEHICLE 1 - YES 2 - NO		Contrib. to Acc. Yes No	Estimated Speed	Speed Limit	COMMERCIAL VEHICLE 1 - YES 2 - NO					
# of Occupants	Vehicle Towed by		Summons Number	Violation Codes	# of Occupants	Vehicle Towed by		Summons Number	Violation Codes				
M - 293267					M - 293268								
Direction of Travel					NORTH								
Unit #1	N	E	S	W	Longitude Latitude Describe What Happened (Refer to Units by Number):								
Unit #2	N	E	S	W									
NOTICE - THE UNIFORM TRAFFIC COLLISION REPORT IS FOR STATISTICAL REPORTING PURPOSES ONLY AND REFLECTS TO OFFICER'S BEST KNOWLEDGE, OPINION, AND BELIEF COVERING THE COLLISION BUT NO WARRANTY IS MADE AS TO THE FACTUAL ACCURACY THEREOF.													
SPECIAL USE ONLY			INTERNAL AGENCY CODE			Damage to Property Other Than Vehicle: \$		Estimated Amt. of Damage to Unit 1: \$		Estimated Amt. of Damage to Unit 2: \$			
Witness Full Name				Address				Phone		Zip	Age	Sex	
Property Owner Name				Address				Zip					
OCCUPANTS	NAME		ADDRESS				ZIP						
	NAME		ADDRESS				ZIP						
	NAME		ADDRESS				ZIP						
	NAME		ADDRESS				ZIP						
	NAME		ADDRESS				ZIP						
	NAME		ADDRESS				ZIP						
	NAME		ADDRESS				ZIP						
Investigator's Name			Rank	Badge#	Agency Type	Code	Date	Reviewer's Name		Rank			

SOUTH CAROLINA UNIFORM TRAFFIC COLLISION REPORT D.P.S. FORM TR-310 REV. 2/99

SOUTH CAROLINA UNIFORM TRAFFIC COLLISION REPORT

MAIL ORIGINAL REPORT TO: S.C. DEPT. OF PUBLIC SAFETY OFFICE OF SAFETY AND GRANTS MODULAR No. 10 5400 BROAD RIVER ROAD COLUMBIA, S.C. 29210-4088

Grid of 14 units containing sections: LIGHT, WEATHER, LOCALE, CHARACTER, CONDITION, ROAD DEFECT, TRAFFIC CONTROL, TRAFFIC CONTROL FUNCTIONING, MANNER OF COLLISION, FIRST HARMFUL EVENT, HARMFUL EVENT LOCATION / RELATION TO ROADWAY, PROBABLE COLLISION CAUSE / FACTOR, MOST HARMFUL EVENT.

TYPE UNIT, VEHICLE USE, ATTACHMENTS sections with codes for vehicle types and uses.

DRIVER LICENSE RESTRICTIONS NOT COMPLIED WITH section with codes A-N.

VISION OBSTRUCTION section with codes 0-9.

VEHICLE DEFECT section with codes 00-99.

PEDESTRIAN / PEDALCYCLIST ACTION section with codes 10-97.

PEDESTRIAN / PEDALCYCLIST VISIBILITY section with codes 0-9.

ALCOHOL / DRUG TEST TYPE section with codes for screening and test types.

DRUG TEST RESULTS, TEST RESULTS, ALCOHOL TEST RESULTS sections.

RESTRAINT EQUIPMENT USED section with codes 11-70.

DRIVER INTENTIONS section with code list on reverse side.

VEHICLE MANEUVER section with code list on reverse side.

AREA OF VEHICLE DAMAGE, EXTENT OF DEFORMITY sections with codes 00-99.

UNIT, SEX, RACE, DATE OF BIRTH, SEAT, REST, EJEC, LAI, TRAN, INJ section.

SECTION, LOCATION AFTER IMPACT, TRANSPORTED TO MEDICAL FACILITY, ACCIDENT SEVERITY / INJURY sections.

UNIT NO. 1, UNIT NO. 2, UNIT NO. 3, UNIT NO. 4, UNIT NO. 5, UNIT NO. 6, UNIT NO. 7, UNIT NO. 8, UNIT NO. 9, UNIT NO. 10, UNIT NO. 11, UNIT NO. 12, UNIT NO. 13, UNIT NO. 14, UNIT NO. 15, UNIT NO. 16, UNIT NO. 17, UNIT NO. 18, UNIT NO. 19, UNIT NO. 20, UNIT NO. 21, UNIT NO. 22, UNIT NO. 23, UNIT NO. 24, UNIT NO. 25, UNIT NO. 26, UNIT NO. 27, UNIT NO. 28, UNIT NO. 29, UNIT NO. 30, UNIT NO. 31, UNIT NO. 32, UNIT NO. 33, UNIT NO. 34, UNIT NO. 35, UNIT NO. 36, UNIT NO. 37, UNIT NO. 38, UNIT NO. 39, UNIT NO. 40, UNIT NO. 41, UNIT NO. 42

#10, 13 AND 14 HARMFUL EVENT CODE LIST (FIRST AND MOST)

NON-COLLISION

- 01 - OVERTURN
- 02 - FIRE/EXPLOSION
- 03 - IMMERSION
- 04 - GAS INHALATION
- 05 - THROWN OR FALLING OBJECT
- 06 - SPILL (FOR 2-WHEEL VEHICLE IN SINGLE VEHICLE ACCIDENT)
- 07 - JACKKNIFE
- 09 - OTHER NON-COLLISION

COLLISION WITH OBJECT NOT FIXED

- 10 - PEDESTRIAN
- 20 - OTHER OBJECT (NOT FIXED)
- 30 - PARKED MOTOR VEHICLE
- 31 - STOPPED MOTOR VEHICLE
- 32 - MOTOR VEHICLE IN TRANSPORT
- 33 - MOTOR VEHICLE IN TRANSPORT IN OTHER ROADWAY
- 35 - RAILWAY TRAIN
- 40 - PEDALCYCLIST
- 41 - MOTORCYCLIST
- 42 - MOPED
- 44 - DOMESTIC ANIMAL WITH RIDER
- 45 - DOMESTICATED ANIMAL
- 46 - WILD ANIMAL, OTHER THAN DEER
- 47 - DEER
- 48 - OTHER ANIMAL

COLLISION WITH FIXED OBJECT

- 50 - HIGHWAY GUARDRAIL END
- 51 - HIGHWAY GUARDRAIL FACE
- 52 - IMPACT ATTENUATOR CRASH CUSHION
- 53 - UTILITY POLE
- 54 - LUMINAIRE/LIGHT SUPPORT OR LIGHT STANDARD
- 55 - TREE
- 56 - FIRE HYDRANT
- 57 - PIER OR COLUMN
- 58 - OVERHEAD SIGN SUPPORT
- 59 - HIGHWAY TRAFFIC SIGN POST
- 60 - TRAFFIC SIGNAL POST
- 61 - OTHER POST
- 63 - BARRICADE
- 65 - CURVED HEADWALL
- 66 - CURB
- 67 - RETAINING WALL
- 68 - MEDIAN BARRIER (FINISHED CONCRETE OR STEEL)
- 69 - ROCK OR STONE SIDESLOPE
- 70 - EARTH SIDESLOPE/EMBANKMENT
- 71 - BUILDING
- 72 - FENCE (OTHER THAN MEDIAN)
- 73 - BOULDER
- 74 - DITCH
- 75 - OVERHEAD STRUCTURE, UNDERPASS
- 76 - OTHER FIXED OBJECT
- 77 - TRASH DUMPSTER
- 78 - MAILBOX
- 79 - BRIDGE/PIER/ABUTMENT
- 80 - BRIDGE PARAPET END
- 81 - BRIDGE RAIL

OTHER

- 90 - OTHER OBJECT (I.E. FOREIGN MATERIAL)
- 93 - ROAD DEFECT
- 98 - UNKNOWN
- 99 - OTHER

#11 HARMFUL EVENT LOCATION/RELATION TO ROADWAY

ON TRAFFICWAY

ON ROADWAY

- 01 - AT INTERSECTION
- 02 - AT INTERSECTION, IN CROSSWALK
- 03 - NONJUNCTION
- 04 - NONJUNCTION, IN CROSSWALK
- 05 - ON ISLAND
- 06 - ON ISLAND CROSSWALK
- 07 - INTERCHANGE RAMP
- 09 - OTHER

OFF ROADWAY

- 20 - SHOULDER (OTHER THAN SHOULDER WITHIN MEDIAN OR GORE)
- 21 - MEDIAN (OTHER THAN MEDIAN WITHIN GORE AREA)
- 22 - ISLAND
- 23 - OUTSIDE SHOULDER, LEFT
- 24 - OUTSIDE SHOULDER, RIGHT
- 25 - DRIVEWAY ACCESS
- 26 - DRIVEWAY ACCESS IN CROSSWALK
- 27 - ROADSIDE, LEFT
- 28 - ROADSIDE, RIGHT
- 29 - SIDEWALK, LEFT
- 30 - SIDEWALK, RIGHT
- 31 - GORE
- 32 - OFF ROADWAY, LOCATION UNKNOWN
- 39 - OTHER

OFF TRAFFICWAY

- 41 - OUTSIDE TRAFFICWAY, LEFT
- 42 - OUTSIDE TRAFFICWAY, RIGHT

MOVEMENTS ESSENTIALLY STRAIGHT AHEAD

- 00 - MOVING STRAIGHT, DETAILS UNKNOWN
- 01 - STRAIGHT AHEAD IN PROPER DIRECTION INCLUDING CURVES IN ROADWAY
- 02 - OVERTAKING OTHER VEHICLE ON LEFT, LEFT OF CENTER LINE
- 03 - OVERTAKING OTHER VEHICLE ON LEFT RIGHT OF CENTER LINE (USE ON ONE WAY TRAFFIC)
- 04 - OVERTAKING ANOTHER VEHICLE ON RIGHT
- 05 - STRAIGHT AHEAD IN LEFT TURN LANE
- 06 - STRAIGHT AHEAD IN RIGHT TURN LANE
- 07 - CHANGING LANES TO LEFT
- 08 - CHANGING LANES TO RIGHT
- 09 - MERGING FROM LEFT (ROADWAY NARROWS ON LEFT)
- 10 - MERGING FROM RIGHT (ROADWAY NARROWS ON RIGHT)
- 11 - ON WRONG SIDE OF ROADWAY
- 12 - IN WRONG DIRECTION ON ONE WAY ROADWAY
- 13 - SWERVING TO LEFT
- 14 - SWERVING TO RIGHT
- 15 - SLOWING OR STOPPING
- 16 - SKIDDING LONGITUDINALLY
- 17 - SKIDDING Laterally
- 18 - SPINNING OR YAWING
- 19 - JACK KNIFING
- 20 - STOPPED IN TRAFFIC
- 21 - STARTING FROM STOP
- 22 - INCREASED SPEED

#12 PROBABLE CAUSE

DRIVER

- 00 - UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
- 01 - UNDER THE INFLUENCE OF DRUGS
- 02 - UNDER THE INFLUENCE OF ALCOHOL
- 03 - FAILED TO YIELD RIGHT OF WAY
- 04 - DISREGARDED TRAFFIC SIGNS, SIGNALS
- 05 - EXCEEDED STATED SPEED LIMIT
- 06 - RAN OFF ROAD
- 07 - MADE AN IMPROPER TURN
- 08 - WRONG SIDE OR WRONG WAY
- 09 - FOLLOWED TOO CLOSELY
- 10 - IMPROPER LANE CHANGE
- 11 - IMPROPER BACKING OPERATION
- 12 - IMPROPER PASSING
- 13 - IMPROPER SIGNAL
- 14 - IMPROPER PARKING
- 15 - FELL ASLEEP, FAINTED, ETC.
- 16 - DID NOT COMPLY WITH LICENSE RESTRICTION
- 17 - HANDICAPPED
- 18 - INATTENTION
- 19 - OTHER

ENVIRONMENT

- 20 - SMOKE
- 21 - FOG, SMOKE
- 22 - SLEET, HAIL
- 23 - BLOWING SAND, SOIL, DIRT
- 24 - SEVERE CROSSWINDS
- 25 - RAIN, SNOW
- 26 - SIGN OBSTRUCTION
- 27 - VEGETATION OBSTRUCTION
- 28 - SNOW BANK OBSTRUCTION
- 29 - HILL OBSTRUCTION
- 30 - BUILDING OBSTRUCTION
- 31 - CURVE IN ROADWAY
- 32 - ANIMAL IN ROADWAY
- 39 - OTHER

OTHER PERSON (NOT A DRIVER OR PASSENGER)

- 40 - UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
- 41 - UNDER THE INFLUENCE OF DRUGS
- 42 - UNDER THE INFLUENCE OF ALCOHOL
- 43 - FAILED TO YIELD RIGHT OF WAY
- 44 - DISREGARDED TRAFFIC CONTROL DEVICE
- 45 - ILLEGALLY IN ROADWAY
- 46 - BICYCLE VIOLATION
- 47 - CLOTHING NOT VISIBLE
- 49 - OTHER

PASSENGER

- 51 - PASSENGER UNDER THE INFLUENCE OF DRUGS
- 52 - PASSENGER UNDER THE INFLUENCE OF ALCOHOL
- 53 - PASSENGER OBSTRUCTED DRIVER'S VIEW
- 54 - FELL OFF VEHICLE
- 59 - OTHER

ROAD

- 61 - WET
- 62 - ICY
- 63 - SLUSHY
- 64 - DEBRIS
- 65 - RUTS, HOLES, BUMPS
- 66 - ROAD UNDER CONSTRUCTION/MAINTENANCE
- 67 - WORN TRAVEL-POLISHED SURFACE
- 68 - OBSTRUCTION
- 69 - TRAFFIC CONTROL DEVICE INOPERATIVE
- 70 - SHOULDERS LOW, SOFT, OR HIGH
- 79 - OTHER

VEHICLE

- 81 - BRAKE
- 82 - STEERING
- 83 - POWER PLANT
- 84 - SUSPENSION
- 85 - TIRES
- 86 - EXHAUST
- 87 - LIGHTS
- 88 - SIGNALS
- 89 - WINDOWS/WINDSHIELD
- 90 - RESTRAINT SYSTEMS
- 91 - WHEELS
- 92 - TRUCK COUPLING
- 93 - CARGO
- 94 - FIRE
- 95 - JACK-KNIFED

OTHER

- 99 - OTHER

#37, 38 VEHICLE MANEUVER

TURNING MOVEMENTS

- 30 - TURNING, DETAILS UNKNOWN
- 31 - LEFT FROM LEFT TURN BAY
- 32 - LEFT FROM LEFT (PROPER) LANE
- 33 - LEFT FROM OTHER LANE, LEGAL
- 34 - LEFT FROM OTHER LANE, ILLEGAL
- 35 - LEFT FROM UNKNOWN LANE
- 36 - U TURN
- 37 - RIGHT FROM SPECIAL LANE
- 38 - RIGHT FROM RIGHT (PROPER) LANE
- 39 - RIGHT FROM OTHER LANE, LEGAL
- 40 - RIGHT FROM OTHER LANE, ILLEGAL
- 41 - RIGHT FROM UNKNOWN LANE

ENTERING TRAFFIC LANE

- 50 - ENTERING TRAFFIC LANE, DETAILS UNKNOWN
- 51 - FROM ENTRANCE RAMP ON LEFT
- 52 - FROM ENTRANCE RAMP ON RIGHT
- 53 - FROM SHOULDER ON LEFT
- 54 - FROM SHOULDER ON RIGHT
- 55 - FROM PARKING SPACE AT LEFT CURB
- 56 - FROM PARKING SPACE AT RIGHT CURB
- 57 - FROM DRIVEWAY ON LEFT
- 58 - FROM DRIVEWAY ON RIGHT

LEAVING TRAFFIC LANE

- 60 - LEAVING TRAFFIC LANE, DETAILS UNKNOWN
- 61 - TO EXIT RAMP ON LEFT
- 62 - TO EXIT RAMP ON RIGHT
- 63 - TO SHOULDER ON LEFT

#35 AND 36 DRIVER INTENTIONS

TRAFFIC UNIT MANEUVERING FOR TRAFFIC CONTROLS INTERSECTIONS OR RAILROAD CROSSINGS:

- 00 - NO EXTERNAL CAUSE OF MANEUVER
- 01 - TRAFFIC SIGNAL
- 02 - STOP SIGN
- 03 - YIELD SIGN
- 04 - UNCONTROLLED INTERSECTION
- 05 - CROSSWALK NOT AT INTERSECTION
- 06 - POLICE OFFICER, SCHOOL CROSSING GUARD, ETC.
- 07 - RAILROAD CROSSING
- 08 - RAILROAD CROSSING FLASHER OR GATE
- 09 - OTHER CONTROL

TRAFFIC UNIT MANEUVERING OR AVOIDING SOMETHING IN ROADWAY:

- 10 - PEDESTRIAN
- 11 - PEDALCYCLE
- 12 - OTHER ROAD VEHICLE (EXCEPT PEDALCYCLE)
- 13 - OTHER VEHICLE
- 14 - ANIMAL
- 15 - FOREIGN OBJECT IN ROADWAY
- 16 - WATER, ICE, SNOW, OR HAZARDOUS SUBSTANCE ON ROAD
- 17 - ROAD DEFECT
- 18 - ROAD MAINTENANCE OR CONSTRUCTION WORK
- 19 - FIXED OBJECT OR STRUCTURE
- 20 - FOG, SMOKE, OR DUST
- 21 - PREVIOUS ACCIDENT
- 22 - OTHER EVENT
- 23 - CURVE IN ROADWAY
- 24 - RESTRICTION IN ROADWAY WIDTH
- 25 - CHANGE IN ROADWAY ALIGNMENT
- 26 - SHOULDER
- 27 - LOOSE GRAVEL IN ROADWAY
- 28 - UNKNOWN OBJECT, EVENT, OR FEATURE

TRAFFIC UNIT MANEUVER BECAUSE OF MECHANICAL FAILURE:

- 29 - TIRE FAILURE
- 30 - STEERING GEAR FAILURE
- 31 - ENGINE FAILURE
- 32 - WINDSHIELD WIPER FAILURE
- 33 - LOAD SPILLED OR DROPPED
- 34 - INVOLVED IN PREVIOUS ACCIDENT
- 35 - OTHER FAILURE

TRAFFIC UNIT MANEUVER FOR OWN INTENDED MOVEMENT:

- 36 - MOVING STRAIGHT AHEAD IN PROPER DIRECTION, INCLUDING CURVES IN ROADWAY
- 37 - MERGE WITH TRAFFIC ON LEFT
- 38 - MERGE WITH TRAFFIC ON RIGHT
- 39 - LEFT TURN
- 40 - RIGHT TURN
- 41 - U TURN
- 42 - ENTER ROADWAY FROM ENTRANCE RAMP ON LEFT
- 43 - ENTER ROADWAY FROM ENTRANCE RAMP ON RIGHT
- 44 - ENTER ROADWAY FROM SHOULDER ON LEFT
- 45 - ENTER ROADWAY FROM SHOULDER ON RIGHT
- 46 - ENTER ROADWAY FROM PARKING AT LEFT CURB
- 47 - ENTER ROADWAY FROM PARKING AT RIGHT CURB
- 48 - LEAVE ROADWAY TO EXIT RAMP ON LEFT
- 49 - LEAVE ROADWAY TO EXIT RAMP ON RIGHT
- 50 - LEAVE ROADWAY TO SHOULDER ON LEFT
- 51 - LEAVE ROADWAY TO SHOULDER ON RIGHT
- 52 - LEAVE ROADWAY TO PARKING AT LEFT CURB
- 53 - LEAVE ROADWAY TO PARKING ON RIGHT CURB
- 54 - LEAVE ROADWAY TO DRIVEWAY ON LEFT
- 55 - LEAVE ROADWAY TO DRIVEWAY ON RIGHT
- 56 - BOARD OR DISCHARGE PASSENGER
- 80 - BACKING

TRAFFIC UNIT MANEUVER AROUND OTHER TRAFFIC UNIT(S):

- 57 - OVERTAKING SUBJECT UNIT ON LEFT
- 58 - OVERTAKING SUBJECT UNIT ON RIGHT
- 59 - CHANGING LANES TO LEFT
- 60 - CHANGING LANES TO RIGHT
- 61 - MERGING FROM LEFT
- 62 - MERGING FROM RIGHT
- 63 - ON RIGHT SIDE OF ROADWAY
- 64 - IN WRONG DIRECTION ON ONE WAY ROADWAY
- 65 - SWERVING TO LEFT
- 66 - SWERVING TO RIGHT
- 67 - SLOWING OR STOPPING
- 68 - STOPPED IN TRAFFIC
- 69 - STOPPED TO BOARD OR DISCHARGE PASSENGER
- 70 - SKIDDING, SPINNING, OR YAWING
- 71 - JACK KNIFING
- 72 - TURNING LEFT FROM SAME DIRECTION
- 73 - TURNING LEFT FROM OPPOSITE DIRECTION
- 74 - MAKING U TURN
- 75 - TURNING RIGHT FROM SAME DIRECTION
- 76 - TURNING RIGHT FROM OPPOSITE DIRECTION
- 77 - ENTERING ROADWAY FROM RAMP ON LEFT
- 78 - ENTERING ROADWAY FROM RAMP ON RIGHT
- 79 - ENTERING ROADWAY FROM ROADWAY ON LEFT

64 - TO SHOULDER ON RIGHT

- 65 - TO PARKING SPACE AT LEFT CURB
- 66 - TO PARKING SPACE AT RIGHT CURB
- 67 - TO DRIVEWAY ON LEFT
- 68 - TO DRIVEWAY ON RIGHT

PARKING ON OR ADJACENT TO TRAFFIC LANE

- 70 - PARKING, DETAILS UNKNOWN
- 71 - ON LEFT SHOULDER
- 72 - ON RIGHT SHOULDER
- 73 - AT LEFT CURB
- 74 - AT RIGHT CURB
- 75 - IN TRAFFIC LANE ON LEFT (RURAL)
- 76 - IN TRAFFIC LANE ON RIGHT (RURAL)
- 77 - DOUBLE PARKED ON LEFT
- 78 - DOUBLE PARKED ON RIGHT

MISCELLANEOUS MOVEMENTS

- 80 - OTHER MISCELLANEOUS, DETAILS UNKNOWN
- 81 - BACKING IN ROADWAY
- 82 - BACKING FROM ANGLE, PARKING ON LEFT
- 83 - BACKING FROM ANGLE, PARKING ON RIGHT
- 84 - BACKING ACROSS TRAFFIC
- 85 - BACKING ON SHOULDER
- 86 - VEHICLE PUSHED BY OTHER VEHICLE
- 87 - VEHICLE PUSHED BY PEDESTRIAN
- 88 - DRIVERLESS VEHICLE IN MOTION
- 89 - NOT IN MOTION (PARKED, ABANDONED, OR STANDING)
- 99 - UNKNOWN

ORIGINAL		SOUTH CAROLINA UNIFORM TRAFFIC COLLISION REPORT (FOR INVESTIGATING OFFICERS) SUPPLEMENTAL BUS & TRUCK ACCIDENT REPORT		<input type="checkbox"/> Amended - Attach Copy of Original Report <input type="checkbox"/> Corrected	Page _____ of _____ Pages						
D.P.S. USE ONLY											
Date	Time	County	Route Category 1 - Interstate 4 - Secondary 2 - US Primary 5 - County 3 - SC Primary 6 - Other	ACCIDENT LOCATION (Route number & Name if any)	AUXILIARY 0 - Main Line 6 - Connection 2 - Alternate 7 - Business 5 - Spur 8 - Bypass 9 - Other						
SCREENING INFORMATION			ACCIDENT LOCATION / ENVIRONMENT INFORMATION								
NUMBER OF QUALIFYING VEHICLES INVOLVED A truck with 6 or more tires → <input style="width: 50px;" type="text"/> OR A vehicle with a hazardous material placard → <input style="width: 50px;" type="text"/> OR A bus designed to carry 16 or more persons, including the driver → <input style="width: 50px;" type="text"/>			1 - Two-way trafficway with NO physical separation 2 - Two-way trafficway with median strip (divided highway without traffic barrier) <input style="width: 20px;" type="text"/> 3 - Divided trafficway, median strip, with physical traffic barrier 4 - One-way trafficway								
NUMBER OF PERSONS INVOLVED Sustaining fatal injuries → <input style="width: 50px;" type="text"/> Transported for immediate medical services → <input style="width: 50px;" type="text"/>			ACCESS CONTROL 1 - No Control of Access (Unlimited Access) <input style="width: 20px;" type="text"/> 2 - Full Control of Access (Only Ramp Entry or Exit) 3 - Other								
NUMBER OF VEHICLES TOWED/PROVIDED ASSISTANCE Towed from scene due to damage or provided assistance → <input style="width: 50px;" type="text"/>			VEHICLE INFORMATION								
DO NOT COMPLETE THIS FORM UNLESS: One or more qualified vehicles was involved - AND One or more qualifying injuries was sustained - OR One or more vehicles was towed from the scene - OR One or more vehicles was provided assistance			Gross Vehicle Weight Rating Truck or Tractor → <table border="1" style="display: inline-table; border-collapse: collapse;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>								
Trailer or Trailers Total → <table border="1" style="display: inline-table; border-collapse: collapse;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>											
			TOTAL NUMBER OF AXLES (Including Trailers) → <input style="width: 20px;" type="text"/>								
			VEHICLE CONFIGURATION 0 - Any 4-tire Vehicle 1 - Bus 2 - Single Unit Truck (2 axles / 6 or more tires) 3 - Single Unit Truck (3 or more axles) 4 - Truck with Trailer 5 - Truck Tractor Only (Bobtail) 6 - Tractor with Semi-Trailer 7 - Tractor with Double Trailers 8 - Tractor with Triple Trailers 9 - Other - Unable to Classify								
			CARGO BODY TYPE 1 - Bus 2 - Van / Enclosed Box 3 - Cargo Tank 4 - Flat Bed 5 - Dump 6 - Concrete Mixer 7 - Auto Transport 8 - Garbage or Refuse 9 - Other								
			Trailer Length	Trailer Width	Trailer Length						
			HAZARDOUS MATERIAL INVOLVEMENT								
TOTAL NUMBER OF SUPPLEMENTAL FORMS REQUIRED: <input style="width: 50px;" type="text"/>			WAS THIS VEHICLE CARRYING HAZARDOUS MATERIALS ? <input style="width: 20px;" type="text"/> 1 - YES 2 - NO 3 - UNKNOWN								
UNIT NUMBER _____ FR-10 NUMBER _____			DID VEHICLE HAVE A HAZARDOUS MATERIAL PLACARD ? <input style="width: 20px;" type="text"/> 1 - YES 2 - NO 3 - UNKNOWN								
CARRIER INFORMATION			If "YES", from placard indicate: Name or 4 Digit Number from Diamond or Box → <input style="width: 50px;" type="text"/> 1 or 2 Digit Number from Bottom of Diamond → <input style="width: 20px;" type="text"/>								
NAME: _____ SOURCE: <table style="display: inline-table;"><tr><td>1 - Shipping Papers</td><td>4 - Log Book</td></tr><tr><td>2 - Vehicle Side</td><td>5 - Other</td></tr><tr><td>3 - Driver</td><td>9 - Unknown</td></tr></table> → <input style="width: 20px;" type="text"/>			1 - Shipping Papers	4 - Log Book	2 - Vehicle Side	5 - Other	3 - Driver	9 - Unknown	WAS HAZARDOUS MATERIAL RELEASED FROM THIS VEHICLE'S CARGO ? <input style="width: 20px;" type="text"/> 1 - YES 2 - NO 3 - UNKNOWN		
1 - Shipping Papers	4 - Log Book										
2 - Vehicle Side	5 - Other										
3 - Driver	9 - Unknown										
ADDRESS: Street Address: _____ City _____ State <input style="width: 20px;" type="text"/> Zip <input style="width: 20px;" type="text"/>			NOTIFICATION:								
IDENTIFICATION NUMBERS: US DOT <input style="width: 50px;" type="text"/> NONE = 0 <input style="width: 20px;" type="text"/> ICC MC <input style="width: 50px;" type="text"/> STATE <input style="width: 20px;" type="text"/> STATE NUMBER <input style="width: 50px;" type="text"/>			SEQUENCE OF EVENTS (for THIS Vehicle) Event #1 <input style="width: 20px;" type="text"/> Event #2 <input style="width: 20px;" type="text"/> Event #3 <input style="width: 20px;" type="text"/> Event #4 <input style="width: 20px;" type="text"/>								
DRIVER INFORMATION (Apparent Driver Condition)			(Collision Involving)								
1 - Appeared Normal 4 - Sick 7 - Medication 2 - Had Been Drinking 5 - Fatigue 8 - Unknown 3 - Illegal Drug Abuse 6 - Asleep			11 - Ran Off Road 12 - Jackknifed 13 - Overturned or Rollover 14 - Downhill Runaway 15 - Cargo Loss or Shift 16 - Explosion or Fire 17 - Separation of Units 19 - Other Event 21 - Pedestrian 22 - Motor Vehicle in Transport 23 - Parked Vehicle 24 - Train 25 - Pedalcycle 26 - Animal 27 - Fixed Object 29 - Other Object								
Investigator's Name		Rank	Badge Number	Agency Type	Code						
				Date	Reviewer's Name						
					Rank						

ACKNOWLEDGEMENTS

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Special recognition is given to the above traffic investigative agencies, and in doing so, we cannot forget the support and cooperation of other agencies and organizations that helped make this information available.

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