



2008

SOUTH CAROLINA



COMMERCIAL MOTOR VEHICLE TRAFFIC COLLISION FACT BOOK

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



South Carolina Department of Public Safety

June 2010

Dear Reader:

The South Carolina Department of Public Safety is pleased to present the "2008 S.C. Commercial Motor Vehicle Traffic Collision Fact Book". This report defines and describes some characteristics of commercial motor vehicle crashes in our state. As the reader, you will be able to compare general crash characteristics within one year and over a five year period as well.

Information about these crashes, presented in the following tables, helps us better understand the highway safety problem and develop effective solutions. Reducing highway fatalities and injuries require the continued and combined efforts of our state, local, and federal partners – all working towards this common goal. For this reason, we continue to rely on the collection and coding of crash data that will assist us in our continuing effort to make our highways safer.

The challenge, however, is for government, industry, and the general public, to join together to call attention to the need to safely share the roads in South Carolina. We are joining with leaders in the trucking and bus industry and our federal and state 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 educate the reader with the current conditions found on our highways.

I hope this information serves as an informative document that enhances our ability to improve highway safety and, more importantly, save lives.

Sincerely,

Mark Keel
Director



CMV TRAFFIC COLLISION QUICK FACTS

	<u>2007</u>	<u>2008</u>	<u>% CHANGE</u>
FATAL COLLISIONS	87	80	-8.0%
INJURY COLLISIONS	1,431	1,189	-16.9%
PROPERTY DAMAGE ONLY COLLISIONS	1,468	1,312	-10.6%
TOTAL COLLISIONS	2,986	2,581	-13.6%
FATALITIES	102	92	-9.8%
NON-FATAL INJURIES	2,300	2,015	-12.4%
ECONOMIC LOSS*	\$176,732,200	\$160,037,400	-9.4%
TRUCK VEHICLE MILES TRAVELED	4,700,000,000	4,900,000,000	4.3%
ROADWAY MILES	66,248	66,261	0.0%
TRUCK MILEAGE DEATH RATE**	2.2	1.9	-13.6%

*Economic Loss is calculated using the latest information from the National Safety Council, Estimating the Costs of Unintentional Injuries, 2008.

**Mileage Death Rate (MDR) is the number of fatalities in CMV collisions per 100 million Large Truck Vehicle Miles Traveled (VMT). Truck VMT is estimated by South Carolina Department of Transportation (SCDOT).



TABLE OF CONTENTS

DEFINITION OF COLLISION (ACCIDENT).....viii
DEFINITIONS 1-2

Part I - GENERAL INFORMATION 3

- CMV Traffic Trends 1999-2008.....4
- VMT and Mileage Death Rate Trends.....5
- Economic Loss Statistics Clock.....6
- Narrative (Probable Cause, First Harmful Event).....7
- Primary Contributing Factor.....8-9
- First Harmful Event.....10-11
- Contributed to Collision.....12

Part II - COLLISION CHARACTERISTICS13

- A. The Driver..... 15
 - Age and Sex of Drivers.....16-17
- B. Time.....19
 - Collisions by Hour of the Day.....20
 - Collisions by Time of Day.....21
 - Collisions by Day of Week.....22
 - Collisions by Month.....23
- C. Location.....25
 - STP District Map.....26
 - Collisions and District Statistics by STP District.....27
 - Collisions by County.....28
 - High Collisions Counties Map.....29
 - Collisions by Route Category.....30
 - Interstate Collisions.....31
 - Highway Collisions.....32
- D. Environment.....33
 - CMV Collisions by Road Surface Conditions.....34
 - CMV Collisions by Weather Conditions.....34
 - CMV Collisions by Road Character.....35
 - CMV Collisions by Work Zone Type.....35
 - CMV Collisions by Light Conditions.....36
 - CMV Collisions by Traffic Control.....36
- E. Units.....37
 - Unit Types.....38
 - Vehicle Use.....39
 - Cargo Body Type.....40
 - Vehicle Configuration.....41

Part III - PASSENGER VEHICLES ... 43
School Buses.....44-45
(Passenger) Commercial Buses.....46-47
Full Size Vans.....48-49

Part IV - COLLISION CONSEQUENCES51
Transported to Medical Facility - Injuries Sustained 53
Traffic Collision Victim Profile.....54-55
Ejection Status/Location After Impact/Injuries Sustained..... 56-57
Traffic Injuries by Restraint Usage..... 58-59

Part V – HAZARDOUS MATERIALS.....61
2008 Hazardous Material Involvement62
Hazmat by Route Category.....63

APPENDIX.....65

PHOTO 66

UNIFORM AND SUPPLEMENTAL TRAFFIC COLLISION REPORT FORMS..... 67-69

ACKNOWLEDGMENTS.....71

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 Regulation 390.5. The following is the regulation definition of a CMV collision:

A CMV collision (accident) means¹:

- 1. An occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in:
 - (i) A fatality;**
 - (ii) Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or**
 - (iii) One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.****

- 2. The term *accident* does not include:
 - (i) An occurrence involving only boarding and alighting from a stationary motor vehicle; or**
 - (ii) An occurrence involving only the loading or unloading of cargo.****

1. Definition obtained from the Federal Motor Carrier Safety Regulations, Management Edition, April 2008, Part 390.5.

KEY DEFINITIONS

Bus - A motor vehicle with seating for transporting nine 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: Any motor vehicle used for the transportation of goods, property or people in interstate or intrastate commerce.

CMV Collisions - A collision involving a CMV in which there are fatal injuries OR at least one person is transported for immediate medical care OR one or more vehicles (not necessarily the CMV) are towed from the scene due to disabling damage 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 that can be remedied temporarily at the scene of the collision without special tools or parts other than tires.
 - 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 that make 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. Based on the 2008 National Safety Council's Formula which applies with the following factors:

Each fatality	\$1,300,000
Each incapacitating injury	\$ 67,200
Each non-incapacitating injury	\$ 21,800
Each possible injury	\$ 12,300
Each *PDO accident	\$ 8,300

Fatal Traffic Collision - Any traffic collision that results in one or more fatal injuries.

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 designated by U.S. Department of Transportation, or other authorizing entity, as capable of posing an unreasonable risk to health, safety and property when transported in commerce.

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.

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 - 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.

*PDO = Property Damage Only

KEY DEFINITIONS

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; persons walking, running, jogging, hiking, sitting, lying within the trafficway.

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

Primary Contributing Factor - Refers to the primary contributing factor of the traffic collision. This is the presumptive factor that created the collision situation.

Road - That 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) - A road vehicle or a pedestrian, which includes motor vehicles in-transport, motor vehicles no in-transport, railway trains, pedestrians, and pedalcyclists.

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 Accidents, Seventh Edition, published by the National Safety Council.

Part I - General Information

The following pages contain descriptive statistics regarding collisions involving commercial motor vehicles (CMV's) in South Carolina for the year 2008. This includes applicable information regarding drivers, occupants, vehicles, and any other information necessary to obtain a better assessment of the safety of our roadways.

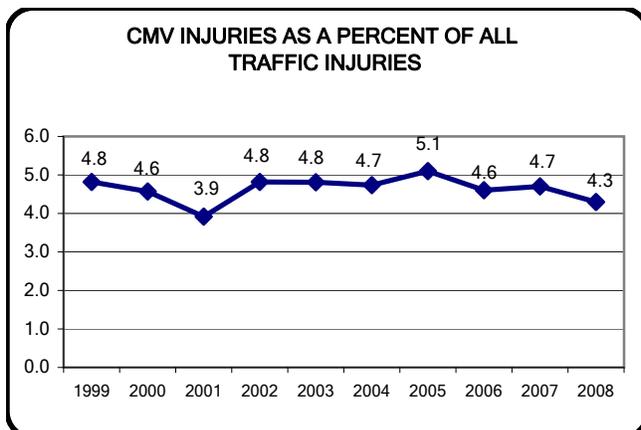
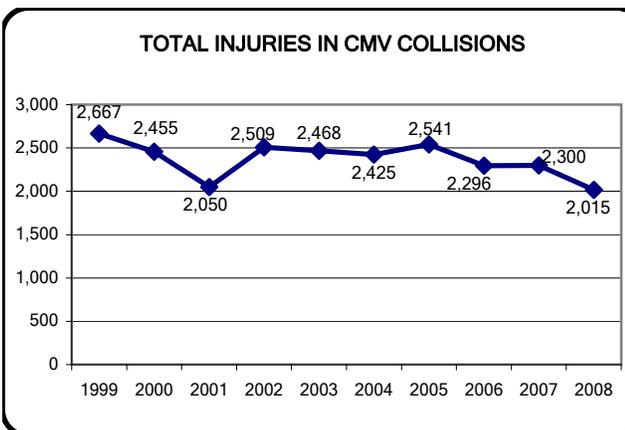
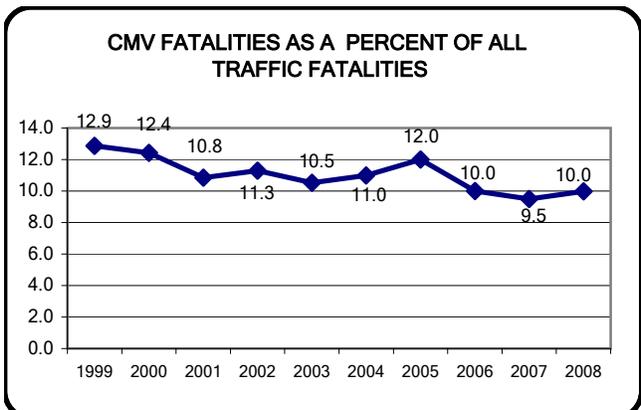
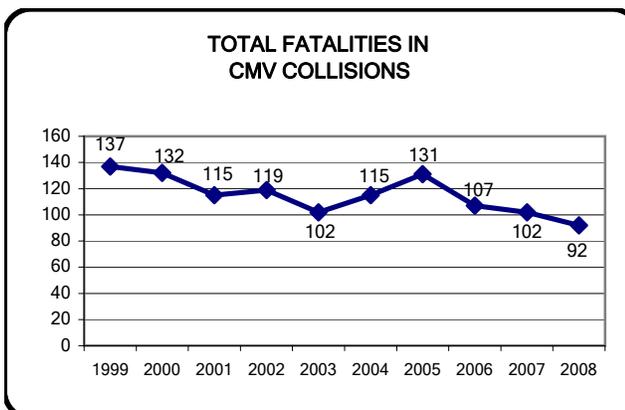
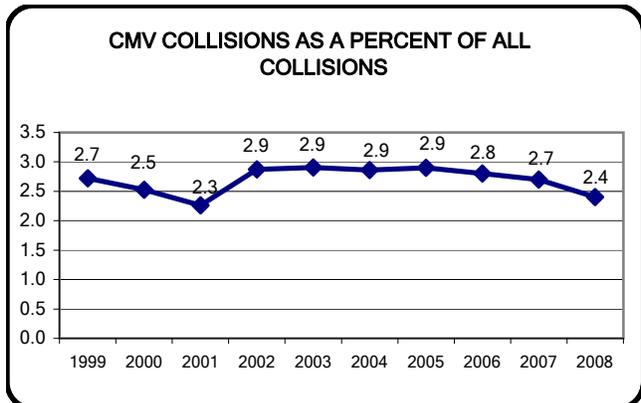
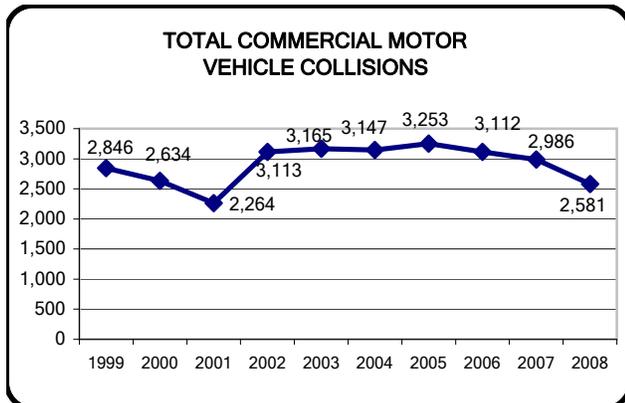
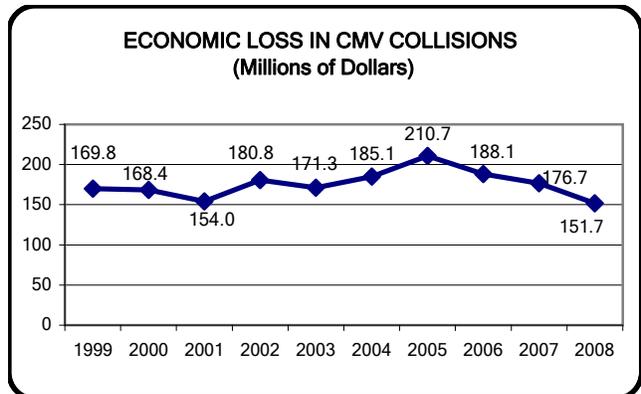
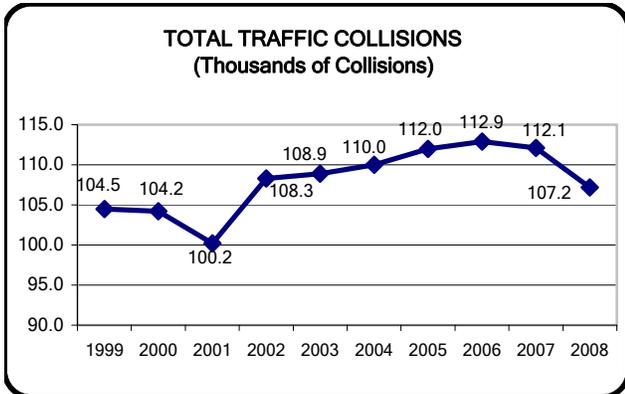
The number of CMV involved collisions has decreased from 2,986 in 2007 to 2,581 in 2008. This equates to a 13.6% decrease over this time period. Accompanying these collisions are immense personal and financial losses. While CMV collisions only accounted for 2.4% of the total collisions in South Carolina in 2008, the outcome of CMV collisions made up 10% of the total fatalities on our roadways. Total fatalities in CMV involved collisions have decreased from 102 in 2007 to 92 in 2008, a 9.8% **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 2,300 in 2007 to 2,015 in 2008, a 12.4% **decrease**.

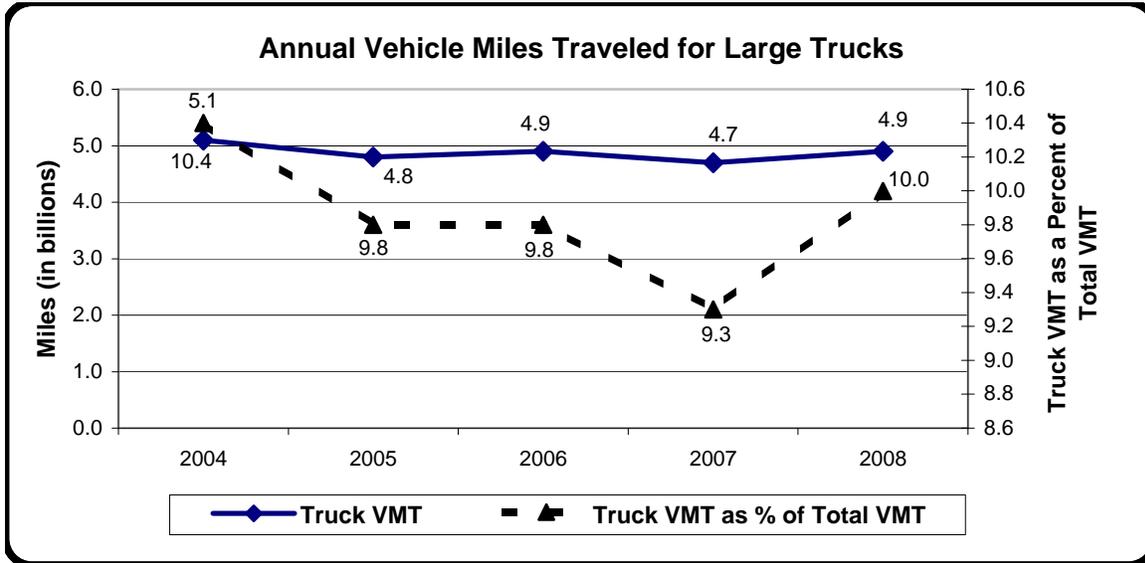
CMV involved collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 2008, \$151 million dollars in estimated losses were incurred in CMV collisions. This was a 14% **decrease** from 2007. Yet, this also means that CMV collisions made up 5.6% of the total economic loss that occurred on South Carolina roadways in 2008.

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 page 1. **Only collisions involving at least one CMV are included in this publication, unless otherwise noted.**

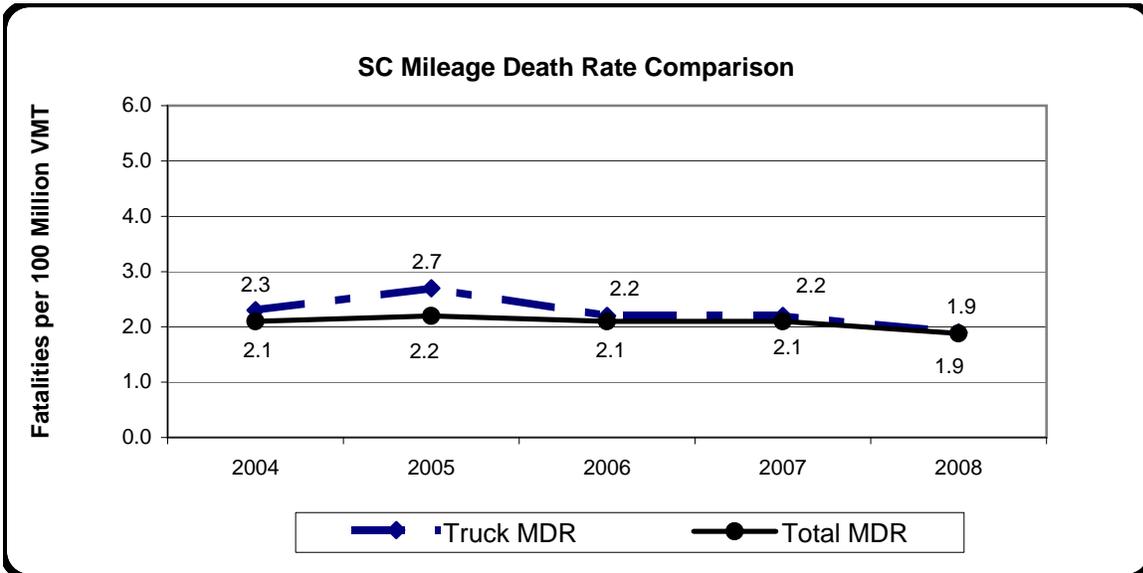
The statistics contained in the South Carolina Commercial Motor Vehicle Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It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



VEHICLE MILES TRAVELED (VMT)

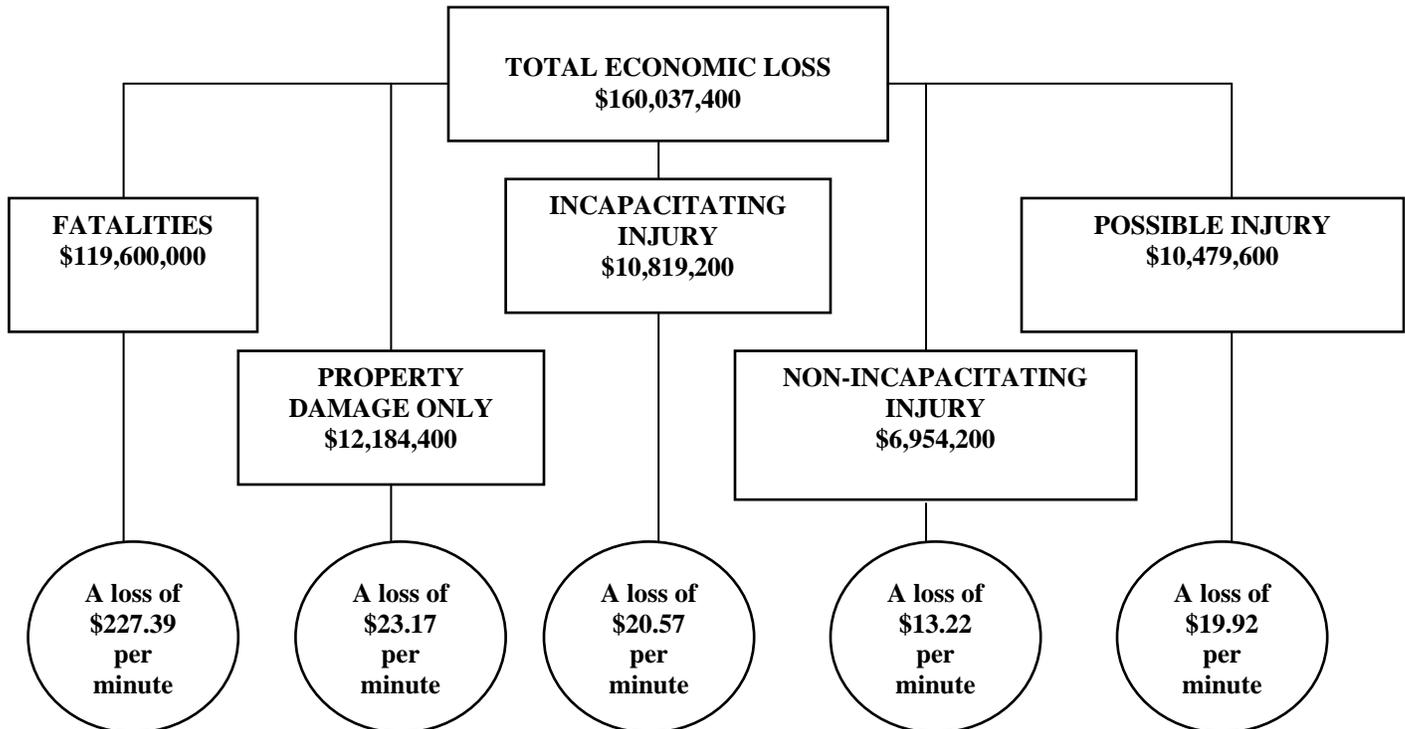


Mileage Death Rate (MDR) is the number of fatalities per 100 million Vehicle Mile Traveled (VMT). "Total MDR" is the MDR for all motor vehicles. "Truck MDR" is the MDR for trucks. Truck Vehicle Miles Traveled (VMT) is estimated by the South Carolina Department of Transportation.* Truck MDR is computed using fatalities in CMV collisions and VMT for trucks.



* Source: South Carolina Department of Transportation estimates Truck VMT.

SOUTH CAROLINA CMV ECONOMIC LOSS STATISTICAL CLOCK 2008



PRIMARY CONTRIBUTING FACTOR

(Pages 8, 9, and 12)

Some action (or inaction) by one or more of the drivers was cited as the Primary Contributing Factor in 2,388 of the 2,581 reported CMV traffic collisions in 2008. This accounted for 93% of all primary contributing factors of crashes. "Too fast for conditions" was the greatest of these, accounting for 29% of CMV collisions. Vehicle factors accounted for the next largest category of collision causes with 121 or 5% of the total. "Tires/Wheels", "Brakes", and "Cargo" were the contributing factors in which most of the collisions in this category were attributed to. For fatal collisions in 2008, some type of driver error was considered the primary cause in 71 of the 80 fatal collisions, accounting for **89% of all CMV collisions** in which someone was killed. This percentage is slightly higher than the percentage for all South Carolina fatal traffic collisions (**88% driver error**).

When dealing with these collisions, it becomes significant to know which vehicle caused the collision. In two vehicle collisions between a CMV and a Non-CMV, the Non-CMV driver was cited as the only contributor to the crashes in 988 of 1,850 collisions, or 53% of the time. The CMV driver was cited as the only contributor in 752 of the 1,850 collisions, or 41% of the time. Non-CMV drivers were the only contributors in 76% of all fatal crashes and 50% of injury collisions. CMV drivers were the only contributors in 18% of fatal collisions and 44% of injury collisions.

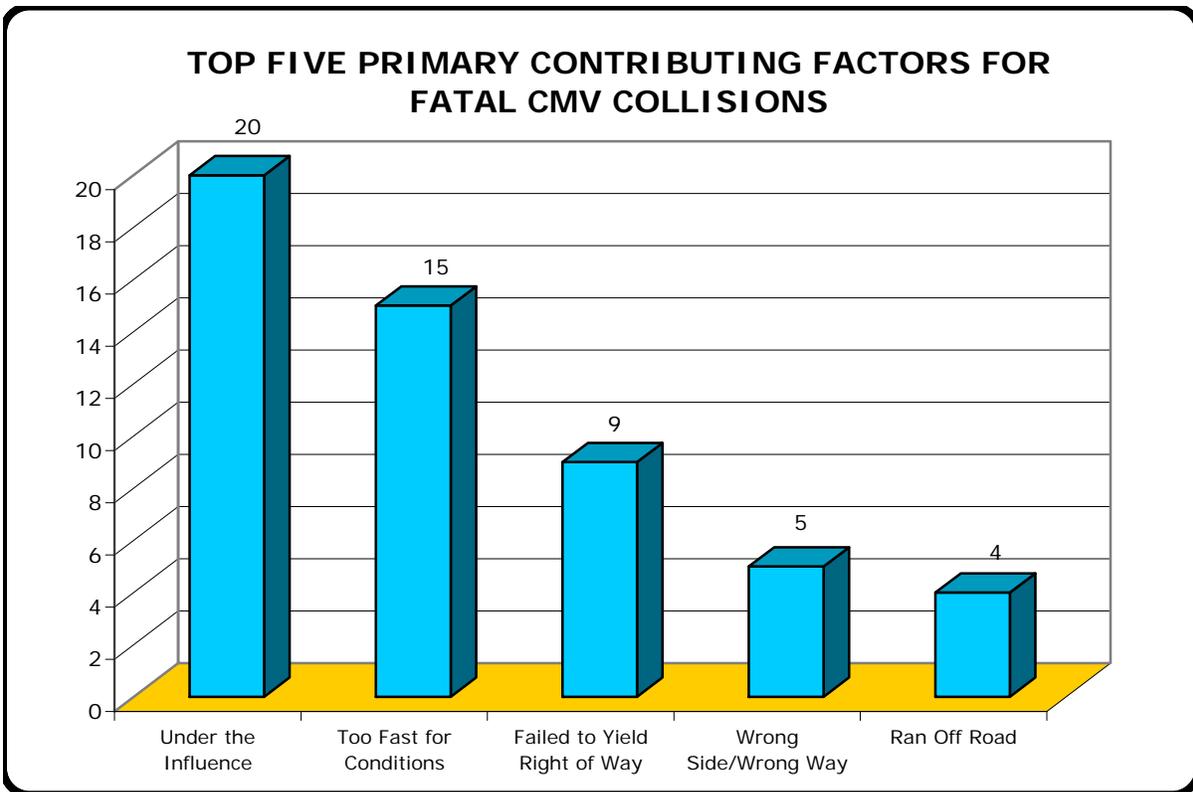
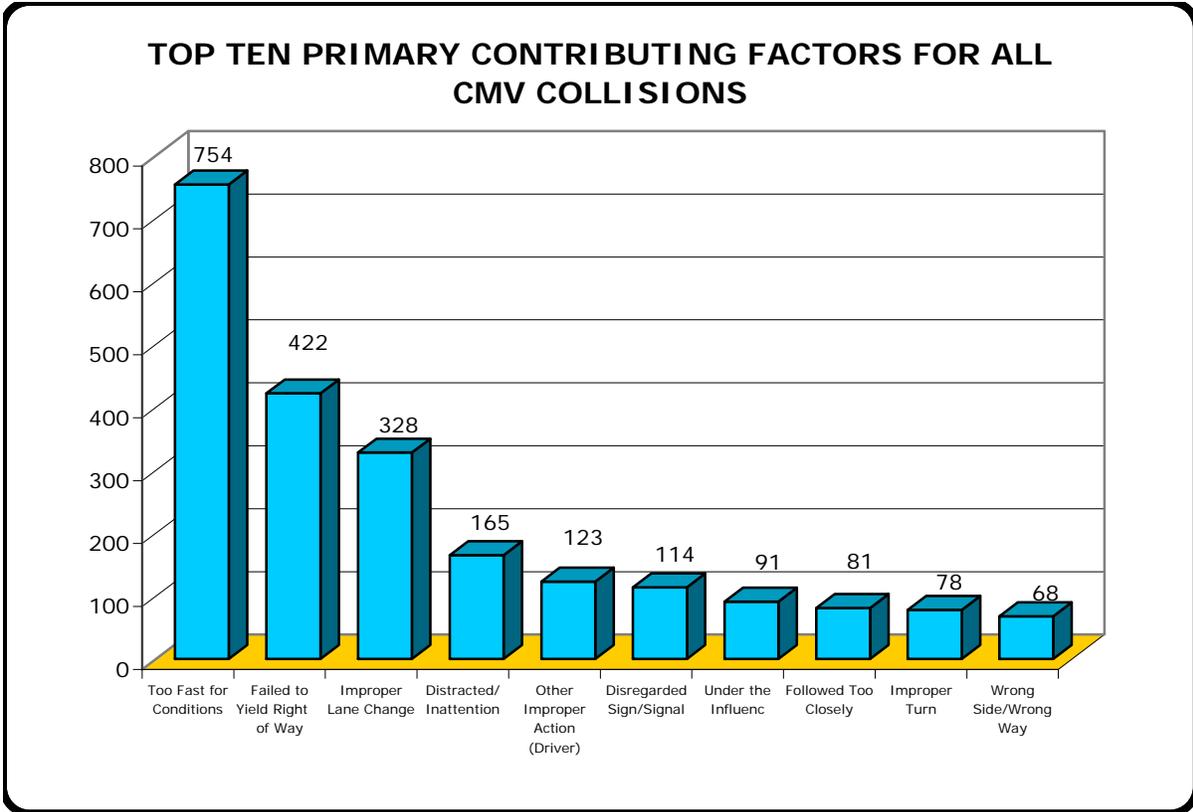
FIRST HARMFUL EVENT

(Pages 10, 11)

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 2008, the FHE in 1,852 of the 2,581 (72%) reported CMV traffic collisions 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 151 of 2,581 crashes, or 5.9% of the total. The third most frequent FHE was an overturn/rollover with 136 collisions (5.3%). Combined, these three accounted for more than 80% of all reported CMV collisions.

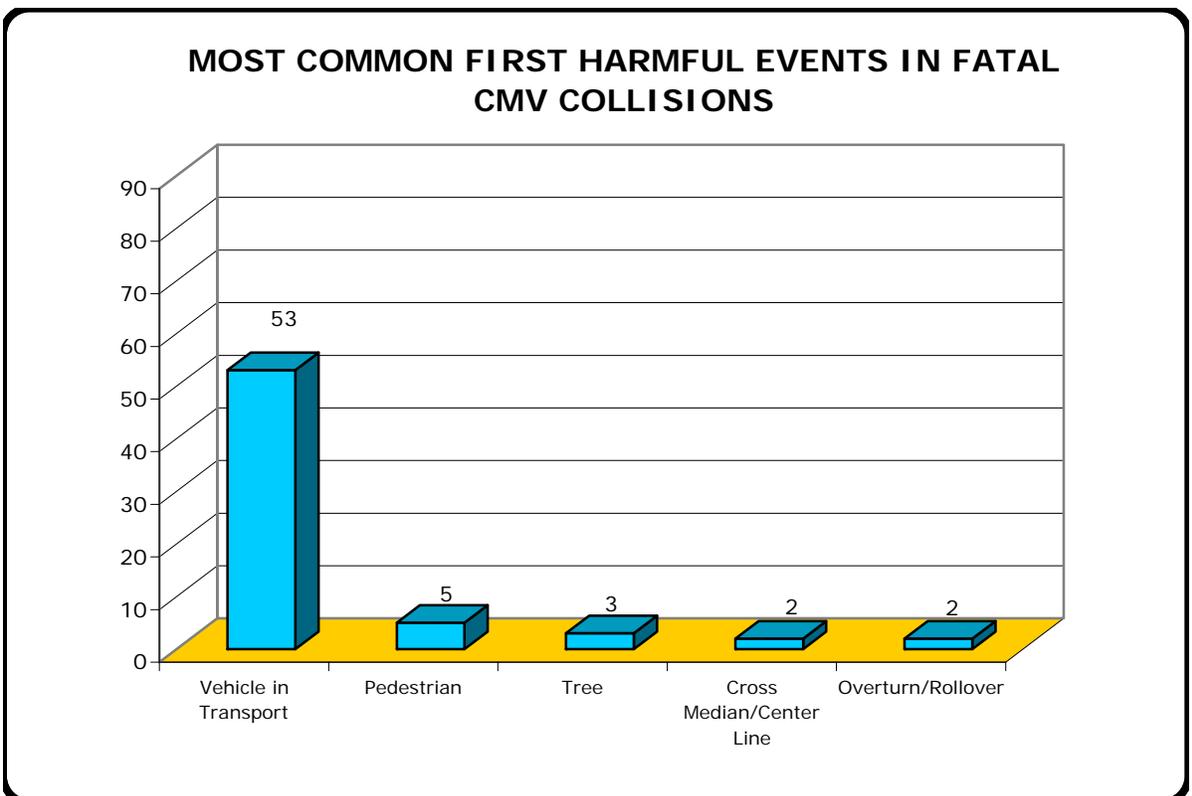
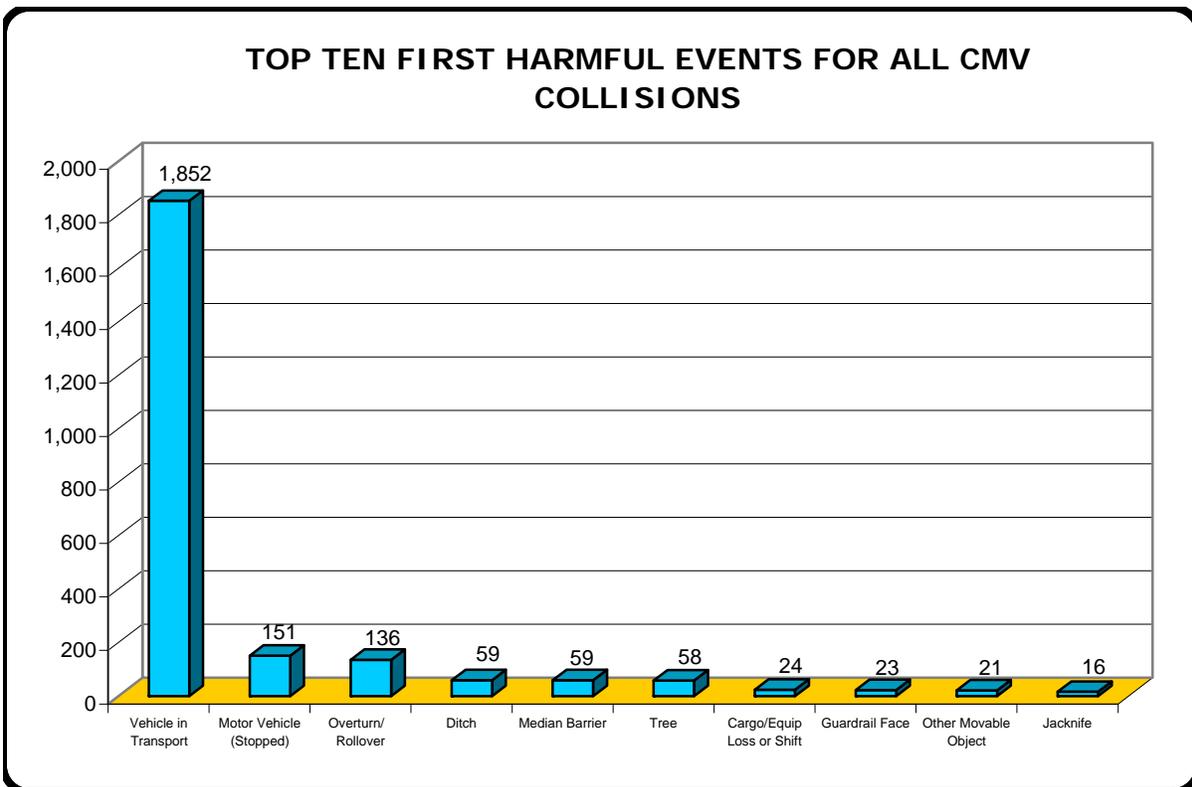
Collisions with a motor vehicle in transport (66%) and collisions with a pedestrian (6.3%) were identified as the top two FHE's in fatal crashes. Collisions with a tree were the third highest FHE's in fatal crashes, with 3 fatal collisions (3.8%).





TRAFFIC COLLISIONS BY PRIMARY CONTRIBUTING FACTORS

PRIMARY CONTRIBUTING FACTOR	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	Fatal	Injury	Property Damage Only			
Disregarded Sign/Signal	2	68	44	114	3	121
Distracted/Inattention	1	78	86	165	1	147
Too Fast for Conditions	15	347	392	754	16	631
Exceeded Speed Limit	1	3	4	8	1	4
Failed To Yield Row	9	213	200	422	11	355
Run Off Road	4	20	15	39	4	25
Fatigued/Asleep	3	11	7	21	3	17
Followed Too Closely	0	49	32	81	0	80
Improper Turn	0	21	57	78	0	30
Medical Related	0	17	6	23	0	22
Aggressive Driving	0	6	3	9	0	11
Over-Correcting/Over-Steering	2	2	3	7	2	12
Swerving To Avoid Object	0	2	6	8	0	2
Wrong Side/Wrong Way	5	39	24	68	5	78
Under The Influence	20	42	29	91	24	74
Vision Obscured (W/In Unit)	0	3	4	7	0	3
Improper Lane Usage/Change	2	140	186	328	3	182
Other Improper Action (Driver)	3	50	70	123	3	76
Unknown	4	24	14	42	6	52
Driver Factors Subtotal	71	1,135	1,182	2,388	82	1,922
Debris	0	2	5	7	0	6
Obstruction In Rdwy	0	1	5	6	0	1
Road Surface Condition (ie. Wet)	0	3	2	5	0	6
Rut, Hole, Bump	0	0	1	1	0	0
Shoulders(Non,Low,Soft,High)	0	0	1	1	0	0
Other Roadway Factor	0	0	1	1	0	0
Roadway Factors Subtotal	0	6	15	21	0	13
Non-Motorist Inattentive	0	0	1	1	0	0
Lying &/Or Illegally In Rdwy	2	2	0	4	2	3
Non-Motorist Failed To Yield Row	0	1	0	1	0	1
Improper Crossing	0	2	0	2	0	2
Darting	1	0	0	1	1	0
Non-Motorist Under Infl	3	1	0	4	3	1
Other Non-Motorist Factor	0	1	1	2	0	2
Non-Motorist Subtotal	6	7	2	15	6	9
Animal In Road	0	4	18	22	0	4
Glare	0	1	2	3	0	2
Obstruction	0	1	2	3	0	1
Weather Condition	0	3	5	8	0	4
Environmental Factors Subtotal	0	9	27	36	0	11
Brakes	0	6	12	18	0	28
Steering	0	0	7	7	0	0
Power Plant	0	1	6	7	0	1
Tires/Wheels	3	14	31	48	4	19
Lights	0	3	0	3	0	4
Restraint Systems	0	1	0	1	0	1
Truck Coupling	0	0	4	4	0	0
Cargo	0	5	16	21	0	5
Other Vehicle Defect	0	2	10	12	0	2
Vehicle Defect Factors Subtotal	3	32	86	121	4	60
TOTALS	80	1,189	1,312	2,581	92	2,015



TRAFFIC COLLISIONS BY FIRST HARMFUL EVENT

FIRST HARMFUL EVENT	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	Fatal	Injury	Property Damage Only			
Cargo/Equip Loss Or Shift	1	7	16	24	1	9
Cross Median/Center Line	2	6	5	13	3	10
Downhill Runaway	0	0	2	2	0	0
Equipment Failure	1	4	8	13	1	7
Jackknife	1	3	12	16	1	5
Overturn/Rollover	2	58	76	136	2	92
Separation Of Units	0	0	4	4	0	0
Other Non-Collision	1	7	8	16	1	10
Unknown Non-Collision	0	2	1	3	0	2
Non-Collision Subtotal	8	87	132	227	9	135
Animal (Deer Only)	0	0	6	6	0	0
Animal (All OtherS)	0	1	6	7	0	1
Motor Vehicle (In Transport)	53	895	904	1,852	63	1,515
Motor Vehicle (Stopped)	2	81	68	151	2	201
Motor Vehicle (Parked)	0	5	9	14	0	5
Pedalcycle	1	3	0	4	1	3
Pedestrian	5	5	0	10	5	6
Railway Vehicle	0	0	1	1	0	0
Work Zone Maint. Equip.	0	0	1	1	0	0
Other Movable Object	1	3	17	21	2	4
Unknown Movable Object	0	1	1	2	0	5
Object, Not Fixed Subtotal	62	994	1,013	2,069	73	1,740
Bridge Overhead Structure	0	1	4	5	0	1
Bridge Parapet End	0	0	1	1	0	0
Bridge Pier Or Abutment	1	1	0	2	1	1
Bridge Rail	0	2	3	5	0	2
Culvert	0	1	4	5	0	1
Curb	0	2	2	4	0	2
Ditch	1	26	32	59	1	36
Embankment	0	8	4	12	0	10
Equipment	0	0	1	1	0	0
Fence	0	6	6	12	0	6
Guardrail End	1	2	5	8	1	2
Guardrail Face	2	6	15	23	2	11
HWY Traffic Sign Post	0	1	1	2	0	1
Light Luminaire Support	0	0	2	2	0	0
Maibox	1	3	2	6	1	3
Median Barrier	1	14	44	59	1	15
Other(Post,Pole,Support,Etc.	0	1	2	3	0	1
Other(Wall,Bldg,Tunnel,Etc.	0	2	3	5	0	3
Tree	3	28	27	58	3	40
Utility Pole	0	3	3	6	0	4
Workzone Maint. Equip.	0	0	1	1	0	0
Other	0	1	3	4	0	1
Unknown	0	0	2	2	0	0
Fixed Object Subtotal	10	108	167	285	10	140
TOTALS	80	1,189	1,312	2,581	92	2,015

CMV COLLISIONS WITH OTHER MOTOR VEHICLES

As shown below, 72% of CMV crashes involved two vehicles, a CMV and a non-CMV. 69% of the fatal collisions in commercial motor vehicle collisions were the result of a CMV versus a non-CMV collision. Almost 10% of fatal collisions and all traffic fatalities in South Carolina involved a commercial motor vehicle. However, commercial vehicles were involved in only 2.5% of all collisions. Of those drivers who contributed to the cause of a fatal two-vehicle collision, 76% were non-CMV drivers. Nevertheless, non-CMV drivers made up only 53% of contributing drivers in all CMV collisions involving two vehicles.

DRIVERS IN CMV COLLISIONS WHO CONTRIBUTED TO COLLISION

CONTRIBUTED TO COLLISION	COLLISION TYPE				TOTAL	% OF TOTAL
	FATAL	% FATAL	INJURY	PROPERTY DAMAGE ONLY		
BOTH	0	0.0	22	26	48	2.6
CMV	10	18.2	385	357	752	40.7
NEITHER	3	5.4	28	31	62	3.3
NON-CMV	42	76.4	432	514	988	53.4
TOTALS	55	100.0	867	928	1,850	100.0

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

CMV Collisions Involving Inter- and Intrastate Carriers

CARRIER TYPES IN CMV COLLISIONS

About 33% of CMV collisions involved intrastate carriers. On the other hand, almost 75% of fatal CMV collisions involved interstate carriers. Additionally, 76% of fatalities from CMV collisions involved interstate carriers.

TRAFFIC COLLISIONS BY CARRIER TYPE

CARRIER TYPE	COLLISION TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	Fatal	Injury	Property Damage Only			
INTRASTATE	21	433	412	866	22	892
INTERSTATE	59	756	900	1,715	70	1,123
TOTALS	80	1,189	1,312	2,581	92	2,015

Part II - 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 2008:

A. Driver

- ◆ Males make up the vast majority of CMV drivers in collisions, likely mirroring the population of CMV drivers.
- ◆ Female drivers were involved in 25% of all CMV collisions in S.C. in 2008, yet they made up 8.2% of CMV drivers involved in CMV collisions.

B. Time

- ◆ The month of October had the most fatal collisions (13), followed by April (12).
- ◆ CMV collisions are much more likely to occur during the week (Monday -Friday) as opposed to the weekend. More fatal CMV collisions occurred on Tuesday (19) and Friday (15).
- ◆ 75% of all CMV collisions occurred between the hours of 6 am and 6 pm.

C. Location

- ◆ More fatal CMV collisions occurred on Interstates than any other route category.
- ◆ Greenville (201) and Richland (189) had more CMV collisions than any other county. Greenville also had the most fatal collisions (7).

D. Environment

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

E. Vehicles

- ◆ 58% of CMV's involved in collisions consisted of tractors with semi-trailers.
- ◆ About 2% of CMV's involved in all CMV collisions were carrying hazardous materials.



A. The Driver

Numerous decisions are required of drivers in the operation of a commercial motor vehicle. All too often, poor judgement, inattention, carelessness or even deliberate intent on the part of a driver results in a dangerous driving decision, which leads to a traffic collision. The primary contributing factor in over 90% of all reported traffic crashes was driver-related in 2008. Enumerated on the following pages are the numbers of drivers involved in CMV collisions by age and sex.

- ◆ Approximately 90% of CMV drivers involved in total CMV collisions were male; about 97% of CMV drivers involved in fatal CMV collisions were male.
- ◆ Only 8.3% of CMV drivers involved in CMV collisions were females in 2008. This is a slight increase from the previous year (7.9% of CMV drivers were females in 2007). About 3% of CMV drivers involved in fatal collisions were female. This is also an increase from the previous year (in 2007, there were 2% of CMV drivers involved in fatal collisions who were female).
- ◆ However, of the non-CMV drivers who were involved in CMV collisions, about 55% were male and 44% were female.
- ◆ Additionally, roughly 80% of the non-CMV drivers involved in fatal CMV collisions were male. About 20% were female (non-CMV drivers involved in fatal CMV collisions).
- ◆ In CMV fatal collisions, 30% of all CMV drivers were between the ages of 35 and 44. 31% of male CMV drivers (26 out of 85) were in the same age group (35 – 44 years old); 2/3 of female CMV drivers were in the 45 – 64 year-old age group (1 in the 45 – 54 year old group and 1 in the 55 – 64 year old age group).
- ◆ In CMV total collisions, **27% of all CMV drivers** were between the ages of 45 and 54.
- ◆ In CMV total collisions, nearly **25% of all non-CMV drivers** were between the ages of 15 and 24!!
- ◆ In CMV fatal collisions, 34% of all non-CMV drivers were between the ages of 45 and 54. 29% of male non-CMV drivers (13 out of 45) were between the ages of 45 and 54; over 50% of female non-CMV drivers (6 out of 11) were between the ages of 45 and 54.

AGE AND SEX OF CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

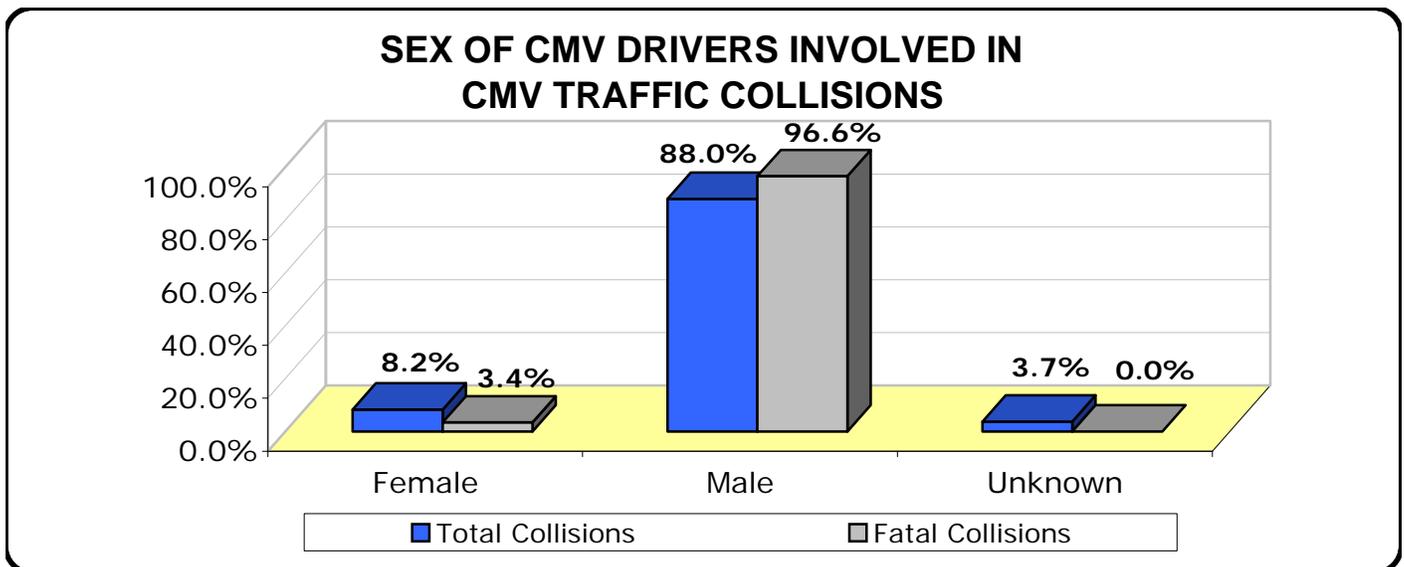
TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	11	109	0	120
25 to 34	40	407	0	447
35 to 44	59	641	0	700
45 to 54	67	662	0	729
55 to 64	36	428	0	464
65 to 74	6	96	0	102
75 to 84	1	11	0	12
85 & OLDER	0	0	0	0
UNKNOWN	1	4	100	105
TOTALS**	221	2,359	100	2,680

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	0	5	0	5
25 to 34	1	14	0	15
35 to 44	0	26	0	26
45 to 54	1	24	0	25
55 to 64	1	14	0	15
65 to 74	0	2	0	2
75 to 84	0	0	0	0
85 & OLDER	0	0	0	0
UNKNOWN	0	0	0	0
TOTALS**	3	85	0	88

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	8	46	0	54
25 to 34	27	174	0	201
35 to 44	41	311	0	352
45 to 54	42	289	0	331
55 to 64	18	192	0	210
65 to 74	3	41	0	44
75 to 84	1	4	0	5
85 & OLDER	0	0	0	0
UNKNOWN	0	2	33	35
TOTALS**	140	1,059	33	1,232

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	3	58	0	61
25 to 34	12	219	0	231
35 to 44	18	304	0	322
45 to 54	24	349	0	373
55 to 64	17	222	0	239
65 to 74	3	53	0	56
75 to 84	0	7	0	7
85 & OLDER	0	0	0	0
UNKNOWN	1	2	67	70
TOTALS**	78	1,215	67	1,360

** 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 drivers.



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

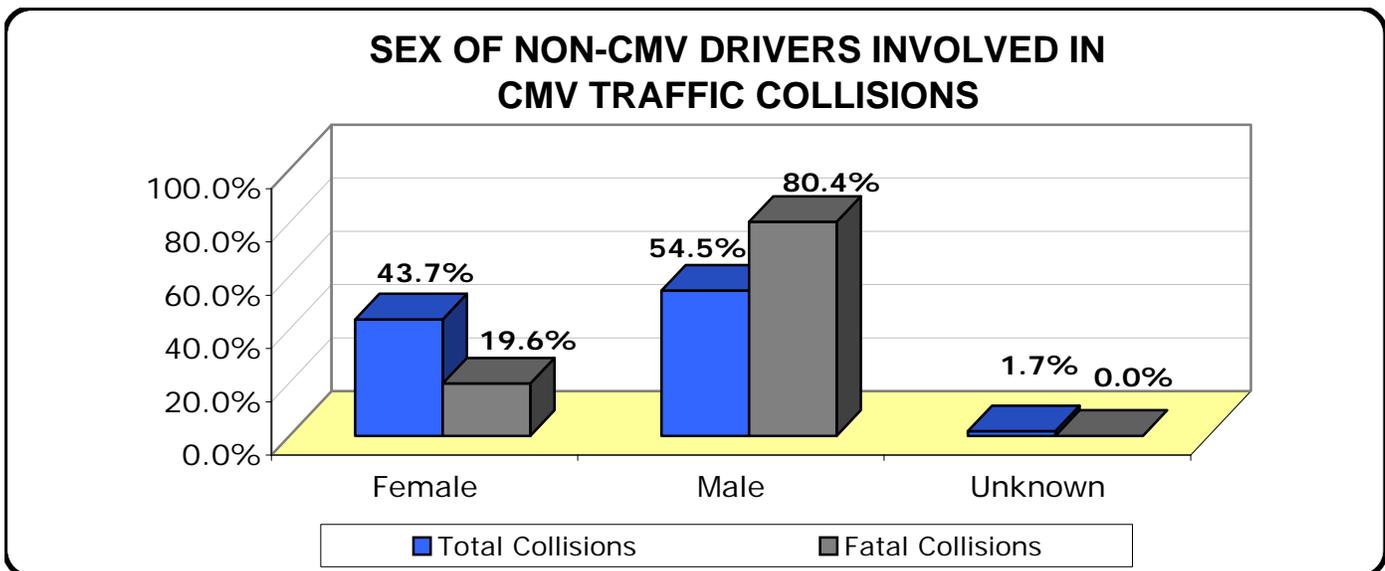
TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	5	2	0	7
15 to 24	259	272	0	531
25 to 34	223	266	0	489
35 to 44	170	205	0	375
45 to 54	163	186	0	349
55 to 64	100	155	0	255
65 to 74	56	92	0	148
75 to 84	31	62	0	93
85 & OLDER	3	11	0	14
UNKNOWN	0	9	40	49
TOTALS**	1,010	1,260	40	2,310

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	2	8	0	10
25 to 34	1	11	0	12
35 to 44	2	3	0	5
45 to 54	6	13	0	19
55 to 64	0	3	0	3
65 to 74	0	3	0	3
75 to 84	0	4	0	4
85 & OLDER	0	0	0	0
UNKNOWN	0	0	0	0
TOTALS**	11	45	0	56

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	2	0	3
15 to 24	137	120	0	257
25 to 34	115	114	0	229
35 to 44	105	102	0	207
45 to 54	87	91	0	178
55 to 64	59	81	0	140
65 to 74	24	41	0	65
75 to 84	19	21	0	40
85 & OLDER	1	4	0	5
UNKNOWN	0	4	13	17
TOTALS**	548	580	13	1,141

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	4	0	0	4
15 to 24	120	144	0	264
25 to 34	107	141	0	248
35 to 44	63	100	0	163
45 to 54	70	82	0	152
55 to 64	41	71	0	112
65 to 74	32	48	0	80
75 to 84	12	37	0	49
85 & OLDER	2	7	0	9
UNKNOWN	0	5	27	32
TOTALS**	451	635	27	1,113

**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 drivers.





B. Time

The frequency of traffic collisions is affected by the settings of the clock and calendar. The concentration of traffic, for example, is heavier at certain times of the day, days of the week and month. Driver attitudes, vision and behavior are influenced by time factors. In addition, weather may be influenced by time of year. On the following pages, statistics are presented which indicate observable time variables. Some of the important observations in the 2008 data are as follows:

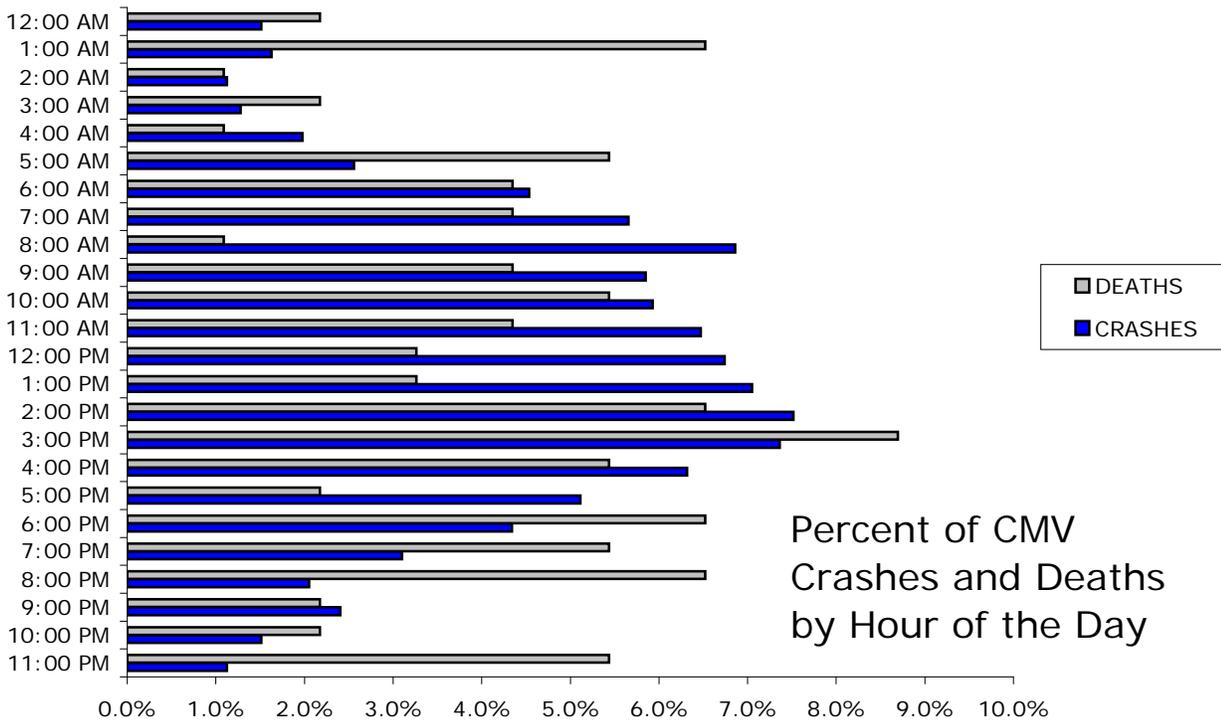
- ◆ More CMV collisions were reported between the hours of 12 PM and 6 PM. Fatal collisions occurred more frequently in the daytime hours between 3:00 PM and 9:00 PM. Roughly 33% of all fatal collisions occurred during this six-hour period.
- ◆ More CMV crashes were reported on Tuesdays than any other day of the week. There were 532 collisions during 2008, accounting for more than 20% of the total. The fewest number of CMV traffic collisions were reported on Sundays with 104, or 4%.
- ◆ More CMV fatal collisions occurred in the month of October (13) than any other month of the year. The fewest number of CMV fatal collisions occurred within the month of November (1).
- ◆ More CMV crashes took place during the 2:00 PM hour. About 7.5% of CMV crashes were reported during this hour in 2008. In 2008, the least number of collisions took place during the 11:00 PM and 2:00 AM hours; there were 29 collisions reported during each of those hours of the day in 2008.
- ◆ CMV fatal collisions happened most often on Tuesday (19). The least deadliest day for CMV fatal collisions was on Sunday (1) in 2008.
- ◆ In 2008, there were more traffic collisions involving CMV's in March than any other month. There were 252 reported collisions involving a CMV in March in 2008. This was a decrease in collisions in March from the previous year. In 2007, there were 281 reported collisions involving a CMV. This is equivalent to a 10% decrease over a one-year period.

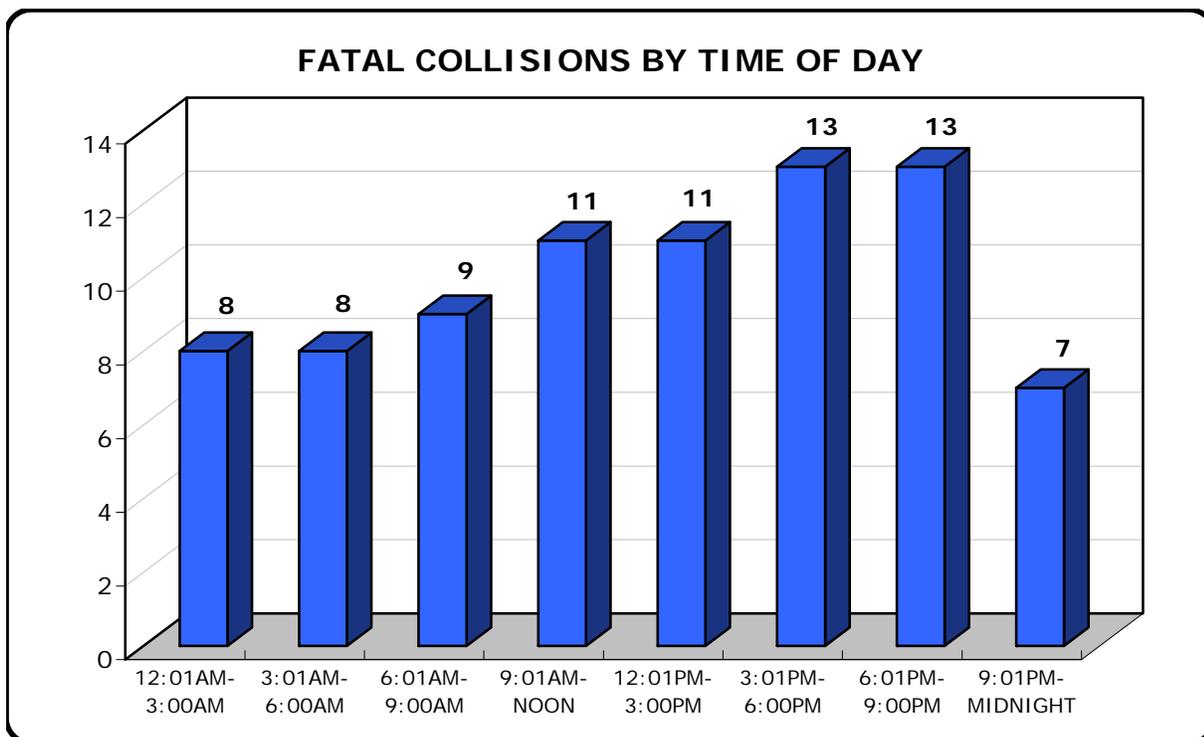
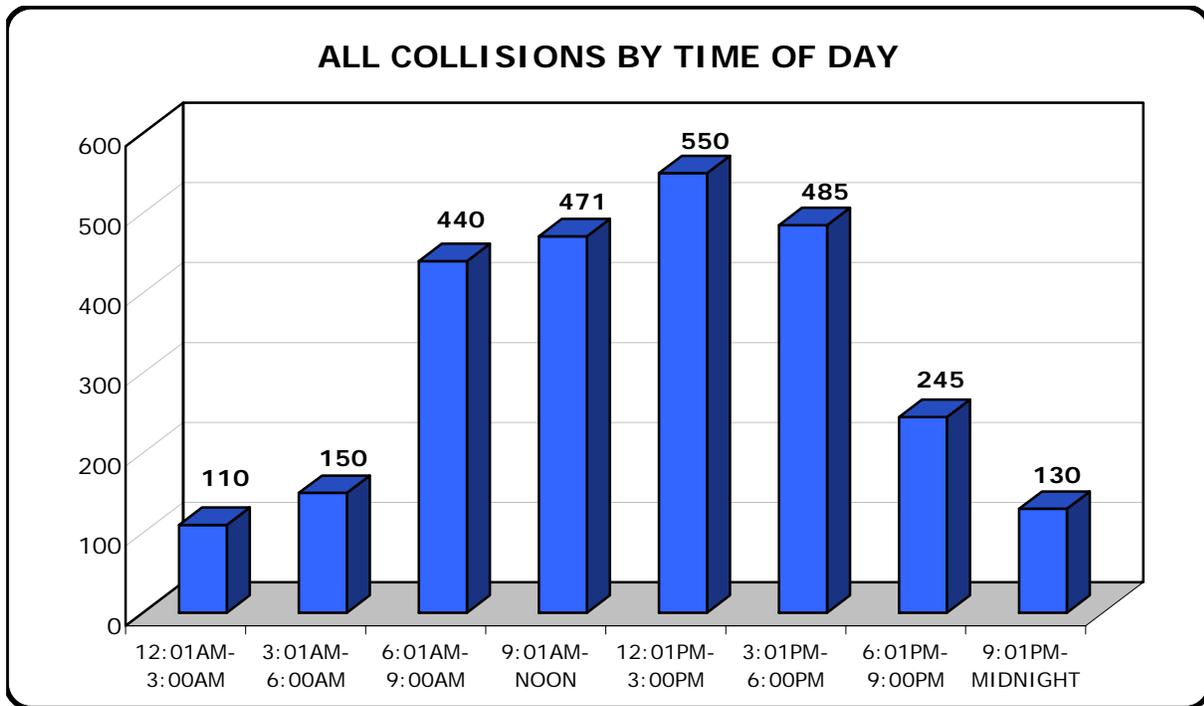
CMV Collisions by Hour of the Day

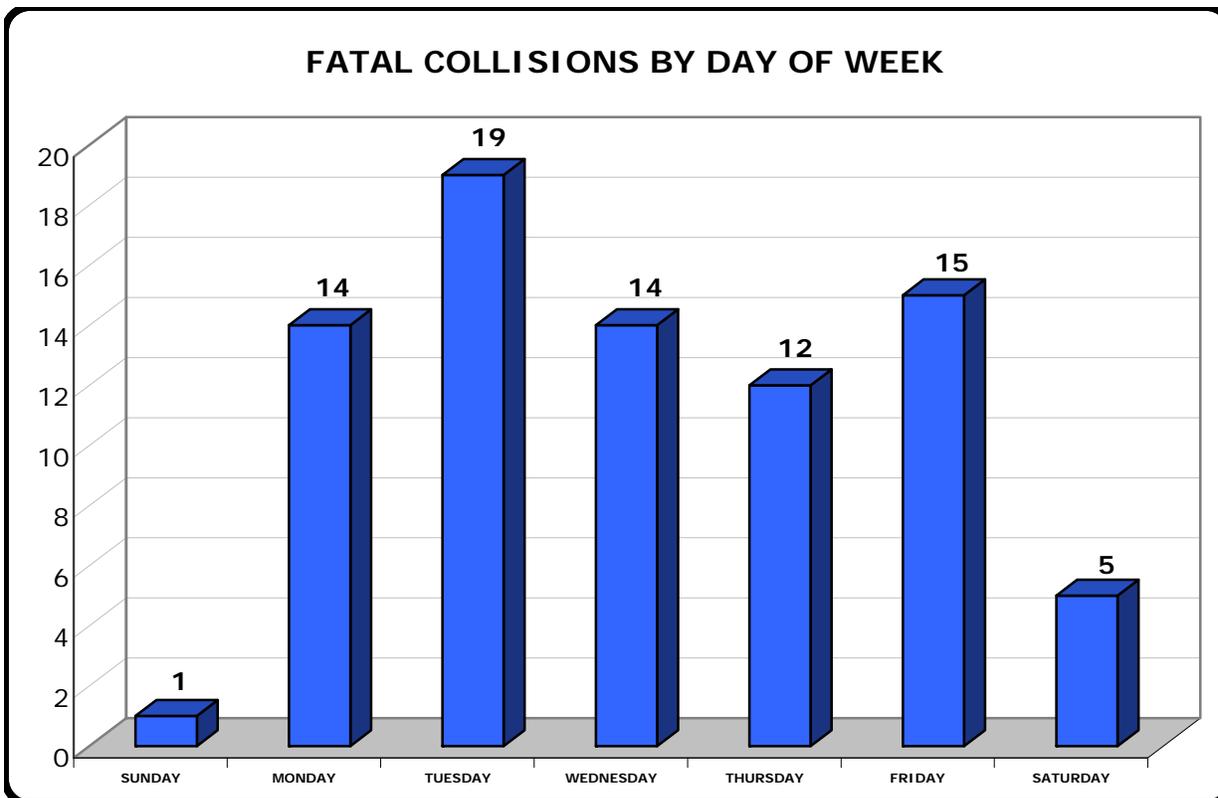
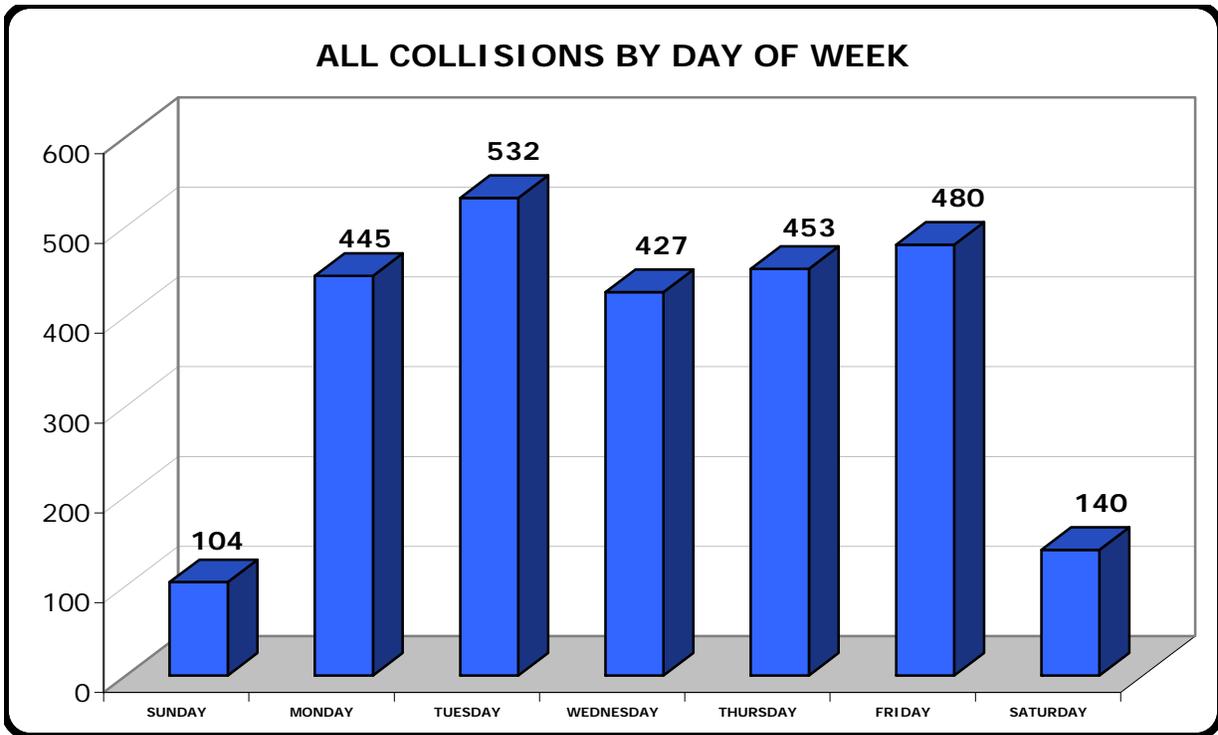
HOURLY	CRASHES	DEATHS
12:00 AM	39	2
1:00 AM	42	6
2:00 AM	29	1
3:00 AM	33	2
4:00 AM	51	1
5:00 AM	66	5
6:00 AM	117	4
7:00 AM	146	4
8:00 AM	177	1
9:00 AM	151	4
10:00 AM	153	5
11:00 AM	167	4
12:00 PM	174	3
1:00 PM	182	3
2:00 PM	194	6
3:00 PM	190	8
4:00 PM	163	5
5:00 PM	132	2
6:00 PM	112	6
7:00 PM	80	5
8:00 PM	53	6
9:00 PM	62	2
10:00 PM	39	2
11:00 PM	29	5
TOTAL	2,581	92

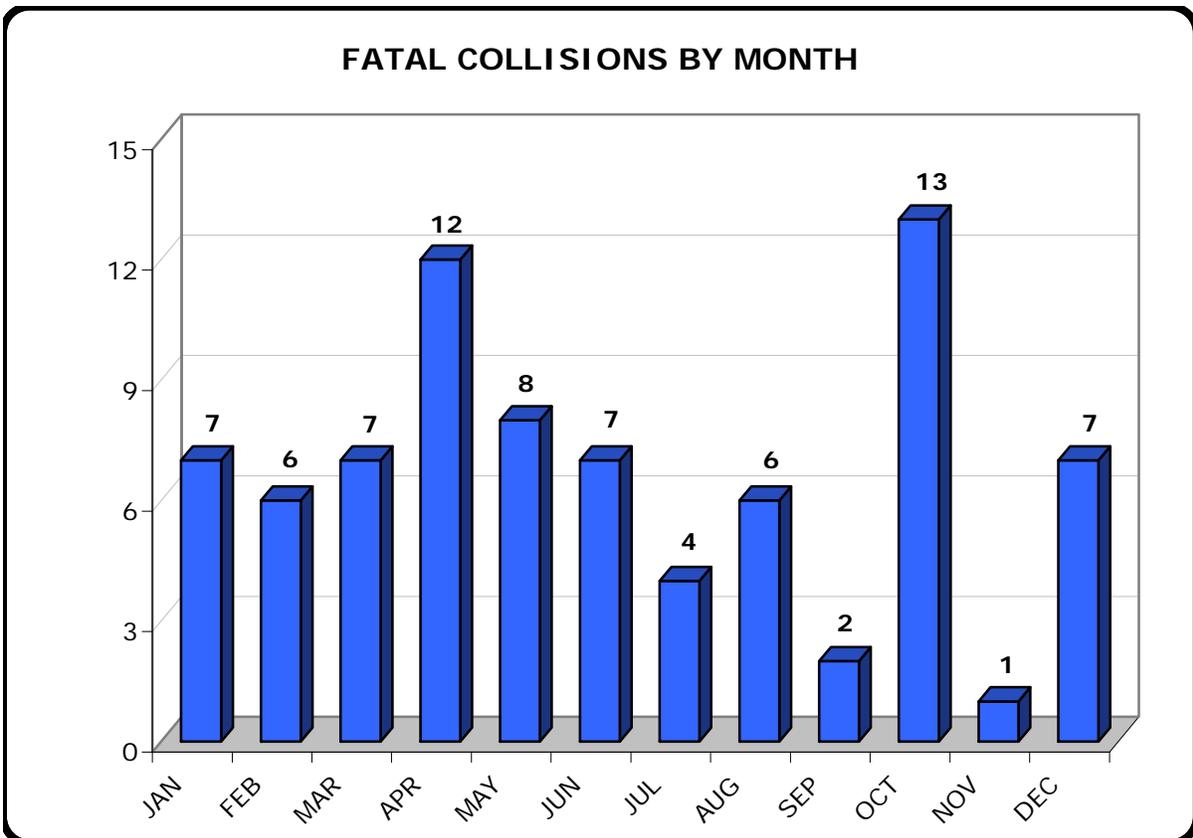
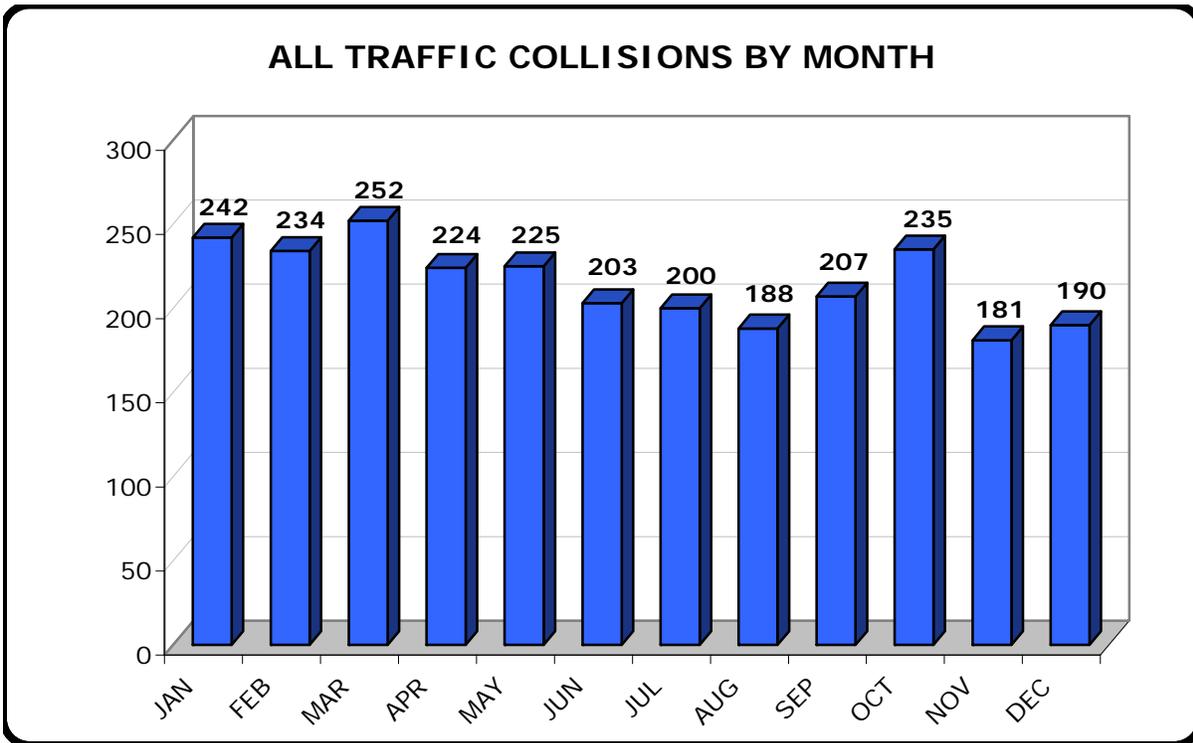
Some hours of the day are more dangerous than others with regard to CMV crashes and deaths. Not surprisingly, commercial vehicle crashes and deaths were higher during peak traffic time. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 1.6% of CMV crashes in 2008 occurred in the 1:00 AM hour, but 6.5% of all deaths occurred then!

More than 7% of CMV crashes occurred during the 2:00 PM hour. Only 1.1% of crashes occurred during the 11:00 PM and 2:00 AM hours, each. The 2:00 - 4:00 PM time block proved to be the deadliest hours in 2008 for collisions involving CMV's, with 6 deaths recorded for the 2 PM hour and 8 deaths for the 3 PM hour! Below is a graph of the percent of crashes and deaths by the hours of the day.









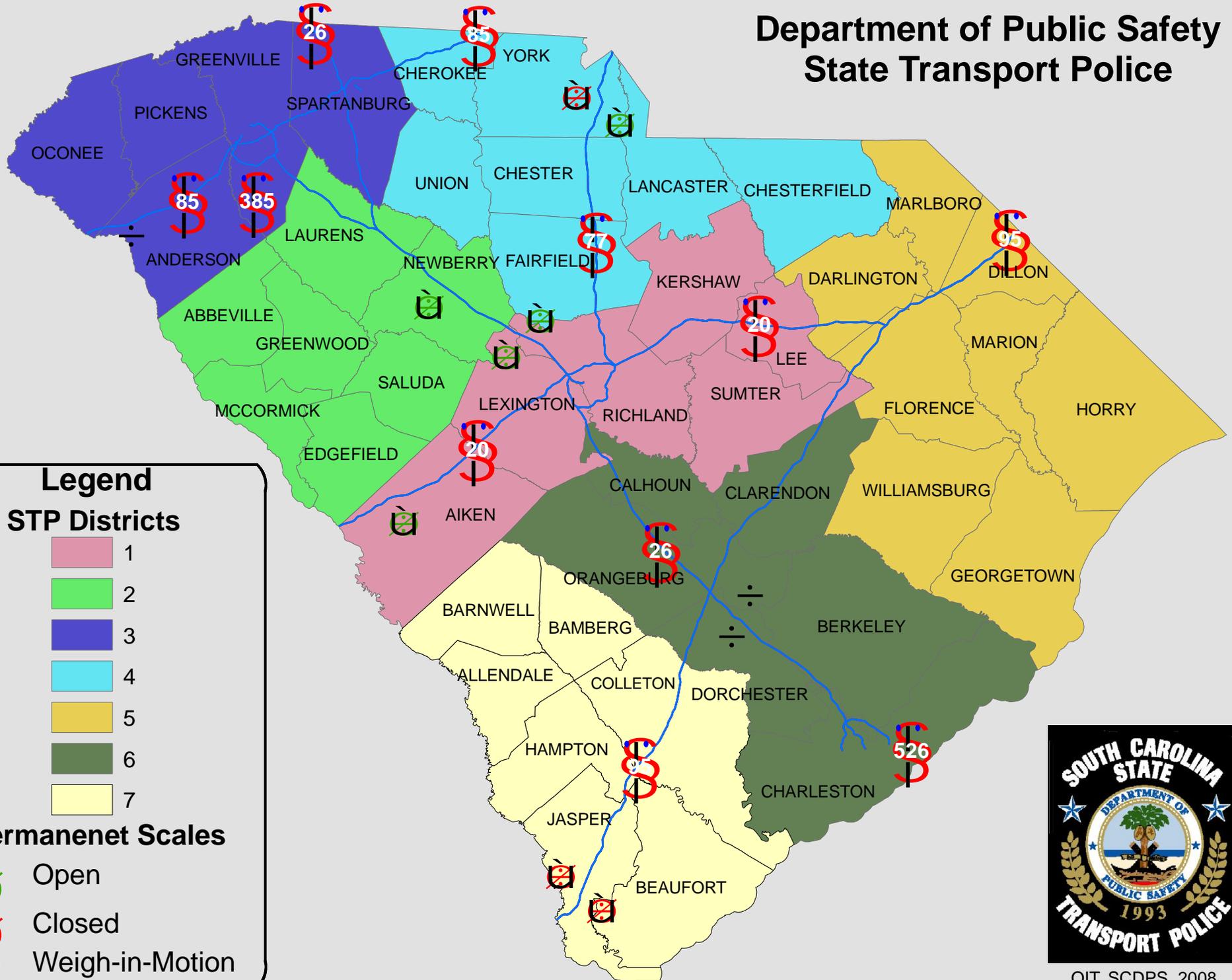


C. Location

South Carolina is a major distribution center for the southern United States. The state is traversed by six interstate highway systems; the state also has numerous miles of primary and secondary roads. A variety of factors influence where traffic collisions, injuries and fatalities occur including the volume of traffic on a particular highway, weather variations and travel patterns. Statistics are presented on the following pages, which indicate observable differences in the occurrence of traffic collisions with relation to various location categories. Some important observations in the data are as follows:

- ◆ In 2008, Greenville County had the most CMV traffic collisions (201). Greenville also had the most fatal collisions (7). Greenville, too, had the most fatalities (8).
- ◆ Richland County had the most injury collisions in 2008 (95).
- ◆ In 2008, most CMV traffic collisions occurred on Interstates. 30% of CMV collisions occurred on Interstates. Following Interstates, in a close second place, US Primary roadways made up 28% of routes where CMV collisions took place in 2008.
- ◆ Furthermore, in fatal CMV collisions, 34% took place on Interstates. Along with this, 30% of fatal CMV collisions occurred on US Primary roadways.
- ◆ On the contrary, SC county roads were reported as the routes with the least of all CMV collisions and fatal CMV collisions (2.9% and 1.3%, respectively).
- ◆ Over 20% of fatalities that resulted from a CMV collision occurred in District 5, which includes the counties of Darlington, Dillon, Florence, Georgetown, Horry, Marion, Marlboro, and Williamsburg. In addition, over 20% of the injuries from a CMV collision occurred in the midlands area (District 1) of SC.
- ◆ Interstate 26 had the most CMV collisions throughout the state in 2008 (221). What's more, Interstate 26 and Interstate 20 had the most fatal CMV collisions (7 each) of all roadways in the state for 2008.
- ◆ US 17 had the most CMV collisions (for roadways other than Interstates) in 2008. There were 85 CMV collisions that took place on US 17.

Department of Public Safety State Transport Police

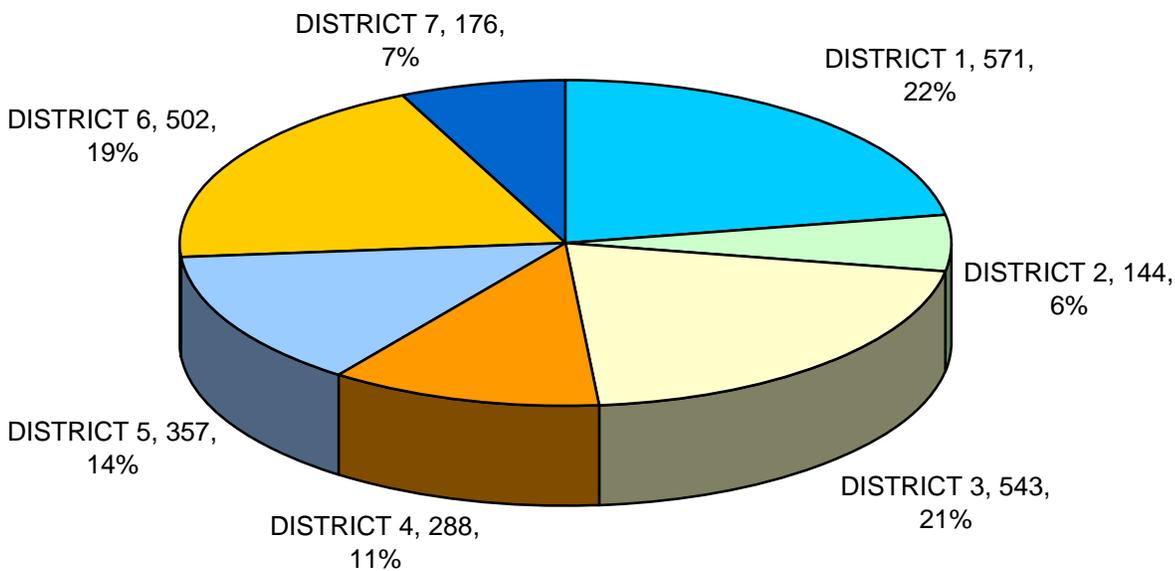


CMV TRAFFIC COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

DISTRICT	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	Fatal	Injury	Property Damage Only			
1	15	282	274	571	17	466
2	4	63	77	144	4	93
3	11	207	325	543	13	359
4	7	129	152	288	7	197
5	17	181	159	357	21	334
6	18	249	235	502	20	414
7	8	78	90	176	10	152
TOTALS	80	1,189	1,312	2,581	92	2,015

Only 5% of CMV collisions occurred in District 2 in 2008. On the other hand, 22% of CMV collisions occurred in District 1. District 5 was the leading district for fatalities (23%); District 1 was the top district for injuries (23% of the persons injured in CMV collisions were in District 1).

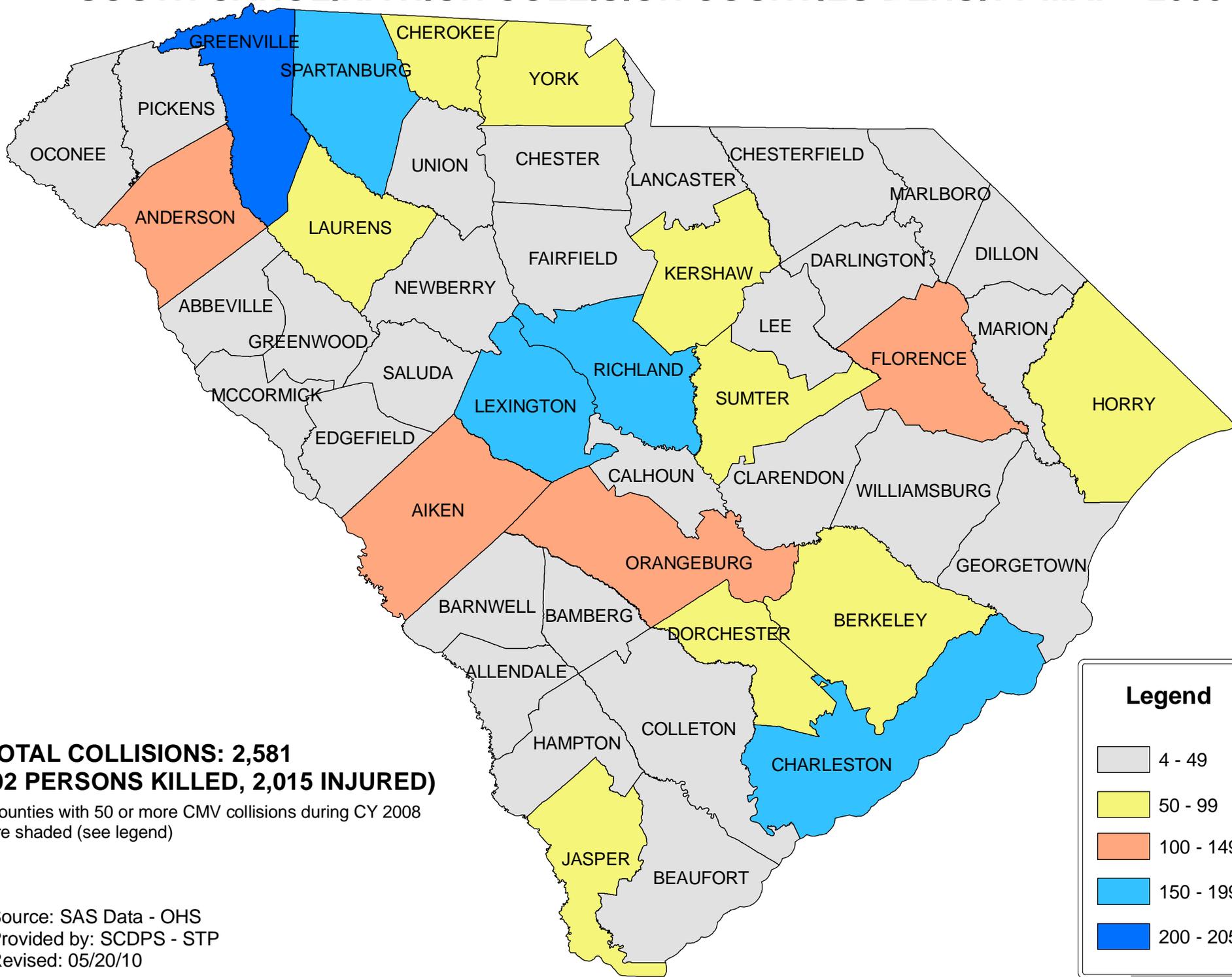
TOTAL CMV COLLISIONS BY STP DISTRICT, 2008



CMV COLLISIONS BY COUNTY (IN DESCENDING ORDER)

COUNTY	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	PROPERTY DAMAGE ONLY	INJURY	FATAL			
GREENVILLE	117	77	7	201	8	136
RICHLAND	92	95	2	189	2	158
CHARLESTON	83	87	5	175	7	143
SPARTANBURG	117	57	0	174	0	95
LEXINGTON	71	85	4	160	5	155
ANDERSON	62	53	1	116	1	81
ORANGEBURG	59	51	1	111	1	76
FLORENCE	56	50	4	110	6	85
AIKEN	56	40	4	100	4	52
YORK	47	41	2	90	2	55
HORRY	34	49	5	88	6	96
BERKELEY	34	46	6	86	6	77
DORCHESTER	30	37	5	72	5	63
CHEROKEE	33	20	3	56	3	47
SUMTER	25	27	3	55	4	45
JASPER	30	20	3	53	3	26
KERSHAW	24	27	1	52	1	35
LAURENS	29	18	3	50	3	27
LANCASTER	21	26	0	47	0	43
DARLINGTON	20	22	4	46	4	45
COLLETON	24	17	3	44	4	28
CHESTER	26	12	0	38	0	14
BEAUFORT	19	17	0	36	0	30
DILLON	18	14	1	33	1	20
NEWBERRY	19	12	0	31	0	13
CALHOUN	16	15	0	31	0	28
GEORGETOWN	11	18	0	29	0	29
FAIRFIELD	17	11	1	29	1	13
CLARENDON	13	13	1	27	1	27
OCONEE	17	8	2	27	3	17
PICKENS	12	12	1	25	1	30
GREENWOOD	12	12	0	24	0	17
WILLIAMSBURG	8	12	2	22	3	19
HAMPTON	9	10	0	19	0	40
MARION	7	10	1	18	1	33
SALUDA	9	7	0	16	0	8
CHESTERFIELD	5	10	1	16	1	13
LEE	6	8	1	15	1	21
BAMBERG	6	7	1	14	1	15
UNION	3	9	0	12	0	12
ABBEVILLE	6	5	0	11	0	12
MARLBORO	5	6	0	11	0	7
EDGEFIELD	1	6	1	8	1	11
BARNWELL	1	4	0	5	0	8
ALLENDALE	1	3	1	5	2	5
MCCORMICK	1	3	0	4	0	5
TOTALS	1,312	1,189	80	2,581	92	2,015

SOUTH CAROLINA HIGH COLLISION COUNTIES DENSITY MAP - 2008

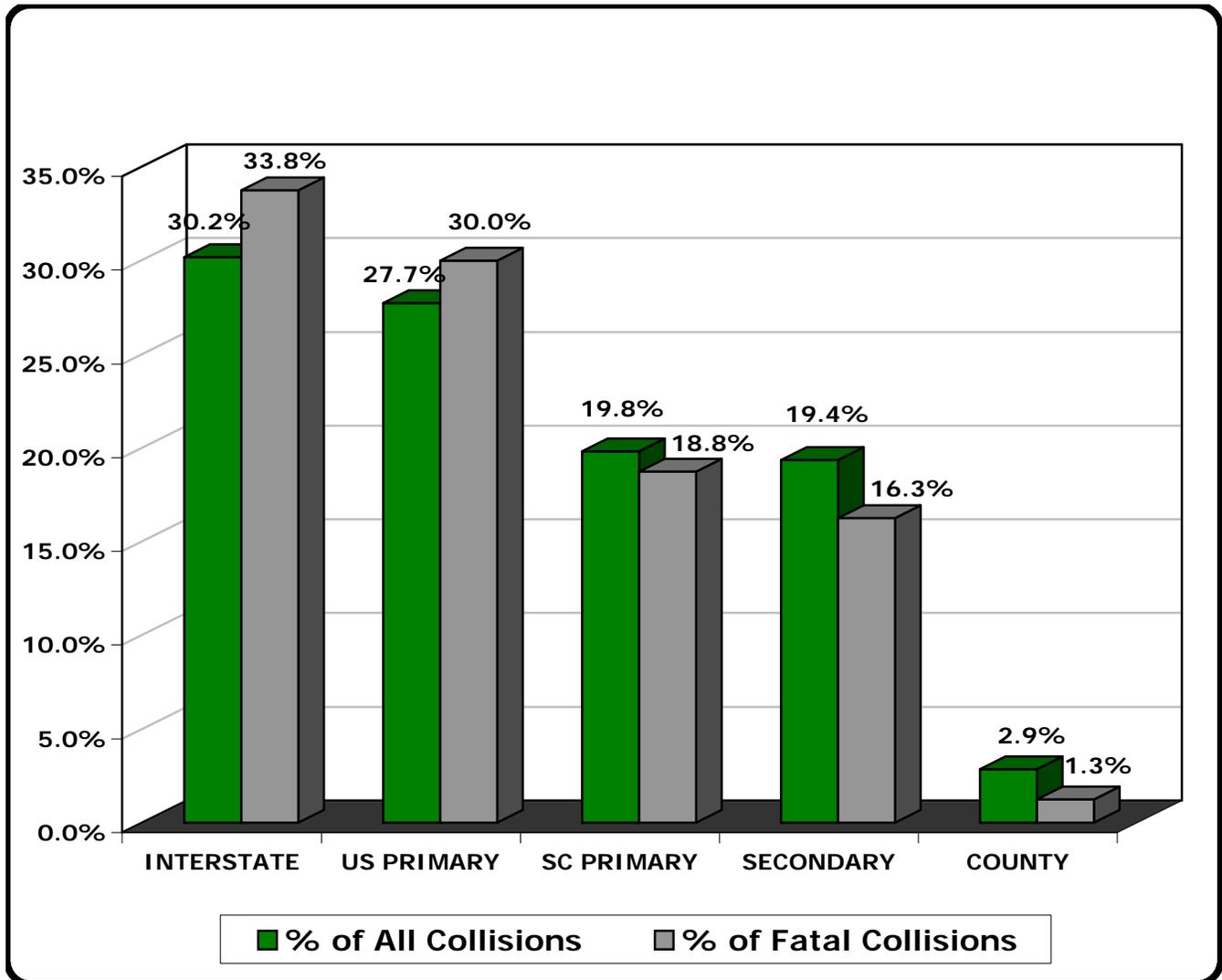


TOTAL COLLISIONS: 2,581
(92 PERSONS KILLED, 2,015 INJURED)

Counties with 50 or more CMV collisions during CY 2008 are shaded (see legend)

Source: SAS Data - OHS
 Provided by: SCDPS - STP
 Revised: 05/20/10

CMV COLLISIONS BY ROUTE CATEGORY



Most CMV collisions occurred on Interstates (30%). The second most common route for CMV collisions was US Primary roadways (28%). In addition, in fatal CMV collisions, 34% occurred on Interstates. And, 30% of fatal CMV collisions occurred on US Primary roadways.

CMV TRAFFIC COLLISIONS ON SOUTH CAROLINA INTERSTATES

INTERSTATE 20	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
AIKEN	1	8	16	25	1	10
DARLINGTON	2	4	4	10	2	8
FLORENCE	0	0	2	2	0	0
KERSHAW	0	4	9	13	0	5
LEE	1	1	2	4	1	2
LEXINGTON	2	8	24	34	3	8
RICHLAND	1	11	20	32	1	15
I- 20 TOTALS	7	36	77	120	8	48
INTERSTATE 26	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
BERKELEY	1	6	11	18	1	9
CALHOUN	0	11	12	23	0	24
CHARLESTON	1	13	12	26	2	16
DORCHESTER	3	6	7	16	3	11
LAURENS	2	5	11	18	2	12
LEXINGTON	0	16	12	28	0	22
NEWBERRY	0	3	10	13	0	3
ORANGEBURG	0	17	21	38	0	28
RICHLAND	0	7	9	16	0	9
SPARTANBURG	0	8	17	25	0	10
I- 26 TOTALS	7	92	122	221	8	144
INTERSTATE 77	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
CHESTER	0	2	9	11	0	2
FAIRFIELD	0	3	8	11	0	5
LEXINGTON	0	2	1	3	0	2
RICHLAND	0	8	17	25	0	10
YORK	1	13	12	26	1	15
I- 77 TOTALS	1	28	47	76	1	34
INTERSTATE 85	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
ANDERSON	1	23	31	55	1	44
CHEROKEE	2	8	22	32	2	16
GREENVILLE	1	9	25	35	1	10
OCONEE	0	1	5	6	0	2
SPARTANBURG	0	14	39	53	0	26
I- 85 TOTALS	4	55	122	181	4	98
INTERSTATE 95	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
CLARENDON	1	4	10	15	1	10
COLLETON	1	8	9	18	2	17
DILLON	0	7	11	18	0	11
DORCHESTER	1	8	6	15	1	10
FLORENCE	2	7	14	23	4	16
HAMPTON	0	4	4	8	0	6
JASPER	1	12	18	31	1	14
ORANGEBURG	0	2	7	9	0	2
SUMTER	0	1	1	2	0	1
I- 95 TOTALS	6	53	80	139	9	87

CMV COLLISIONS BY TOP FIVE US HIGHWAYS

US HIGHWAY 17	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
BEAUFORT	0	1	2	3	0	1
BERKELEY	0	6	4	10	0	8
CHARLESTON	1	15	12	28	2	25
COLLETON	0	1	3	4	0	1
DORCHESTER	0	1	1	2	0	1
GEORGETOWN	0	9	3	12	0	12
HORRY	1	9	5	15	1	23
JASPER	0	5	5	10	0	8
WILLIAMSBURG	0	1	0	1	0	1
US- 17 TOTALS	2	48	35	85	3	80

US HIGHWAY 21	COLLISION TYPE		TOTALS	PERSONS KILLED	PERSONS INJURED
	INJURY	PROPERTY DAMAGE ONLY			
COUNTY					
BAMBERG	0	1	1	0	0
BEAUFORT	4	2	6	0	4
CALHOUN	0	1	1	0	0
CHESTER	1	2	3	0	2
COLLETON	1	1	2	0	1
FAIRFIELD	1	0	1	0	1
LEXINGTON	13	1	14	0	35
ORANGEBURG	3	7	10	0	11
RICHLAND	5	1	6	0	10
YORK	9	6	15	0	13
US- 21TOTALS	37	22	59	0	77

US HIGHWAY 25	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
AIKEN	0	3	7	10	0	3
EDGEFIELD	1	3	1	5	1	7
GREENVILLE	4	15	19	38	4	24
GREENWOOD	0	4	0	4	0	4
US- 25 TOTALS	5	25	27	57	5	38

US HIGHWAY 52	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
BERKELEY	1	4	2	7	1	5
CHARLESTON	0	6	7	13	0	16
CHESTERFIELD	0	3	1	4	0	3
DARLINGTON	0	9	4	13	0	16
FLORENCE	1	9	4	14	1	21
WILLIAMSBURG	0	3	0	3	0	3
US- 52 TOTALS	2	34	18	54	2	64

US HIGHWAY 76	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
COUNTY						
ANDERSON	0	4	2	6	0	4
FLORENCE	0	2	6	8	0	2
LAURENS	0	1	1	2	0	2
LEXINGTON	0	2	0	2	0	2
MARION	0	1	0	1	0	4
NEWBERRY	0	3	1	4	0	3
OCONEE	1	1	4	6	2	3
RICHLAND	0	9	9	18	0	11
SUMTER	0	4	5	9	0	4
US- 76 TOTALS	1	27	28	56	2	35

D. Environment

The environment in which motorists operate their commercial motor vehicles can contribute to the occurrence of traffic crashes. Environment is defined herein as the combination of external or extrinsic physical conditions that affect and influence the operation of a motor vehicle. These include road surface, weather, light conditions, traffic control, and road character for each driver.

One or more of the environmental factors can be the primary cause of a collision or may be a contributing factor in a given crash. Weather, light, surface conditions and locales are substantially beyond the control of engineering or law enforcement efforts. Changes in traffic controls, and road character factors can all be effected by traffic engineering efforts.

- ◆ As reflected in the statistics on the next two pages, most collisions occur under favorable environmental conditions: dry roadway (83%); clear weather (78%); daylight (73%); and straight-level road (75%).
- ◆ About 99% of all CMV collisions occurred where there was no work zone recorded, or in an area that was not classified as a work zone.
- ◆ Unfortunately, 12.5% of fatal CMV collisions occurred in rainy weather conditions (10 out of 80 fatal CMV collisions).
- ◆ 55% of fatalities from CMV collisions happened in daylight; only 25% of fatalities from CMV collisions took place in the dark (with no lights).
- ◆ Most CMV traffic collisions occurred where there were no traffic signals. 1,650 out of 2,581, or 64% of, CMV collisions occurred in areas with no traffic signals in 2008.
- ◆ About 84% of fatal CMV collisions occurred on dry roadways; in contrast, 15% of fatal CMV collisions took place on wet roadways.

ROAD SURFACE CONDITIONS

ROAD SURFACE CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Dry	67	1,006	1,061	2,134	75	1,723
Wet	12	174	244	430	14	274
Snowy	0	0	0	0	0	0
Slushy	0	1	1	2	0	1
Icy	0	2	1	3	0	3
Water (Standing)	0	1	1	2	0	1
Other	0	2	1	3	0	4
Unknown	1	3	3	7	3	9
TOTALS	80	1,189	1,312	2,581	92	2,015

*Property Damage Only

WEATHER CONDITIONS

WEATHER CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Clear/No Adverse Conditions	60	948	1,014	2,022	67	1,604
Rain	10	122	180	312	12	182
Cloudy	7	103	97	207	8	185
Sleet or Hail	0	0	1	1	0	0
Snow	0	2	4	6	0	3
Fog/Smog/Smoke	2	13	12	27	2	35
Blowing Sand, Soil, Dirt or Snow	0	0	0	0	0	0
Severe Cross Wind, High Wind	0	0	4	4	0	0
Other	0	0	0	0	0	0
Unknown	1	1	0	2	3	6
TOTALS	80	1,189	1,312	2,581	92	2,015

*Property Damage Only

ROAD CHARACTERISTIC

ROAD CHARACTERISTIC	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Straight - Level	60	911	973	1,944	71	1,585
Straight - On Grade	10	147	183	340	10	233
Straight - Hillcrest	1	36	36	73	1	56
Curve - Level	5	55	60	120	5	90
Curve - On Grade	4	35	49	88	5	46
Curve - Hillcrest	0	5	11	16	0	5
TOTALS	80	1,189	1,312	2,581	92	2,015

*Property Damage Only

WORK ZONE TYPE

WORK ZONE TYPE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
None**	80	1,171	1,296	2,547	92	1,987
Shoulder/Median Work	0	5	8	13	0	9
Lane Shift/Crossover	0	0	1	1	0	0
Intermittent/Moving Work	0	7	2	9	0	10
Lane Closure	0	3	5	8	0	3
Other	0	3	0	3	0	6
Unknown	0	0	0	0	0	0
TOTALS	80	1,189	1,312	2,581	92	2,015

*Property Damage Only

** Includes collisions where no work zone type was recorded.

LIGHT CONDITIONS

LIGHT CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Daylight	44	902	950	1,896	49	1,549
Dawn	2	36	33	71	2	62
Dusk	1	22	25	48	2	32
Dark (Lighting Unspecified)	5	24	33	62	7	37
Dark (Street Lamp Lit)	8	51	55	114	10	80
Dark (Street Lamps Not Lit)	0	10	11	21	0	14
Dark (No Lights)	20	144	205	369	22	241
Unknown	0	0	0	0	0	0
TOTALS	80	1,189	1,312	2,581	92	2,015

*Property Damage Only

TRAFFIC CONTROLS

TRAFFIC CONTROLS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Stop and Go Signal	6	183	158	347	8	331
Flashing Traffic Signal	0	5	3	8	0	7
RR Crossing: Gates/Lights	0	1	1	2	0	1
RR X-Bucks & Flashing Lights	0	3	0	3	0	5
RR Crossbucks Only	0	1	1	2	0	1
Officer or Flagman	0	3	6	9	0	6
Oncoming Emergency Vehicle	1	1	2	4	1	3
Pavement Markings (Only)	5	97	96	198	6	175
Stop Sign	6	132	129	267	8	209
School Zone Sign	0	1	0	1	0	9
Yield Sign	1	14	22	37	1	21
Work Zone Sign	0	2	4	6	0	2
Other Warning Signs	1	16	14	31	1	24
Flashing Beacon	0	1	1	2	0	2
None	59	722	869	1,650	64	1,200
Unknown	1	7	6	14	3	19
TOTALS	80	1,189	1,312	2,581	92	2,015

E. Units

The types of 'units' that are involved affect the consequences of traffic collisions. Large trucks are usually heavier than smaller commercial vehicles. Thus, heavier vehicles produce more damage than lighter vehicles. This section presents information on large trucks involved in fatal, injury, and property damage only crashes. Some of the key findings in the 2008 data are as follows:

- ◆ The most common unit involved in CMV traffic crashes in 2008 was the truck tractor. Out of 5,123 units involved in CMV traffic collisions during the year, 2,727 units were CMV units and 2,396 units were non-CMV units. Out of the 2,727 CMV's, 1,780 were truck tractors. This represents 65% of the CMV units involved in commercial motor vehicle crashes.
- ◆ For fatal collisions, a smaller percentage of units were truck tractors. Of the 157 units involved in fatal collisions, 56 or 36% were truck tractors.
- ◆ A total of 7 pedestrians were involved in fatal CMV collisions in 2008. This represents less than 5% of all units involved in fatal CMV traffic crashes during the year.
- ◆ Automobiles were the second most common unit involved in CMV traffic crashes in 2008. 1,404 automobiles were involved in CMV traffic collisions in 2008, accounting for 27% of all units in CMV traffic collisions.
- ◆ In 2008, "Personal" was cited most in the category of Vehicle Use for vehicles involved in CMV collisions. 2,309 units, or vehicles, were reported as personal use in CMV collisions. This was also the category with the highest number of units for fatal CMV collisions.
- ◆ "Enclosed Box" was the largest reported category of cargo body types for commercial motor vehicles in CMV collisions. There were 1,123 CMV's under the category of "enclosed box" involved in CMV collisions in 2008.
- ◆ The most popular type of CMV vehicle configuration in 2008 was "Tractor with Semi-Trailer". There were 1,586 vehicles out of 2,727 that were classified in that category (58%).

UNIT TYPES*

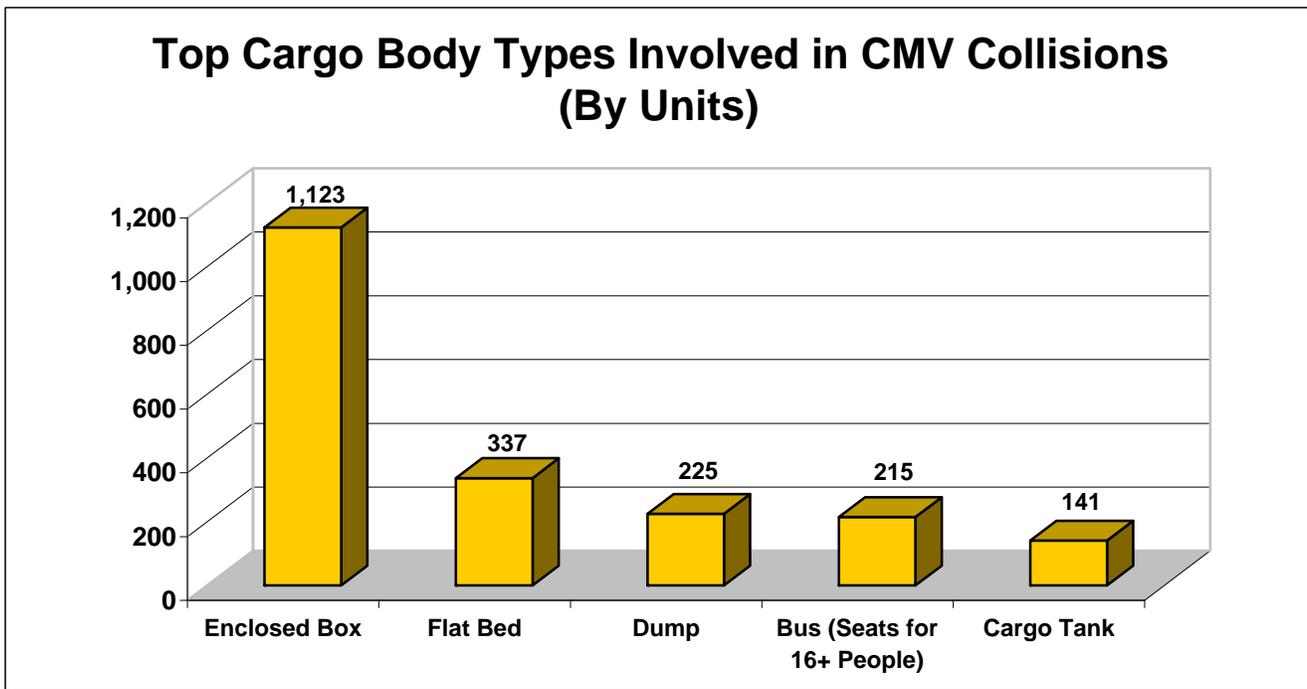
UNIT TYPE	COLLISION TYPE			TOTAL
	Property Damage Only	Injury	Fatal	
Truck Tractor	968	756	56	1,780
Automobile	691	685	28	1,404
Other Truck	337	352	29	718
Pickup Truck	185	206	12	403
SUV	163	167	10	340
School Bus	57	90	3	150
Mini Van	56	46	4	106
Passenger Bus	22	62	1	85
Full Size Van	17	27	0	44
Other	14	15	1	30
Pedestrian	1	10	7	18
Motorcycle	2	12	3	17
Unknown (Hit & Run Only)	7	5	2	14
Pedalcycle	0	6	1	7
Other Motorbike	0	4	0	4
Train	2	1	0	3
TOTAL	2,522	2,444	157	5,123

*This table includes all units involved in CMV collisions.

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

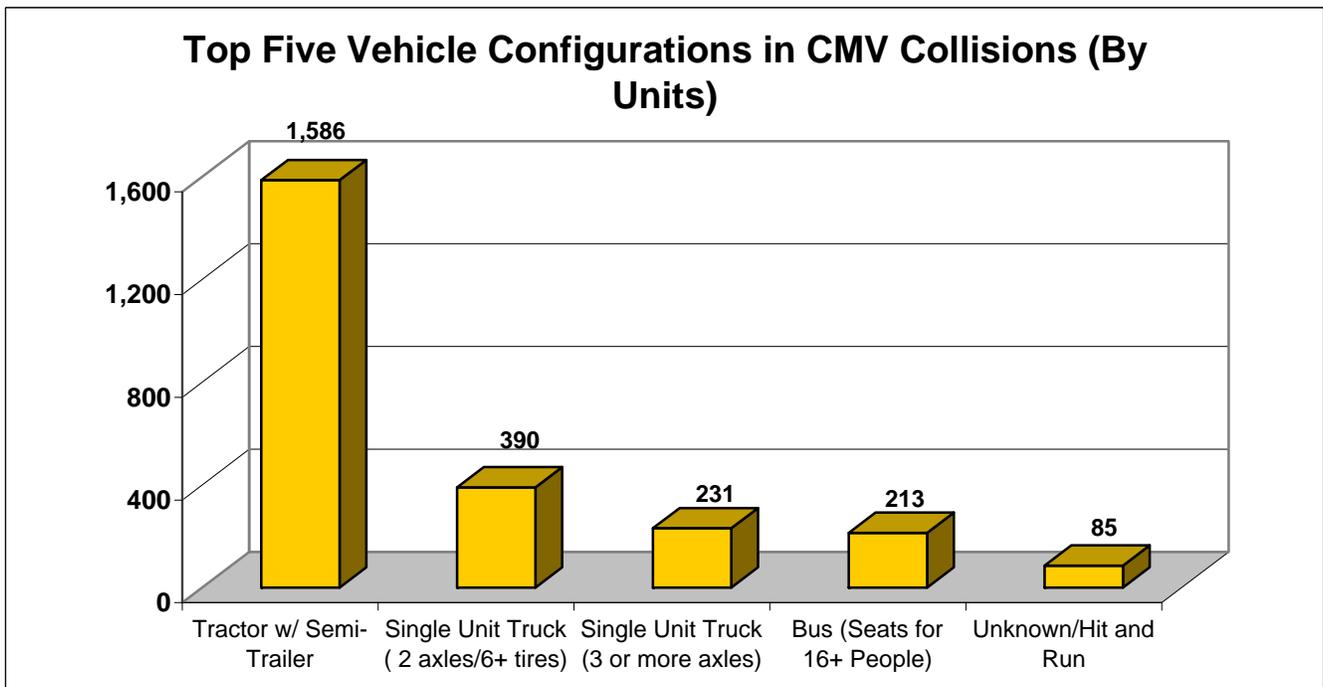
VEHICLE USE	COLLISION TYPE			TOTAL
	Fatal	Injury	Property Damage Only	
Personal	61	1,134	1,114	2,309
Driver Training	0	3	5	8
Construction / Maint.	12	195	189	396
Ambulance	1	9	2	12
Military	0	1	3	4
Transport Passengers	4	154	89	247
Transport Property	57	749	924	1,730
Farm Use	1	12	14	27
Wrecker Or TOW	3	27	20	50
Police	0	4	7	11
Government	1	21	12	34
Fire Fighting	0	8	6	14
Logging Truck	7	56	69	132
Other	3	59	66	128
TOTAL	150	2,432	2,520	5,102

** Excluding pedestrians and an incorrect coding, this tabl includes all units involved in CMV collisions.



CARGO BODY TYPE	COLLISION TYPE			TOTAL
	PROPERTY DAMAGE ONLY	INJURY	FATAL	
ENCLOSED BOX	603	485	35	1,123
FLAT BED	175	148	14	337
DUMP	102	114	9	225
BUS (SEATS FOR 16+ PEOPLE)	75	136	4	215
CARGO TANK	79	58	4	141
OTHER	73	67	1	141
GARBAGE/REFUSE	47	47	4	98
NOT APPLICABLE	38	41	3	82
UNKNOWN/HIT AND RUN	49	25	0	74
GRAIN, CHIPS, GRAVEL	38	26	2	66
POLE	32	28	5	65
INTERMODAL CONTAINER	16	22	3	41
LOG	19	16	3	38
AUTO TRANSPORT	19	16	1	36
CONCRETE MIXER	8	12	1	21
BUS (SEATS FOR 9-15 PEOPLE)	6	14	0	20
MISSING*	4	0	0	4
TOTAL	1,383	1,255	89	2,727

* Missing data in the "Cargo Body Type" field



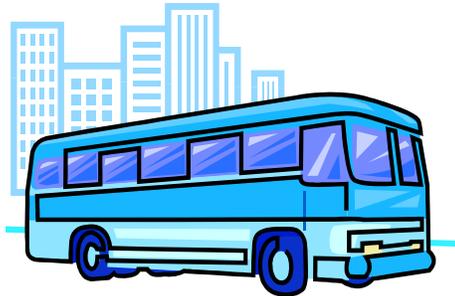
VEHICLE CONFIGURATION	COLLISION TYPE			TOTAL
	PROPERTY DAMAGE ONLY	INJURY	FATAL	
TRACTOR W/ SEMI-TRAILER	852	684	50	1,586
SINGLE UNIT TRUCK(2 AXLES/6+ TIRES)	176	200	14	390
SINGLE UNIT TRUCK(3 OR MORE AXLES)	107	113	11	231
BUS(SEATS FOR 16+ PEOPLE)	72	137	4	213
UNKNOWN/HIT AND RUN	57	27	1	85
TRUCK TRACTOR ONLY (BOBTAIL)	34	33	2	69
OTHER/UNABLE TO CLASSIFY	34	26	3	63
TRUCK W/ TRAILER	21	11	1	33
TRACTOR W/ DOUBLE TRAILERS	15	9	3	27
BUS(SEATS FOR 9-15 PEOPLE)	6	14	0	20
LIGHT TRUCK(ONLY W/ HAZMAT PLACARD)	5	1	0	6
MISSING*	4	0	0	4
TOTAL	1,383	1,255	89	2,727

* Missing data/code in the "Vehicle Configuration" field

School Bus



Passenger-Carrying (Commercial) Bus



Full Size Van



Part III – Passenger Vehicles

The following pages contain descriptive statistics regarding collisions involving passenger vehicles (i.e., school buses, commercial buses, and full size vans) in South Carolina for the year 2008. Commercial (passenger-carrying) buses are buses that are used for public transportation. This type of bus includes charter and city buses. Full-size vans are vans that are used to transport passengers. This should include shuttle vans and vans used for child care transportation. The data in this section includes applicable information regarding drivers who contributed to the collisions, the trend of collisions since 2001 and any other information necessary to obtain a better assessment of the safety of passenger vehicles.

- ◆ There were 352 collisions involving school buses in 2008. 123, or 35%, of the school bus collisions occurred between the hours of 3 and 6 PM.
- ◆ There were 3 fatal collisions involving school buses in 2008. Also, there were 102 injury collisions; as a result, 361 people were injured.
- ◆ In 2008, there were 247 collisions involving (passenger) commercial buses; this is a 1.2% decrease from the previous year. 51 or roughly 20% of commercial bus collisions occurred on Fridays.
- ◆ 25% of collisions involving commercial buses (62) happened between 3 and 6 PM.
- ◆ 48 out of 210 (23%) collisions involving full size vans happened between 12 PM and 3 PM and 3 PM and 6 PM (each interval). Also, 43 out of 210 (20%), of the collisions involving full size vans occurred on Fridays.
- ◆ In 2008, there was 1 fatal collision involving full size vans. Furthermore more collisions involving full size vans occurred in June than any other month of the year (25).
- ◆ There was an increase in the number of collisions involving full size vans and school buses from 2007 to 2008. However, there was a decrease in the number of collisions involving commercial (passenger-carrying) buses over the same time period.

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
2004	4	108	221	333	4	330
2005	4	128	262	394	4	356
2006	3	100	248	351	3	221
2007	1	94	243	338	2	265
2008	3	102	247	352	3	361
TOTALS	15	532	1,221	1,768	16	1,533

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	10	22	32	0	36
February	1	9	24	34	1	28
March	0	12	24	36	0	44
April	0	13	29	42	0	30
May	1	10	29	40	1	39
June	1	3	5	9	1	8
July	0	1	3	4	0	1
August	0	4	5	9	0	34
September	0	11	26	37	0	60
October	0	8	36	44	0	27
November	0	9	28	37	0	19
December	0	12	16	28	0	35
TOTALS	3	102	247	352	3	361

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	3	87	194	284	3	326
Dark & Clear/Cloudy	0	3	13	16	0	4
Day & Rain	0	8	36	44	0	17
Dark & Rain	0	1	3	4	0	2
Day & Other Weather	0	1	1	2	0	3
Dark & Other Weather	0	2	0	2	0	9
TOTALS	3	102	247	352	3	361

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES

COLLISIONS BY DAY OF THE WEEK

DAY OF WEEK	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
SUNDAY	0	0	1	1	0	0
MONDAY	0	19	56	75	0	40
TUESDAY	0	13	32	45	0	43
WEDNESDAY	0	18	53	71	0	56
THURSDAY	2	24	53	79	2	83
FRIDAY	1	26	49	76	1	133
SATURDAY	0	2	3	5	0	6
TOTALS	3	102	247	352	3	361

* Property Damage Only

COLLISIONS BY TIME OF DAY

TIME OF DAY	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
12:01 am - 3:00 am	0	0	0	0	0	0
3:01 am - 6:00 am	1	0	3	4	0	0
6:01 am - 9:00 am	0	36	82	118	0	86
9:01 am - Noon	0	8	21	29	0	7
12:01 pm - 3:00 pm	1	21	46	68	2	73
3:01 pm - 6:00 pm	1	33	89	123	0	97
6:01 pm - 9:00 pm	0	4	6	10	0	2
9:01 pm - Midnight	0	0	0	0	0	0
TOTALS	3	102	247	352	2	265

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	1	36	94	131
Bus Driver Did Not Contribute	2	70	156	228
TOTAL SCHOOL BUS DRIVERS	3	106	250	359
Other Driver Contributed	2	62	145	209
Other Driver Did Not Contribute	1	37	96	134
TOTAL OTHER DRIVERS	3	99	241	343
TOTALS	6	205	491	702

*Property Damage Only

**Includes all fatalities and injuries, not just to the bus riders

TRAFFIC COLLISIONS INVOLVING COMMERCIAL BUSES

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
2004	2	63	140	205	6	222
2005	2	62	154	218	5	180
2006	5	64	184	253	6	182
2007	2	61	187	250	2	148
2008	1	83	163	247	1	196
TOTALS	12	333	828	1,173	20	928

*Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	1	2	13	16	1	13
February	0	7	21	28	0	33
March	0	9	15	24	0	26
April	0	8	14	22	0	8
May	0	5	14	19	0	13
June	0	5	13	18	0	13
July	0	7	8	15	0	13
August	0	5	9	14	0	9
September	0	8	13	21	0	16
October	0	12	21	33	0	26
November	0	7	15	22	0	15
December	0	8	7	15	0	11
TOTALS	1	83	163	247	1	196

*Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	0	63	129	192	0	156
Dark & Clear/Cloudy	0	12	23	35	0	17
Day & Rain	0	4	7	11	0	9
Dark & Rain	0	3	4	7	0	3
Day & Other Weather	0	1	0	1	0	1
Dark & Other Weather	1	0	0	1	1	10
TOTALS	1	83	163	247	1	196

*Property Damage Only

** Includes all fatalities and injuries, not just to the bus riders

TRAFFIC COLLISIONS INVOLVING COMMERCIAL BUSES

COLLISIONS BY DAY OF THE WEEK

DAY OF WEEK	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
SUNDAY	0	3	6	9	0	5
MONDAY	0	14	31	45	0	45
TUESDAY	0	15	27	42	0	48
WEDNESDAY	1	14	21	36	1	35
THURSDAY	0	17	25	42	0	29
FRIDAY	0	14	37	51	0	23
SATURDAY	0	6	16	22	0	11
TOTALS	1	83	163	247	1	196

* Property Damage Only

COLLISIONS BY TIME OF DAY

TIME OF DAY	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
12:01 am - 3:00 am	0	2	3	5	0	3
3:01 am - 6:00 am	0	2	3	5	0	3
6:01 am - 9:00 am	0	12	22	34	0	22
9:01 am - Noon	0	16	28	44	0	35
12:01 pm - 3:00 pm	0	21	40	61	0	60
3:01 pm - 6:00 pm	0	17	45	62	0	46
6:01 pm - 9:00 pm	1	8	15	24	1	22
9:01 pm - Midnight	0	5	7	12	0	5
TOTALS	1	83	163	247	1	196

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	1	27	85	113
Bus Driver Did Not Contribute	0	56	81	137
TOTAL BUS DRIVERS	1	83	166	250
Other Driver Contributed	0	53	72	125
Other Driver Did Not Contribute	0	41	81	122
TOTAL OTHER DRIVERS	0	94	153	247
TOTALS	1	177	319	497

*Property Damage Only

**Includes all fatalities and injuries, not just to the bus riders

TRAFFIC COLLISIONS INVOLVING FULL SIZE VANS

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
2004	0	74	163	237	0	150
2005	1	78	155	234	2	231
2006	4	57	116	177	5	130
2007	3	63	120	186	4	174
2008	1	72	137	210	1	204
TOTALS	9	344	691	1,044	12	889

* Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	8	11	19	0	28
February	0	6	10	16	0	6
March	0	5	10	15	0	25
April	0	7	8	15	0	9
May	0	5	7	12	0	7
June	0	9	16	25	0	37
July	0	12	12	24	0	36
August	0	3	11	14	0	16
September	1	5	11	17	1	14
October	0	4	19	23	0	6
November	0	5	12	17	0	11
December	0	3	10	13	0	9
TOTALS	1	72	137	210	1	204

* Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	1	55	96	152	1	154
Dark & Clear/Cloudy	0	10	22	32	0	39
Day & Rain	0	6	13	19	0	7
Dark & Rain	0	1	2	3	0	4
Day & Other Weather	0	0	2	2	0	0
Dark & Other Weather	0	0	2	2	0	0
TOTALS	1	72	137	210	1	204

* Property Damage Only

** Includes all fatalities and injuries, not just to the van riders.

TRAFFIC COLLISIONS INVOLVING FULL SIZE VANS

COLLISIONS BY DAY OF THE WEEK

DAY OF WEEK	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
SUNDAY	0	8	11	19	0	20
MONDAY	1	13	28	42	1	37
TUESDAY	0	12	15	27	0	47
WEDNESDAY	0	8	17	25	0	26
THURSDAY	0	11	22	33	0	18
FRIDAY	0	12	31	43	0	34
SATURDAY	0	8	13	21	0	22
TOTALS	1	72	137	210	1	204

* Property Damage Only

COLLISIONS BY TIME OF DAY

TIME OF DAY	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
12:01 am - 3:00 am	0	0	5	5	0	0
3:01 am - 6:00 am	0	2	6	8	0	14
6:01 am - 9:00 am	0	14	23	37	0	30
9:01 am - Noon	0	6	29	35	0	21
12:01 pm - 3:00 pm	0	21	27	48	0	71
3:01 pm - 6:00 pm	1	15	32	48	1	32
6:01 pm - 9:00 pm	0	8	9	17	0	12
9:01 pm - Midnight	0	6	6	12	0	24
TOTALS	1	72	137	210	1	204

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Van Driver Contributed	0	28	48	76
Van Driver Did Not Contribute	1	44	91	136
TOTAL VAN DRIVERS	1	72	139	212
Other Driver Contributed	0	44	80	124
Other Driver Did Not Contribute	0	42	58	100
TOTAL OTHER DRIVERS	0	86	138	224
TOTALS	1	158	277	436

*Property Damage Only

**Includes all fatalities and injuries, not just to the van riders



Part IV - 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 2008 data are as follows:

- ◆ Economic loss from CMV involved collisions decreased 9% from 2007 to 2008.
- ◆ Males accounted for 95% of the fatalities of CMV occupants and 69% of the fatalities of Non-CMV occupants, while females accounted for 5% and 31% respectively.
- ◆ Almost 70% of CMV occupants transported to medical facilities were males. Of the Non-CMV occupants transported to medical facilities, nearly 50% of them were males.
- ◆ There were 5 CMV occupants totally ejected from the vehicles in which they were riding. Of these, 1 or 20% were killed. Of the 3,325 CMV occupants not ejected, 17 or 0.5% were killed.
- ◆ There were 15 Non-CMV occupants in CMV collisions that were totally ejected from their vehicles. Of these, 1 or 6.7% were killed. Of the 3,182 Non-CMV occupants not ejected, 56 or 1.8% 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 134 Non-CMV occupants in CMV collisions that were not restrained, 24 or 18% sustained fatal injuries. Of the 2,926 Non-CMV occupants that were using some form of restraint device, 30 or 1% sustained fatal injuries.
- ◆ 1.2% of CMV occupants that were not using any type of restraint equipment sustained fatal injuries. Less than 1% of the restrained CMV occupants were killed (0.3%).



CMV OCCUPANTS INVOLVED IN CMV TRAFFIC COLLISIONS TRANSPORTED TO MEDICAL FACILITY

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON- IN-CAPACITA- TING	IN- CAPACITATING	FATAL	
YES						
Males	19	284	96	28	17	444
Females	6	186	27	7	1	227
Not Specified	1	0	0	0	0	1
YES SUBTOTAL	26	470	123	35	18	672
NO						
Males	2,244	63	13	1	2	2,323
Females	286	8	1	0	0	295
Not Specified	93	0	0	0	0	93
NO SUBTOTAL	2,623	71	14	1	2	2,711
UNKNOWN						
Males	5	4	1	0	0	10
Females	1	0	0	0	0	1
Not Specified	11	0	0	0	0	11
UNKNOWN SUBTOTAL	17	4	1	0	0	22
TOTALS	2,666	545	138	36	20	3,405

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

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON- CAPACIT-ATING	IN- CAPACITATING	FATAL	
YES						
Males	23	335	140	76	44	618
Females	37	403	155	44	18	657
Not Specified	0	0	0	0	0	0
YES SUBTOTAL	60	738	295	120	62	1,275
NO						
Males	1,067	58	14	3	6	1,148
Females	775	47	8	2	4	836
Not Specified	52	1	0	0	0	53
NO SUBTOTAL	1,894	106	22	5	10	2,037
UNKNOWN						
Males	2	5	1	0	0	8
Females	2	3	1	0	0	6
Not Specified	2	0	0	0	0	2
UNKNOWN SUBTOTAL	6	8	2	0	0	16
TOTALS	1,960	852	319	125	72	3,328

**TRAFFIC COLLISION OCCUPANT PROFILE
INJURIES* BY AGE AND SEX
CMV OCCUPANTS ONLY**

SEX	AGE	NOT INJURED	POSSIBLE INJURY	NON-INCAPACITATING	INCAPACITATING	FATAL	TOTALS
M A L E	Under 4	6	5	0	0	0	11
	4-14	51	60	6	0	1	118
	15-24	132	59	7	1	3	202
	25-34	406	39	15	8	3	471
	35-44	570	82	35	8	3	698
	45-54	619	59	26	6	4	714
	55-64	381	33	16	5	4	439
	65-74	86	10	5	0	1	102
	75-84	9	3	0	0	0	12
	85+	1	1	0	0	0	2
	UNKNOWN AGE	7	0	0	1	0	8
SUBTOTAL		2,268	351	110	29	19	2,777

F E M A L E	Under 4	5	1	0	0	0	6
	4-14	38	87	3	0	0	128
	15-24	31	35	5	2	0	73
	25-34	36	19	3	2	0	60
	35-44	62	18	8	1	0	89
	45-54	71	17	5	0	1	94
	55-64	36	10	2	0	0	48
	65-74	10	4	1	2	0	17
	75-84	2	1	1	0	0	4
	85+	0	2	0	0	0	2
	UNKNOWN AGE	2	0	0	0	0	2
SUBTOTAL		293	194	28	7	1	523

GRAND TOTAL		2,561	545	138	36	20	3,300
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* See Definitions for a description of each injury type.

There were 105 occupants whose sex was unspecified. This accounts for the difference in the numbers on this page and the previous page (for CMV occupants).

**TRAFFIC COLLISION OCCUPANT PROFILE
INJURIES* BY AGE AND SEX
NON-CMV OCCUPANTS ONLY**

SEX	AGE	NOT INJURED	POSSIBLE INJURY	NON-INCAPACITATING	INCAPACITATING	FATAL	TOTALS
M A L E	Under 4	38	13	2	0	0	53
	4-14	59	26	7	3	2	97
	15-24	247	87	41	16	7	398
	25-34	215	81	30	17	9	352
	35-44	156	62	21	10	5	254
	45-54	136	47	17	16	15	231
	55-64	104	53	18	6	4	185
	65-74	69	22	10	3	3	107
	75-84	46	6	7	6	5	70
	85+	9	1	1	0	0	11
	UNKNOWN AGE	13	0	1	2	0	16
	SUBTOTAL	1,092	398	155	79	50	1,774

F E M A L E	Under 4	36	8	1	1	0	46
	4-14	62	31	8	0	1	102
	15-24	209	107	45	9	4	374
	25-34	147	80	33	10	3	273
	35-44	97	74	26	8	6	211
	45-54	104	55	29	4	5	197
	55-64	69	52	9	9	0	139
	65-74	54	25	7	3	3	92
	75-84	25	13	5	1	0	44
	85+	7	4	1	1	0	13
	UNKNOWN AGE	4	4	0	0	0	8
	SUBTOTAL	814	453	164	46	22	1,499

GRAND TOTAL	1,906	851	319	125	72	3,273
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*See definitions for a description of each injury type.

There were 55 occupants whose sex was unspecified. This accounts for the difference in the numbers on this page and page 53 (non-cmv occupants).

**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	2,600	506	121	19	6	3,252
	Extricated (Mech Means)	2	4	8	7	9	30
	Freed (Non-Mech)	7	6	5	3	2	23
	Not Applicable	9	8	2	0	0	19
	Unknown	1	0	0	0	0	1
NOT EJECTED TOTAL		2,619	524	136	29	17	3,325
TOTALLY EJECTED	Not Trapped	0	0	1	3	1	5
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		0	0	1	3	1	5
PARTIALLY EJECTED	Not Trapped	1	2	0	0	0	3
	Extricated (Mech Means)	0	0	0	2	2	4
	Not Applicable	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		1	2	0	2	2	7
NOT APPLICABLE	Not Trapped	3	6	0	0	0	9
	Not Applicable	29	12	0	0	0	41
	Unknown	0	0	0	0	0	0
NOT APPLICABLE TOTAL		32	18	0	0	0	50
UNKNOWN	Not Trapped	2	0	1	1	0	4
	Not Applicable	0	0	0	1	0	1
	Unknown	8	0	0	0	0	8
UNKNOWN TOTAL		10	0	1	2	0	13
GRAND TOTAL		2,662	544	138	36	20	3,400

*Includes occupants seated inside the passenger compartment of the vehicle.
Does not include occupants in a trailing unit or riding outside 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	1,894	790	253	65	20	3,022
	Extricated (Mech Means)	2	16	23	28	35	104
	Freed (Non-Mech)	3	13	21	6	1	44
	Not Applicable	4	5	1	0	0	10
	Unknown	1	0	1	0	0	2
NOT EJECTED TOTAL		1,904	824	299	99	56	3,182
TOTALLY EJECTED	Not Trapped	1	2	3	7	1	14
	Not Applicable Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	1	0	1
TOTALLY EJECTED TOTAL		1	2	3	8	1	15
PARTIALLY EJECTED	Not Trapped	0	1	0	0	0	1
	Extricated (Mech Means)	0	0	0	0	1	1
	Freed (Non-Mech)	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		0	1	0	0	1	2
NOT APPLICABLE	Not Trapped Extricated (Mech Means)	0	1	0	1	0	2
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	6	0	1	1	0	8
	NOT APPLICABLE TOTAL		6	1	1	2	0
UNKNOWN	Not Trapped	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	0	0	0
	Extricated (Mech Means)	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	3	0	0	0	0	3
UNKNOWN TOTAL		3	0	0	0	0	3
GRAND TOTAL		1,914	828	303	109	58	3,212

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

INJURY SEVERITY BY OCCUPANT RESTRAINT USAGE CMV OCCUPANTS* ONLY

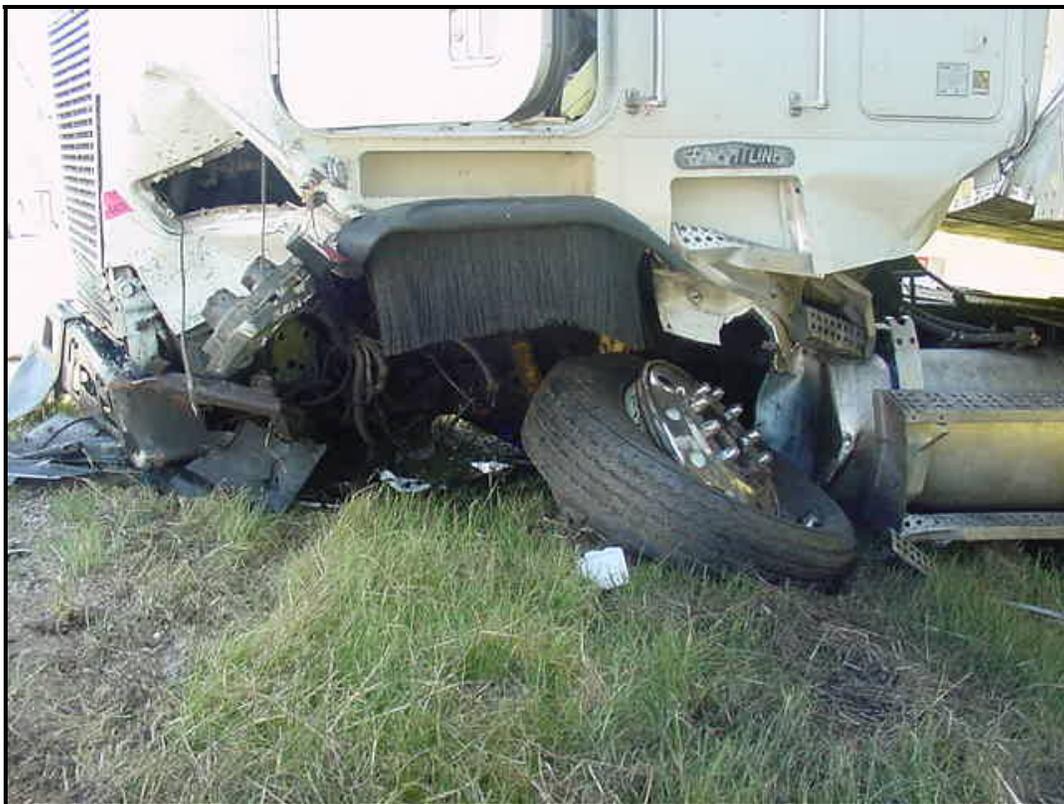
RESTRAINT USAGE	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NO RESTRAINT USED						
None Used	186	266	37	10	6	505
TOTAL - NO RESTRAINT USED	186	266	37	10	6	505
RESTRAINT USED						
Shoulder Belt Only	2	1	0	0	0	3
Lap Belt Only	40	14	6	2	1	63
Shoulder & Lap Belt	2,215	225	84	16	6	2,546
Child Safety Seat	12	2	0	0	0	14
Other	3	4	3	2	0	12
TOTAL - RESTRAINT USED	2,272	246	93	20	7	2,638
UNKNOWN RESTRAINT USAGE	204	32	8	6	7	257
GRAND TOTAL	2,662	544	138	36	20	3,400

*Includes occupants seated inside the passenger compartment of the vehicle. Does not include occupants in a trailing unit or riding outside of 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						
None Used	25	31	27	27	24	134
TOTAL - NO RESTRAINT USED	25	31	27	27	24	134
RESTRAINT USED						
Shoulder Belt Only	5	2	0	0	2	9
Lap Belt Only	22	5	1	0	0	28
Shoulder & Lap Belt	1,684	736	252	76	28	2,776
Child Safety Seat	85	22	4	0	0	111
Other	2	0	0	0	0	2
TOTAL - RESTRAINT USED	1,798	765	257	76	30	2,926
UNKNOWN RESTRAINT USAGE	91	32	19	6	4	152
GRAND TOTAL	1,914	828	303	109	58	3,212

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



Part V – Hazardous Materials



The movement of hazardous materials in commerce is necessary to maintain economic vitality and meet consumer demands. This shall be conducted in a safe and efficient manner. Hazardous material, by definition, is any substance used in making items that can be potentially dangerous to human beings or the environment.

Taking into account the events of "9/11", it has become even more important to evaluate the risk analysis of hazardous materials. In 2008, there were 70 CMV's with hazard placards involved in collisions; 64 vehicles were carrying hazardous materials when a collision occurred.

However, only 14 out of 2,727 commercial motor vehicles released some type of hazardous material during a collision in 2008. That is equal to 0.5% of the CMV's that were involved in a collision.

99% of the units involved in CMV fatal collisions did not release any hazardous material. And, 98% of the units involved in CMV injury collisions did not release any hazardous material either.

Only 2.3% of the vehicles involved in CMV injury collisions were carrying some sort of hazardous material. And, 1.1% of the vehicles involved in CMV fatal collisions were carrying some sort of hazardous material.

There were 59 reported collisions in which one or more of the vehicles involved were carrying some kind of hazardous materials. Of those collisions, 19 occurred on Interstates (32%). And only 1 occurred on county roads (1.7%).

HAZARDOUS MATERIAL INVOLVEMENT IN 2008

VEHICLE CARRYING HAZARDOUS MATERIALS	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	1	1.1%	28	2.2%	35	2.5%	64	2.3%
NO	88	98.9%	1,194	95.1%	1,287	93.1%	2,569	94.2%
UNKNOWN/HIT & RUN	0	0.0%	33	2.6%	61	4.4%	94	3.4%
TOTAL	89	100.0%	1,255	100.0%	1,383	100.0%	2,727	100.0%

VEHICLE WITH HAZARDOUS MATERIAL PLACARD	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	1	1.1%	29	2.3%	40	2.9%	70	2.6%
NO	88	98.9%	1,190	94.8%	1,279	92.5%	2,557	93.8%
UNKNOWN/HIT & RUN	0	0.0%	36	2.9%	64	4.6%	100	3.7%
TOTAL	89	100.0%	1,255	100.0%	1,383	100.0%	2,727	100.0%

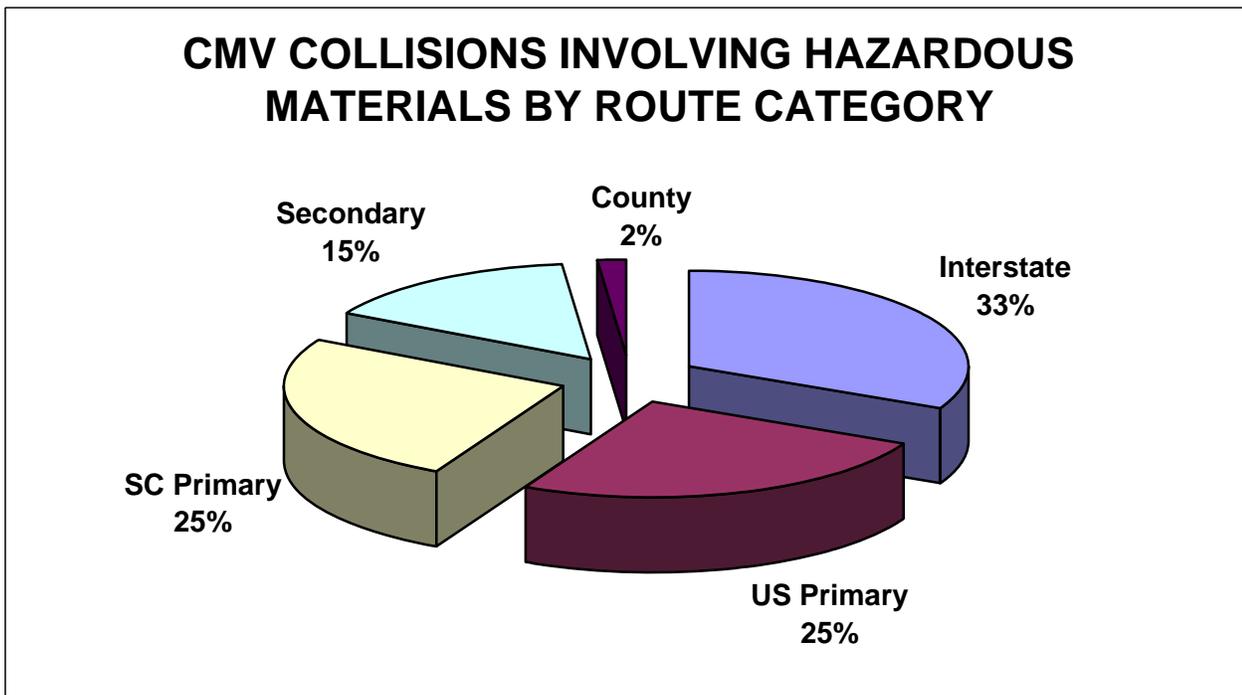
HAZARDOUS MATERIAL RELEASED FROM VEHICLE	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	1	1.1%	8	0.6%	5	0.4%	14	0.5%
NO	88	98.9%	1,226	97.7%	1,342	97.0%	2,656	97.4%
UNKNOWN/HIT & RUN	0	0.0%	21	1.7%	36	2.6%	57	2.1%
TOTAL	89	100.0%	1,255	100.0%	1,383	100.0%	2,727	100.0%

Note: The numbers in the charts above are the number of CMV vehicles (units) involved in CMV collisions.

CMV COLLISIONS INVOLVING HARZARDOUS MATERIALS BY ROUTE CATEGORY

ROUTE CATEGORY	CRASHES	% CRASHES	HAZMAT RELEASED	% HAZMAT RELEASED
INTERSTATE	19	32%	7	50.0%
US PRIMARY	15	25%	3	21.4%
SC PRIMARY	15	25%	3	21.4%
SECONDARY	9	15%	1	7.1%
COUNTY	1	2%	0	0.0%
TOTAL	59	100.0%	14	100.0%

About 32% of CMV collisions involving vehicles carrying hazardous materials occurred on Interstates. 25% of commercial vehicle collisions involving vehicles carrying hazardous materials occurred on US Primary roadways. Also, the highest number of CMV collisions where there was a hazmat release was on Interstates (50%). The second highest number of CMV collisions where there was a hazmat release occurred on US and SC Primary roadways. Over 1/5 of collisions where there was a hazmat release occurred on US and SC Primary roadways (21% each).





APPENDIX





D.P.S. USE ONLY				Page #	SOUTH CAROLINA TRAFFIC COLLISION REPORT FORM TR-310 (Rev. 01/2001)				# Of Units	Amended - Attach Copy of Original Report	Notified	Arrived											
Date	Time	County	1- Interstate 2- US Primary 3- SC Primary	4- Secondary 5- County 6- Other	Collision Location (Rt. # / Name)				0-Main 2-Alternate 5-Spur	6- 7-Business 9-Other	Miles: <input type="text"/>	Dir: <input type="text"/>	In / Near City or Town of:										
Lane # / Dir.	Distance Offset	Direction	1- Interstate 2- US Primary 3- SC Primary	4- Secondary 5- County 6- Other	Base Intersection (Rt. # / Name)				0-Main 2-Alternate 5-Spur	6- 7-Business 9-Other	ASRU code	MP/Grid											
#	Of	N E S W	Miles Feet	N E S W	From				0-Main 2-Alternate 5-Spur	6- 7-Business 9-Other	Latitude												
R.R. Id.	From	Ramp Only	To	1- Interstate 2- US Primary 3- SC Primary	4- Secondary 5- County 6- Other	Second Intersection (Rt. # / Name)				0-Main 2-Alternate 5-Spur	6- 7-Business 9-Other	Longitude											
K- 624151				Driver/Pedestrian's Full Name				K- 624152				Driver/Pedestrian's Full Name											
Unit #	Sex	Race	Street/R.F.D.				Unit #	Sex	Race	Street/R.F.D.													
Birth Date		City, State, & Zip				Birth Date		City, State, & Zip															
State	Driver's License #			Insurance Company:				State	Driver's License #			Insurance Company:											
Year	Body	Vehicle Make	VIN #				Year	Body	Vehicle Make	VIN #													
State	Year	License Plate #	Owner's D.L. #				State	Year	License Plate #	Owner's D.L. #													
Home Telephone		Owner's Full Name				Home Telephone		Owner's Full Name															
Bus. Telephone		Street/R.F.D.				Bus. Telephone		Street/R.F.D.															
Contributed To Collision		City, State, & Zip				Contributed To Collision		City, State, & Zip															
Yes	No					Yes	No																
Estimated Speed	Speed Limit	C.D.L. Req: Yes No	T/B S Req: Yes No	Alc/Drg info (see back): Yes No				Estimated Speed	Speed Limit	C.D.L. Req: Yes No	T/B S Req: Yes No	Alc/Drg info (see back): Yes No											
Summons #	Cod e	Summons #	Cod e	Towed By				Summons #	Cod e	Summons #	Cod e	Towed By											
K- 624153				Driver/Pedestrian's Full Name				State				Year				License Plate #				Owner's D.L. #			
Unit #	Sex	Race	Street/R.F.D.				Home Telephone				Owner's Full Name												
Birth Date		City, State, & Zip				Bus. Telephone				Street/R.F.D.													
State	Driver's License #			Insurance Company:				Contributed To Collision				City, State, & Zip											
Year	Body	Vehicle Make	VIN #				Estimated Speed	Speed Limit	C.D.L. Req: Yes No	T/B S Req: Yes No	Alc/Drg info (see back): Yes No												
Dir. of Travel:		Unit 1: N S E W	Unit 2: N S E W	Unit 3: N S E W				Summons #	Cod e	Summons #	Cod e	Towed By											
 NORTH PHOTO					Unit 1 Dam.	Unit 2 Dam.	Unit 3 Dam.	Prop. Dam. 1	Prop. Dam. 2														
					\$	\$	\$	\$	\$														
					Property Owner/Witness:				Property Owner/Witness:														
					Address				Address														
					State	Zip:	Phone	State	Zip:	Phone													
					Photo:		Describe What Happened (Refer to Units by Number)																
					Y	N																	
NOTICE - THE TR-310 IS FOR STATISTICAL REPORTING PURPOSES ONLY AND IS A REFLECTION OF THE OFFICER'S BEST KNOWLEDGE, OPINION, AND BELIEF COVERING THE COLLISION. BUT NO WARRANT IS MADE AS TO THE FACTUAL ACCURACY THEREOF																							
Investigating Officer's Name			Rank	Badge #	Code	Date	Reviewer's Name			Rank	Internal Agency Code												

SAMPLE

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 | Date of Birth | Sex: | Race: | INJ: | Seat: | R/SD: | A,B,D: | Eject: | LAI: | Tran: | Name | Street Address | Zip Code | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Race</td> <td style="width: 15%;">A - Asian/Pacific Islander</td> <td style="width: 15%;">W - Caucasian</td> <td style="width: 15%;">a) Injury Status</td> <td style="width: 15%;">2- Non-incapacitating</td> <td style="width: 15%;">Seating Loc.</td> <td style="width: 15%;">20- Pedestrian</td> <td style="width: 15%;">60- Sleeper or Cab</td> <td colspan="2" style="width: 20%;">Restraint/Safety Device</td> </tr> <tr> <td>B - African American</td> <td>H - Hispanic</td> <td>O - Other</td> <td>0- Not Injured</td> <td>3- Incapacitating</td> <td>01 02 03
04 05 06
07 08 09</td> <td>30- Trailing Unit</td> <td>70- Riding on Unit Exterior</td> <td>00- None Used</td> <td>21- Child Safety Seat</td> </tr> <tr> <td>I - Alaskan Native or American Indian</td> <td>U - Unk.</td> <td></td> <td>1- Possible</td> <td>4- Fatal</td> <td></td> <td>40- Bus or Van (4th row or Higher)</td> <td>80- Lap</td> <td>11- Shoulder</td> <td>88- Other</td> </tr> <tr> <td colspan="2">Air Bag Deployment / Switch</td> <td colspan="2">Ejection</td> <td colspan="2">b) Motorcycle Only</td> <td colspan="2">Location After Impact</td> <td colspan="2">3- Freed (non-mech.)</td> <td colspan="2">a) Transported to Medical Facility</td> <td colspan="2">Pedestrian, Motor/Pedalcycle Only</td> </tr> <tr> <td colspan="2">1- Deployed Front 4- Not Deployed</td> <td colspan="2">1- Not Ejected</td> <td colspan="2">1- Not Trapped</td> <td colspan="2">1- Yes 2- No</td> <td colspan="2">1- Yes 2- No</td> <td colspan="2">3- Unknown</td> <td colspan="2">31- Helmet 51- Reflective Clothing</td> </tr> <tr> <td colspan="2">2- Deployed Side 7- Not Applicable</td> <td colspan="2">2- Part. Ejected</td> <td colspan="2">2- Extricated (Mechanical Means) 9- Unknown</td> <td colspan="2">4- Not Applicable</td> <td colspan="2">1- EMS 2- Police 8- Other 9- Unk</td> <td colspan="2">41- Protective Pads 61- Lighting</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">3- Deployed Both 9- Deployment Unk.</td> <td colspan="2">3- Tot. Ejected</td> <td colspan="2">7- Not App.</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">1- Switch in On Position 3- No Switch</td> <td colspan="2">7- Not App.</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">2- Switch in Off Position 9- Unknown</td> <td colspan="2">9- Unk.</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="14" style="text-align: center;"> Sequence of Events Mail Orig. TR-310 to: Office of Financial Responsibility, PO Box 1498, Columbia, SC 29216 </td> </tr> <tr> <td colspan="14"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Non-Collision</td> <td style="width: 15%;">04- Equipment Failure</td> <td style="width: 15%;">Collision: Not Fixed</td> <td style="width: 15%;">27- Pedestrian</td> <td style="width: 15%;">Collision: Fixed Object</td> <td style="width: 15%;">47- Embankment</td> <td style="width: 15%;">55- Mail Box</td> <td style="width: 15%;">68- Other</td> </tr> <tr> <td>01- Cargo/Equip Loss or Shift</td> <td>05- Fire/Explosion</td> <td>08- Overturn/Rollover</td> <td>20- Animal (Deer Only)</td> <td>28- Railway Veh.</td> <td>40- Bridge Overhead Structure</td> <td>48- Equipment</td> <td>56- Median Barrier</td> <td>69- Unk.</td> </tr> <tr> <td>02- Cross Median/Center</td> <td>06- Immersion</td> <td>09- Ran off Road Left</td> <td>21- Animal (All Other)</td> <td>29- Work Zone Maint. Equip.</td> <td>41- Bridge Parapet End</td> <td>49- Fence</td> <td>57- Overhead Sign Support</td> <td></td> </tr> <tr> <td>03- Downhill Runaway</td> <td>07- Jackknife</td> <td>10- Ran off Road Right</td> <td>22- Motor Veh. (In Transport)</td> <td>38- Other Movable Object</td> <td>42- Bridge Pier or Abutment</td> <td>50- Guardrail End</td> <td>58- Other (Post, Pole, Support, Etc.)</td> <td></td> </tr> <tr> <td>Event 1</td> <td>Event 2</td> <td>Event 3</td> <td>Event 4</td> <td>Most Harmful</td> <td>1st Harmful</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>4</td> <td>4</td> <td>4</td> <td>4</td> <td>4</td> <td>4</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>5</td> <td>5</td> <td>5</td> <td>5</td> <td>5</td> <td>5</td> <td colspan="2"></td> <td></td> </tr> <tr> <td colspan="2">11- Separation of Units</td> <td colspan="2">23- Motor Veh. (Stopped)</td> <td colspan="2">39- Unk. Movable Object</td> <td colspan="2">51- Guardrail Face</td> <td colspan="2">59- Other (Wall, Building, Tunnel, Etc.)</td> </tr> <tr> <td colspan="2">12- Spill (Two-Wheeled Veh.)</td> <td colspan="2">24- Motor Veh. (Other Roadway)</td> <td colspan="2">44- Culvert</td> <td colspan="2">52- Highway Traffic Sign Post</td> <td colspan="2">60- Tree</td> </tr> <tr> <td colspan="2">18- Other Noncollision</td> <td colspan="2">25- Motor Veh. (Parkd)</td> <td colspan="2">45- Curb</td> <td colspan="2">53- Impact Attenuator/Crash Cushion</td> <td colspan="2">61- Utility Pole</td> </tr> <tr> <td colspan="2">19- Unk. Non-collision</td> <td colspan="2">26- Pedalcycle</td> <td colspan="2">46- Ditch</td> <td colspan="2">54- Light/Luminaire Support</td> <td colspan="2">62- Work Zone Maint. Equipment</td> </tr> </table> </td> </tr> <tr> <td colspan="14"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Manner of Collision (Struck Veh.)</td> <td style="width: 15%;">30- Rear-to-Rear</td> <td style="width: 15%;">50- Sideswipe Same Dir.</td> <td colspan="2" style="width: 20%;">1st / Most Deformed Area</td> <td colspan="2" style="width: 20%;">1st Deformed</td> <td colspan="2" style="width: 20%;">Most Deformed</td> </tr> <tr> <td>1</td> <td>00- Not Coll. w/ Motor Veh.</td> <td>41- Angle (↘/↙)</td> <td>60- Sideswipe Opposite Dir.</td> <td colspan="2" rowspan="3"> </td> <td colspan="2" rowspan="3"> </td> <td colspan="2" rowspan="3"> </td> </tr> <tr> <td>2</td> <td>1st Harmful</td> <td>10- Rear End</td> <td>42- Angle (→/←)</td> <td>70- Backed Into</td> </tr> <tr> <td>3</td> <td>Collision</td> <td>20- Head On</td> <td>43- Angle (↗/↖)</td> <td>99- Unknown</td> </tr> <tr> <td colspan="2">Vehicle Type:</td> <td colspan="2">15- Full Size Van</td> <td colspan="2">27- Pedalcycle</td> <td colspan="2">61- School Bus</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">01- Automobile</td> <td colspan="2">16- Mini Van</td> <td colspan="2">38- Animal Drawn Veh</td> <td colspan="2">62- Passenger Bus</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">12- Pickup Truck</td> <td colspan="2">17- Sport Utility</td> <td colspan="2">39- Animal (Ridden)</td> <td colspan="2">98- Other</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">13- Truck Tractor</td> <td colspan="2">25- Motorcycle</td> <td colspan="2">41- Pedestrian</td> <td colspan="2">99- Unk. (Hit and Run Only)</td> </tr> <tr> <td colspan="2">4</td> <td colspan="2">14- Other Truck</td> <td colspan="2">26- Other Motorbike</td> <td colspan="2">51- Train</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">Vehicle Use Code</td> <td colspan="2">04- Ambulance</td> <td colspan="2">08- Farm Use</td> <td colspan="2">12- Fire Fighting</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">01- Personal</td> <td colspan="2">05- Military</td> <td colspan="2">09- Wrecker or Tow</td> <td colspan="2">13- Logging</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">02- Driver Training</td> <td colspan="2">06- Transport Passengers</td> <td colspan="2">10- Police</td> <td colspan="2">18- Other</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">03- Construction/Maint.</td> <td colspan="2">07- Transport Property</td> <td colspan="2">11- Government</td> <td colspan="2">41- Pedestrian</td> </tr> <tr> <td colspan="2">Vehicle Attachment</td> <td colspan="2">4- Utility Trailer</td> <td colspan="2">8- Towed Motor Vehicle C- Other Tanker</td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">1- None</td> <td colspan="2">5- Farm Trailer</td> <td colspan="2">9- Petroleum Tanker</td> <td colspan="2">D- Flat Bed</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">2- Mobile Home</td> <td colspan="2">6- Trailer w/ Boat</td> <td colspan="2">A- Lowboy Trailer</td> <td colspan="2">E- Twin Trailers</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">3- Semi-Trailer</td> <td colspan="2">7- Camper Trailer</td> <td colspan="2">B- Autocarrier Trailer</td> <td colspan="2">F- Other</td> </tr> <tr> <td colspan="2">Action Prior to Impact (Vehicle)</td> <td colspan="2">(Non-motorist)</td> <td colspan="2">Alc Test Results</td> <td colspan="2">1- Two-way, Not Divided</td> <td colspan="2">3- Two-way, Divided, Barrier</td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">01- Backing</td> <td colspan="2">08- Parked</td> <td colspan="2">21- Approaching/Leaving Vehicle</td> <td colspan="2">A1- 1- Gore 3- Median 5- Roadway 7- Sidewalk 9- Unk</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">02- Changing lanes</td> <td colspan="2">09- Slowing or Stopped in traffic</td> <td colspan="2">22- Entering/Crossing Location</td> <td colspan="2">A2- 2- Island 4- Roadside 6- Shoulder 8- Outside Trafficway</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">03- Entering traffic lane</td> <td colspan="2">10- Turning left</td> <td colspan="2">23- Playing/Working on Vehicle</td> <td colspan="2">A3- 1- Straight - Level 3- Straight - Hillcrest 5-
Curve - On grade</td> </tr> <tr> <td colspan="2">4</td> <td colspan="2">04- Leaving traffic lane</td> <td colspan="2">11- Turning right</td> <td colspan="2">24- Pushing Vehicle</td> <td colspan="2">2- Straight - On grade 4- Curve - Level 6- Curve - Hillcrest</td> </tr> <tr> <td colspan="2">5</td> <td colspan="2">05- Making U-turn</td> <td colspan="2">12- Turning right</td> <td colspan="2">25- Standing</td> <td colspan="2">1- Dry 3- Snow 5- Ice 7- Water (Standing, etc.)</td> </tr> <tr> <td colspan="2">6</td> <td colspan="2">06- Movements Essentially Straight Ahead</td> <td colspan="2">13- Walking, Playing, Cycling</td> <td colspan="2">26- Walking, Playing, Cycling</td> <td colspan="2">2- Wet 4- Slush 6- Contaminate 8- Other 9- Unk.</td> </tr> <tr> <td colspan="2">7</td> <td colspan="2">07- Overtaking/passing</td> <td colspan="2">18- Other</td> <td colspan="2">27- Working</td> <td colspan="2">01- Stop and Go Light 21- Officer or Flagman</td> </tr> <tr> <td colspan="2">Weather Condition</td> <td colspan="2">3- Cloudy</td> <td colspan="2">6- Fog, Smog, Smoke</td> <td colspan="2">02- Flashing Traffic Signal</td> <td colspan="2">22- Oncoming Emergency Vehicle</td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">1- Clear (no adverse conditions)</td> <td colspan="2">4- Sleet, Hail</td> <td colspan="2">7- Blowing Sand,</td> <td colspan="2">8- Severe Crosswinds</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">2- Rain</td> <td colspan="2">5- Snow</td> <td colspan="2">Oil, Dirt or Snow</td> <td colspan="2">9- Unk.</td> </tr> <tr> <td colspan="2">Light Condition</td> <td colspan="2">3- Dusk</td> <td colspan="2">6- Dark (Street Lamp Not Lit)</td> <td colspan="2">11- RR (X-bucks, Lights & Gates)</td> <td colspan="2">31- Pavement Markings (only)</td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">1- Daylight</td> <td colspan="2">4- Dark (Lighting Unspecified)</td> <td colspan="2">7- Dark (No lights)</td> <td colspan="2">43- Yield Sign 51- Flashing Beacon</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">2- Dawn</td> <td colspan="2">5- Dark (Street Lamp Lit)</td> <td colspan="2"></td> <td colspan="2">12- RR (X-bucks & Lights) 41- Stop Sign 44- Work Zone 98- None</td> </tr> <tr> <td colspan="2">Junction Type</td> <td colspan="2">03- Five/More Points</td> <td colspan="2">07- Shared Use Paths or Tr 12- Y - Intersection</td> <td colspan="2">13- RR (X-bucks Only)</td> <td colspan="2">42- School zone Sign 45- Other Warning Signs 99- Unk.</td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">01- Crossover</td> <td colspan="2">04- Four-way Intersection</td> <td colspan="2">08- T-Intersection</td> <td colspan="2">13- Nonjunction</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">02- Driveway</td> <td colspan="2">05- Railway Grade Crossing</td> <td colspan="2">09- Traffic Circle</td> <td colspan="2">99- Unk.</td> </tr> <tr> <td colspan="14"> <table border="1" style="width: 100%; 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04 05 06
07 08 09 | 30- Trailing Unit | 70- Riding on Unit Exterior | 00- None Used | 21- Child Safety Seat | I - Alaskan Native or American Indian | U - Unk. | | 1- Possible | 4- Fatal | | 40- Bus or Van (4th row or Higher) | 80- Lap | 11- Shoulder | 88- Other | Air Bag Deployment / Switch | | Ejection | | b) Motorcycle Only | | Location After Impact | | 3- Freed (non-mech.) | | a) Transported to Medical Facility | | Pedestrian, Motor/Pedalcycle Only | | 1- Deployed Front 4- Not Deployed | | 1- Not Ejected | | 1- Not Trapped | | 1- Yes 2- No | | 1- Yes 2- No | | 3- Unknown | | 31- Helmet 51- Reflective Clothing | | 2- Deployed Side 7- Not Applicable | | 2- Part. Ejected | | 2- Extricated (Mechanical Means) 9- Unknown | | 4- Not Applicable | | 1- EMS 2- Police 8- Other 9- Unk | | 41- Protective Pads 61- Lighting | | | | 3- Deployed Both 9- Deployment Unk. | | 3- Tot. Ejected | | 7- Not App. | | | | | | | | | | 1- Switch in On Position 3- No Switch | | 7- Not App. | | | | | | | | | | | | 2- Switch in Off Position 9- Unknown | | 9- Unk. |
 | | | | | | | | | | | Sequence of Events Mail Orig. 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 | A - Asian/Pacific Islander | W - Caucasian | a) Injury Status | 2- Non-incapacitating | Seating Loc. | 20- Pedestrian | 60- Sleeper or Cab | Restraint/Safety Device | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | H - Hispanic | O - Other | 0- Not Injured | 3- Incapacitating | 01 02 03
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07 08 09 | 30- Trailing Unit | 70- Riding on Unit Exterior | 00- None Used | 21- Child Safety Seat | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| I - Alaskan Native or American Indian
 | U - Unk. | | 1- Possible | 4- Fatal | | 40- Bus or Van (4th row or Higher) | 80- Lap | 11- Shoulder | 88- Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Air Bag Deployment / Switch
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| 1- Deployed Front 4- Not Deployed
 | | 1- Not Ejected | | 1- Not Trapped | | 1- Yes 2- No | | 1- Yes 2- No | | 3- Unknown | | 31- Helmet 51- Reflective Clothing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2- Deployed Side 7- Not Applicable
 | | 2- Part. Ejected | | 2- Extricated (Mechanical Means) 9- Unknown | | 4- Not Applicable | | 1- EMS 2- Police 8- Other 9- Unk | | 41- Protective Pads 61- Lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3- Deployed Both 9- Deployment Unk.
 | | 3- Tot. Ejected | | 7- Not App. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1- Switch in On Position 3- No Switch
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| 2- Switch in Off Position 9- Unknown
 | | 9- Unk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Sequence of Events Mail Orig. TR-310 to: Office of Financial Responsibility, PO Box 1498, Columbia, SC 29216
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Non-Collision</td> <td style="width: 15%;">04- Equipment Failure</td> <td style="width: 15%;">Collision: Not Fixed</td> <td style="width: 15%;">27- Pedestrian</td> <td style="width: 15%;">Collision: Fixed Object</td> <td style="width: 15%;">47- Embankment</td> <td style="width: 15%;">55- Mail Box</td> <td style="width: 15%;">68- Other</td> </tr> <tr> <td>01- Cargo/Equip Loss or Shift</td> <td>05- Fire/Explosion</td> <td>08- Overturn/Rollover</td> <td>20- Animal (Deer Only)</td> <td>28- Railway Veh.</td> <td>40- Bridge Overhead Structure</td> <td>48- Equipment</td> <td>56- Median Barrier</td> <td>69- Unk.</td> </tr> <tr> <td>02- Cross Median/Center</td> <td>06- Immersion</td> <td>09- Ran off Road Left</td> <td>21- Animal (All Other)</td> <td>29- Work Zone Maint. Equip.</td> <td>41- Bridge Parapet End</td> <td>49- Fence</td> <td>57- Overhead Sign Support</td> <td></td> </tr> <tr> <td>03- Downhill Runaway</td> <td>07- Jackknife</td> <td>10- Ran off Road Right</td> <td>22- Motor Veh. (In Transport)</td> <td>38- Other Movable Object</td> <td>42- Bridge Pier or Abutment</td> <td>50- Guardrail End</td> <td>58- Other (Post, Pole, Support, Etc.)</td> <td></td> </tr> <tr> <td>Event 1</td> <td>Event 2</td> <td>Event 3</td> <td>Event 4</td> <td>Most Harmful</td> <td>1st Harmful</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>4</td> <td>4</td> <td>4</td> <td>4</td> <td>4</td> <td>4</td> <td colspan="2"></td> <td></td> </tr> <tr> <td>5</td> <td>5</td> <td>5</td> <td>5</td> <td>5</td> <td>5</td> <td colspan="2"></td> <td></td> </tr> <tr> <td colspan="2">11- Separation of Units</td> <td colspan="2">23- Motor Veh. (Stopped)</td> <td colspan="2">39- Unk. Movable Object</td> <td colspan="2">51- Guardrail Face</td> <td colspan="2">59- Other (Wall, Building, Tunnel, Etc.)</td> </tr> <tr> <td colspan="2">12- Spill (Two-Wheeled Veh.)</td> <td colspan="2">24- Motor Veh. (Other Roadway)</td> <td colspan="2">44- Culvert</td> <td colspan="2">52- Highway Traffic Sign Post</td> <td colspan="2">60- Tree</td> </tr> <tr> <td colspan="2">18- Other Noncollision</td> <td colspan="2">25- Motor Veh. (Parkd)</td> <td colspan="2">45- Curb</td> <td colspan="2">53- Impact Attenuator/Crash Cushion</td> <td colspan="2">61- Utility Pole</td> </tr> <tr> <td colspan="2">19- Unk. Non-collision</td> <td colspan="2">26- Pedalcycle</td> <td colspan="2">46- Ditch</td> <td colspan="2">54- Light/Luminaire Support</td> <td colspan="2">62- Work Zone Maint. Equipment</td> </tr> </table>
 | | | | | | | | | | | | | | Non-Collision | 04- Equipment Failure | Collision: Not Fixed | 27- Pedestrian | Collision: Fixed Object | 47- Embankment | 55- Mail Box | 68- Other | 01- Cargo/Equip Loss or Shift | 05- Fire/Explosion | 08- Overturn/Rollover | 20- Animal (Deer Only) | 28- Railway Veh. | 40- Bridge Overhead Structure | 48- Equipment | 56- Median Barrier | 69- Unk. | 02- Cross Median/Center | 06- Immersion | 09- Ran off Road Left | 21- Animal (All Other) | 29- Work Zone Maint. Equip. | 41- Bridge Parapet End | 49- Fence | 57- Overhead Sign Support | | 03- Downhill Runaway | 07- Jackknife | 10- Ran off Road Right | 22- Motor Veh. (In Transport) | 38- Other Movable Object | 42- Bridge Pier or Abutment | 50- Guardrail End | 58- Other (Post, Pole, Support, Etc.) | | Event 1 | Event 2 | Event 3 | Event 4 | Most Harmful | 1st Harmful | | | | 1 | 1 | 1 | 1 | 1 | 1 | | | | 2 | 2 | 2 | 2 | 2 | 2 | | | | 3 | 3 | 3 | 3 | 3 | 3 | | | | 4 | 4 | 4 | 4 | 4 | 4 | | | | 5 | 5 | 5 | 5 | 5 | 5 | | | | 11- Separation of Units | | 23- Motor Veh. (Stopped) | | 39- Unk. Movable Object | | 51- Guardrail Face | | 59- Other (Wall, Building, Tunnel, Etc.) | | 12- Spill (Two-Wheeled Veh.) | | 24- Motor Veh. (Other Roadway) | | 44- Culvert
 | | 52- Highway Traffic Sign Post | | 60- Tree | | 18- Other Noncollision | | 25- Motor Veh. (Parkd) | | 45- Curb | | 53- Impact Attenuator/Crash Cushion | | 61- Utility Pole | | 19- Unk. Non-collision | | 26- Pedalcycle | | 46- Ditch | | 54- Light/Luminaire Support | | 62- Work Zone Maint. Equipment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Non-Collision
 | 04- Equipment Failure | Collision: Not Fixed | 27- Pedestrian | Collision: Fixed Object | 47- Embankment | 55- Mail Box | 68- Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 01- Cargo/Equip Loss or Shift
 | 05- Fire/Explosion | 08- Overturn/Rollover | 20- Animal (Deer Only) | 28- Railway Veh. | 40- Bridge Overhead Structure | 48- Equipment | 56- Median Barrier | 69- Unk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 02- Cross Median/Center
 | 06- Immersion | 09- Ran off Road Left | 21- Animal (All Other) | 29- Work Zone Maint. Equip. | 41- Bridge Parapet End | 49- Fence | 57- Overhead Sign Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 03- Downhill Runaway
 | 07- Jackknife | 10- Ran off Road Right | 22- Motor Veh. (In Transport) | 38- Other Movable Object | 42- Bridge Pier or Abutment | 50- Guardrail End | 58- Other (Post, Pole, Support, Etc.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 11- Separation of Units
 | | 23- Motor Veh. (Stopped) | | 39- Unk. Movable Object | | 51- Guardrail Face | | 59- Other (Wall, Building, Tunnel, Etc.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 12- Spill (Two-Wheeled Veh.)
 | | 24- Motor Veh. (Other Roadway) | | 44- Culvert | | 52- Highway Traffic Sign Post | | 60- Tree | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 18- Other Noncollision
 | | 25- Motor Veh. (Parkd) | | 45- Curb | | 53- Impact Attenuator/Crash Cushion | | 61- Utility Pole | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 19- Unk. Non-collision
 | | 26- Pedalcycle | | 46- Ditch | | 54- Light/Luminaire Support | | 62- Work Zone Maint. Equipment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Manner of Collision (Struck Veh.)</td> <td style="width: 15%;">30- Rear-to-Rear</td> <td style="width: 15%;">50- Sideswipe Same Dir.</td> <td colspan="2" style="width: 20%;">1st / Most Deformed Area</td> <td colspan="2" style="width: 20%;">1st Deformed</td> <td colspan="2" style="width: 20%;">Most Deformed</td> </tr> <tr> <td>1</td> <td>00- Not Coll. w/ Motor Veh.</td> <td>41- Angle (↘/↙)</td> <td>60- Sideswipe Opposite Dir.</td> <td colspan="2" rowspan="3"> </td> <td colspan="2" rowspan="3"> </td> <td colspan="2" rowspan="3"> </td> </tr> <tr> <td>2</td> <td>1st Harmful</td> <td>10- Rear End</td> <td>42- Angle (→/←)</td> <td>70- Backed Into</td> </tr> <tr> <td>3</td> <td>Collision</td> <td>20- Head On</td> <td>43- Angle (↗/↖)</td> <td>99- Unknown</td> </tr> <tr> <td colspan="2">Vehicle Type:</td> <td colspan="2">15- Full Size Van</td> <td colspan="2">27- Pedalcycle</td> <td colspan="2">61- School Bus</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">01- Automobile</td> <td colspan="2">16- Mini Van</td> <td colspan="2">38- Animal Drawn Veh</td> <td colspan="2">62- Passenger Bus</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">12- Pickup Truck</td> <td colspan="2">17- Sport Utility</td> <td colspan="2">39- Animal (Ridden)</td> <td colspan="2">98- Other</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">13- Truck Tractor</td> <td colspan="2">25- Motorcycle</td> <td colspan="2">41- Pedestrian</td> <td colspan="2">99- Unk. (Hit and Run Only)</td> </tr> <tr> <td colspan="2">4</td> <td colspan="2">14- Other Truck</td> <td colspan="2">26- Other Motorbike</td> <td colspan="2">51- Train</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">Vehicle Use Code</td> <td colspan="2">04- Ambulance</td> <td colspan="2">08- Farm Use</td> <td colspan="2">12- Fire Fighting</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">01- Personal</td> <td colspan="2">05- Military</td> <td colspan="2">09- Wrecker or Tow</td> <td colspan="2">13- Logging</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">02- Driver Training</td> <td colspan="2">06- Transport Passengers</td> <td colspan="2">10- Police</td> <td colspan="2">18- Other</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">03- Construction/Maint.</td> <td colspan="2">07- Transport Property</td> <td colspan="2">11- Government</td> <td colspan="2">41- Pedestrian</td> </tr> <tr> <td colspan="2">Vehicle Attachment</td> <td colspan="2">4- Utility Trailer</td> <td colspan="2">8- Towed Motor Vehicle C- Other Tanker</td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">1- None</td> <td colspan="2">5- Farm Trailer</td> <td colspan="2">9- Petroleum Tanker</td> <td colspan="2">D- Flat Bed</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">2- Mobile Home</td> <td colspan="2">6- Trailer w/ Boat</td> <td colspan="2">A- Lowboy Trailer</td> <td colspan="2">E- Twin Trailers</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">3- Semi-Trailer</td> <td colspan="2">7- Camper Trailer</td> <td colspan="2">B- Autocarrier Trailer</td> <td colspan="2">F- Other</td> </tr> <tr> <td colspan="2">Action Prior to Impact (Vehicle)</td> <td colspan="2">(Non-motorist)</td> <td colspan="2">Alc Test Results</td> <td colspan="2">1- Two-way, Not Divided</td> <td colspan="2">3- Two-way, Divided, Barrier</td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">01- Backing</td> <td colspan="2">08- Parked</td> <td colspan="2">21- Approaching/Leaving Vehicle</td> <td colspan="2">A1- 1- Gore 3- Median 5- Roadway 7- Sidewalk 9- Unk</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">02- Changing lanes</td> <td colspan="2">09- Slowing or Stopped in traffic</td> <td colspan="2">22- Entering/Crossing Location</td> <td colspan="2">A2- 2- Island 4- Roadside 6- Shoulder 8- Outside Trafficway</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">03- Entering traffic lane</td> <td colspan="2">10- Turning left</td> <td colspan="2">23- Playing/Working on Vehicle</td> <td colspan="2">A3- 1- Straight - Level 3- Straight - Hillcrest 5- Curve - On grade</td> </tr> <tr> <td colspan="2">4</td> <td colspan="2">04- Leaving traffic lane</td> <td colspan="2">11- Turning right</td> <td colspan="2">24- Pushing Vehicle</td> <td colspan="2">2- Straight - On grade 4- Curve - Level 6- Curve - Hillcrest</td> </tr> <tr> <td colspan="2">5</td> <td colspan="2">05- Making U-turn</td> <td colspan="2">12- Turning right</td> <td colspan="2">25- Standing</td> <td colspan="2">1- Dry 3- Snow 5- Ice 7- Water (Standing, etc.)</td> </tr> <tr> <td colspan="2">6</td> <td colspan="2">06- Movements Essentially Straight Ahead</td> <td colspan="2">13- Walking, Playing, Cycling</td> <td colspan="2">26- Walking, Playing, Cycling</td> <td colspan="2">2- Wet 4- Slush 6- Contaminate 8- Other 9- Unk.</td> </tr> <tr> <td colspan="2">7</td> <td colspan="2">07- Overtaking/passing</td> <td colspan="2">18- Other</td> <td colspan="2">27- Working</td> <td colspan="2">01- Stop and Go Light 21- Officer or Flagman</td> </tr> <tr> <td colspan="2">Weather Condition</td> <td colspan="2">3- Cloudy</td> <td colspan="2">6- Fog, Smog, Smoke</td> <td colspan="2">02- Flashing Traffic Signal</td> <td colspan="2">22- Oncoming Emergency Vehicle</td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">1- Clear (no adverse conditions)</td> <td colspan="2">4- Sleet, Hail</td> <td colspan="2">7- Blowing Sand,</td> <td colspan="2">8- Severe Crosswinds</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">2- Rain</td> <td colspan="2">5- Snow</td> <td colspan="2">Oil, Dirt or Snow</td> <td colspan="2">9- Unk.</td> </tr> <tr> <td colspan="2">Light Condition</td> <td colspan="2">3- Dusk</td> <td colspan="2">6- Dark (Street Lamp Not Lit)</td> <td colspan="2">11- RR (X-bucks, Lights & Gates)</td> <td colspan="2">31- Pavement Markings (only)</td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">1- Daylight</td> <td colspan="2">4- Dark (Lighting Unspecified)</td> <td colspan="2">7- Dark (No lights)</td> <td colspan="2">43- Yield Sign 51- Flashing Beacon</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">2- Dawn</td> <td colspan="2">5- Dark (Street Lamp Lit)</td> <td colspan="2"></td> <td colspan="2">12- RR (X-bucks & Lights) 41- Stop Sign 44- Work Zone 98- None</td> </tr> <tr> <td colspan="2">Junction Type</td> <td colspan="2">03- Five/More Points</td> <td colspan="2">07- Shared Use Paths or Tr 12- Y - Intersection</td> <td colspan="2">13- RR (X-bucks Only)</td> <td colspan="2">42- School zone Sign 45- Other Warning Signs 99- Unk.</td> </tr> <tr> <td colspan="2">1</td> <td colspan="2">01- Crossover</td> <td colspan="2">04- Four-way Intersection</td> <td colspan="2">08- T-Intersection</td> <td colspan="2">13- Nonjunction</td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">02- Driveway</td> <td colspan="2">05- Railway Grade Crossing</td> <td colspan="2">09- Traffic Circle</td> <td colspan="2">99- Unk.</td> </tr> <tr> <td colspan="14"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Primary</td> <td colspan="2" style="width: 30%;">Contributing Factors</td> <td colspan="2" style="width: 20%;">Roadway</td> <td colspan="2" style="width: 20%;">Non-Motorist</td> <td colspan="2" style="width: 20%;">Environmental</td> <td colspan="2" style="width: 20%;">62- Obstruction</td> </tr> <tr> <td rowspan="8" style="writing-mode: vertical-rl; transform: rotate(180deg);">Others:</td> <td colspan="2">Driver</td> <td colspan="2">09- Made an Improper Turn</td> <td colspan="2">30- Debris</td> <td colspan="2">48- Other</td> <td colspan="2">60- Animal in Road</td> </tr> <tr> <td colspan="2">01- Disregarded Signs, Signals, Etc.</td> <td colspan="2">10- Medical Related</td> <td colspan="2">31- Non-highway Work</td> <td colspan="2">49- Unk.</td> <td colspan="2">61- Glare</td> </tr> <tr> <td colspan="2">02- Distracted/Inattention</td> <td colspan="2">12- Aggressive Operation of Vehicle</td> <td colspan="2">32- Obstruction in Roadway</td> <td colspan="2">51- Lying &/or Illegally in Roadway</td> <td colspan="2">68- Other</td> </tr> <tr> <td colspan="2">03- Driving Too Fast for Conditions</td> <td colspan="2">13- Over-correcting/Over-steering</td> <td colspan="2">33- Road Surface Condition (i.e., Wet)</td> <td colspan="2">52- Failure to Yield R. of W.</td> <td colspan="2">69- Unk.</td> </tr> <tr> <td colspan="2">04- Exceeded Authorized Speed Limit</td> <td colspan="2">14- Swerving to Avoiding Object</td> <td colspan="2">34- Rut, Holes, Bumps</td> <td colspan="2">53- Not Visible (Dark Clothing)</td> <td colspan="2">70- Brakes</td> </tr> <tr> <td colspan="2">05- Failed to Yield Right of Way</td> <td colspan="2">15- Wrong Side or Wrong Way</td> <td colspan="2">35- Shoulders (None, Low, Soft, High)</td> <td colspan="2">54- Disregard Signs, Signals, Etc.</td> <td colspan="2">71- Steering</td> </tr> <tr> <td colspan="2">06- Ran off Road</td> <td colspan="2">16- Under the Influence</td> <td colspan="2">36- Traffic Control Device (i.e., Missing)</td> <td colspan="2">55- Improper Crossing</td> <td colspan="2">72- Power Plant</td> </tr> <tr> <td colspan="2">07- Fatigued/Asleep</td> <td colspan="2">17- Vision Obscured (Within Unit)</td> <td colspan="2">37- Work Zone (Constr./Maint./Utility)</td> <td colspan="2">56- Darting</td> <td colspan="2">58- Other 59- Unk</td> </tr> <tr> <td colspan="2">08- Followed Too Closely</td> <td colspan="2">18- Improper lane Usage/Change</td> <td colspan="2">38- Worn, Travel-Polished Surface</td> <td colspan="2">57- Wrong Side of Road</td> <td colspan="2">73- Tires/Wheel</td> </tr> <tr> <td colspan="2"></td> <td colspan="2">28- Other Improper Action</td> <td colspan="2">29- Unk.</td> <td colspan="2">58- Other 59- Unk</td> <td colspan="2">74- Lights</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td
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06- Transport Passengers | | 10- Police | | 18- Other | | 3 | | 03- Construction/Maint. | | 07- Transport Property | | 11- Government | | 41- Pedestrian | | Vehicle Attachment | | 4- Utility Trailer | | 8- Towed Motor Vehicle C- Other Tanker | | | | | | 1 | | 1- None | | 5- Farm Trailer | | 9- Petroleum Tanker | | D- Flat Bed | | 2 | | 2- Mobile Home | | 6- Trailer w/ Boat | | A- Lowboy Trailer | | E- Twin Trailers | | 3 | | 3- Semi-Trailer | | 7- Camper Trailer | | B- Autocarrier Trailer | | F- Other | | Action Prior to Impact (Vehicle) | | (Non-motorist) | | Alc Test Results | | 1- Two-way, Not Divided | | 3- Two-way, Divided, Barrier | | 1 | | 01- Backing | | 08- Parked | | 21- Approaching/Leaving Vehicle | | A1- 1- Gore 3- Median 5- Roadway 7- Sidewalk 9- Unk | | 2 | | 02- Changing lanes | | 09- Slowing or Stopped in traffic | | 22- Entering/Crossing Location | | A2- 2- Island 4- Roadside 6- Shoulder 8- Outside Trafficway | | 3 | | 03- Entering traffic lane | | 10- Turning left | | 23- Playing/Working on Vehicle | | A3- 1- Straight - Level 3- Straight - Hillcrest 5- Curve - On grade | | 4 | | 04- Leaving traffic lane | | 11- Turning right | | 24- Pushing Vehicle | | 2- Straight - On grade 4- Curve - Level 6- Curve - Hillcrest | | 5 | | 05- Making U-turn | | 12- Turning right | | 25- Standing | | 1- Dry 3- Snow 5- Ice 7- Water (Standing, etc.) | | 6 | | 06- Movements Essentially Straight Ahead | | 13- Walking, Playing, Cycling | | 26- Walking, Playing, Cycling | | 2- Wet 4- Slush 6- Contaminate 8- Other 9- Unk. | | 7 | | 07- Overtaking/passing | | 18- Other | | 27- Working | | 01- Stop and Go Light 21- Officer or Flagman | | Weather Condition | | 3- Cloudy | | 6- Fog, Smog, Smoke | | 02- Flashing Traffic Signal | | 22- Oncoming Emergency Vehicle | | 1 | | 1- Clear (no adverse conditions) | | 4- Sleet, Hail | | 7- Blowing Sand, | | 8- Severe Crosswinds | | 2 | | 2- Rain | | 5- Snow | | Oil, Dirt or Snow | | 9- Unk. | | Light Condition | | 3- Dusk
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| Manner of Collision (Struck Veh.)
 | 30- Rear-to-Rear | 50- Sideswipe Same Dir. | 1st / Most Deformed Area | | 1st Deformed | | Most Deformed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1
 | 00- Not Coll. w/ Motor Veh. | 41- Angle (↘/↙) | 60- Sideswipe Opposite Dir. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2
 | 1st Harmful | 10- Rear End | 42- Angle (→/←) | | | | | | | 70- Backed Into | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3
 | Collision | 20- Head On | 43- Angle (↗/↖) | | | | | | | 99- Unknown | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Vehicle Type:
 | | 15- Full Size Van | | 27- Pedalcycle | | 61- School Bus | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1
 | | 01- Automobile | | 16- Mini Van | | 38- Animal Drawn Veh | | 62- Passenger Bus | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2
 | | 12- Pickup Truck | | 17- Sport Utility | | 39- Animal (Ridden) | | 98- Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3
 | | 13- Truck Tractor | | 25- Motorcycle | | 41- Pedestrian | | 99- Unk. (Hit and Run Only) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 4
 | | 14- Other Truck | | 26- Other Motorbike | | 51- Train | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Vehicle Use Code
 | | 04- Ambulance | | 08- Farm Use | | 12- Fire Fighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | | 01- Personal | | 05- Military | | 09- Wrecker or Tow | | 13- Logging | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | | 02- Driver Training | | 06- Transport Passengers | | 10- Police | | 18- Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3
 | | 03- Construction/Maint. | | 07- Transport Property | | 11- Government | | 41- Pedestrian | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Vehicle Attachment
 | | 4- Utility Trailer | | 8- Towed Motor Vehicle C- Other Tanker | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | | 1- None | | 5- Farm Trailer | | 9- Petroleum Tanker | | D- Flat Bed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2
 | | 2- Mobile Home | | 6- Trailer w/ Boat | | A- Lowboy Trailer | | E- Twin Trailers | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3
 | | 3- Semi-Trailer | | 7- Camper Trailer | | B- Autocarrier Trailer | | F- Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Action Prior to Impact (Vehicle)
 | | (Non-motorist) | | Alc Test Results | | 1- Two-way, Not Divided | | 3- Two-way, Divided, Barrier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1
 | | 01- Backing | | 08- Parked | | 21- Approaching/Leaving Vehicle | | A1- 1- Gore 3- Median 5- Roadway 7- Sidewalk 9- Unk | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2
 | | 02- Changing lanes | | 09- Slowing or Stopped in traffic | | 22- Entering/Crossing Location | | A2- 2- Island 4- Roadside 6- Shoulder 8- Outside Trafficway | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3
 | | 03- Entering traffic lane | | 10- Turning left | | 23- Playing/Working on Vehicle | | A3- 1- Straight - Level 3- Straight - Hillcrest 5- Curve - On grade | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 4
 | | 04- Leaving traffic lane | | 11- Turning right | | 24- Pushing Vehicle | | 2- Straight - On grade 4- Curve - Level 6- Curve - Hillcrest | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 5
 | | 05- Making U-turn | | 12- Turning right | | 25- Standing | | 1- Dry 3- Snow 5- Ice 7- Water (Standing, etc.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 6
 | | 06- Movements Essentially Straight Ahead | | 13- Walking, Playing, Cycling | | 26- Walking, Playing, Cycling | | 2- Wet 4- Slush 6- Contaminate 8- Other 9- Unk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 7
 | | 07- Overtaking/passing | | 18- Other | | 27- Working | | 01- Stop and Go Light 21- Officer or Flagman | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Weather Condition
 | | 3- Cloudy | | 6- Fog, Smog, Smoke | | 02- Flashing Traffic Signal | | 22- Oncoming Emergency Vehicle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1
 | | 1- Clear (no adverse conditions) | | 4- Sleet, Hail | | 7- Blowing Sand, | | 8- Severe Crosswinds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2
 | | 2- Rain | | 5- Snow | | Oil, Dirt or Snow | | 9- Unk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Light Condition
 | | 3- Dusk | | 6- Dark (Street Lamp Not Lit) | | 11- RR (X-bucks, Lights & Gates) | | 31- Pavement Markings (only) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | | 1- Daylight | | 4- Dark (Lighting Unspecified) | | 7- Dark (No lights) | | 43- Yield Sign 51- Flashing Beacon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | | 2- Dawn | | 5- Dark (Street Lamp Lit) | | | | 12- RR (X-bucks & Lights) 41- Stop Sign 44- Work Zone 98- None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Junction Type
 | | 03- Five/More Points | | 07- Shared Use Paths or Tr 12- Y - Intersection | | 13- RR (X-bucks Only) | | 42- School zone Sign 45- Other Warning Signs 99- Unk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1
 | | 01- Crossover | | 04- Four-way Intersection | | 08- T-Intersection | | 13- Nonjunction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2
 | | 02- Driveway | | 05- Railway Grade Crossing | | 09- Traffic Circle | | 99- Unk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Primary</td> <td colspan="2" style="width: 30%;">Contributing Factors</td> <td colspan="2" style="width: 20%;">Roadway</td> <td colspan="2" style="width: 20%;">Non-Motorist</td> <td colspan="2" style="width: 20%;">Environmental</td> <td colspan="2" style="width: 20%;">62- Obstruction</td> </tr> <tr> <td rowspan="8" style="writing-mode: vertical-rl; transform: rotate(180deg);">Others:</td> <td colspan="2">Driver</td> <td colspan="2">09- Made an Improper Turn</td> <td colspan="2">30- Debris</td> <td colspan="2">48- Other</td> <td colspan="2">60- Animal in Road</td> </tr> <tr> <td colspan="2">01- Disregarded Signs, Signals, Etc.</td> <td colspan="2">10- Medical Related</td> <td colspan="2">31- Non-highway Work</td> <td colspan="2">49- Unk.</td> <td colspan="2">61- Glare</td> </tr> <tr> <td colspan="2">02- Distracted/Inattention</td> <td colspan="2">12- Aggressive Operation of Vehicle</td> <td colspan="2">32- Obstruction in Roadway</td> <td colspan="2">51- Lying &/or Illegally in Roadway</td> <td colspan="2">68- Other</td> </tr> <tr> <td colspan="2">03- Driving Too Fast for Conditions</td> <td colspan="2">13- Over-correcting/Over-steering</td> <td colspan="2">33- Road Surface Condition (i.e., Wet)</td> <td colspan="2">52- Failure to Yield R. of W.</td> <td colspan="2">69- Unk.</td> </tr> <tr> <td colspan="2">04- Exceeded Authorized Speed Limit</td> <td colspan="2">14- Swerving to Avoiding Object</td> <td colspan="2">34- Rut, Holes, Bumps</td> <td colspan="2">53- Not Visible (Dark Clothing)</td> <td colspan="2">70- Brakes</td> </tr> <tr> <td colspan="2">05- Failed to Yield Right of Way</td> <td colspan="2">15- Wrong Side or Wrong Way</td> <td colspan="2">35- Shoulders (None, Low, Soft, High)</td> <td colspan="2">54- Disregard Signs, Signals, Etc.</td> <td colspan="2">71- Steering</td> </tr> <tr> <td colspan="2">06- Ran off Road</td> <td colspan="2">16- Under the Influence</td> <td colspan="2">36- Traffic Control Device (i.e., Missing)</td> <td colspan="2">55- Improper Crossing</td> <td colspan="2">72- Power Plant</td> </tr> <tr> <td colspan="2">07- Fatigued/Asleep</td> <td colspan="2">17- Vision Obscured (Within Unit)</td> <td colspan="2">37- Work Zone (Constr./Maint./Utility)</td> <td colspan="2">56- Darting</td> <td colspan="2">58- Other 59- Unk</td> </tr> <tr> <td colspan="2">08- Followed Too Closely</td> <td colspan="2">18- Improper lane Usage/Change</td> <td colspan="2">38- Worn, Travel-Polished Surface</td> <td colspan="2">57- Wrong Side of Road</td> <td colspan="2">73- Tires/Wheel</td> </tr> <tr> <td colspan="2"></td> <td colspan="2">28- Other Improper Action</td> <td colspan="2">29- Unk.</td> <td colspan="2">58- Other 59- Unk</td> <td colspan="2">74- Lights</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">67- Other Person Under Infl</td> <td colspan="2">75- Signals</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">76- Windows/Shield</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">77- Restraint System</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">78- Truck Coupling</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">79- Cargo</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">80- Fuel System</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">88- Other</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">89- Unk.</td> </tr> </table>
 | | | | | | | | | | | | | | Primary | Contributing Factors | | Roadway | | Non-Motorist | | Environmental | | 62- Obstruction | | Others: | Driver | | 09- Made an Improper Turn | | 30- Debris | | 48- Other | | 60- Animal in Road | | 01- Disregarded Signs, Signals, Etc. | | 10- Medical Related | | 31- Non-highway Work | | 49- Unk. | | 61- Glare | | 02- Distracted/Inattention | | 12- Aggressive Operation of Vehicle | | 32- Obstruction in Roadway | | 51- Lying &/or Illegally in Roadway | | 68- Other | | 03- Driving Too Fast for Conditions | | 13- Over-correcting/Over-steering | | 33- Road Surface Condition (i.e., Wet) | | 52- Failure to Yield R. of W. | | 69- Unk. | | 04- Exceeded Authorized Speed Limit | | 14- Swerving to Avoiding Object | | 34- Rut, Holes, Bumps | | 53- Not Visible (Dark Clothing) | | 70- Brakes | | 05- Failed to Yield Right of Way | | 15- Wrong Side or Wrong Way | | 35- Shoulders (None, Low, Soft, High) | | 54- Disregard Signs, Signals, Etc. | | 71- Steering | | 06- Ran off Road | | 16- Under the Influence | | 36- Traffic Control Device (i.e., Missing) | | 55- Improper Crossing | | 72- Power Plant | | 07- Fatigued/Asleep | | 17- Vision Obscured (Within Unit) | | 37- Work Zone (Constr./Maint./Utility) | | 56- Darting | | 58- Other 59- Unk | | 08- Followed Too Closely | | 18- Improper lane Usage/Change | | 38- Worn, Travel-Polished Surface | | 57- Wrong Side of Road | | 73- Tires/Wheel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
 | 28- Other Improper Action | | 29- Unk. | | 58- Other 59- Unk | | 74- Lights | | | | | | | | 67- Other Person Under Infl | | 75- Signals | | | | | | | | | | 76- Windows/Shield | | | | | | | | | | 77- Restraint System | | | | | | | | | | 78- Truck Coupling | | | | | | | | | | 79- Cargo | | | | | | | | | | 80- Fuel System | | | | | | | | | | 88- Other | | | | | | | | | | 89- Unk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Primary
 | Contributing Factors | | Roadway | | Non-Motorist | | Environmental | | 62- Obstruction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Others:
 | Driver | | 09- Made an Improper Turn | | 30- Debris | | 48- Other | | 60- Animal in Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|
 | 01- Disregarded Signs, Signals, Etc. | | 10- Medical Related | | 31- Non-highway Work | | 49- Unk. | | 61- Glare | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | 02- Distracted/Inattention | | 12- Aggressive Operation of Vehicle | | 32- Obstruction in Roadway | | 51- Lying &/or Illegally in Roadway | | 68- Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|
 | 03- Driving Too Fast for Conditions | | 13- Over-correcting/Over-steering | | 33- Road Surface Condition (i.e., Wet) | | 52- Failure to Yield R. of W. | | 69- Unk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|
 | 04- Exceeded Authorized Speed Limit | | 14- Swerving to Avoiding Object | | 34- Rut, Holes, Bumps | | 53- Not Visible (Dark Clothing) | | 70- Brakes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|
 | 05- Failed to Yield Right of Way | | 15- Wrong Side or Wrong Way | | 35- Shoulders (None, Low, Soft, High) | | 54- Disregard Signs, Signals, Etc. | | 71- Steering | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|
 | 06- Ran off Road | | 16- Under the Influence | | 36- Traffic Control Device (i.e., Missing) | | 55- Improper Crossing | | 72- Power Plant | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|
 | 07- Fatigued/Asleep | | 17- Vision Obscured (Within Unit) | | 37- Work Zone (Constr./Maint./Utility) | | 56- Darting | | 58- Other 59- Unk | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 08- Followed Too Closely
 | | 18- Improper lane Usage/Change | | 38- Worn, Travel-Polished Surface | | 57- Wrong Side of Road | | 73- Tires/Wheel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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D.P.S. USE ONLY		South Carolina Uniform Traffic Collision Report (For Investigating Officers) Supplemental Bus & Truck Accident Report		<input type="text"/> Amended-Attach Copy of Original Report	<input type="text"/> Corrected
				Page _____ of _____ Pages	
Date	Time	County	Route Category	Accident Location (Route Number and Name if Any)	Auxiliary
			1-Interstate 2-US Primary 3-SC Primary 4-Secondary 5-County 6-Other	0-Mainline 2-Alternate 3-Spur 6-Connection 7-Business 9-Other	
SCREENING INFORMATION				Access Control	
NUMBER OF QUALIFYING VEHICLES INVOLVED				1- No Access Control 2- Full Access Control 3- Partial Access Control	
A Truck having a GVWR of 10,001 lbs. or more for the power unit → <input style="width: 50px;" type="text"/>				Vehicle Information	
OR					
A Vehicle with a Hazardous Materials Placard → <input style="width: 50px;" type="text"/>				Gross Vehicle Weight Rating	
OR				Weight Rating of the Power Unit of the Truck 01- Less than or Equal to 10,000 Pounds 02- 10,001-26,000 Pounds 03- More than 26,000 Pounds 99- Unknown/ Hit and Run	
A Bus that is Designed or Used to Carry 16 or More Persons, Including Driver → <input style="width: 50px;" type="text"/>				Vehicle Configuration	
OR				00- Passenger Car (only w/ HAZMAT placard) 01- Light Truck (only w/ HAZMAT placard) 02- Bus (seats for 9-15 people) 03- Bus (seats for 16+ people) 04- Single Unit Truck (2axles/6+ tires) 05- Single Unit Truck (3 or more axles) 06- Truck w/ Trailer 07- Truck-Tractor Only (Bobtail) 08- Tractor w/ Semi-Trailer 09- Tractor w/ Double Trailers 10- Tractor w/ Triple Trailers 98- Other/Unable to Classify 99- Unknown/ Hit and Run	
A Motor Vehicle Engaged in Interstate Commerce that is Designed or Used to Carry 9-15 Persons, Including the Driver, for Compensation → <input style="width: 50px;" type="text"/>				Cargo Body Type	
Number of Persons Involved:				00- Bus (seats for 9-15 people) 01- Bus (seats for 16+ people) 02- Enclosed Box 03- Cargo Tank 04- Flat Bed 05- Dump 06- Concrete Mixer 07- Auto Transport 08- Garbage/Refuse 09- Grain, Chips, Gravel 10- Pole 11- Intermodal Container 97- Not Applicable 98- Other 99- Unknown/ Hit and Run	
Sustaining Fatal Injuries → <input style="width: 50px;" type="text"/>				Trailer Length and Width	
Transported for Immediate Medical Services → <input style="width: 50px;" type="text"/>					
Number of Vehicles Towed				Length	
Towed from the Scene Due to Damage → <input style="width: 50px;" type="text"/>				00- No Trailer 01- Less than 480 in. (40 ft.) 02- 481 in. - 576 in. (48 ft.) 03- 577 in. or more 99- Unknown/ Hit and Run	
Do Not Complete This Form Unless:				Width	
One or More Qualifying Vehicles was Involved - AND One or More Qualifying Injuries was Sustained - OR One or More Vehicles (not necessarily the truck or bus) was Towed from the Scene				00- No Trailer 01- Less than 60 in. (5 ft.) 02- 61 in. - 84 in. (7 ft.) 03- 85 in. or more 99- Unknown/ Hit and Run	
Total Number of Supplemental Forms Required for this Collision : <input style="width: 50px;" type="text"/>				Hazardous Material Involvement	
Unit Number _____		FR-10 Number _____		Was This Vehicle Carrying Hazardous Materials? 1- Yes 2- No 3- Unknown/Hit and Run <input style="width: 50px;" type="text"/>	
Carrier Information					
Name: _____					
Address: _____					
City: _____ State: <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> Zip: <input style="width: 40px;" type="text"/>					
Business Phone Number: <input style="width: 20px;" type="text"/>					
Identification Numbers					
U.S. DOT <input style="width: 20px;" type="text"/>		None = 0 <input style="width: 20px;" type="text"/>			
ICC MC <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>		State: <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>		Is this vehicle an (1) Interstate or a (2) Intrastate carrier? <input style="width: 20px;" type="text"/>	
State Number <input style="width: 20px;" type="text"/>					
Was a Citation Issued to this Vehicle?				1- Yes 2- No 3- Pending <input style="width: 20px;" type="text"/>	
Investigator's Name _____				Rank _____ Date _____	
Reviewer's Name _____				Date _____	



ACKNOWLEDGEMENTS

The State Transport Police of the South Carolina Department of Public Safety would like to take the opportunity to express our sincere appreciation to all persons (with special thanks to the OHS and ITO personnel of SCDPS), agencies, departments and organizations that have contributed to this publication.

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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.