

Traffic Impact Study

Technical Appendix Volume II of V

Steeplegate Mall Redevelopment
270 Loudon Road (NH Route 9)
Concord, New Hampshire

Prepared for:

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APPENDIX VOLUME II

CONCORD POLICE DEPARTMENT CRASH REPORT SUMMARIES
LOUDON POLICE DEPARTMENT CRASH REPORT SUMMARIES
PEMBROKE POLICE DEPARTMENT CRASH REPORT SUMMARIES



CONCORD POLICE DEPARTMENT CRASH REPORT SUMMARIES





Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > I 393 WB EXIT 3 OFF RAMP
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	1	0	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	1	0	0	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	2	40 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	1	100.0

Accident Particulars (Prior form version)

	Occurrence(s)	Percentage
Average posted speed at the accident scene		0 MPH
Occurred at On-ramps	1	100.0

Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	1	100.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	0	0.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0
Investigation took place	1	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	1	0	0	2
Female	0	0	0	0	0	1	1	2
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>

	Occurrence(s)	Percentage
Number of out of state operators	2	50.0
Number of operators who were cited	1	25.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
LEFT FRONT DOOR	1	50.0
RIGHT REAR CORNER	1	50.0
Total Occurrences	2	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	3	100.0
Total Occurrences	3	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	3	100.0
Total Occurrences	3	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	3	100.0
Total Occurrences	3	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	3	100.0
Total Occurrences	3	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	3	100.0
Total Occurrences	3	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	2	66.7
PASSENGER - FRONT RIGHT	1	33.3
Total Occurrences	3	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
VISIBLE ROAD MARKINGS	1	100.0
Total Occurrences	1	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	1	100.0
Total Occurrences	1	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	1	100.0
Total Occurrences	1	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	1	100.0
Total Occurrences	1	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	1	100.0
Total Occurrences	1	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	100.0
Total Occurrences	1	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
ALONG ROADWAY	1	100.0
Total Occurrences	1	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	2	100.0
Total Occurrences	2	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	1	25.0
Failed to Yield Right-of-Way	1	25.0
Ran Red Light	1	25.0
Unknown	1	25.0
Total Occurrences	4	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	3	100.0
Total Occurrences	3	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	2	100.0
Total Occurrences	2	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		2	100.0
Total Occurrences		2	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	2	100.0
Total Occurrences	2	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	3	100.0
Total Occurrences	3	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	1	100.0
Total Occurrences	1	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	2	100.0
Total Occurrences	2	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Intersection	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	3	100.0
Total Occurrences	3	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	1	50.0
Unknown if Distracted	1	50.0
Total Occurrences	2	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	50.0
No	1	50.0
Total Occurrences	2	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	1	100.0
Total Occurrences	1	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
MAKING RIGHT TURN	2	100.0
Total Occurrences	2	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
IMPROPER TURN	2	100.0
Total Occurrences	2	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	2	100.0
Total Occurrences	2	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	2	100.0
Total Occurrences	2	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > I 393 WB EXIT 3 OFF RAMP
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	1	0	0	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	2	40 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	1	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	0	0	1	0	2
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	1	50.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	1	50.0
Ran Red Light	1	50.0
Total Occurrences	2	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	2	100.0
Total Occurrences	2	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		2	100.0
Total Occurrences		2	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Snow	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	2	100.0
Total Occurrences	2	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	2	100.0
Total Occurrences	2	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	1	100.0
Total Occurrences	1	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Cloudy	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Divided, Positive Median Barrier	2	100.0
Total Occurrences	2	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Entrance/Exit Ramp	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	2	100.0
Total Occurrences	2	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	2	100.0
Total Occurrences	2	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > I 393 WB EXIT 3 OFF RAMP
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	1	0	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	1	0	0	0	0	0	0	1
2 PM	0	1	0	0	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	1	0	0	0	1	0	0	2
6 PM	0	0	0	0	0	0	0	0
7 PM	1	0	0	0	0	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	3	1	0	1	1	0	0	6

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	33.3
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	6	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	2	1	2	6
Female	1	1	1	1	1	0	1	6
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>12</u>

	Occurrence (s)	Percentage
Number of out of state operators	4	33.3
Number of operators who were cited	4	33.3

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	6	100.0
Total Occurrences	6	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Entrance/Exit Ramp or Related	1	16.7
Intersection or Related	5	83.3
Total Occurrences	6	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	12	100.0
Total Occurrences	12	100.0 %

Motor Carrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Interstate Carrier	2	100.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	6	100.0
Total Occurrences	6	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	1	16.7
(2) Two	3	50.0
(3) Three	1	16.7
(4) Four	1	16.7
Total Occurrences	6	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(C) Possible Injury	2	33.3
(O) Property-Damage-Only	4	66.7
Total Occurrences	6	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Angled/Skewed	2	50.0
Perpendicular	1	25.0
Not Applicable/Not an Intersection	1	25.0
Total Occurrences	4	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	2	50.0
Stop - All Way	1	25.0
Not Applicable/Not an Intersection	1	25.0
Total Occurrences	4	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Vehicle-Integrated Device	1	8.3
Not Applicable (Not Distracted)	10	83.3
Unknown	1	8.3
Total Occurrences	12	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	11	91.7
Commercial Driver License (CDL)	1	8.3
Total Occurrences	12	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	5	83.3
Dark - Lighted	1	16.7
Total Occurrences	6	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Child Restraint System - Forward Facing	1	7.1
None Used - Motor Vehicle Occupant	3	21.4
Restraint Used - Type Unknown	2	14.3
Shoulder and Lap Belt Used	8	57.1
Total Occurrences	14	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	6	66.7
Divided, Raised Median (curbed)	3	33.3
Total Occurrences	9	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	6	75.0
Other	2	25.0
Total Occurrences	8	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	6	100.0
Total Occurrences	6	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	5	100.0
Total Occurrences	5	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	50.0
Unknown	2	50.0
Total Occurrences	4	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	66.7
Unknown	2	33.3
Total Occurrences	6	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	66.7
Unknown	2	33.3
Total Occurrences	6	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	2	40.0
Front to Front	1	20.0
Front to Rear	2	40.0
Total Occurrences	5	100.0 %

Special Sizing (Rev. 01/2023)

	Occurrence(s)	Percentage
No special sizing	1	100.0
Total Occurrences	1	100.0 %

Vehicle Configuration Permitted (Rev. 01/2023)

	Occurrence(s)	Percentage
Permitted Load	1	100.0
Total Occurrences	1	100.0 %

Compliance With CDL Endorsements (Rev. 01/2023)

	Occurrence(s)	Percentage
Endorsement(s) Required, Complied With	1	100.0
Total Occurrences	1	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	3	50.0
Two-Way	3	50.0
Total Occurrences	6	100.0 %

License Status (Rev. 01/2023)

	Occurrence(s)	Percentage
Valid	1	100.0
Total Occurrences	1	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	20.0
No Avoidance Maneuver	4	80.0
Total Occurrences	5	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	7	100.0
Total Occurrences	7	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	14	100.0
Total Occurrences	14	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	6	100.0
Total Occurrences	6	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	13	46.4
Second	1	3.6
Left	13	46.4
Right	1	3.6
Total Occurrences	28	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	11	68.8
Curtain	1	6.3
Front	3	18.8
Side	1	6.3
Total Occurrences	16	100.0 %

Carrier Identification Type (Rev. 01/2023)

	Occurrence(s)	Percentage
US DOT Number	1	100.0
Total Occurrences	1	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	13	100.0
Total Occurrences	13	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	8	80.0
Unknown	2	20.0
Total Occurrences	10	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Stop Sign	5	38.5
Traffic Control Signal	8	61.5
Total Occurrences	13	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	9	75.0
Unknown	3	25.0
Total Occurrences	12	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > I 393 WB EXIT 3 ON RAMP
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	1	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	1	0	0	0	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	1	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	1	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>4</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		36 MPH
Occurred at On-ramps	1	25.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	3	75.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	1	25.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	2	50.0
Occurred on other number of lanes	1	25.0
Involved OUI violation(s)	0	0.0
Photos were taken	1	25.0
Measurements were taken	1	25.0

Investigation took place	3	75.0
Involved Injuries	1	25.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	1	0	1	3
Female	0	0	0	1	2	0	0	3
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>6</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	2	28.6
CENTER FRONT	1	14.3
CENTER REAR	1	14.3
LEFT REAR WHEEL	3	42.9
Total Occurrences	7	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	6	100.0
Total Occurrences	6	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	16.7
NO APPARENT INJURY	5	83.3
Total Occurrences	6	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-NOT USED	2	33.3
RESTRAINT INSTALLED-USED	3	50.0
AIR BAG DEPLOYED	1	16.7
Total Occurrences	6	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	6	100.0
Total Occurrences	6	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	16.7
NONE	5	83.3
Total Occurrences	6	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	6	100.0
Total Occurrences	6	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	4	100.0
Total Occurrences	4	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	1	25.0
LANE CONTROL	1	25.0
VISIBLE ROAD MARKINGS	2	50.0
Total Occurrences	4	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	4	100.0
Total Occurrences	4	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	4	100.0
Total Occurrences	4	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	4	100.0
Total Occurrences	4	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	4	100.0
Total Occurrences	4	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	3	75.0
NOT PHYSICALLY DIVIDED (2-WAY)	1	25.0
Total Occurrences	4	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	4	100.0
Total Occurrences	4	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	3	75.0
ALONG ROADWAY	1	25.0
Total Occurrences	4	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
FATIGUE	1	16.7
APPARENTLY NORMAL	5	83.3
Total Occurrences	6	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	6	85.7
OTHER UNIT IN BLIND SPOT	1	14.3
Total Occurrences	7	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	4	100.0
Total Occurrences	4	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	3	37.5
MAKING LEFT TURN	5	62.5
Total Occurrences	8	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	1	12.5
NO IMPROPER DRIVING	3	37.5
DISREGARD TRAFFIC CONTROL DEV.	1	12.5
CENTERLINE ENCROACHMENT	2	25.0
IMPROPER TURN	1	12.5
Total Occurrences	8	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	7	100.0
Total Occurrences	7	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	8	100.0
Total Occurrences	8	100.0 %



Jurisdictions: ALL
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Accident Statistics By Time of Day

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1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	1	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	1	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	1	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>3</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	4	37 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	3	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	1	0	1	0	3
Female	0	0	0	1	0	1	0	2
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>5</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	1	20.0

<u>Bus Use</u>		
	Occurrence(s)	Percentage
Not a Bus	1	100.0
Total Occurrences	1	100.0 %

Motor Carrier Type

	Occurrence(s)	Percentage
Interstate Carrier	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	2	40.0
Improper Turn	1	20.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	5	100.0
Total Occurrences	5	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	3	100.0
Total Occurrences	3	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	5	100.0
Total Occurrences	5	100.0 %

<u>Road</u>	Occurrence(s)	Percentage
Straight	3	60.0
Curve Left	1	20.0
Curve Right	1	20.0
Total Occurrences	5	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	3	100.0
Total Occurrences	3	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	5	100.0
Total Occurrences	5	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	5	100.0
Total Occurrences	5	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	9	100.0
Total Occurrences	9	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	2	66.7
T-Intersection	1	33.3
Total Occurrences	3	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	2	66.7
Cloudy	1	33.3
Total Occurrences	3	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	3	100.0
Total Occurrences	3	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	2	40.0
Two-Way, Divided, Positive Median Barrier	2	40.0
One-Way Trafficway	1	20.0
Total Occurrences	5	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	1	33.3
Intersection	1	33.3
Entrance/Exit Ramp	1	33.3
Total Occurrences	3	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	9	100.0
Total Occurrences	9	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	4	80.0
Unknown if Distracted	1	20.0
Total Occurrences	5	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %



Jurisdictions: CON
Location: ALL
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Intersecting Street: CON > I 393 WB EXIT 3 ON RAMP
Zones: ALL

Accident Statistics By Time of Day

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1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	1	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	1	0	0	1

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	1	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	1	0	0	1
Female	0	0	0	0	0	1	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Intersection or Related	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	100.0
Total Occurrences	1	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
(2) Two	1	100.0
Total Occurrences	1	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	2	100.0
Total Occurrences	2	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	1	50.0
Commercial Driver License (CDL)	1	50.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Dark - Lighted	1	100.0
Total Occurrences	1	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	2	100.0
Total Occurrences	2	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	2	50.0
Left	2	50.0
Total Occurrences	4	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	2	100.0
Total Occurrences	2	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Traffic Control Signal	2	100.0
Total Occurrences	2	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %



Jurisdictions: ALL
Location: ALL
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Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	1	0	0	0	0	0	0	1
8 AM	0	0	0	1	0	0	0	1
9 AM	1	0	0	0	0	0	0	1
10 AM	0	0	0	0	0	0	1	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	1	0	0	0	1	2
1 PM	0	0	0	0	0	0	1	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	1	0	1
4 PM	0	0	1	0	1	0	0	2
5 PM	0	0	0	0	1	0	0	1
6 PM	1	0	0	0	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>3</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>12</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		35 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	1	8.3
Occurred at an intersection	12	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	3	25.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	2	16.7
Occurred on other number of lanes	7	58.3
Involved OUI violation(s)	0	0.0
Photos were taken	1	8.3
Measurements were taken	0	0.0

Investigation took place	11	91.7
Involved Injuries	1	8.3
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	0	0	2	1	2	4	10
Female	1	2	1	1	1	4	3	13
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>6</u>	<u>7</u>	<u>23</u>

	Occurrence(s)	Percentage
Number of out of state operators	2	8.7
Number of operators who were cited	2	8.7

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	4.3
LEFT FRONT DOOR	5	21.7
LEFT FRONT CORNER	2	8.7
CENTER FRONT	8	34.8
CENTER REAR	4	17.4
RIGHT FRONT DOOR	1	4.3
RIGHT REAR CORNER	1	4.3
LEFT REAR CORNER	1	4.3
Total Occurrences	23	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	28	100.0
Total Occurrences	28	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	3.6
NO APPARENT INJURY	27	96.4
Total Occurrences	28	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	7.1
AIR BAG & SEAT RESTRAINT USED	1	3.6
RESTRAINT INSTALLED-NOT USED	6	21.4
RESTRAINT INSTALLED-USED	18	64.3
HELMET USED	1	3.6
Total Occurrences	28	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	28	100.0
Total Occurrences	28	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
CHEST	1	3.6
ARM(S)	1	3.6
NONE	26	92.9
Total Occurrences	28	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	21	84.0
PASSENGER - FRONT RIGHT	2	8.0
UNKNOWN	2	8.0
Total Occurrences	25	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	11	91.7
ANIMAL	1	8.3
Total Occurrences	12	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
MEDIAN	1	33.3
CULVERT/HEADWALL	1	33.3
BRIDGE/PIER	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	2	16.7
TRAFFIC SIGNALS	8	66.7
STOP SIGN	2	16.7
Total Occurrences	12	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	12	100.0
Total Occurrences	12	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	9	75.0
DAWN	1	8.3
DUSK	1	8.3
DARK-STREET LIGHTS ON	1	8.3
Total Occurrences	12	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	8	66.7
CLOUDY	3	25.0
RAIN	1	8.3
Total Occurrences	12	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	10	83.3
STRAIGHT AND UPGRADE	1	8.3
STRAIGHT AT HILLCREST	1	8.3
Total Occurrences	12	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
INTERSTATE	3	27.3
OTHER DIVIDED HIGHWAY	5	45.5
NOT PHYSICALLY DIVIDED (2-WAY)	3	27.3
Total Occurrences	11	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	12	100.0
Total Occurrences	12	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	9	75.0
INTERSECTION RELATED	2	16.7
ALONG ROADWAY	1	8.3
Total Occurrences	12	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	23	100.0
Total Occurrences	23	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	23	100.0
Total Occurrences	23	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	11	91.7
WET	1	8.3
Total Occurrences	12	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	13	54.2
CHANGING LANES/MERGING	1	4.2
MAKING LEFT TURN	5	20.8
STARTING IN TRAFFIC	4	16.7
SLOWING OR STOPPING	1	4.2
Total Occurrences	24	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	2	8.3
DRIVER INATTENTION/DISTRACTION	1	4.2
NO IMPROPER DRIVING	12	50.0
FOLLOWING TOO CLOSE	5	20.8
DISREGARD TRAFFIC CONTROL DEV.	3	12.5
UNKNOWN	1	4.2
Total Occurrences	24	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	23	100.0
Total Occurrences	23	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	24	100.0
Total Occurrences	24	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > I 393 EB EXIT 3 OFF RAMP
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	1	0	0	0	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	1	1
3 PM	0	0	1	0	0	1	0	2
4 PM	0	0	0	0	0	0	0	0
5 PM	0	1	0	0	0	1	1	3
6 PM	0	0	0	1	0	0	0	1
7 PM	0	0	0	0	0	0	1	1
8 PM	1	0	0	0	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>10</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	20	33 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	30.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	10	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	0	1	6	2	1	4	15
Female	0	1	0	1	1	1	1	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>1</u>	<u>1</u>	<u>7</u>	<u>3</u>	<u>2</u>	<u>5</u>	<u>20</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	5.0
Number of operators who were cited	5	25.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	10	100.0
Total Occurrences	10	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	10	100.0
Total Occurrences	10	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	9	45.0
Failed to Yield Right-of-Way	2	10.0
Ran Red Light	3	15.0
Followed Too Closely	4	20.0
Unknown	2	10.0
Total Occurrences	20	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	20	100.0
Total Occurrences	20	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	6	60.0
Dusk	1	10.0
Dark-Lighted	3	30.0
Total Occurrences	10	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
State Property	1	50.0
City or Town Property	1	50.0
Total Occurrences	2	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	17	89.5
Hillcrest	1	5.3
Uphill	1	5.3
Total Occurrences	19	100.0 %

<u>Road</u>	Occurrence(s)	Percentage
Straight	15	78.9
Curve Right	4	21.1
Total Occurrences	19	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	10	100.0
Total Occurrences	10	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	1	5.3
Traffic Control Signal	12	63.2
Stop Sign	4	21.1
Yield Sign	2	10.5
Total Occurrences	19	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	18	94.7
Unknown	1	5.3
Total Occurrences	19	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	24	96.0
Other	1	4.0
Total Occurrences	25	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	6	60.0
T-Intersection	4	40.0
Total Occurrences	10	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	9	90.0
Cloudy	1	10.0
Total Occurrences	10	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	9	90.0
Non-trafficway	1	10.0
Total Occurrences	10	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	4	21.1
Two-Way, Divided, Positive Median Barrier	5	26.3
One-Way Trafficway	10	52.6
Total Occurrences	19	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	3	30.0
Intersection	2	20.0
Intersection-Related	2	20.0
Entrance/Exit Ramp-Related	3	30.0
Total Occurrences	10	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	25	100.0
Total Occurrences	25	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	15	75.0
Outside the Vehicle (Includes Unspecified External	1	5.0
Unknown if Distracted	4	20.0
Total Occurrences	20	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	15	75.0
Unknown	5	25.0
Total Occurrences	20	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > I 393 EB EXIT 3 OFF RAMP
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	1	0	0	0	0	1
8 AM	0	0	0	0	1	0	0	1
9 AM	0	0	0	1	0	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	0	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	1	0	0	1
3 PM	0	1	0	0	0	0	0	1
4 PM	1	0	1	1	1	0	0	4
5 PM	0	0	0	0	1	0	0	1
6 PM	0	0	0	1	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	1	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	1	1	2	3	4	2	0	13

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	5	38.5
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	13	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	4	3	2	4	14
Female	1	0	2	2	2	1	1	9
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>3</u>	<u>6</u>	<u>5</u>	<u>3</u>	<u>5</u>	<u>23</u>

Occurrence (s)

Percentage

Number of out of state operators	1	4.3
Number of operators who were cited	10	43.5

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	11	84.6
Prior Crash	1	7.7
Other	1	7.7
Total Occurrences	13	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	2	15.4
Intersection or Related	11	84.6
Total Occurrences	13	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	22	95.7
Emotional (depressed, angry, disturbed, etc.)	1	4.3
Total Occurrences	23	100.0 %

Motor Carrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Intrastate Carrier	2	100.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	12	92.3
Other Post, Pole, or Support	1	7.7
Total Occurrences	13	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	2	15.4
(2) Two	5	38.5
(3) Three	1	7.7
(4) Four	5	38.5
Total Occurrences	13	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	4	30.8
(C) Possible Injury	1	7.7
(O) Property-Damage-Only	8	61.5
Total Occurrences	13	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Angled/Skewed	1	20.0
Perpendicular	3	60.0
Not Applicable/Not an Intersection	1	20.0
Total Occurrences	5	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	4	80.0
Not Applicable/Not an Intersection	1	20.0
Total Occurrences	5	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
External (to vehicle/non-motorist area)	1	4.3
Other Distraction (animal, food, grooming)	1	4.3
Not Applicable (Not Distracted)	18	78.3
Unknown	3	13.0
Total Occurrences	23	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	22	95.7
Commercial Driver License (CDL)	1	4.3
Total Occurrences	23	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	12	100.0
Total Occurrences	12	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	12	92.3
Dark - Lighted	1	7.7
Total Occurrences	13	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	2	5.9
Child Restraint System - Rear Facing	1	2.9
Child Restraint - Type Unknown	1	2.9
None Used - Motor Vehicle Occupant	3	8.8
Shoulder and Lap Belt Used	27	79.4
Total Occurrences	34	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	21	100.0
Total Occurrences	21	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	12.5
Divided, Flush Median (greater than 4ft wide)	2	12.5
Divided, Raised Median (curbed)	12	75.0
Total Occurrences	16	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	8	61.5
Concrete Barrier (e.g. Jersey Barrier)	1	7.7
Other	4	30.8
Total Occurrences	13	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	9	100.0
Total Occurrences	9	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	9	100.0
Total Occurrences	9	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	7	100.0
Total Occurrences	7	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	71.4
Unknown	2	28.6
Total Occurrences	7	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	57.1
Unknown	3	42.9
Total Occurrences	7	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	57.1
Unknown	3	42.9
Total Occurrences	7	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	1	10.0
Angle	5	50.0
Front to Rear	4	40.0
Total Occurrences	10	100.0 %

Special Sizing (Rev. 01/2023)

	Occurrence(s)	Percentage
No special sizing	1	100.0
Total Occurrences	1	100.0 %

Vehicle Configuration Permitted (Rev. 01/2023)

	Occurrence(s)	Percentage
Permitted Load	1	100.0
Total Occurrences	1	100.0 %

Compliance With CDL Endorsements (Rev. 01/2023)

	Occurrence(s)	Percentage
Endorsement(s) Required, Complied With	1	100.0
Total Occurrences	1	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	9	100.0
Total Occurrences	9	100.0 %

License Status (Rev. 01/2023)

	Occurrence(s)	Percentage
Valid	1	100.0
Total Occurrences	1	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking (Lockup Unknown)	1	8.3
Braking (No Lockup)	3	25.0
No Avoidance Maneuver	6	50.0
Unknown	2	16.7
Total Occurrences	12	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	62.5
Fire	1	12.5
Police	2	25.0
Total Occurrences	8	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	34	100.0
Total Occurrences	34	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	13	100.0
Total Occurrences	13	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	28	41.2
Second	6	8.8
Left	25	36.8
Right	9	13.2
Total Occurrences	68	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	24	70.6
Curtain	1	2.9
Front	6	17.6
Side	3	8.8
Total Occurrences	34	100.0 %

Carrier Identification Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable	1	100.0
Total Occurrences	1	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	25	100.0
Total Occurrences	25	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	9	60.0
Other Action (looking away from task, etc.)	3	20.0
Unknown	3	20.0
Total Occurrences	15	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	4	16.0
Curve Ahead Warning Sign	2	8.0
Lane Use Control Signal	2	8.0
Traffic Control Signal	17	68.0
Total Occurrences	25	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	13	100.0
Total Occurrences	13	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	19	82.6
Unknown	4	17.4
Total Occurrences	23	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > I 393 EB EXIT 3 ON RAMP
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	1	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	1	0	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		35 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	2	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	2	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	1	50.0
Involved Injuries	1	50.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	0	0	1	2
Female	0	0	0	0	0	1	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
CENTER FRONT	2	66.7
CENTER REAR	1	33.3
Total Occurrences	3	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	4	100.0
Total Occurrences	4	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	3	75.0
NO APPARENT INJURY	1	25.0
Total Occurrences	4	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
AIR BAG & SEAT RESTRAINT USED	1	25.0
RESTRAINT INSTALLED-USED	3	75.0
Total Occurrences	4	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	4	100.0
Total Occurrences	4	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	25.0
TRUNK/TORSO	2	50.0
NONE	1	25.0
Total Occurrences	4	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	3	75.0
PASSENGER - FRONT RIGHT	1	25.0
Total Occurrences	4	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	1	50.0
OTHER OBJECT	1	50.0
Total Occurrences	2	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	1	50.0
OTHER	1	50.0
Total Occurrences	2	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	2	100.0
Total Occurrences	2	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	1	50.0
DARK-STREET LIGHTS ON	1	50.0
Total Occurrences	2	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	1	50.0
SNOW	1	50.0
Total Occurrences	2	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	2	100.0
Total Occurrences	2	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	50.0
NOT PHYSICALLY DIVIDED (2-WAY)	1	50.0
Total Occurrences	2	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	50.0
ALONG ROADWAY	1	50.0
Total Occurrences	2	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
UNDER THE INFLUENCE	1	33.3
APPARENTLY NORMAL	2	66.7
Total Occurrences	3	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	3	100.0
Total Occurrences	3	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	1	50.0
SNOW/SLUSH	1	50.0
Total Occurrences	2	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	1	33.3
MAKING LEFT TURN	1	33.3
STOPPED IN TRAFFIC	1	33.3
Total Occurrences	3	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	1	33.3
NO IMPROPER DRIVING	1	33.3
IMPROPER TURN	1	33.3
Total Occurrences	3	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	3	100.0
Total Occurrences	3	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	3	100.0
Total Occurrences	3	100.0 %



Jurisdictions: ALL
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Accident Statistics By Time of Day

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1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	1	0	0	0	0	1	0	2
1 PM	1	0	0	0	0	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	1	0	0	0	0	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	6	36 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	50.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	4	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	0	1	1	3
Female	0	1	0	0	1	1	1	4
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>7</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	14.3
Number of operators who were cited	1	14.3

<u>Bus Use</u>		
	Occurrence(s)	Percentage
Not a Bus	1	100.0
Total Occurrences	1	100.0 %

Motor Carrier Type

	Occurrence(s)	Percentage
Interstate Carrier	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	3	75.0
Unknown	1	25.0
Total Occurrences	4	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	3	75.0
Unknown	1	25.0
Total Occurrences	4	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	4	57.1
Improper Turn	1	14.3
Failed to Keep in Proper Lane	1	14.3
Unknown	1	14.3
Total Occurrences	7	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	7	100.0
Total Occurrences	7	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	4	100.0
Total Occurrences	4	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	2	100.0
Total Occurrences	2	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	7	100.0
Total Occurrences	7	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		5	71.4
Curve Right		2	28.6
Total Occurrences		7	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	3	75.0
Wet	1	25.0
Total Occurrences	4	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	4	57.1
Stop Sign	1	14.3
Other	2	28.6
Total Occurrences	7	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	7	100.0
Total Occurrences	7	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	8	80.0
EMS Ground	2	20.0
Total Occurrences	10	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	1	25.0
Four-Way Intersection	2	50.0
T-Intersection	1	25.0
Total Occurrences	4	100.0 %

<u>Weather</u>	Occurrence(s)	Percentage
Clear	2	50.0
Cloudy	1	25.0
Rain	1	25.0
Total Occurrences	4	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	4	100.0
Total Occurrences	4	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Divided, Positive Median Barrier	5	71.4
One-Way Trafficway	2	28.6
Total Occurrences	7	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	2	50.0
Intersection	2	50.0
Total Occurrences	4	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	10	100.0
Total Occurrences	10	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	7	100.0
Total Occurrences	7	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > LOUDON RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	1	0	0	1
7 AM	0	0	1	0	0	0	0	1
8 AM	0	0	0	0	0	1	0	1
9 AM	0	0	0	0	0	0	1	1
10 AM	1	0	0	0	0	0	0	1
11 AM	1	0	2	0	0	0	0	3
12 PM	0	0	0	1	0	0	1	2
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	1	1	0	2
3 PM	1	0	0	1	0	0	0	2
4 PM	0	0	0	0	0	0	1	1
5 PM	0	0	0	0	1	0	0	1
6 PM	0	0	0	0	1	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	1	1
9 PM	0	0	0	0	0	0	1	1
10 PM	0	0	0	0	0	0	1	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>3</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>20</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		36 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	18	90.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	2	10.0
Occurred on a three lane road/highway	1	5.0
Occurred on a four lane road/highway	2	10.0
Occurred on other number of lanes	15	75.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	14	70.0
Involved Injuries	3	15.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	3	5	7	1	17
Female	1	0	2	5	2	5	2	17
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>1</u>	<u>2</u>	<u>8</u>	<u>7</u>	<u>12</u>	<u>3</u>	<u>34</u>

	Occurrence(s)	Percentage
Number of out of state operators	3	8.8
Number of operators who were cited	2	5.9

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	5	14.3
LEFT FRONT DOOR	2	5.7
LEFT FRONT CORNER	2	5.7
CENTER FRONT	11	31.4
CENTER REAR	8	22.9
RIGHT FRONT WHEEL	1	2.9
RIGHT FRONT DOOR	1	2.9
RIGHT REAR CORNER	2	5.7
LEFT REAR CORNER	2	5.7
LEFT REAR DOOR	1	2.9
Total Occurrences	35	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	55	98.2
EJECTED	1	1.8
Total Occurrences	56	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	1.7
POSSIBLE	2	3.4
NO APPARENT INJURY	55	94.8
Total Occurrences	58	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	3.4
AIR BAG & SEAT RESTRAINT USED	4	6.9
RESTRAINT INSTALLED-NOT USED	4	6.9
RESTRAINT INSTALLED-USED	42	72.4
HELMET NOT USED	1	1.7
HELMET USED	1	1.7
AIR BAG DEPLOYED	4	6.9
Total Occurrences	58	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	57	98.3
WITNESS	1	1.7
Total Occurrences	58	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	1.8
CHEST	1	1.8
LEG(S)	1	1.8
NONE	53	94.6
Total Occurrences	56	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	33	56.9
PASSENGER - FRONT RIGHT	11	19.0
PASSENGER - REAR DRIVER'S SIDE	6	10.3
PASSENGER - REAR CENTER	2	3.4
PASSENGER - REAR PASS. SIDE	5	8.6
DRIVER (2/3 WHEEL VEHICLE)	1	1.7
Total Occurrences	58	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	17	85.0
FIXED OBJECT	1	5.0
SPILL (2 WHEEL VEHICLE)	1	5.0
OTHER	1	5.0
Total Occurrences	20	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	2	66.7
EMBANKMENT/DITCH/CURB	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	2	10.0
TRAFFIC SIGNALS	11	55.0
YIELD SIGN	4	20.0
VISIBLE ROAD MARKINGS	3	15.0
Total Occurrences	20	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	20	100.0
Total Occurrences	20	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	16	80.0
DARK-STREET LIGHTS ON	3	15.0
DARK-STREET LIGHTS OFF	1	5.0
Total Occurrences	20	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	16	80.0
CLOUDY	1	5.0
RAIN	3	15.0
Total Occurrences	20	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	18	90.0
CURVE AND LEVEL	2	10.0
Total Occurrences	20	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
INTERSTATE	1	5.0
OTHER DIVIDED HIGHWAY	10	50.0
NOT PHYSICALLY DIVIDED (2-WAY)	7	35.0
UNDIVIDED ROADWAY (1-WAY)	1	5.0
OTHER	1	5.0
Total Occurrences	20	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	17	100.0
Total Occurrences	17	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	9	47.4
INTERSECTION RELATED	4	21.1
ALONG ROADWAY	6	31.6
Total Occurrences	19	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
UNDER THE INFLUENCE	1	2.9
EMOTIONALLY UPSET	1	2.9
APPARENTLY NORMAL	32	94.1
Total Occurrences	34	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	34	100.0
Total Occurrences	34	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	14	70.0
WET	5	25.0
ICE	1	5.0
Total Occurrences	20	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	18	51.4
MAKING RIGHT TURN	3	8.6
MAKING LEFT TURN	5	14.3
MAKING U-TURN	1	2.9
STARTING FROM PARKED	1	2.9
STARTING IN TRAFFIC	2	5.7
SLOWING OR STOPPING	2	5.7
STOPPED IN TRAFFIC	2	5.7
OTHER VEHICLE ACTION	1	2.9
Total Occurrences	35	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	2	5.7
DRIVER INEXPERIENCE	1	2.9
ILLEGAL/UNSAFE SPEED	1	2.9
NO IMPROPER DRIVING	17	48.6
FOLLOWING TOO CLOSE	7	20.0
DISREGARD TRAFFIC CONTROL DEV.	4	11.4
IMPROPER TURN	1	2.9
OTHER	1	2.9
UNKNOWN	1	2.9
Total Occurrences	35	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	35	100.0
Total Occurrences	35	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	35	100.0
Total Occurrences	35	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > LOUDON RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	1	0	0	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	1	0	0	0	1
11 AM	1	0	0	0	0	0	1	2
12 PM	0	0	0	1	1	0	0	2
1 PM	1	0	0	0	0	0	0	1
2 PM	1	0	0	0	1	0	1	3
3 PM	1	0	0	0	0	0	1	2
4 PM	0	0	0	0	0	0	0	0
5 PM	0	1	0	0	0	1	0	2
6 PM	0	0	0	1	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>4</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>15</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	25	37 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	4	26.7
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	15	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	1	1	6	3	4	1	17
Female	1	0	0	5	2	1	3	12
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>1</u>	<u>1</u>	<u>11</u>	<u>5</u>	<u>5</u>	<u>4</u>	<u>29</u>

	Occurrence(s)	Percentage
Number of out of state operators	2	6.9
Number of operators who were cited	10	34.5

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	14	82.4
Weather Conditions	1	5.9
Visual Obstruction(s)	1	5.9
Other	1	5.9
Total Occurrences	17	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	11	73.3
Backup Due to Prior Crash	1	6.7
Backup Due to Regular Congestion	2	13.3
Road Surface Condition (Wet, Icy, Snow, etc.)	1	6.7
Total Occurrences	15	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	15	46.9
Failed to Yield Right-of-Way	4	12.5
Ran Red Light	4	12.5
Improper Turn	2	6.3
Improper Backing	1	3.1
Followed Too Closely	3	9.4
Other Contributing Action	3	9.4
Total Occurrences	32	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	27	90.0
Emotional (Depressed, Angry, Disturbed, etc.)	2	6.7
Unknown	1	3.3
Total Occurrences	30	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	15	100.0
Total Occurrences	15	100.0 %

Construction Zone Location

	Occurrence(s)	Percentage
Advance Warning Area	1	100.0
Total Occurrences	1	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	3	60.0
Private Property	2	40.0
Total Occurrences	5	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	23	79.3
Uphill	2	6.9
Downhill	4	13.8
Total Occurrences	29	100.0 %

<u>Road</u>		
	Occurrence(s)	Percentage
Straight	25	86.2
Curve Right	4	13.8
Total Occurrences	29	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	13	86.7
Wet	2	13.3
Total Occurrences	15	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	6	20.7
Traffic Control Signal	14	48.3
Stop Sign	1	3.4
Yield Sign	4	13.8
Other	4	13.8
Total Occurrences	29	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	22	75.9
Not Applicable	7	24.1
Total Occurrences	29	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	38	90.5
EMS Ground	4	9.5
Total Occurrences	42	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	8	53.3
Four-Way Intersection	6	40.0
T-Intersection	1	6.7
Total Occurrences	15	100.0 %

<u>Weather</u>	Occurrence(s)	Percentage
Clear	10	66.7
Cloudy	3	20.0
Rain	1	6.7
Freezing Rain or Freezing Drizzle	1	6.7
Total Occurrences	15	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	13	86.7
Non-trafficway	2	13.3
Total Occurrences	15	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	9	31.0
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	5	17.2
Two-Way, Divided, Positive Median Barrier	9	31.0
One-Way Trafficway	4	13.8
Unknown	2	6.9
Total Occurrences	29	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	7	46.7
Intersection	5	33.3
Intersection-Related	1	6.7
Entrance/Exit Ramp-Related	1	6.7
Driveway Access	1	6.7
Total Occurrences	15	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	15	100.0
Total Occurrences	15	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
Helmet, Unknown if DOT Compliant	1	2.4
No Helmet	41	97.6
Total Occurrences	42	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	23	79.3
Outside the Vehicle (Includes Unspecified External	2	6.9
Unknown if Distracted	4	13.8
Total Occurrences	29	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	26	89.7
Unknown	3	10.3
Total Occurrences	29	100.0 %



Jurisdictions: CON
Location: ALL
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Accident Statistics By Time of Day

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1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	1	0	1
10 AM	0	1	1	0	0	0	0	2
11 AM	0	1	0	0	0	0	0	1
12 PM	0	0	0	1	0	0	0	1
1 PM	0	0	0	0	0	1	0	1
2 PM	0	0	0	0	0	1	1	2
3 PM	0	0	1	0	1	0	1	3
4 PM	0	0	1	0	2	0	0	3
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	1	0	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	1	1	0	2
TOTALS	0	3	4	1	4	6	2	20

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	15.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	20	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	0	0	3	2	5	4	15
Female	3	2	2	6	2	1	2	18
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>4</u>	<u>2</u>	<u>2</u>	<u>9</u>	<u>4</u>	<u>6</u>	<u>6</u>	<u>33</u>

Occurrence (s)

Percentage

Number of out of state operators	2	6.1
Number of operators who were cited	14	42.4

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	17	85.0
Animal(s)	1	5.0
Unknown	2	10.0
Total Occurrences	20	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	6	30.0
Intersection or Related	11	55.0
Non-Junction	2	10.0
Unknown	1	5.0
Total Occurrences	20	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	4	100.0
Total Occurrences	4	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	30	90.9
Emotional (depressed, angry, disturbed, etc.)	1	3.0
Under the Influence of Medications/Drugs/Alcohol	1	3.0
Other	1	3.0
Total Occurrences	33	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Animal (live)	1	5.0
Motor Vehicle in Transport	14	70.0
Other Non-Fixed Object	2	10.0
Other Post, Pole, or Support	2	10.0
Unknown	1	5.0
Total Occurrences	20	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	9	45.0
(2) Two	2	10.0
(4) Four	9	45.0
Total Occurrences	20	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	3	15.0
(C) Possible Injury	1	5.0
(O) Property-Damage-Only	15	75.0
Unknown	1	5.0
Total Occurrences	20	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	3	50.0
Not Applicable/Not an Intersection	3	50.0
Total Occurrences	6	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	1	20.0
No Controls	1	20.0
Not Applicable/Not an Intersection	3	60.0
Total Occurrences	5	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	1	3.0
Not Applicable (Not Distracted)	26	78.8
Unknown	6	18.2
Total Occurrences	33	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	32	97.0
Commercial Driver License (CDL)	1	3.0
Total Occurrences	33	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	15	75.0
Dawn/Dusk	2	10.0
Dark - Lighted	3	15.0
Total Occurrences	20	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	2	4.8
Shoulder and Lap Belt Used	37	88.1
Shoulder Belt Only Used	1	2.4
No Helmet	2	4.8
Total Occurrences	42	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	10	90.9
Yes	1	9.1
Total Occurrences	11	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	7	36.8
Not Divided, With a Continuous Left-Turn Lane	1	5.3
Divided, Flush Median (greater than 4ft wide)	1	5.3
Divided, Raised Median (curbed)	10	52.6
Total Occurrences	19	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	11	91.7
Other	1	8.3
Total Occurrences	12	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	8	100.0
Total Occurrences	8	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	9	100.0
Total Occurrences	9	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	77.8
Unknown	2	22.2
Total Occurrences	9	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	7	77.8
Unknown	2	22.2
Total Occurrences	9	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	7	77.8
Unknown	2	22.2
Total Occurrences	9	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	3	27.3
Angle	3	27.3
Front to Front	1	9.1
Front to Rear	3	27.3
Sideswipe, Opposite Direction	1	9.1
Total Occurrences	11	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	10.0
Two-Way	9	90.0
Total Occurrences	10	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	1	12.5
Braking and Steering Left	1	12.5
Braking and Steering Right	1	12.5
Braking (Lockup)	1	12.5
No Avoidance Maneuver	3	37.5
Unknown	1	12.5
Total Occurrences	8	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	20.0
Police	8	80.0
Total Occurrences	10	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	40	95.2
Unknown	2	4.8
Total Occurrences	42	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	10	100.0
Total Occurrences	10	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	10	100.0
Total Occurrences	10	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	3	15.0
Median	1	5.0
Off Roadway, Location Unknown	1	5.0
On Roadway	15	75.0
Total Occurrences	20	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	10	100.0
Total Occurrences	10	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	10	100.0
Total Occurrences	10	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	39	46.4
Second	3	3.6
Left	34	40.5
Right	8	9.5
Total Occurrences	84	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	34	77.3
Curtain	2	4.5
Front	3	6.8
Side	1	2.3
Deployment Unknown	1	2.3
Not Applicable	3	6.8
Total Occurrences	44	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	35	97.2
Parked Motor Vehicle	1	2.8
Total Occurrences	36	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	10	66.7
Talking/listening	1	6.7
Manually Operating (texting, dialing, playing game	1	6.7
Unknown	3	20.0
Total Occurrences	15	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	14	41.2
Yield Sign	2	5.9
Traffic Control Signal	18	52.9
Total Occurrences	34	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	20	100.0
Total Occurrences	20	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	27	81.8
Unknown	6	18.2
Total Occurrences	33	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > SHEEP DAVIS RD (Odd # - Even # 304-304 Blanks Excluded)
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	1	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	1	0	0	0	1

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		40 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	1	100.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	0	0.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	0	0	0	1
Female	0	0	0	0	0	1	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
LEFT FRONT CORNER	1	50.0
LEFT REAR CORNER	1	50.0
Total Occurrences	2	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	3	100.0
Total Occurrences	3	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	3	100.0
Total Occurrences	3	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-NOT USED	2	66.7
RESTRAINT INSTALLED-USED	1	33.3
Total Occurrences	3	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	2	66.7
WITNESS	1	33.3
Total Occurrences	3	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	3	100.0
Total Occurrences	3	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	2	66.7
PASSENGER - FRONT RIGHT	1	33.3
Total Occurrences	3	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
VISIBLE ROAD MARKINGS	1	100.0
Total Occurrences	1	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	1	100.0
Total Occurrences	1	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	1	100.0
Total Occurrences	1	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	1	100.0
Total Occurrences	1	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND UPGRADE	1	100.0
Total Occurrences	1	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	100.0
Total Occurrences	1	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	2	100.0
Total Occurrences	2	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	2	100.0
Total Occurrences	2	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	1	100.0
Total Occurrences	1	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	1	50.0
MAKING LEFT TURN	1	50.0
Total Occurrences	2	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	50.0
NO IMPROPER DRIVING	1	50.0
Total Occurrences	2	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	2	100.0
Total Occurrences	2	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	2	100.0
Total Occurrences	2	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > SHEEP DAVIS RD (Odd # - Even # 304-304 Blanks Excluded)
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	1	0	1

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	1	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	1	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	1	100.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
Road Surface Condition (Wet, Icy, Snow, etc.)	1	100.0
Total Occurrences	1	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
Ran Off Roadway	1	100.0
Total Occurrences	1	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	1	100.0
Total Occurrences	1	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
Private Property	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	1	100.0
Total Occurrences	1	100.0 %

<u>Road</u>		
	Occurrence(s)	Percentage
Straight	1	100.0
Total Occurrences	1	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Snow	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Stop Sign	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	1	100.0
Total Occurrences	1	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	1	100.0
Total Occurrences	1	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
T-Intersection	1	100.0
Total Occurrences	1	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Snow	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	1	100.0
Total Occurrences	1	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Driveway Access	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	1	100.0
Total Occurrences	1	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	1	100.0
Total Occurrences	1	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	100.0
Total Occurrences	1	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > SHEEP DAVIS RD (Odd # 309-309 No even numbers Blanks Included)
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	1	0	0	1
10 AM	0	0	1	0	0	0	0	1
11 AM	0	2	0	0	0	0	1	3
12 PM	0	0	0	0	1	0	0	1
1 PM	0	2	0	1	0	1	0	4
2 PM	0	0	0	0	1	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	1	0	0	0	1	0	2
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	1	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	5	1	1	4	2	1	14

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	4	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	1	7.1
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	14	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	2	4	1	3	0	10
Female	0	2	0	2	1	0	2	7
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>2</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>17</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	5.9
Number of operators who were cited	7	41.2

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	7	77.8
Visual Obstruction(s)	1	11.1
Unknown	1	11.1
Total Occurrences	9	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	8	88.9
Intersection or Related	1	11.1
Total Occurrences	9	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	6	75.0
Not Applicable	2	25.0
Total Occurrences	8	100.0 %

Motor Carrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Not in Commerce/Government	2	100.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	44.4
Other Non-Fixed Object	1	11.1
Parked Motor Vehicle	2	22.2
Other Fixed Object (wall, building, tunnel, etc.)	1	11.1
Unknown	1	11.1
Total Occurrences	9	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	8	88.9
(2) Two	1	11.1
Total Occurrences	9	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	8	88.9
Unknown	1	11.1
Total Occurrences	9	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	4	100.0
Total Occurrences	4	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	4	100.0
Total Occurrences	4	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
External (to vehicle/non-motorist area)	1	12.5
Not Applicable (Not Distracted)	6	75.0
Unknown	1	12.5
Total Occurrences	8	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	8	100.0
Total Occurrences	8	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	8	88.9
Dark - Lighted	1	11.1
Total Occurrences	9	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	11.1
Shoulder and Lap Belt Used	7	77.8
No Helmet	1	11.1
Total Occurrences	9	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	7	100.0
Total Occurrences	7	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	7	100.0
Total Occurrences	7	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	6	100.0
Total Occurrences	6	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	7	100.0
Total Occurrences	7	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	6	100.0
Total Occurrences	6	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	6	100.0
Total Occurrences	6	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	1	16.7
Front to Rear	2	33.3
Sideswipe, Same Direction	1	16.7
Unknown	2	33.3
Total Occurrences	6	100.0 %

Special Sizing (Rev. 01/2023)

	Occurrence(s)	Percentage
No special sizing	1	100.0
Total Occurrences	1	100.0 %

Vehicle Configuration Permitted (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-Permitted Load	1	100.0
Total Occurrences	1	100.0 %

Compliance With CDL Endorsements (Rev. 01/2023)

	Occurrence(s)	Percentage
Endorsement(s) Required, Complied With	1	100.0
Total Occurrences	1	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	14.3
Two-Way	6	85.7
Total Occurrences	7	100.0 %

License Status (Rev. 01/2023)

	Occurrence(s)	Percentage
No CDL	1	100.0
Total Occurrences	1	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	1	25.0
No Avoidance Maneuver	2	50.0
Steering Right	1	25.0
Total Occurrences	4	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	9	100.0
Total Occurrences	9	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	4	44.4
Off Roadway, Location Unknown	1	11.1
On Roadway	2	22.2
Outside Road/Right-of-Way	1	11.1
Unknown	1	11.1
Total Occurrences	9	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	7	43.8
Left	6	37.5
Right	1	6.3
Not Applicable	2	12.5
Total Occurrences	16	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	9	100.0
Total Occurrences	9	100.0 %

Carrier Identification Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable	1	100.0
Total Occurrences	1	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	10	62.5
Parked Motor Vehicle	6	37.5
Total Occurrences	16	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	2	66.7
Other Action (looking away from task, etc.)	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	12	85.7
Stop Sign	2	14.3
Total Occurrences	14	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	5	100.0
Total Occurrences	5	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	5	100.0
Total Occurrences	5	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	4	44.4
Failed to Yield Right-of-Way	2	22.2
Ran Stop Sign	1	11.1
Improper Turn	1	11.1
Improper Backing	1	11.1
Total Occurrences	9	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	9	100.0
Total Occurrences	9	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	5	100.0
Total Occurrences	5	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	9	100.0
Total Occurrences	9	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	10	100.0
Total Occurrences	10	100.0 %

	<u>Road</u>	Occurrence(s)	Percentage
Straight		10	100.0
Total Occurrences		10	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	5	100.0
Total Occurrences	5	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	5	50.0
Traffic Control Signal	2	20.0
Stop Sign	1	10.0
Other	2	20.0
Total Occurrences	10	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	5	50.0
Not Applicable	5	50.0
Total Occurrences	10	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	9	90.0
EMS Ground	1	10.0
Total Occurrences	10	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	3	60.0
Four-Way Intersection	1	20.0
T-Intersection	1	20.0
Total Occurrences	5	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	3	60.0
Cloudy	2	40.0
Total Occurrences	5	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	4	80.0
Non-trafficway	1	20.0
Total Occurrences	5	100.0 %

Trafficway

	Occurrence(s)	Percentage
Two-Way, Not Divided	5	50.0
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	2	20.0
Two-Way, Divided, Positive Median Barrier	1	10.0
Unknown	2	20.0
Total Occurrences	10	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	4	80.0
Intersection	1	20.0
Total Occurrences	5	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	10	100.0
Total Occurrences	10	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	9	100.0
Total Occurrences	9	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	14	82.4
Unknown	3	17.6
Total Occurrences	17	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > SHEEP DAVIS RD (Odd # 295-295 All even numbers Blanks Included)
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	1	0	0	1
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	1	0	1
9 AM	0	0	0	0	0	0	1	1
10 AM	1	0	0	0	0	0	0	1
11 AM	1	0	2	1	0	1	0	5
12 PM	0	0	1	1	0	0	0	2
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	1	0	0	1
3 PM	0	0	0	1	0	0	0	1
4 PM	0	1	1	0	0	0	1	3
5 PM	0	0	1	1	1	0	0	3
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	1	1
9 PM	0	0	0	0	0	0	1	1
10 PM	0	0	0	0	0	0	1	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	2	1	5	4	3	2	5	22

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		36 MPH
Occurred at On-ramps	1	4.5
Occurred at Off-ramps	0	0.0
Occurred at an intersection	20	90.9
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	4	18.2
Occurred on a three lane road/highway	1	4.5
Occurred on a four lane road/highway	2	9.1
Occurred on other number of lanes	15	68.2
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	16	72.7
Involved Injuries	1	4.5
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	3	0	4	7	6	2	22
Female	1	0	1	6	1	6	3	18
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>3</u>	<u>1</u>	<u>10</u>	<u>8</u>	<u>12</u>	<u>5</u>	<u>40</u>

	Occurrence (s)	Percentage
Number of out of state operators	3	7.5
Number of operators who were cited	2	5.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	4	9.8
LEFT FRONT DOOR	3	7.3
LEFT FRONT CORNER	3	7.3
CENTER FRONT	12	29.3
CENTER REAR	11	26.8
RIGHT FRONT WHEEL	1	2.4
RIGHT FRONT DOOR	1	2.4
RIGHT REAR CORNER	2	4.9
LEFT REAR CORNER	3	7.3
LEFT REAR DOOR	1	2.4
Total Occurrences	41	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	59	98.3
EJECTED	1	1.7
Total Occurrences	60	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	1.6
NO APPARENT INJURY	61	98.4
Total Occurrences	62	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	3.2
AIR BAG & SEAT RESTRAINT USED	4	6.5
RESTRAINT INSTALLED-NOT USED	7	11.3
RESTRAINT INSTALLED-USED	46	74.2
HELMET NOT USED	1	1.6
AIR BAG DEPLOYED	2	3.2
Total Occurrences	62	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	61	98.4
WITNESS	1	1.6
Total Occurrences	62	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	1.7
CHEST	1	1.7
NONE	58	96.7
Total Occurrences	60	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	38	63.3
PASSENGER - FRONT RIGHT	12	20.0
PASSENGER - REAR DRIVER'S SIDE	4	6.7
PASSENGER - REAR CENTER	2	3.3
PASSENGER - REAR PASS. SIDE	4	6.7
Total Occurrences	60	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	20	90.9
FIXED OBJECT	1	4.5
OTHER	1	4.5
Total Occurrences	22	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	50.0
EMBANKMENT/DITCH/CURB	1	50.0
Total Occurrences	2	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	3	13.6
TRAFFIC SIGNALS	10	45.5
STOP SIGN	1	4.5
YIELD SIGN	3	13.6
VISIBLE ROAD MARKINGS	5	22.7
Total Occurrences	22	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	22	100.0
Total Occurrences	22	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	18	81.8
DARK-STREET LIGHTS ON	3	13.6
DARK-STREET LIGHTS OFF	1	4.5
Total Occurrences	22	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	19	86.4
CLOUDY	1	4.5
RAIN	1	4.5
SLEET	1	4.5
Total Occurrences	22	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	19	86.4
STRAIGHT AND UPGRADE	1	4.5
STRAIGHT AT HILLCREST	1	4.5
CURVE AND LEVEL	1	4.5
Total Occurrences	22	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
INTERSTATE	1	4.5
OTHER DIVIDED HIGHWAY	8	36.4
NOT PHYSICALLY DIVIDED (2-WAY)	10	45.5
UNDIVIDED ROADWAY (1-WAY)	1	4.5
OTHER	2	9.1
Total Occurrences	22	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	19	100.0
Total Occurrences	19	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	8	36.4
INTERSECTION RELATED	5	22.7
ALONG ROADWAY	9	40.9
Total Occurrences	22	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
UNDER THE INFLUENCE	1	2.5
EMOTIONALLY UPSET	1	2.5
APPARENTLY NORMAL	38	95.0
Total Occurrences	40	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	40	100.0
Total Occurrences	40	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	16	72.7
WET	4	18.2
SNOW/SLUSH	1	4.5
ICE	1	4.5
Total Occurrences	22	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence (s)	Percentage
FOLLOWING ROADWAY	25	59.5
MAKING RIGHT TURN	4	9.5
MAKING LEFT TURN	4	9.5
MAKING U-TURN	1	2.4
STARTING FROM PARKED	1	2.4
STARTING IN TRAFFIC	2	4.8
SLOWING OR STOPPING	2	4.8
STOPPED IN TRAFFIC	2	4.8
OTHER VEHICLE ACTION	1	2.4
Total Occurrences	42	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	2.4
DRIVER INATTENTION/DISTRACTION	3	7.1
ILLEGAL/UNSAFE SPEED	2	4.8
NO IMPROPER DRIVING	18	42.9
FOLLOWING TOO CLOSE	7	16.7
DISREGARD TRAFFIC CONTROL DEV.	3	7.1
IMPROPER TURN	3	7.1
OTHER	2	4.8
UNKNOWN	3	7.1
Total Occurrences	42	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	42	100.0
Total Occurrences	42	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	42	100.0
Total Occurrences	42	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > LOUDON RD (All odd numbers Even # 344-344 Blanks Included)
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	1	0	0	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	1	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	1	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	1	0	0	0	0	1	1	3
3 PM	1	0	0	0	0	0	0	1
4 PM	0	0	0	0	2	0	0	2
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>3</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>1</u>	<u>12</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	9	40 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	25.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	12	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	2	3	3	2	11
Female	1	0	1	3	0	1	2	8
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>2</u>	<u>5</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>19</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	9	47.4

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	6	85.7
Unknown	1	14.3
Total Occurrences	7	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	4	57.1
Intersection or Related	1	14.3
Non-Junction	1	14.3
Unknown	1	14.3
Total Occurrences	7	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	9	90.0
Emotional (depressed, angry, disturbed, etc.)	1	10.0
Total Occurrences	10	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	57.1
Other Non-Fixed Object	1	14.3
Other Post, Pole, or Support	2	28.6
Total Occurrences	7	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	6	85.7
(2) Two	1	14.3
Total Occurrences	7	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	14.3
(O) Property-Damage-Only	6	85.7
Total Occurrences	7	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	50.0
Not Applicable/Not an Intersection	1	50.0
Total Occurrences	2	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	50.0
Not Applicable/Not an Intersection	1	50.0
Total Occurrences	2	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	9	90.0
Unknown	1	10.0
Total Occurrences	10	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	10	100.0
Total Occurrences	10	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	4	57.1
Dawn/Dusk	2	28.6
Dark - Lighted	1	14.3
Total Occurrences	7	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	12	85.7
No Helmet	2	14.3
Total Occurrences	14	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	4	50.0
Not Divided, With a Continuous Left-Turn Lane	1	12.5
Divided, Raised Median (curbed)	3	37.5
Total Occurrences	8	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	5	100.0
Total Occurrences	5	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	4	100.0
Total Occurrences	4	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	5	100.0
Total Occurrences	5	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	60.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	3	60.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	3	60.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	50.0
Angle	1	25.0
Front to Front	1	25.0
Total Occurrences	4	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	16.7
Two-Way	5	83.3
Total Occurrences	6	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	33.3
No Avoidance Maneuver	1	33.3
Unknown	1	33.3
Total Occurrences	3	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	3	100.0
Total Occurrences	3	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	14	100.0
Total Occurrences	14	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	2	28.6
Median	1	14.3
On Roadway	4	57.1
Total Occurrences	7	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	13	46.4
Second	1	3.6
Left	10	35.7
Right	4	14.3
Total Occurrences	28	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	12	75.0
Curtain	1	6.3
Front	2	12.5
Side	1	6.3
Total Occurrences	16	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	11	100.0
Total Occurrences	11	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	4	80.0
Talking/listening	1	20.0
Total Occurrences	5	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	10	100.0
Total Occurrences	10	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	4	57.1
Weather Conditions	1	14.3
Visual Obstruction(s)	1	14.3
Other	1	14.3
Total Occurrences	7	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	4	80.0
Road Surface Condition (Wet, Icy, Snow, etc.)	1	20.0
Total Occurrences	5	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	5	50.0
Failed to Yield Right-of-Way	2	20.0
Improper Turn	1	10.0
Followed Too Closely	1	10.0
Other Contributing Action	1	10.0
Total Occurrences	10	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	9	100.0
Total Occurrences	9	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	5	100.0
Total Occurrences	5	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	1	33.3
Private Property	2	66.7
Total Occurrences	3	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	5	55.6
Uphill	2	22.2
Downhill	2	22.2
Total Occurrences	9	100.0 %

	<u>Road</u>	Occurrence(s)	Percentage
Straight		9	100.0
Total Occurrences		9	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	3	60.0
Wet	2	40.0
Total Occurrences	5	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	6	66.7
Stop Sign	1	11.1
Other	2	22.2
Total Occurrences	9	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	4	44.4
Not Applicable	5	55.6
Total Occurrences	9	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	16	94.1
EMS Ground	1	5.9
Total Occurrences	17	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	5	100.0
Total Occurrences	5	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	3	60.0
Rain	1	20.0
Freezing Rain or Freezing Drizzle	1	20.0
Total Occurrences	5	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	5	100.0
Total Occurrences	5	100.0 %

Trafficway

	Occurrence(s)	Percentage
Two-Way, Not Divided	7	77.8
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	2	22.2
Total Occurrences	9	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	4	80.0
Driveway Access	1	20.0
Total Occurrences	5	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	17	100.0
Total Occurrences	17	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	8	88.9
Unknown if Distracted	1	11.1
Total Occurrences	9	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	17	89.5
Unknown	2	10.5
Total Occurrences	19	100.0 %

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > LOUDON RD (Odd # - Even # 270-270 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	1	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	1	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	0	1	0	2
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	1	50.0
Improper Backing	1	50.0
Total Occurrences	2	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	2	100.0
Total Occurrences	2	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		2	100.0
Total Occurrences		2	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Other	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	2	100.0
Total Occurrences	2	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	2	100.0
Total Occurrences	2	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Cloudy	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Non-trafficway	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Unknown	2	100.0
Total Occurrences	2	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	2	100.0
Total Occurrences	2	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	2	100.0
Total Occurrences	2	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > LOUDON RD (No odd numbers Even # 270-270 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	1	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	1	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	2	0	0	2
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	0	0	2	4	0	7

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	28.6
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	7	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	1	2	1	4
Female	1	0	1	2	0	0	2	6
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>10</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	5	50.0

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	6	85.7
Unknown	1	14.3
Total Occurrences	7	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	4	57.1
Intersection or Related	1	14.3
Non-Junction	1	14.3
Unknown	1	14.3
Total Occurrences	7	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	9	90.0
Emotional (depressed, angry, disturbed, etc.)	1	10.0
Total Occurrences	10	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	57.1
Other Non-Fixed Object	1	14.3
Other Post, Pole, or Support	2	28.6
Total Occurrences	7	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	6	85.7
(2) Two	1	14.3
Total Occurrences	7	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	14.3
(O) Property-Damage-Only	6	85.7
Total Occurrences	7	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	50.0
Not Applicable/Not an Intersection	1	50.0
Total Occurrences	2	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	50.0
Not Applicable/Not an Intersection	1	50.0
Total Occurrences	2	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	9	90.0
Unknown	1	10.0
Total Occurrences	10	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	10	100.0
Total Occurrences	10	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	4	57.1
Dawn/Dusk	2	28.6
Dark - Lighted	1	14.3
Total Occurrences	7	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	12	85.7
No Helmet	2	14.3
Total Occurrences	14	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	4	50.0
Not Divided, With a Continuous Left-Turn Lane	1	12.5
Divided, Raised Median (curbed)	3	37.5
Total Occurrences	8	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	5	100.0
Total Occurrences	5	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	4	100.0
Total Occurrences	4	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	5	100.0
Total Occurrences	5	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	60.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	3	60.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	3	60.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	50.0
Angle	1	25.0
Front to Front	1	25.0
Total Occurrences	4	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	16.7
Two-Way	5	83.3
Total Occurrences	6	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	33.3
No Avoidance Maneuver	1	33.3
Unknown	1	33.3
Total Occurrences	3	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	3	100.0
Total Occurrences	3	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	14	100.0
Total Occurrences	14	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	2	28.6
Median	1	14.3
On Roadway	4	57.1
Total Occurrences	7	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	13	46.4
Second	1	3.6
Left	10	35.7
Right	4	14.3
Total Occurrences	28	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	12	75.0
Curtain	1	6.3
Front	2	12.5
Side	1	6.3
Total Occurrences	16	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	11	100.0
Total Occurrences	11	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	4	80.0
Talking/listening	1	20.0
Total Occurrences	5	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	10	100.0
Total Occurrences	10	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	8	80.0
Unknown	2	20.0
Total Occurrences	10	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > DAMANTE DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	1	0	0	0	1
8 AM	0	1	0	0	0	0	0	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	1	0	0	0	0	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	1	0	0	0	0	0	1
3 PM	0	0	1	0	0	0	0	1
4 PM	1	1	0	0	0	0	0	2
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	1	0	1	0	0	0	2
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		38 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	9	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	3	33.3
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	6	66.7
Involved OUI violation(s)	0	0.0
Photos were taken	1	11.1
Measurements were taken	0	0.0

Investigation took place	7	77.8
Involved Injuries	1	11.1
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	2	0	1	1	5
Female	1	0	1	3	3	3	0	11
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>2</u>	<u>5</u>	<u>3</u>	<u>4</u>	<u>1</u>	<u>16</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	1	6.3

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	6.3
LEFT FRONT WHEEL	1	6.3
CENTER FRONT	5	31.3
CENTER REAR	6	37.5
RIGHT REAR CORNER	2	12.5
LEFT REAR CORNER	1	6.3
Total Occurrences	16	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	16	100.0
Total Occurrences	16	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	2	10.0
NO APPARENT INJURY	18	90.0
Total Occurrences	20	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	10.0
AIR BAG & SEAT RESTRAINT USED	3	15.0
RESTRAINT INSTALLED-NOT USED	2	10.0
RESTRAINT INSTALLED-USED	12	60.0
HELMET USED	1	5.0
Total Occurrences	20	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	20	100.0
Total Occurrences	20	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	19	100.0
Total Occurrences	19	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	16	80.0
PASSENGER - FRONT RIGHT	1	5.0
PASSENGER - REAR DRIVER'S SIDE	1	5.0
PASSENGER - REAR PASS. SIDE	2	10.0
Total Occurrences	20	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	8	88.9
FIXED OBJECT	1	11.1
Total Occurrences	9	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
EMBANKMENT/DITCH/CURB	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	9	100.0
Total Occurrences	9	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	9	100.0
Total Occurrences	9	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	6	66.7
DUSK	1	11.1
DARK-STREET LIGHTS ON	2	22.2
Total Occurrences	9	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	8	88.9
CLOUDY	1	11.1
Total Occurrences	9	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	8	88.9
STRAIGHT AND UPGRADE	1	11.1
Total Occurrences	9	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	4	44.4
NOT PHYSICALLY DIVIDED (2-WAY)	4	44.4
OTHER	1	11.1
Total Occurrences	9	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	9	100.0
Total Occurrences	9	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	5	55.6
INTERSECTION RELATED	2	22.2
ALONG ROADWAY	2	22.2
Total Occurrences	9	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	16	100.0
Total Occurrences	16	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	16	100.0
Total Occurrences	16	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	8	88.9
WET	1	11.1
Total Occurrences	9	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	11	61.1
MAKING LEFT TURN	1	5.6
SLOWING OR STOPPING	4	22.2
STOPPED IN TRAFFIC	2	11.1
Total Occurrences	18	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	5.6
DRIVER INATTENTION/DISTRACTION	1	5.6
ILLEGAL/UNSAFE SPEED	2	11.1
NO IMPROPER DRIVING	7	38.9
FOLLOWING TOO CLOSE	5	27.8
UNKNOWN	2	11.1
Total Occurrences	18	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	17	100.0
Total Occurrences	17	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	18	100.0
Total Occurrences	18	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > DAMANTE DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	1	0	0	1
11 AM	0	0	2	0	0	0	0	2
12 PM	0	0	0	0	1	0	0	1
1 PM	1	1	0	0	0	0	1	3
2 PM	1	0	0	0	0	0	1	2
3 PM	0	0	0	1	0	0	0	1
4 PM	0	1	0	0	0	0	1	2
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>12</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	21	38 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	16.7
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	12	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	3	2	1	4	2	13
Female	2	0	1	3	0	1	4	11
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>1</u>	<u>4</u>	<u>5</u>	<u>1</u>	<u>5</u>	<u>6</u>	<u>24</u>

	Occurrence(s)	Percentage
Number of out of state operators	2	8.3
Number of operators who were cited	11	45.8

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	12	100.0
Total Occurrences	12	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	11	91.7
Backup Due to Prior Crash	1	8.3
Total Occurrences	12	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	13	54.2
Failed to Yield Right-of-Way	1	4.2
Ran Stop Sign	1	4.2
Improper Turn	4	16.7
Followed Too Closely	4	16.7
Operated Motor Vehicle in Inattentive, Careless, N	1	4.2
Total Occurrences	24	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	24	100.0
Total Occurrences	24	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	12	100.0
Total Occurrences	12	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	22	88.0
Uphill	2	8.0
Downhill	1	4.0
Total Occurrences	25	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		25	100.0
Total Occurrences		25	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	12	100.0
Total Occurrences	12	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	7	28.0
Traffic Control Signal	16	64.0
Flashing Traffic Control Signal	1	4.0
Stop Sign	1	4.0
Total Occurrences	25	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	18	72.0
Not Applicable	7	28.0
Total Occurrences	25	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	32	94.1
EMS Ground	2	5.9
Total Occurrences	34	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	6	50.0
T-Intersection	5	41.7
L-Intersection	1	8.3
Total Occurrences	12	100.0 %

<u>Weather</u>	Occurrence(s)	Percentage
Clear	9	75.0
Cloudy	3	25.0
Total Occurrences	12	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	11	91.7
Trafficway, Not on Road	1	8.3
Total Occurrences	12	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	9	36.0
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	1	4.0
Two-Way, Divided, Positive Median Barrier	15	60.0
Total Occurrences	25	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	7	58.3
Intersection	3	25.0
Intersection-Related	2	16.7
Total Occurrences	12	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No Officer Present	11 1	91.7 8.3
Total Occurrences	12	100.0 %

	<u>Helmet</u>	
	Occurrence(s)	Percentage
DOT Compliant Motorcycle Helmet	2	5.9
No Helmet	32	94.1
Total Occurrences	34	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	20	83.3
Manually Operating an Electronic Communication Dev	1	4.2
Unknown if Distracted	3	12.5
Total Occurrences	24	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	4.2
No	17	70.8
Unknown	6	25.0
Total Occurrences	24	100.0 %



Jurisdictions: CON
Location: ALL
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Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	1	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	1	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	1	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	1	0	1	0	0	0	2
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	1	0	0	0	1
5 PM	0	1	0	0	0	0	0	1
6 PM	0	1	0	0	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	3	0	2	1	1	1	8

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	25.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	8	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	2	1	0	0	4
Female	0	2	0	0	1	1	1	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>9</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	4	44.4

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	8	100.0
Total Occurrences	8	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	5	62.5
Intersection or Related	3	37.5
Total Occurrences	8	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	7	77.8
Not Applicable	2	22.2
Total Occurrences	9	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	50.0
Parked Motor Vehicle	2	25.0
Other Post, Pole, or Support	1	12.5
Unknown	1	12.5
Total Occurrences	8	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	5	62.5
(2) Two	1	12.5
(3) Three	2	25.0
Total Occurrences	8	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	12.5
(C) Possible Injury	1	12.5
(O) Property-Damage-Only	6	75.0
Total Occurrences	8	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	2	100.0
Total Occurrences	2	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	2	100.0
Total Occurrences	2	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	8	88.9
Unknown	1	11.1
Total Occurrences	9	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	9	100.0
Total Occurrences	9	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	7	87.5
Dark - Lighted	1	12.5
Total Occurrences	8	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	9.1
Shoulder and Lap Belt Used	9	81.8
No Helmet	1	9.1
Total Occurrences	11	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	4	57.1
Divided, Raised Median (curbed)	3	42.9
Total Occurrences	7	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	5	100.0
Total Occurrences	5	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	5	100.0
Total Occurrences	5	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	4	100.0
Total Occurrences	4	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	80.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	80.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	80.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	2	40.0
Front to Rear	1	20.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	5	100.0
Total Occurrences	5	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Avoidance Maneuver	3	75.0
Unknown	1	25.0
Total Occurrences	4	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	25.0
Fire	3	75.0
Total Occurrences	4	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	11	100.0
Total Occurrences	11	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	2	25.0
Off Roadway, Location Unknown	1	12.5
On Roadway	4	50.0
Unknown	1	12.5
Total Occurrences	8	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	9	45.0
Left	7	35.0
Right	2	10.0
Not Applicable	2	10.0
Total Occurrences	20	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	9	81.8
Front	1	9.1
Side	1	9.1
Total Occurrences	11	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	10	71.4
Parked Motor Vehicle	4	28.6
Total Occurrences	14	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	4	100.0
Total Occurrences	4	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	7	53.8
Stop Sign	2	15.4
Traffic Control Signal	4	30.8
Total Occurrences	13	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	6	66.7
Unknown	3	33.3
Total Occurrences	9	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > TRIANGLE PARK DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	1	1	2
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	1	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		35 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	3	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	33.3
Occurred on other number of lanes	2	66.7
Involved OUI violation(s)	0	0.0
Photos were taken	2	66.7
Measurements were taken	0	0.0

Investigation took place	3	100.0
Involved Injuries	1	33.3
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	1	0	1	1	4
Female	0	0	0	0	0	0	2	2
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>6</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
LEFT FRONT DOOR	1	16.7
LEFT FRONT CORNER	1	16.7
CENTER FRONT	2	33.3
RIGHT FRONT DOOR	1	16.7
LEFT REAR CORNER	1	16.7
Total Occurrences	6	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	8	100.0
Total Occurrences	8	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	3	37.5
NO APPARENT INJURY	5	62.5
Total Occurrences	8	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-NOT USED	2	25.0
RESTRAINT INSTALLED-USED	6	75.0
Total Occurrences	8	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	8	100.0
Total Occurrences	8	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	2	25.0
TRUNK/TORSO	1	12.5
MULTIPLES	1	12.5
NONE	4	50.0
Total Occurrences	8	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	6	75.0
PASSENGER - FRONT RIGHT	2	25.0
Total Occurrences	8	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	3	100.0
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	33.3
STOP SIGN	2	66.7
Total Occurrences	3	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	3	100.0
Total Occurrences	3	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	3	100.0
Total Occurrences	3	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	2	66.7
SLEET	1	33.3
Total Occurrences	3	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	3	100.0
Total Occurrences	3	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	1	33.3
OTHER	2	66.7
Total Occurrences	3	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	2	66.7
INTERSECTION RELATED	1	33.3
Total Occurrences	3	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	6	100.0
Total Occurrences	6	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	6	100.0
Total Occurrences	6	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	2	66.7
SNOW/SLUSH	1	33.3
Total Occurrences	3	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	3	50.0
MAKING RIGHT TURN	1	16.7
MAKING LEFT TURN	2	33.3
Total Occurrences	6	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	16.7
NO/IMPROPER SIGNAL	1	16.7
DRIVER INATTENTION/DISTRACTION	1	16.7
ILLEGAL/UNSAFE SPEED	1	16.7
NO IMPROPER DRIVING	2	33.3
Total Occurrences	6	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	6	100.0
Total Occurrences	6	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	6	100.0
Total Occurrences	6	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > TRIANGLE PARK DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	1	0	1
2 PM	0	0	0	0	0	1	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	1	0	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	4	35 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	66.7
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	3	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	0	0	1	1	3
Female	0	0	0	1	0	1	1	3
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>6</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	2	33.3

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	3	50.0
Failed to Yield Right-of-Way	1	16.7
Disregarded Other Road Markings	1	16.7
Followed Too Closely	1	16.7
Total Occurrences	6	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	5	83.3
Unknown	1	16.7
Total Occurrences	6	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	2	66.7
Dusk	1	33.3
Total Occurrences	3	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	6	100.0
Total Occurrences	6	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		6	100.0
Total Occurrences		6	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	3	100.0
Total Occurrences	3	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	4	66.7
Other	2	33.3
Total Occurrences	6	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Not Applicable	6	100.0
Total Occurrences	6	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	6	85.7
EMS Ground	1	14.3
Total Occurrences	7	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	2	66.7
L-Intersection	1	33.3
Total Occurrences	3	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	3	100.0
Total Occurrences	3	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	3	100.0
Total Occurrences	3	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	4	66.7
Two-Way, Divided, Positive Median Barrier	2	33.3
Total Occurrences	6	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	3	100.0
Total Occurrences	3	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	7	100.0
Total Occurrences	7	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	6	100.0
Total Occurrences	6	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > TRIANGLE PARK DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	1	0	0	0	0	0	1
12 PM	0	0	0	0	1	0	0	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	1	0	0	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	1	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	1	0	2	0	0	4

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	4	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	0	2	2	5
Female	0	0	0	0	1	0	1	2
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>7</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	2	28.6

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	4	100.0
Total Occurrences	4	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	1	25.0
Intersection or Related	3	75.0
Total Occurrences	4	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	8	100.0
Total Occurrences	8	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	3	75.0
Other Fixed Object (wall, building, tunnel, etc.)	1	25.0
Total Occurrences	4	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	1	25.0
(2) Two	3	75.0
Total Occurrences	4	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	4	100.0
Total Occurrences	4	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	50.0
Not Applicable/Not an Intersection	1	50.0
Total Occurrences	2	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Stop - Partial	1	50.0
Not Applicable/Not an Intersection	1	50.0
Total Occurrences	2	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
External (to vehicle/non-motorist area)	1	12.5
Not Applicable (Not Distracted)	6	75.0
Unknown	1	12.5
Total Occurrences	8	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	8	100.0
Total Occurrences	8	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	3	75.0
Dark - Lighted	1	25.0
Total Occurrences	4	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	8	100.0
Total Occurrences	8	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	50.0
Divided, Raised Median (curbed)	2	50.0
Total Occurrences	4	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	2	100.0
Total Occurrences	2	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	2	100.0
Total Occurrences	2	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	2	100.0
Total Occurrences	2	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	1	50.0
Front to Rear	1	50.0
Total Occurrences	2	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	2	100.0
Total Occurrences	2	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	33.3
No Avoidance Maneuver	1	33.3
Steering Right	1	33.3
Total Occurrences	3	100.0 %

Person Type Incident Responder (Rev. 01/2023)

		Occurrence(s)	Percentage
No		2	66.7
Police		1	33.3
Total Occurrences		3	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	8	100.0
Total Occurrences	8	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	3	75.0
On Shoulder, Right Side	1	25.0
Total Occurrences	4	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	8	50.0
Left	8	50.0
Total Occurrences	16	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	8	100.0
Total Occurrences	8	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	7	100.0
Total Occurrences	7	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	5	71.4
Other Action (looking away from task, etc.)	1	14.3
Unknown	1	14.3
Total Occurrences	7	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	3	42.9
Stop Sign	1	14.3
Other Signal	1	14.3
Traffic Control Signal	2	28.6
Total Occurrences	7	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > DAMANTE DR
Intersecting Street: CON > LOUDON RD (No odd numbers Even # 270-270 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	1	0	0	0	0	0	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	1	0	0	1	0	2
3 PM	0	0	1	0	0	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	2	0	0	1	0	4

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	4	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	1	1	0	3
Female	1	0	0	0	0	2	2	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>8</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	3	37.5

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	4	100.0
Total Occurrences	4	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	2	50.0
Intersection or Related	2	50.0
Total Occurrences	4	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	8	100.0
Total Occurrences	8	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	100.0
Total Occurrences	4	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	2	50.0
(4) Four	2	50.0
Total Occurrences	4	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	4	100.0
Total Occurrences	4	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	1	12.5
Not Applicable (Not Distracted)	7	87.5
Total Occurrences	8	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	8	100.0
Total Occurrences	8	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	4	100.0
Total Occurrences	4	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	11.1
Shoulder and Lap Belt Used	8	88.9
Total Occurrences	9	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	50.0
Divided, Raised Median (curbed)	2	50.0
Total Occurrences	4	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	4	100.0
Total Occurrences	4	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	4	100.0
Total Occurrences	4	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	4	100.0
Total Occurrences	4	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	100.0
Total Occurrences	4	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	100.0
Total Occurrences	4	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	1	50.0
Front to Rear	1	50.0
Total Occurrences	2	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	4	100.0
Total Occurrences	4	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	9	100.0
Total Occurrences	9	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	4	100.0
Total Occurrences	4	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	9	50.0
Left	8	44.4
Right	1	5.6
Total Occurrences	18	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	8	88.9
Not Applicable	1	11.1
Total Occurrences	9	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	8	100.0
Total Occurrences	8	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	2	25.0
Stop Sign	2	25.0
Flashing Traffic Control Signal	1	12.5
Traffic Control Signal	3	37.5
Total Occurrences	8	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > DAMANTE DR
Intersecting Street: CON > DAMANTE DR (No odd numbers Even # 80-80 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	1	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	1	1
12 PM	0	0	0	1	0	0	0	1
1 PM	0	2	0	1	1	0	0	4
2 PM	0	0	0	1	0	1	0	2
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	1	0	0	0	1
5 PM	0	1	0	0	0	0	0	1
6 PM	0	1	0	0	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	4	0	4	2	1	1	12

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	1	8.3
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	12	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	1	2	0	0	0	4
Female	3	2	0	0	1	0	0	6
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>3</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>10</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	6	60.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	12	100.0
Total Occurrences	12	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	10	83.3
Intersection or Related	1	8.3
Non-Junction	1	8.3
Total Occurrences	12	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	8	80.0
Not Applicable	2	20.0
Total Occurrences	10	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	33.3
Parked Motor Vehicle	3	25.0
Strikes Object at Rest from MV in Transport	3	25.0
Other Post, Pole, or Support	1	8.3
Unknown	1	8.3
Total Occurrences	12	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	11	91.7
(2) Two	1	8.3
Total Occurrences	12	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	8.3
(O) Property-Damage-Only	11	91.7
Total Occurrences	12	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	4	100.0
Total Occurrences	4	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	4	100.0
Total Occurrences	4	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Passenger/Other Non-Motorist	1	10.0
Not Applicable (Not Distracted)	6	60.0
Unknown	3	30.0
Total Occurrences	10	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	10	100.0
Total Occurrences	10	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	11	91.7
Dark - Lighted	1	8.3
Total Occurrences	12	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	6.7
Shoulder and Lap Belt Used	13	86.7
No Helmet	1	6.7
Total Occurrences	15	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	6	85.7
Divided, Raised Median (curbed)	1	14.3
Total Occurrences	7	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	7	100.0
Total Occurrences	7	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	7	100.0
Total Occurrences	7	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	4	100.0
Total Occurrences	4	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	57.1
Unknown	3	42.9
Total Occurrences	7	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	57.1
Unknown	3	42.9
Total Occurrences	7	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	50.0
Automation Level Unknown	1	12.5
Unknown	3	37.5
Total Occurrences	8	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	3	37.5
Front to Rear	2	25.0
Other	1	12.5
Unknown	2	25.0
Total Occurrences	8	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	7	100.0
Total Occurrences	7	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Avoidance Maneuver	2	50.0
Unknown	2	50.0
Total Occurrences	4	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	15	100.0
Total Occurrences	15	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Gore	1	8.3
In Parking Lane or Zone	7	58.3
Off Roadway, Location Unknown	1	8.3
On Roadway	2	16.7
Unknown	1	8.3
Total Occurrences	12	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	12	42.9
Second	1	3.6
Left	8	28.6
Right	5	17.9
Not Applicable	2	7.1
Total Occurrences	28	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	14	93.3
Front	1	6.7
Total Occurrences	15	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	13	59.1
Parked Motor Vehicle	9	40.9
Total Occurrences	22	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	2	66.7
Talking/listening	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls (Rev. 01/2023)

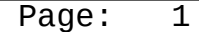
	Occurrence(s)	Percentage
No Controls	16	80.0
Stop Sign	2	10.0
Other	2	10.0
Total Occurrences	20	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	12	100.0
Total Occurrences	12	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	8	80.0
Unknown	2	20.0
Total Occurrences	10	100.0 %



		SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1	AM	0	0	0	0	0	0	0	0
2	AM	0	0	0	0	0	0	0	0
3	AM	0	0	0	0	0	0	0	0
4	AM	0	0	0	0	0	0	0	0
5	AM	0	0	0	0	0	0	0	0
6	AM	0	0	0	0	0	0	0	0
7	AM	0	0	0	0	0	0	0	0
8	AM	0	0	0	0	0	0	0	0
9	AM	0	0	0	0	0	0	0	0
10	AM	0	0	0	0	0	0	0	0
11	AM	0	0	0	0	0	0	0	0
12	PM	0	0	0	0	0	0	0	0
1	PM	0	0	0	0	0	0	0	0
2	PM	0	0	0	0	0	0	0	0
3	PM	0	0	0	0	0	0	0	0
4	PM	0	0	0	0	0	0	0	0
5	PM	0	0	0	0	0	0	0	0
6	PM	0	0	0	0	0	0	0	0
7	PM	0	0	0	0	0	0	0	0
8	PM	0	0	0	0	0	0	0	0
9	PM	0	0	0	0	0	0	0	0
10	PM	0	0	0	0	0	0	0	0
11	PM	0	0	0	0	0	0	0	0
12	AM	0	0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: ALL
Location: ALL
Street: CON > DAMANTE DR
Intersecting Street: CON > TRIANGLE PARK DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	1	0	0	1	0	0	0	2
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	4	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	2	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	0	0	2	3
Female	0	0	0	0	0	0	1	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>4</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	1	25.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	2	100.0
Total Occurrences	2	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	2	50.0
Failed to Yield Right-of-Way	2	50.0
Total Occurrences	4	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	4	100.0
Total Occurrences	4	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	2	100.0
Total Occurrences	2	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	4	100.0
Total Occurrences	4	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		4	100.0
Total Occurrences		4	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	2	50.0
Stop Sign	2	50.0
Total Occurrences	4	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	3	75.0
Not Applicable	1	25.0
Total Occurrences	4	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	4	100.0
Total Occurrences	4	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	1	50.0
T-Intersection	1	50.0
Total Occurrences	2	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	2	100.0
Total Occurrences	2	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	2	100.0
Total Occurrences	2	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	4	100.0
Total Occurrences	4	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	1	50.0
Intersection-Related	1	50.0
Total Occurrences	2	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	4	100.0
Total Occurrences	4	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	4	100.0
Total Occurrences	4	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	3	75.0
Unknown	1	25.0
Total Occurrences	4	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > DAMANTE DR
Intersecting Street: CON > TRIANGLE PARK DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	1	0	0	0	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	1	0	0	0	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	2	0	0	0	0	0	2

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	2	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	0	0	0	1
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	1	100.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	2	100.0
Total Occurrences	2	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Strikes Object at Rest from MV in Transport	2	100.0
Total Occurrences	2	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	2	100.0
Total Occurrences	2	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	2	100.0
Total Occurrences	2	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	2	100.0
Total Occurrences	2	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	2	100.0
Total Occurrences	2	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Passenger/Other Non-Motorist	1	100.0
Total Occurrences	1	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	1	100.0
Total Occurrences	1	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	2	100.0
Total Occurrences	2	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	2	100.0
Total Occurrences	2	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	100.0
Total Occurrences	2	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	2	100.0
Total Occurrences	2	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	2	100.0
Total Occurrences	2	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	2	100.0
Total Occurrences	2	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Front to Rear	1	50.0
Unknown	1	50.0
Total Occurrences	2	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	2	100.0
Total Occurrences	2	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	2	100.0
Total Occurrences	2	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	2	100.0
Total Occurrences	2	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	2	50.0
Left	1	25.0
Right	1	25.0
Total Occurrences	4	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	2	100.0
Total Occurrences	2	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	33.3
Parked Motor Vehicle	2	66.7
Total Occurrences	3	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Talking/listening	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	4	100.0
Total Occurrences	4	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > DAMANTE DR
Intersecting Street: CON > DAMANTE DR (Odd # - Even # 20-20 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	1	0	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	1	0	0	0	0	0	1
10 AM	0	0	2	0	0	0	0	2
11 AM	1	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	1	0	1
2 PM	0	1	0	0	0	0	0	1
3 PM	1	0	0	0	1	0	0	2
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	1	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	1	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>11</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	9.1
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	11	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	3	27.3
Measurements were taken	0	0.0

Investigation took place	8	72.7
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	2	0	0	2	1	5
Female	1	0	0	1	2	0	2	6
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>11</u>

	Occurrence(s)	Percentage
Number of out of state operators	2	18.2
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	2	15.4
LEFT FRONT WHEEL	1	7.7
LEFT FRONT CORNER	2	15.4
CENTER FRONT	1	7.7
RIGHT FRONT WHEEL	1	7.7
RIGHT FRONT DOOR	1	7.7
RIGHT REAR DOOR	1	7.7
RIGHT REAR CORNER	1	7.7
LEFT REAR CORNER	2	15.4
LEFT REAR DOOR	1	7.7
Total Occurrences	13	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	13	100.0
Total Occurrences	13	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	14	100.0
Total Occurrences	14	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT DEVICES NOT INSTALL.	1	7.1
RESTRAINT INSTALLED-NOT USED	2	14.3
RESTRAINT INSTALLED-USED	11	78.6
Total Occurrences	14	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	14	100.0
Total Occurrences	14	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	13	100.0
Total Occurrences	13	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	11	78.6
PASSENGER - FRONT RIGHT	1	7.1
PASSENGER - REAR DRIVER'S SIDE	1	7.1
UNKNOWN	1	7.1
Total Occurrences	14	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	7	63.6
FIXED OBJECT	2	18.2
PARKED MOTOR VEHICLE	1	9.1
OTHER	1	9.1
Total Occurrences	11	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
GUARD RAIL	1	33.3
LIGHT POLE	1	33.3
OTHER	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	4	36.4
TRAFFIC SIGNALS	2	18.2
LANE CONTROL	2	18.2
VISIBLE ROAD MARKINGS	2	18.2
NO PASSING ZONE	1	9.1
Total Occurrences	11	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	11	100.0
Total Occurrences	11	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	9	81.8
DARK-STREET LIGHTS ON	2	18.2
Total Occurrences	11	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	10	90.9
CLOUDY	1	9.1
Total Occurrences	11	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	11	100.0
Total Occurrences	11	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	9.1
NOT PHYSICALLY DIVIDED (2-WAY)	6	54.5
OTHER	4	36.4
Total Occurrences	11	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	11	100.0
Total Occurrences	11	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	2	20.0
IN A PARKING LOT	5	50.0
ALONG ROADWAY	2	20.0
OTHER	1	10.0
Total Occurrences	10	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
EMOTIONALLY UPSET	1	9.1
APPARENTLY NORMAL	10	90.9
Total Occurrences	11	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
GLARE: SUNLIGHT/LIGHTS/SNOW	1	10.0
OTHER VEHICLE	2	20.0
NO APPARENT OBSCUREMENT	7	70.0
Total Occurrences	10	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	10	90.9
WET	1	9.1
Total Occurrences	11	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	4	26.7
PARKED LEGALLY	5	33.3
OVERTAKING/PASSING	1	6.7
MAKING RIGHT TURN	1	6.7
MAKING LEFT TURN	2	13.3
STARTING FROM PARKED	1	6.7
OTHER VEHICLE ACTION	1	6.7
Total Occurrences	15	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
NO/IMPROPER SIGNAL	1	6.7
DRIVER INATTENTION/DISTRACTION	1	6.7
VISION OBSCUREMENT	1	6.7
NO IMPROPER DRIVING	6	40.0
IMPROPER/UNSAFE LANE USE	1	6.7
IMPROPER PARK/START/STOP	1	6.7
IMPROPER TURN	2	13.3
UNKNOWN	2	13.3
Total Occurrences	15	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	14	100.0
Total Occurrences	14	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	15	100.0
Total Occurrences	15	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > DAMANTE DR
Intersecting Street: CON > DAMANTE DR (Odd # - Even # 20-20 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	1	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	1	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	1	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>3</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	2	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	1	33.3
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	3	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	0	0	0	2	3
Female	1	0	0	0	0	0	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	3	75.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	2	50.0
Improper Turn	1	25.0
Operated Motor Vehicle in Inattentive, Careless, N	1	25.0
Total Occurrences	4	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	3	75.0
Emotional (Depressed, Angry, Disturbed, etc.)	1	25.0
Total Occurrences	4	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	3	100.0
Total Occurrences	3	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	5	100.0
Total Occurrences	5	100.0 %

<u>Road</u>	Occurrence(s)	Percentage
Straight	4	80.0
Curve Left	1	20.0
Total Occurrences	5	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	3	100.0
Total Occurrences	3	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	5	100.0
Total Occurrences	5	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Not Applicable	5	100.0
Total Occurrences	5	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	4	100.0
Total Occurrences	4	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	3	100.0
Total Occurrences	3	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	3	100.0
Total Occurrences	3	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	1	33.3
Trafficway, Not on Road	2	66.7
Total Occurrences	3	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	5	100.0
Total Occurrences	5	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	3	100.0
Total Occurrences	3	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	4	100.0
Total Occurrences	4	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	4	100.0
Total Occurrences	4	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > DAMANTE DR
Intersecting Street: CON > LOUDON RD (Odd # - Even # 270-270 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	1	0	0	0	0	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	1	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	1	0	1
Female	0	1	0	0	0	0	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
CENTER FRONT	2	100.0
Total Occurrences	2	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	2	100.0
Total Occurrences	2	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	2	100.0
Total Occurrences	2	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-NOT USED	1	50.0
RESTRAINT INSTALLED-USED	1	50.0
Total Occurrences	2	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	2	100.0
Total Occurrences	2	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	2	100.0
Total Occurrences	2	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	2	100.0
Total Occurrences	2	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	1	100.0
Total Occurrences	1	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	1	100.0
Total Occurrences	1	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	1	100.0
Total Occurrences	1	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	1	100.0
Total Occurrences	1	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	1	100.0
Total Occurrences	1	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER	1	100.0
Total Occurrences	1	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	100.0
Total Occurrences	1	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	1	100.0
Total Occurrences	1	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	1	100.0
Total Occurrences	1	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	1	100.0
Total Occurrences	1	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	1	50.0
MAKING LEFT TURN	1	50.0
Total Occurrences	2	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

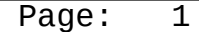
	Occurrence(s)	Percentage
OTHER	1	50.0
UNKNOWN	1	50.0
Total Occurrences	2	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	2	100.0
Total Occurrences	2	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	2	100.0
Total Occurrences	2	100.0 %



Accident Statistics By Time of Day

		SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1	AM	0	0	0	0	0	0	0	0
2	AM	0	0	0	0	0	0	0	0
3	AM	0	0	0	0	0	0	0	0
4	AM	0	0	0	0	0	0	0	0
5	AM	0	0	0	0	0	0	0	0
6	AM	0	0	0	0	0	0	0	0
7	AM	0	0	0	0	0	0	0	0
8	AM	0	0	0	0	0	0	0	0
9	AM	0	0	0	0	0	0	0	0
10	AM	0	0	0	0	0	0	0	0
11	AM	0	0	0	0	0	0	0	0
12	PM	0	0	0	0	0	0	0	0
1	PM	0	0	0	0	0	0	0	0
2	PM	0	0	0	0	0	0	0	0
3	PM	0	0	0	0	0	0	0	0
4	PM	0	0	0	0	0	0	0	0
5	PM	0	0	0	0	0	0	0	0
6	PM	0	0	0	0	0	0	0	0
7	PM	0	0	0	0	0	0	0	0
8	PM	0	0	0	0	0	0	0	0
9	PM	0	0	0	0	0	0	0	0
10	PM	0	0	0	0	0	0	0	0
11	PM	0	0	0	0	0	0	0	0
12	AM	0	0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: CON
Location: ALL
Street: CON > DAMANTE DR
Intersecting Street: CON > DAMANTE DR (No odd numbers Even # 20-20 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	1	0	0	0	1
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	1	0	0	0	0	0	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	1	0	0	1	1	3
3 PM	0	0	1	0	0	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	1	0	1
6 PM	0	1	0	0	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	2	2	1	0	2	1	8

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	25.0
Involved Fatalities	0	0.0
Involved Pedestrians	1	12.5
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	7	87.5

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	1	1	1	1	5
Female	1	0	0	0	0	2	3	6
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>11</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	5	45.5

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	8	100.0
Total Occurrences	8	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	5	62.5
Intersection or Related	2	25.0
Non-Junction	1	12.5
Total Occurrences	8	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	11	100.0
Total Occurrences	11	100.0 %

Non-Motorist Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Action (Rev. 01/2023)

	Occurrence(s)	Percentage
None (No Improper Action)	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Safety Equipment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	50.0
Pedestrian	1	12.5
Strikes Object at Rest from MV in Transport	1	12.5
Other Post, Pole, or Support	2	25.0
Total Occurrences	8	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	6	75.0
(4) Four	2	25.0
Total Occurrences	8	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	12.5
(C) Possible Injury	1	12.5
(O) Property-Damage-Only	6	75.0
Total Occurrences	8	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Initial Contact Point (Rev. 01/2023)

	Occurrence(s)	Percentage
Rear	1	100.0
Total Occurrences	1	100.0 %

Distracted By (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	1	100.0
Total Occurrences	1	100.0 %

Going To Or From School(K12) (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	1	9.1
Not Applicable (Not Distracted)	9	81.8
Unknown	1	9.1
Total Occurrences	11	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	11	100.0
Total Occurrences	11	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	7	87.5
Dark - Lighted	1	12.5
Total Occurrences	8	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	8.3
Shoulder and Lap Belt Used	11	91.7
Total Occurrences	12	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	40.0
Divided, Raised Median (curbed)	3	60.0
Total Occurrences	5	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	5	100.0
Total Occurrences	5	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	5	100.0
Total Occurrences	5	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	4	100.0
Total Occurrences	4	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	80.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	80.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	80.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	1	25.0
Angle	2	50.0
Front to Rear	1	25.0
Total Occurrences	4	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	5	100.0
Total Occurrences	5	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	13	100.0
Total Occurrences	13	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	3	37.5
On Roadway	5	62.5
Total Occurrences	8	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	12	50.0
Left	11	45.8
Right	1	4.2
Total Occurrences	24	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	10	83.3
Front	1	8.3
Not Applicable	1	8.3
Total Occurrences	12	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	11	91.7
Parked Motor Vehicle	1	8.3
Total Occurrences	12	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	4	100.0
Total Occurrences	4	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	7	53.8
Stop Sign	2	15.4
Flashing Traffic Control Signal	1	7.7
Traffic Control Signal	3	23.1
Total Occurrences	13	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	10	90.9
Unknown	1	9.1
Total Occurrences	11	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > DAMANTE DR (Odd # - Even # 20-20 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	1	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	1	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	1	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	0	0	0	0	1
Female	1	0	0	0	0	0	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	50.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	50.0
LEFT FRONT CORNER	1	50.0
Total Occurrences	2	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	2	100.0
Total Occurrences	2	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	3	100.0
Total Occurrences	3	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	3	100.0
Total Occurrences	3	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	3	100.0
Total Occurrences	3	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	2	100.0
Total Occurrences	2	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	2	66.7
PASSENGER - FRONT RIGHT	1	33.3
Total Occurrences	3	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	1	100.0
Total Occurrences	1	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	1	100.0
Total Occurrences	1	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DARK-STREET LIGHTS ON	1	100.0
Total Occurrences	1	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	1	100.0
Total Occurrences	1	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	1	100.0
Total Occurrences	1	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	1	100.0
Total Occurrences	1	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	100.0
Total Occurrences	1	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	2	100.0
Total Occurrences	2	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	2	100.0
Total Occurrences	2	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	1	100.0
Total Occurrences	1	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	1	50.0
MAKING LEFT TURN	1	50.0
Total Occurrences	2	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

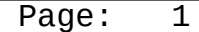
	Occurrence(s)	Percentage
UNKNOWN	2	100.0
Total Occurrences	2	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	2	100.0
Total Occurrences	2	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	2	100.0
Total Occurrences	2	100.0 %



Accident Statistics By Time of Day

		SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1	AM	0	0	0	0	0	0	0	0
2	AM	0	0	0	0	0	0	0	0
3	AM	0	0	0	0	0	0	0	0
4	AM	0	0	0	0	0	0	0	0
5	AM	0	0	0	0	0	0	0	0
6	AM	0	0	0	0	0	0	0	0
7	AM	0	0	0	0	0	0	0	0
8	AM	0	0	0	0	0	0	0	0
9	AM	0	0	0	0	0	0	0	0
10	AM	0	0	0	0	0	0	0	0
11	AM	0	0	0	0	0	0	0	0
12	PM	0	0	0	0	0	0	0	0
1	PM	0	0	0	0	0	0	0	0
2	PM	0	0	0	0	0	0	0	0
3	PM	0	0	0	0	0	0	0	0
4	PM	0	0	0	0	0	0	0	0
5	PM	0	0	0	0	0	0	0	0
6	PM	0	0	0	0	0	0	0	0
7	PM	0	0	0	0	0	0	0	0
8	PM	0	0	0	0	0	0	0	0
9	PM	0	0	0	0	0	0	0	0
10	PM	0	0	0	0	0	0	0	0
11	PM	0	0	0	0	0	0	0	0
12	AM	0	0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: CON
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > DAMANTE DR (No odd numbers Even # 20-20 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	1	0	0	0	0	0	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	1	0	0	1	0	2
3 PM	0	0	1	0	0	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	2	0	0	1	0	4

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	4	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	1	1	0	3
Female	1	0	0	0	0	2	2	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>8</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	3	37.5

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	4	100.0
Total Occurrences	4	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	2	50.0
Intersection or Related	2	50.0
Total Occurrences	4	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	8	100.0
Total Occurrences	8	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	100.0
Total Occurrences	4	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	2	50.0
(4) Four	2	50.0
Total Occurrences	4	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	4	100.0
Total Occurrences	4	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	1	12.5
Not Applicable (Not Distracted)	7	87.5
Total Occurrences	8	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	8	100.0
Total Occurrences	8	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	4	100.0
Total Occurrences	4	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	11.1
Shoulder and Lap Belt Used	8	88.9
Total Occurrences	9	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	50.0
Divided, Raised Median (curbed)	2	50.0
Total Occurrences	4	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	4	100.0
Total Occurrences	4	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	4	100.0
Total Occurrences	4	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	4	100.0
Total Occurrences	4	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	100.0
Total Occurrences	4	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	100.0
Total Occurrences	4	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	1	50.0
Front to Rear	1	50.0
Total Occurrences	2	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	4	100.0
Total Occurrences	4	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	9	100.0
Total Occurrences	9	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	4	100.0
Total Occurrences	4	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	9	50.0
Left	8	44.4
Right	1	5.6
Total Occurrences	18	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	8	88.9
Not Applicable	1	11.1
Total Occurrences	9	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	8	100.0
Total Occurrences	8	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	2	25.0
Stop Sign	2	25.0
Flashing Traffic Control Signal	1	12.5
Traffic Control Signal	3	37.5
Total Occurrences	8	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > DAMANTE DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	1	0	0	1	0	0	0	2
10 AM	0	0	1	1	1	0	0	3
11 AM	0	0	0	0	0	0	0	0
12 PM	0	1	0	1	1	0	0	3
1 PM	1	0	0	1	0	1	0	3
2 PM	0	0	0	0	1	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	1	0	0	0	1
5 PM	0	0	0	2	0	1	0	3
6 PM	0	0	0	0	0	1	0	1
7 PM	0	0	1	1	0	0	0	2
8 PM	1	0	0	1	0	0	0	2
9 PM	0	0	1	0	0	0	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	1	1
TOTALS	<u>3</u>	<u>1</u>	<u>3</u>	<u>9</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>23</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	22	95.7
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	2	8.7
Occurred on a three lane road/highway	1	4.3
Occurred on a four lane road/highway	4	17.4
Occurred on other number of lanes	16	69.6
Involved OUI violation(s)	0	0.0
Photos were taken	1	4.3
Measurements were taken	0	0.0

Investigation took place	17	73.9
Involved Injuries	1	4.3
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	2	1	2	5	2	4	4	20
Female	4	3	0	3	5	3	5	23
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>6</u>	<u>4</u>	<u>2</u>	<u>8</u>	<u>7</u>	<u>7</u>	<u>9</u>	<u>43</u>

	Occurrence(s)	Percentage
Number of out of state operators	2	4.7
Number of operators who were cited	3	7.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	11	26.2
LEFT FRONT WHEEL	1	2.4
LEFT FRONT CORNER	7	16.7
CENTER FRONT	10	23.8
CENTER REAR	3	7.1
RIGHT FRONT DOOR	1	2.4
RIGHT REAR DOOR	1	2.4
RIGHT REAR WHEEL	2	4.8
RIGHT REAR CORNER	1	2.4
LEFT REAR CORNER	3	7.1
LEFT REAR WHEEL	1	2.4
LEFT REAR DOOR	1	2.4
Total Occurrences	42	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	51	100.0
Total Occurrences	51	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
POSSIBLE	1	1.9
NO APPARENT INJURY	53	98.1
Total Occurrences	54	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	3.7
AIR BAG & SEAT RESTRAINT USED	2	3.7
RESTRAINT INSTALLED-NOT USED	5	9.3
RESTRAINT INSTALLED-USED	44	81.5
AIR BAG DEPLOYED	1	1.9
Total Occurrences	54	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	54	100.0
Total Occurrences	54	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	2.0
NECK	2	3.9
ARM(S)	1	2.0
TRUNK/TORSO	1	2.0
NONE	46	90.2
Total Occurrences	51	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	39	79.6
PASSENGER - FRONT RIGHT	6	12.2
PASSENGER - REAR DRIVER'S SIDE	2	4.1
PASSENGER - REAR PASS. SIDE	2	4.1
Total Occurrences	49	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	20	87.0
FIXED OBJECT	2	8.7
SUBMERSION	1	4.3
Total Occurrences	23	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	25.0
SIGN POST	3	75.0
Total Occurrences	4	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	4.3
TRAFFIC SIGNALS	21	91.3
VISIBLE ROAD MARKINGS	1	4.3
Total Occurrences	23	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	22	95.7
OTHER	1	4.3
Total Occurrences	23	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	16	69.6
DUSK	1	4.3
DARK-STREET LIGHTS ON	6	26.1
Total Occurrences	23	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	16	69.6
RAIN	5	21.7
SNOW	2	8.7
Total Occurrences	23	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	23	100.0
Total Occurrences	23	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	8	34.8
NOT PHYSICALLY DIVIDED (2-WAY)	12	52.2
OTHER	3	13.0
Total Occurrences	23	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	20	100.0
Total Occurrences	20	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	17	73.9
INTERSECTION RELATED	4	17.4
ALONG ROADWAY	2	8.7
Total Occurrences	23	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	40	97.6
OTHER	1	2.4
Total Occurrences	41	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
GLARE: SUNLIGHT/LIGHTS/SNOW	2	4.9
NO APPARENT OBSCUREMENT	38	92.7
OTHER UNIT IN BLIND SPOT	1	2.4
Total Occurrences	41	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	17	73.9
WET	4	17.4
SNOW/SLUSH	1	4.3
ICE	1	4.3
Total Occurrences	23	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	22	52.4
CHANGING LANES/MERGING	1	2.4
MAKING RIGHT TURN	1	2.4
MAKING LEFT TURN	10	23.8
STARTING IN TRAFFIC	2	4.8
SLOWING OR STOPPING	2	4.8
STOPPED IN TRAFFIC	4	9.5
Total Occurrences	42	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-0-W	1	2.4
SKIDDING	1	2.4
DRIVER INATTENTION/DISTRACTION	1	2.4
VISION OBSCUREMENT	2	4.8
NO IMPROPER DRIVING	17	40.5
FOLLOWING TOO CLOSE	1	2.4
DISREGARD TRAFFIC CONTROL DEV.	7	16.7
IMPROPER/UNSAFE LANE USE	2	4.8
IMPROPER TURN	1	2.4
OTHER	6	14.3
UNKNOWN	3	7.1
Total Occurrences	42	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
ACCELERATOR DEFECTIVE	1	2.4
NO APPARENT DEFECTS	41	97.6
Total Occurrences	42	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	42	100.0
Total Occurrences	42	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > DAMANTE DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	1	0	1
11 AM	0	0	0	0	0	1	0	1
12 PM	0	0	0	0	0	0	1	1
1 PM	0	0	0	0	1	0	0	1
2 PM	0	0	1	0	0	0	0	1
3 PM	0	0	0	0	0	1	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	1	0	1	0	0	2
6 PM	0	0	0	0	0	1	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	1	0	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>1</u>	<u>10</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	17	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	20.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	10	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	5	0	2	1	9
Female	0	0	1	3	1	1	2	8
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>1</u>	<u>8</u>	<u>1</u>	<u>3</u>	<u>3</u>	<u>17</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	7	41.2

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	9	90.0
Weather Conditions	1	10.0
Total Occurrences	10	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	9	90.0
Other	1	10.0
Total Occurrences	10	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	6	33.3
Ran Red Light	4	22.2
Disregarded Other Traffic Sign	1	5.6
Improper Turn	3	16.7
Followed Too Closely	1	5.6
Operated Motor Vehicle in Reckless or Aggressive M	1	5.6
Unknown	2	11.1
Total Occurrences	18	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	17	100.0
Total Occurrences	17	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	8	80.0
Dark-Lighted	2	20.0
Total Occurrences	10	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	3	75.0
Private Property	1	25.0
Total Occurrences	4	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	17	100.0
Total Occurrences	17	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		17	100.0
Total Occurrences		17	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	9	90.0
Wet	1	10.0
Total Occurrences	10	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	16	94.1
Flashing Traffic Control Signal	1	5.9
Total Occurrences	17	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	17	100.0
Total Occurrences	17	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	20	87.0
EMS Ground	3	13.0
Total Occurrences	23	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	9	90.0
T-Intersection	1	10.0
Total Occurrences	10	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	8	80.0
Cloudy	1	10.0
Rain	1	10.0
Total Occurrences	10	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	10	100.0
Total Occurrences	10	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	7	41.2
Two-Way, Not Divided, With Continuous Left Turn La	1	5.9
Two-Way, Divided, Positive Median Barrier	9	52.9
Total Occurrences	17	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	4	40.0
Intersection	5	50.0
Intersection-Related	1	10.0
Total Occurrences	10	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No Officer Present	9 1	90.0 10.0
Total Occurrences	10	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	23	100.0
Total Occurrences	23	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	14	82.4
Other Inside the Vehicle (Eating, Personal Hygiene	2	11.8
Unknown if Distracted	1	5.9
Total Occurrences	17	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Exceeded Speed Limit	1	5.9
No	15	88.2
Unknown	1	5.9
Total Occurrences	17	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > OLD LOUDON RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	1	0	0	1
9 AM	0	1	0	0	0	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	1	0	0	1
12 PM	1	0	0	0	0	0	0	1
1 PM	0	0	1	0	0	0	0	1
2 PM	0	0	0	0	0	0	1	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	1	0	0	1
7 PM	0	0	0	0	0	1	1	2
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	1	0	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>10</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	10	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	2	20.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	2	20.0
Occurred on other number of lanes	6	60.0
Involved OUI violation(s)	0	0.0
Photos were taken	2	20.0
Measurements were taken	1	10.0

Investigation took place	7	70.0
Involved Injuries	1	10.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	2	4	1	1	1	10
Female	2	1	0	1	2	0	2	8
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>2</u>	<u>2</u>	<u>5</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>18</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	5.6
Number of operators who were cited	3	16.7

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	2	10.5
LEFT FRONT WHEEL	1	5.3
LEFT FRONT CORNER	5	26.3
CENTER FRONT	4	21.1
CENTER REAR	2	10.5
RIGHT REAR DOOR	1	5.3
RIGHT REAR WHEEL	1	5.3
RIGHT REAR CORNER	3	15.8
Total Occurrences	19	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	21	100.0
Total Occurrences	21	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	4.8
NO APPARENT INJURY	20	95.2
Total Occurrences	21	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-NOT USED	3	14.3
RESTRAINT INSTALLED-USED	18	85.7
Total Occurrences	21	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	21	100.0
Total Occurrences	21	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	4.8
NONE	20	95.2
Total Occurrences	21	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	18	85.7
PASSENGER - FRONT RIGHT	2	9.5
PASSENGER - REAR PASS. SIDE	1	4.8
Total Occurrences	21	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	9	90.0
FIXED OBJECT	1	10.0
Total Occurrences	10	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
SIGN POST	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	8	80.0
STOP SIGN	1	10.0
LANE CONTROL	1	10.0
Total Occurrences	10	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	10	100.0
Total Occurrences	10	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	7	70.0
DARK-STREET LIGHTS ON	2	20.0
DARK-NO STREET LIGHTS	1	10.0
Total Occurrences	10	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	10	100.0
Total Occurrences	10	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	9	90.0
CURVE AND LEVEL	1	10.0
Total Occurrences	10	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	4	40.0
NOT PHYSICALLY DIVIDED (2-WAY)	4	40.0
DRIVEWAY OR ACCESS WAY	1	10.0
OTHER	1	10.0
Total Occurrences	10	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	10	100.0
Total Occurrences	10	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	6	60.0
INTERSECTION RELATED	3	30.0
ALONG ROADWAY	1	10.0
Total Occurrences	10	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	18	100.0
Total Occurrences	18	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
GLARE: SUNLIGHT/LIGHTS/SNOW	1	5.6
NO APPARENT OBSCUREMENT	16	88.9
OTHER DEFECT	1	5.6
Total Occurrences	18	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	10	100.0
Total Occurrences	10	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	9	47.4
CHANGING LANES/MERGING	1	5.3
MAKING RIGHT TURN	1	5.3
MAKING LEFT TURN	3	15.8
STARTING FROM PARKED	1	5.3
SLOWING OR STOPPING	2	10.5
STOPPED IN TRAFFIC	2	10.5
Total Occurrences	19	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	5.3
DRIVER INATTENTION/DISTRACTION	4	21.1
DEFECTIVE EQUIPMENT	1	5.3
NO IMPROPER DRIVING	9	47.4
FOLLOWING TOO CLOSE	1	5.3
IMPROPER/UNSAFE LANE USE	1	5.3
IMPROPER TURN	2	10.5
Total Occurrences	19	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
ACCELERATOR DEFECTIVE	1	5.3
NO APPARENT DEFECTS	18	94.7
Total Occurrences	19	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	19	100.0
Total Occurrences	19	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > OLD LOUDON RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	1	0	0	0	0	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	1	0	0	0	0	1
12 PM	0	0	0	0	0	0	1	1
1 PM	1	0	1	0	0	1	0	3
2 PM	1	0	0	0	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	1	0	0	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	1	0	0	0	1
9 PM	0	0	0	0	0	1	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>3</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>10</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	10	35 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	30.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	1	10.0
Not Involving Pedestrians or Bicyclists	9	90.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	0	0	3	4
Female	0	0	2	1	2	1	3	9
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>6</u>	<u>13</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	6	46.2

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-Junction	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	1	50.0
Not Applicable	1	50.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Parked Motor Vehicle	1	100.0
Total Occurrences	1	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(0) Property-Damage-Only	1	100.0
Total Occurrences	1	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	2	100.0
Total Occurrences	2	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	2	100.0
Total Occurrences	2	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	50.0
Shoulder and Lap Belt Used	1	50.0
Total Occurrences	2	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	100.0
Total Occurrences	2	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	2	100.0
Total Occurrences	2	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	2	100.0
Total Occurrences	2	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	2	100.0
Total Occurrences	2	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Front to Rear	1	100.0
Total Occurrences	1	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	2	100.0
Total Occurrences	2	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	2	100.0
Total Occurrences	2	100.0 %

Person Type Incident Responder (Rev. 01/2023)

		Occurrence(s)	Percentage
No		1	50.0
Police		1	50.0
Total Occurrences		2	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	2	50.0
Left	2	50.0
Total Occurrences	4	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	2	100.0
Total Occurrences	2	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	50.0
Parked Motor Vehicle	1	50.0
Total Occurrences	2	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	6	66.7
Weather Conditions	1	11.1
Glare	1	11.1
Unknown	1	11.1
Total Occurrences	9	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	7	77.8
Road Surface Condition (Wet, Icy, Snow, etc.)	1	11.1
Unknown	1	11.1
Total Occurrences	9	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	6	50.0
Failed to Yield Right-of-Way	1	8.3
Ran Stop Sign	1	8.3
Improper Turn	2	16.7
Followed Too Closely	1	8.3
Other Contributing Action	1	8.3
Total Occurrences	12	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	12	100.0
Total Occurrences	12	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	7	77.8
Dark-Lighted	2	22.2
Total Occurrences	9	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Action

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Safety Equipment

	Occurrence(s)	Percentage
Helmet	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	14	100.0
Total Occurrences	14	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		14	100.0
Total Occurrences		14	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	8	88.9
Ice/Frost	1	11.1
Total Occurrences	9	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	3	21.4
Traffic Control Signal	7	50.0
Stop Sign	1	7.1
Other	3	21.4
Total Occurrences	14	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	11	78.6
Not Applicable	3	21.4
Total Occurrences	14	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	14	87.5
EMS Ground	1	6.3
Other	1	6.3
Total Occurrences	16	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	2	22.2
Four-Way Intersection	7	77.8
Total Occurrences	9	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	6	66.7
Cloudy	3	33.3
Total Occurrences	9	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	7	77.8
Non-trafficway	2	22.2
Total Occurrences	9	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	8	57.1
Two-Way, Divided, Positive Median Barrier	5	35.7
Unknown	1	7.1
Total Occurrences	14	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	4	44.4
Intersection	4	44.4
Intersection-Related	1	11.1
Total Occurrences	9	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	9	100.0
Total Occurrences	9	100.0 %

Non-Motorist To/From School

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Condition

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
Helmet, Unknown if DOT Compliant	1	6.7
No Helmet	14	93.3
Total Occurrences	15	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	10	83.3
Unknown if Distracted	2	16.7
Total Occurrences	12	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	7.7
No	10	76.9
Unknown	2	15.4
Total Occurrences	13	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > OLD LOUDON RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	1	0	0	0	1
10 AM	0	0	0	1	0	1	0	2
11 AM	1	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	1	1
1 PM	0	0	0	0	0	1	1	2
2 PM	1	0	0	0	1	1	0	3
3 PM	1	0	0	0	0	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	1	1	0	0	0	0	0	2
6 PM	1	0	0	0	0	0	0	1
7 PM	0	0	0	0	1	0	0	1
8 PM	0	0	1	0	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	5	1	1	2	2	3	2	16

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	18.8
Involved Fatalities	0	0.0
Involved Pedestrians	1	6.3
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	15	93.8

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	4	3	1	3	1	5	18
Female	2	1	0	1	1	2	5	12
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>3</u>	<u>5</u>	<u>3</u>	<u>2</u>	<u>4</u>	<u>3</u>	<u>10</u>	<u>30</u>

Occurrence (s)

Percentage

Number of out of state operators	3	10.0
Number of operators who were cited	11	36.7

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	15	93.8
Road Surface Condition (wet, icy, snow, slush, etc	1	6.3
Total Occurrences	16	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	6	37.5
Driveway Access or Related	1	6.3
Intersection or Related	9	56.3
Total Occurrences	16	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	3	100.0
Total Occurrences	3	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	30	100.0
Total Occurrences	30	100.0 %

Non-Motorist Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Action (Rev. 01/2023)

	Occurrence(s)	Percentage
None (No Improper Action)	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Safety Equipment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	15	93.8
Strikes Object at Rest from MV in Transport	1	6.3
Total Occurrences	16	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	7	43.8
(2) Two	1	6.3
(3) Three	1	6.3
(4) Four	7	43.8
Total Occurrences	16	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	4	25.0
(O) Property-Damage-Only	12	75.0
Total Occurrences	16	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	4	50.0
Not Applicable/Not an Intersection	4	50.0
Total Occurrences	8	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	4	50.0
Not Applicable/Not an Intersection	4	50.0
Total Occurrences	8	100.0 %

Initial Contact Point (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	1	100.0
Total Occurrences	1	100.0 %

Going To Or From School(K12) (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	1	3.3
Not Applicable (Not Distracted)	29	96.7
Total Occurrences	30	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	30	100.0
Total Occurrences	30	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	13	100.0
Total Occurrences	13	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	12	75.0
Dark - Lighted	3	18.8
Dark - Unknown Lighting	1	6.3
Total Occurrences	16	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Lap Belt Only Used	1	2.5
None Used - Motor Vehicle Occupant	2	5.0
Restraint Used - Type Unknown	1	2.5
Shoulder and Lap Belt Used	35	87.5
Shoulder Belt Only Used	1	2.5
Total Occurrences	40	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	20	100.0
Total Occurrences	20	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	8	44.4
Divided, Flush Median (greater than 4ft wide)	1	5.6
Divided, Raised Median (curbed)	9	50.0
Total Occurrences	18	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	15	88.2
Concrete Barrier (e.g. Jersey Barrier)	2	11.8
Total Occurrences	17	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	12	100.0
Total Occurrences	12	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	15	100.0
Total Occurrences	15	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	15	100.0
Total Occurrences	15	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	15	100.0
Total Occurrences	15	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	2	22.2
Front to Front	1	11.1
Front to Rear	4	44.4
Rear to Rear	1	11.1
Sideswipe, Same Direction	1	11.1
Total Occurrences	9	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	2	13.3
Two-Way	13	86.7
Total Occurrences	15	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	1	8.3
Accelerating	1	8.3
Braking (Lockup)	1	8.3
Braking (No Lockup)	1	8.3
No Avoidance Maneuver	8	66.7
Total Occurrences	12	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	36.8
Police	12	63.2
Total Occurrences	19	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	41	100.0
Total Occurrences	41	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	7	100.0
Total Occurrences	7	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	7	100.0
Total Occurrences	7	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	4	25.0
On Roadway	12	75.0
Total Occurrences	16	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	7	100.0
Total Occurrences	7	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	7	100.0
Total Occurrences	7	100.0 %

Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Fire	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	37	46.3
Second	3	3.8
Left	33	41.3
Right	7	8.8
Total Occurrences	80	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	34	75.6
Curtain	4	8.9
Front	3	6.7
Side	3	6.7
Not Applicable	1	2.2
Total Occurrences	45	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	31	91.2
Parked Motor Vehicle	3	8.8
Total Occurrences	34	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	16	88.9
Other Action (looking away from task, etc.)	2	11.1
Total Occurrences	18	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	14	41.2
Lane Use Control Signal	2	5.9
Traffic Control Signal	18	52.9
Total Occurrences	34	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	16	100.0
Total Occurrences	16	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	3.3
No	29	96.7
Total Occurrences	30	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # - Even # 270-270 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	0	1
1 PM	1	0	0	0	1	0	1	3
2 PM	1	0	0	0	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	1	0	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	1	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>7</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		22 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	14.3
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	2	28.6
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	5	71.4
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	6	85.7
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	0	1	1	1	1	0	5
Female	1	1	0	0	0	1	2	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>10</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	1	10.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	4	33.3
LEFT FRONT CORNER	1	8.3
CENTER FRONT	5	41.7
CENTER REAR	1	8.3
RIGHT REAR CORNER	1	8.3
Total Occurrences	12	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	12	100.0
Total Occurrences	12	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	12	100.0
Total Occurrences	12	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	1	8.3
RESTRAINT INSTALLED-NOT USED	2	16.7
RESTRAINT INSTALLED-USED	9	75.0
Total Occurrences	12	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	12	100.0
Total Occurrences	12	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	12	100.0
Total Occurrences	12	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	10	83.3
PASSENGER - FRONT RIGHT	2	16.7
Total Occurrences	12	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	6	85.7
FIXED OBJECT	1	14.3
Total Occurrences	7	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
SIGN POST	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	5	71.4
TRAFFIC SIGNALS	1	14.3
VISIBLE ROAD MARKINGS	1	14.3
Total Occurrences	7	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	7	100.0
Total Occurrences	7	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	6	85.7
DARK-STREET LIGHTS ON	1	14.3
Total Occurrences	7	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	5	71.4
CLOUDY	1	14.3
RAIN	1	14.3
Total Occurrences	7	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	6	100.0
Total Occurrences	6	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVEWAY OR ACCESS WAY	4	57.1
OTHER	3	42.9
Total Occurrences	7	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	7	100.0
Total Occurrences	7	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	14.3
IN A PARKING LOT	5	71.4
INTERSECTION RELATED	1	14.3
Total Occurrences	7	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	10	100.0
Total Occurrences	10	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
GLARE: SUNLIGHT/LIGHTS/SNOW	1	10.0
FOG/SMOKE/EXHAUST	1	10.0
NO APPARENT OBSCUREMENT	7	70.0
SNOWBANK/EMBANKMENT	1	10.0
Total Occurrences	10	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	6	85.7
WET	1	14.3
Total Occurrences	7	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	3	23.1
PARKED LEGALLY	3	23.1
CHANGING LANES/MERGING	1	7.7
BACKING	1	7.7
MAKING LEFT TURN	2	15.4
MAKING U-TURN	1	7.7
STARTING FROM PARKED	1	7.7
SLOWING OR STOPPING	1	7.7
Total Occurrences	13	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	7.7
UNSAFE BACKING	1	7.7
DRIVER INATTENTION/DISTRACTION	2	15.4
NO IMPROPER DRIVING	5	38.5
IMPROPER/UNSAFE LANE USE	1	7.7
OTHER	2	15.4
UNKNOWN	1	7.7
Total Occurrences	13	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	13	100.0
Total Occurrences	13	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	13	100.0
Total Occurrences	13	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # - Even # 270-270 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	1	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	1	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	0	1	0	2
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	1	50.0
Improper Backing	1	50.0
Total Occurrences	2	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	2	100.0
Total Occurrences	2	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		2	100.0
Total Occurrences		2	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Other	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	2	100.0
Total Occurrences	2	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	2	100.0
Total Occurrences	2	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Cloudy	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Non-trafficway	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Unknown	2	100.0
Total Occurrences	2	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	2	100.0
Total Occurrences	2	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	2	100.0
Total Occurrences	2	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (No odd numbers Even # 270-270 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	1	0	0	1
8 AM	0	1	0	1	0	0	0	2
9 AM	0	0	0	0	0	1	0	1
10 AM	0	0	0	1	1	0	0	2
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	1	2
1 PM	0	0	1	0	0	0	0	1
2 PM	0	1	1	0	0	3	0	5
3 PM	1	1	1	0	1	1	0	5
4 PM	0	1	2	2	2	0	0	7
5 PM	0	2	0	1	1	0	0	4
6 PM	1	0	0	0	0	0	0	1
7 PM	0	0	0	0	1	1	0	2
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	2	7	5	5	7	9	1	36

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	4	11.1
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	36	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	6	1	1	6	6	8	3	31
Female	4	0	2	8	5	8	7	34
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>10</u>	<u>1</u>	<u>3</u>	<u>14</u>	<u>11</u>	<u>16</u>	<u>10</u>	<u>65</u>

Occurrence (s)

Percentage

Number of out of state operators	2	3.1
Number of operators who were cited	25	38.5

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	33	91.7
Glare	1	2.8
Regular Congestion	1	2.8
Unknown	1	2.8
Total Occurrences	36	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	16	44.4
Driveway Access or Related	1	2.8
Entrance/Exit Ramp or Related	1	2.8
Intersection or Related	10	27.8
Non-Junction	7	19.4
Unknown	1	2.8
Total Occurrences	36	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	8	100.0
Total Occurrences	8	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	64	95.5
Asleep or Fatigued	1	1.5
Emotional (depressed, angry, disturbed, etc.)	1	1.5
Not Applicable	1	1.5
Total Occurrences	67	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	30	83.3
Other Non-Fixed Object	1	2.8
Parked Motor Vehicle	1	2.8
Strikes Object at Rest from MV in Transport	2	5.6
Other Post, Pole, or Support	2	5.6
Total Occurrences	36	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	26	72.2
(2) Two	3	8.3
(3) Three	1	2.8
(4) Four	6	16.7
Total Occurrences	36	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(A) Suspected Serious Injury	1	2.8
(B) Suspected Minor Injury	2	5.6
(O) Property-Damage-Only	33	91.7
Total Occurrences	36	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Passenger/Other Non-Motorist	1	1.5
Other Distraction (animal, food, grooming)	2	3.0
Not Applicable (Not Distracted)	59	88.1
Unknown	5	7.5
Total Occurrences	67	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	66	98.5
Commercial Driver License (CDL)	1	1.5
Total Occurrences	67	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	22	100.0
Total Occurrences	22	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	25	69.4
Dawn/Dusk	4	11.1
Dark - Lighted	6	16.7
Dark - Not Lighted	1	2.8
Total Occurrences	36	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	3	3.2
Child Restraint System - Forward Facing	2	2.1
Lap Belt Only Used	1	1.1
None Used - Motor Vehicle Occupant	9	9.6
Shoulder and Lap Belt Used	75	79.8
Shoulder Belt Only Used	1	1.1
DOT-Compliant Motorcycle Helmet	1	1.1
No Helmet	2	2.1
Total Occurrences	94	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	35	100.0
Total Occurrences	35	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	17	50.0
Not Divided, With a Continuous Left-Turn Lane	1	2.9
Divided, Flush Median (greater than 4ft wide)	2	5.9
Divided, Raised Median (curbed)	14	41.2
Total Occurrences	34	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	23	85.2
Concrete Barrier (e.g. Jersey Barrier)	4	14.8
Total Occurrences	27	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	20	100.0
Total Occurrences	20	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	21	100.0
Total Occurrences	21	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	19	100.0
Total Occurrences	19	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	16	80.0
Unknown	4	20.0
Total Occurrences	20	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	8.3
Angle	9	37.5
Front to Front	2	8.3
Front to Rear	8	33.3
Rear to Side	1	4.2
Sideswipe, Same Direction	1	4.2
Unknown	1	4.2
Total Occurrences	24	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	4.0
Two-Way	24	96.0
Total Occurrences	25	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	4.0
Braking (Lockup)	1	4.0
Braking (No Lockup)	2	8.0
No Avoidance Maneuver	14	56.0
Steering Right	1	4.0
Unknown	6	24.0
Total Occurrences	25	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	15.0
Police	17	85.0
Total Occurrences	20	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	94	100.0
Total Occurrences	94	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	9	25.0
Median	1	2.8
On Roadway	26	72.2
Total Occurrences	36	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	79	42.9
Second	9	4.9
Third	2	1.1
Left	67	36.4
Middle	2	1.1
Right	21	11.4
Riding on Motor Vehicle Exterior (non-trailing uni	1	0.5
Not Applicable	3	1.6
Total Occurrences	184	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	87	89.7
Curtain	1	1.0
Front	5	5.2
Side	2	2.1
Not Applicable	2	2.1
Total Occurrences	97	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	66	90.4
Parked Motor Vehicle	6	8.2
Working Vehicle/Equipment	1	1.4
Total Occurrences	73	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	32	86.5
Talking/listening	1	2.7
Unknown	4	10.8
Total Occurrences	37	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	30	41.7
Bicycle Crossing Sign	1	1.4
Intersection Ahead Warning Sign	2	2.8
Stop Sign	2	2.8
Flashing Traffic Control Signal	1	1.4
Lane Use Control Signal	2	2.8
Traffic Control Signal	26	36.1
Other	8	11.1
Total Occurrences	72	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	36	100.0
Total Occurrences	36	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Exceeded Speed Limit	1	1.5
No	58	89.2
Unknown	6	9.2
Total Occurrences	65	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # - Even # 282-282 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	1	0	0	0	0	1
4 PM	0	0	0	1	0	0	0	1
5 PM	0	0	0	0	0	1	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		32 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	33.3
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	3	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	2	66.7
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	2	0	0	0	2	1	0	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>5</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
LEFT FRONT CORNER	4	80.0
RIGHT REAR D00R	1	20.0
Total Occurrences	5	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	6	100.0
Total Occurrences	6	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	6	100.0
Total Occurrences	6	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	6	100.0
Total Occurrences	6	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	6	100.0
Total Occurrences	6	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	6	100.0
Total Occurrences	6	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	5	83.3
PASSENGER - FRONT RIGHT	1	16.7
Total Occurrences	6	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	2	66.7
SUBMERSION	1	33.3
Total Occurrences	3	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
SIGN POST	1	50.0
OTHER	1	50.0
Total Occurrences	2	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	33.3
TRAFFIC SIGNALS	1	33.3
LANE CONTROL	1	33.3
Total Occurrences	3	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	3	100.0
Total Occurrences	3	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	3	100.0
Total Occurrences	3	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	3	100.0
Total Occurrences	3	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	3	100.0
Total Occurrences	3	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	1	33.3
DRIVEWAY OR ACCESS WAY	1	33.3
OTHER	1	33.3
Total Occurrences	3	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	33.3
IN A PARKING LOT	1	33.3
INTERSECTION RELATED	1	33.3
Total Occurrences	3	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	5	100.0
Total Occurrences	5	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
GLARE: SUNLIGHT/LIGHTS/SNOW	1	20.0
NO APPARENT OBSCUREMENT	4	80.0
Total Occurrences	5	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	3	100.0
Total Occurrences	3	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	2	40.0
MAKING RIGHT TURN	2	40.0
MAKING LEFT TURN	1	20.0
Total Occurrences	5	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
VISION OBSCUREMENT	1	20.0
NO IMPROPER DRIVING	2	40.0
CENTERLINE ENCROACHMENT	1	20.0
IMPROPER TURN	1	20.0
Total Occurrences	5	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
ACCELERATOR DEFECTIVE	1	20.0
NO APPARENT DEFECTS	4	80.0
Total Occurrences	5	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	5	100.0
Total Occurrences	5	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # - Even # 282-282 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	1	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	1	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	1	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	1	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
Improper Turn	1	100.0
Total Occurrences	1	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	1	100.0
Total Occurrences	1	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	1	100.0
Total Occurrences	1	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		1	100.0
Total Occurrences		1	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	1	100.0
Total Occurrences	1	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	1	100.0
Total Occurrences	1	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	1	100.0
Total Occurrences	1	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Divided, Positive Median Barrier	1	100.0
Total Occurrences	1	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Intersection	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	1	100.0
Total Occurrences	1	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	1	100.0
Total Occurrences	1	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (No odd numbers Even # 282-282 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	1	0	0	1
8 AM	0	1	0	1	0	0	0	2
9 AM	0	0	0	0	0	1	0	1
10 AM	0	0	0	1	1	0	0	2
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	1	2
1 PM	0	0	1	0	0	0	0	1
2 PM	0	1	1	0	0	3	0	5
3 PM	0	1	1	0	1	1	0	4
4 PM	0	1	2	2	2	0	0	7
5 PM	0	2	0	1	1	0	0	4
6 PM	1	0	0	0	0	0	0	1
7 PM	0	0	1	0	0	1	0	2
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	1	7	6	5	6	9	1	35

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	4	11.4
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	35	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	5	1	2	6	6	8	3	31
Female	4	0	2	8	5	8	7	34
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>9</u>	<u>1</u>	<u>4</u>	<u>14</u>	<u>11</u>	<u>16</u>	<u>10</u>	<u>65</u>

Occurrence (s)

Percentage

Number of out of state operators	2	3.1
Number of operators who were cited	24	36.9

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	32	91.4
Glare	1	2.9
Regular Congestion	1	2.9
Unknown	1	2.9
Total Occurrences	35	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	14	40.0
Driveway Access or Related	1	2.9
Entrance/Exit Ramp or Related	1	2.9
Intersection or Related	11	31.4
Non-Junction	7	20.0
Unknown	1	2.9
Total Occurrences	35	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	8	100.0
Total Occurrences	8	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	65	97.0
Asleep or Fatigued	1	1.5
Emotional (depressed, angry, disturbed, etc.)	1	1.5
Total Occurrences	67	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	29	82.9
Other Non-Fixed Object	1	2.9
Strikes Object at Rest from MV in Transport	2	5.7
Other Post, Pole, or Support	3	8.6
Total Occurrences	35	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	24	68.6
(2) Two	3	8.6
(3) Three	1	2.9
(4) Four	7	20.0
Total Occurrences	35	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(A) Suspected Serious Injury	1	2.9
(B) Suspected Minor Injury	2	5.7
(O) Property-Damage-Only	32	91.4
Total Occurrences	35	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	2	3.0
Not Applicable (Not Distracted)	60	89.6
Unknown	5	7.5
Total Occurrences	67	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	66	98.5
Commercial Driver License (CDL)	1	1.5
Total Occurrences	67	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	22	100.0
Total Occurrences	22	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	23	65.7
Dawn/Dusk	4	11.4
Dark - Lighted	7	20.0
Dark - Not Lighted	1	2.9
Total Occurrences	35	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	3	3.2
Child Restraint System - Forward Facing	2	2.2
Lap Belt Only Used	1	1.1
None Used - Motor Vehicle Occupant	9	9.7
Shoulder and Lap Belt Used	73	78.5
Shoulder Belt Only Used	2	2.2
DOT-Compliant Motorcycle Helmet	1	1.1
No Helmet	2	2.2
Total Occurrences	93	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	35	100.0
Total Occurrences	35	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	17	48.6
Not Divided, With a Continuous Left-Turn Lane	1	2.9
Divided, Flush Median (greater than 4ft wide)	2	5.7
Divided, Raised Median (curbed)	15	42.9
Total Occurrences	35	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	23	85.2
Concrete Barrier (e.g. Jersey Barrier)	4	14.8
Total Occurrences	27	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	20	100.0
Total Occurrences	20	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	21	100.0
Total Occurrences	21	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	19	100.0
Total Occurrences	19	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	16	80.0
Unknown	4	20.0
Total Occurrences	20	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	9.1
Angle	9	40.9
Front to Front	2	9.1
Front to Rear	8	36.4
Sideswipe, Same Direction	1	4.5
Total Occurrences	22	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	4.0
Two-Way	24	96.0
Total Occurrences	25	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	4.0
Braking (Lockup)	1	4.0
Braking (No Lockup)	2	8.0
No Avoidance Maneuver	14	56.0
Steering Right	1	4.0
Unknown	6	24.0
Total Occurrences	25	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	15.0
Police	17	85.0
Total Occurrences	20	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	93	100.0
Total Occurrences	93	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	7	20.0
Median	1	2.9
On Roadway	27	77.1
Total Occurrences	35	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	78	42.9
Second	9	4.9
Third	2	1.1
Left	67	36.8
Middle	2	1.1
Right	20	11.0
Riding on Motor Vehicle Exterior (non-trailing uni	1	0.5
Not Applicable	3	1.6
Total Occurrences	182	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	86	89.6
Curtain	1	1.0
Front	5	5.2
Side	2	2.1
Not Applicable	2	2.1
Total Occurrences	96	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	65	92.9
Parked Motor Vehicle	4	5.7
Working Vehicle/Equipment	1	1.4
Total Occurrences	70	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	33	86.8
Talking/listening	1	2.6
Unknown	4	10.5
Total Occurrences	38	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	27	38.6
Bicycle Crossing Sign	1	1.4
Intersection Ahead Warning Sign	2	2.9
Stop Sign	2	2.9
Flashing Traffic Control Signal	1	1.4
Lane Use Control Signal	3	4.3
Traffic Control Signal	26	37.1
Other	8	11.4
Total Occurrences	70	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	35	100.0
Total Occurrences	35	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Exceeded Speed Limit	1	1.5
No	58	89.2
Unknown	6	9.2
Total Occurrences	65	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # - Even # 310-310 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	1	1	0	0	2
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	1	1	2
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	1	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>5</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	20.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	1	20.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	20.0
Occurred on other number of lanes	3	60.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	3	60.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	0	0	1	2
Female	0	1	1	0	0	0	2	4
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>6</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	16.7
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	2	25.0
LEFT FRONT D00R	1	12.5
LEFT FRONT CORNER	1	12.5
CENTER FRONT	2	25.0
LEFT REAR CORNER	2	25.0
Total Occurrences	8	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	7	100.0
Total Occurrences	7	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	7	100.0
Total Occurrences	7	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
AIR BAG & SEAT RESTRAINT USED	1	14.3
RESTRAINT INSTALLED-USED	6	85.7
Total Occurrences	7	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	7	100.0
Total Occurrences	7	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	7	100.0
Total Occurrences	7	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	6	85.7
PASSENGER - FRONT RIGHT	1	14.3
Total Occurrences	7	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	3	60.0
FIXED OBJECT	1	20.0
PARKED MOTOR VEHICLE	1	20.0
Total Occurrences	5	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
LIGHT POLE	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	1	20.0
STOP SIGN	1	20.0
VISIBLE ROAD MARKINGS	3	60.0
Total Occurrences	5	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	5	100.0
Total Occurrences	5	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	5	100.0
Total Occurrences	5	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	4	80.0
SNOW	1	20.0
Total Occurrences	5	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	5	100.0
Total Occurrences	5	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	1	20.0
DRIVEWAY OR ACCESS WAY	2	40.0
OTHER	2	40.0
Total Occurrences	5	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	5	100.0
Total Occurrences	5	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	20.0
IN A PARKING LOT	3	60.0
ALONG ROADWAY	1	20.0
Total Occurrences	5	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	7	100.0
Total Occurrences	7	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
GLARE: SUNLIGHT/LIGHTS/SNOW	1	14.3
NO APPARENT OBSCUREMENT	6	85.7
Total Occurrences	7	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	4	80.0
SNOW/SLUSH	1	20.0
Total Occurrences	5	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	3	37.5
PARKED LEGALLY	2	25.0
BACKING	1	12.5
MAKING LEFT TURN	1	12.5
OTHER VEHICLE ACTION	1	12.5
Total Occurrences	8	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

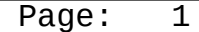
	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	12.5
UNSAFE BACKING	1	12.5
NO IMPROPER DRIVING	4	50.0
DISREGARD TRAFFIC CONTROL DEV.	2	25.0
Total Occurrences	8	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	7	100.0
Total Occurrences	7	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	8	100.0
Total Occurrences	8	100.0 %



Accident Statistics By Time of Day

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: CON
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # 295-297 No even numbers Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	1	0	0	1
8 AM	0	1	0	1	0	0	0	2
9 AM	0	0	0	0	0	1	0	1
10 AM	0	0	0	1	1	0	0	2
11 AM	0	0	0	0	1	0	0	1
12 PM	0	0	0	0	0	1	1	2
1 PM	0	0	1	0	0	0	0	1
2 PM	1	1	1	0	0	3	0	6
3 PM	0	1	1	0	1	1	0	4
4 PM	0	1	2	2	2	0	0	7
5 PM	0	2	0	1	1	0	0	4
6 PM	1	0	0	0	0	0	0	1
7 PM	0	0	0	0	0	1	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	2	7	5	5	7	9	1	36

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	4	11.1
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	36	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	5	2	1	8	6	8	3	33
Female	4	0	2	8	5	9	8	36
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>9</u>	<u>2</u>	<u>3</u>	<u>16</u>	<u>11</u>	<u>17</u>	<u>11</u>	<u>69</u>

	<u>Occurrence (s)</u>	<u>Percentage</u>
Number of out of state operators	2	2.9
Number of operators who were cited	26	37.7

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	33	91.7
Glare	1	2.8
Regular Congestion	1	2.8
Unknown	1	2.8
Total Occurrences	36	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	14	38.9
Driveway Access or Related	1	2.8
Entrance/Exit Ramp or Related	1	2.8
Intersection or Related	12	33.3
Non-Junction	7	19.4
Unknown	1	2.8
Total Occurrences	36	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	8	100.0
Total Occurrences	8	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	69	97.2
Asleep or Fatigued	1	1.4
Emotional (depressed, angry, disturbed, etc.)	1	1.4
Total Occurrences	71	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	31	86.1
Other Non-Fixed Object	1	2.8
Strikes Object at Rest from MV in Transport	2	5.6
Other Post, Pole, or Support	2	5.6
Total Occurrences	36	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	24	66.7
(2) Two	4	11.1
(3) Three	2	5.6
(4) Four	6	16.7
Total Occurrences	36	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(A) Suspected Serious Injury	1	2.8
(B) Suspected Minor Injury	2	5.6
(O) Property-Damage-Only	33	91.7
Total Occurrences	36	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	2	2.8
Not Applicable (Not Distracted)	64	90.1
Unknown	5	7.0
Total Occurrences	71	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	70	98.6
Commercial Driver License (CDL)	1	1.4
Total Occurrences	71	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	22	100.0
Total Occurrences	22	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	25	69.4
Dawn/Dusk	4	11.1
Dark - Lighted	6	16.7
Dark - Not Lighted	1	2.8
Total Occurrences	36	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	3	3.1
Child Restraint System - Forward Facing	2	2.0
Lap Belt Only Used	1	1.0
None Used - Motor Vehicle Occupant	10	10.2
Shoulder and Lap Belt Used	78	79.6
Shoulder Belt Only Used	1	1.0
DOT-Compliant Motorcycle Helmet	1	1.0
No Helmet	2	2.0
Total Occurrences	98	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	35	100.0
Total Occurrences	35	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	17	50.0
Not Divided, With a Continuous Left-Turn Lane	1	2.9
Divided, Flush Median (greater than 4ft wide)	2	5.9
Divided, Raised Median (curbed)	14	41.2
Total Occurrences	34	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	23	85.2
Concrete Barrier (e.g. Jersey Barrier)	4	14.8
Total Occurrences	27	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	20	100.0
Total Occurrences	20	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	21	100.0
Total Occurrences	21	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	19	100.0
Total Occurrences	19	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	16	80.0
Unknown	4	20.0
Total Occurrences	20	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	9.1
Angle	9	40.9
Front to Front	2	9.1
Front to Rear	8	36.4
Sideswipe, Same Direction	1	4.5
Total Occurrences	22	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	4.0
Two-Way	24	96.0
Total Occurrences	25	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	4.0
Braking (Lockup)	1	4.0
Braking (No Lockup)	2	8.0
No Avoidance Maneuver	14	56.0
Steering Right	1	4.0
Unknown	6	24.0
Total Occurrences	25	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	15.0
Police	17	85.0
Total Occurrences	20	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	98	100.0
Total Occurrences	98	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	7	19.4
Median	1	2.8
On Roadway	28	77.8
Total Occurrences	36	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	83	43.2
Second	9	4.7
Third	2	1.0
Left	71	37.0
Middle	2	1.0
Right	21	10.9
Riding on Motor Vehicle Exterior (non-trailing uni	1	0.5
Not Applicable	3	1.6
Total Occurrences	192	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	91	90.1
Curtain	1	1.0
Front	5	5.0
Side	2	2.0
Not Applicable	2	2.0
Total Occurrences	101	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	69	93.2
Parked Motor Vehicle	4	5.4
Working Vehicle/Equipment	1	1.4
Total Occurrences	74	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	32	86.5
Talking/listening	1	2.7
Unknown	4	10.8
Total Occurrences	37	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	27	36.5
Bicycle Crossing Sign	1	1.4
Intersection Ahead Warning Sign	2	2.7
Stop Sign	2	2.7
Flashing Traffic Control Signal	1	1.4
Lane Use Control Signal	4	5.4
Traffic Control Signal	29	39.2
Other	8	10.8
Total Occurrences	74	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	36	100.0
Total Occurrences	36	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Exceeded Speed Limit	1	1.4
No	62	89.9
Unknown	6	8.7
Total Occurrences	69	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (No odd numbers Even # 310-310 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	1	0	0	1
8 AM	0	1	0	1	0	0	0	2
9 AM	0	0	0	0	0	1	0	1
10 AM	0	0	0	1	1	0	0	2
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	1	2
1 PM	0	0	1	0	0	0	0	1
2 PM	0	1	1	0	0	3	0	5
3 PM	0	1	1	0	1	1	0	4
4 PM	1	1	2	2	2	0	0	8
5 PM	0	2	0	1	1	0	0	4
6 PM	1	0	0	0	0	0	0	1
7 PM	0	0	0	0	0	1	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	2	7	5	5	6	9	1	35

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	4	11.4
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	35	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	5	1	1	6	6	8	3	30
Female	4	0	2	8	5	8	7	34
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>9</u>	<u>1</u>	<u>3</u>	<u>14</u>	<u>11</u>	<u>16</u>	<u>10</u>	<u>64</u>

Occurrence (s)

Percentage

Number of out of state operators	2	3.1
Number of operators who were cited	24	37.5

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	32	91.4
Glare	1	2.9
Regular Congestion	1	2.9
Unknown	1	2.9
Total Occurrences	35	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	15	42.9
Driveway Access or Related	1	2.9
Entrance/Exit Ramp or Related	1	2.9
Intersection or Related	10	28.6
Non-Junction	7	20.0
Unknown	1	2.9
Total Occurrences	35	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	8	100.0
Total Occurrences	8	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	64	97.0
Asleep or Fatigued	1	1.5
Emotional (depressed, angry, disturbed, etc.)	1	1.5
Total Occurrences	66	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	29	82.9
Other Non-Fixed Object	1	2.9
Strikes Object at Rest from MV in Transport	3	8.6
Other Post, Pole, or Support	2	5.7
Total Occurrences	35	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	25	71.4
(2) Two	3	8.6
(3) Three	1	2.9
(4) Four	6	17.1
Total Occurrences	35	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(A) Suspected Serious Injury	1	2.9
(B) Suspected Minor Injury	2	5.7
(O) Property-Damage-Only	32	91.4
Total Occurrences	35	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	2	3.0
Not Applicable (Not Distracted)	59	89.4
Unknown	5	7.6
Total Occurrences	66	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	65	98.5
Commercial Driver License (CDL)	1	1.5
Total Occurrences	66	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	22	100.0
Total Occurrences	22	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	24	68.6
Dawn/Dusk	4	11.4
Dark - Lighted	6	17.1
Dark - Not Lighted	1	2.9
Total Occurrences	35	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	3	3.3
Child Restraint System - Forward Facing	2	2.2
Lap Belt Only Used	1	1.1
None Used - Motor Vehicle Occupant	9	9.8
Shoulder and Lap Belt Used	73	79.3
Shoulder Belt Only Used	1	1.1
DOT-Compliant Motorcycle Helmet	1	1.1
No Helmet	2	2.2
Total Occurrences	92	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	35	100.0
Total Occurrences	35	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	17	50.0
Not Divided, With a Continuous Left-Turn Lane	1	2.9
Divided, Flush Median (greater than 4ft wide)	2	5.9
Divided, Raised Median (curbed)	14	41.2
Total Occurrences	34	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	23	85.2
Concrete Barrier (e.g. Jersey Barrier)	4	14.8
Total Occurrences	27	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	20	100.0
Total Occurrences	20	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	21	100.0
Total Occurrences	21	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	19	100.0
Total Occurrences	19	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	16	80.0
Unknown	4	20.0
Total Occurrences	20	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	8.7
Angle	9	39.1
Front to Front	2	8.7
Front to Rear	8	34.8
Sideswipe, Same Direction	1	4.3
Unknown	1	4.3
Total Occurrences	23	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	4.0
Two-Way	24	96.0
Total Occurrences	25	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	4.0
Braking (Lockup)	1	4.0
Braking (No Lockup)	2	8.0
No Avoidance Maneuver	14	56.0
Steering Right	1	4.0
Unknown	6	24.0
Total Occurrences	25	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	15.0
Police	17	85.0
Total Occurrences	20	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	92	100.0
Total Occurrences	92	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	8	22.9
Median	1	2.9
On Roadway	26	74.3
Total Occurrences	35	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	77	42.8
Second	9	5.0
Third	2	1.1
Left	66	36.7
Middle	2	1.1
Right	20	11.1
Riding on Motor Vehicle Exterior (non-trailing uni	1	0.6
Not Applicable	3	1.7
Total Occurrences	180	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	85	89.5
Curtain	1	1.1
Front	5	5.3
Side	2	2.1
Not Applicable	2	2.1
Total Occurrences	95	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	64	91.4
Parked Motor Vehicle	5	7.1
Working Vehicle/Equipment	1	1.4
Total Occurrences	70	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	32	86.5
Talking/listening	1	2.7
Unknown	4	10.8
Total Occurrences	37	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	28	40.0
Bicycle Crossing Sign	1	1.4
Intersection Ahead Warning Sign	2	2.9
Stop Sign	2	2.9
Flashing Traffic Control Signal	1	1.4
Lane Use Control Signal	2	2.9
Traffic Control Signal	26	37.1
Other	8	11.4
Total Occurrences	70	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	35	100.0
Total Occurrences	35	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Exceeded Speed Limit	1	1.6
No	57	89.1
Unknown	6	9.4
Total Occurrences	64	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # - Even # 344-344 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	1	0	0	0	0	0	1
7 AM	0	0	0	1	0	0	0	1
8 AM	0	0	0	0	0	0	1	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	1	0	0	1	2
11 AM	1	0	0	0	0	0	1	2
12 PM	0	1	1	1	1	0	1	5
1 PM	1	0	0	0	1	0	2	4
2 PM	0	2	0	1	0	1	1	5
3 PM	1	3	0	1	0	1	0	6
4 PM	0	0	0	0	0	2	1	3
5 PM	0	1	1	2	0	2	1	7
6 PM	0	0	1	0	0	2	0	3
7 PM	1	0	0	0	0	0	1	2
8 PM	1	0	0	0	0	0	0	1
9 PM	0	0	1	0	0	1	0	2
10 PM	0	0	0	1	1	0	0	2
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	1	0	0	1
TOTALS	<u>5</u>	<u>8</u>	<u>4</u>	<u>8</u>	<u>4</u>	<u>9</u>	<u>10</u>	<u>48</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		18 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	0	0.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	4	8.3
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	3	6.3
Occurred on other number of lanes	41	85.4
Involved OUI violation(s)	0	0.0
Photos were taken	13	27.1
Measurements were taken	0	0.0

Investigation took place	43	89.6
Involved Injuries	1	2.1
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	2	3	7	1	7	3	24
Female	2	0	1	6	2	6	14	31
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>3</u>	<u>2</u>	<u>4</u>	<u>13</u>	<u>3</u>	<u>13</u>	<u>17</u>	<u>55</u>

	Occurrence(s)	Percentage
Number of out of state operators	6	10.9
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	11	15.1
LEFT FRONT DOOR	3	4.1
LEFT FRONT CORNER	9	12.3
CENTER FRONT	8	11.0
CENTER REAR	5	6.8
RIGHT FRONT DOOR	1	1.4
RIGHT REAR DOOR	1	1.4
RIGHT REAR WHEEL	3	4.1
RIGHT REAR CORNER	14	19.2
LEFT REAR CORNER	15	20.5
LEFT REAR WHEEL	3	4.1
Total Occurrences	73	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	66	100.0
Total Occurrences	66	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
INCAPACITATING	1	1.4
NO APPARENT INJURY	68	98.6
Total Occurrences	69	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	2.9
AIR BAG & SEAT RESTRAINT USED	1	1.4
RESTRAINT INSTALLED-NOT USED	5	7.2
RESTRAINT INSTALLED-USED	60	87.0
AIR BAG DEPLOYED	1	1.4
Total Occurrences	69	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER	3	4.3
USE UNIT (VEHICLE) NUMBER	66	95.7
Total Occurrences	69	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	1.6
NONE	63	98.4
Total Occurrences	64	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	52	82.5
PASSENGER - FRONT RIGHT	6	9.5
PASSENGER - REAR DRIVER'S SIDE	3	4.8
PASSENGER - REAR PASS. SIDE	1	1.6
UNKNOWN	1	1.6
Total Occurrences	63	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	43	89.6
FIXED OBJECT	2	4.2
PARKED MOTOR VEHICLE	3	6.3
Total Occurrences	48	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	20.0
BARRIER/FENCE	1	20.0
EMBANKMENT/DITCH/CURB	1	20.0
LIGHT POLE	1	20.0
OTHER	1	20.0
Total Occurrences	5	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	25	52.1
TRAFFIC SIGNALS	5	10.4
STOP SIGN	5	10.4
LANE CONTROL	1	2.1
VISIBLE ROAD MARKINGS	11	22.9
OTHER	1	2.1
Total Occurrences	48	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	47	97.9
UNKNOWN	1	2.1
Total Occurrences	48	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	37	77.1
DUSK	1	2.1
DARK-STREET LIGHTS ON	9	18.8
UNKNOWN	1	2.1
Total Occurrences	48	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	41	85.4
CLOUDY	3	6.3
RAIN	2	4.2
FOG	1	2.1
UNKNOWN	1	2.1
Total Occurrences	48	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	46	100.0
Total Occurrences	46	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	2.2
NOT PHYSICALLY DIVIDED (2-WAY)	7	15.2
DRIVEWAY OR ACCESS WAY	17	37.0
OTHER	21	45.7
Total Occurrences	46	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	44	100.0
Total Occurrences	44	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	6	13.3
IN A PARKING LOT	36	80.0
INTERSECTION RELATED	1	2.2
ALONG ROAD AT DRIVEWAY ACCESS	2	4.4
Total Occurrences	45	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
EMOTIONALLY UPSET	1	1.6
APPARENTLY NORMAL	61	95.3
OTHER	2	3.1
Total Occurrences	64	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	64	100.0
Total Occurrences	64	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	41	85.4
WET	3	6.3
SNOW/SLUSH	2	4.2
ICE	1	2.1
UNKNOWN	1	2.1
Total Occurrences	48	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	17	20.7
ENTERING PARKED POSITION	1	1.2
PARKED LEGALLY	27	32.9
CHANGING LANES/MERGING	1	1.2
BACKING	17	20.7
MAKING RIGHT TURN	3	3.7
MAKING LEFT TURN	4	4.9
STARTING FROM PARKED	2	2.4
SLOWING OR STOPPING	3	3.7
STOPPED IN TRAFFIC	1	1.2
OTHER VEHICLE ACTION	6	7.3
Total Occurrences	82	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	5	6.1
UNSAFE BACKING	12	14.6
SKIDDING	1	1.2
DRIVER INATTENTION/DISTRACTION	4	4.9
DRIVER INEXPERIENCE	1	1.2
DEFECTIVE EQUIPMENT	1	1.2
NO IMPROPER DRIVING	44	53.7
IMPROPER/UNSAFE LANE USE	1	1.2
IMPROPER PARK/START/STOP	4	4.9
IMPROPER TURN	7	8.5
UNKNOWN	2	2.4
Total Occurrences	82	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	77	98.7
BRAKES DEFECTIVE	1	1.3
Total Occurrences	78	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	82	100.0
Total Occurrences	82	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # - Even # 344-344 Blanks Excluded)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	1	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	2	0	0	0	0	0	0	2
10 AM	0	0	0	0	0	0	0	0
11 AM	1	0	0	0	1	0	0	2
12 PM	2	0	1	0	1	0	1	5
1 PM	1	0	0	0	0	3	0	4
2 PM	0	0	0	1	0	0	0	1
3 PM	0	0	0	0	0	0	1	1
4 PM	0	0	1	1	1	0	0	3
5 PM	0	0	0	0	0	0	1	1
6 PM	0	0	0	0	0	1	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	1	0	0	1
9 PM	0	0	0	0	0	1	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>6</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>3</u>	<u>23</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	4	10 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	23	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	2	0	2	4	6	15
Female	2	1	3	3	0	0	5	14
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>2</u>	<u>5</u>	<u>3</u>	<u>2</u>	<u>4</u>	<u>11</u>	<u>29</u>

	Occurrence(s)	Percentage
Number of out of state operators	3	9.7
Number of operators who were cited	11	35.5

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-Junction	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	1	50.0
Not Applicable	1	50.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Parked Motor Vehicle	1	100.0
Total Occurrences	1	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(0) Property-Damage-Only	1	100.0
Total Occurrences	1	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	2	100.0
Total Occurrences	2	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	2	100.0
Total Occurrences	2	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	50.0
Shoulder and Lap Belt Used	1	50.0
Total Occurrences	2	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	100.0
Total Occurrences	2	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	2	100.0
Total Occurrences	2	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	2	100.0
Total Occurrences	2	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	2	100.0
Total Occurrences	2	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Front to Rear	1	100.0
Total Occurrences	1	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	2	100.0
Total Occurrences	2	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	2	100.0
Total Occurrences	2	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	50.0
Police	1	50.0
Total Occurrences	2	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	2	50.0
Left	2	50.0
Total Occurrences	4	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	2	100.0
Total Occurrences	2	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	50.0
Parked Motor Vehicle	1	50.0
Total Occurrences	2	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	19	86.4
Glare	1	4.5
Unknown	2	9.1
Total Occurrences	22	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	22	100.0
Total Occurrences	22	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	10	33.3
Failed to Yield Right-of-Way	2	6.7
Ran Stop Sign	1	3.3
Improper Turn	4	13.3
Improper Backing	11	36.7
Failed to Keep in Proper Lane	1	3.3
Other Contributing Action	1	3.3
Total Occurrences	30	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	30	96.8
Unknown	1	3.2
Total Occurrences	31	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	18	81.8
Dusk	2	9.1
Dark-Lighted	2	9.1
Total Occurrences	22	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	42	100.0
Total Occurrences	42	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		42	100.0
Total Occurrences		42	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	19	86.4
Wet	2	9.1
Slush	1	4.5
Total Occurrences	22	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	32	76.2
Traffic Control Signal	2	4.8
Stop Sign	1	2.4
Other	7	16.7
Total Occurrences	42	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	13	31.7
Not Applicable	28	68.3
Total Occurrences	41	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	46	100.0
Total Occurrences	46	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	17	77.3
Four-Way Intersection	2	9.1
T-Intersection	3	13.6
Total Occurrences	22	100.0 %

<u>Weather</u>	Occurrence(s)	Percentage
Clear	18	81.8
Cloudy	3	13.6
Rain	1	4.5
Total Occurrences	22	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	9	40.9
Trafficway, Not on Road	4	18.2
Non-trafficway	9	40.9
Total Occurrences	22	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	38	90.5
One-Way Trafficway	1	2.4
Unknown	3	7.1
Total Occurrences	42	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	16	72.7
Intersection	3	13.6
Intersection-Related	1	4.5
Driveway Access	1	4.5
Unknown	1	4.5
Total Occurrences	22	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	22	100.0
Total Occurrences	22	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	45	97.8
Unknown If Helmet Worn	1	2.2
Total Occurrences	46	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	22	75.9
Passenger	1	3.4
Unknown if Distracted	6	20.7
Total Occurrences	29	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	27	90.0
Unknown	3	10.0
Total Occurrences	30	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > WALMART ACCESS RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	1	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	100.0
Occurred on other number of lanes	0	0.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	1	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	0	0	1	2
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	50.0
LEFT FRONT CORNER	1	50.0
Total Occurrences	2	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	3	100.0
Total Occurrences	3	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	3	100.0
Total Occurrences	3	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	3	100.0
Total Occurrences	3	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	3	100.0
Total Occurrences	3	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	3	100.0
Total Occurrences	3	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	2	66.7
PASSENGER - FRONT RIGHT	1	33.3
Total Occurrences	3	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	1	100.0
Total Occurrences	1	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	1	100.0
Total Occurrences	1	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	1	100.0
Total Occurrences	1	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
SNOW	1	100.0
Total Occurrences	1	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	1	100.0
Total Occurrences	1	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	1	100.0
Total Occurrences	1	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	100.0
Total Occurrences	1	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	2	100.0
Total Occurrences	2	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	2	100.0
Total Occurrences	2	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
SNOW/SLUSH	1	100.0
Total Occurrences	1	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	1	50.0
MAKING LEFT TURN	1	50.0
Total Occurrences	2	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
NO IMPROPER DRIVING	1	50.0
DISREGARD TRAFFIC CONTROL DEV.	1	50.0
Total Occurrences	2	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	2	100.0
Total Occurrences	2	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	2	100.0
Total Occurrences	2	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > WALMART ACCESS RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	1	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	1	0	0	0	1
5 PM	0	0	0	0	0	0	1	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	1	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>4</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	2	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	4	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	1	1	2	4
Female	0	0	0	0	0	1	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>5</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	16.7
Number of operators who were cited	3	50.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	2	50.0
Unknown	2	50.0
Total Occurrences	4	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	4	100.0
Total Occurrences	4	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	2	40.0
Failed to Yield Right-of-Way	1	20.0
Improper Turn	1	20.0
Improper Backing	1	20.0
Total Occurrences	5	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	5	100.0
Total Occurrences	5	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	1	25.0
Dusk	1	25.0
Dark-Lighted	2	50.0
Total Occurrences	4	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	7	100.0
Total Occurrences	7	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		7	100.0
Total Occurrences		7	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	3	75.0
Wet	1	25.0
Total Occurrences	4	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	7	100.0
Total Occurrences	7	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Not Applicable	7	100.0
Total Occurrences	7	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	7	100.0
Total Occurrences	7	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	3	75.0
T-Intersection	1	25.0
Total Occurrences	4	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	4	100.0
Total Occurrences	4	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	3	75.0
Trafficway, Not on Road	1	25.0
Total Occurrences	4	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	5	71.4
Two-Way, Divided, Positive Median Barrier	2	28.6
Total Occurrences	7	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	3	75.0
Intersection-Related	1	25.0
Total Occurrences	4	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	7	100.0
Total Occurrences	7	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	1	20.0
Unknown if Distracted	4	80.0
Total Occurrences	5	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	3	60.0
Unknown	2	40.0
Total Occurrences	5	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (No odd numbers Even # 344-344 Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	1	0	0	1
8 AM	0	1	0	1	0	0	0	2
9 AM	0	0	0	0	0	1	0	1
10 AM	1	0	1	1	1	0	0	4
11 AM	0	0	0	1	0	0	0	1
12 PM	0	0	0	0	1	1	2	4
1 PM	0	0	2	0	1	0	0	3
2 PM	0	2	1	0	0	3	1	7
3 PM	1	1	3	1	1	2	0	9
4 PM	0	1	2	2	2	0	0	7
5 PM	0	2	0	1	1	0	0	4
6 PM	1	0	0	0	0	0	0	1
7 PM	0	0	0	0	0	1	0	1
8 PM	0	0	0	0	0	0	1	1
9 PM	0	1	0	0	0	1	1	3
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	3	9	9	7	8	11	5	52

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	8	15.4
Involved Fatalities	0	0.0
Involved Pedestrians	4	7.7
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	48	92.3

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	5	1	3	10	6	8	10	43
Female	4	1	2	9	8	8	12	44
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>9</u>	<u>2</u>	<u>5</u>	<u>19</u>	<u>14</u>	<u>16</u>	<u>22</u>	<u>87</u>

Occurrence (s)

Percentage

Number of out of state operators	2	2.3
Number of operators who were cited	36	41.4

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	47	90.4
Glare	1	1.9
Regular Congestion	1	1.9
Unknown	3	5.8
Total Occurrences	52	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	29	55.8
Driveway Access or Related	1	1.9
Entrance/Exit Ramp or Related	1	1.9
Intersection or Related	12	23.1
Non-Junction	8	15.4
Unknown	1	1.9
Total Occurrences	52	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	14	100.0
Total Occurrences	14	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	82	92.1
Asleep or Fatigued	1	1.1
Emotional (depressed, angry, disturbed, etc.)	2	2.2
Not Applicable	2	2.2
Unknown	2	2.2
Total Occurrences	89	100.0 %

Non-Motorist Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	3	75.0
Unknown	1	25.0
Total Occurrences	4	100.0 %

Non-Motorist Action (Rev. 01/2023)

	Occurrence(s)	Percentage
None (No Improper Action)	3	75.0
In Roadway Improperly (Standing, Lying, Working, P	1	25.0
Total Occurrences	4	100.0 %

Non-Motorist Safety Equipment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	3	75.0
Reflective Wear (backpack, triangles, etc.)	1	25.0
Total Occurrences	4	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	38	73.1
Other Non-Fixed Object	2	3.8
Parked Motor Vehicle	2	3.8
Pedestrian	2	3.8
Strikes Object at Rest from MV in Transport	3	5.8
Other Post, Pole, or Support	2	3.8
Unknown	3	5.8
Total Occurrences	52	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	40	76.9
(2) Two	5	9.6
(3) Three	1	1.9
(4) Four	6	11.5
Total Occurrences	52	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(A) Suspected Serious Injury	1	1.9
(B) Suspected Minor Injury	4	7.7
(C) Possible Injury	2	3.8
(O) Property-Damage-Only	44	84.6
Unknown	1	1.9
Total Occurrences	52	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	6.7
Not Applicable/Not an Intersection	14	93.3
Total Occurrences	15	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	6.7
Not Applicable/Not an Intersection	14	93.3
Total Occurrences	15	100.0 %

Initial Contact Point (Rev. 01/2023)

	Occurrence(s)	Percentage
Right	2	50.0
Front	2	50.0
Total Occurrences	4	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	1	25.0
Not Applicable (Not Distracted)	2	50.0
Unknown	1	25.0
Total Occurrences	4	100.0 %

Going To Or From School(K12) (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable	4	100.0
Total Occurrences	4	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	2	2.2
Not Applicable (Not Distracted)	78	87.6
Unknown	9	10.1
Total Occurrences	89	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	86	96.6
Commercial Driver License (CDL)	3	3.4
Total Occurrences	89	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	28	96.6
Yes	1	3.4
Total Occurrences	29	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	36	69.2
Dawn/Dusk	4	7.7
Dark - Lighted	11	21.2
Dark - Not Lighted	1	1.9
Total Occurrences	52	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	3	2.5
Child Restraint System - Forward Facing	2	1.7
Lap Belt Only Used	1	0.8
None Used - Motor Vehicle Occupant	11	9.3
Restraint Used - Type Unknown	2	1.7
Shoulder and Lap Belt Used	95	80.5
Shoulder Belt Only Used	1	0.8
DOT-Compliant Motorcycle Helmet	1	0.8
No Helmet	2	1.7
Total Occurrences	118	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	44	100.0
Total Occurrences	44	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	27	61.4
Not Divided, With a Continuous Left-Turn Lane	1	2.3
Divided, Flush Median (greater than 4ft wide)	2	4.5
Divided, Raised Median (curbed)	14	31.8
Total Occurrences	44	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	33	89.2
Concrete Barrier (e.g. Jersey Barrier)	4	10.8
Total Occurrences	37	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	30	100.0
Total Occurrences	30	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	31	100.0
Total Occurrences	31	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	26	100.0
Total Occurrences	26	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	22	75.9
Unknown	7	24.1
Total Occurrences	29	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	23	74.2
Unknown	8	25.8
Total Occurrences	31	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	23	74.2
Unknown	8	25.8
Total Occurrences	31	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	5	14.7
Angle	12	35.3
Front to Front	2	5.9
Front to Rear	9	26.5
Rear to Side	2	5.9
Sideswipe, Opposite Direction	1	2.9
Sideswipe, Same Direction	1	2.9
Other	2	5.9
Total Occurrences	34	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	5	14.7
Two-Way	29	85.3
Total Occurrences	34	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	1	2.9
Braking and Steering Left	1	2.9
Braking and Steering Right	1	2.9
Braking (Lockup)	1	2.9
Braking (No Lockup)	2	5.9
No Avoidance Maneuver	18	52.9
Steering Right	1	2.9
Unknown	9	26.5
Total Occurrences	34	100.0 %

Person Type Incident Responder (Rev. 01/2023)

		Occurrence(s)	Percentage
No		7	26.9
Police		19	73.1
Total Occurrences		26	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	122	100.0
Total Occurrences	122	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	9	100.0
Total Occurrences	9	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	9	100.0
Total Occurrences	9	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	21	40.4
Median	1	1.9
On Roadway	28	53.8
Unknown	2	3.8
Total Occurrences	52	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	9	100.0
Total Occurrences	9	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	9	100.0
Total Occurrences	9	100.0 %

Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	75.0
Fire	1	25.0
Total Occurrences	4	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	103	44.4
Second	9	3.9
Third	2	0.9
Left	89	38.4
Middle	2	0.9
Right	23	9.9
Riding on Motor Vehicle Exterior (non-trailing uni	1	0.4
Not Applicable	3	1.3
Total Occurrences	232	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	111	91.7
Curtain	1	0.8
Front	5	4.1
Side	2	1.7
Not Applicable	2	1.7
Total Occurrences	121	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	85	85.9
Parked Motor Vehicle	13	13.1
Working Vehicle/Equipment	1	1.0
Total Occurrences	99	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	42	85.7
Talking/listening	1	2.0
Unknown	6	12.2
Total Occurrences	49	100.0 %

Traffic Controls (Rev. 01/2023)

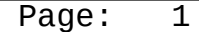
	Occurrence(s)	Percentage
No Controls	51	50.5
Person (including flagger, law enforcement, crossi	2	2.0
Bicycle Crossing Sign	2	2.0
Intersection Ahead Warning Sign	2	2.0
Stop Sign	4	4.0
Flashing Traffic Control Signal	1	1.0
Lane Use Control Signal	2	2.0
Traffic Control Signal	26	25.7
Pedestrian Crossing	1	1.0
Other	10	9.9
Total Occurrences	101	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	52	100.0
Total Occurrences	52	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Exceeded Speed Limit	1	1.1
No	77	88.5
Unknown	9	10.3
Total Occurrences	87	100.0 %

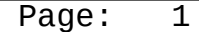


		SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1	AM	0	0	0	0	0	0	0	0
2	AM	0	0	0	0	0	0	0	0
3	AM	0	0	0	0	0	0	0	0
4	AM	0	0	0	0	0	0	0	0
5	AM	0	0	0	0	0	0	0	0
6	AM	0	0	0	0	0	0	0	0
7	AM	0	0	0	0	0	0	0	0
8	AM	0	0	0	0	0	0	0	0
9	AM	0	0	0	0	0	0	0	0
10	AM	0	0	0	0	0	0	0	0
11	AM	0	0	0	0	0	0	0	0
12	PM	0	0	0	0	0	0	0	0
1	PM	0	0	0	0	0	0	0	0
2	PM	0	0	0	0	0	0	0	0
3	PM	0	0	0	0	0	0	0	0
4	PM	0	0	0	0	0	0	0	0
5	PM	0	0	0	0	0	0	0	0
6	PM	0	0	0	0	0	0	0	0
7	PM	0	0	0	0	0	0	0	0
8	PM	0	0	0	0	0	0	0	0
9	PM	0	0	0	0	0	0	0	0
10	PM	0	0	0	0	0	0	0	0
11	PM	0	0	0	0	0	0	0	0
12	AM	0	0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



		SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1	AM	0	0	0	0	0	0	0	0
2	AM	0	0	0	0	0	0	0	0
3	AM	0	0	0	0	0	0	0	0
4	AM	0	0	0	0	0	0	0	0
5	AM	0	0	0	0	0	0	0	0
6	AM	0	0	0	0	0	0	0	0
7	AM	0	0	0	0	0	0	0	0
8	AM	0	0	0	0	0	0	0	0
9	AM	0	0	0	0	0	0	0	0
10	AM	0	0	0	0	0	0	0	0
11	AM	0	0	0	0	0	0	0	0
12	PM	0	0	0	0	0	0	0	0
1	PM	0	0	0	0	0	0	0	0
2	PM	0	0	0	0	0	0	0	0
3	PM	0	0	0	0	0	0	0	0
4	PM	0	0	0	0	0	0	0	0
5	PM	0	0	0	0	0	0	0	0
6	PM	0	0	0	0	0	0	0	0
7	PM	0	0	0	0	0	0	0	0
8	PM	0	0	0	0	0	0	0	0
9	PM	0	0	0	0	0	0	0	0
10	PM	0	0	0	0	0	0	0	0
11	PM	0	0	0	0	0	0	0	0
12	AM	0	0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD (No odd numbers All even numbers Blanks Included)
Intersecting Street: CON > LOUDON RD (Odd # 391-391 No even numbers Blanks Included)
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	0	0	0	1	0	0	1
8 AM	0	1	0	1	0	0	0	2
9 AM	0	0	0	0	0	1	0	1
10 AM	0	0	0	1	1	0	0	2
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	1	2
1 PM	0	0	1	0	0	0	0	1
2 PM	0	1	1	0	0	3	0	5
3 PM	0	1	1	0	1	1	0	4
4 PM	0	1	2	2	2	0	0	7
5 PM	0	2	0	1	1	0	0	4
6 PM	1	0	0	0	0	0	0	1
7 PM	0	0	0	0	0	1	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	1	7	5	5	6	9	1	34

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	4	11.8
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	34	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	5	1	1	6	6	8	3	30
Female	4	0	2	8	5	8	7	34
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>9</u>	<u>1</u>	<u>3</u>	<u>14</u>	<u>11</u>	<u>16</u>	<u>10</u>	<u>64</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	3.1
Number of operators who were cited	24	37.5

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	31	91.2
Glare	1	2.9
Regular Congestion	1	2.9
Unknown	1	2.9
Total Occurrences	34	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	14	41.2
Driveway Access or Related	1	2.9
Entrance/Exit Ramp or Related	1	2.9
Intersection or Related	10	29.4
Non-Junction	7	20.6
Unknown	1	2.9
Total Occurrences	34	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	8	100.0
Total Occurrences	8	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	64	97.0
Asleep or Fatigued	1	1.5
Emotional (depressed, angry, disturbed, etc.)	1	1.5
Total Occurrences	66	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	29	85.3
Other Non-Fixed Object	1	2.9
Strikes Object at Rest from MV in Transport	2	5.9
Other Post, Pole, or Support	2	5.9
Total Occurrences	34	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	24	70.6
(2) Two	3	8.8
(3) Three	1	2.9
(4) Four	6	17.6
Total Occurrences	34	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(A) Suspected Serious Injury	1	2.9
(B) Suspected Minor Injury	2	5.9
(O) Property-Damage-Only	31	91.2
Total Occurrences	34	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	11.1
Not Applicable/Not an Intersection	8	88.9
Total Occurrences	9	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	2	3.0
Not Applicable (Not Distracted)	59	89.4
Unknown	5	7.6
Total Occurrences	66	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	65	98.5
Commercial Driver License (CDL)	1	1.5
Total Occurrences	66	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	22	100.0
Total Occurrences	22	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	23	67.6
Dawn/Dusk	4	11.8
Dark - Lighted	6	17.6
Dark - Not Lighted	1	2.9
Total Occurrences	34	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	3	3.3
Child Restraint System - Forward Facing	2	2.2
Lap Belt Only Used	1	1.1
None Used - Motor Vehicle Occupant	9	9.8
Shoulder and Lap Belt Used	73	79.3
Shoulder Belt Only Used	1	1.1
DOT-Compliant Motorcycle Helmet	1	1.1
No Helmet	2	2.2
Total Occurrences	92	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	35	100.0
Total Occurrences	35	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	17	50.0
Not Divided, With a Continuous Left-Turn Lane	1	2.9
Divided, Flush Median (greater than 4ft wide)	2	5.9
Divided, Raised Median (curbed)	14	41.2
Total Occurrences	34	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	23	85.2
Concrete Barrier (e.g. Jersey Barrier)	4	14.8
Total Occurrences	27	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	20	100.0
Total Occurrences	20	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	21	100.0
Total Occurrences	21	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	19	100.0
Total Occurrences	19	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	16	80.0
Unknown	4	20.0
Total Occurrences	20	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	17	77.3
Unknown	5	22.7
Total Occurrences	22	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	9.1
Angle	9	40.9
Front to Front	2	9.1
Front to Rear	8	36.4
Sideswipe, Same Direction	1	4.5
Total Occurrences	22	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	4.0
Two-Way	24	96.0
Total Occurrences	25	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	4.0
Braking (Lockup)	1	4.0
Braking (No Lockup)	2	8.0
No Avoidance Maneuver	14	56.0
Steering Right	1	4.0
Unknown	6	24.0
Total Occurrences	25	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	15.0
Police	17	85.0
Total Occurrences	20	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	92	100.0
Total Occurrences	92	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	7	20.6
Median	1	2.9
On Roadway	26	76.5
Total Occurrences	34	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	5	100.0
Total Occurrences	5	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	77	42.8
Second	9	5.0
Third	2	1.1
Left	66	36.7
Middle	2	1.1
Right	20	11.1
Riding on Motor Vehicle Exterior (non-trailing uni	1	0.6
Not Applicable	3	1.7
Total Occurrences	180	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	85	89.5
Curtain	1	1.1
Front	5	5.3
Side	2	2.1
Not Applicable	2	2.1
Total Occurrences	95	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	64	92.8
Parked Motor Vehicle	4	5.8
Working Vehicle/Equipment	1	1.4
Total Occurrences	69	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	32	86.5
Talking/listening	1	2.7
Unknown	4	10.8
Total Occurrences	37	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	27	39.1
Bicycle Crossing Sign	1	1.4
Intersection Ahead Warning Sign	2	2.9
Stop Sign	2	2.9
Flashing Traffic Control Signal	1	1.4
Lane Use Control Signal	2	2.9
Traffic Control Signal	26	37.7
Other	8	11.6
Total Occurrences	69	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	34	100.0
Total Occurrences	34	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Exceeded Speed Limit	1	1.6
No	57	89.1
Unknown	6	9.4
Total Occurrences	64	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > N PEMBROKE RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	1	0	0	0	0	0	1
8 AM	0	0	0	0	0	1	0	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	1	0	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	2	0	0	0	2
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>5</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		37 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	5	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	5	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	5	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	2	1	1	5
Female	0	0	0	2	1	1	0	4
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>9</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	11.1
LEFT FRONT D00R	1	11.1
LEFT FRONT CORNER	2	22.2
CENTER FRONT	2	22.2
CENTER REAR	2	22.2
LEFT REAR D00R	1	11.1
Total Occurrences	9	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	9	100.0
Total Occurrences	9	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	9	100.0
Total Occurrences	9	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	9	100.0
Total Occurrences	9	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	9	100.0
Total Occurrences	9	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	9	100.0
Total Occurrences	9	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	9	100.0
Total Occurrences	9	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	5	100.0
Total Occurrences	5	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	5	100.0
Total Occurrences	5	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	5	100.0
Total Occurrences	5	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	5	100.0
Total Occurrences	5	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	4	80.0
RAIN	1	20.0
Total Occurrences	5	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	4	80.0
STRAIGHT AT HILLCREST	1	20.0
Total Occurrences	5	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	5	100.0
Total Occurrences	5	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	5	100.0
Total Occurrences	5	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
ASLEEP	1	11.1
APPARENTLY NORMAL	8	88.9
Total Occurrences	9	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	9	100.0
Total Occurrences	9	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	5	100.0
Total Occurrences	5	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	6	66.7
MAKING LEFT TURN	1	11.1
STARTING IN TRAFFIC	1	11.1
STOPPED IN TRAFFIC	1	11.1
Total Occurrences	9	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

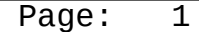
	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	1	11.1
NO IMPROPER DRIVING	6	66.7
DISREGARD TRAFFIC CONTROL DEV.	1	11.1
OTHER	1	11.1
Total Occurrences	9	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	9	100.0
Total Occurrences	9	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	9	100.0
Total Occurrences	9	100.0 %



Accident Statistics By Time of Day

		SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1	AM	0	0	0	0	0	0	0	0
2	AM	0	0	0	0	0	0	0	0
3	AM	0	0	0	0	0	0	0	0
4	AM	0	0	0	0	0	0	0	0
5	AM	0	0	0	0	0	0	0	0
6	AM	0	0	0	0	0	0	0	0
7	AM	0	0	0	0	0	0	0	0
8	AM	0	0	0	0	0	0	0	0
9	AM	0	0	0	0	0	0	0	0
10	AM	0	0	0	0	0	0	0	0
11	AM	0	0	0	0	0	0	0	0
12	PM	0	0	0	0	0	0	0	0
1	PM	0	0	0	0	0	0	0	0
2	PM	0	0	0	0	0	0	0	0
3	PM	0	0	0	0	0	0	0	0
4	PM	0	0	0	0	0	0	0	0
5	PM	0	0	0	0	0	0	0	0
6	PM	0	0	0	0	0	0	0	0
7	PM	0	0	0	0	0	0	0	0
8	PM	0	0	0	0	0	0	0	0
9	PM	0	0	0	0	0	0	0	0
10	PM	0	0	0	0	0	0	0	0
11	PM	0	0	0	0	0	0	0	0
12	AM	0	0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > PEMBROKE RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	1	0	0	0	0	1
1 PM	0	0	0	0	1	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	2	0	0	0	0	2
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		36 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	4	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	25.0
Occurred on other number of lanes	3	75.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	3	75.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	2	1	1	1	5
Female	0	0	0	0	0	1	2	3
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>8</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	12.5
Number of operators who were cited	2	25.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	12.5
CENTER FRONT	3	37.5
CENTER REAR	3	37.5
RIGHT REAR DOOR	1	12.5
Total Occurrences	8	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	6	100.0
Total Occurrences	6	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	8	100.0
Total Occurrences	8	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	8	100.0
Total Occurrences	8	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	8	100.0
Total Occurrences	8	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	6	100.0
Total Occurrences	6	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	6	100.0
Total Occurrences	6	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	4	100.0
Total Occurrences	4	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	25.0
TRAFFIC SIGNALS	3	75.0
Total Occurrences	4	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	4	100.0
Total Occurrences	4	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	3	75.0
DARK-STREET LIGHTS ON	1	25.0
Total Occurrences	4	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	2	50.0
CLOUDY	1	25.0
RAIN	1	25.0
Total Occurrences	4	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	4	100.0
Total Occurrences	4	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	25.0
NOT PHYSICALLY DIVIDED (2-WAY)	3	75.0
Total Occurrences	4	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	4	100.0
Total Occurrences	4	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	3	75.0
ALONG ROADWAY	1	25.0
Total Occurrences	4	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	8	100.0
Total Occurrences	8	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	8	100.0
Total Occurrences	8	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	2	50.0
WET	2	50.0
Total Occurrences	4	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	8	100.0
Total Occurrences	8	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
NO IMPROPER DRIVING	4	50.0
FOLLOWING TOO CLOSE	3	37.5
DISREGARD TRAFFIC CONTROL DEV.	1	12.5
Total Occurrences	8	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	7	87.5
BRAKES DEFECTIVE	1	12.5
Total Occurrences	8	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	8	100.0
Total Occurrences	8	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > PEMBROKE RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	1	1	1	3
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	1	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	1	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>5</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	10	36 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	1	20.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	5	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	2	1	2	1	6
Female	1	0	1	2	0	0	0	4
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>10</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	10.0
Number of operators who were cited	4	40.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	5	100.0
Total Occurrences	5	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	5	100.0
Total Occurrences	5	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	5	50.0
Failed to Yield Right-of-Way	1	10.0
Disregarded Other Road Markings	1	10.0
Followed Too Closely	3	30.0
Total Occurrences	10	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	10	100.0
Total Occurrences	10	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	5	100.0
Total Occurrences	5	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	10	100.0
Total Occurrences	10	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		10	100.0
Total Occurrences		10	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	5	100.0
Total Occurrences	5	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	2	20.0
Traffic Control Signal	8	80.0
Total Occurrences	10	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	8	80.0
Not Applicable	2	20.0
Total Occurrences	10	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	11	100.0
Total Occurrences	11	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	2	40.0
Four-Way Intersection	3	60.0
Total Occurrences	5	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	5	100.0
Total Occurrences	5	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	5	100.0
Total Occurrences	5	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	10	100.0
Total Occurrences	10	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	3	60.0
Intersection	2	40.0
Total Occurrences	5	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	11	100.0
Total Occurrences	11	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	9	90.0
Other Inside the Vehicle (Eating, Personal Hygiene	1	10.0
Total Occurrences	10	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > SHEEP DAVIS RD
CON > PEMBROKE RD
Intersecting Street: CON > N PEMBROKE RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	1	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	1	0	0	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	2	0	0	0	0	0	2

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	2	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	1	0	0	1
Female	1	0	0	0	0	0	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	50.0
Visual Obstruction(s)	1	50.0
Total Occurrences	2	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	1	50.0
Non-Junction	1	50.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

Motor Carrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Not in Commerce/Government	2	100.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	50.0
Other Fixed Object (wall, building, tunnel, etc.)	1	50.0
Total Occurrences	2	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	2	100.0
Total Occurrences	2	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	2	100.0
Total Occurrences	2	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	1	50.0
Unknown	1	50.0
Total Occurrences	2	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	2	100.0
Total Occurrences	2	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	4	100.0
Total Occurrences	4	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	1	100.0
Total Occurrences	1	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	1	100.0
Total Occurrences	1	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	1	100.0
Total Occurrences	1	100.0 %

Special Sizing (Rev. 01/2023)

	Occurrence(s)	Percentage
No special sizing	1	100.0
Total Occurrences	1	100.0 %

Vehicle Configuration Permitted (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-Permitted Load	1	100.0
Total Occurrences	1	100.0 %

Compliance With CDL Endorsements (Rev. 01/2023)

	Occurrence(s)	Percentage
Endorsement(s) Required, Complied With	1	100.0
Total Occurrences	1	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	100.0
Total Occurrences	1	100.0 %

License Status (Rev. 01/2023)

	Occurrence(s)	Percentage
No CDL	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	4	100.0
Total Occurrences	4	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	1	50.0
Outside Road/Right-of-Way	1	50.0
Total Occurrences	2	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	3	37.5
Second	1	12.5
Left	2	25.0
Right	2	25.0
Total Occurrences	8	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	4	100.0
Total Occurrences	4	100.0 %

Carrier Identification Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable	1	100.0
Total Occurrences	1	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	3	75.0
Working Vehicle/Equipment	1	25.0
Total Occurrences	4	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Unknown	3	100.0
Total Occurrences	3	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	4	100.0
Total Occurrences	4	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %



Jurisdictions: CON
Location: ALL
Street: CON > SHEEP DAVIS RD
CON > PEMBROKE RD
Intersecting Street: CON > PEMBROKE RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	1	0	1	0	0	2
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	1	0	0	0	0	0	1
3 PM	1	0	0	1	0	0	0	2
4 PM	0	1	0	0	0	0	0	1
5 PM	0	0	0	1	0	1	0	2
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	1	1	0	0	2
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>10</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	20.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	10	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	2	1	2	1	1	0	7
Female	0	1	0	0	1	3	6	11
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>6</u>	<u>18</u>

Occurrence (s)

Percentage

Number of out of state operators	2	11.1
Number of operators who were cited	9	50.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	10	100.0
Total Occurrences	10	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	5	50.0
Intersection or Related	5	50.0
Total Occurrences	10	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	3	100.0
Total Occurrences	3	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	15	83.3
Asleep or Fatigued	3	16.7
Total Occurrences	18	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	9	90.0
Other Post, Pole, or Support	1	10.0
Total Occurrences	10	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	5	50.0
(4) Four	5	50.0
Total Occurrences	10	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(A) Suspected Serious Injury	1	10.0
(B) Suspected Minor Injury	2	20.0
(O) Property-Damage-Only	7	70.0
Total Occurrences	10	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	100.0
Total Occurrences	1	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Stop - All Way	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Passenger/Other Non-Motorist	1	5.6
Other Distraction (animal, food, grooming)	1	5.6
Not Applicable (Not Distracted)	15	83.3
Unknown	1	5.6
Total Occurrences	18	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	18	100.0
Total Occurrences	18	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	9	90.0
Dark - Lighted	1	10.0
Total Occurrences	10	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	4.2
Shoulder and Lap Belt Used	23	95.8
Total Occurrences	24	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	3	100.0
Total Occurrences	3	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	3	100.0
Total Occurrences	3	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	2	100.0
Total Occurrences	2	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	3	100.0
Total Occurrences	3	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	3	37.5
Front to Rear	3	37.5
Sideswipe, Same Direction	1	12.5
Other	1	12.5
Total Occurrences	8	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	2	100.0
Total Occurrences	2	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Avoidance Maneuver	2	100.0
Total Occurrences	2	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	5	100.0
Total Occurrences	5	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	24	100.0
Total Occurrences	24	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	2	20.0
Off Roadway, Location Unknown	1	10.0
On Roadway	7	70.0
Total Occurrences	10	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	22	45.8
Second	2	4.2
Left	19	39.6
Middle	1	2.1
Right	4	8.3
Total Occurrences	48	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	22	88.0
Front	2	8.0
Side	1	4.0
Total Occurrences	25	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	19	95.0
Parked Motor Vehicle	1	5.0
Total Occurrences	20	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	6	54.5
Talking/listening	1	9.1
Other Action (looking away from task, etc.)	3	27.3
Unknown	1	9.1
Total Occurrences	11	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	10	50.0
Stop Sign	2	10.0
Flashing Traffic Control Signal	1	5.0
Traffic Control Signal	7	35.0
Total Occurrences	20	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	17	94.4
Unknown	1	5.6
Total Occurrences	18	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > REGIONAL DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	1	0	0	0	0	1
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	1	0	0	0	0	1
7 AM	0	0	1	0	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	1	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	1	0	0	0	0	1
2 PM	1	0	0	0	1	0	0	2
3 PM	0	0	0	0	0	1	0	1
4 PM	0	0	0	0	0	1	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>9</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		33 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	9	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	1	11.1
Occurred on a three lane road/highway	1	11.1
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	7	77.8
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	8	88.9
Involved Injuries	2	22.2
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	1	2	2	1	3	10
Female	0	1	0	0	0	3	2	6
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>5</u>	<u>16</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	6.7
LEFT FRONT CORNER	2	13.3
CENTER FRONT	6	40.0
CENTER REAR	4	26.7
RIGHT REAR CORNER	1	6.7
LEFT REAR DOOR	1	6.7
Total Occurrences	15	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	17	100.0
Total Occurrences	17	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	4	21.1
NO APPARENT INJURY	15	78.9
Total Occurrences	19	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
AIR BAG & SEAT RESTRAINT USED	3	15.8
RESTRAINT INSTALLED-NOT USED	1	5.3
RESTRAINT INSTALLED-USED	13	68.4
CLOTHING DARK	1	5.3
AIR BAG DEPLOYED	1	5.3
Total Occurrences	19	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	19	100.0
Total Occurrences	19	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	2	11.8
CHEST	2	11.8
ARM(S)	1	5.9
TRUNK/TORSO	1	5.9
NONE	11	64.7
Total Occurrences	17	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	13	81.3
PASSENGER - FRONT RIGHT	2	12.5
PASSENGER - REAR PASS. SIDE	1	6.3
Total Occurrences	16	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	7	77.8
FIXED OBJECT	2	22.2
Total Occurrences	9	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	3	75.0
GUARD RAIL	1	25.0
Total Occurrences	4	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	7	77.8
VISIBLE ROAD MARKINGS	2	22.2
Total Occurrences	9	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	9	100.0
Total Occurrences	9	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	7	77.8
DAWN	2	22.2
Total Occurrences	9	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	8	88.9
FOG	1	11.1
Total Occurrences	9	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	8	88.9
STRAIGHT AND UPGRADE	1	11.1
Total Occurrences	9	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	3	33.3
NOT PHYSICALLY DIVIDED (2-WAY)	6	66.7
Total Occurrences	9	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	9	100.0
Total Occurrences	9	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	7	87.5
INTERSECTION RELATED	1	12.5
Total Occurrences	8	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	16	100.0
Total Occurrences	16	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
FOG/SMOKE/EXHAUST	1	6.3
NO APPARENT OBSCUREMENT	15	93.8
Total Occurrences	16	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	9	100.0
Total Occurrences	9	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	5	31.3
MAKING LEFT TURN	3	18.8
SLOWING OR STOPPING	4	25.0
STOPPED IN TRAFFIC	4	25.0
Total Occurrences	16	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

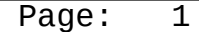
	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	4	25.0
DEFECTIVE EQUIPMENT	1	6.3
NO IMPROPER DRIVING	7	43.8
FOLLOWING TOO CLOSE	3	18.8
IMPROPER TURN	1	6.3
Total Occurrences	16	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	15	93.8
BRAKES DEFECTIVE	1	6.3
Total Occurrences	16	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	16	100.0
Total Occurrences	16	100.0 %



		SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1	AM	0	0	0	0	0	0	0	0
2	AM	0	0	0	0	0	0	0	0
3	AM	0	0	0	0	0	0	0	0
4	AM	0	0	0	0	0	0	0	0
5	AM	0	0	0	0	0	0	0	0
6	AM	0	0	0	0	0	0	0	0
7	AM	0	0	0	0	0	0	0	0
8	AM	0	0	0	0	0	0	0	0
9	AM	0	0	0	0	0	0	0	0
10	AM	0	0	0	0	0	0	0	0
11	AM	0	0	0	0	0	0	0	0
12	PM	0	0	0	0	0	0	0	0
1	PM	0	0	0	0	0	0	0	0
2	PM	0	0	0	0	0	0	0	0
3	PM	0	0	0	0	0	0	0	0
4	PM	0	0	0	0	0	0	0	0
5	PM	0	0	0	0	0	0	0	0
6	PM	0	0	0	0	0	0	0	0
7	PM	0	0	0	0	0	0	0	0
8	PM	0	0	0	0	0	0	0	0
9	PM	0	0	0	0	0	0	0	0
10	PM	0	0	0	0	0	0	0	0
11	PM	0	0	0	0	0	0	0	0
12	AM	0	0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: ALL
Location: ALL
Street: CON > SHEEP DAVIS RD
Intersecting Street: CON > SMOKEY BEAR BLVD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	1	0	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		40 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	100.0
Occurred on other number of lanes	0	0.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	1	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	1	0	0	0	0	0	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
LEFT FRONT CORNER	1	100.0
Total Occurrences	1	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	2	100.0
Total Occurrences	2	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	2	100.0
Total Occurrences	2	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	2	100.0
Total Occurrences	2	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	2	100.0
Total Occurrences	2	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	2	100.0
Total Occurrences	2	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	1	50.0
PASSENGER - FRONT RIGHT	1	50.0
Total Occurrences	2	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
FIXED OBJECT	1	100.0
Total Occurrences	1	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
SIGN POST	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
VISIBLE ROAD MARKINGS	1	100.0
Total Occurrences	1	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	1	100.0
Total Occurrences	1	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	1	100.0
Total Occurrences	1	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	1	100.0
Total Occurrences	1	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	1	100.0
Total Occurrences	1	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	100.0
Total Occurrences	1	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
INTERSECTION RELATED	1	100.0
Total Occurrences	1	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	1	100.0
Total Occurrences	1	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	1	100.0
Total Occurrences	1	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	1	100.0
Total Occurrences	1	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
AVOID SOMETHING IN ROADWAY	1	100.0
Total Occurrences	1	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

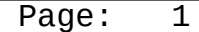
	Occurrence(s)	Percentage
FOLLOWING TOO CLOSE	1	100.0
Total Occurrences	1	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	1	100.0
Total Occurrences	1	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	1	100.0
Total Occurrences	1	100.0 %



		SUN	MON	TUE	WED	THR	FRI	SAT	TOTALS
1	AM	0	0	0	0	0	0	0	0
2	AM	0	0	0	0	0	0	0	0
3	AM	0	0	0	0	0	0	0	0
4	AM	0	0	0	0	0	0	0	0
5	AM	0	0	0	0	0	0	0	0
6	AM	0	0	0	0	0	0	0	0
7	AM	0	0	0	0	0	0	0	0
8	AM	0	0	0	0	0	0	0	0
9	AM	0	0	0	0	0	0	0	0
10	AM	0	0	0	0	0	0	0	0
11	AM	0	0	0	0	0	0	0	0
12	PM	0	0	0	0	0	0	0	0
1	PM	0	0	0	0	0	0	0	0
2	PM	0	0	0	0	0	0	0	0
3	PM	0	0	0	0	0	0	0	0
4	PM	0	0	0	0	0	0	0	0
5	PM	0	0	0	0	0	0	0	0
6	PM	0	0	0	0	0	0	0	0
7	PM	0	0	0	0	0	0	0	0
8	PM	0	0	0	0	0	0	0	0
9	PM	0	0	0	0	0	0	0	0
10	PM	0	0	0	0	0	0	0	0
11	PM	0	0	0	0	0	0	0	0
12	AM	0	0	0	0	0	0	0	0
TOTALS		0	0	0	0	0	0	0	0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	0	0	0
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0



Jurisdictions: CON
Location: ALL
Street: CON > SHEEP DAVIS RD
CON > PEMBROKE RD
Intersecting Street: CON > SMOKEY BEAR BLVD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	1	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	1	0	1

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	1	100.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	1	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	0	0	1	0	1
Female	0	0	0	0	0	0	1	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	1	50.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Intersection or Related	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	100.0
Total Occurrences	1	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
(4) Four	1	100.0
Total Occurrences	1	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	2	100.0
Total Occurrences	2	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	1	33.3
Shoulder and Lap Belt Used	2	66.7
Total Occurrences	3	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	1	50.0
Divided, Raised Median (curbed)	1	50.0
Total Occurrences	2	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	2	100.0
Total Occurrences	2	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	2	100.0
Total Occurrences	2	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	2	100.0
Total Occurrences	2	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Front to Rear	1	100.0
Total Occurrences	1	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	2	100.0
Total Occurrences	2	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	3	50.0
Left	2	33.3
Right	1	16.7
Total Occurrences	6	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	3	100.0
Total Occurrences	3	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Traffic Control Signal	2	100.0
Total Occurrences	2	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > MANCHESTER ST
Intersecting Street: CON > BLACK HILL RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	1	0	0	1
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	1	0	1	0	0	2
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	1	0	0	0	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	2	0	2	0	0	4

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	4	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	4	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	4	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	2	1	1	0	0	1	1	6
Female	0	0	0	0	0	2	0	2
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>8</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	12.5
CENTER FRONT	3	37.5
CENTER REAR	2	25.0
LEFT REAR CORNER	1	12.5
LEFT REAR DOOR	1	12.5
Total Occurrences	8	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	10	100.0
Total Occurrences	10	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	10	100.0
Total Occurrences	10	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-NOT USED	1	10.0
RESTRAINT INSTALLED-USED	9	90.0
Total Occurrences	10	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	10	100.0
Total Occurrences	10	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	10	100.0
Total Occurrences	10	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	8	80.0
PASSENGER - FRONT RIGHT	2	20.0
Total Occurrences	10	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	4	100.0
Total Occurrences	4	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	4	100.0
Total Occurrences	4	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	4	100.0
Total Occurrences	4	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	1	25.0
DAWN	1	25.0
DUSK	1	25.0
DARK-STREET LIGHTS ON	1	25.0
Total Occurrences	4	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	4	100.0
Total Occurrences	4	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	4	100.0
Total Occurrences	4	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	4	100.0
Total Occurrences	4	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	4	100.0
Total Occurrences	4	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	8	100.0
Total Occurrences	8	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	8	100.0
Total Occurrences	8	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	3	75.0
WET	1	25.0
Total Occurrences	4	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	1	12.5
MAKING RIGHT TURN	1	12.5
MAKING LEFT TURN	1	12.5
STARTING IN TRAFFIC	2	25.0
SLOWING OR STOPPING	2	25.0
STOPPED IN TRAFFIC	1	12.5
Total Occurrences	8	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	12.5
DRIVER INATTENTION/DISTRACTION	1	12.5
NO IMPROPER DRIVING	4	50.0
FOLLOWING TOO CLOSE	2	25.0
Total Occurrences	8	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	8	100.0
Total Occurrences	8	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	8	100.0
Total Occurrences	8	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > MANCHESTER ST
Intersecting Street: CON > BLACK HILL RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	1	0	1
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	1	0	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	1	1	0	0	0	2
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	1	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	1	2	0	2	0	5

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	5	31 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	1	20.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	1	20.0
Not Involving Pedestrians or Bicyclists	4	80.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	2	1	0	0	0	3	6
Female	0	1	0	0	0	0	1	2
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>8</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	3	37.5

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	50.0
Other	1	50.0
Total Occurrences	2	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Intersection or Related	1	50.0
Unknown	1	50.0
Total Occurrences	2	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	3	75.0
Asleep or Fatigued	1	25.0
Total Occurrences	4	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	50.0
Other Non-Fixed Object	1	50.0
Total Occurrences	2	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	1	50.0
(4) Four	1	50.0
Total Occurrences	2	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	2	100.0
Total Occurrences	2	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	4	100.0
Total Occurrences	4	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	4	100.0
Total Occurrences	4	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	1	50.0
Dark - Lighted	1	50.0
Total Occurrences	2	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	3	75.0
No Helmet	1	25.0
Total Occurrences	4	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Divided, Raised Median (curbed)	1	100.0
Total Occurrences	1	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Other	1	100.0
Total Occurrences	1	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	1	100.0
Total Occurrences	1	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	1	100.0
Total Occurrences	1	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
Unknown	1	100.0
Total Occurrences	1	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Front to Front	1	50.0
Sideswipe, Same Direction	1	50.0
Total Occurrences	2	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	1	100.0
Total Occurrences	1	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Actions	1	50.0
Unknown	1	50.0
Total Occurrences	2	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	4	100.0
Total Occurrences	4	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
000 - Actual Value	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Median	1	50.0
On Roadway	1	50.0
Total Occurrences	2	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	3	42.9
Left	3	42.9
Not Applicable	1	14.3
Total Occurrences	7	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	4	100.0
Total Occurrences	4	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	3	100.0
Total Occurrences	3	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	1	50.0
Other Action (looking away from task, etc.)	1	50.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Traffic Control Signal	2	66.7
Other	1	33.3
Total Occurrences	3	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	1	33.3
Other	1	33.3
Unknown	1	33.3
Total Occurrences	3	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	2	50.0
Followed Too Closely	1	25.0
Other Contributing Action	1	25.0
Total Occurrences	4	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	4	100.0
Total Occurrences	4	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	2	66.7
Dark-Lighted	1	33.3
Total Occurrences	3	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Non-Motorist Action

	Occurrence(s)	Percentage
Failure to Yield Right-Of-Way	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Safety Equipment

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	3	75.0
Uphill	1	25.0
Total Occurrences	4	100.0 %

	<u>Road</u>	
	Occurrence(s)	Percentage
Straight	4	100.0
Total Occurrences	4	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	1	33.3
Wet	1	33.3
Unknown	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	3	75.0
Unknown	1	25.0
Total Occurrences	4	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	4	100.0
Total Occurrences	4	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	5	83.3
EMS Ground	1	16.7
Total Occurrences	6	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	1	33.3
Four-Way Intersection	2	66.7
Total Occurrences	3	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	1	33.3
Rain	1	33.3
Unknown	1	33.3
Total Occurrences	3	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	3	100.0
Total Occurrences	3	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	4	100.0
Total Occurrences	4	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	2	66.7
Intersection	1	33.3
Total Occurrences	3	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Non-Motorist To/From School

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Condition

	Occurrence(s)	Percentage
Apparently Normal	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	5	100.0
Total Occurrences	5	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	4	100.0
Total Occurrences	4	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	7	87.5
Unknown	1	12.5
Total Occurrences	8	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > MANCHESTER ST
Intersecting Street: CON > OLD TURNPIKE RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	1	0	0	0	1
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	1	1
10 AM	0	1	0	0	0	0	0	1
11 AM	0	0	0	0	0	1	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	2	0	0	2
2 PM	0	0	0	0	0	1	0	1
3 PM	0	0	1	0	0	0	0	1
4 PM	0	0	0	1	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	1	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	1	0	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	1	2	3	3	1	11

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	11	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	1	9.1
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	2	18.2
Occurred on other number of lanes	8	72.7
Involved OUI violation(s)	0	0.0
Photos were taken	1	9.1

Measurements were taken	0	0.0
Investigation took place	10	90.9
Involved Injuries	2	18.2
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	2	0	3	2	3	5	16
Female	1	0	0	1	1	0	2	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>3</u>	<u>7</u>	<u>21</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	4.8
Number of operators who were cited	2	9.5

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	4.8
LEFT FRONT DOOR	1	4.8
LEFT FRONT CORNER	5	23.8
CENTER FRONT	4	19.0
CENTER REAR	5	23.8
RIGHT FRONT WHEEL	1	4.8
RIGHT FRONT DOOR	1	4.8
RIGHT REAR CORNER	2	9.5
LEFT REAR WHEEL	1	4.8
Total Occurrences	21	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	24	100.0
Total Occurrences	24	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	2	7.4
NO APPARENT INJURY	24	88.9
UNKNOWN	1	3.7
Total Occurrences	27	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-NOT USED	6	22.2
RESTRAINT INSTALLED-USED	20	74.1
HELMET USED	1	3.7
Total Occurrences	27	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	27	100.0
Total Occurrences	27	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	2	8.7
LEG(S)	1	4.3
NONE	20	87.0
Total Occurrences	23	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	18	81.8
PASSENGER - FRONT RIGHT	2	9.1
PASSENGER - REAR DRIVER'S SIDE	1	4.5
PASSENGER - REAR PASS. SIDE	1	4.5
Total Occurrences	22	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	9	81.8
FIXED OBJECT	1	9.1
MOTOR VEHICLE IN TRANSPORT	1	9.1
Total Occurrences	11	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
LIGHT POLE	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	9.1
TRAFFIC SIGNALS	9	81.8
LANE CONTROL	1	9.1
Total Occurrences	11	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	11	100.0
Total Occurrences	11	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	10	90.9
DARK-STREET LIGHTS OFF	1	9.1
Total Occurrences	11	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	9	81.8
CLOUDY	2	18.2
Total Occurrences	11	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	10	90.9
OTHER	1	9.1
Total Occurrences	11	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	3	27.3
NOT PHYSICALLY DIVIDED (2-WAY)	6	54.5
OTHER	2	18.2
Total Occurrences	11	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	10	100.0
Total Occurrences	10	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	9	81.8
INTERSECTION RELATED	1	9.1
ALONG ROADWAY	1	9.1
Total Occurrences	11	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	21	100.0
Total Occurrences	21	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
GLARE: SUNLIGHT/LIGHTS/SNOW	1	4.8
NO APPARENT OBSCUREMENT	20	95.2
Total Occurrences	21	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	10	90.9
WET	1	9.1
Total Occurrences	11	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	7	33.3
MAKING RIGHT TURN	4	19.0
MAKING LEFT TURN	3	14.3
STARTING IN TRAFFIC	1	4.8
STOPPED IN TRAFFIC	5	23.8
OTHER VEHICLE ACTION	1	4.8
Total Occurrences	21	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	3	14.3
DRIVER INATTENTION/DISTRACTION	1	4.8
DRIVER INEXPERIENCE	1	4.8
VISION OBSCUREMENT	1	4.8
ILLEGAL/UNSAFE SPEED	1	4.8
NO IMPROPER DRIVING	8	38.1
FOLLOWING TOO CLOSE	4	19.0
IMPROPER TURN	1	4.8
UNKNOWN	1	4.8
Total Occurrences	21	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	21	100.0
Total Occurrences	21	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	21	100.0
Total Occurrences	21	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > MANCHESTER ST
Intersecting Street: CON > OLD TURNPIKE RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	1	0	1	1	0	3
8 AM	0	0	0	0	1	0	0	1
9 AM	0	0	1	0	0	0	0	1
10 AM	0	0	0	0	0	1	0	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	1	0	0	1	0	2
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	1	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	1	0	0	0	0	0	1
5 PM	2	0	0	0	0	0	0	2
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	1	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	2	1	3	1	2	4	0	13

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	13	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	23.1
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	13	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	1	0	1	2	3	6	14
Female	0	1	1	5	1	1	1	10
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>2</u>	<u>1</u>	<u>6</u>	<u>3</u>	<u>4</u>	<u>7</u>	<u>24</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	8.0
Number of operators who were cited	9	36.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	5	100.0
Total Occurrences	5	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	2	40.0
Intersection or Related	3	60.0
Total Occurrences	5	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	8	88.9
Asleep or Fatigued	1	11.1
Total Occurrences	9	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	5	100.0
Total Occurrences	5	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	2	40.0
(4) Four	3	60.0
Total Occurrences	5	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(C) Possible Injury	1	20.0
(O) Property-Damage-Only	4	80.0
Total Occurrences	5	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	2	66.7
Not Applicable/Not an Intersection	1	33.3
Total Occurrences	3	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	2	66.7
Not Applicable/Not an Intersection	1	33.3
Total Occurrences	3	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	9	100.0
Total Occurrences	9	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	9	100.0
Total Occurrences	9	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	5	100.0
Total Occurrences	5	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	12	100.0
Total Occurrences	12	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	9	100.0
Total Occurrences	9	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	6	60.0
Divided, Raised Median (curbed)	4	40.0
Total Occurrences	10	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	6	60.0
Other	4	40.0
Total Occurrences	10	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	8	100.0
Total Occurrences	8	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	5	100.0
Total Occurrences	5	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	6	100.0
Total Occurrences	6	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	6	100.0
Total Occurrences	6	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	3	75.0
Sideswipe, Same Direction	1	25.0
Total Occurrences	4	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	8	100.0
Total Occurrences	8	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Avoidance Maneuver	6	100.0
Total Occurrences	6	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	3	100.0
Total Occurrences	3	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	12	100.0
Total Occurrences	12	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	5	100.0
Total Occurrences	5	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	11	45.8
Second	1	4.2
Left	10	41.7
Right	2	8.3
Total Occurrences	24	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	8	57.1
Curtain	1	7.1
Front	4	28.6
Side	1	7.1
Total Occurrences	14	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	10	100.0
Total Occurrences	10	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	7	87.5
Talking/listening	1	12.5
Total Occurrences	8	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	4	40.0
Flashing Traffic Control Signal	2	20.0
Traffic Control Signal	4	40.0
Total Occurrences	10	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	6	75.0
Weather Conditions	2	25.0
Total Occurrences	8	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	6	75.0
Backup Due to Regular Congestion	1	12.5
Road Surface Condition (Wet, Icy, Snow, etc.)	1	12.5
Total Occurrences	8	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	7	46.7
Failed to Yield Right-of-Way	1	6.7
Improper Turn	1	6.7
Followed Too Closely	1	6.7
Failed to Keep in Proper Lane	2	13.3
Other Contributing Action	2	13.3
Unknown	1	6.7
Total Occurrences	15	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	14	93.3
Unknown	1	6.7
Total Occurrences	15	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	5	62.5
Dusk	1	12.5
Dark-Lighted	2	25.0
Total Occurrences	8	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	2	100.0
Total Occurrences	2	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	14	93.3
Downhill	1	6.7
Total Occurrences	15	100.0 %

<u>Road</u>		
	Occurrence(s)	Percentage
Straight	13	86.7
Curve Left	2	13.3
Total Occurrences	15	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	6	75.0
Snow	1	12.5
Slush	1	12.5
Total Occurrences	8	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	4	26.7
Traffic Control Signal	10	66.7
Other	1	6.7
Total Occurrences	15	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	10	71.4
Not Applicable	4	28.6
Total Occurrences	14	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	18	94.7
EMS Ground	1	5.3
Total Occurrences	19	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	3	37.5
Four-Way Intersection	4	50.0
Five-Point, or More	1	12.5
Total Occurrences	8	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	5	62.5
Cloudy	1	12.5
Snow	2	25.0
Total Occurrences	8	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	8	100.0
Total Occurrences	8	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	8	53.3
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	3	20.0
Two-Way, Divided, Positive Median Barrier	4	26.7
Total Occurrences	15	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	5	62.5
Intersection	2	25.0
Intersection-Related	1	12.5
Total Occurrences	8	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	18	94.7
Unknown If Helmet Worn	1	5.3
Total Occurrences	19	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	12	80.0
Unknown if Distracted	3	20.0
Total Occurrences	15	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	2	8.3
No	21	87.5
Unknown	1	4.2
Total Occurrences	24	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > BRIDGE ST
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	1	0	0	0	0	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	1	1
11 AM	1	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	1	0	0	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	1	0	0	0	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	1	0	0	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	1	3	1	0	0	0	1	6

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	6	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	2	33.3
Occurred on other number of lanes	4	66.7
Involved OUI violation(s)	0	0.0
Photos were taken	1	16.7

Measurements were taken	1	16.7
Investigation took place	4	66.7
Involved Injuries	1	16.7
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	1	1	1	0	3
Female	0	0	2	0	1	2	3	8
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>11</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	4	36.4

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
CENTER FRONT	5	45.5
CENTER REAR	4	36.4
RIGHT REAR DOOR	1	9.1
RIGHT REAR CORNER	1	9.1
Total Occurrences	11	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	15	93.8
EJECTED	1	6.3
Total Occurrences	16	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	6.3
NO APPARENT INJURY	15	93.8
Total Occurrences	16	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
AIR BAG & SEAT RESTRAINT USED	1	6.3
RESTRAINT DEVICES NOT INSTALL.	1	6.3
RESTRAINT INSTALLED-USED	14	87.5
Total Occurrences	16	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	16	100.0
Total Occurrences	16	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	6.3
TRUNK/TORSO	1	6.3
NONE	14	87.5
Total Occurrences	16	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	11	73.3
PASSENGER - FRONT RIGHT	2	13.3
PASSENGER - REAR DRIVER'S SIDE	1	6.7
PASSENGER - REAR PASS. SIDE	1	6.7
Total Occurrences	15	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	5	83.3
BICYCLIST	1	16.7
Total Occurrences	6	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
MEDIAN	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	6	100.0
Total Occurrences	6	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	6	100.0
Total Occurrences	6	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	5	83.3
DARK-STREET LIGHTS ON	1	16.7
Total Occurrences	6	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	5	83.3
RAIN	1	16.7
Total Occurrences	6	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	4	66.7
STRAIGHT AND UPGRADE	1	16.7
STRAIGHT AT HILLCREST	1	16.7
Total Occurrences	6	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	4	66.7
NOT PHYSICALLY DIVIDED (2-WAY)	1	16.7
OTHER	1	16.7
Total Occurrences	6	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	6	100.0
Total Occurrences	6	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	4	66.7
INTERSECTION RELATED	1	16.7
ALONG ROADWAY	1	16.7
Total Occurrences	6	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
EMOTIONALLY UPSET	1	9.1
APPARENTLY NORMAL	10	90.9
Total Occurrences	11	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	11	100.0
Total Occurrences	11	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	5	83.3
WET	1	16.7
Total Occurrences	6	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	5	41.7
MAKING RIGHT TURN	1	8.3
MAKING LEFT TURN	1	8.3
STARTING IN TRAFFIC	3	25.0
STOPPED IN TRAFFIC	2	16.7
Total Occurrences	12	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	3	25.0
NO IMPROPER DRIVING	6	50.0
FOLLOWING TOO CLOSE	2	16.7
OTHER	1	8.3
Total Occurrences	12	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	12	100.0
Total Occurrences	12	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	12	100.0
Total Occurrences	12	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > BRIDGE ST
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	1	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	1	0	0	0	0	0	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	1	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	1	0	0	0	0	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	1	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>5</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	9	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	1	20.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	5	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	2	0	0	0	0	2	3	7
Female	0	0	0	2	0	1	0	3
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>10</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	10.0
Number of operators who were cited	4	40.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Intersection or Related	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	100.0
Total Occurrences	1	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
(4) Four	1	100.0
Total Occurrences	1	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	2	100.0
Total Occurrences	2	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Dark - Lighted	1	100.0
Total Occurrences	1	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	3	100.0
Total Occurrences	3	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	2	33.3
Second	1	16.7
Left	3	50.0
Total Occurrences	6	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	3	100.0
Total Occurrences	3	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Traffic Control Signal	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	3	75.0
Weather Conditions	1	25.0
Total Occurrences	4	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	4	100.0
Total Occurrences	4	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	5	62.5
Ran Red Light	1	12.5
Followed Too Closely	2	25.0
Total Occurrences	8	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	8	100.0
Total Occurrences	8	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	2	50.0
Dark-Lighted	2	50.0
Total Occurrences	4	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	7	77.8
Downhill	2	22.2
Total Occurrences	9	100.0 %

<u>Road</u>		
	Occurrence(s)	Percentage
Straight	8	88.9
Curve Left	1	11.1
Total Occurrences	9	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	3	75.0
Snow	1	25.0
Total Occurrences	4	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	8	88.9
Warning Sign	1	11.1
Total Occurrences	9	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	9	100.0
Total Occurrences	9	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	10	100.0
Total Occurrences	10	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	1	25.0
Four-Way Intersection	3	75.0
Total Occurrences	4	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	2	50.0
Cloudy	1	25.0
Snow	1	25.0
Total Occurrences	4	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	4	100.0
Total Occurrences	4	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	6	66.7
Two-Way, Divided, Positive Median Barrier	3	33.3
Total Occurrences	9	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	2	50.0
Intersection	1	25.0
Intersection-Related	1	25.0
Total Occurrences	4	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	3	75.0
Officer Present	1	25.0
Total Occurrences	4	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	10	100.0
Total Occurrences	10	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	8	100.0
Total Occurrences	8	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	10.0
No	9	90.0
Total Occurrences	10	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > STICKNEY AVE
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	1	0	0	0	1
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	1	0	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	1	0	0	1	0	2
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	1	0	0	0	0	0	1	2
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	1	0	1	1	0	2	1	6

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	6	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	16.7
Occurred on other number of lanes	5	83.3
Involved OUI violation(s)	0	0.0
Photos were taken	2	33.3

Measurements were taken	0	0.0
Investigation took place	6	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	0	1	1	0	1	0	4
Female	0	2	0	0	1	1	1	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>9</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	11.1
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	4	40.0
LEFT FRONT DOOR	1	10.0
CENTER FRONT	1	10.0
CENTER REAR	1	10.0
LEFT REAR CORNER	3	30.0
Total Occurrences	10	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	17	100.0
Total Occurrences	17	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	17	100.0
Total Occurrences	17	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT DEVICES NOT INSTALL.	8	47.1
RESTRAINT INSTALLED-NOT USED	1	5.9
RESTRAINT INSTALLED-USED	8	47.1
Total Occurrences	17	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	17	100.0
Total Occurrences	17	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
CHEST	1	5.9
NONE	16	94.1
Total Occurrences	17	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	9	52.9
PASSENGER - FRONT RIGHT	1	5.9
PASSENGER - REAR WAGON/VAN	7	41.2
Total Occurrences	17	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	5	83.3
FIXED OBJECT	1	16.7
Total Occurrences	6	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
SIGN POST	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	16.7
TRAFFIC SIGNALS	2	33.3
VISIBLE ROAD MARKINGS	1	16.7
OFFICER/FLAGMAN/SCHOOL PATROL	1	16.7
OTHER	1	16.7
Total Occurrences	6	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	6	100.0
Total Occurrences	6	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	3	50.0
DARK-STREET LIGHTS ON	3	50.0
Total Occurrences	6	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	4	66.7
CLOUDY	1	16.7
RAIN	1	16.7
Total Occurrences	6	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	5	83.3
STRAIGHT AND UPGRADE	1	16.7
Total Occurrences	6	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	5	83.3
NOT PHYSICALLY DIVIDED (2-WAY)	1	16.7
Total Occurrences	6	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
ROADWAY UNDER CONSTRUCTION	1	16.7
NOT APPLICABLE	5	83.3
Total Occurrences	6	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	3	50.0
INTERSECTION RELATED	3	50.0
Total Occurrences	6	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	8	88.9
OTHER	1	11.1
Total Occurrences	9	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	9	100.0
Total Occurrences	9	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	4	66.7
WET	2	33.3
Total Occurrences	6	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	4	40.0
OVERTAKING/PASSING	1	10.0
MAKING LEFT TURN	1	10.0
MAKING U-TURN	1	10.0
SLOWING OR STOPPING	1	10.0
STOPPED IN TRAFFIC	1	10.0
OTHER VEHICLE ACTION	1	10.0
Total Occurrences	10	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	1	10.0
NO IMPROPER DRIVING	5	50.0
FOLLOWING TOO CLOSE	1	10.0
IMPROPER PASSING/OVERTAKING	1	10.0
IMPROPER/UNSAFE LANE USE	1	10.0
OTHER	1	10.0
Total Occurrences	10	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	10	100.0
Total Occurrences	10	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	10	100.0
Total Occurrences	10	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > STICKNEY AVE
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	1	0	0	0	0	1
9 AM	0	0	0	0	1	1	0	2
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	1	0	0	0	1	2
2 PM	0	0	0	0	0	1	0	1
3 PM	0	0	1	0	0	1	0	2
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	1	1
6 PM	0	0	0	0	0	0	1	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	1	0	0	0	1
10 PM	0	0	0	1	0	0	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	3	2	1	3	3	12

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	12	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	16.7
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	12	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	3	1	1	4	10
Female	1	0	2	4	2	0	5	14
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>1</u>	<u>9</u>	<u>24</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	4.2
Number of operators who were cited	8	33.3

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	6	100.0
Total Occurrences	6	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	1	16.7
Intersection or Related	5	83.3
Total Occurrences	6	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	13	100.0
Total Occurrences	13	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	6	100.0
Total Occurrences	6	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	1	16.7
(2) Two	1	16.7
(4) Four	4	66.7
Total Occurrences	6	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	16.7
(O) Property-Damage-Only	5	83.3
Total Occurrences	6	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	11	84.6
Unknown	2	15.4
Total Occurrences	13	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	13	100.0
Total Occurrences	13	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	3	50.0
Dawn/Dusk	1	16.7
Dark - Lighted	2	33.3
Total Occurrences	6	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	18	100.0
Total Occurrences	18	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	10	90.9
Yes	1	9.1
Total Occurrences	11	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	4	100.0
Total Occurrences	4	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	4	100.0
Total Occurrences	4	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	4	100.0
Total Occurrences	4	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	4	100.0
Total Occurrences	4	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	100.0
Total Occurrences	4	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	100.0
Total Occurrences	4	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	4	100.0
Total Occurrences	4	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	4	100.0
Total Occurrences	4	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	2	100.0
Total Occurrences	2	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	18	100.0
Total Occurrences	18	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	6	100.0
Total Occurrences	6	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	18	50.0
Left	13	36.1
Right	5	13.9
Total Occurrences	36	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	18	100.0
Total Occurrences	18	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	11	91.7
Parked Motor Vehicle	1	8.3
Total Occurrences	12	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	6	75.0
Unknown	2	25.0
Total Occurrences	8	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Curve Ahead Warning Sign	1	8.3
Lane Use Control Signal	1	8.3
Traffic Control Signal	10	83.3
Total Occurrences	12	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	6	100.0
Total Occurrences	6	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	6	100.0
Total Occurrences	6	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	5	41.7
Improper Turn	2	16.7
Followed Too Closely	4	33.3
Failed to Keep in Proper Lane	1	8.3
Total Occurrences	12	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	12	100.0
Total Occurrences	12	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	6	100.0
Total Occurrences	6	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	8	66.7
Uphill	2	16.7
Downhill	2	16.7
Total Occurrences	12	100.0 %

<u>Road</u>		
	Occurrence(s)	Percentage
Straight	12	100.0
Total Occurrences	12	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	6	100.0
Total Occurrences	6	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	2	16.7
Traffic Control Signal	10	83.3
Total Occurrences	12	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	10	83.3
Not Applicable	2	16.7
Total Occurrences	12	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	13	100.0
Total Occurrences	13	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	2	33.3
Four-Way Intersection	2	33.3
T-Intersection	2	33.3
Total Occurrences	6	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	4	66.7
Cloudy	2	33.3
Total Occurrences	6	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	6	100.0
Total Occurrences	6	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	10	83.3
Two-Way, Divided, Positive Median Barrier	2	16.7
Total Occurrences	12	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction Intersection	3 3	50.0 50.0
Total Occurrences	6	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	5	83.3
Officer Present	1	16.7
Total Occurrences	6	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	13	100.0
Total Occurrences	13	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	11	91.7
Other Inside the Vehicle (Eating, Personal Hygiene	1	8.3
Total Occurrences	12	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	23	95.8
Unknown	1	4.2
Total Occurrences	24	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > I 93 SB EXIT 14 OFF RAMP
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	1	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	1	0	0	0	0	0	1
10 AM	0	0	0	0	0	0	1	1
11 AM	0	0	0	1	0	1	0	2
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	1	0	0	0	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	1	0	0	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	1	0	0	0	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	1	2	1	2	0	1	1	8

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	8	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	1	12.5
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	2	25.0
Occurred on other number of lanes	5	62.5
Involved OUI violation(s)	0	0.0
Photos were taken	2	25.0

Measurements were taken	0	0.0
Investigation took place	6	75.0
Involved Injuries	2	25.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	1	1	4	3	10
Female	0	0	0	1	2	1	2	6
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>5</u>	<u>16</u>

	Occurrence (s)	Percentage
Number of out of state operators	4	25.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	3	18.8
LEFT FRONT DOOR	1	6.3
CENTER FRONT	7	43.8
CENTER REAR	2	12.5
RIGHT REAR DOOR	1	6.3
RIGHT REAR WHEEL	1	6.3
LEFT REAR WHEEL	1	6.3
Total Occurrences	16	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	16	100.0
Total Occurrences	16	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	3	18.8
NO APPARENT INJURY	13	81.3
Total Occurrences	16	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
AIR BAG & SEAT RESTRAINT USED	1	6.3
RESTRAINT INSTALLED-NOT USED	1	6.3
RESTRAINT INSTALLED-USED	14	87.5
Total Occurrences	16	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	16	100.0
Total Occurrences	16	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
TRUNK/TORSO	3	18.8
NONE	13	81.3
Total Occurrences	16	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	16	100.0
Total Occurrences	16	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	8	100.0
Total Occurrences	8	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	8	100.0
Total Occurrences	8	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	8	100.0
Total Occurrences	8	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	6	75.0
DUSK	1	12.5
DARK-STREET LIGHTS ON	1	12.5
Total Occurrences	8	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	5	62.5
CLOUDY	2	25.0
SNOW	1	12.5
Total Occurrences	8	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	7	87.5
STRAIGHT AND UPGRADE	1	12.5
Total Occurrences	8	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	7	87.5
OTHER	1	12.5
Total Occurrences	8	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	8	100.0
Total Occurrences	8	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	4	50.0
INTERSECTION RELATED	2	25.0
ALONG ROADWAY	2	25.0
Total Occurrences	8	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	16	100.0
Total Occurrences	16	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	15	93.8
SNOWBANK/EMBANKMENT	1	6.3
Total Occurrences	16	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	6	75.0
WET	1	12.5
SNOW/SLUSH	1	12.5
Total Occurrences	8	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	9	56.3
CHANGING LANES/MERGING	1	6.3
RIGHT TURN ON RED	1	6.3
MAKING LEFT TURN	2	12.5
STARTING IN TRAFFIC	1	6.3
SLOWING OR STOPPING	1	6.3
STOPPED IN TRAFFIC	1	6.3
Total Occurrences	16	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	1	6.3
NO IMPROPER DRIVING	9	56.3
FOLLOWING TOO CLOSE	1	6.3
DISREGARD TRAFFIC CONTROL DEV.	3	18.8
IMPROPER/UNSAFE LANE USE	1	6.3
IMPROPER TURN	1	6.3
Total Occurrences	16	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	15	100.0
Total Occurrences	15	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	16	100.0
Total Occurrences	16	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > I 93 SB EXIT 14 OFF RAMP
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	1	0	0	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	1	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	1	0	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	1	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	1	1	0	0	2	4

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	4	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	50.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	4	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	1	0	2	4
Female	0	1	0	0	1	2	0	4
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>8</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	25.0
Number of operators who were cited	4	50.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	2	100.0
Total Occurrences	2	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Intersection or Related	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	3	75.0
Physically Impaired	1	25.0
Total Occurrences	4	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	2	100.0
Total Occurrences	2	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
(2) Two	1	50.0
(3) Three	1	50.0
Total Occurrences	2	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	50.0
(O) Property-Damage-Only	1	50.0
Total Occurrences	2	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	4	100.0
Total Occurrences	4	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	4	100.0
Total Occurrences	4	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	1	50.0
Dark - Lighted	1	50.0
Total Occurrences	2	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	8	88.9
DOT-Compliant Motorcycle Helmet	1	11.1
Total Occurrences	9	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	9	100.0
Total Occurrences	9	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	2	100.0
Total Occurrences	2	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	6	33.3
Second	2	11.1
Third	1	5.6
Left	4	22.2
Middle	1	5.6
Right	4	22.2
Total Occurrences	18	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	9	100.0
Total Occurrences	9	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	100.0
Total Occurrences	4	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Traffic Control Signal	4	100.0
Total Occurrences	4	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	2	100.0
Total Occurrences	2	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	2	50.0
Failed to Yield Right-of-Way	1	25.0
Ran Red Light	1	25.0
Total Occurrences	4	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	4	100.0
Total Occurrences	4	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	1	50.0
Dark-Lighted	1	50.0
Total Occurrences	2	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	4	100.0
Total Occurrences	4	100.0 %

	<u>Road</u>	
	Occurrence(s)	Percentage
Straight	4	100.0
Total Occurrences	4	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	4	100.0
Total Occurrences	4	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	4	100.0
Total Occurrences	4	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	3	75.0
EMS Ground	1	25.0
Total Occurrences	4	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	1	50.0
L-Intersection	1	50.0
Total Occurrences	2	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	2	100.0
Total Occurrences	2	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	2	100.0
Total Occurrences	2	100.0 %

Trafficway

	Occurrence(s)	Percentage
Two-Way, Not Divided	3	75.0
Two-Way, Not Divided, With Continuous Left Turn La	1	25.0
Total Occurrences	4	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Entrance/Exit Ramp-Related	2	100.0
Total Occurrences	2	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	4	100.0
Total Occurrences	4	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	3	75.0
Unknown if Distracted	1	25.0
Total Occurrences	4	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	7	87.5
Unknown	1	12.5
Total Occurrences	8	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > I 93 SB EXIT 14 ON RAMP
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	2	2
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	1	0	0	1	2
3 PM	0	0	0	0	1	0	0	1
4 PM	0	0	0	1	0	0	0	1
5 PM	0	0	1	0	0	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	1	2	1	0	3	7

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	1	14.3
Occurred at Off-ramps	1	14.3
Occurred at an intersection	6	85.7
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	14.3
Occurred on other number of lanes	6	85.7
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	5	71.4
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	1	0	1	3	6
Female	0	0	0	2	2	2	1	7
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>13</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	7.7
Number of operators who were cited	1	7.7

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	3	23.1
LEFT FRONT DOOR	2	15.4
LEFT FRONT WHEEL	3	23.1
LEFT FRONT CORNER	1	7.7
RIGHT FRONT DOOR	1	7.7
RIGHT REAR DOOR	1	7.7
RIGHT REAR WHEEL	1	7.7
RIGHT REAR CORNER	1	7.7
Total Occurrences	13	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	16	100.0
Total Occurrences	16	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	16	100.0
Total Occurrences	16	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	16	100.0
Total Occurrences	16	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	16	100.0
Total Occurrences	16	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	16	100.0
Total Occurrences	16	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	11	91.7
PASSENGER - FRONT RIGHT	1	8.3
Total Occurrences	12	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	6	85.7
FIXED OBJECT	1	14.3
Total Occurrences	7	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	33.3
MEDIAN	1	33.3
OTHER	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	3	42.9
LANE CONTROL	2	28.6
VISIBLE ROAD MARKINGS	2	28.6
Total Occurrences	7	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	7	100.0
Total Occurrences	7	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	7	100.0
Total Occurrences	7	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	5	71.4
RAIN	1	14.3
SLEET	1	14.3
Total Occurrences	7	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	7	100.0
Total Occurrences	7	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	16.7
NOT PHYSICALLY DIVIDED (2-WAY)	5	83.3
Total Occurrences	6	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	6	100.0
Total Occurrences	6	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	3	50.0
INTERSECTION RELATED	1	16.7
RAMP/ROTARY	2	33.3
Total Occurrences	6	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	13	100.0
Total Occurrences	13	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	13	100.0
Total Occurrences	13	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	5	71.4
WET	1	14.3
ICE	1	14.3
Total Occurrences	7	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	5	38.5
CHANGING LANES/MERGING	4	30.8
MAKING RIGHT TURN	1	7.7
MAKING LEFT TURN	2	15.4
STOPPED IN TRAFFIC	1	7.7
Total Occurrences	13	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
SKIDDING	1	7.7
DRIVER INATTENTION/DISTRACTION	1	7.7
NO IMPROPER DRIVING	6	46.2
FOLLOWING TOO CLOSE	1	7.7
IMPROPER/UNSAFE LANE USE	3	23.1
IMPROPER TURN	1	7.7
Total Occurrences	13	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	13	100.0
Total Occurrences	13	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	13	100.0
Total Occurrences	13	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > I 93 SB EXIT 14 ON RAMP
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	1	0	0	0	0	0	0	1
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	1	0	0	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	1	0	0	1	2
11 AM	0	0	0	1	0	1	0	2
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	1	0	0	0	1	0	2
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	1	0	0	0	1
9 PM	0	0	0	1	0	0	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>10</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	11	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	1	10.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	10	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	1	0	1	2	3	2	10
Female	0	1	0	2	3	0	1	7
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>17</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	11.1
Number of operators who were cited	5	27.8

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	4	80.0
Weather Conditions	1	20.0
Total Occurrences	5	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Intersection or Related	5	100.0
Total Occurrences	5	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	6	85.7
Under the Influence of Medications/Drugs/Alcohol	1	14.3
Total Occurrences	7	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	4	80.0
Other Post, Pole, or Support	1	20.0
Total Occurrences	5	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
(2) Two	1	20.0
(3) Three	2	40.0
(4) Four	2	40.0
Total Occurrences	5	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(A) Suspected Serious Injury	1	20.0
(O) Property-Damage-Only	3	60.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Angled/Skewed	1	33.3
Perpendicular	2	66.7
Total Occurrences	3	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	3	100.0
Total Occurrences	3	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	7	100.0
Total Occurrences	7	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	7	100.0
Total Occurrences	7	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	2	40.0
Dawn/Dusk	1	20.0
Dark - Lighted	2	40.0
Total Occurrences	5	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Child Restraint System - Forward Facing	1	6.3
Child Restraint System - Rear Facing	1	6.3
None Used - Motor Vehicle Occupant	2	12.5
Shoulder and Lap Belt Used	12	75.0
Total Occurrences	16	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	12	100.0
Total Occurrences	12	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	8	100.0
Total Occurrences	8	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	8	100.0
Total Occurrences	8	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	7	100.0
Total Occurrences	7	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	5	100.0
Total Occurrences	5	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	80.0
Unknown	1	20.0
Total Occurrences	5	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	6	85.7
Unknown	1	14.3
Total Occurrences	7	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	6	85.7
Unknown	1	14.3
Total Occurrences	7	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	1	25.0
Angle	2	50.0
Sideswipe, Same Direction	1	25.0
Total Occurrences	4	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	8	100.0
Total Occurrences	8	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	2	28.6
No Avoidance Maneuver	3	42.9
Unknown	2	28.6
Total Occurrences	7	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	9	81.8
EMS	1	9.1
Police	1	9.1
Total Occurrences	11	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	16	100.0
Total Occurrences	16	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	8	100.0
Total Occurrences	8	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	8	100.0
Total Occurrences	8	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	4	80.0
On Shoulder, Right Side	1	20.0
Total Occurrences	5	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	8	100.0
Total Occurrences	8	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	8	100.0
Total Occurrences	8	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	10	31.3
Second	4	12.5
Third	2	6.3
Left	9	28.1
Middle	2	6.3
Right	5	15.6
Total Occurrences	32	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	14	87.5
Front	2	12.5
Total Occurrences	16	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	9	100.0
Total Occurrences	9	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	7	100.0
Total Occurrences	7	100.0 %

<u>Bus Use</u>		
	Occurrence(s)	Percentage
Not a Bus	1	100.0
Total Occurrences	1	100.0 %

Motor Carrier Type

	Occurrence(s)	Percentage
Interstate Carrier	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Flashing Traffic Control Signal	2	22.2
Traffic Control Signal	7	77.8
Total Occurrences	9	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	3	60.0
Unknown	2	40.0
Total Occurrences	5	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	3	60.0
Backup Due to Regular Congestion	1	20.0
Other	1	20.0
Total Occurrences	5	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	4	33.3
Improper Turn	3	25.0
Followed Too Closely	1	8.3
Failed to Keep in Proper Lane	1	8.3
Operated Motor Vehicle in Inattentive, Careless, N	1	8.3
Over-Correcting/Over-Steering	1	8.3
Unknown	1	8.3
Total Occurrences	12	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	10	100.0
Total Occurrences	10	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	5	100.0
Total Occurrences	5	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	2	100.0
Total Occurrences	2	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	9	81.8
Uphill	2	18.2
Total Occurrences	11	100.0 %

<u>Road</u>		
	Occurrence(s)	Percentage
Straight	9	81.8
Curve Left	2	18.2
Total Occurrences	11	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	4	80.0
Wet	1	20.0
Total Occurrences	5	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	3	27.3
Traffic Control Signal	8	72.7
Total Occurrences	11	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	9	81.8
Not Applicable	2	18.2
Total Occurrences	11	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	14	100.0
Total Occurrences	14	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	4	80.0
Y-Intersection	1	20.0
Total Occurrences	5	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	4	80.0
Cloudy	1	20.0
Total Occurrences	5	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	5	100.0
Total Occurrences	5	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	4	36.4
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	3	27.3
One-Way Trafficway	4	36.4
Total Occurrences	11	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	1	20.0
Intersection	2	40.0
Entrance/Exit Ramp	1	20.0
Entrance/Exit Ramp-Related	1	20.0
Total Occurrences	5	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	14	100.0
Total Occurrences	14	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	10	90.9
Unknown if Distracted	1	9.1
Total Occurrences	11	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	18	100.0
Total Occurrences	18	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > I 93 NB EXIT 14 ON RAMP
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	1	0	0	0	1
9 AM	0	1	0	0	0	0	0	1
10 AM	0	0	0	0	0	1	0	1
11 AM	0	0	1	0	0	1	0	2
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	1	0	0	0	0	1
4 PM	0	0	0	0	1	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	1	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	2	2	1	2	0	8

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	7	87.5
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	8	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	1	12.5

Measurements were taken	0	0.0
Investigation took place	7	87.5
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	1	0	1	2	3	3	11
Female	3	0	0	2	0	0	0	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>4</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>16</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	12.5
Number of operators who were cited	2	12.5

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	5	31.3
LEFT FRONT DOOR	2	12.5
LEFT FRONT CORNER	1	6.3
CENTER FRONT	3	18.8
RIGHT FRONT DOOR	1	6.3
RIGHT REAR WHEEL	1	6.3
RIGHT REAR CORNER	1	6.3
LEFT REAR CORNER	2	12.5
Total Occurrences	16	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	24	100.0
Total Occurrences	24	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	24	100.0
Total Occurrences	24	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	1	4.2
RESTRAINT INSTALLED-NOT USED	2	8.3
RESTRAINT INSTALLED-USED	21	87.5
Total Occurrences	24	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	24	100.0
Total Occurrences	24	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	24	100.0
Total Occurrences	24	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	16	66.7
PASSENGER - FRONT RIGHT	5	20.8
PASSENGER - REAR DRIVER'S SIDE	1	4.2
PASSENGER - REAR PASS. SIDE	2	8.3
Total Occurrences	24	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	8	100.0
Total Occurrences	8	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	7	87.5
LANE CONTROL	1	12.5
Total Occurrences	8	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	8	100.0
Total Occurrences	8	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	7	87.5
DARK-STREET LIGHTS ON	1	12.5
Total Occurrences	8	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	4	50.0
CLOUDY	2	25.0
RAIN	2	25.0
Total Occurrences	8	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	8	100.0
Total Occurrences	8	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	12.5
NOT PHYSICALLY DIVIDED (2-WAY)	5	62.5
OTHER	2	25.0
Total Occurrences	8	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	7	100.0
Total Occurrences	7	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	4	50.0
INTERSECTION RELATED	1	12.5
ALONG ROADWAY	3	37.5
Total Occurrences	8	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	16	100.0
Total Occurrences	16	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	16	100.0
Total Occurrences	16	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	6	75.0
WET	2	25.0
Total Occurrences	8	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	7	43.8
CHANGING LANES/MERGING	2	12.5
MAKING LEFT TURN	5	31.3
STOPPED IN TRAFFIC	1	6.3
OTHER VEHICLE ACTION	1	6.3
Total Occurrences	16	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	2	12.5
NO IMPROPER DRIVING	8	50.0
DISREGARD TRAFFIC CONTROL DEV.	2	12.5
IMPROPER/UNSAFE LANE USE	3	18.8
IMPROPER TURN	1	6.3
Total Occurrences	16	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	15	100.0
Total Occurrences	15	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	16	100.0
Total Occurrences	16	100.0 %



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Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

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1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	1	0	1	0	0	0	2
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	1	0	0	0	0	1
11 AM	0	0	0	0	2	0	0	2
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	1	0	0	0	0	1
2 PM	0	0	0	0	2	0	0	2
3 PM	0	1	0	0	0	0	0	1
4 PM	0	0	0	1	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	2	0	0	0	0	2
7 PM	0	0	1	0	0	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	1	0	0	0	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	2	6	2	4	0	0	14

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	10	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	21.4
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	14	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	2	1	1	1	1	1	4	11
Female	0	1	1	5	4	2	4	17
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>2</u>	<u>2</u>	<u>6</u>	<u>5</u>	<u>3</u>	<u>8</u>	<u>28</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	9	32.1

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence (s)	Percentage
None	8	100.0
Total Occurrences	8	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	1	12.5
Entrance/Exit Ramp or Related	1	12.5
Intersection or Related	6	75.0
Total Occurrences	8	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	2	100.0
Total Occurrences	2	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	16	100.0
Total Occurrences	16	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	8	100.0
Total Occurrences	8	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	1	12.5
(2) Two	1	12.5
(3) Three	3	37.5
(4) Four	2	25.0
(5+) Five or more	1	12.5
Total Occurrences	8	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	12.5
(O) Property-Damage-Only	7	87.5
Total Occurrences	8	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	100.0
Total Occurrences	1	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	11	68.8
Unknown	5	31.3
Total Occurrences	16	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	16	100.0
Total Occurrences	16	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	3	37.5
Dark - Lighted	4	50.0
Dark - Unknown Lighting	1	12.5
Total Occurrences	8	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	2	10.0
Shoulder and Lap Belt Used	18	90.0
Total Occurrences	20	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	6	100.0
Total Occurrences	6	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	6	100.0
Total Occurrences	6	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	4	100.0
Total Occurrences	4	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	4	100.0
Total Occurrences	4	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	100.0
Total Occurrences	4	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	100.0
Total Occurrences	4	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	2	66.7
Sideswipe, Same Direction	1	33.3
Total Occurrences	3	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	4	100.0
Total Occurrences	4	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	2	50.0
No Avoidance Maneuver	2	50.0
Total Occurrences	4	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	50.0
Police	2	50.0
Total Occurrences	4	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	20	100.0
Total Occurrences	20	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	8	100.0
Total Occurrences	8	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	2	100.0
Total Occurrences	2	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	20	50.0
Left	16	40.0
Right	4	10.0
Total Occurrences	40	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	14	50.0
Curtain	4	14.3
Front	5	17.9
Side	4	14.3
Deployment Unknown	1	3.6
Total Occurrences	28	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	16	100.0
Total Occurrences	16	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	7	70.0
Unknown	3	30.0
Total Occurrences	10	100.0 %

Motor Carrier Type

	Occurrence(s)	Percentage
Intrastate Carrier	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	2	12.5
Traffic Control Signal	14	87.5
Total Occurrences	16	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	6	100.0
Total Occurrences	6	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	5	83.3
Backup Due to Regular Congestion	1	16.7
Total Occurrences	6	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	7	53.8
Ran Red Light	3	23.1
Improper Turn	1	7.7
Followed Too Closely	2	15.4
Total Occurrences	13	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	12	100.0
Total Occurrences	12	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	6	100.0
Total Occurrences	6	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	12	100.0
Total Occurrences	12	100.0 %

	<u>Road</u>	Occurrence(s)	Percentage
Straight		12	100.0
Total Occurrences		12	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	5	83.3
Slush	1	16.7
Total Occurrences	6	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	1	8.3
Traffic Control Signal	9	75.0
Flashing Traffic Control Signal	2	16.7
Total Occurrences	12	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	11	91.7
Not Applicable	1	8.3
Total Occurrences	12	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	15	93.8
EMS Ground	1	6.3
Total Occurrences	16	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Four-Way Intersection	1	16.7
T-Intersection	4	66.7
L-Intersection	1	16.7
Total Occurrences	6	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	6	100.0
Total Occurrences	6	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	6	100.0
Total Occurrences	6	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	10	83.3
Two-Way, Divided, Positive Median Barrier	2	16.7
Total Occurrences	12	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	1	16.7
Intersection	2	33.3
Intersection-Related	1	16.7
Entrance/Exit Ramp	1	16.7
Entrance/Exit Ramp-Related	1	16.7
Total Occurrences	6	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	15	93.8
Unknown If Helmet Worn	1	6.3
Total Occurrences	16	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	10	83.3
Other Inside the Vehicle (Eating, Personal Hygiene	1	8.3
Unknown if Distracted	1	8.3
Total Occurrences	12	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	24	85.7
Unknown	4	14.3
Total Occurrences	28	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > FORT EDDY RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	1	0	0	0	1
8 AM	0	0	0	1	0	0	0	1
9 AM	0	0	0	1	0	0	0	1
10 AM	0	0	0	1	0	0	0	1
11 AM	0	0	0	2	0	0	1	3
12 PM	0	3	1	0	0	0	0	4
1 PM	1	0	0	0	0	0	1	2
2 PM	0	1	1	0	0	1	0	3
3 PM	0	0	1	0	0	0	0	1
4 PM	1	0	0	1	0	0	0	2
5 PM	0	0	1	0	0	0	0	1
6 PM	0	0	0	0	1	0	0	1
7 PM	0	0	2	0	0	0	0	2
8 PM	0	0	0	0	1	1	0	2
9 PM	0	0	0	0	0	0	1	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	2	4	6	7	2	2	3	26

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	23	88.5
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	2	7.7
Occurred on a four lane road/highway	3	11.5
Occurred on other number of lanes	21	80.8
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	21	80.8
Involved Injuries	1	3.8
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	2	1	4	6	4	1	3	21
Female	4	4	1	4	3	5	6	27
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>6</u>	<u>5</u>	<u>5</u>	<u>10</u>	<u>7</u>	<u>6</u>	<u>9</u>	<u>48</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	4.2
Number of operators who were cited	8	16.7

Pedestrian / Bicyclist Action (prior to 4.6.19)

	Occurrence(s)	Percentage
CROSSING AGAINST SIGNAL	1	100.0
Total Occurrences	1	100.0 %

Point Of Impact (prior to 4.6.19)

	Occurrence (s)	Percentage
RIGHT FRONT CORNER	8	16.3
LEFT FRONT DOOR	2	4.1
LEFT FRONT WHEEL	1	2.0
LEFT FRONT CORNER	8	16.3
CENTER FRONT	10	20.4
CENTER REAR	6	12.2
RIGHT FRONT WHEEL	2	4.1
RIGHT FRONT DOOR	2	4.1
RIGHT REAR DOOR	1	2.0
RIGHT REAR WHEEL	3	6.1
LEFT REAR CORNER	3	6.1
LEFT REAR WHEEL	1	2.0
LEFT REAR DOOR	2	4.1
Total Occurrences	49	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	63	100.0
Total Occurrences	63	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
POSSIBLE	1	1.6
NO APPARENT INJURY	63	98.4
Total Occurrences	64	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	1	1.6
RESTRAINT INSTALLED-NOT USED	9	14.1
RESTRAINT INSTALLED-USED	52	81.3
HELMET NOT USED	2	3.1
Total Occurrences	64	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
BICYCLIST	1	1.6
USE UNIT (VEHICLE) NUMBER	61	95.3
WITNESS	2	3.1
Total Occurrences	64	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	1.6
NONE	62	98.4
Total Occurrences	63	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	46	78.0
PASSENGER - FRONT RIGHT	6	10.2
PASSENGER - REAR DRIVER'S SIDE	2	3.4
PASSENGER - REAR PASS. SIDE	4	6.8
UNKNOWN	1	1.7
Total Occurrences	59	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	23	88.5
PEDAL CYCLE/MOPED	1	3.8
OTHER	2	7.7
Total Occurrences	26	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	3	100.0
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	4	15.4
TRAFFIC SIGNALS	17	65.4
LANE CONTROL	2	7.7
VISIBLE ROAD MARKINGS	3	11.5
Total Occurrences	26	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	25	96.2
RUTS/HOLES/BUMPS	1	3.8
Total Occurrences	26	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	20	76.9
DUSK	1	3.8
DARK-STREET LIGHTS ON	4	15.4
DARK-NO STREET LIGHTS	1	3.8
Total Occurrences	26	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	22	84.6
CLOUDY	1	3.8
RAIN	3	11.5
Total Occurrences	26	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	26	100.0
Total Occurrences	26	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	2	8.0
NOT PHYSICALLY DIVIDED (2-WAY)	18	72.0
UNDIVIDED ROADWAY (1-WAY)	1	4.0
OTHER	4	16.0
Total Occurrences	25	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
ROADWAY UNDER CONSTRUCTION	1	3.8
NOT APPLICABLE	25	96.2
Total Occurrences	26	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	15	57.7
IN A PARKING LOT	1	3.8
INTERSECTION RELATED	5	19.2
ALONG ROADWAY	5	19.2
Total Occurrences	26	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
FATIGUE	1	2.0
APPARENTLY NORMAL	48	96.0
OTHER	1	2.0
Total Occurrences	50	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER VEHICLE	2	4.0
NO APPARENT OBSCUREMENT	48	96.0
Total Occurrences	50	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	21	80.8
WET	3	11.5
SNOW/SLUSH	2	7.7
Total Occurrences	26	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence (s)	Percentage
FOLLOWING ROADWAY	20	40.0
PARKED LEGALLY	1	2.0
CHANGING LANES/MERGING	3	6.0
PASSING ON RIGHT	1	2.0
RIGHT TURN ON RED	2	4.0
MAKING RIGHT TURN	5	10.0
MAKING LEFT TURN	7	14.0
MAKING U-TURN	1	2.0
STARTING IN TRAFFIC	3	6.0
SLOWING OR STOPPING	2	4.0
STOPPED IN TRAFFIC	5	10.0
Total Occurrences	50	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence (s)	Percentage
FAILURE TO YIELD R-O-W	2	4.0
DRIVER INATTENTION/DISTRACTION	3	6.0
PHYSICAL IMPAIRMENT	1	2.0
NO IMPROPER DRIVING	23	46.0
FOLLOWING TOO CLOSE	2	4.0
DISREGARD TRAFFIC CONTROL DEV.	8	16.0
CENTERLINE ENCROACHMENT	1	2.0
IMPROPER PASSING/OVERTAKING	1	2.0
IMPROPER/UNSAFE LANE USE	1	2.0
IMPROPER TURN	1	2.0
OTHER	3	6.0
UNKNOWN	4	8.0
Total Occurrences	50	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	50	100.0
Total Occurrences	50	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	50	100.0
Total Occurrences	50	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > FORT EDDY RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	1	0	0	0	1
8 AM	0	1	0	0	0	0	0	1
9 AM	0	1	0	1	0	0	0	2
10 AM	0	0	0	0	1	0	0	1
11 AM	0	1	0	1	0	1	1	4
12 PM	0	0	2	1	0	3	1	7
1 PM	0	0	0	1	0	0	0	1
2 PM	0	1	0	1	0	1	1	4
3 PM	0	0	1	1	0	1	1	4
4 PM	0	1	1	1	3	0	0	6
5 PM	0	1	0	1	1	0	1	4
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	6	4	9	5	6	5	35

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	29	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	8.6
Involved Fatalities	1	2.9
Involved Pedestrians	0	0.0
Involved Bicyclists	1	2.9
Not Involving Pedestrians or Bicyclists	34	97.1

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	3	0	2	10	6	5	8	34
Female	2	3	2	6	6	8	11	38
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>5</u>	<u>3</u>	<u>4</u>	<u>16</u>	<u>12</u>	<u>13</u>	<u>19</u>	<u>72</u>

Occurrence (s)

Percentage

Number of out of state operators	6	8.3
Number of operators who were cited	20	27.8

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	18	94.7
Glare	1	5.3
Total Occurrences	19	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	4	21.1
Driveway Access or Related	1	5.3
Intersection or Related	12	63.2
Non-Junction	2	10.5
Total Occurrences	19	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	7	100.0
Total Occurrences	7	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	34	82.9
Emotional (depressed, angry, disturbed, etc.)	1	2.4
Ill (sick), Fainted	1	2.4
Physically Impaired	3	7.3
Not Applicable	1	2.4
Unknown	1	2.4
Total Occurrences	41	100.0 %

Non-Motorist Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Action (Rev. 01/2023)

	Occurrence(s)	Percentage
Failure to Obey Traffic Signs, Signals, or Officer	1	100.0
Total Occurrences	1	100.0 %

Non-Motorist Safety Equipment (Rev. 01/2023)

	Occurrence(s)	Percentage
Helmet	1	100.0
Total Occurrences	1	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	18	94.7
Pedalcycle	1	5.3
Total Occurrences	19	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	7	36.8
(2) Two	1	5.3
(3) Three	1	5.3
(4) Four	10	52.6
Total Occurrences	19	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(K) Fatal Injury	1	5.3
(B) Suspected Minor Injury	2	10.5
(O) Property-Damage-Only	16	84.2
Total Occurrences	19	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	6	75.0
Not Applicable/Not an Intersection	2	25.0
Total Occurrences	8	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	6	75.0
Not Applicable/Not an Intersection	2	25.0
Total Occurrences	8	100.0 %

Initial Contact Point (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	1	100.0
Total Occurrences	1	100.0 %

Distracted By (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	1	100.0
Total Occurrences	1	100.0 %

Going To Or From School(K12) (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Passenger/Other Non-Motorist	1	2.4
Not Applicable (Not Distracted)	38	92.7
Unknown	2	4.9
Total Occurrences	41	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	40	97.6
Commercial Driver License (CDL)	1	2.4
Total Occurrences	41	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	22	100.0
Total Occurrences	22	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	16	84.2
Dawn/Dusk	1	5.3
Dark - Lighted	1	5.3
Dark - Not Lighted	1	5.3
Total Occurrences	19	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	1	1.9
Child Restraint System - Forward Facing	2	3.8
Child Restraint System - Rear Facing	1	1.9
Child Restraint - Type Unknown	1	1.9
Lap Belt Only Used	1	1.9
None Used - Motor Vehicle Occupant	8	15.1
Restraint Used - Type Unknown	2	3.8
Shoulder and Lap Belt Used	35	66.0
No Helmet	2	3.8
Total Occurrences	53	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	32	100.0
Total Occurrences	32	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	15	55.6
Divided, Flush Median (greater than 4ft wide)	4	14.8
Divided, Raised Median (curbed)	8	29.6
Total Occurrences	27	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	21	100.0
Total Occurrences	21	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	20	100.0
Total Occurrences	20	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	17	100.0
Total Occurrences	17	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	20	100.0
Total Occurrences	20	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	14	100.0
Total Occurrences	14	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	16	100.0
Total Occurrences	16	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	16	100.0
Total Occurrences	16	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	15.4
Angle	2	15.4
Front to Rear	7	53.8
Sideswipe, Same Direction	2	15.4
Total Occurrences	13	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	5.3
Two-Way	18	94.7
Total Occurrences	19	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Driver Present/Unknown if Driver Present	1	4.3
No Avoidance Maneuver	20	87.0
Unknown	2	8.7
Total Occurrences	23	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	17	54.8
EMS	1	3.2
Police	13	41.9
Total Occurrences	31	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	53	98.1
Unknown	1	1.9
Total Occurrences	54	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	9	100.0
Total Occurrences	9	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	9	81.8
notgiven - Actual Value	1	9.1
reqnpgioqhrbeuipn - Actual Value	1	9.1
Total Occurrences	11	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	19	100.0
Total Occurrences	19	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	8	100.0
Total Occurrences	8	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	8	100.0
Total Occurrences	8	100.0 %

Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
EMS	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	46	43.8
Second	6	5.7
Left	43	41.0
Right	9	8.6
Not Applicable	1	1.0
Total Occurrences	105	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	46	86.8
Front	5	9.4
Not Applicable	2	3.8
Total Occurrences	53	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	43	97.7
Working Vehicle/Equipment	1	2.3
Total Occurrences	44	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	25	92.6
Other Action (looking away from task, etc.)	1	3.7
Unknown	1	3.7
Total Occurrences	27	100.0 %

<u>Bus Use</u>		
	Occurrence(s)	Percentage
Not a Bus	1	50.0
School	1	50.0
Total Occurrences	2	100.0 %

Motor Carrier Type

	Occurrence(s)	Percentage
Not in Commerce/Government	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	2.3
Bicycle Crossing Sign	1	2.3
Lane Use Control Signal	2	4.5
Traffic Control Signal	36	81.8
Other Pavement Marking (excluding edgelines, cente	4	9.1
Total Occurrences	44	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	14	87.5
Other	1	6.3
Unknown	1	6.3
Total Occurrences	16	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	14	87.5
Backup Due to Regular Congestion	2	12.5
Total Occurrences	16	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	16	50.0
Failed to Yield Right-of-Way	2	6.3
Ran Red Light	2	6.3
Improper Turn	2	6.3
Followed Too Closely	6	18.8
Failed to Keep in Proper Lane	1	3.1
Other Contributing Action	2	6.3
Unknown	1	3.1
Total Occurrences	32	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	31	96.9
Unknown	1	3.1
Total Occurrences	32	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	15	93.8
Dark-Lighted	1	6.3
Total Occurrences	16	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	19	100.0
Total Occurrences	19	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	1	50.0
Private Property	1	50.0
Total Occurrences	2	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	31	100.0
Total Occurrences	31	100.0 %

<u>Road</u>	Occurrence(s)	Percentage
Straight	29	93.5
Curve Left	1	3.2
Curve Right	1	3.2
Total Occurrences	31	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	13	81.3
Wet	3	18.8
Total Occurrences	16	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	2	6.5
Traffic Control Signal	29	93.5
Total Occurrences	31	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	29	93.5
Not Applicable	2	6.5
Total Occurrences	31	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	42	100.0
Total Occurrences	42	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	5	31.3
Four-Way Intersection	11	68.8
Total Occurrences	16	100.0 %

<u>Work Zone Type</u>	Occurrence(s)	Percentage
Other	1	100.0
Total Occurrences	1	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	14	87.5
Rain	2	12.5
Total Occurrences	16	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	14	87.5
Non-trafficway	2	12.5
Total Occurrences	16	100.0 %

Trafficway

	Occurrence(s)	Percentage
Two-Way, Not Divided	22	71.0
Two-Way, Not Divided, With Continuous Left Turn La	5	16.1
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	2	6.5
Two-Way, Divided, Positive Median Barrier	2	6.5
Total Occurrences	31	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	9	56.3
Intersection	5	31.3
Intersection-Related	1	6.3
Entrance/Exit Ramp	1	6.3
Total Occurrences	16	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	15	93.8
Officer Present	1	6.3
Total Occurrences	16	100.0 %

Work Zone Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	42	100.0
Total Occurrences	42	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	25	80.6
Other Inside the Vehicle (Eating, Personal Hygiene	1	3.2
Outside the Vehicle (Includes Unspecified External	1	3.2
Unknown if Distracted	4	12.9
Total Occurrences	31	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	1.4
No	68	94.4
Unknown	3	4.2
Total Occurrences	72	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > I 93 NB EXIT 14 OFF RAMP
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	1	0	0	1	0	0	2
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	1	0	0	0	1
11 AM	0	0	0	0	0	1	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	1	1	2
2 PM	0	0	0	0	0	0	0	0
3 PM	0	1	0	0	0	1	0	2
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	1	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	1	0	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	2	0	1	3	3	1	10

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		28 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	10	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	3	30.0
Occurred on other number of lanes	7	70.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	8	80.0
Involved Injuries	2	20.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	2	1	0	3	6
Female	0	0	1	4	0	2	4	11
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>1</u>	<u>2</u>	<u>7</u>	<u>17</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Pedestrian / Bicyclist Action (prior to 4.6.19)

	Occurrence(s)	Percentage
WALK/RIDE AGAINST TRAFFIC	1	100.0
Total Occurrences	1	100.0 %

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	2	11.1
LEFT FRONT CORNER	6	33.3
CENTER FRONT	3	16.7
CENTER REAR	1	5.6
RIGHT FRONT DOOR	2	11.1
LEFT REAR CORNER	3	16.7
LEFT REAR WHEEL	1	5.6
Total Occurrences	18	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	21	100.0
Total Occurrences	21	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	4.3
POSSIBLE	1	4.3
NO APPARENT INJURY	21	91.3
Total Occurrences	23	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	21	91.3
HELMET NOT USED	2	8.7
Total Occurrences	23	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
BICYCLIST	2	8.7
USE UNIT (VEHICLE) NUMBER	21	91.3
Total Occurrences	23	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
ARM(S)	1	4.5
TRUNK/TORSO	1	4.5
LEG(S)	1	4.5
NONE	19	86.4
Total Occurrences	22	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	16	76.2
PASSENGER - FRONT RIGHT	2	9.5
PASSENGER - REAR PASS. SIDE	2	9.5
DRIVER (2/3 WHEEL VEHICLE)	1	4.8
Total Occurrences	21	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	7	70.0
FIXED OBJECT	1	10.0
PEDAL CYCLE/MOPED	1	10.0
BICYCLIST	1	10.0
Total Occurrences	10	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	7	70.0
VISIBLE ROAD MARKINGS	3	30.0
Total Occurrences	10	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	10	100.0
Total Occurrences	10	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	9	90.0
DARK-STREET LIGHTS ON	1	10.0
Total Occurrences	10	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	9	90.0
CLOUDY	1	10.0
Total Occurrences	10	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	9	90.0
STRAIGHT AT HILLCREST	1	10.0
Total Occurrences	10	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
INTERSTATE	1	10.0
OTHER DIVIDED HIGHWAY	3	30.0
NOT PHYSICALLY DIVIDED (2-WAY)	3	30.0
UNDIVIDED ROADWAY (1-WAY)	1	10.0
OTHER	2	20.0
Total Occurrences	10	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	10	100.0
Total Occurrences	10	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	8	80.0
ALONG ROADWAY	1	10.0
RAMP/ROTARY	1	10.0
Total Occurrences	10	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
UNDER THE INFLUENCE	1	5.6
APPARENTLY NORMAL	16	88.9
OTHER	1	5.6
Total Occurrences	18	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	18	100.0
Total Occurrences	18	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	10	100.0
Total Occurrences	10	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	8	44.4
CHANGING LANES/MERGING	3	16.7
RIGHT TURN ON RED	2	11.1
MAKING RIGHT TURN	2	11.1
STARTING IN TRAFFIC	1	5.6
SLOWING OR STOPPING	1	5.6
OTHER VEHICLE ACTION	1	5.6
Total Occurrences	18	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	1	5.6
NO IMPROPER DRIVING	8	44.4
FOLLOWING TOO CLOSE	3	16.7
DISREGARD TRAFFIC CONTROL DEV.	1	5.6
IMPROPER/UNSAFE LANE USE	4	22.2
UNKNOWN	1	5.6
Total Occurrences	18	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	18	100.0
Total Occurrences	18	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	18	100.0
Total Occurrences	18	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > I 93 NB EXIT 14 OFF RAMP
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	1	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	1	0	0	0	0	0	1
12 PM	0	0	0	1	0	0	0	1
1 PM	1	2	0	0	0	0	0	3
2 PM	0	0	0	0	1	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	1	0	0	0	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	2	3	0	2	1	0	0	8

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	5	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	2	25.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	8	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	0	1	2	1	2	2	9
Female	0	0	2	0	1	1	1	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>14</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	14.3
Number of operators who were cited	5	35.7

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	4	80.0
Weather Conditions	1	20.0
Total Occurrences	5	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Intersection or Related	5	100.0
Total Occurrences	5	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	9	100.0
Total Occurrences	9	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	5	100.0
Total Occurrences	5	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
(2) Two	2	40.0
(4) Four	3	60.0
Total Occurrences	5	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(C) Possible Injury	1	20.0
(O) Property-Damage-Only	4	80.0
Total Occurrences	5	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	1	11.1
Not Applicable (Not Distracted)	8	88.9
Total Occurrences	9	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	9	100.0
Total Occurrences	9	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	6	100.0
Total Occurrences	6	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	4	80.0
Dark - Lighted	1	20.0
Total Occurrences	5	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Child Restraint System - Rear Facing	1	7.1
None Used - Motor Vehicle Occupant	1	7.1
Shoulder and Lap Belt Used	12	85.7
Total Occurrences	14	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	2	100.0
Total Occurrences	2	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	2	100.0
Total Occurrences	2	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	2	100.0
Total Occurrences	2	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	2	100.0
Total Occurrences	2	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	3	100.0
Total Occurrences	3	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	1	100.0
Total Occurrences	1	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking (Lockup)	1	25.0
No Avoidance Maneuver	3	75.0
Total Occurrences	4	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	12.5
EMS	5	62.5
Police	2	25.0
Total Occurrences	8	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	14	100.0
Total Occurrences	14	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	5	100.0
Total Occurrences	5	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	12	42.9
Second	2	7.1
Left	9	32.1
Middle	1	3.6
Right	4	14.3
Total Occurrences	28	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	12	85.7
Front	2	14.3
Total Occurrences	14	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	10	100.0
Total Occurrences	10	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	4	80.0
Other Action (looking away from task, etc.)	1	20.0
Total Occurrences	5	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Traffic Control Signal	9	100.0
Total Occurrences	9	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	3	100.0
Total Occurrences	3	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	3	60.0
Failed to Yield Right-of-Way	1	20.0
Over-Correcting/Over-Steering	1	20.0
Total Occurrences	5	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	4	80.0
Ill (Sick), Fainted	1	20.0
Total Occurrences	5	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	3	100.0
Total Occurrences	3	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	5	100.0
Total Occurrences	5	100.0 %

	<u>Road</u>	
	Occurrence(s)	Percentage
Straight	5	100.0
Total Occurrences	5	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	3	100.0
Total Occurrences	3	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	4	80.0
Other	1	20.0
Total Occurrences	5	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	5	100.0
Total Occurrences	5	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	5	83.3
EMS Ground	1	16.7
Total Occurrences	6	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	2	66.7
Four-Way Intersection	1	33.3
Total Occurrences	3	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	3	100.0
Total Occurrences	3	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	3	100.0
Total Occurrences	3	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	3	60.0
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	2	40.0
Total Occurrences	5	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	2	66.7
Intersection	1	33.3
Total Occurrences	3	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	6	100.0
Total Occurrences	6	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	3	60.0
Unknown if Distracted	2	40.0
Total Occurrences	5	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	7.1
No	11	78.6
Unknown	2	14.3
Total Occurrences	14	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (No odd numbers Even # 8-10 Blanks Included)
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	1	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	1	0	0	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	1	0	1
6 PM	0	0	0	0	0	1	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	1	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	1	1	2	1	5

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	5	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	1	20.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	20.0
Occurred on other number of lanes	3	60.0
Involved OUI violation(s)	1	20.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	3	60.0
Involved Injuries	1	20.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	2	2	1	0	0	5
Female	1	1	0	0	1	0	2	5
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>10</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	10.0
Number of operators who were cited	1	10.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	4	40.0
LEFT FRONT CORNER	4	40.0
CENTER FRONT	1	10.0
RIGHT REAR DOOR	1	10.0
Total Occurrences	10	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	9	100.0
Total Occurrences	9	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
POSSIBLE	1	7.7
NO APPARENT INJURY	12	92.3
Total Occurrences	13	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-NOT USED	3	23.1
RESTRAINT INSTALLED-USED	10	76.9
Total Occurrences	13	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	13	100.0
Total Occurrences	13	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NECK	1	11.1
NONE	8	88.9
Total Occurrences	9	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	8	80.0
PASSENGER - FRONT RIGHT	2	20.0
Total Occurrences	10	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	5	100.0
Total Occurrences	5	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	20.0
TRAFFIC SIGNALS	3	60.0
LANE CONTROL	1	20.0
Total Occurrences	5	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	5	100.0
Total Occurrences	5	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	3	60.0
DUSK	1	20.0
DARK-STREET LIGHTS ON	1	20.0
Total Occurrences	5	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	5	100.0
Total Occurrences	5	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	5	100.0
Total Occurrences	5	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	2	40.0
NOT PHYSICALLY DIVIDED (2-WAY)	2	40.0
OTHER	1	20.0
Total Occurrences	5	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	4	100.0
Total Occurrences	4	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	4	80.0
ALONG ROAD AT DRIVEWAY ACCESS	1	20.0
Total Occurrences	5	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
UNDER THE INFLUENCE	1	10.0
APPARENTLY NORMAL	9	90.0
Total Occurrences	10	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	10	100.0
Total Occurrences	10	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	5	100.0
Total Occurrences	5	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	3	30.0
PARKED ILLEGALLY	1	10.0
MAKING RIGHT TURN	2	20.0
MAKING LEFT TURN	2	20.0
STOPPED IN TRAFFIC	2	20.0
Total Occurrences	10	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	1	10.0
PHYSICAL IMPAIRMENT	1	10.0
NO IMPROPER DRIVING	3	30.0
IMPROPER TURN	1	10.0
UNKNOWN	4	40.0
Total Occurrences	10	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	10	100.0
Total Occurrences	10	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	10	100.0
Total Occurrences	10	100.0 %



Jurisdictions: ALL
Location: ALL
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Intersecting Street: CON > LOUDON RD (No odd numbers Even # 8-10 Blanks Included)
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	1	0	0	1	0	0	2
8 AM	0	1	0	0	1	0	0	2
9 AM	0	0	0	0	0	2	0	2
10 AM	0	0	0	1	0	0	0	1
11 AM	1	0	0	0	2	1	0	4
12 PM	0	0	2	1	2	1	2	8
1 PM	0	1	1	0	0	1	0	3
2 PM	1	1	2	0	0	2	1	7
3 PM	1	1	1	1	1	0	0	5
4 PM	0	2	1	0	2	0	0	5
5 PM	0	0	0	0	1	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	1	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	1	0	0	0	0	1
TOTALS	3	8	8	3	10	10	3	45

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	44	31 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	6	13.3
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	45	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	5	2	3	9	7	7	9	42
Female	3	1	2	7	2	6	14	35
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>8</u>	<u>3</u>	<u>5</u>	<u>16</u>	<u>9</u>	<u>13</u>	<u>23</u>	<u>77</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	2.6
Number of operators who were cited	28	35.9

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	19	95.0
Unknown	1	5.0
Total Occurrences	20	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	10	50.0
Entrance/Exit Ramp or Related	1	5.0
Intersection or Related	6	30.0
Non-Junction	2	10.0
Unknown	1	5.0
Total Occurrences	20	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	3	100.0
Total Occurrences	3	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	32	94.1
Asleep or Fatigued	1	2.9
Emotional (depressed, angry, disturbed, etc.)	1	2.9
Total Occurrences	34	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	15	75.0
Other Non-Fixed Object	1	5.0
Strikes Object at Rest from MV in Transport	2	10.0
Other Post, Pole, or Support	2	10.0
Total Occurrences	20	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	14	70.0
(2) Two	2	10.0
(3) Three	1	5.0
(4) Four	3	15.0
Total Occurrences	20	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	5.0
(O) Property-Damage-Only	19	95.0
Total Occurrences	20	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	1	16.7
Not Applicable/Not an Intersection	5	83.3
Total Occurrences	6	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	16.7
Not Applicable/Not an Intersection	5	83.3
Total Occurrences	6	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	2	5.9
Not Applicable (Not Distracted)	31	91.2
Unknown	1	2.9
Total Occurrences	34	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	33	97.1
Commercial Driver License (CDL)	1	2.9
Total Occurrences	34	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	7	100.0
Total Occurrences	7	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	14	70.0
Dawn/Dusk	2	10.0
Dark - Lighted	4	20.0
Total Occurrences	20	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
None Used - Motor Vehicle Occupant	4	9.5
Shoulder and Lap Belt Used	35	83.3
Shoulder Belt Only Used	1	2.4
No Helmet	2	4.8
Total Occurrences	42	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	11	61.1
Not Divided, With a Continuous Left-Turn Lane	1	5.6
Divided, Flush Median (greater than 4ft wide)	1	5.6
Divided, Raised Median (curbed)	5	27.8
Total Occurrences	18	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	14	100.0
Total Occurrences	14	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	13	100.0
Total Occurrences	13	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	14	100.0
Total Occurrences	14	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	15	100.0
Total Occurrences	15	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	13	86.7
Unknown	2	13.3
Total Occurrences	15	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	13	86.7
Unknown	2	13.3
Total Occurrences	15	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	13	86.7
Unknown	2	13.3
Total Occurrences	15	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	2	18.2
Angle	5	45.5
Front to Front	2	18.2
Front to Rear	1	9.1
Sideswipe, Same Direction	1	9.1
Total Occurrences	11	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	6.3
Two-Way	15	93.8
Total Occurrences	16	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	14.3
No Avoidance Maneuver	5	71.4
Unknown	1	14.3
Total Occurrences	7	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	8	100.0
Total Occurrences	8	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	42	100.0
Total Occurrences	42	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	7	35.0
Median	1	5.0
On Roadway	12	60.0
Total Occurrences	20	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	38	46.3
Second	2	2.4
Left	32	39.0
Middle	1	1.2
Right	7	8.5
Not Applicable	2	2.4
Total Occurrences	82	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	38	86.4
Curtain	1	2.3
Front	3	6.8
Side	1	2.3
Not Applicable	1	2.3
Total Occurrences	44	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	33	89.2
Parked Motor Vehicle	4	10.8
Total Occurrences	37	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	14	93.3
Talking/listening	1	6.7
Total Occurrences	15	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	22	61.1
Stop Sign	2	5.6
Flashing Traffic Control Signal	1	2.8
Traffic Control Signal	11	30.6
Total Occurrences	36	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	20	74.1
Weather Conditions	3	11.1
Visual Obstruction(s)	1	3.7
Other	2	7.4
Unknown	1	3.7
Total Occurrences	27	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	22	88.0
Road Surface Condition (Wet, Icy, Snow, etc.)	2	8.0
Unknown	1	4.0
Total Occurrences	25	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	21	44.7
Ran Off Roadway	1	2.1
Failed to Yield Right-of-Way	10	21.3
Improper Turn	2	4.3
Improper Backing	4	8.5
Followed Too Closely	3	6.4
Operated Motor Vehicle in Inattentive, Careless, N	1	2.1
Other Contributing Action	4	8.5
Unknown	1	2.1
Total Occurrences	47	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	45	95.7
Unknown	2	4.3
Total Occurrences	47	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	24	96.0
Dark-Lighted	1	4.0
Total Occurrences	25	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	20	100.0
Total Occurrences	20	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	2	40.0
Private Property	3	60.0
Total Occurrences	5	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	48	92.3
Uphill	2	3.8
Downhill	2	3.8
Total Occurrences	52	100.0 %

	<u>Road</u>	Occurrence(s)	Percentage
Straight		52	100.0
Total Occurrences		52	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	20	80.0
Wet	4	16.0
Snow	1	4.0
Total Occurrences	25	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	26	50.0
Traffic Control Signal	8	15.4
Stop Sign	5	9.6
Yield Sign	2	3.8
Other	11	21.2
Total Occurrences	52	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	26	51.0
Not Applicable	25	49.0
Total Occurrences	51	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	62	96.9
EMS Ground	1	1.6
Unknown	1	1.6
Total Occurrences	64	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	21	84.0
Four-Way Intersection	1	4.0
T-Intersection	1	4.0
Y-Intersection	1	4.0
L-Intersection	1	4.0
Total Occurrences	25	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	18	72.0
Cloudy	1	4.0
Rain	4	16.0
Freezing Rain or Freezing Drizzle	1	4.0
Snow	1	4.0
Total Occurrences	25	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	19	76.0
Trafficway, Not on Road	4	16.0
Non-trafficway	2	8.0
Total Occurrences	25	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	37	72.5
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	7	13.7
Two-Way, Divided, Positive Median Barrier	4	7.8
One-Way Trafficway	1	2.0
Unknown	2	3.9
Total Occurrences	51	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	23	92.0
Intersection	1	4.0
Driveway Access	1	4.0
Total Occurrences	25	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	25	100.0
Total Occurrences	25	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	64	100.0
Total Occurrences	64	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	39	86.7
Other Inside the Vehicle (Eating, Personal Hygiene	2	4.4
Unknown if Distracted	4	8.9
Total Occurrences	45	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	2	2.6
No	70	90.9
Unknown	5	6.5
Total Occurrences	77	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > LOUDON RD (Odd # 15-15 All even numbers Blanks Included)
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	1	0	0	0	0	0	1
6 AM	0	0	0	0	0	1	0	1
7 AM	0	1	0	0	1	0	0	2
8 AM	0	1	0	0	1	0	0	2
9 AM	0	0	0	0	0	2	0	2
10 AM	0	0	0	2	0	0	0	2
11 AM	1	0	0	0	2	1	1	5
12 PM	0	1	2	1	3	2	2	11
1 PM	0	1	1	0	0	2	0	4
2 PM	1	1	3	0	0	3	2	10
3 PM	1	1	1	1	2	0	0	6
4 PM	0	2	2	0	2	0	0	6
5 PM	0	0	0	1	2	0	0	3
6 PM	0	0	0	1	0	0	0	1
7 PM	0	0	1	0	0	1	0	2
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	1	0	0	1
10 PM	0	0	0	0	0	1	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	1	0	1	0	0	2
TOTALS	3	9	11	6	15	13	5	62

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	58	32 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	8	12.9
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	62	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	6	3	3	11	10	12	11	56
Female	5	2	3	10	5	7	19	51
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>11</u>	<u>5</u>	<u>6</u>	<u>21</u>	<u>15</u>	<u>19</u>	<u>30</u>	<u>107</u>

	Occurrence (s)	Percentage
Number of out of state operators	4	3.7
Number of operators who were cited	39	36.1

Construction Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	27	96.4
Unknown	1	3.6
Total Occurrences	28	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	10	35.7
Entrance/Exit Ramp or Related	1	3.6
Intersection or Related	14	50.0
Non-Junction	2	7.1
Unknown	1	3.6
Total Occurrences	28	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	3	100.0
Total Occurrences	3	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	45	93.8
Asleep or Fatigued	1	2.1
Emotional (depressed, angry, disturbed, etc.)	1	2.1
Under the Influence of Medications/Drugs/Alcohol	1	2.1
Total Occurrences	48	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	22	78.6
Other Non-Fixed Object	1	3.6
Strikes Object at Rest from MV in Transport	2	7.1
Other Post, Pole, or Support	2	7.1
Unknown	1	3.6
Total Occurrences	28	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	14	50.0
(2) Two	2	7.1
(3) Three	1	3.6
(4) Four	11	39.3
Total Occurrences	28	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(B) Suspected Minor Injury	1	3.6
(C) Possible Injury	1	3.6
(O) Property-Damage-Only	26	92.9
Total Occurrences	28	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	3	37.5
Not Applicable/Not an Intersection	5	62.5
Total Occurrences	8	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	1	14.3
No Controls	1	14.3
Not Applicable/Not an Intersection	5	71.4
Total Occurrences	7	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	3	6.3
Not Applicable (Not Distracted)	42	87.5
Unknown	3	6.3
Total Occurrences	48	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	47	97.9
Commercial Driver License (CDL)	1	2.1
Total Occurrences	48	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	9	100.0
Total Occurrences	9	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	21	75.0
Dawn/Dusk	2	7.1
Dark - Lighted	5	17.9
Total Occurrences	28	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Child Restraint System - Rear Facing	1	1.6
None Used - Motor Vehicle Occupant	7	11.3
Shoulder and Lap Belt Used	51	82.3
Shoulder Belt Only Used	1	1.6
No Helmet	2	3.2
Total Occurrences	62	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	12	100.0
Total Occurrences	12	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	12	57.1
Not Divided, With a Continuous Left-Turn Lane	1	4.8
Divided, Flush Median (greater than 4ft wide)	1	4.8
Divided, Raised Median (curbed)	7	33.3
Total Occurrences	21	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	17	100.0
Total Occurrences	17	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	15	100.0
Total Occurrences	15	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	16	100.0
Total Occurrences	16	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	17	100.0
Total Occurrences	17	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	15	88.2
Unknown	2	11.8
Total Occurrences	17	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	15	88.2
Unknown	2	11.8
Total Occurrences	17	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	15	88.2
Unknown	2	11.8
Total Occurrences	17	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Not a Collision Between Two Motor Vehicles	3	18.8
Angle	6	37.5
Front to Front	2	12.5
Front to Rear	2	12.5
Sideswipe, Opposite Direction	1	6.3
Sideswipe, Same Direction	2	12.5
Total Occurrences	16	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	1	5.6
Two-Way	17	94.4
Total Occurrences	18	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	11.1
No Avoidance Maneuver	7	77.8
Unknown	1	11.1
Total Occurrences	9	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	11	100.0
Total Occurrences	11	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	61	98.4
Unknown	1	1.6
Total Occurrences	62	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	7	25.0
Median	1	3.6
Off Roadway, Location Unknown	1	3.6
On Roadway	19	67.9
Total Occurrences	28	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	3	100.0
Total Occurrences	3	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	56	45.9
Second	4	3.3
Left	47	38.5
Middle	1	0.8
Right	12	9.8
Not Applicable	2	1.6
Total Occurrences	122	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	56	87.5
Curtain	1	1.6
Front	4	6.3
Side	1	1.6
Not Applicable	2	3.1
Total Occurrences	64	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	48	92.3
Parked Motor Vehicle	4	7.7
Total Occurrences	52	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	18	85.7
Talking/listening	1	4.8
Unknown	2	9.5
Total Occurrences	21	100.0 %

<u>Bus Use</u>		
	Occurrence(s)	Percentage
Not a Bus	1	100.0
Total Occurrences	1	100.0 %

Motor Carrier Type

	Occurrence(s)	Percentage
Intrastate Carrier	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	22	43.1
Stop Sign	2	3.9
Flashing Traffic Control Signal	1	2.0
Traffic Control Signal	26	51.0
Total Occurrences	51	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	28	77.8
Weather Conditions	4	11.1
Visual Obstruction(s)	1	2.8
Other	2	5.6
Unknown	1	2.8
Total Occurrences	36	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	29	85.3
Backup Due to Prior Crash	1	2.9
Backup Due to Regular Congestion	1	2.9
Road Surface Condition (Wet, Icy, Snow, etc.)	2	5.9
Unknown	1	2.9
Total Occurrences	34	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	27	41.5
Ran Off Roadway	1	1.5
Failed to Yield Right-of-Way	11	16.9
Ran Red Light	3	4.6
Disregarded Other Traffic Sign	1	1.5
Improper Turn	5	7.7
Improper Backing	4	6.2
Followed Too Closely	4	6.2
Operated Motor Vehicle in Inattentive, Careless, N	1	1.5
Other Contributing Action	5	7.7
Unknown	3	4.6
Total Occurrences	65	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	60	93.8
Emotional (Depressed, Angry, Disturbed, etc.)	2	3.1
Unknown	2	3.1
Total Occurrences	64	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	30	88.2
Dark-Lighted	4	11.8
Total Occurrences	34	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	28	100.0
Total Occurrences	28	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	5	62.5
Private Property	3	37.5
Total Occurrences	8	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	62	91.2
Uphill	2	2.9
Downhill	4	5.9
Total Occurrences	68	100.0 %

<u>Road</u>		
	Occurrence(s)	Percentage
Straight	65	95.6
Curve Right	3	4.4
Total Occurrences	68	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	27	79.4
Wet	6	17.6
Snow	1	2.9
Total Occurrences	34	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	26	38.2
Traffic Control Signal	22	32.4
Stop Sign	5	7.4
Yield Sign	4	5.9
Other	11	16.2
Total Occurrences	68	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	38	56.7
Not Applicable	29	43.3
Total Occurrences	67	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	78	95.1
EMS Ground	3	3.7
Unknown	1	1.2
Total Occurrences	82	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	24	70.6
Four-Way Intersection	7	20.6
T-Intersection	1	2.9
Y-Intersection	1	2.9
L-Intersection	1	2.9
Total Occurrences	34	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	23	67.6
Cloudy	4	11.8
Rain	5	14.7
Freezing Rain or Freezing Drizzle	1	2.9
Snow	1	2.9
Total Occurrences	34	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	28	82.4
Trafficway, Not on Road	4	11.8
Non-trafficway	2	5.9
Total Occurrences	34	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	39	58.2
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	9	13.4
Two-Way, Divided, Positive Median Barrier	14	20.9
One-Way Trafficway	3	4.5
Unknown	2	3.0
Total Occurrences	67	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	26	76.5
Intersection	4	11.8
Intersection-Related	2	5.9
Entrance/Exit Ramp-Related	1	2.9
Driveway Access	1	2.9
Total Occurrences	34	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	34	100.0
Total Occurrences	34	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
Helmet, Unknown if DOT Compliant	1	1.2
No Helmet	81	98.8
Total Occurrences	82	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	51	83.6
Other Inside the Vehicle (Eating, Personal Hygiene	2	3.3
Outside the Vehicle (Includes Unspecified External	1	1.6
Unknown if Distracted	7	11.5
Total Occurrences	61	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	2	1.9
No	94	87.9
Unknown	11	10.3
Total Occurrences	107	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > GULLY HILL RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	1	1	2
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	1	0	0	0	1
2 PM	0	0	0	0	0	1	1	2
3 PM	0	0	0	0	0	0	1	1
4 PM	0	0	1	0	0	0	0	1
5 PM	0	0	0	0	3	0	0	3
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	1	0	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	1	2	3	2	3	11

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	10	90.9
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	2	18.2
Occurred on a four lane road/highway	3	27.3
Occurred on other number of lanes	6	54.5
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	11	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	2	1	5	0	3	0	12
Female	1	1	0	2	2	2	2	10
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>3</u>	<u>1</u>	<u>7</u>	<u>2</u>	<u>5</u>	<u>2</u>	<u>22</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	4.5
Number of operators who were cited	1	4.5

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	2	9.5
LEFT FRONT CORNER	1	4.8
CENTER FRONT	8	38.1
CENTER REAR	7	33.3
LEFT REAR CORNER	3	14.3
Total Occurrences	21	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	29	100.0
Total Occurrences	29	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	31	100.0
Total Occurrences	31	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	4	12.9
RESTRAINT INSTALLED-NOT USED	2	6.5
RESTRAINT INSTALLED-USED	25	80.6
Total Occurrences	31	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	31	100.0
Total Occurrences	31	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	29	100.0
Total Occurrences	29	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	20	69.0
PASSENGER - FRONT RIGHT	4	13.8
PASSENGER - REAR DRIVER'S SIDE	1	3.4
PASSENGER - REAR CENTER	1	3.4
PASSENGER - REAR PASS. SIDE	3	10.3
Total Occurrences	29	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	10	90.9
FIXED OBJECT	1	9.1
Total Occurrences	11	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	33.3
SIGN POST	2	66.7
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	11	100.0
Total Occurrences	11	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	11	100.0
Total Occurrences	11	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	9	81.8
DARK-STREET LIGHTS ON	2	18.2
Total Occurrences	11	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	10	90.9
CLOUDY	1	9.1
Total Occurrences	11	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	10	100.0
Total Occurrences	10	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	4	40.0
NOT PHYSICALLY DIVIDED (2-WAY)	5	50.0
DRIVEWAY OR ACCESS WAY	1	10.0
Total Occurrences	10	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	11	100.0
Total Occurrences	11	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	7	63.6
INTERSECTION RELATED	3	27.3
ALONG ROADWAY	1	9.1
Total Occurrences	11	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	19	100.0
Total Occurrences	19	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	19	100.0
Total Occurrences	19	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	11	100.0
Total Occurrences	11	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	7	33.3
BACKING	1	4.8
STARTING FROM PARKED	1	4.8
STARTING IN TRAFFIC	1	4.8
SLOWING OR STOPPING	4	19.0
STOPPED IN TRAFFIC	6	28.6
OTHER VEHICLE ACTION	1	4.8
Total Occurrences	21	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
UNSAFE BACKING	1	4.8
DRIVER INATTENTION/DISTRACTION	1	4.8
NO IMPROPER DRIVING	9	42.9
FOLLOWING TOO CLOSE	8	38.1
OTHER	1	4.8
UNKNOWN	1	4.8
Total Occurrences	21	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	21	100.0
Total Occurrences	21	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	21	100.0
Total Occurrences	21	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > GULLY HILL RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	1	0	0	0	0	1
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	1	0	0	0	0	1
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	1	0	0	0	1	0	0	2
11 AM	0	0	0	0	1	0	0	1
12 PM	0	1	0	3	0	0	0	4
1 PM	0	0	2	0	0	1	1	4
2 PM	0	0	0	0	0	0	1	1
3 PM	0	0	0	0	0	1	0	1
4 PM	0	0	1	0	0	0	0	1
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	1	0	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>1</u>	<u>6</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>17</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	10	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	3	17.6
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	17	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	1	3	2	2	9
Female	0	0	2	6	2	5	5	20
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>7</u>	<u>7</u>	<u>29</u>

	Occurrence (s)	Percentage
Number of out of state operators	1	3.3
Number of operators who were cited	11	36.7

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	8	88.9
Road Surface Condition (wet, icy, snow, slush, etc	1	11.1
Total Occurrences	9	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	7	77.8
Intersection or Related	2	22.2
Total Occurrences	9	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	4	100.0
Total Occurrences	4	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	15	100.0
Total Occurrences	15	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	7	77.8
Strikes Object at Rest from MV in Transport	1	11.1
Traffic Sign Support	1	11.1
Total Occurrences	9	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	7	77.8
(4) Four	2	22.2
Total Occurrences	9	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	9	100.0
Total Occurrences	9	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Perpendicular	2	25.0
Not Applicable/Not an Intersection	6	75.0
Total Occurrences	8	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	2	25.0
Not Applicable/Not an Intersection	6	75.0
Total Occurrences	8	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	9	60.0
Unknown	6	40.0
Total Occurrences	15	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	15	100.0
Total Occurrences	15	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	7	77.8
Dawn/Dusk	2	22.2
Total Occurrences	9	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Child Restraint System - Forward Facing	1	4.0
Child Restraint System - Rear Facing	1	4.0
None Used - Motor Vehicle Occupant	2	8.0
Shoulder and Lap Belt Used	21	84.0
Total Occurrences	25	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	6	42.9
Divided, Raised Median (curbed)	8	57.1
Total Occurrences	14	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	10	83.3
Concrete Barrier (e.g. Jersey Barrier)	1	8.3
Earth Embankment	1	8.3
Total Occurrences	12	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	11	100.0
Total Occurrences	11	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	11	100.0
Total Occurrences	11	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	4	100.0
Total Occurrences	4	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	55.6
Unknown	4	44.4
Total Occurrences	9	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	44.4
Unknown	5	55.6
Total Occurrences	9	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	4	44.4
Unknown	5	55.6
Total Occurrences	9	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	3	42.9
Front to Rear	4	57.1
Total Occurrences	7	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
One-Way	3	27.3
Two-Way	8	72.7
Total Occurrences	11	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
No Avoidance Maneuver	5	50.0
Unknown	5	50.0
Total Occurrences	10	100.0 %

Person Type Incident Responder (Rev. 01/2023)

		Occurrence(s)	Percentage
No		3	50.0
Police		3	50.0
Total Occurrences		6	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	25	100.0
Total Occurrences	25	100.0 %

Fatality Alcohol Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	4	100.0
Total Occurrences	4	100.0 %

Fatality Alcohol Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	4	100.0
Total Occurrences	4	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
In Parking Lane or Zone	3	33.3
Median	1	11.1
On Roadway	5	55.6
Total Occurrences	9	100.0 %

Fatality Drug Test Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	4	100.0
Total Occurrences	4	100.0 %

Fatality Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Test Not Given	4	100.0
Total Occurrences	4	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	20	40.0
Second	3	6.0
Third	2	4.0
Left	17	34.0
Right	8	16.0
Total Occurrences	50	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	24	92.3
Front	1	3.8
Side	1	3.8
Total Occurrences	26	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	14	87.5
Parked Motor Vehicle	2	12.5
Total Occurrences	16	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	5	38.5
Unknown	8	61.5
Total Occurrences	13	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	11	61.1
Person (including flagger, law enforcement, crossi	2	11.1
Traffic Control Signal	5	27.8
Total Occurrences	18	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	6	75.0
Visual Obstruction(s)	1	12.5
Glare	1	12.5
Total Occurrences	8	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	4	50.0
Backup Due to Regular Congestion	1	12.5
Other	1	12.5
Unknown	2	25.0
Total Occurrences	8	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	8	53.3
Failed to Yield Right-of-Way	1	6.7
Followed Too Closely	2	13.3
Failed to Keep in Proper Lane	1	6.7
Operated Motor Vehicle in Inattentive, Careless, N	1	6.7
Unknown	2	13.3
Total Occurrences	15	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	13	92.9
Emotional (Depressed, Angry, Disturbed, etc.)	1	7.1
Total Occurrences	14	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	8	100.0
Total Occurrences	8	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	9	100.0
Total Occurrences	9	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	13	86.7
Downhill	2	13.3
Total Occurrences	15	100.0 %

	<u>Road</u>	Occurrence(s)	Percentage
Straight		15	100.0
Total Occurrences		15	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	6	75.0
Wet	2	25.0
Total Occurrences	8	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	2	13.3
Traffic Control Signal	11	73.3
Other	2	13.3
Total Occurrences	15	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	13	86.7
Not Applicable	2	13.3
Total Occurrences	15	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	16	84.2
EMS Ground	3	15.8
Total Occurrences	19	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	3	37.5
Four-Way Intersection	5	62.5
Total Occurrences	8	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	5	62.5
Cloudy	2	25.0
Rain	1	12.5
Total Occurrences	8	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	6	75.0
Trafficway, Not on Road	2	25.0
Total Occurrences	8	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	9	60.0
Two-Way, Divided, Unprotected (Painted >4 Feet) Me	2	13.3
Two-Way, Divided, Positive Median Barrier	4	26.7
Total Occurrences	15	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	6	75.0
Intersection	1	12.5
Intersection-Related	1	12.5
Total Occurrences	8	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	8	100.0
Total Occurrences	8	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	18	94.7
Unknown If Helmet Worn	1	5.3
Total Occurrences	19	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	9	60.0
Outside the Vehicle (Includes Unspecified External	1	6.7
Unknown if Distracted	5	33.3
Total Occurrences	15	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	18	60.0
Unknown	12	40.0
Total Occurrences	30	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > HAZEN DR
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	1	0	0	0	0	0	1
8 AM	0	0	1	1	0	0	0	2
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	1	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	1	0	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	1	0	0	0	1
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	1	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	2	2	0	1	1	7

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	7	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	1	14.3
Occurred on a four lane road/highway	1	14.3
Occurred on other number of lanes	5	71.4
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0

Measurements were taken	0	0.0
Investigation took place	7	100.0
Involved Injuries	1	14.3
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	2	0	2	0	0	2	6
Female	1	1	1	3	0	1	1	8
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>3</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>14</u>

	Occurrence (s)	Percentage
Number of out of state operators	2	14.3
Number of operators who were cited	1	7.1

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
CENTER FRONT	7	50.0
CENTER REAR	7	50.0
Total Occurrences	14	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	17	100.0
Total Occurrences	17	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	5.9
NO APPARENT INJURY	16	94.1
Total Occurrences	17	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	17	100.0
Total Occurrences	17	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	17	100.0
Total Occurrences	17	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NECK	1	5.9
NONE	16	94.1
Total Occurrences	17	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	10	83.3
PASSENGER - FRONT RIGHT	1	8.3
PASSENGER - REAR DRIVER'S SIDE	1	8.3
Total Occurrences	12	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	7	100.0
Total Occurrences	7	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	2	66.7
OTHER	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	14.3
TRAFFIC SIGNALS	5	71.4
YIELD SIGN	1	14.3
Total Occurrences	7	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	7	100.0
Total Occurrences	7	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	6	85.7
DARK-STREET LIGHTS ON	1	14.3
Total Occurrences	7	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	5	71.4
CLOUDY	1	14.3
RAIN	1	14.3
Total Occurrences	7	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	7	100.0
Total Occurrences	7	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	2	28.6
NOT PHYSICALLY DIVIDED (2-WAY)	5	71.4
Total Occurrences	7	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	7	100.0
Total Occurrences	7	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	6	85.7
INTERSECTION RELATED	1	14.3
Total Occurrences	7	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	14	100.0
Total Occurrences	14	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	14	100.0
Total Occurrences	14	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	6	85.7
WET	1	14.3
Total Occurrences	7	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	6	42.9
BACKING	1	7.1
MAKING RIGHT TURN	2	14.3
STARTING IN TRAFFIC	2	14.3
SLOWING OR STOPPING	1	7.1
STOPPED IN TRAFFIC	2	14.3
Total Occurrences	14	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
UNSAFE BACKING	1	7.1
DRIVER INATTENTION/DISTRACTION	2	14.3
NO IMPROPER DRIVING	7	50.0
FOLLOWING TOO CLOSE	4	28.6
Total Occurrences	14	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	14	100.0
Total Occurrences	14	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	14	100.0
Total Occurrences	14	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > HAZEN DR
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	1	1
11 AM	0	0	0	1	0	1	0	2
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	1	1
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	1	0	0	1	0	2
5 PM	1	0	1	1	2	0	0	5
6 PM	0	0	0	0	0	0	1	1
7 PM	0	0	0	0	0	1	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	1	0	0	1
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>14</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	25	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	5	35.7
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	14	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	4	1	1	2	2	5	4	19
Female	0	1	1	3	3	3	3	14
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>4</u>	<u>2</u>	<u>2</u>	<u>5</u>	<u>5</u>	<u>8</u>	<u>7</u>	<u>33</u>

Occurrence (s)

Percentage

Number of out of state operators	3	8.8
Number of operators who were cited	7	20.6

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	2	66.7
Regular Congestion	1	33.3
Total Occurrences	3	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	1	33.3
Non-Junction	2	66.7
Total Occurrences	3	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	6	100.0
Total Occurrences	6	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	3	100.0
Total Occurrences	3	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	3	100.0
Total Occurrences	3	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	3	100.0
Total Occurrences	3	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	6	100.0
Total Occurrences	6	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	6	100.0
Total Occurrences	6	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	2	66.7
Dark - Lighted	1	33.3
Total Occurrences	3	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Booster Seat	2	16.7
Child Restraint System - Forward Facing	1	8.3
Shoulder and Lap Belt Used	7	58.3
No Helmet	2	16.7
Total Occurrences	12	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	11	100.0
Total Occurrences	11	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	1	16.7
Divided, Raised Median (curbed)	5	83.3
Total Occurrences	6	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	1	100.0
Total Occurrences	1	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	1	100.0
Total Occurrences	1	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	1	100.0
Total Occurrences	1	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	1	33.3
Front to Rear	1	33.3
Sideswipe, Same Direction	1	33.3
Total Occurrences	3	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking and Steering Right	1	20.0
Braking (No Lockup)	1	20.0
No Avoidance Maneuver	2	40.0
Steering Right	1	20.0
Total Occurrences	5	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	1	100.0
Total Occurrences	1	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	12	100.0
Total Occurrences	12	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	3	100.0
Total Occurrences	3	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	9	37.5
Second	3	12.5
Left	6	25.0
Middle	2	8.3
Right	4	16.7
Total Occurrences	24	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	10	83.3
Front	1	8.3
Not Applicable	1	8.3
Total Occurrences	12	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	6	100.0
Total Occurrences	6	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	6	100.0
Total Occurrences	6	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	16.7
Other	5	83.3
Total Occurrences	6	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	8	80.0
Visual Obstruction(s)	1	10.0
Glare	1	10.0
Total Occurrences	10	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	9	90.0
Debris	1	10.0
Total Occurrences	10	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	16	59.3
Disregarded Other Traffic Sign	2	7.4
Followed Too Closely	6	22.2
Operated Motor Vehicle in Inattentive, Careless, N	2	7.4
Other Contributing Action	1	3.7
Total Occurrences	27	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	27	100.0
Total Occurrences	27	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	7	70.0
Dusk	1	10.0
Dark-Lighted	1	10.0
Dark-Not Lighted	1	10.0
Total Occurrences	10	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	15	55.6
Uphill	4	14.8
Downhill	8	29.6
Total Occurrences	27	100.0 %

	<u>Road</u>	
	Occurrence(s)	Percentage
Straight	27	100.0
Total Occurrences	27	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	10	100.0
Total Occurrences	10	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	10	37.0
Traffic Control Signal	10	37.0
Flashing Traffic Control Signal	2	7.4
Yield Sign	4	14.8
Warning Sign	1	3.7
Total Occurrences	27	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	22	81.5
Not Applicable	5	18.5
Total Occurrences	27	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	34	89.5
EMS Ground	3	7.9
Law Enforcement	1	2.6
Total Occurrences	38	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	4	40.0
Four-Way Intersection	5	50.0
T-Intersection	1	10.0
Total Occurrences	10	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	9	90.0
Severe Crosswinds	1	10.0
Total Occurrences	10	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	10	100.0
Total Occurrences	10	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	9	33.3
Two-Way, Divided, Positive Median Barrier	16	59.3
One-Way Trafficway	2	7.4
Total Occurrences	27	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	6	60.0
Intersection	3	30.0
Other Location Not Listed Above Within an Intercha	1	10.0
Total Occurrences	10	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	10	100.0
Total Occurrences	10	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	37	97.4
Unknown If Helmet Worn	1	2.6
Total Occurrences	38	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	24	88.9
Manually Operating an Electronic Communication Dev	1	3.7
Passenger	1	3.7
Unknown if Distracted	1	3.7
Total Occurrences	27	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Exceeded Speed Limit	1	3.0
No	30	90.9
Unknown	2	6.1
Total Occurrences	33	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > CANTERBURY RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	1	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	1	0	0	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	1	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	1	33.3
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	3	100.0
Involved OUI violation(s)	0	0.0
Photos were taken	0	0.0
Measurements were taken	0	0.0

Investigation took place	2	66.7
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	2	1	1	0	0	4
Female	0	0	0	0	0	0	0	0
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	1	25.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
LEFT FRONT CORNER	1	25.0
CENTER FRONT	1	25.0
CENTER REAR	1	25.0
RIGHT FRONT DOOR	1	25.0
Total Occurrences	4	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	4	100.0
Total Occurrences	4	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	4	100.0
Total Occurrences	4	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
RESTRAINT INSTALLED-USED	4	100.0
Total Occurrences	4	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	4	100.0
Total Occurrences	4	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	4	100.0
Total Occurrences	4	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	2	100.0
Total Occurrences	2	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	2	66.7
FIXED OBJECT	1	33.3
Total Occurrences	3	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
SIGN POST	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	1	33.3
TRAFFIC SIGNALS	2	66.7
Total Occurrences	3	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	3	100.0
Total Occurrences	3	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	2	66.7
DARK-STREET LIGHTS ON	1	33.3
Total Occurrences	3	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	3	100.0
Total Occurrences	3	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	3	100.0
Total Occurrences	3	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	1	33.3
NOT PHYSICALLY DIVIDED (2-WAY)	1	33.3
OTHER	1	33.3
Total Occurrences	3	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	2	100.0
Total Occurrences	2	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	4	100.0
Total Occurrences	4	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	4	100.0
Total Occurrences	4	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	3	100.0
Total Occurrences	3	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	3	60.0
MAKING LEFT TURN	1	20.0
OTHER VEHICLE ACTION	1	20.0
Total Occurrences	5	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
NO IMPROPER DRIVING	2	40.0
IMPROPER TURN	1	20.0
OTHER	1	20.0
UNKNOWN	1	20.0
Total Occurrences	5	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	4	100.0
Total Occurrences	4	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	5	100.0
Total Occurrences	5	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > CANTERBURY RD
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	1	0	0	0	0	0	0	1
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	1	0	0	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	1	1	0	0	0	0	2
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	1	0	0	0	0	1
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	13	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	5	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	1	0	0	0	0	2	3
Female	0	0	0	2	1	0	4	7
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>10</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	10.0
Number of operators who were cited	3	30.0

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	5	100.0
Total Occurrences	5	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	4	80.0
Backup Due to Regular Congestion	1	20.0
Total Occurrences	5	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	5	50.0
Ran Off Roadway	1	10.0
Improper Turn	1	10.0
Improper Backing	1	10.0
Followed Too Closely	2	20.0
Total Occurrences	10	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	11	100.0
Total Occurrences	11	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	3	60.0
Dusk	1	20.0
Dark-Lighted	1	20.0
Total Occurrences	5	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	13	100.0
Total Occurrences	13	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		13	100.0
Total Occurrences		13	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	4	80.0
Wet	1	20.0
Total Occurrences	5	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	3	23.1
Traffic Control Signal	8	61.5
Stop Sign	2	15.4
Total Occurrences	13	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	10	76.9
Not Applicable	3	23.1
Total Occurrences	13	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	11	100.0
Total Occurrences	11	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
Not an Intersection	3	60.0
Four-Way Intersection	2	40.0
Total Occurrences	5	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	4	80.0
Rain	1	20.0
Total Occurrences	5	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	5	100.0
Total Occurrences	5	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	8	61.5
Two-Way, Divided, Positive Median Barrier	5	38.5
Total Occurrences	13	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	2	40.0
Intersection	2	40.0
Intersection-Related	1	20.0
Total Occurrences	5	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	5	100.0
Total Occurrences	5	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	11	100.0
Total Occurrences	11	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	9	90.0
Unknown if Distracted	1	10.0
Total Occurrences	10	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	1	10.0
No	9	90.0
Total Occurrences	10	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > E SIDE DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	1	0	0	0	1
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	1	0	0	1
11 AM	0	0	1	0	0	1	1	3
12 PM	0	0	1	0	0	0	0	1
1 PM	0	0	0	0	0	0	0	0
2 PM	0	1	0	0	1	0	0	2
3 PM	0	2	0	0	0	0	0	2
4 PM	0	0	0	0	0	0	0	0
5 PM	1	0	0	0	0	0	0	1
6 PM	1	0	1	0	0	0	0	2
7 PM	0	0	0	1	2	0	0	3
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>16</u>

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	15	93.8
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	3	18.8
Occurred on a four lane road/highway	2	12.5
Occurred on other number of lanes	11	68.8
Involved OUI violation(s)	0	0.0
Photos were taken	5	31.3
Measurements were taken	0	0.0

Investigation took place	14	87.5
Involved Injuries	3	18.8
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	3	1	2	1	3	3	4	17
Female	1	2	2	2	1	4	0	12
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>7</u>	<u>4</u>	<u>29</u>

	Occurrence(s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Pedestrian / Bicyclist Action (prior to 4.6.19)

	Occurrence(s)	Percentage
CROSSING AGAINST SIGNAL	1	100.0
Total Occurrences	1	100.0 %

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	3	10.7
LEFT FRONT DOOR	2	7.1
LEFT FRONT WHEEL	2	7.1
LEFT FRONT CORNER	2	7.1
CENTER FRONT	8	28.6
CENTER REAR	6	21.4
RIGHT FRONT WHEEL	1	3.6
RIGHT REAR DOOR	1	3.6
RIGHT REAR CORNER	1	3.6
LEFT REAR DOOR	2	7.1
Total Occurrences	28	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	36	100.0
Total Occurrences	36	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	3	7.7
POSSIBLE	1	2.6
NO APPARENT INJURY	35	89.7
Total Occurrences	39	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	5.1
RESTRAINT INSTALLED-NOT USED	6	15.4
RESTRAINT INSTALLED-USED	30	76.9
HELMET NOT USED	1	2.6
Total Occurrences	39	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
BICYCLIST	1	2.6
USE UNIT (VEHICLE) NUMBER	38	97.4
Total Occurrences	39	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
NECK	2	5.4
TRUNK/TORSO	1	2.7
NONE	32	86.5
UNKNOWN	2	5.4
Total Occurrences	37	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	27	75.0
PASSENGER - FRONT RIGHT	5	13.9
PASSENGER - REAR DRIVER'S SIDE	1	2.8
PASSENGER - REAR PASS. SIDE	1	2.8
UNKNOWN	2	5.6
Total Occurrences	36	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	13	81.3
FIXED OBJECT	2	12.5
BICYCLIST	1	6.3
Total Occurrences	16	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	1	33.3
EMBANKMENT/DITCH/CURB	1	33.3
SIGN POST	1	33.3
Total Occurrences	3	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
NONE	2	12.5
TRAFFIC SIGNALS	12	75.0
LANE CONTROL	2	12.5
Total Occurrences	16	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	16	100.0
Total Occurrences	16	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	12	75.0
DAWN	1	6.3
DARK-STREET LIGHTS ON	3	18.8
Total Occurrences	16	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	11	68.8
CLOUDY	3	18.8
RAIN	1	6.3
FOG	1	6.3
Total Occurrences	16	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	16	100.0
Total Occurrences	16	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER DIVIDED HIGHWAY	5	31.3
NOT PHYSICALLY DIVIDED (2-WAY)	9	56.3
OTHER	2	12.5
Total Occurrences	16	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	15	100.0
Total Occurrences	15	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	12	75.0
INTERSECTION RELATED	1	6.3
ALONG ROADWAY	3	18.8
Total Occurrences	16	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
EMOTIONALLY UPSET	1	3.4
APPARENTLY NORMAL	28	96.6
Total Occurrences	29	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	29	100.0
Total Occurrences	29	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	15	93.8
WET	1	6.3
Total Occurrences	16	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	10	33.3
CHANGING LANES/MERGING	1	3.3
RIGHT TURN ON RED	1	3.3
MAKING RIGHT TURN	1	3.3
MAKING LEFT TURN	5	16.7
MAKING U-TURN	1	3.3
STARTING IN TRAFFIC	1	3.3
SLOWING OR STOPPING	2	6.7
STOPPED IN TRAFFIC	6	20.0
OTHER VEHICLE ACTION	2	6.7
Total Occurrences	30	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER INATTENTION/DISTRACTION	2	6.7
DRIVER INEXPERIENCE	2	6.7
PEDESTRIAN VIOLATION/ERROR	1	3.3
NO IMPROPER DRIVING	12	40.0
FOLLOWING TOO CLOSE	6	20.0
DISREGARD TRAFFIC CONTROL DEV.	1	3.3
IMPROPER/UNSAFE LANE USE	3	10.0
IMPROPER TURN	1	3.3
OTHER	2	6.7
Total Occurrences	30	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	28	100.0
Total Occurrences	28	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	30	100.0
Total Occurrences	30	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > E SIDE DR
Zones: ALL

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	1	1	0	0	2
12 PM	0	0	0	0	1	1	1	3
1 PM	0	1	0	0	0	0	0	1
2 PM	0	0	0	0	0	0	1	1
3 PM	0	2	0	0	0	2	1	5
4 PM	1	1	1	0	0	0	0	3
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	1	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>3</u>	<u>16</u>

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	31	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	6	37.5
Involved Fatalities	1	6.3
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	16	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	2	2	2	2	5	5	19
Female	0	0	0	3	2	2	5	12
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>2</u>	<u>2</u>	<u>5</u>	<u>4</u>	<u>7</u>	<u>10</u>	<u>31</u>

	Occurrence(s)	Percentage
Number of out of state operators	1	3.2
Number of operators who were cited	7	22.6

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	13	81.3
Weather Conditions	2	12.5
Glare	1	6.3
Total Occurrences	16	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	12	75.0
Backup Due to Regular Congestion	3	18.8
Traffic Control Device Inoperative, Missing, or Ob	1	6.3
Total Occurrences	16	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	15	48.4
Failed to Yield Right-of-Way	7	22.6
Ran Red Light	2	6.5
Disregarded Other Traffic Sign	2	6.5
Improper Turn	2	6.5
Followed Too Closely	2	6.5
Over-Correcting/Over-Steering	1	3.2
Total Occurrences	31	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	30	96.8
Unknown	1	3.2
Total Occurrences	31	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Daylight	14	87.5
Dusk	1	6.3
Dark-Lighted	1	6.3
Total Occurrences	16	100.0 %

Property Owner Type

	Occurrence(s)	Percentage
City or Town Property	2	100.0
Total Occurrences	2	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	31	100.0
Total Occurrences	31	100.0 %

	<u>Road</u>		
		Occurrence(s)	Percentage
Straight		31	100.0
Total Occurrences		31	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	12	75.0
Wet	3	18.8
Snow	1	6.3
Total Occurrences	16	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
No Controls	10	32.3
Traffic Control Signal	12	38.7
Flashing Traffic Control Signal	2	6.5
Stop Sign	2	6.5
Yield Sign	1	3.2
Other	4	12.9
Total Occurrences	31	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	17	54.8
No	4	12.9
Not Applicable	10	32.3
Total Occurrences	31	100.0 %

<u>Transport</u>		
	Occurrence(s)	Percentage
Not Transported	39	88.6
EMS Air	1	2.3
EMS Ground	4	9.1
Total Occurrences	44	100.0 %

<u>Intersection</u>	Occurrence(s)	Percentage
Not an Intersection	9	56.3
Four-Way Intersection	5	31.3
T-Intersection	1	6.3
L-Intersection	1	6.3
Total Occurrences	16	100.0 %

<u>Weather</u>	Occurrence(s)	Percentage
Clear	12	75.0
Rain	2	12.5
Snow	1	6.3
Severe Crosswinds	1	6.3
Total Occurrences	16	100.0 %

<u>Trafficway Type</u>		
	Occurrence(s)	Percentage
Trafficway, On Road	11	68.8
Non-trafficway	5	31.3
Total Occurrences	16	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	26	83.9
Two-Way, Not Divided, With Continuous Left Turn La	2	6.5
Two-Way, Divided, Positive Median Barrier	3	9.7
Total Occurrences	31	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	13	81.3
Intersection	2	12.5
Intersection-Related	1	6.3
Total Occurrences	16	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	16	100.0
Total Occurrences	16	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
Helmet, Unknown if DOT Compliant	1	2.3
No Helmet	43	97.7
Total Occurrences	44	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	28	90.3
Unknown if Distracted	3	9.7
Total Occurrences	31	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	26	83.9
Unknown	5	16.1
Total Occurrences	31	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > LOUDON RD
Intersecting Street: CON > CANTERBURY RD
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	1	0	0	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	1	1
2 PM	0	0	1	0	0	0	0	1
3 PM	0	0	0	0	0	0	1	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	1	0	1	0	2	4

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	0	0 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	4	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	0	2	0	1	2	5
Female	0	0	0	1	1	0	0	2
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>7</u>

Occurrence (s)

Percentage

Number of out of state operators	0	0.0
Number of operators who were cited	3	42.9

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	3	75.0
Obstruction in Roadway	1	25.0
Total Occurrences	4	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Driveway Access or Related	1	25.0
Intersection or Related	2	50.0
Non-Junction	1	25.0
Total Occurrences	4	100.0 %

Law Enforcement Workers Present (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not Within or Related to a Work Zon	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	7	100.0
Total Occurrences	7	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	3	75.0
Other Fixed Object (wall, building, tunnel, etc.)	1	25.0
Total Occurrences	4	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	2	50.0
(4) Four	2	50.0
Total Occurrences	4	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	4	100.0
Total Occurrences	4	100.0 %

Overall Intersection Geometry (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable/Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Overall Traffic Control Device (Rev. 01/2023)

	Occurrence(s)	Percentage
Signalized	1	50.0
Not Applicable/Not an Intersection	1	50.0
Total Occurrences	2	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Not Distracted)	7	100.0
Total Occurrences	7	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	7	100.0
Total Occurrences	7	100.0 %

Alcohol Interlock In Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	4	100.0
Total Occurrences	4	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	9	100.0
Total Occurrences	9	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Trafficway Divided (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Divided	4	66.7
Not Divided, With a Continuous Left-Turn Lane	2	33.3
Total Occurrences	6	100.0 %

Barrier Type (Rev. 01/2023)

	Occurrence(s)	Percentage
No Barrier	6	100.0
Total Occurrences	6	100.0 %

HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
None present	3	100.0
Total Occurrences	3	100.0 %

Crash Related to HOV/HOT Lanes (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	100.0
Total Occurrences	2	100.0 %

Any Inoperative Or Missing (Rev. 01/2023)

	Occurrence(s)	Percentage
None inoperative or missing	3	100.0
Total Occurrences	3	100.0 %

Automation Systems in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Levels in Vehicle (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	2	100.0
Total Occurrences	2	100.0 %

Levels Engaged At Time of Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No Automation	1	50.0
High Automation	1	50.0
Total Occurrences	2	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Angle	1	50.0
Front to Front	1	50.0
Total Occurrences	2	100.0 %

Type Of Roadway (Rev. 01/2023)

	Occurrence(s)	Percentage
Two-Way	2	100.0
Total Occurrences	2	100.0 %

Attempted Avoidance Maneuver (Rev. 01/2023)

	Occurrence(s)	Percentage
Braking (Lockup)	1	50.0
No Avoidance Maneuver	1	50.0
Total Occurrences	2	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
No	2	50.0
Police	2	50.0
Total Occurrences	4	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	9	100.0
Total Occurrences	9	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	3	75.0
Separator/Traffic Island	1	25.0
Total Occurrences	4	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	9	50.0
Left	8	44.4
Right	1	5.6
Total Occurrences	18	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	9	100.0
Total Occurrences	9	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	7	100.0
Total Occurrences	7	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	4	100.0
Total Occurrences	4	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
No Controls	1	14.3
Traffic Control Signal	6	85.7
Total Occurrences	7	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %

Speeding Related

	Occurrence(s)	Percentage
Too Fast for Conditions	3	42.9
No	4	57.1
Total Occurrences	7	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > E SIDE DR
Intersecting Street: CON > HAZEN DR
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	1	0	0	0	1
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	1	1	0	1	0	3
6 PM	0	1	0	0	0	0	0	1
7 PM	0	1	0	0	0	0	0	1
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	2	1	2	0	1	0	6

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	6	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	2	33.3
Occurred on a three lane road/highway	1	16.7
Occurred on a four lane road/highway	0	0.0
Occurred on other number of lanes	3	50.0
Involved OUI violation(s)	0	0.0
Photos were taken	1	16.7

Measurements were taken	0	0.0
Investigation took place	6	100.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	0	0	0	0	1	1	3
Female	1	1	0	3	0	1	0	6
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>2</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>9</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	2	22.2

Pedestrian / Bicyclist Action (prior to 4.6.19)

	Occurrence(s)	Percentage
WALK/RIDE AGAINST TRAFFIC	1	100.0
Total Occurrences	1	100.0 %

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
RIGHT FRONT CORNER	1	9.1
LEFT FRONT WHEEL	1	9.1
LEFT FRONT CORNER	1	9.1
CENTER FRONT	4	36.4
CENTER REAR	2	18.2
RIGHT FRONT DOOR	1	9.1
LEFT REAR DOOR	1	9.1
Total Occurrences	11	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	14	93.3
EJECTED	1	6.7
Total Occurrences	15	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT INJURY	15	100.0
Total Occurrences	15	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	13.3
RESTRAINT INSTALLED-USED	12	80.0
HELMET NOT USED	1	6.7
Total Occurrences	15	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
BICYCLIST	1	6.7
OTHER	1	6.7
USE UNIT (VEHICLE) NUMBER	13	86.7
Total Occurrences	15	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
ARM(S)	1	6.7
NONE	14	93.3
Total Occurrences	15	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	6	66.7
PASSENGER - FRONT RIGHT	2	22.2
RIDE/HANG ON VEHICLE	1	11.1
Total Occurrences	9	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	4	66.7
FIXED OBJECT	1	16.7
PEDAL CYCLE/MOPED	1	16.7
Total Occurrences	6	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNAL	4	100.0
Total Occurrences	4	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	6	100.0
Total Occurrences	6	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	6	100.0
Total Occurrences	6	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	4	66.7
DARK-STREET LIGHTS ON	1	16.7
DARK-NO STREET LIGHTS	1	16.7
Total Occurrences	6	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	5	83.3
RAIN	1	16.7
Total Occurrences	6	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	6	100.0
Total Occurrences	6	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	5	83.3
DRIVEWAY OR ACCESS WAY	1	16.7
Total Occurrences	6	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	5	100.0
Total Occurrences	5	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	2	33.3
INTERSECTION RELATED	1	16.7
ALONG ROADWAY	2	33.3
OFF ROAD AT SHOULDER/MEDIAN	1	16.7
Total Occurrences	6	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
EMOTIONALLY UPSET	1	9.1
APPARENTLY NORMAL	9	81.8
OTHER	1	9.1
Total Occurrences	11	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	10	90.9
TRAFFIC/SIGN/BILLBOARD	1	9.1
Total Occurrences	11	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	5	83.3
WET	1	16.7
Total Occurrences	6	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence (s)	Percentage
FOLLOWING ROADWAY	4	36.4
ENTERING PARKED POSITION	1	9.1
CHANGING LANES/MERGING	1	9.1
OVERTAKING/PASSING	1	9.1
MAKING RIGHT TURN	1	9.1
MAKING LEFT TURN	1	9.1
SLOWING OR STOPPING	2	18.2
Total Occurrences	11	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
FAILURE TO YIELD R-O-W	1	9.1
NO IMPROPER DRIVING	5	45.5
FOLLOWING TOO CLOSE	2	18.2
DISREGARD TRAFFIC CONTROL DEV.	1	9.1
IMPROPER/UNSAFE LANE USE	1	9.1
IMPROPER PARK/START/STOP	1	9.1
Total Occurrences	11	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	11	100.0
Total Occurrences	11	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	11	100.0
Total Occurrences	11	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > E SIDE DR
Intersecting Street: CON > HAZEN DR
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	1	0	0	0	0	0	1
9 AM	0	0	0	0	0	0	0	0
10 AM	0	0	0	0	0	0	0	0
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	0	0	0
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	0	0	0	0	0
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	1	0	0	0	0	0	1
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	0	2	0	0	0	0	0	2

Crash Particulars

	Occurrence(s)	Percentage
Average posted speed at the crash scene	2	30 MPH
Involved OUI violation(s)	0	0.0
Involved Injuries	0	0.0
Involved Fatalities	0	0.0
Involved Pedestrians	0	0.0
Involved Bicyclists	0	0.0
Not Involving Pedestrians or Bicyclists	2	100.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	1	0	0	0	0	2	0	3
Female	0	0	0	0	0	0	1	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>4</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	2	50.0

Contributing Circumstances - Environment (Rev. 01/2023)

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Junction Specific Location (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Interchange Area	1	100.0
Total Occurrences	1	100.0 %

Condition (Rev. 01/2023)

	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	1	100.0
Total Occurrences	1	100.0 %

Intersection (Rev. 01/2023)

	Occurrence(s)	Percentage
Not an Intersection	1	100.0
Total Occurrences	1	100.0 %

Crash Severity (Rev. 01/2023)

	Occurrence(s)	Percentage
(O) Property-Damage-Only	1	100.0
Total Occurrences	1	100.0 %

Distracted By Source (Rev. 01/2023)

	Occurrence(s)	Percentage
Other Distraction (animal, food, grooming)	1	50.0
Not Applicable (Not Distracted)	1	50.0
Total Occurrences	2	100.0 %

Driver License Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Non-CDL Driver license	2	100.0
Total Occurrences	2	100.0 %

Light (Rev. 01/2023)

	Occurrence(s)	Percentage
Daylight	1	100.0
Total Occurrences	1	100.0 %

Restraint System/Motorcycle Helmet Use (Rev. 01/2023)

	Occurrence(s)	Percentage
Shoulder and Lap Belt Used	3	100.0
Total Occurrences	3	100.0 %

Improper Use (Rev. 01/2023)

	Occurrence(s)	Percentage
No	3	100.0
Total Occurrences	3	100.0 %

Manner of Impact (Rev. 01/2023)

	Occurrence(s)	Percentage
Front to Rear	1	100.0
Total Occurrences	1	100.0 %

Person Type Incident Responder (Rev. 01/2023)

	Occurrence(s)	Percentage
Police	3	100.0
Total Occurrences	3	100.0 %

Drug Test Result (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Applicable (Test Not Given)	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (Rev. 01/2023)

	Occurrence(s)	Percentage
On Roadway	1	100.0
Total Occurrences	1	100.0 %

Seating Position (Rev. 01/2023)

	Occurrence(s)	Percentage
Front	3	50.0
Left	2	33.3
Right	1	16.7
Total Occurrences	6	100.0 %

Air Bag Deployed (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Deployed	2	66.7
Front	1	33.3
Total Occurrences	3	100.0 %

Unit Type (Rev. 01/2023)

	Occurrence(s)	Percentage
Motor Vehicle in Transport	2	100.0
Total Occurrences	2	100.0 %

Driver Distraction (Rev. 01/2023)

	Occurrence(s)	Percentage
Not Distracted	1	50.0
Other Action (looking away from task, etc.)	1	50.0
Total Occurrences	2	100.0 %

Traffic Controls (Rev. 01/2023)

	Occurrence(s)	Percentage
Traffic Control Signal	2	100.0
Total Occurrences	2	100.0 %

Contributing Circumstances - Environment

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Contributing Circumstances - Road

	Occurrence(s)	Percentage
None	1	100.0
Total Occurrences	1	100.0 %

Action At Time of Crash

	Occurrence(s)	Percentage
No Contributing Action	1	50.0
Improper Turn	1	50.0
Total Occurrences	2	100.0 %

<u>Condition</u>	Occurrence(s)	Percentage
Apparently Normal	2	100.0
Total Occurrences	2	100.0 %

<u>Light</u>		
	Occurrence(s)	Percentage
Dark-Lighted	1	100.0
Total Occurrences	1	100.0 %

Construction Zone Crash (Rev. 01/2023)

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

Road Alignment - Grade

	Occurrence(s)	Percentage
Level	2	100.0
Total Occurrences	2	100.0 %

<u>Road</u>		
	Occurrence(s)	Percentage
Straight	2	100.0
Total Occurrences	2	100.0 %

Road Surface Condition

	Occurrence(s)	Percentage
Dry	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls

	Occurrence(s)	Percentage
Traffic Control Signal	2	100.0
Total Occurrences	2	100.0 %

Traffic Controls Working Properly

	Occurrence(s)	Percentage
Yes	2	100.0
Total Occurrences	2	100.0 %

Transport

	Occurrence(s)	Percentage
Not Transported	3	100.0
Total Occurrences	3	100.0 %

<u>Intersection</u>		
	Occurrence(s)	Percentage
L-Intersection	1	100.0
Total Occurrences	1	100.0 %

<u>Weather</u>		
	Occurrence(s)	Percentage
Clear	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway Type</u>	Occurrence(s)	Percentage
Trafficway, On Road	1	100.0
Total Occurrences	1	100.0 %

<u>Trafficway</u>		
	Occurrence(s)	Percentage
Two-Way, Not Divided	2	100.0
Total Occurrences	2	100.0 %

Junction Specific Location

	Occurrence(s)	Percentage
Non-Junction	1	100.0
Total Occurrences	1	100.0 %

Law Enforcement Workers Present

	Occurrence(s)	Percentage
No	1	100.0
Total Occurrences	1	100.0 %

<u>Helmet</u>		
	Occurrence(s)	Percentage
No Helmet	3	100.0
Total Occurrences	3	100.0 %

Driver Distracted

	Occurrence(s)	Percentage
Not Distracted	2	100.0
Total Occurrences	2	100.0 %

Speeding Related

	Occurrence(s)	Percentage
No	4	100.0
Total Occurrences	4	100.0 %



Jurisdictions: ALL
Location: ALL
Street: CON > E SIDE DR
Intersecting Street: CON > I 393 EB EXIT 2 OFF RAMP
Zones: ALL
Intersecting Street only compared to Intersecting Street list

Accident Statistics By Time of Day

	<u>SUN</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THR</u>	<u>FRI</u>	<u>SAT</u>	<u>TOTALS</u>
1 AM	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0
7 AM	0	0	0	0	0	0	0	0
8 AM	0	0	0	0	0	0	0	0
9 AM	0	0	0	0	0	0	0	0
10 AM	1	0	0	0	0	0	0	1
11 AM	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0
1 PM	0	0	0	0	0	0	0	0
2 PM	0	0	0	0	0	0	0	0
3 PM	0	0	0	0	0	1	0	1
4 PM	0	0	0	0	0	0	0	0
5 PM	0	0	0	1	0	0	0	1
6 PM	0	0	0	0	0	0	0	0
7 PM	0	0	0	0	0	0	0	0
8 PM	0	0	0	0	0	0	0	0
9 PM	0	0	0	0	0	0	0	0
10 PM	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0
12 AM	0	0	0	0	0	0	0	0
TOTALS	1	0	0	1	0	1	0	3

Accident Particulars

	Occurrence(s)	Percentage
Average posted speed at the accident scene		30 MPH
Occurred at On-ramps	0	0.0
Occurred at Off-ramps	0	0.0
Occurred at an intersection	3	100.0
Occurred at a rotary	0	0.0
Occurred on a one lane road/highway	0	0.0
Occurred on a two lane road/highway	0	0.0
Occurred on a three lane road/highway	0	0.0
Occurred on a four lane road/highway	1	33.3
Occurred on other number of lanes	2	66.7
Involved OUI violation(s)	0	0.0
Photos were taken	2	66.7

Measurements were taken	0	0.0
Investigation took place	3	100.0
Involved Injuries	1	33.3
Involved Fatalities	0	0.0

Age and Sex Breakdown of Operators

	<u>≤ 19</u>	<u>19-21</u>	<u>22-25</u>	<u>26-35</u>	<u>36-45</u>	<u>46-60</u>	<u>≥ 60</u>	<u>TOTALS</u>
Male	0	0	1	1	0	0	1	3
Female	0	0	0	0	1	0	0	1
Non-Binary	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTALS	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>4</u>

	Occurrence (s)	Percentage
Number of out of state operators	0	0.0
Number of operators who were cited	0	0.0

Point Of Impact (prior to 4.6.19)

	Occurrence(s)	Percentage
CENTER FRONT	1	25.0
RIGHT REAR CORNER	2	50.0
LEFT REAR DOOR	1	25.0
Total Occurrences	4	100.0 %

Ejection Code (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT EJECTED	6	100.0
Total Occurrences	6	100.0 %

Injury Severity (prior to 4.6.19)

	Occurrence(s)	Percentage
NON-INCAPACITATING	1	16.7
NO APPARENT INJURY	5	83.3
Total Occurrences	6	100.0 %

Restraint System (prior to 4.6.19)

	Occurrence(s)	Percentage
CHILD RESTRAINT	2	33.3
AIR BAG & SEAT RESTRAINT USED	1	16.7
RESTRAINT INSTALLED-NOT USED	1	16.7
RESTRAINT INSTALLED-USED	2	33.3
Total Occurrences	6	100.0 %

Vehicle Occupied (prior to 4.6.19)

	Occurrence(s)	Percentage
USE UNIT (VEHICLE) NUMBER	6	100.0
Total Occurrences	6	100.0 %

Location Of Most Severe Injury (prior to 4.6.19)

	Occurrence(s)	Percentage
HEAD	1	16.7
NONE	5	83.3
Total Occurrences	6	100.0 %

Injured Position in Vehicle (prior to 4.6.19)

	Occurrence(s)	Percentage
DRIVER	4	66.7
PASSENGER - REAR DRIVER'S SIDE	1	16.7
PASSENGER - REAR PASS. SIDE	1	16.7
Total Occurrences	6	100.0 %

Collision With (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER MOTOR VEHICLE	2	66.7
FIXED OBJECT	1	33.3
Total Occurrences	3	100.0 %

Fixed Object Type (prior to 4.6.19)

	Occurrence(s)	Percentage
OTHER	1	100.0
Total Occurrences	1	100.0 %

Traffic Controls (prior to 4.6.19)

	Occurrence(s)	Percentage
TRAFFIC SIGNALS	3	100.0
Total Occurrences	3	100.0 %

Road Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
NORMAL	3	100.0
Total Occurrences	3	100.0 %

Light Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
DAYLIGHT	2	66.7
DARK-STREET LIGHTS ON	1	33.3
Total Occurrences	3	100.0 %

Weather Conditions (prior to 4.6.19)

	Occurrence(s)	Percentage
CLEAR	2	66.7
RAIN	1	33.3
Total Occurrences	3	100.0 %

Road Alignment (prior to 4.6.19)

	Occurrence(s)	Percentage
STRAIGHT AND LEVEL	3	100.0
Total Occurrences	3	100.0 %

Road Design (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT PHYSICALLY DIVIDED (2-WAY)	3	100.0
Total Occurrences	3	100.0 %

Apparant Roadway Features (prior to 4.6.19)

	Occurrence(s)	Percentage
NOT APPLICABLE	3	100.0
Total Occurrences	3	100.0 %

Location First Harmful Event (prior to 4.6.19)

	Occurrence(s)	Percentage
AT INTERSECTION	1	33.3
INTERSECTION RELATED	1	33.3
ALONG ROADWAY	1	33.3
Total Occurrences	3	100.0 %

Apparent Physical Condition (prior to 4.6.19)

	Occurrence(s)	Percentage
APPARENTLY NORMAL	4	100.0
Total Occurrences	4	100.0 %

Vision Obscurement (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT OBSCUREMENT	4	100.0
Total Occurrences	4	100.0 %

Road Surface (prior to 4.6.19)

	Occurrence(s)	Percentage
DRY	2	66.7
WET	1	33.3
Total Occurrences	3	100.0 %

Veh. Action Prior To Accident (prior to 4.6.19)

	Occurrence(s)	Percentage
FOLLOWING ROADWAY	1	25.0
MAKING LEFT TURN	1	25.0
SLOWING OR STOPPING	1	25.0
STOPPED IN TRAFFIC	1	25.0
Total Occurrences	4	100.0 %

Apparent Contributing Factors (prior to 4.6.19)

	Occurrence(s)	Percentage
NO IMPROPER DRIVING	2	50.0
FOLLOWING TOO CLOSE	1	25.0
DISREGARD TRAFFIC CONTROL DEV.	1	25.0
Total Occurrences	4	100.0 %

Vehicle Defects (prior to 4.6.19)

	Occurrence(s)	Percentage
NO APPARENT DEFECTS	4	100.0
Total Occurrences	4	100.0 %

Hazardous Material Code (prior to 4.6.19)

	Occurrence(s)	Percentage
N - Not On File	4	100.0
Total Occurrences	4	100.0 %

LOUDON POLICE DEPARTMENT CRASH REPORT SUMMARIES



1538¹⁶-1720¹⁸14 19

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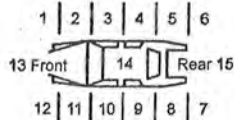
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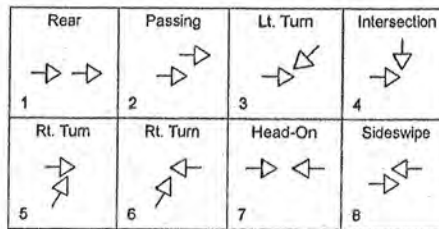
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UNIT NO: 1**15** INDICATE PROBABLE POINT OF IMPACT

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total



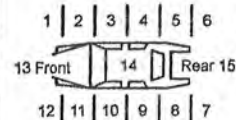
Circle numbers indicating areas damaged.



Indicate Vehicle Numbers on Arrows Above

UNIT NO: 2INDICATE PROBABLE POINT OF IMPACT **13**

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total



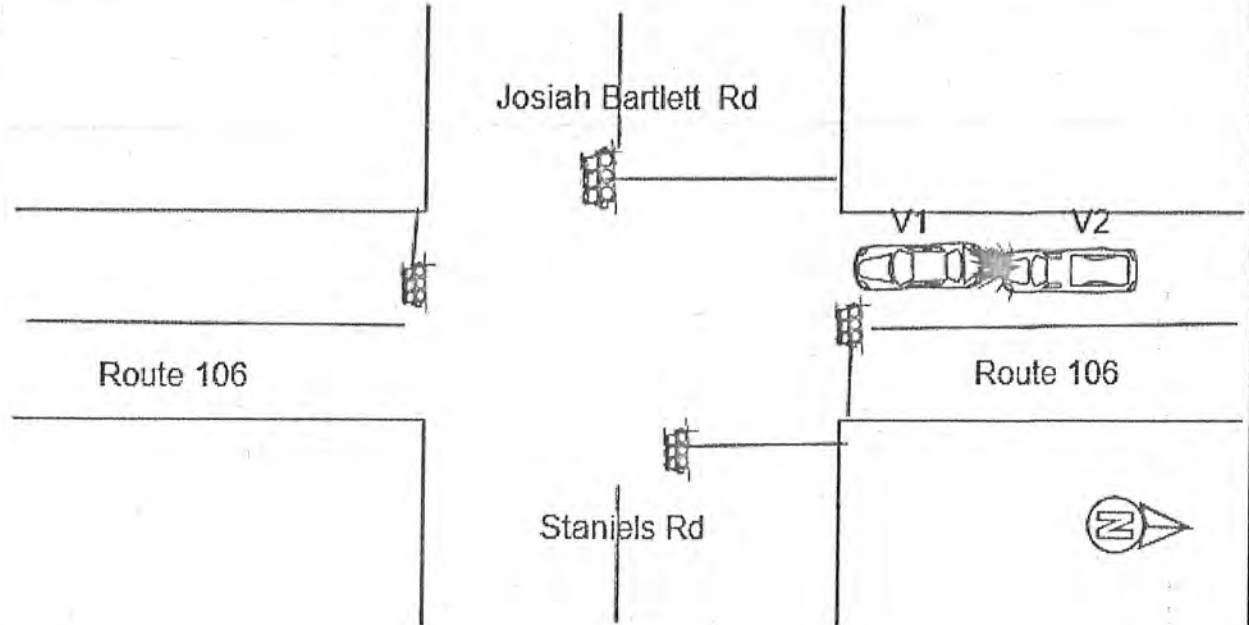
Circle numbers indicating areas damaged.

ACCIDENT SKETCH

Indicate North



By Arrow

**GIST OF ACCIDENT**

V1 was headed south on Rt 106 S by Staniels Rd when traffic light changed to yellow and had to slow down to come to a stop. V2 was coming behind V1. According to V2 operator, the car in the front was behind a big truck when the light changed to green but then changed to red. V2 operator was unable to brake on time to avoid rearending V1. A witness of the accident stated V1 was hit by V2 when it was slowing down when the traffic light changed to yellow. V1 sustained damages to the rear and V2 had damages on its front center. V1 hit her head with what appeared to be the steering wheel or airbag. She was evaluated by the Loudon Fire Department and declined to go to the hospital for further checks. V2 was towed by J&D. Pictures of the scene as well as pertinent information were taken.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

03/09/2020

REVIEWED BY

DEPARTMENT / DIVISION / TROOP

Loudon Police Department

PHOTOS TAKEN

YES ☒ NO ☐ BY: _____

1

1¹⁶

2

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$$\begin{bmatrix} 4 & 2 \end{bmatrix}$$

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401

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1

10	1

11 2.7

1

1

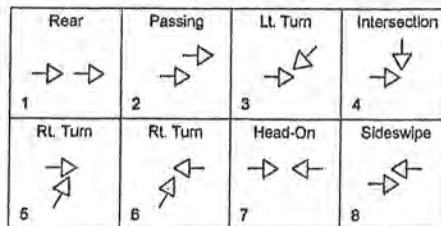
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UNIT NO: 11 INDICATE PROBABLE
POINT OF IMPACT

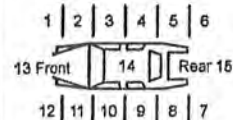
16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total



Circle numbers indicating areas damaged.

Indicate Vehicle Numbers
on Arrows AboveUNIT NO: 21 2 3 4 5 6 INDICATE PROBABLE
POINT OF IMPACT 7

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total



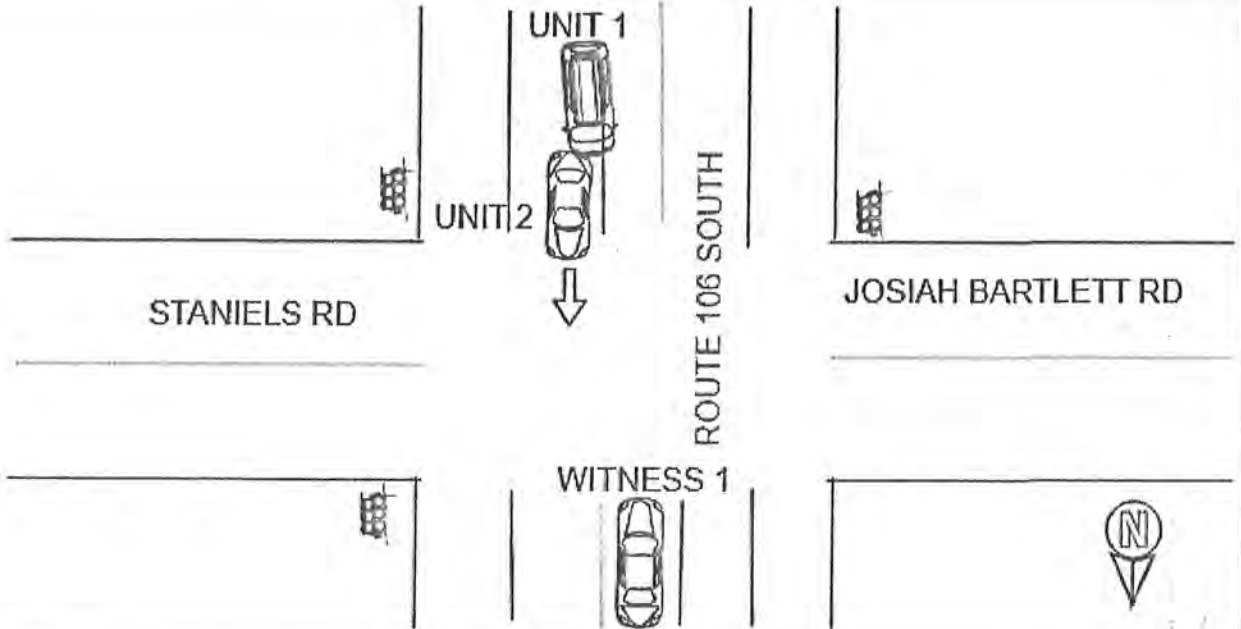
Circle numbers indicating areas damaged.

ACCIDENT SKETCH

Indicate North



By Arrow



GIST OF ACCIDENT

ON 04/03/2020, UNIT 1 AND UNIT 2 WERE TRAVELING NORTH ON ROUTE 106 SOUTH IN THE TOWN OF LOUDON, NH COMING UP TO THE TRAFFIC LIGHT AT THE INTERSECTION OF STANIELS RD. UNIT 1 WAS BEHIND UNIT 2 AND FAILED TO OBSERVE THAT THE LIGHT HAD CHANGED TO YELLOW AND UNIT 2 SLOWING DOWN TO STOP AT THE LIGHT. UNIT 1 STRUCK UNIT 2'S REAR LEFT CORNER.

ALL PARTIES DENIED INJURY DUE TO THE COLLISION AND WERE CHECKED BY MEDICAL PERSONNEL. ALL PARTIES SIGNED OFF ON TRANSPORT. PHOTOS WERE TAKEN OF THE SCENE. UNIT 1 LEFT UNDER ITS OWN POWER AND UNIT 2 WAS TOWED BY LOUDON GARAGE.

A WITNESS WAS AT THE INTERSECTION STOPPED FACING SOUTHBOUND AT THE LEFT TURN LANE ON ROUTE 106 SOUTH. THE WITNESS PROVIDED A STATEMENT OF WHAT HE OBSERVED. THE OPERATOR OF UNIT 1 ADMITTED TO NOT PAYING ATTENTION TO THE LIGHT CHANGING AND UNIT 2 STOPPING.

END OF REPORT.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

04/04/2020

REVIEWED BY

DEPARTMENT / DIVISION / TROOP

Loudon Police Department

PHOTOS TAKEN

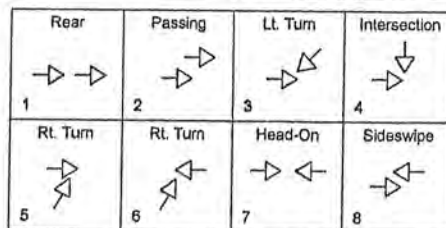
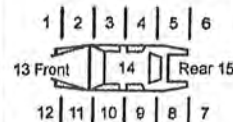
YES ☒ NO ☐ BY:

[illegible]

UNIT NO: 11 INDICATE PROBABLE
POINT OF IMPACT

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

Indicate Vehicle Numbers
on Arrows AboveUNIT NO: 2INDICATE PROBABLE
POINT OF IMPACT 7

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

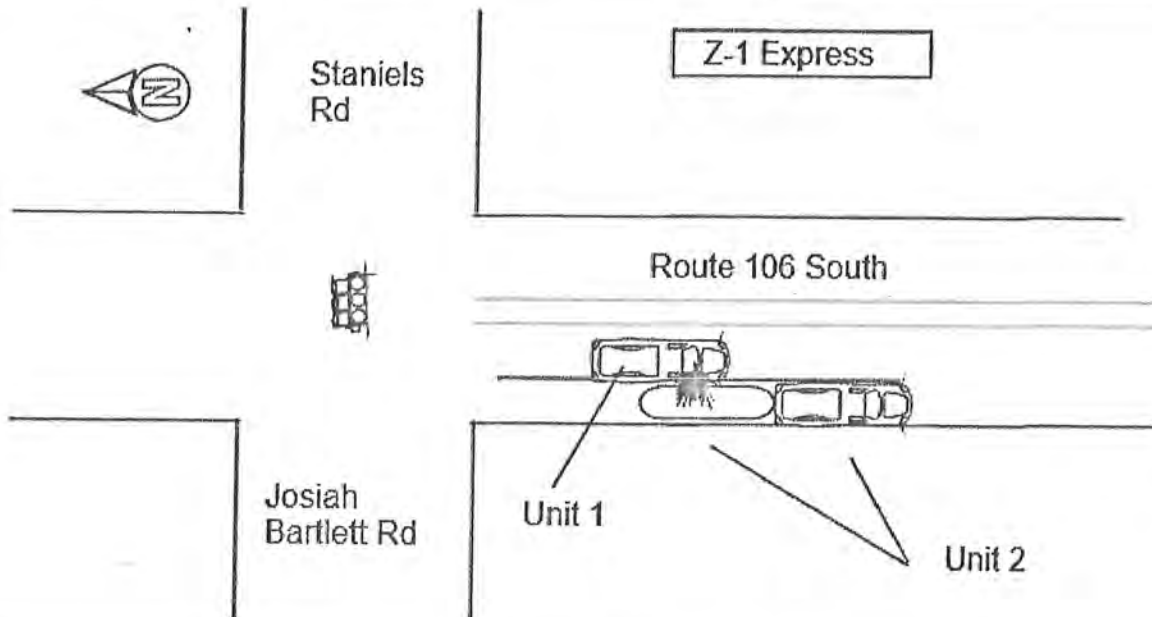
Circle numbers indicating areas damaged.

ACCIDENT SKETCH

Indicate North



By Arrow



GIST OF ACCIDENT

On August 11, 2020 at 1340hrs I was dispatched to the intersection of Route 106 and Staniels Rd for a report of an accident with no injury. At the time, I was out of position and Sheriff Robert Krieger with the Merrimack County Sheriffs Office responded.

Through investigation it was discovered that both unit 1 and unit 2 were Southbound on Route 106. Both units drove through the intersection towards Concord when Unit 1 attempted to merge into the right lane from the left lane striking unit 2 (camper).

No injuries were reported and the operator of unit 1, Kyle Tiede, left prior to law enforcement's arrival. However, both operators (Tiede/Phillips) had exchanged information prior to law enforcement's arrival.

Both vehicles left under their own power.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT
08/12/2020

REVIEWED BY

DEPARTMENT / DIVISION / TROOP

Loudon Police Department

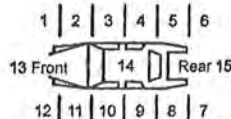
PHOTOS TAKEN

YES ☒ NO ☐ BY:

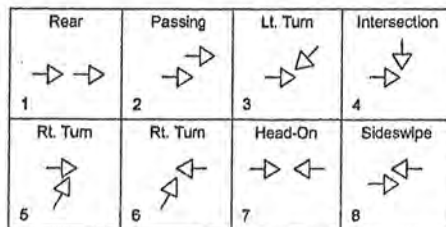
[illegible]

UNIT NO: 1**12** INDICATE PROBABLE POINT OF IMPACT

- 16. Undercarriage
- 17. Rollover
- 18. Fire/Explosion
- 19. Total



Circle numbers indicating areas damaged.



Indicate Vehicle Numbers on Arrows Above

UNIT NO: 2**10** INDICATE PROBABLE POINT OF IMPACT

- 16. Undercarriage
- 17. Rollover
- 18. Fire/Explosion
- 19. Total



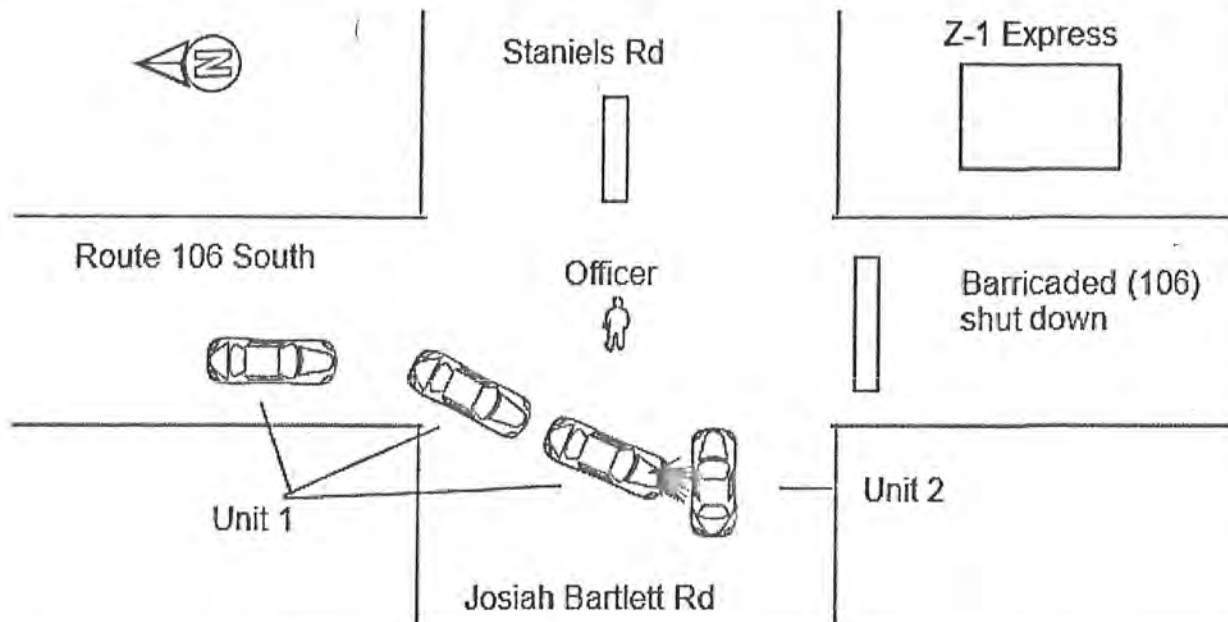
Circle numbers indicating areas damaged.

ACCIDENT SKETCH

Indicate North



By Arrow

**GIST OF ACCIDENT**

On September 29, 2020 at approximately 1257hrs Route 106 was shut down and barricaded at the intersection of 106 and Josiah Bartlett Rd due to a fatality in Concord.

All traffic Southbound on Route 106 had been diverted from 106 onto Josiah Bartlett Rd.

During this time, unit 1 came upon the intersection and was directed by an officer to turn onto Josiah Bartlett Rd. While unit 1 was turning onto Josiah Bartlett Rd it struck unit 2. At the time, unit 2 was stopped at the intersection awaiting for the officers direction to turn onto Route 106. Unit 1 caused damage to the driver side door of unit 2 which was witnessed by the officer directing traffic.

Both Loudon Fire and Loudon rescue were dispatched to the scene. There were no reported injuries and neither operator were transported to the hospital. Both unit 1 and unit 2 were driven from the scene under their own power.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

09/30/2020

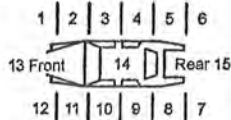
REVIEWED BY

DEPARTMENT / DIVISION / TROOP

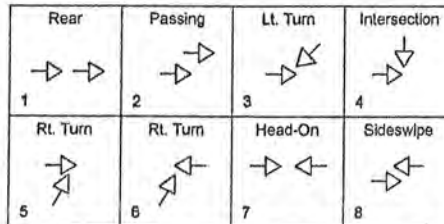
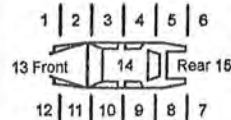
PHOTOS TAKEN

Loudon Police Department

YES ☒ NO ☐ BY:

UNIT NO: 1**13** INDICATE PROBABLE
POINT OF IMPACT

Circle numbers indicating areas damaged.

Indicate Vehicle Numbers
on Arrows AboveUNIT NO: 2**13** INDICATE PROBABLE
POINT OF IMPACT

Circle numbers indicating areas damaged.

ACCIDENT SKETCH

Indicate North



By Arrow



*FINAL REST

*NOT TRUE SIZE

GIST OF ACCIDENT**HEAD ON COLLISION.**CLARK WHO WAS TRAVELING SOUTH ON ROUTE 106 CROSSED OVER THE DOUBLE YELLOW
LINE STRIKING GORNNERT WHO WAS TRAVELING NORTH ON ROUTE 106.

BOTH DRIVERS TAKEN TO CONCORD HOSPITAL WITH SIGNIFICANT INJURY.

SEE SUPPLEMENTAL FOR FURTHER DETAIL.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

04/05/2021

REVIEWED BY

DEPARTMENT / DIVISION / TROOP

Loudon Police Department

PHOTOS TAKEN

YES ☒ NO ☐ BY: _____

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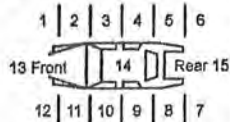
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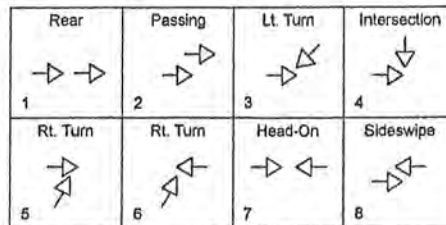
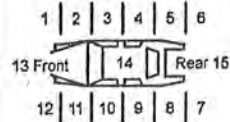
10 1

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UNIT NO: 11 INDICATE PROBABLE
POINT OF IMPACT

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

Indicate Vehicle Numbers
on Arrows AboveUNIT NO: 2INDICATE PROBABLE
POINT OF IMPACT 7

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

ACCIDENT SKETCH

Indicate North



By Arrow

Both Unit 1 and Unit 2 were driven away from the scene of the accident. Both drivers had conflicting statements and there were no witness' to the incident. Therefore, no diagram will be added to this report.



GIST OF ACCIDENT

On April 7, 2021 at 1314hrs I was dispatched to the area of Route 106 South and the Rapid Refill gas station in reference to a two car motor vehicle accident with no injury. I requested Loudon Rescue to the scene anyways.

On arrival I observed both unit 1 and unit 2 parked off the shoulder of Route 106 approximately 1/8th of a mile North of where the accident had occurred.

I spoke with both drivers who had conflicting stories. Both operators provided written statements that also contradicted one another. There were no witness' to the incident.

Based on the written statements and lack of witness' the investigating Officer is unable to determine who was at fault.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

04/07/2021

REVIEWED BY

DEPARTMENT / DIVISION / TROOP

Loudon Police Department

PHOTOS TAKEN

YES ☒ NO ☐ BY:

7

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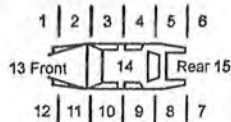
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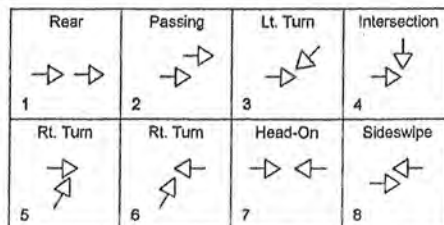
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UNIT NO: 1**10** INDICATE PROBABLE
POINT OF IMPACT

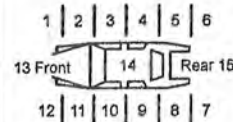
16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total



Circle numbers indicating areas damaged.

Indicate Vehicle Numbers
on Arrows Above

UNIT NO: _____

INDICATE PROBABLE
POINT OF IMPACT ☐

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

ACCIDENT SKETCH

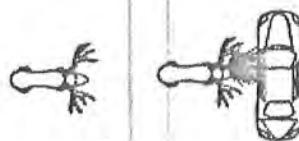
Indicate North



By Arrow



Route 106 South



Josiah Bartlett Rd



Staniels Rd

GIST OF ACCIDENT

On August 18, 2021 at approximately 1717hrs Merrimack County Dispatch advised of a motor vehicle accident involving a deer on Route 106.

At the time of the initial incident, I was off on another call. I requested the driver report to Loudon PD in order to document the accident.

I met with the driver, Patrice Morgan, at the Loudon Police Department.

After speaking with Mrs. Morgan and observing her vehicle it appeared that she was driving North on Route 106. Approximately 100' (ft) North of Route 106/Staniels Rd intersection a deer ran into the roadway from the (west) striking unit 1 in the driver side mirror and passenger side door.

I documented the damage, via photographs and requested a statement in writing.

Unit 1 was driven from the scene under its own power and Mrs. Morgan denied any injuries as a result of the accident.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

08/23/2021

REVIEWED BY

DEPARTMENT / DIVISION / TROOP

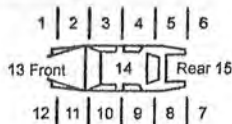
Loudon Police Department

PHOTOS TAKEN

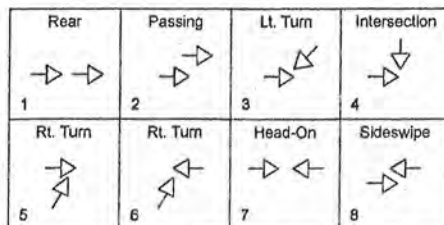
YES ☒ NO ☐ BY:

UNIT NO: 112 INDICATE PROBABLE
POINT OF IMPACT

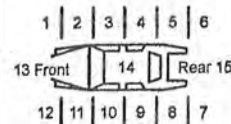
16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total



Circle numbers indicating areas damaged.

Indicate Vehicle Numbers
on Arrows AboveUNIT NO: 2INDICATE PROBABLE
POINT OF IMPACT 6

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total



Circle numbers indicating areas damaged.

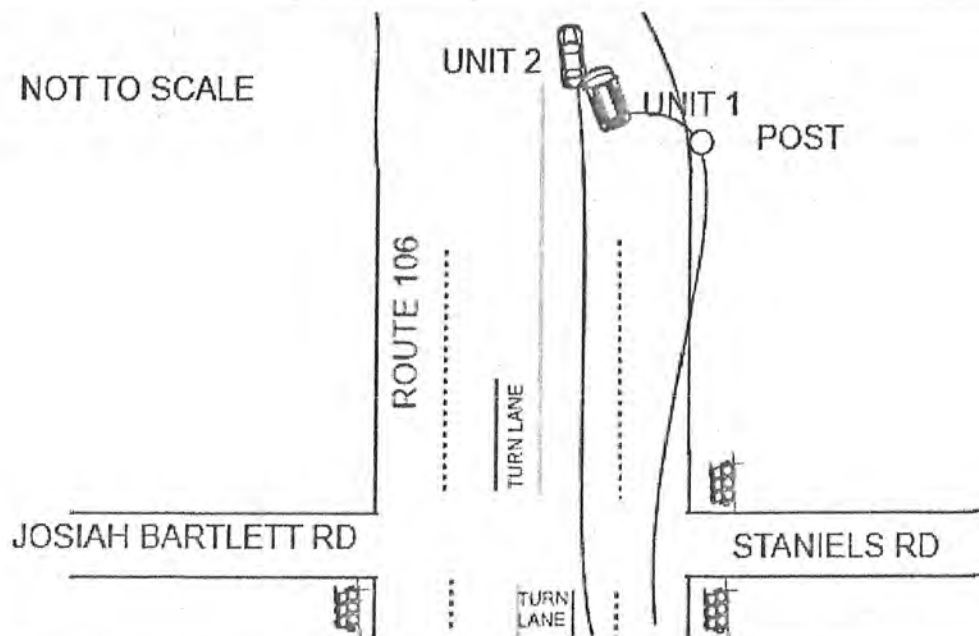
ACCIDENT SKETCH

Indicate North



By Arrow

NOT TO SCALE



GIST OF ACCIDENT

ON NOVEMBER 30TH, 2021, UNIT 1 AND 2 WERE TRAVELING NORTH ON ROUTE 106 PASSING STANIELS ROAD WHEN UNIT 1 ATTEMPTED TO PASS THE VEHICLES ON THE RIGHT AND WENT OFF THE ROAD. UNIT 1 CAME BACK ONTO THE ROADWAY AND STRUCK UNIT 2.

OPERATOR OF UNIT 1 STATED SHE ATTEMPTED TO PASS UNIT 2 IN THE RIGHT LANE. I FOUND WERE UNIT 1 LEFT THE ROADWAY AND DISCOVERED THAT IT WAS AFTER THE TWO LANES MERGE TOGETHER. OPERATOR OF UNIT 2 STATED THAT UNIT 1 CAME OUT OF NOWHERE ON HER RIGHT SIDE WHILE SHE WAS IN THE LEFT LANE DURING THE MERGE LANES. OPERATOR OF UNIT 1 STATED SHE WAS IN THE ZONE WERE THE LANE GETS SMALLER.

UNIT 2 HAD TWO PASSENGERS THAT DID NOT REPORT ANY INJURIES DURING THE INVESTIGATION. UNIT 1 AND 2 OPERATORS DID NOT REPORT ANY INJURIES. ALL WERE EVALUATED BY LOUDON RESCUE AND DENIED TRANSPORT TO HOSPITAL. DAMAGE TO BOTH VEHICLES WAS MINOR AND CONSISTENT WITH THE REPORTED INFORMATION.

WITNESS 1 WAS BEHIND UNIT 2 AND OBSERVED THE WHOLE INCIDENT. SHE STATED "MY CAR WAS ALMOST BEYOND WHERE YOU SHOULD SAFELY MERGE, MAROON CAR WAS BEYOND THAT". WHEN UNIT 1 CAME DRIVING BY HER ON THE RIGHT. SHE OBSERVED UNIT 2 MOVE CLOSER TO THE WHITE LINE AND UNIT 1 DRIVING OFF THE ROADWAY TO AVOID STRIKING UNIT 2. WHEN UNIT 1 CAME BACK ONTO THE ROAD IT APPEARED TO HER THAT THEY COLLIDED.

NOTHING FURTHER.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

11/30/2021

REVIEWED BY

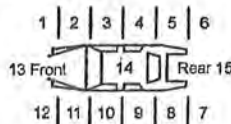
DEPARTMENT / DIVISION / TROOP

Loudon Police Department

PHOTOS TAKEN

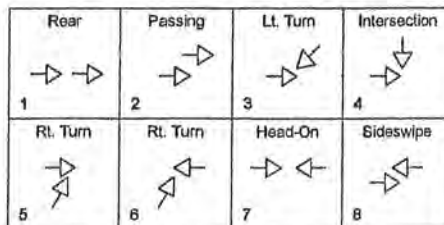
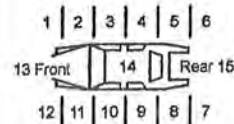
YES ☒ NO ☐ BY:

[illegible]

UNIT NO: 19 INDICATE PROBABLE
POINT OF IMPACT

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

Indicate Vehicle Numbers
on Arrows AboveUNIT NO: 2INDICATE PROBABLE
POINT OF IMPACT 2

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

ACCIDENT SKETCH

Indicate North



By Arrow

****Note: Due to the nature of the call for service, Officer Ladd did not physically investigate this collision on site, as both vehicles did not stop and report the collision where it occurred. The damage on both vehicles is consistent with what the witnesses reported.****



GIST OF ACCIDENT

On Monday, July 25, 2022 at approximately 1719 hours, I was dispatched for a motor vehicle accident, hit and run. The incident occurred on Route 106 near Staniels Road, but the two vehicles did not stop.

I was dispatched to respond to 141 Batchelder Road. There was a mention that a firearm was displayed.

I arrived on scene a few minutes later and met with the 911 caller, Michael Orourke. Michael was very angry and wanting to fight the man standing in the driveway.

After speaking with both parties involved, and witnesses, I learned that the incident actually took place on Route 106, north of Staniels Road, where the roadway goes from two travel lanes to one. According to the driver of the white Audi (Unit #1) Evan Marshall, and witnesses, Shawn Hennessey and Beth Kittredge, the driver of (Unit #2) Michael Orourke intentionally hit Unit #1. Michael however, states that Evan hit him. The witnesses that I spoke with told me that Unit #2 hit Unit #1.

Unit #1 had a rotational tire mark on the driver-side door area of the car. Unit #2 had some paint transfer on the fender flare and markings consistent with making contact with Unit #1.

SEE FULL REPORT FOR MORE DETAILS

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

07/26/2022

REVIEWED BY

DEPARTMENT / DIVISION / TROOP

Loudon Police Department

PHOTOS TAKEN

YES ☒ NO ☐ BY:

UNIT NO: 1

1 INDICATE PROBABLE POINT OF IMPACT

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

Rear 1 → →	Passing 2 → →	Lt. Turn 3 → ↗	Intersection 4 → ↘
Rt. Turn 5 ↘	Rt. Turn 6 ↘	Head-On 7 → ←	Sideswipe 8 → ↗

Indicate Vehicle Numbers on Arrows Above

Circle numbers indicating areas damaged.

UNIT NO: _____

INDICATE PROBABLE POINT OF IMPACT

1 2 3 4 5 6
13 Front 14 Rear 15
12 11 10 9 8 7

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

ACCIDENT SKETCH

Indicate North



By Arrow

JOSHUA BARTLETT RD

ROUTE 106

STANIELS RD

UNIT 1

UNIT 1

GIST OF ACCIDENT

ON OCTOBER 16TH, 2022, UNIT 1 WAS TRAVELING NORTHBOUND ON ROUTE 106 APPROACHING THE INTERSECTION OF STANIELS ROAD IN THE TOWN OF LOUDON, NH. OPERATOR OF UNIT 1 STATED THAT SHE WAS CHANGING LANES TO TURN RIGHT ONTO STANIELS ROAD WHEN HER DAUGHTER, PASSENGER 1, DROPPED HER PHONE SHE LOOK DOWN. BY THE TIME SHE LOOKED UP THE VEHICLE STRUCK THE END CAP OF THE GU RAIL AND WENT INTO THE DITCH. SHE MENTIONED THAT HER VEHICLE HAD BEEN PULLING TO THE RIGHT FOR SOME TIME.

OPERATOR OF UNIT 1 DENIED MEDICAL SERVICES FOR HER AND PASSENGER 1. DAM TO UNIT 1 WERE TO THE FRONT RIGHT CORNER AND SHREDDED RIGHT TIRE, PHOTO: WERE TAKEN. OPERATOR OF UNIT 1 DROVE THE VEHICLE TO THE QUALITY INN PARK LOT. VEHICLE WAS NOT TOWED BY POLICE. OPERATOR OF UNIT 1 DID NOT HAVE INSURANCE. SHE WAS NOT ISSUED A BLUE CARD AS I DID NOT HAVE ANY IN MY CRUISER.

NOTHING FURTHER.

SIGNATURE OF INVESTIGATING OFFICER	DATE OF REPORT 10/25/2022	REVIEW
	PHOTOS TAKEN YES ☒ NO ☐ BY: _____	
DEPARTMENT / DIVISION / TROOP Loudon Police Department		

UNIT NO: 1

13

INDICATE PROBABLE POINT OF IMPACT

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

Rear 1 → →	Passing 2 → ↗	Lt. Turn 3 → ↘	Intersection 4 ↘ ↗
Rt. Turn 5 ↘ ↗	Rt. Turn 6 ↘ ↗	Head-On 7 → ←	Sideswipe 8 ↘ ↗

Indicate Vehicle Numbers on Arrows Above

UNIT NO: 2

15

INDICATE PROBABLE POINT OF IMPACT

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

ACCIDENT SKETCH
Indicate North

By Arrow

GIST OF ACCIDENT

UNIT 1 AND 2 WERE TRAVELING NORTH ON ROUTE 106 ENTERING INTO THE TOWN OF LOUDON. UNIT 1 WAS BEHIND UNIT 2 WHEN APPROACHING THE STANIELS RD INTERSECTION. OPERATOR OF UNIT 2 STATED THAT UNIT 1 WAS TRAVELING CLOSE TO HIM. OPERATOR OF UNIT 1 CHANGED LANES TO THE FAR RIGHT LANE, THAT WAS OPENING UP IN THE INTERSECTION, WHEN UNIT 2 CHANGED LANES AND HIT HIS BRAKES TO SLOW DOWN. OPEATOR OF UNIT 1 STATED THAT NO TURN SIGNAL WAS USED AND UNIT 2 CAME TO A COMPLETE STOP.

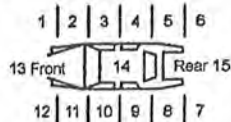
UNIT 1 SLAMMED ON HIS BRAKES AND SLID INTO UNIT 2'S REAR HATCH. THERE WERE APPROXIMATELY 45 FEET OF SKID MARKS FROM UNIT 1 BEFORE IMPACTING UNIT 2. UNIT 1 SUFFERED MINOR DAMAGE AND UNIT 2 SUFFERED FROM APPARENT BROKEN WINDOW AND DAMAGED REAR HATCH.

BOTH WERE OFFERED MEDICAL ATTENTION AND LOUDON RESCUE CHECKED BOTH OPERATORS, THEY REFUSED TRANSPORT TO CONCORD HOSPITAL. UNIT 1 WAS NOT LOADED WITH METAL AT THE TIME OF THE ACCIDENT.

NOTHING FURTHER.

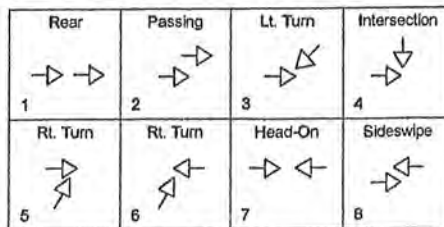
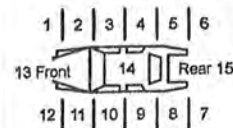
SIGNATURE OF INVESTIGATING OFFICER	DATE OF REPORT 11/19/2022	REVIEWED BY
DEPARTMENT / DIVISION / TROOP Loudon Police Department	PHOTOS TAKEN YES ☒ NO ☐ BY: _____	

LOCAL USE				STATE OF NEW HAMPSHIRE		M.V. USE ONLY					
23400-9-AC				UNIFORM POLICE		No. Date Rec'd					
Amended Report	Hit and Run	School Bus	Driver Ed.	TRAFFIC ACCIDENT REPORT		NR	Supplemental Report	Motor Carrier Report			
				DSMV159 (Rev.04/00)							
DATE OF ACCIDENT 03/12/2023		DAY OF WEEK Sunday		TIME OF ACCIDENT (Military) 1748		CITY/TOWN LOUDON					
TOTAL KILLED 0	TOTAL INJURED 0	TOTAL VEHICLES 2	POLICE NOTIFIED 1748	POLICE ARRIVED 1755	AMBULANCE ARRIVED	DEPARTMENT Loudon					
ACCIDENT OCCURRED ON:				INTERSECTING ROAD, BRIDGE, TOWN LINE (not telephone pole, house)			POSTED SPEED				
540 ROUTE 106 ROUTE NO. AND/OR STREET NAME				2 STANIELS RD ROUTE NO. AND/OR STREET NAME			55				
Complete first node for accidents at node, complete both for accidents between nodes.				MILE-MARKER ON INTERSTATE ONLY			MILE				
FIRST NODE		DISTANCE FROM FIRST NODE TOWARD SECOND		SECOND NODE		FEET					
10 / 8		FEET		10 / 7		N E S W					
MAP ZONE		NODE SUF		MAP ZONE		NODE SUF					
UNIT NO.: 1 INFORMATION				UNIT NO.: 2 INFORMATION							
BICYCLE		SUMMONED		ARRESTED		M.V.R. YES					
PEDESTRIAN		CHARGE:		RECOM		PEDESTRIAN					
DRIVER LICENSE NO.		STATE		CLASSIFICATION		DRIVER LICENSE NO.					
		NH		D							
DRIVER'S NAME		LAST, FIRST, MIDDLE		DRIVER'S NAME		LAST, FIRST, MIDDLE					
MACRAE, RYAN COOPER				FLYNN, DONNA M							
D.O.B.		SEX		RESTRICTIONS / ENDORSEMENTS		D.O.B.					
		M		COMPLIED WITH YES							
CURRENT ADDRESS, NUMBER, AND STREET				PHONE NO.							
CITY / TOWN		STATE		ZIP CODE		CITY / TOWN					
		NH									
PLATE NUMBER		PLATE TYPE		STATE		TRAILER PLATE					
87P21		PC		NH		T725504					
MAKE		YEAR		COMMERCIAL VEHICLE		HAZARDOUS MATERIALS					
CHEV		2021		ACCIDENT							
V.I.N.				V.I.N.							
1GC4YREY6MF103973				2T3DK4DV8AW036539							
SAME AS DRIVER		OWNER NAME		LAST, FIRST MIDDLE		SAME AS DRIVER					
				FLYNN, ROGER W							
CURRENT ADDRESS, NUMBER AND STREET				PHONE NO.							
39 SCHOOL ST											
CITY / TOWN		STATE		ZIP CODE		CITY / TOWN					
		NH		03220		BELMONT					
INSURANCE CO. & POLICY #				OR							
STATE FARM #0650456B1929E				DSMV 385 ISSUED							
VEHICLE TOWED		BY:		TO:		VEHICLE TOWED					
REF.	26	27	28	29	NAME(S) OF OCCUPANTS OR WITNESSES ADDRESS / PHONE			30	31	32	33
1	1	N	4	36	RYAN COOPER MACRAE			1	1	8	M
2	2	N	4	58	DONNA M FLYNN			1	1	8	F
3											
4											
5											
6											

UNIT NO: 12 INDICATE PROBABLE
POINT OF IMPACT

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

Circle numbers indicating areas damaged.

Indicate Vehicle Numbers
on Arrows AboveUNIT NO: 2INDICATE PROBABLE
POINT OF IMPACT 8

16. Undercarriage
17. Rollover
18. Fire/Explosion
19. Total

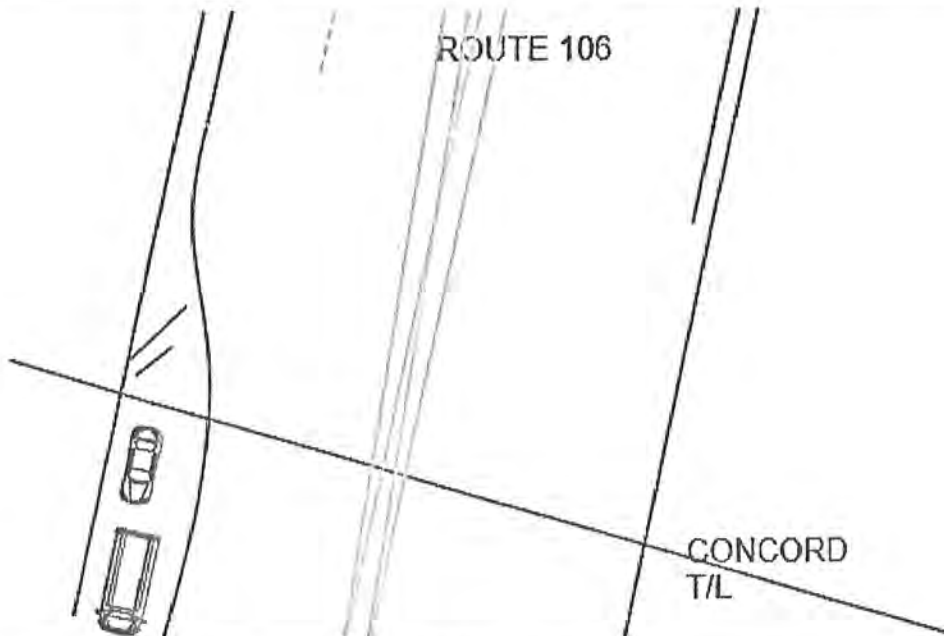
Circle numbers indicating areas damaged.

ACCIDENT SKETCH

Indicate North



By Arrow



GIST OF ACCIDENT

Vehicle 1 and Vehicle 2 had been traveling south bound on Route 106. Vehicle 2 was in merging lane and attempted to overtake Vehicle 1 in travel lane. As Vehicle 2 attempted to overtake Vehicle 1, Vehicle 1's front right tire made contact with Vehicle 2's back left tire and back left fender. Diagram not to scale.

SIGNATURE OF INVESTIGATING OFFICER

DATE OF REPORT

04/11/2023

REVIEWED BY

DEPARTMENT / DIVISION / TROOP

Loudon Police Department

PHOTOS TAKEN

YES ☒ NO ☐ BY: _____

CASE NUMBER:
L734-00402-23400-56-AC
AMENDMENT:

C.A.R. REPORT: N
REPORT#:

CLIENT ASSIGNED REPORT NBR: 23400-56-AC

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 09/2014)



Page 1 of 4
RPT DATE: 01/07/2025
REPORTABLE: Y
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 2 UNITS: 2
REPORT ID:

CRASH DATE:	TOWN:	COUNTY:	RESPONDER NAME:	DEPT:
WED 08/02/2023 08:39	LOUDON	MERRIMACK	CHIEF DANA FLANDERS	734

POLICE NOTIFIED/ARRIVED:	EMS ARRIVED:	REPORTING AGENCY NAME:	APPROVAL BY:	APPR DT:
08/02/2023 08:39 08/02/2023 08:43		Loudon Police Department	CHIEF DANA FLANDERS	08/02/2023

COLLISION OCCURRED: 2 STANIELS RD AND RL 106 (540 ROUTE 106)

LOCATION: LAT: +043.25371 LON: -071.45871 FEET FROM MILE MARKER

PHOTOGRAPHS TAKEN: Y PHOTOGRAPHER NAME: Lt. Flanders

CRASH CONDITIONS:

LAND OWNERSHIP:	Public Property	RELATIVE TO TRAFFICWAY:	Trafficway, On Road
FIRST HARMFUL EVENT:	Motor Vehicle in Transport	LOC 1ST HARMFUL EVENT:	On Roadway
MANNER OF IMPACT:	Angle	WEATHER CONDITION:	Clear
LIGHT CONDITION:	Daylight	ROAD SURFACE CONDITION:	Dry
CONTRIBUTING CIRCUMSTANCES ENVIRONMENT:	None		
CONTRIBUTING CIRCUMSTANCES ROAD RELATED:	None		

CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA: Yes
SPECIFIC LOCATION: Intersection
TYPE OF INTERSECTION: Four-Way Intersection
CRASH IN OR NEAR A CONSTRUCTION, MAINTENANCE OR UTILITY WORK ZONE: No
LOCATION OF CRASH:
TYPE OF WORK ZONE:
WORKERS PRESENT: LAW ENFORCEMENT PRESENT: No

UNIT #1

UNIT TYPE: (Sport) Utility Vehicle

Driver :

CURTIS ALBERT DARLING

DOB: [REDACTED] PHONE: [REDACTED]
COUNTRY: US UNITED STATES

SEATING ROW: Front POSITION: Left OTHER POSITION:
HIT AND RUN: No, Did Not Leave Scene

RESTRAINT SYSTEM: Shoulder and Lap Belt Used
AIR BAG DEPLOYED: Deployed - Combination EJECTED: Not Ejected
INJURY STATUS: Suspected Minor Injury (B) INJURY AREA: Unspecified TRANSPORT: EMS Ground

EMS: LOUDON FIRE AND RESCUE DEPT MEDICAL FACILITY: CONCORD HOSPITAL

DRIVER LICENSE PRESENTED: U

SEX: Male

M.V.R RECOMMENDED: N ARRESTED: N #:

RSA: OFFENSE:

CONDITION AT TIME OF CRASH: Apparently Normal

LICENSE RESTRICTIONS COMPLIED WITH:

LICENSE ENDORSEMENTS COMPLIED WITH:

SPEEDING RELATED: No

DRIVER DISTRACTED: Unknown if Distracted

DRIVER ACTIONS AT TIME OF CRASH: Ran Red Light

WARNING OR SUMMONS: N

CASE NUMBER:
L734-00402-23400-56-AC
AMENDMENT:

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT



C.A.R. REPORT: N
REPORT#:
CLIENT ASSIGNED REPORT NBR: 23400-56-AC

Page 2 of 4
RPT DATE: 01/07/2025
REPORTABLE: Y
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 2 UNITS: 2
REPORT ID:

VEHICLE :

OWNER: EAN HOLDINGS LLC
701 WEDEMAN AVE LINTHICUM MD 21090

PHONE:

MOTOR VEHICLE UNIT TYPE: Motor Vehicle In Transport
REGISTRATION PRESENTED: U
PLATE NBR: 6FJ6662 PLATE TYPE: PC STATE: MD COLOR: GRAY
YR: 2023 MAKE: CHEVROLET MODEL: EQUINOX VIN: 3GNAXUEG1PS205043
INSURANCE: Y DSMV 385 ISSUED: N
INSURANCE COMPANY: EAN HOLDINGS, LLC POLICY NBR: SELF
VEHICLE ACTION PRIOR TO CRASH: Movements Essentially Straight Ahead
SPECIAL FUNCTION VEHICLE: No Special Function
GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:
EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport
POSTED/STATUTORY SPEED LIMIT: Posted/Statutory Value (55) VEHICLE TRAVEL DIRECTION: Northbound
TRAFFICWAY DESCRIPTION: Two-Way, Not Divided TOTAL LANES IN ROADWAY: 5
ROAD ALIGNMENT: Straight ROAD GRADE: Level
TRAFFIC CONTROL DEVICE: Traffic Control Signal WORKING PROPERLY: Yes
WHAT WAS NOT WORKING:

COMMERCIAL OR TRUCK OR BUS OR HAZMAT OR 9+ PASSENGER VEHICLE: N
MOST HARMFUL EVENT: Motor Vehicle In Transport
CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: Unknown

SEQUENCE OF EVENTS: Motor Vehicle In Transport
INITIAL IMPACT AREA: Front End EXTENT OF DAMAGE: Disabling Damage
DAMAGE AREAS:
VEHICLE REMOVAL: Towed Due to Disabling Damage TOWING COMPANY: LOUDON GARAGE
TOWED TO: LOUDON GARAGE

UNIT :# 2

UNIT TYPE: Passenger Car

Driver :

REBEKAH MARIE LOMMEN

DOB: PHONE:
COUNTRY: US UNITED STATES

SEATING ROW: Front POSITION: Left OTHER POSITION:
HIT AND RUN: No, Did Not Leave Scene
RESTRAINT SYSTEM: Shoulder and Lap Belt Used
AIR BAG DEPLOYED: Deployed - Combination EJECTED: Not Ejected
INJURY STATUS: Suspected Serious Injury (A) INJURY AREA: Unspecified TRANSPORT: EMS Ground
EMS: LOUDON FIRE AND RESCUE DEPT MEDICAL FACILITY: CONCORD HOSPITAL
DRIVER LICENSE PRESENTED: U
SEX: Female
M.V.R RECOMMENDED: N ARRESTED: N # WARNING OR SUMMONS: N
RSA: OFFENSE:
CONDITION AT TIME OF CRASH: Apparently Normal
LICENSE RESTRICTIONS COMPLIED WITH:
LICENSE ENDORSEMENTS COMPLIED WITH:
SPEEDING RELATED: No
DRIVER DISTRACTED: Not Distracted
DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

CASE NUMBER:
L734-00402-23400-56-AC
AMENDMENT:

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 09/2014)

C.A.R. REPORT: N
REPORT#:
CLIENT ASSIGNED REPORT NBR: 23400-56-AC



Page 3 of 4
RPT DATE: 01/07/2025
REPORTABLE: Y
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 2 UNITS: 2
REPORT ID:

VEHICLE : OWNER: LOMMEN FAMILY TRUST OF 2019

PHONE:

MOTOR VEHICLE UNIT TYPE: Motor Vehicle in Transport

REGISTRATION PRESENTED: U

PLATE NBR: ALL4GLZ PLATE TYPE: PC STATE: NH COLOR: GREEN
YR: 2010 MAKE: TOYOTA MODEL: CAMRY VIN: 4T4BF3EK1AR065082

INSURANCE: Y DSMV 385 ISSUED: N

INSURANCE COMPANY: LIBERTY MUTUAL

POLICY NBR: AOS-218-336015-7036

VEHICLE ACTION PRIOR TO CRASH: Turning Left

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: Posted/Statutory Value (35)

VEHICLE TRAVEL DIRECTION: Southbound

TRAFFICWAY DESCRIPTION: Two-Way, Not Divided

TOTAL LANES IN ROADWAY: 5

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: Traffic Control Signal

WORKING PROPERLY: Yes

WHAT WAS NOT WORKING:

COMMERCIAL OR TRUCK OR BUS OR HAZMAT OR 9+ PASSENGER VEHICLE: N

MOST HARMFUL EVENT: Motor Vehicle In Transport

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

SEQUENCE OF EVENTS: Motor Vehicle In Transport

INITIAL IMPACT AREA: Right

EXTENT OF DAMAGE: Disabling Damage

DAMAGE AREAS:

VEHICLE REMOVAL: Towed Due to Disabling Damage

TOWING COMPANY: LOUDON GARAGE

TOWED TO: LOUDON GARAGE

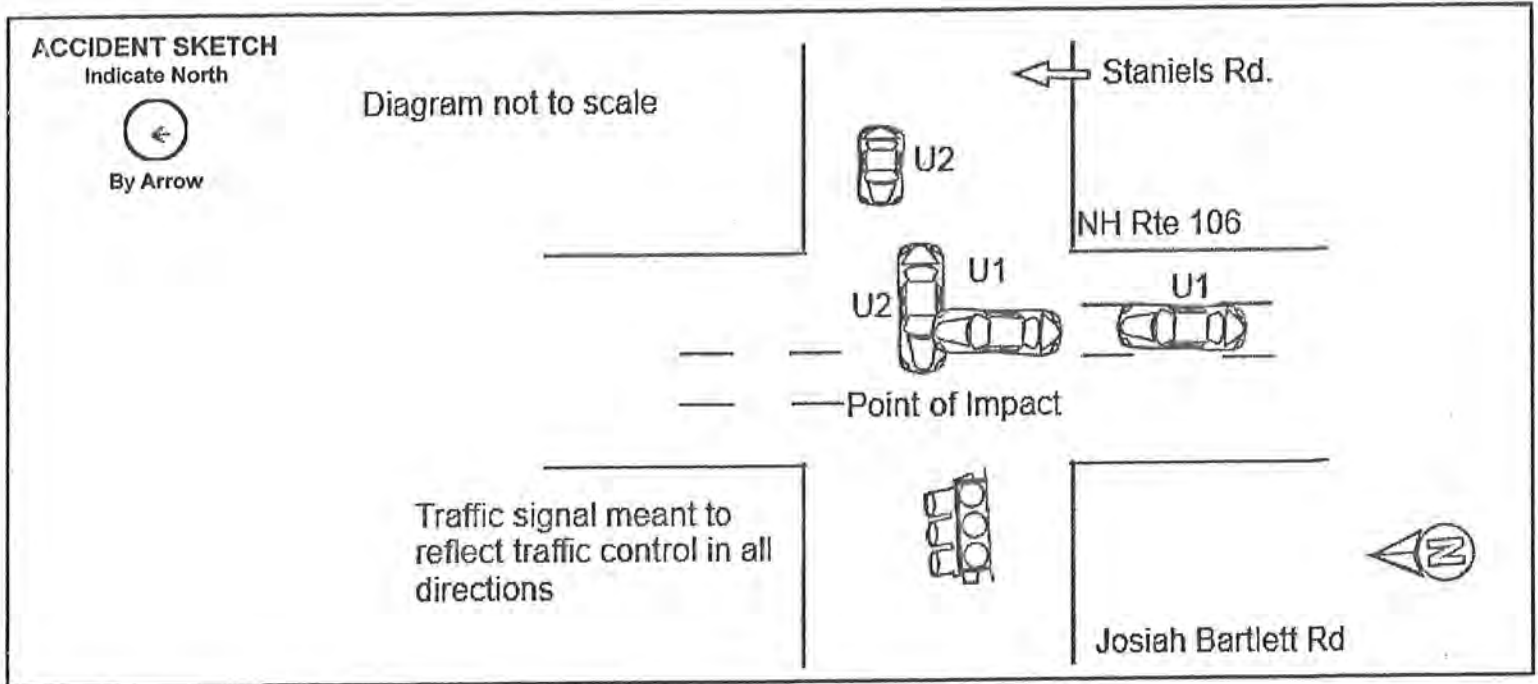
CASE NUMBER:
L734-00402-23400-56-AC
AMENDMENT:

C.A.R. REPORT: N
REPORT#:
CLIENT ASSIGNED REPORT NBR: 23400-56-AC

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 09/2014)



Page 4 of 4
RPT DATE: 01/07/2025
REPORTABLE: Y
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 2 UNITS: 2
REPORT ID:



GIST:

DISPATCHED TO MV ACCIDENT AT INTERSECTION OF STANIELS, NH ROUTE 106 S AND JOSIAH BARTLETT ROAD. UPON ARRIVAL NOTED 2 VEHICLES WITH DISABLING DAMAGE IN THE INTERSECTION. UNIT ONE DRIVEN BY DARLING WAS TRAVELING NORTH PRIOR TO THE COLLISION ON ROUTE 106. U2 DRIVEN BY LOMMEN WAS TAKING A LEFT HAND TURN OFF OF STANIELS ROAD TO GO LEFT ON RTE 106 TRAVELING SOUTH. BOTH OPR WERE TRANSPORTED AS A RESULT OF THE ACCIDENT. OPR OF U1 ADV THAT THEY DID NOT GO THROUGH A RED LIGHT PRIOR TO THE ACCIDENT. OPR OF U2 STATED THAT THE LIGHT FROM STANIELS ONTO 106 WAS GREEN. WITNESS ON SCENE TRAVELING SOUTH ON 106 STATED THEY WERE STOPPED FOR A RED LIGHT. U1 AT FAULT FOR NOT STOPPING FOR A RED TRAFFIC SIGNAL.

NOTHING FURTHER

CASE NUMBER:
L734-00412-23400-94-AC
AMENDMENT:

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 09/2014)



Page 1 of 4
RPT DATE: 01/07/2025
REPORTABLE: Y
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 0 UNITS: 2
REPORT ID:

CRASH DATE: MON 12/04/2023 19:36	TOWN: LOUDON	COUNTY: MERRIMACK	RESPONDER NAME: Patrol ROBERT P KRIEGER	DEPT: 734

POLICE NOTIFIED/ARRIVED: 12/04/2023 19:36	EMS ARRIVED: 12/04/2023 19:48	REPORTING AGENCY NAME: Loudon Police Department	APPROVAL BY: CHIEF DANA FLANDERS	APPR DT: 12/05/2023

COLLISION OCCURRED: 1000 FEET N OF ROUTE 106

LOCATION: LAT: +043.26009 LON: -071.45811 FEET FROM MILE MARKER

PHOTOGRAPHS TAKEN: N PHOTOGRAPHER NAME:

CRASH CONDITIONS:

LAND OWNERSHIP:	RELATIVE TO TRAFFICWAY:	Trafficway, On Road
FIRST HARMFUL EVENT: Other Non-Collision	LOC 1ST HARMFUL EVENT:	On Roadway
MANNER OF IMPACT: Sideswipe, Opposite Direction	WEATHER CONDITION:	Cloudy
LIGHT CONDITION: Dark-Not Lighted	ROAD SURFACE CONDITION:	Wet
CONTRIBUTING CIRCUMSTANCES ENVIRONMENT: Other		
CONTRIBUTING CIRCUMSTANCES ROAD RELATED: None		

CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA: No
SPECIFIC LOCATION: Non-Junction
TYPE OF INTERSECTION: Not an Intersection
CRASH IN OR NEAR A CONSTRUCTION, MAINTENANCE OR UTILITY WORK ZONE: No
LOCATION OF CRASH:
TYPE OF WORK ZONE:
WORKERS PRESENT: LAW ENFORCEMENT PRESENT: No

UNIT: #1

UNIT TYPE: Pickup

Driver:

WARREN LEWIS MCLEOD

DOB: COUNTRY:

SEATING ROW: Front POSITION: Left OTHER POSITION:
HIT AND RUN: No, Did Not Leave Scene

RESTRAINT SYSTEM: Shoulder and Lap Belt Used
AIR BAG DEPLOYED: Not Deployed EJECTED: Not Ejected
INJURY STATUS: No Apparent Injury (O) INJURY AREA: TRANSPORT: Not Transported

EMS: MEDICAL FACILITY:

DRIVER LICENSE PRESENTED: U

SEX: Male

M.V.R RECOMMENDED: N ARRESTED: N #:

WARNING OR SUMMONS: N

RSA: OFFENSE:

CONDITION AT TIME OF CRASH: Apparently Normal

LICENSE RESTRICTIONS COMPLIED WITH:

LICENSE ENDORSEMENTS COMPLIED WITH:

SPEEDING RELATED: No

DRIVER DISTRACTED: Not Distracted

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

CASE NUMBER:
L734-00412-23400-94-AC
AMENDMENT:

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT



C.A.R. REPORT: N
REPORT#:
CLIENT ASSIGNED REPORT NBR: 23400-94-AC

Page 2 of 4
RPT DATE: 01/07/2025
REPORTABLE: Y
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 0 UNITS: 2
REPORT ID:

PHONE:

VEHICLE :

OWNER:

MOTOR VEHICLE UNIT TYPE: Motor Vehicle in Transport

REGISTRATION PRESENTED: U

PLATE NBR: 821846

PLATE TYPE: PC

STATE: NH

COLOR: BLUE

YR: 2015

MAKE: CHEVROLET

MODEL: 1500

VIN: 3GCUKREC3FG169596

INSURANCE: Y DSMV 385 ISSUED: N

INSURANCE COMPANY: USAA GENERAL INDEMNITY

POLICY NBR: 054079423G71017

VEHICLE ACTION PRIOR TO CRASH: Movements Essentially Straight Ahead

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: Posted/Statutory Value (55)

VEHICLE TRAVEL DIRECTION: Southbound

TRAFFICWAY DESCRIPTION: Two-Way, Not Divided

TOTAL LANES IN ROADWAY: 2

ROAD ALIGNMENT: Curve Right

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: No Controls

WORKING PROPERLY: Not Applicable

WHAT WAS NOT WORKING:

COMMERCIAL OR TRUCK OR BUS OR HAZMAT OR 9+ PASSENGER VEHICLE: N

MOST HARMFUL EVENT: Unknown

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

SEQUENCE OF EVENTS: Unknown

INITIAL IMPACT AREA: Front Left Corner

EXTENT OF DAMAGE: Functional Damage

DAMAGE AREAS:

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

Passenger :

LINDA R MCLEOD

DOB: [REDACTED] PHONE:

COUNTRY:

SEATING ROW: Front

POSITION: Right

OTHER POSITION:

RESTRAINT SYSTEM: Shoulder and Lap Belt Used

AIR BAG DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORT: Not Transported

EMS:

MEDICAL FACILITY:

SEX: Female

UNIT :# 2

UNIT TYPE: Pickup

CASE NUMBER:
L734-00412-23400-94-AC
AMENDMENT:

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 09/2014)



Page 3 of 4
RPT DATE: 01/07/2025
REPORTABLE: Y
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 0 UNITS: 2
REPORT ID:

C.A.R. REPORT: N
REPORT#:
CLIENT ASSIGNED REPORT NBR: 23400-94-AC

Driver :

ALEX JOHN JOHANSEN

DOB: 01/04/1984 PHONE:
COUNTRY:

SEATING ROW: Front POSITION: Left OTHER POSITION:
HIT AND RUN: No, Did Not Leave Scene
RESTRAINT SYSTEM: Shoulder and Lap Belt Used
AIR BAG DEPLOYED: Not Deployed EJECTED: Not Ejected
INJURY STATUS: No Apparent Injury (O) INJURY AREA: TRANSPORT: Not Transported
EMS: MEDICAL FACILITY:
DRIVER LICENSE PRESENTED: U
SEX: Male
M.V.R RECOMMENDED: N ARRESTED: N # WARNING OR SUMMONS: N
RSA: OFFENSE:
CONDITION AT TIME OF CRASH: Apparently Normal
LICENSE RESTRICTIONS COMPLIED WITH:
LICENSE ENDORSEMENTS COMPLIED WITH:
SPEEDING RELATED: No
DRIVER DISTRACTED: Other Inside the Vehicle (Eating, Personal Hygiene, etc)
DRIVER ACTIONS AT TIME OF CRASH: Failed to Keep in Proper Lane

VEHICLE :

OWNER: ERIC JOHN JOHANSEN

PHONE: 603-888-1234

MOTOR VEHICLE UNIT TYPE: Motor Vehicle in Transport
REGISTRATION PRESENTED: U
PLATE NBR: 5086840 PLATE TYPE: PC STATE: NH COLOR: BLACK
YR: 2007 MAKE: GMC MODEL: SIERRA 1 VIN: 2GTEK190771565501
INSURANCE: Y DSMV 385 ISSUED: N
INSURANCE COMPANY: MMG INSURANCE POLICY NBR: AC12159641
VEHICLE ACTION PRIOR TO CRASH: Movements Essentially Straight Ahead
SPECIAL FUNCTION VEHICLE: No Special Function
GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:
EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport
POSTED/STATUTORY SPEED LIMIT: Posted/Statutory Value (55) VEHICLE TRAVEL DIRECTION: Northbound
TRAFFICWAY DESCRIPTION: Two-Way, Not Divided TOTAL LANES IN ROADWAY: 2
ROAD ALIGNMENT: Curve Left ROAD GRADE: Level
TRAFFIC CONTROL DEVICE: No Controls WORKING PROPERLY: Not Applicable
WHAT WAS NOT WORKING:
COMMERCIAL OR TRUCK OR BUS OR HAZMAT OR 9+ PASSENGER VEHICLE: N
MOST HARMFUL EVENT: Cross Centerline
CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

SEQUENCE OF EVENTS: Cross Centerline
INITIAL IMPACT AREA: Front Left Corner EXTENT OF DAMAGE: Functional Damage
DAMAGE AREAS:
VEHICLE REMOVAL: Not Towed TOWING COMPANY:
TOWED TO:

CASE NUMBER:
L734-00412-23400-94-AC
AMENDMENT:

C.A.R. REPORT: N
REPORT#:
CLIENT ASSIGNED REPORT NBR: 23400-94-AC

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 09/2014)



Page 4 of 4
RPT DATE: 01/07/2025
REPORTABLE: Y
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 0 UNITS: 2
REPORT ID:

ACCIDENT SKETCH

Indicate North



By Arrow

No
Diagram



GIST:

VEH#1 was southbound on RT106. VEH#2 was northbound on RT106, in the Town of Loudon. When I spoke with OPER#2 he advised that he crossed the yellow line and hit the other vehicle. He said he wasn't paying attention at the time and didn't really remember what happened.

Both vehicles were on the southbound breakdown lane when I arrived. OPER#2 said he turned around after the impact and parked behind VEH#1.

Both vehicles sustained damage to the left sides (Drivers sides) both had damage from front to rear, to include mirrors missing due to the crash.

All parties involved advised they were not injured.

I asked OPER#2 again if he crossed the yellow line and he said he did.

Both vehicles were driven from the scene on their own power.

VEH#1 also had a passenger: Linda R. McLeod, same address as OPER#1

CASE NUMBER:
L734-00404-23400-97-AC
AMENDMENT:

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 09/2014)



Page 1 of 3
RPT DATE: 01/07/2025
REPORTABLE: N
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 0 UNITS: 1
REPORT ID:

CRASH DATE:	TOWN:	COUNTY:	RESPONDER NAME:	DEPT:
SUN 12/10/2023 00:07	LOUDON	MERRIMACK	CORPORAL RYAN C GAMBLE	734

POLICE NOTIFIED/ARRIVED:	EMS ARRIVED:	REPORTING AGENCY NAME:	APPROVAL BY:	APPR DT:
12/10/2023 00:07 12/10/2023 00:13		Loudon Police Department	CHIEF DANA FLANDERS	12/19/2023

COLLISION OCCURRED: 208 MILES N OF 540 ROUTE 106 AND 2 STANIELS RD

LOCATION: LAT: +043.25576 LON: -071.45771 FEET FROM MILE MARKER
PHOTOGRAPHS TAKEN: Y PHOTOGRAPHER NAME: Gamble

CRASH CONDITIONS:

LAND OWNERSHIP:	RELATIVE TO TRAFFICWAY:	Trafficway, On Road
FIRST HARMFUL EVENT: Animal (live)	LOC 1ST HARMFUL EVENT:	On Roadway
MANNER OF IMPACT: Front to Front	WEATHER CONDITION:	Cloudy
LIGHT CONDITION: Dark-Not Lighted	ROAD SURFACE CONDITION:	Dry
CONTRIBUTING CIRCUMSTANCES ENVIRONMENT:	None	
CONTRIBUTING CIRCUMSTANCES ROAD RELATED:	None	

CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA: No
SPECIFIC LOCATION: Non-Junction
TYPE OF INTERSECTION: Not an Intersection
CRASH IN OR NEAR A CONSTRUCTION, MAINTENANCE OR UTILITY WORK ZONE: No
LOCATION OF CRASH:
TYPE OF WORK ZONE:
WORKERS PRESENT: LAW ENFORCEMENT PRESENT: No

UNIT :# 1

UNIT TYPE: Passenger Car

Driver :

KENNA MARIE MARGARET OBRIEN

DOB: PHONE:
COUNTRY:

SEATING ROW: Front POSITION: Left OTHER POSITION:
HIT AND RUN: No, Did Not Leave Scene

RESTRAINT SYSTEM: Shoulder and Lap Belt Used
AIR BAG DEPLOYED: Not Deployed EJECTED: Not Ejected
INJURY STATUS: No Apparent Injury (O) INJURY AREA: TRANSPORT: Not Transported
EMS: MEDICAL FACILITY:

DRIVER LICENSE PRESENTED: U

SEX: Female

M.V.R RECOMMENDED: N ARRESTED: N #:

WARNING OR SUMMONS: N

RSA: OFFENSE:

CONDITION AT TIME OF CRASH: Apparently Normal

LICENSE RESTRICTIONS COMPLIED WITH:

LICENSE ENDORSEMENTS COMPLIED WITH:

SPEEDING RELATED: No

DRIVER DISTRACTED: Not Distracted

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

CASE NUMBER:
L734-00404-23400-97-AC
AMENDMENT:

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT



C.A.R. REPORT: N
REPORT#:
CLIENT ASSIGNED REPORT NBR: 23400-97-AC

DSMV 159 (Rev. 09/2014)

Page 2 of 3
RPT DATE: 01/07/2025
REPORTABLE: N
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 0 UNITS: 1
REPORT ID:

VEHICLE :

OWNER: KENNA MARIE MARGARET OBRIEN

PHONE:

MOTOR VEHICLE UNIT TYPE: Motor Vehicle In Transport

REGISTRATION PRESENTED: U

PLATE NBR: 3989

PLATE TYPE: DX

STATE: NH

COLOR: GRAY

YR: 2017

MAKE: NISSAN

MODEL: ROGUE

VIN: JN1B1CR0HW124321

INSURANCE: Y DSMV 385 ISSUED: N

INSURANCE COMPANY: PROGRESSIVE

POLICY NBR: 918464418

VEHICLE ACTION PRIOR TO CRASH: Negotiating a Curve

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: Posted/Statutory Value (55)

VEHICLE TRAVEL DIRECTION: Southbound

TRAFFICWAY DESCRIPTION: Two-Way, Not Divided

TOTAL LANES IN ROADWAY: 1

ROAD ALIGNMENT: Curve Right

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: No Controls

WORKING PROPERLY: Not Applicable

WHAT WAS NOT WORKING:

COMMERCIAL OR TRUCK OR BUS OR HAZMAT OR 9+ PASSENGER VEHICLE: N

MOST HARMFUL EVENT: Animal (live)

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

SEQUENCE OF EVENTS: Animal (live)

INITIAL IMPACT AREA: Front End

EXTENT OF DAMAGE: Minor Damage

DAMAGE AREAS:

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

CASE NUMBER:
L734-00404-23400-97-AC
AMENDMENT:

C.A.R. REPORT: N
REPORT#:
CLIENT ASSIGNED REPORT NBR: 23400-97-AC

STATE OF NEW HAMPSHIRE
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 09/2014)



Page 3 of 3
RPT DATE: 01/07/2025
REPORTABLE: N
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 0 UNITS: 1
REPORT ID:

ACCIDENT SKETCH

Indicate North



By Arrow

No diagram
needed. Please see
Gist/Supp. report.



GIST:

On December 10th, 2023, at around 0007 hours, I received a report of a single car motor vehicle accident around the Staniels Rd and Route 106 intersection, involving a deer strike. I arrived shortly after and found a vehicle in the southbound breakdown lane of Route 106, approximately 600 feet north of the lighted intersection of Staniels Rd. and Route 106. The vehicle was described as a grey 2017 Nissan Rouge bearing a NH Disabled person plate of 3989. The registered owner would be identified as the operator, Kenna OBRIEN, DOB, 11/3/1959. OBRIEN was the sole occupant inside the vehicle. Just ahead of the vehicle, in the breakdown lane, was a small deer that had succumbed to the impact. I spoke with OBRIEN while she was seated in the driver's seat and found no airbag deployment inside. I asked OBRIEN if she was okay. OBRIEN advised me that she was okay. I asked OBRIEN what direction she was initially traveling before the deer crossed out. OBRIEN advised me that she was traveling south on Route 106, and she observed a small deer cross eastbound in front of her. OBRIEN advised me that she was going just under the speed limit when she noticed the deer and applied her brakes. The damage to the vehicle was minimal. Damage was found to the front grill area and bumper cover. The vehicle was still drivable, and no fluids were leaking. Information was taken from OBRIEN and photos were taken of the damaged area. Clear.

AMENDMENT:

C.A.R. REPORT: N

C.A.R. REPORT #:

**UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 07/2021)**

REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	Y
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

CRASH DATE:	TOWN:	COUNTY:	RESPONDER NAME:	DEPT:
THU 02/15/2024 17:51	LOUDON	MERRIMACK	Patrol ROBERT P KRIEGER	734

POLICE NOTIFIED/ARRIVED:	EMS ARRIVED:	REPORTING AGENCY :	APPROVAL BY:	APPR DT:
02/15/2024 17:51	02/15/2024 18:10	Loudon Police Department		

COLLISION OCCURRED: 1000 FEET N OF 577 ROUTE 106 AND STANIELS RD	
LOCATION:	LAT:+043.25378 LON: -071.45889 FEET FROM MILE MARKER
PHOTOGRAPHS TAKEN: Y	PHOTOGRAPHER NAME: Krieger412

CRASH CONDITIONS:

CRASH SEVERITY: Unknown

TIME OF ROADWAY CLEARANCE:

LAND OWNERSHIP:

FIRST HARMFUL EVENT: Unknown

MANNER OF IMPACT: Sideswipe, Same Direction

LIGHT CONDITION: Dawn/Dusk

CONTRIBUTING CIRCUMSTANCES ENVIRONMENT: Unknown

CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA: No

SPECIFIC LOCATION: Non-Junction

TYPE OF INTERSECTION - NUMBER OF APPROACHES: Not an Intersection

OVERALL INTERSECTION GEOMETRY:

SCHOOL BUS RELATED: No

WORK ZONE RELATED: No

SECONDARY CRASH:

RELATIVE TO TRAFFICWAY: Trafficway, On Road

LOC 1ST HARMFUL EVENT: On Roadway

WEATHER CONDITION: Cloudy

ROAD SURFACE CONDITION: Dry

UNIT #: 1

UNIT TYPE:

DRIVER: CASEY R SHARPS	SEX: M	DOB: [REDACTED]	PHONE: [REDACTED]

SEATING POSITION: Front - Left

HIT AND RUN: Yes, Driver or Car and Driver Left Scene

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Restraint Used - Type Unknown

RESTRAINT USED IMPROPERLY:

AIR BAG
DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORTED: EMS Ground

EMS:

MEDICAL FACILITY:

LICENSE CLASS: Regular Driver License Class LICENSE #: NHL14468148

STATE: NH

CDL LICENSE: No

DRIVER LICENSE TYPE: Non-CDL Driver license

LICENSE RESTRICTION(s):

CASE NUMBER: 24400-11-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	Y
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

ALCOHOL INTERLOCK IN VEHICLE:

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: Unknown

DRIVER DISTRACTED BY ACTION: Unknown

DRIVER DISTRACTED BY SOURCE: Unknown

DRIVER ACTIONS AT TIME OF CRASH: Unknown

VEHICLE : OWNER:

MOTOR VEHICLE UNIT TYPE: Passenger Car

TOTAL OCCUPANCY:

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 4873380

PLATE TYPE: PC

STATE: NH

COLOR: ALUMINUM

YR: 2009

MAKE: KIA

MODEL: RIO

VIN: KNADE223696504419

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: GEICO INS

POLICY NBR: 4566575454

VEHICLE ACTION PRIOR TO CRASH: Unknown

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: Unknown

VEHICLE TRAVEL DIRECTION: Northbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS:

DIVIDED:

BARRIER TYPE:

HOV/HOT LANES:

CRASH RELATED TO HOV/HOT LANES:

TOTAL LANES IN ROADWAY: 3

TOTAL AUXILIARY LANES IN ROADWAY:

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: Other

ANY INOPERATIVE OR MISSING:

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT:

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE:

CASE NUMBER: 24400-11-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT:
C.A.R. REPORT: N
C.A.R. REPORT #:
UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 07/2021)



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	Y
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

SEQUENCE OF EVENTS: 1ST:

INITIAL IMPACT AREA: Rear Right Corner

EXTENT OF DAMAGE: Minor Damage

DAMAGED AREAS:

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

AUTOMATION SYSTEMS IN VEHICLE:

LEVELS IN VEHICLE:

LEVELS ENGAGED AT TIME OF CRASH:

UNIT #: 2

UNIT TYPE:

DRIVER: KODY CHRISTOPHER WHEELER

SEX: M

DOB: [REDACTED]

PHONE: [REDACTED]

SEATING POSITION: Front - Left

HIT AND RUN: Yes, Driver or Car and Driver Left Scene

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Restraint Used - Type Unknown

RESTRAINT USED IMPROPERLY:

AIR BAG
DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORTED: Not Transported

EMS:

MEDICAL FACILITY:

LICENSE CLASS: Regular Driver License Class LICENSE #: NHL19608521

STATE: NH

CDL LICENSE: No

DRIVER LICENSE TYPE: Non-CDL Driver license

LICENSE RESTRICTION(s):

ALCOHOL INTERLOCK IN VEHICLE:

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: Unknown

DRIVER DISTRACTED BY ACTION:

DRIVER DISTRACTED BY SOURCE: Unknown

DRIVER ACTIONS AT TIME OF CRASH: Unknown

CASE NUMBER: 24400-11-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	Y
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

VEHICLE : OWNER:

MOTOR VEHICLE UNIT TYPE: Passenger Car

TOTAL OCCUPANCY:

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 5328915

PLATE TYPE: PC

STATE: NH

COLOR: BLUE

YR: 2021

MAKE: SUBARU

MODEL: WRX

VIN: JF1VA1A66M9805536

INSURANCE: N

DSMV 385 ISSUED: Y

INSURANCE COMPANY:

POLICY NBR:

VEHICLE ACTION PRIOR TO CRASH: Unknown

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: Unknown

VEHICLE TRAVEL DIRECTION:

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS:

DIVIDED: Not Divided

BARRIER TYPE: No Barrier

HOV/HOT LANES:

CRASH RELATED TO HOV/HOT LANES:

TOTAL LANES IN ROADWAY: 3

TOTAL AUXILIARY LANES IN ROADWAY:

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: Other

ANY INOPERATIVE OR MISSING:

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT:

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

SEQUENCE OF EVENTS: 1ST:

INITIAL IMPACT AREA: Rear Right Corner

EXTENT OF DAMAGE: Minor Damage

DAMAGED AREAS:

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

AUTOMATION SYSTEMS IN VEHICLE:

LEVELS IN VEHICLE:

LEVELS ENGAGED AT TIME OF CRASH:

AMENDMENT:

C.A.R. REPORT: N

C.A.R. REPORT #:

**UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 07/2021)**

REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

CRASH DATE:	TOWN:	COUNTY:	RESPONDER NAME:	DEPT:
FRI 04/12/2024 17:01	LOUDON	MERRIMACK	CORPORAL RYAN C GAMBLE	734
POLICE NOTIFIED/ARRIVED:	EMS ARRIVED:	REPORTING AGENCY :	APPROVAL BY:	APPR DT:
04/12/2024 17:01 04/12/2024 17:09		Loudon Police Department	CHIEF DANA FLANDERS	04/28/2024
COLLISION OCCURRED: 100 FEET S OF 905 ROUTE 106 AND JOSIAH BARTLETT RD				
LOCATION:	LAT:+043.25250 LON: -071.45961 FEET FROM MILE MARKER			
PHOTOGRAPHS TAKEN: Y	PHOTOGRAPHER NAME: Gamble			

CRASH CONDITIONS:

CRASH SEVERITY: (O) Property-Damage-Only

TIME OF ROADWAY CLEARANCE:

LAND OWNERSHIP:

FIRST HARMFUL EVENT: Other Non-Fixed Object

MANNER OF IMPACT: Front to Rear

LIGHT CONDITION: Daylight

CONTRIBUTING CIRCUMSTANCES ENVIRONMENT:None

CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA: No

SPECIFIC LOCATION: Intersection or Related

TYPE OF INTERSECTION - NUMBER OF APPROACHES: (2) Two

OVERALL INTERSECTION GEOMETRY:

OVERALL TRAFFIC CONTROL DEVICE: Signalized

SCHOOL BUS RELATED: No

WORK ZONE RELATED: No

SECONDARY CRASH:

RELATIVE TO TRAFFICWAY: Trafficway, On Road

LOC 1ST HARMFUL EVENT: On Shoulder, Right Side

WEATHER CONDITION: Rain, Cloudy

ROAD SURFACE CONDITION: Wet

UNIT #: 1

UNIT TYPE: Motor Vehicle in Transport

DRIVER: TRAVIS F COHEN	SEX: M	DOB: [REDACTED]	PHONE: [REDACTED]

SEATING POSITION: Front - Left

HIT AND RUN: No, Did Not Leave Scene

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

RESTRAINT USED IMPROPERLY: No

AIR BAG
DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORTED: Not Transported

EMS:

MEDICAL FACILITY:

LICENSE CLASS: Regular Driver License Class LICENSE #: NHL16975411

STATE: NH

CDL LICENSE: No

DRIVER LICENSE TYPE: Non-CDL Driver license

LICENSE RESTRICTION(s):

CASE NUMBER: 24400-25-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT:
C.A.R. REPORT: N
C.A.R. REPORT #: **UNIFORM POLICE**
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 07/2021)



Page 2 of 5

REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

ALCOHOL INTERLOCK IN VEHICLE:

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: No

DRIVER DISTRACTED BY ACTION: Not Distracted

DRIVER DISTRACTED BY SOURCE: Not Applicable (Not Distracted)

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

VEHICLE : OWNER: TRAVIS F COHEN

MOTOR VEHICLE UNIT TYPE: Passenger Car

TOTAL OCCUPANCY: 1

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 4698547

PLATE TYPE: PC

STATE: NH

COLOR: BLUE

YR: 2013

MAKE: BMW

MODEL: 328XI

VIN: WBA3B3C58DF530135

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: 007554109C71034

POLICY NBR: USAA CASUALTY

VEHICLE ACTION PRIOR TO CRASH: Movements Essentially Straight Ahead

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency Transport

POSTED/STATUTORY SPEED LIMIT: (55)

VEHICLE TRAVEL DIRECTION: Northbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS:

DIVIDED: Not Divided

BARRIER TYPE: No Barrier

HOV/HOT LANES:

CRASH RELATED TO HOV/HOT LANES:

TOTAL LANES IN ROADWAY: 1

TOTAL AUXILIARY LANES IN ROADWAY:

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: Intersection Ahead Warning Sign

ANY INOPERATIVE OR MISSING:

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT: Other Non-Fixed Object

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

CASE NUMBER: 24400-25-AC **STATE OF NEW HAMPSHIRE**

AMENDMENT:

C.A.R. REPORT: N

C.A.R. REPORT #:

**UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

SEQUENCE OF EVENTS: 1ST: Other Non-Fixed Object

INITIAL IMPACT AREA: Front End

DAMAGED AREAS:

VEHICLE REMOVAL: Not Towed

EXTENT OF DAMAGE: Minor Damage

TOWING COMPANY:

TOWED TO:

AUTOMATION SYSTEMS IN VEHICLE:

LEVELS IN VEHICLE:

LEVELS ENGAGED AT TIME OF CRASH:

UNIT #: 2

UNIT TYPE: Motor Vehicle in Transport

DRIVER: ROBERT A RICHARD

SEX: M

DOB: [REDACTED]

PHONE: [REDACTED]

SEATING POSITION: Front - Left

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

AIR BAG
DEPLOYED: Not Deployed

INJURY STATUS: No Apparent injury (0)

EMS:

LICENSE CLASS: Regular Driver License Class LICENSE #: 08RDR71091

CDL LICENSE: No

DRIVER LICENSE TYPE: Non-CDL Driver license

LICENSE RESTRICTION(s):

ALCOHOL INTERLOCK IN VEHICLE:

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: No

DRIVER DISTRACTED BY ACTION: Not Distracted

DRIVER DISTRACTED BY SOURCE: Not Applicable (Not Distracted)

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

HIT AND RUN: No, Did Not Leave Scene

RESTRAINT USED IMPROPERLY:

EJECTED: Not Ejected

TRANSPORTED: Not Transported

STATE: NH

ENFORCEMENT ACTION: N

CASE NUMBER: 24400-25-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

VEHICLE : OWNER: ROBERT A RICHARD

MOTOR VEHICLE UNIT TYPE: Passenger Car

TOTAL OCCUPANCY: 1

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: V29151

PLATE TYPE: VF

STATE: NH

COLOR: RED

YR: 2018

MAKE: GMC

MODEL: SIERRA

VIN: 3GTU2NEC1JG286269

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: STATE FARM

POLICY NBR: 0416106D16-29D

VEHICLE ACTION PRIOR TO CRASH: Changing Lanes

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: (55)

VEHICLE TRAVEL DIRECTION: Northbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS:

DIVIDED:

BARRIER TYPE:

HOV/HOT LANES:

CRASH RELATED TO HOV/HOT LANES:

TOTAL LANES IN ROADWAY: 1

TOTAL AUXILIARY LANES IN ROADWAY:

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: Intersection Ahead Warning Sign

ANY INOPERATIVE OR MISSING:

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT: Other Non-Fixed Object

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

SEQUENCE OF EVENTS: 1ST: Other Non-Fixed Object

INITIAL IMPACT AREA: Rear Right

EXTENT OF DAMAGE: Minor Damage

DAMAGED AREAS:

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

AUTOMATION SYSTEMS IN VEHICLE:

LEVELS IN VEHICLE:

LEVELS ENGAGED AT TIME OF CRASH:

CASE NUMBER: 24400-25-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

ACCIDENT SKETCH

Indicate North



By Arrow

GIST:

On April 12th, 2024, at around 1700 hours, I responded to the area of the Rapid Refill where two vehicles were involved in an accident, on Route 106 North in the intersection of Route 106 and Stainiels Rd. When I arrived on scene, I observed U1 to be a blue 2013 BMW 328XI, bearing a NH Reg. of 4698547 and another vehicle identified as U2, to be a red 2018 GMC Sierra bearing a NH Reg. of V29151. I observed damage to U1's hood and front bumper. I then observed damage to U2's rear bumper, more specifically the right side. I spoke with each of the operators, who were the registered owners of each vehicle, and asked them what had happened. Both COHEN and RICHARD advised me that they were both traveling north on Route 106 and were approaching the two lanes, U2 observed the vehicle in front of him, to brake. U2 began to move over to the right lane, which had not yet been fully established yet. The single lane was still fully marked but began to get wider as it split into two lanes. As U2 began to move over to the right lane, U1, which was traveling behind U2, began to move towards the unestablished right lane, and accelerate. U1 subsequently rear ended U2 causing minor damage to both vehicles. Information was exchanged between operators and photos were taken for documentation.

CASE NUMBER: 24400-40-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 1

CRASH DATE:	TOWN:	COUNTY:	RESPONDER NAME:	DEPT:
THU 06/13/2024 12:14	LOUDON	MERRIMACK	Patrol ROBERT P KRIEGER	734

POLICE NOTIFIED/ARRIVED:	EMS ARRIVED:	REPORTING AGENCY :	APPROVAL BY:	APPR DT:
06/13/2024 12:14	06/13/2024 12:28	Loudon Police Department	SERGEANT SEAN A NYE	06/24/2024

COLLISION OCCURRED:	540 ROUTE 106
LOCATION:	LAT: LON: 25 FEET FROM MILE MARKER 6
PHOTOGRAPHS TAKEN:	N PHOTOGRAPHER NAME:

CRASH CONDITIONS:

CRASH SEVERITY: Unknown
TIME OF ROADWAY CLEARANCE:
LAND OWNERSHIP:
FIRST HARMFUL EVENT: Animal (live)
MANNER OF IMPACT: Other
LIGHT CONDITION: Daylight
CONTRIBUTING CIRCUMSTANCES ENVIRONMENT: Animal(s)
CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA: No
SPECIFIC LOCATION: Not an Interchange Area
TYPE OF INTERSECTION - NUMBER OF APPROACHES: Not an Intersection
OVERALL INTERSECTION GEOMETRY:
SCHOOL BUS RELATED: No
WORK ZONE RELATED: No

SECONDARY CRASH:
RELATIVE TO TRAFFICWAY: Trafficway, On Road
LOC 1ST HARMFUL EVENT: On Roadway
WEATHER CONDITION: Clear
ROAD SURFACE CONDITION: Dry

UNIT #: 1

UNIT TYPE: Motor Vehicle in Transport

DRIVER: PETER FREDERICK MAWSON SEX: M DOB: PHONE:

SEATING POSITION: Front - Left
RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used
AIR BAG DEPLOYED: Not Deployed
INJURY STATUS: No Apparent Injury (O)
EMS:
LICENSE CLASS: Regular Driver License Class LICENSE #: NHL18230404
CDL LICENSE: No
DRIVER LICENSE TYPE: Non-CDL Driver license
LICENSE RESTRICTION(s): None

HIT AND RUN: No, Did Not Leave Scene
RESTRAINT USED IMPROPERLY: No
EJECTED: Not Ejected
TRANSPORTED: Not Transported
MEDICAL FACILITY:
STATE: NH

CASE NUMBER: 24400-40-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 1

ALCOHOL INTERLOCK IN VEHICLE:

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: No

DRIVER DISTRACTED BY ACTION: Not Distracted

DRIVER DISTRACTED BY SOURCE: Not Applicable (Not Distracted)

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

VEHICLE : OWNER: PETER FREDERICK MAWSON

MOTOR VEHICLE UNIT TYPE: Passenger Car

TOTAL OCCUPANCY: 2

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 192295

PLATE TYPE: PC

STATE: NH

COLOR: ALUMINUM

YR: 2018

MAKE: TOYOTA

MODEL: HIGHLAND

VIN: 5TDJZRFB9JS911650

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: AAA INSURANCE

POLICY NBR: NHA145003655

VEHICLE ACTION PRIOR TO CRASH: Movements Essentially Straight Ahead

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: Not Applicable

VEHICLE TRAVEL DIRECTION: Southbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS:

DIVIDED: Not Divided

BARRIER TYPE: No Barrier

HOV/HOT LANES: None present

CRASH RELATED TO HOV/HOT LANES: No

TOTAL LANES IN ROADWAY: 2

TOTAL AUXILIARY LANES IN ROADWAY:

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: No Controls

ANY INOPERATIVE OR MISSING:

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT: Animal (live)

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

CASE NUMBER: 24400-40-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 1

SEQUENCE OF EVENTS: 1ST: Animal (live)

INITIAL IMPACT AREA: Front End

EXTENT OF DAMAGE: Functional Damage

DAMAGED AREAS:

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

AUTOMATION SYSTEMS IN VEHICLE:

LEVELS IN VEHICLE:

LEVELS ENGAGED AT TIME OF CRASH:

Passenger :

NAME: NANCY MAWSON

DOB: 03/29/1949

SEX: F

PHONE: 603-387-8526

379 OLD LAKE SHORE DR GILFORD NH 03249

LICENSE #: NHL16878467

CLASS: Not Applicable

STATE: NH

SEATING POSITION: Front - Right

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

IMPROPER USE: No

AIR BAG DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORTED: Not Transported

EMS:

RESPONSE #:

MEDICAL FACILITY:

CASE NUMBER: 24400-40-AC **STATE OF NEW HAMPSHIRE**

AMENDMENT:

C.A.R. REPORT: N

C.A.R. REPORT #:

**UNIFORM POLICE
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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 1

ACCIDENT SKETCH

Indicate North



By Arrow

GIST:

VEH#1 was operating southbound on Route 106 South, when nearing mile marker 6 a deer ran out in front of it and was struck. The deer was struck in the roadway. OPER#1 (Mawson) pulled over and Passenger Nancy Mawson, called for police assistance. The vehicle was driven from the area on its own power. Damaged to the front end/grill area.

The deer was located and put down.

No photographs or diagram for this accident.

CASE NUMBER: 24400-53-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE: N
HIT AND RUN: N
SCHOOL BUS RELATED: N
FATALITY: N NBR KILLED: 0
INJURED: 0 UNITS: 2

CRASH DATE:	TOWN:	COUNTY:	RESPONDER NAME:	DEPT:
WED 07/17/2024 08:49	LOUDON	MERRIMACK	CHIEF DANA FLANDERS	734

POLICE NOTIFIED/ARRIVED:	EMS ARRIVED:	REPORTING AGENCY :	APPROVAL BY:	APPR DT:
07/17/2024 08:49 07/17/2024 08:59		Loudon Police Department	CHIEF DANA FLANDERS	07/31/2024

COLLISION OCCURRED: 1000 FEET S OF ROUTE 106 AND STANIELS RD	
LOCATION:	LAT:+043.25383 LON: -071.45904 FEET FROM MILE MARKER
PHOTOGRAPHS TAKEN: Y	PHOTOGRAPHER NAME: LT. FLANDERS

CRASH CONDITIONS:

CRASH SEVERITY: (O) Property-Damage-Only

TIME OF ROADWAY CLEARANCE:

LAND OWNERSHIP:

FIRST HARMFUL EVENT: Motor Vehicle in Transport

MANNER OF IMPACT:

LIGHT CONDITION: Daylight

CONTRIBUTING CIRCUMSTANCES ENVIRONMENT:None

CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA: No

SPECIFIC LOCATION: Unknown

TYPE OF INTERSECTION - NUMBER OF APPROACHES: Not an Intersection

OVERALL INTERSECTION GEOMETRY:

SCHOOL BUS RELATED: No

WORK ZONE RELATED: No

SECONDARY CRASH:

RELATIVE TO TRAFFICWAY: Trafficway, On Road

LOC 1ST HARMFUL EVENT: On Roadway

WEATHER CONDITION: Clear

ROAD SURFACE CONDITION: Dry

OVERALL TRAFFIC CONTROL DEVICE:

UNIT #: 1

UNIT TYPE: Motor Vehicle in Transport

DRIVER: JULIE ANN THOMPSON	SEX: F	DOB: [REDACTED]	PHONE: [REDACTED]

SEATING POSITION: Front - Left

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

AIR BAG
DEPLOYED: Not Deployed

INJURY STATUS: No Apparent Injury (O)

EMS:

LICENSE CLASS: Regular Driver License Class LICENSE #: NHL16082176

CDL LICENSE: No

DRIVER LICENSE TYPE: Non-CDL Driver license

LICENSE RESTRICTION(s):

HIT AND RUN: No, Did Not Leave Scene

RESTRAINT USED IMPROPERLY:

EJECTED: Not Ejected

TRANSPORTED: Not Transported

STATE: NH

CASE NUMBER: 24400-53-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT:
C.A.R. REPORT: N
C.A.R. REPORT #: **UNIFORM POLICE**
TRAFFIC CRASH REPORT
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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

ALCOHOL INTERLOCK IN VEHICLE:

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: No

DRIVER DISTRACTED BY ACTION:

DRIVER DISTRACTED BY SOURCE: Not Applicable (Not Distracted)

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

VEHICLE : OWNER:

MOTOR VEHICLE UNIT TYPE: Passenger Car

TOTAL OCCUPANCY: 1

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 5175283

PLATE TYPE: PC

STATE: NH

COLOR: WHITE

YR: 2014

MAKE: KIA

MODEL: FORTE

VIN: KNAFX4A68E5075049

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: GEICO

POLICY NBR: 4624902302

VEHICLE ACTION PRIOR TO CRASH: Movements Essentially Straight Ahead

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: (50)

VEHICLE TRAVEL DIRECTION: Southbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS:

DIVIDED:

BARRIER TYPE:

HOV/HOT LANES:

CRASH RELATED TO HOV/HOT LANES:

TOTAL LANES IN ROADWAY: 3

TOTAL AUXILIARY LANES IN ROADWAY:

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: Other

ANY INOPERATIVE OR MISSING:

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT: Motor Vehicle in Transport

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

CASE NUMBER: 24400-53-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

SEQUENCE OF EVENTS: 1ST: Motor Vehicle in Transport

INITIAL IMPACT AREA: Rear Left

EXTENT OF DAMAGE: Minor Damage

DAMAGED AREAS:

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

AUTOMATION SYSTEMS IN VEHICLE:

LEVELS IN VEHICLE:

LEVELS ENGAGED AT TIME OF CRASH:

UNIT #: 2

UNIT TYPE: Motor Vehicle in Transport

DRIVER: DEREK A TETRAULT

SEX: M

DOB: [REDACTED] PHONE:

SEATING POSITION: Front - Left

HIT AND RUN: No, Did Not Leave Scene

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

RESTRAINT USED IMPROPERLY:

AIR BAG
DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORTED: Not Transported

EMS:

MEDICAL FACILITY:

LICENSE CLASS: Regular Driver License Class LICENSE #: 21194964

STATE: VT

CDL LICENSE: No

DRIVER LICENSE TYPE: Non-CDL Driver license

LICENSE RESTRICTION(s):

ALCOHOL INTERLOCK IN VEHICLE:

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: No

DRIVER DISTRACTED BY ACTION:

DRIVER DISTRACTED BY SOURCE: Not Applicable (Not Distracted)

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

CASE NUMBER: 24400-53-AC **STATE OF NEW HAMPSHIRE**
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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

VEHICLE : OWNER:

MOTOR VEHICLE UNIT TYPE: Pickup

TOTAL OCCUPANCY: 1

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 481A849

PLATE TYPE: TK

STATE: VT

COLOR: BLUE

YR: 2023

MAKE: RAM TRUCK

MODEL: TK

VIN: 3CG3RRGL2PG585538

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: ACUITY

POLICY NBR:

VEHICLE ACTION PRIOR TO CRASH: Movements Essentially Straight Ahead

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: (50)

VEHICLE TRAVEL DIRECTION: Southbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS:

DIVIDED:

BARRIER TYPE:

HOV/HOT LANES:

CRASH RELATED TO HOV/HOT LANES:

TOTAL LANES IN ROADWAY: 3

TOTAL AUXILIARY LANES IN ROADWAY:

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: No Controls

ANY INOPERATIVE OR MISSING:

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT: Motor Vehicle in Transport

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

SEQUENCE OF EVENTS: 1ST: Motor Vehicle in Transport

INITIAL IMPACT AREA: Rear Right

EXTENT OF DAMAGE: No Damage

DAMAGED AREAS:

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

AUTOMATION SYSTEMS IN VEHICLE:

LEVELS IN VEHICLE:

LEVELS ENGAGED AT TIME OF CRASH:

CASE NUMBER: 24400-53-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

ACCIDENT SKETCH
Indicate North



By Arrow

No diagram, vehicles moved from final rest prior to arrival.



GIST:

V1 AND V2 SOUTH BOUND ON 106 NEAR CONCORD TOWN LINE. BOTH VEHICLES MERGING TO ONE LANE. V1 OPR STATED THAT SHE WAS IN THE RIGHT LANE AND THAT V2 TRIED TO OVERTAKE HER AT THE MERGE. V2 NO TO MINOR DAMAGE, V1 MINOR DAMAGE TO VEHICLE RIM AND REAR QUARTER PANEL. VEHICLES WERE MOVED PRIOR TO ARRIVAL.

NOTHING FURTHER.

AMENDMENT:

C.A.R. REPORT: N

C.A.R. REPORT #:

**UNIFORM POLICE
TRAFFIC CRASH REPORT
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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 1

CRASH DATE:	TOWN:	COUNTY:	RESPONDER NAME:	DEPT:
SUN 07/21/2024 18:18	LOUDON	MERRIMACK	CORPORAL RYAN C GAMBLE	734

POLICE NOTIFIED/ARRIVED:	EMS ARRIVED:	REPORTING AGENCY:	APPROVAL BY:	APPR DT:
07/21/2024 18:18 07/21/2024 18:26		Loudon Police Department	SERGEANT SEAN A NYE	07/23/2024

COLLISION OCCURRED: 100 FEET N OF 540 ROUTE 106 AND 2 STANIELS RD
LOCATION: LAT:+043.25490 LON: -071.45842 FEET FROM MILE MARKER
PHOTOGRAPHS TAKEN: Y **PHOTOGRAPHER NAME:** Gamble

CRASH CONDITIONS:**CRASH SEVERITY:** (O) Property-Damage-Only**TIME OF ROADWAY CLEARANCE:****LAND OWNERSHIP:****FIRST HARMFUL EVENT:** Other Post, Pole, or Support**MANNER OF IMPACT:** Not a Collision Between Two Motor Vehicles**LIGHT CONDITION:** Daylight**CONTRIBUTING CIRCUMSTANCES ENVIRONMENT:**None**CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA:** No**SPECIFIC LOCATION:** Not an Interchange Area**TYPE OF INTERSECTION - NUMBER OF APPROACHES:** Not an Intersection**OVERALL INTERSECTION GEOMETRY:** Not Applicable/Not an Intersection **OVERALL TRAFFIC CONTROL DEVICE:** Not Applicable/Not an Intersection**SCHOOL BUS RELATED:** No**WORK ZONE RELATED:** No**UNIT #:** 1**UNIT TYPE:** Working Vehicle/Equipment**DRIVER:** OWEN SCOTT FORCIER**SEX:** M**DOB:** [REDACTED]**PHONE:** [REDACTED]**SEATING POSITION:** Front - Left**RESTRAINT SYSTEM/MOTORCYCLE HELMET USE:** Shoulder and Lap Belt Used**AIR BAG
DEPLOYED:** Not Deployed**INJURY STATUS:** No Apparent Injury (O)**EMS:****LICENSE CLASS:** Regular Driver License Class **LICENSE #:** NHL15354691**CDL LICENSE:** No**DRIVER LICENSE TYPE:** Non-CDL Driver license**LICENSE RESTRICTION(s):** None**HIT AND RUN:** No, Did Not Leave Scene**RESTRAINT USED IMPROPERLY:** No**EJECTED:** Not Ejected**TRANSPORTED:** Not Transported**STATE:** NH

CASE NUMBER: 24400-54-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



Page 2 of 4

REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 1

ALCOHOL INTERLOCK IN VEHICLE:

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Asleep or Fatigued

SPEEDING RELATED: No

DRIVER DISTRACTED BY ACTION: Not Distracted

DRIVER DISTRACTED BY SOURCE: Not Applicable (Not Distracted)

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

VEHICLE : OWNER: ROBERT S FORCIER

MOTOR VEHICLE UNIT TYPE: Passenger Car

TOTAL OCCUPANCY: 2

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 5441263

PLATE TYPE: PC

STATE: NH

COLOR: ALUMINUM

YR: 2019

MAKE: HYUNDAI

MODEL: SONATA

VIN: 5NPE24AF4KH734088

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: AMICA

POLICY NBR: 94092822SV

VEHICLE ACTION PRIOR TO CRASH: Movements Essentially Straight Ahead

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: (40)

VEHICLE TRAVEL DIRECTION: Southbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS:

DIVIDED:

BARRIER TYPE:

HOV/HOT LANES:

CRASH RELATED TO HOV/HOT LANES:

TOTAL LANES IN ROADWAY: 1

TOTAL AUXILIARY LANES IN ROADWAY:

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: No Controls

ANY INOPERATIVE OR MISSING:

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT: Other Post, Pole, or Support

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

CASE NUMBER: 24400-54-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 1

SEQUENCE OF EVENTS: 1ST: Ran Off Roadway Right, Other Post, Pole, or Support

INITIAL IMPACT AREA: Front End

EXTENT OF DAMAGE: Minor Damage

DAMAGED AREAS: Left

VEHICLE REMOVAL: Not Towed

TOWING COMPANY:

TOWED TO:

AUTOMATION SYSTEMS IN VEHICLE:

LEVELS IN VEHICLE:

LEVELS ENGAGED AT TIME OF CRASH:

Passenger :

NAME: BRADY SWANBURG

DOB: 01/03/2009

SEX: M

PHONE: 603-325-5079

63 JESSICA LN NEW BOSTON NH 03070

LICENSE #:

CLASS: Not Applicable

STATE:

SEATING POSITION: Front - Right

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

IMPROPER USE: No

AIR BAG DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORTED: Not Transported

EMS:

RESPONSE #:

MEDICAL FACILITY:

NON-VEHICLE PROPERTY DAMAGE:

NON-VEHICLE PROPERTY DAMAGE(S): State Property

PHONE: 603-271-3734

PROPERTY OWNER: STATE OF NEW HAMPSHIRE

7 HAZEN DR CONCORD NH

DAMAGE DESCRIPTION: RAN OVER

CASE NUMBER: 24400-54-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	N
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 1

ACCIDENT SKETCH
Indicate North



By Arrow

No Diagram needed, Non Reportable



GIST:

Please Ref. supp narrative

CASE NUMBER: 24400-74-AC

STATE OF NEW HAMPSHIRE

AMENDMENT:

C.A.R. REPORT: N

C.A.R. REPORT #:

UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 07/2021)

Page 1 of 6

REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

CRASH DATE:	TOWN:	COUNTY:	RESPONDER NAME:	DEPT:
THU 10/10/2024 17:26	LOUDON	MERRIMACK	SERGEANT SEAN A NYE	734

POLICE NOTIFIED/ARRIVED:	EMS ARRIVED:	REPORTING AGENCY :	APPROVAL BY:	APPR DT:
10/10/2024 17:26 10/10/2024 17:31		Loudon Police Department	SERGEANT SEAN A NYE	10/11/2024

COLLISION OCCURRED: 450 FEET S OF 540 ROUTE 106 AND 2 STANIELS RD

LOCATION: LAT:+043.25267 LON: -071.45949 FEET FROM MILE MARKER

PHOTOGRAPHS TAKEN: Y PHOTOGRAPHER NAME: Nye

CRASH CONDITIONS:

CRASH SEVERITY: (O) Property-Damage-Only

TIME OF ROADWAY CLEARANCE:

LAND OWNERSHIP: Public Property

FIRST HARMFUL EVENT: Motor Vehicle in Transport

MANNER OF IMPACT: Sideswipe, Same Direction

LIGHT CONDITION: Daylight

CONTRIBUTING CIRCUMSTANCES ENVIRONMENT:None

CRASH RELATED TO A JUNCTION OR WITHIN AN INTERCHANGE AREA: No

SPECIFIC LOCATION: Intersection or Related

TYPE OF INTERSECTION - NUMBER OF APPROACHES: (4) Four

OVERALL INTERSECTION GEOMETRY: Perpendicular

SCHOOL BUS RELATED: No

WORK ZONE RELATED: No

SECONDARY CRASH: No

RELATIVE TO TRAFFICWAY: Trafficway, On Road

LOC 1ST HARMFUL EVENT: On Roadway

WEATHER CONDITION: Clear

ROAD SURFACE CONDITION: Dry

OVERALL TRAFFIC CONTROL DEVICE: Signalized

UNIT #: 1

UNIT TYPE: Motor Vehicle in Transport

DRIVER: TIMOTHY RIET	SEX: M	DOB: [REDACTED]	PHONE: [REDACTED]

SEATING POSITION: Front - Left

HIT AND RUN: No, Did Not Leave Scene

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

RESTRAINT USED IMPROPERLY: No

AIR BAG
DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORTED: Not Transported

EMS:

MEDICAL FACILITY:

LICENSE CLASS: Regular Driver License Class LICENSE #: 08RTT57261

STATE: NH

CDL LICENSE: No

DRIVER LICENSE TYPE: Non-CDL Driver license

LICENSE RESTRICTION(s):

CASE NUMBER: 24400-74-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

ALCOHOL INTERLOCK IN VEHICLE: No

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: No

DRIVER DISTRACTED BY ACTION: Not Distracted

DRIVER DISTRACTED BY SOURCE: Not Applicable (Not Distracted)

DRIVER ACTIONS AT TIME OF CRASH: Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner

VEHICLE : OWNER: TIMOTHY RIET

MOTOR VEHICLE UNIT TYPE: Pickup

TOTAL OCCUPANCY: 1

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 5381560

PLATE TYPE: PC

STATE: NH

COLOR: BLUE

YR: 2015

MAKE: TOYOTA

MODEL: TUNDRA

VIN: STFUY5F17FX452101

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: STATE FARM INS

POLICY NBR: 0760688A0929A

VEHICLE ACTION PRIOR TO CRASH: Changing Lanes

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: (55)

VEHICLE TRAVEL DIRECTION: Northbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS: Two-Way

DIVIDED: Not Divided

BARRIER TYPE: No Barrier

HOV/HOT LANES: None present

CRASH RELATED TO HOV/HOT LANES: No

TOTAL LANES IN ROADWAY: 2

TOTAL AUXILIARY LANES IN ROADWAY: 1

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: Intersection Ahead Warning Sign, Lane Use Control Signal, Traffic Control Signal

ANY INOPERATIVE OR MISSING: None inoperative or missing

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT: Motor Vehicle in Transport

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

CASE NUMBER: 24400-74-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

SEQUENCE OF EVENTS: 1ST: Motor Vehicle in Transport

INITIAL IMPACT AREA: Front Right Corner

EXTENT OF DAMAGE: Minor Damage

DAMAGED AREAS: Front Right Corner

VEHICLE REMOVAL: Not Towed

TOWING COMPANY: NONE

TOWED TO: NONE

AUTOMATION SYSTEMS IN VEHICLE: No

LEVELS IN VEHICLE: No Automation

LEVELS ENGAGED AT TIME OF CRASH: No Automation

UNIT #: 2

UNIT TYPE: Motor Vehicle in Transport

DRIVER: RICHARD EDWARD PLANCHET

SEX: M

DOB: [REDACTED]

PHONE: [REDACTED]

SEATING POSITION: Front - Left

HIT AND RUN: No, Did Not Leave Scene

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

RESTRAINT USED IMPROPERLY: No

AIR BAG
DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent injury (O)

INJURY AREA:

TRANSPORTED: Not Transported

EMS:

MEDICAL FACILITY:

LICENSE CLASS: Regular Driver License Class LICENSE #: 05PTR67281

STATE: NH

CDL LICENSE: No

DRIVER LICENSE TYPE: Non-CDL Driver license

LICENSE RESTRICTION(s):

ALCOHOL INTERLOCK IN VEHICLE: No

LICENSE ENDORSEMENT(s):

M.V.R RECOMMENDED: N ARRESTED: N

ENFORCEMENT ACTION: N

RSA:

CONDITION AT TIME OF CRASH: Apparently Normal

SPEEDING RELATED: No

DRIVER DISTRACTED BY ACTION: Not Distracted

DRIVER DISTRACTED BY SOURCE: Not Applicable (Not Distracted)

DRIVER ACTIONS AT TIME OF CRASH: No Contributing Action

CASE NUMBER: 24400-74-AC **STATE OF NEW HAMPSHIRE**

AMENDMENT:

C.A.R. REPORT: N

C.A.R. REPORT #:

**UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

VEHICLE : OWNER: RICHARD EDWARD PLANCHET

MOTOR VEHICLE UNIT TYPE: Passenger Car

TOTAL OCCUPANCY: 2

NUMBER OF TRAILING UNITS: 0

HM PLACARD:

VEHICLE SIZE:

PLATE NBR: 395443

PLATE TYPE: PC

STATE: NH

COLOR: BLUE

YR: 2009

MAKE: HONDA

MODEL: CIVIC

VIN: 19XFA15569E003104

INSURANCE: Y

DSMV 385 ISSUED: N

INSURANCE COMPANY: USAA GENERAL INS

POLICY NBR: 036970570G

VEHICLE ACTION PRIOR TO CRASH: Changing Lanes

SPECIAL FUNCTION VEHICLE: No Special Function

GOVERNMENT DRIVER IS EXEMPT FROM REPORTING PURSUANT TO RSA 264:33:

EMERGENCY MOTOR VEHICLE USE: Non-Emergency, Non-Transport

POSTED/STATUTORY SPEED LIMIT: (55)

VEHICLE TRAVEL DIRECTION: Northbound

TRAFFICWAY DESCRIPTION - TRAVEL DIRECTIONS: Two-Way

DIVIDED: Not Divided

BARRIER TYPE: No Barrier

HOV/HOT LANES: None present

CRASH RELATED TO HOV/HOT LANES: No

TOTAL LANES IN ROADWAY: 2

TOTAL AUXILIARY LANES IN ROADWAY: 1

ROAD ALIGNMENT: Straight

ROAD GRADE: Level

TRAFFIC CONTROL DEVICE: Intersection Ahead Warning Sign, Lane Use Control Signal, Traffic Control Signal

ANY INOPERATIVE OR MISSING: None inoperative or missing

WHAT WAS NOT WORKING:

MOST HARMFUL EVENT: Motor Vehicle in Transport

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE: None

SEQUENCE OF EVENTS: 1ST: Motor Vehicle in Transport

INITIAL IMPACT AREA: Rear Left

EXTENT OF DAMAGE: Minor Damage

DAMAGED AREAS: Rear Left

VEHICLE REMOVAL: Not Towed

TOWING COMPANY: NONE

TOWED TO: NONE

AUTOMATION SYSTEMS IN VEHICLE: No

LEVELS IN VEHICLE: No Automation

LEVELS ENGAGED AT TIME OF CRASH: No Automation

AMENDMENT:

C.A.R. REPORT: N

C.A.R. REPORT #:

**UNIFORM POLICE
TRAFFIC CRASH REPORT
DSMV 159 (Rev. 07/2021)**

REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2

Passenger :

NAME: DEANN JOY PLANCHET

DOB: 07/28/1968

SEX: F

PHONE: 603-961-0080

141 STANIELS RD LOUDON NH 03307

LICENSE #: 07PTD68281

CLASS: Regular Driver License ClassSTATE: NH

SEATING POSITION: Front - Right

RESTRAINT SYSTEM/MOTORCYCLE HELMET USE: Shoulder and Lap Belt Used

IMPROPER USE: No

AIR BAG DEPLOYED: Not Deployed

EJECTED: Not Ejected

INJURY STATUS: No Apparent Injury (O)

INJURY AREA:

TRANSPORTED: Not Transported

EMS:

RESPONSE #:

MEDICAL FACILITY:

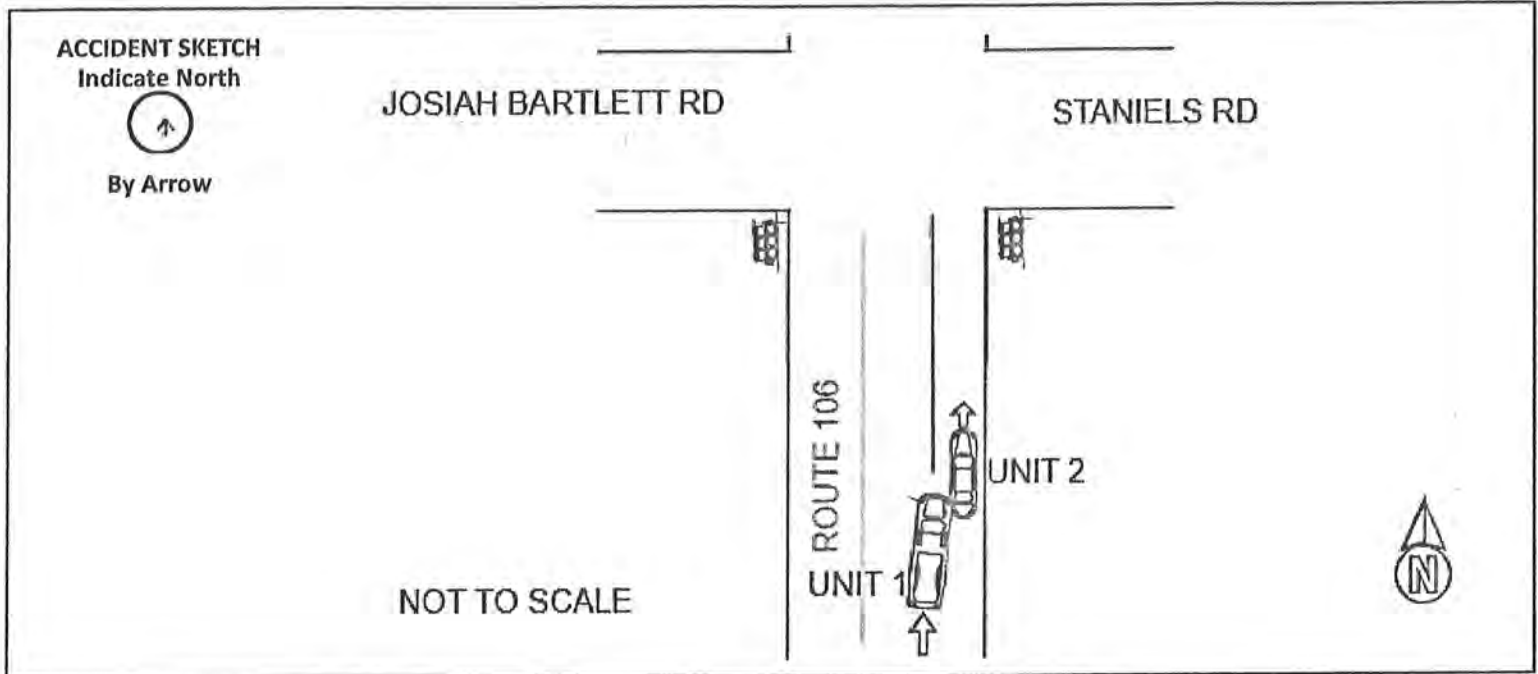
CASE NUMBER: 24400-74-AC **STATE OF NEW HAMPSHIRE**
AMENDMENT: **UNIFORM POLICE**
C.A.R. REPORT: N **TRAFFIC CRASH REPORT**
C.A.R. REPORT #: **DSMV 159 (Rev. 07/2021)**



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REPORT Date: 01/07/2025

REPORTABLE:	Y
HIT AND RUN:	N
SCHOOL BUS RELATED:	N
FATALITY: N	NBR KILLED: 0
INJURED: 0	UNITS: 2



GIST:

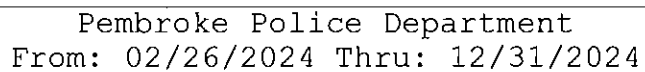
ON OCTOBER 10TH, 2024, UNIT 1 AND UNIT 2 WERE TRAVELING NORTHBOUND ON ROUTE 106, COMING UP TO THE INTERSECTION WITH STANIELS ROAD. UNIT 2 CHANGED LANES TO TAKE A RIGHT ONTO STANIELS ROAD IN THE RIGHT LANE. UNIT 1 ATTEMPTED TO CHANGE INTO THE RIGHT LANE AS WELL AND DID NOT SEE UNIT 2 IN THE RIGHT LANE. UNIT 1 STRUCK UNIT 2 WITH HIS FRONT RIGHT CORNER OF THE BUMPER, COLLIDING WITH UNIT 2'S REAR LEFT QUARTER PANEL. THE DAMAGE WAS MINIMAL AND WAS CONSISTENT WITH A SIDE SWIPE TYPE ACCIDENT.

OPERATOR OF UNIT 1 STATED THAT HE DID NOT SEE UNIT 2 WHEN CHANGING LANES. OPERATOR OF UNIT 1, UNIT 2, AND PASSENGER OF UNIT 2 WERE NO INJURED AS A RESULT OF THE COLLISION, DENIED MEDICAL SERVICES. THEY PROVIDED WRITTEN STATEMENTS. PHOTOS WERE TAKEN OF THE DAMAGE.

NOTHING FURTHER.

PEMBROKE POLICE DEPARTMENT CRASH REPORT SUMMARIES



[illegible]



Accidents By Street Name

<u>Street / Location Names</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTALS</u>
PEMBROKE ST	3	1	1	1	0	2	0	1	0	1	1	1	12
SHEEP DAVIS RD	0	0	0	0	0	0	0	1	0	1	1	2	5
TOTALS	3	1	1	1	0	2	0	2	0	2	2	3	17

Same report was ran for Pembroke St + Kline way for 01/01/20 - 02/25/24 - There was 0 data found.

Report for Pembroke St + Kline way for 02/26/24 - 12/31/24 was ran and there was 0 data found.