

Analysis of Accident Data Quality:
A Comparison of the 1989 Automated Texas Accident Data File
to
TRASER Generated Data for Selected Cities

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SPECIAL ANALYSIS:

A COMPARISON OF THE 1989 AUTOMATED TEXAS ACCIDENT DATA FILE TO TRASER GENERATED DATA FOR SELECTED CITIES

I. INTRODUCTION

The Texas Department of Public Safety is the official custodian of all Texas traffic accident data and, as custodian, is responsible for coding and storing crash data collected from local peace officers' accident reports. The data are maintained by DPS in an automated file called the Texas Accident Data File; in 1989 this file contained information on 390,249 collisions.

Cities also have begun to code accident data from peace officers' reports and enter the coded data into TRASER microcomputer database files. This study compares data retained at the local level with data entered at the state level to determine the feasibility of TRASER cities uploading their data to DPS to eliminate coding and data entry duplication.

The study utilizes the automated Texas Accident Data File converted by TTI to increase research productivity and for the production of SAS-generated frequency tables, TRASER data files from participating police departments, and LANSER, which manipulates the DPS version of the Texas Accident Data File on a microcomputer. This report examines the results of that comparison, anticipated problem areas and commonalities, and makes recommendations concerning decentralized data entry of traffic accident records.

II. METHODOLOGY

TRASER accident data files initially were requested from Carrollton and Mesquite Police Departments, both experienced TRASER users. Carrollton is an "A1" city--one which participates in the Urban Accident Location Code (UALC) project for street identification. Carrollton recorded 1,998 accidents in 1989, according to DPS records. Mesquite does not participate in the UALC project and is referred to as an "A2" or "non-participating" city. Mesquite recorded 1,754 crashes with the DPS in 1989.

These two cities were selected because of their experience with TRASER and manageable numbers of accidents, but examination of the Mesquite data revealed numerous, obvious errors in data entry and missing data. Contact with Mesquite revealed several lengthy absences by their TRASER clerk; another clerk's unfamiliarity with TRASER resulted in data errors. Because a similar problem could be anticipated with another agency, findings and problems with Mesquite data (environment only) are included in *Section IV*. Mesquite was replaced with a second "A2" city, Temple, which recorded 1,507 collisions with the DPS in 1989. Carrollton and Temple also have missing data in their TRASER databases, but sufficient monthly data remained for analysis.

Special attention was given to fatalities reported for all three cities. Hard copies of all fatal accident reports were obtained from DPS, and proxy accident reports were printed from both

LANSER and TRASER databases. There were discrepancies between fatalities reported by the cities and DPS which are discussed in *Section V*.

Preparation of Data Files

TRASER data files for the study cities were prepared for comparison in the following manner:

- Variables collected by TRASER and DPS were reviewed for internal representation, format values, and information stored. TRASER data was modified appropriately for consistency in comparison to DPS data. The results of this review are presented in *Appendix A*.
- The TRASER data files were converted to ASCII files by TRASER program T41MRG0.
- The ASCII files were converted to EBCDIC while being written to a tape by the ODI LABEL program. In addition to converting the ASCII code, LABEL wrote an IBM Standard Label on the tape and created a fixed-length, blocked file to be read on the mainframe.
- On the mainframe, the EBCDIC files were converted to SAS files. To avoid internal code discrepancies between TRASER and DPS, a SAS format library was created for the TRASER variables. Accident Severity, Number of "C" Records, and Day of Week were calculated for the TRASER data. The formats agree with those in the TRASER User's Manual, Version 4.1 (Release 2), Appendix C.

Data coded by DPS were obtained from TTI's 1989 Texas Accident Data SAS Files. Subsets were generated from county/city codes for the study cities. The TRASER and DPS SAS environment "A" records for the corresponding cities were merged.

Procedure to Match "A" Environment Records

Carrollton, an "A1" city, was merged using the city-assigned accident number on the DPS file and the matching TRASER accident number on the TRASER file. Those accidents which were not matched by the computer were listed in ascending city accident number order and matched manually where possible. Hand matching of the data was facilitated by reviewing proxy reports of the accidents produced by LANSER and TRASER.

The method used to merge environment records for the "A2" cities (Mesquite and Temple) is illustrated in *Figure 1*. Initially the TRASER and DPS SAS files were merged by Month, Day of Month, and Hour. From this merge three groups were generated:

1. Matched accidents
2. Accidents which did not match one-to-one
3. Accidents which did not match.

"A2" CITY ACCIDENT RECORD MATCHING PROCEDURE

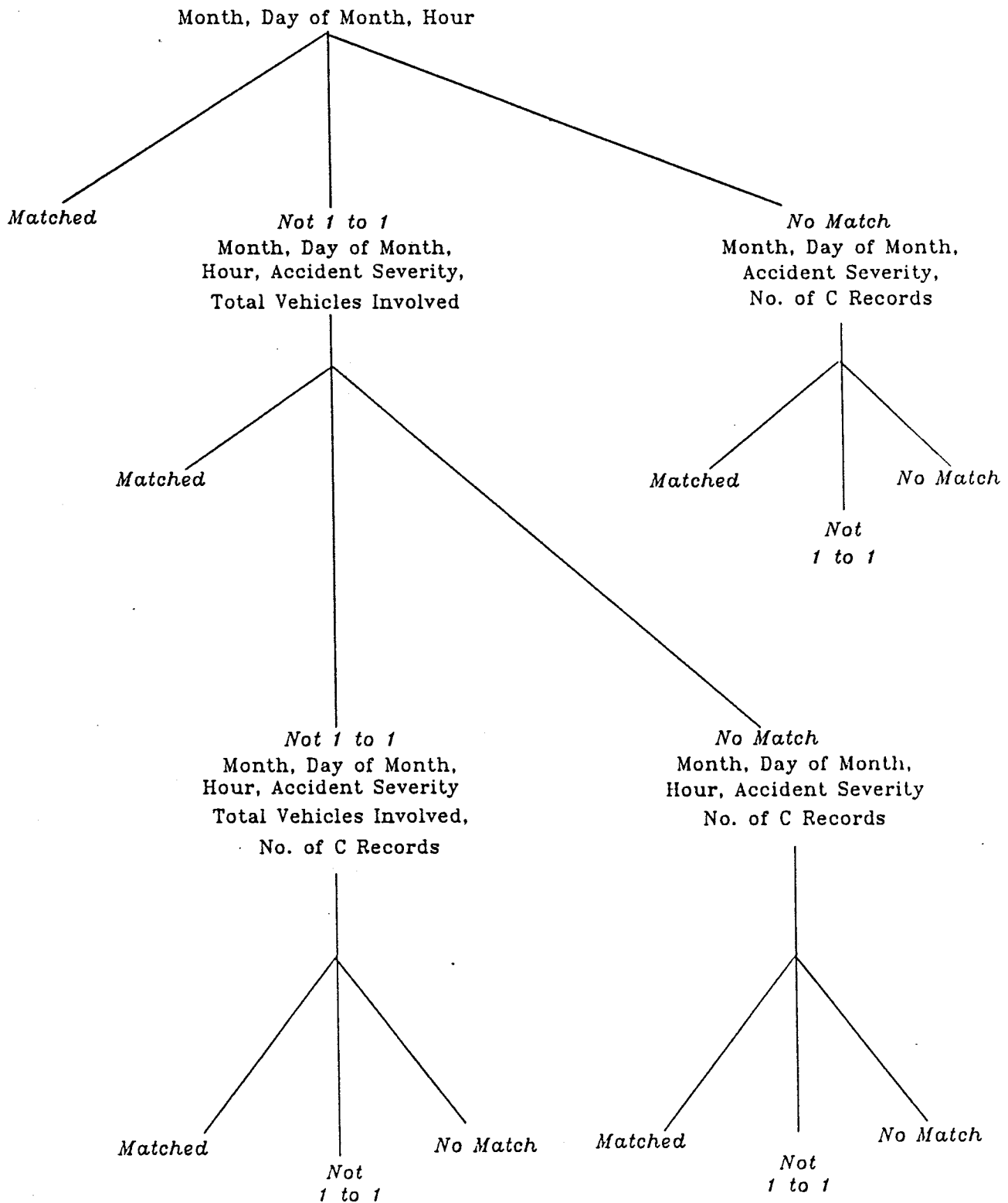


Figure 1.

The two latter groups were processed further in an attempt to match these accidents by the computer. Those accident records which could not be matched after reiterative trials were manually matched where possible after being listed in ascending order by Month, Day of Month, and Hour. It was at this point that Mesquite was replaced by Temple in the study.

After the TRASER and DPS files were matched, two-way tables were generated by PROC FREQ for the following TRASER and DPS variables:

- Accident Severity
- Intersection Related
- Road Class
- Day of Week
- Month
- Day of Month
- Time (hour)
- Light Condition
- Weather
- Surface Condition
- Road Condition
- Roadway Related
- Manner of Collision
- First Harmful Event
- Traffic Control
- Total Number of Vehicles Involved

After reviewing the two-way tables, causes for discrepancies between DPS and TRASER were investigated by checking the accidents involved for trends. Proxy and tabulation reports in TRASER and LANSER were utilized in this process.

Procedure to Match "B" Driver/Vehicle Records

To match driver/vehicle "B" records, the TRASER accident number corresponding to the DPS accident number was appended to each DPS driver record. The DPS and TRASER driver records for matched "A" records were merged by TRASER accident number, Driver Race and Sex, Driver Injury Severity, and Driver Year of Birth. Some values in TRASER for Race and Sex and Year of Birth were modified to use the corresponding DPS codes for purposes of the merge. e.g., "Unknown" TRASER Driver Race and Sex is represented by "0" where as "Unknown" DPS Driver Race and Sex is represented by "+". Unmatched "B" records and records which did not have a one-to-one correspondence were listed in ascending order by TRASER accident number, Driver Race and Sex, Driver Injury Severity, and Driver Year of Birth for manual matching.

Two-way frequency tables were produced in SAS by PROC FREQ from the matched driver records for the following DPS and TRASER variables. After the TRASER and DPS driver/vehicle records were matched, two-way tables were generated by PROC FREQ for the following TRASER and DPS variables:

- Vehicle Type

- Vehicle Defect
- Driver Year of Birth
- Driver Race and Sex
- Driver License Status
- Driver Vehicle Number
- Vehicle Model Year
- Liability Insurance
- Driver Severity of Injury
- Driver Restraint
- Driver Drug Test Type
- Driver Alcohol/Drug Test Results
- Vehicle Damage Location
- Total in Vehicle
- Vehicle Driver Number

As with the environment records, causes for discrepancies in driver/vehicle tables between DPS and TRASER data were investigated by checking the accidents involved for trends. Proxy and tabulations reports in TRASER and LANSER were utilized in this process.

Procedure to Match "C" Casualty/Occupant Records

To match casualty/occupant "C" records, the TRASER accident number and vehicle number corresponding to the DPS accident number and vehicle number were appended to each DPS casualty/occupant record. The DPS and TRASER casualty/occupant records for matched "B" records were merged by TRASER accident number, TRASER vehicle number and casualty/occupant seat position. The values in TRASER for casualty/occupant seat position were modified to use the corresponding DPS codes for purposes of the merge.

Unmatched "C" records and records which did not have a one-to-one correspondence were listed in ascending order by TRASER accident number, TRASER vehicle number, and casualty/occupant seat position. Because non-passengers are not assigned a vehicle number in DPS, and due to their small number, these records in DPS and TRASER were listed for review. This information appears at the end of the "C" Record Casualty/Occupant Variables. Two-way tables were generated by PROC FREQ for the following TRASER and DPS variable:

- Count of Casualties/Occupants Reported on "C" Records
- Casualty/Occupant Vehicle Number
- Casualty/Occupant Age
- Casualty/Occupant Sex
- Casualty/Occupant Seat Position
- Casualty/Occupant Severity of Injury
- Casualty/Occupant Restraining Device
- Casualty/Occupant Type
- Casualty/Occupant Drug Test Type

Causes for discrepancies in casualty/occupant tables between DPS and TRASER data were investigated by checking the accidents involved for trends. Proxy reports and cross-tabulations in TRASER and LANSER were utilized in this process.

III. COMPARISONS BY VARIABLE OF CARROLLTON AND TEMPLE

This section is divided by record types: "A" Record Environment Variables, "B" Record Driver/Vehicle Variables, and "C" Record Casualty/Occupant Variables. Each section contains researcher comments and variable tables for the two cities. Researcher comments occasionally are included which are based on review of hard-copy or proxy reports that are not included as part of this research report. The SAS-produced frequency tables used for this study are contained in the appendices.

There are variables coded in both TRASER and DPS data that are not compared in this study, such as Physical Features A & B, due to difficulty in matching values or in separating variables that are combined in either TRASER or DPS data. One variable, Object Struck, has a record agreement rate of more than 98% for the value No Code Applicable with very few records spread through the other optional values; therefore, it does not add to the report to review this variable. A full range of variables has been researched for the study and they clearly reflect problems and commonalities found in data entry and coding.

Carrollton tables utilize a full 12 months of 1989 data while Temple tables contain data for only ten months, January through October. Hundreds of "C" records are missing from the Carrollton data, so only Temple was used for "C" record matching. TRASER field experience has found that many cities do not enter occupant/pedestrian data in their TRASER databases unless an injury occurs. This is unfortunate as it limits research on important issues such as restraint usage. One major city discovered it was experiencing an unknown and serious pedestrian-related accident trend after entering occupant/pedestrian data in TRASER.

Carrollton Records

DPS data reflects 1,998 accident records for Carrollton in 1989; Carrollton TRASER data indicates 2,051. Initially 1,785 records (89.3%) were matched by using the city-assigned accident report numbers which are encoded by the DPS, plus an additional 26 records were matched by hand for a total of 1,811 (90.6%) matched records. Those matched by hand consisted primarily of records with reversed city accident numbers, e.g., "04" for "40."

There are 187 DPS records ($1998 - 1811 = 187$) without a TRASER match and 240 TRASER records ($2051 - 1811 = 240$) without a DPS match, either because the DPS record has a Carrollton-assigned number not existing in the TRASER data, or because a collision exists in TRASER but not in DPS data. There is one significant gap in the Carrollton data for March when only 65 collisions were entered in TRASER. When collisions are not entered due to problems such as an employee's absence, Carrollton, like many other police departments, does not go back to enter the missed accident reports; thus, the DPS data contains records not found in TRASER for March.

Carrollton also enters some parking lot accidents and minor-damage, non-injury collisions which are not processed by the DPS, thereby accounting for some accident records found in TRASER but not DPS. However, a cursory check indicates that the TRASER collisions missing from DPS data (other than March) do include injury accidents.

Figure 2 shows the number of records recorded by DPS and Carrollton for each month in 1989 and the number of TRASER records that matched DPS records.

MATCHED DPS/CARROLLTON RECORDS

<u>Month</u>	<u>DPS</u>	<u>Carrollton</u>	<u>Matched</u>	
January	156	175	153	
February	170	177	159	
March	187	65	60	
April	157	172	152	
May *	149	141	125	
June *	186	214	187	
July *	182	204	180	
August	206	235	203	
September	126	137	125	
October	175	202	174	
November	131	146	130	
December	<u>173</u>	<u>183</u>	<u>163</u>	
Totals	1,998	2,051	1,811	(90.6%)

* Three records having matching TRASER accident numbers are recorded as occurring in different months in DPS data. A hand match shows other important data such as Time, Day of Month, Vehicle Type, Injury Severity, Driver Age, Driver Race and Sex, etc., matches and the records are considered matched.

Figure 2

Temple Records

Due a to large number of DPS crashes missing from Temple's November and December TRASER data (211), these months were not included in the study. Because there is such a high percentage of matching records (96.3%), it was felt that excluding November and December would not significantly affect the accuracy of the existing data. There were only 46 records (1240 - 1194 = 46) in the DPS data which could not be matched to TRASER records. The missing data for November and December are attributed to TRASER personnel reassignment to other duties.

DPS data reflects 1,240 accident records for Temple in the first ten months of 1989, while Temple's TRASER data indicates 1,313. Of these, 1,194 (96.3%) records were matched, 95 of them by hand. Because DPS does not encode city-assigned accident report numbers for "A2" cities, records had to be matched by Date, Time, Injury Severity, Total Number of Vehicles Involved, Number of Casualty Records, or various combinations of these variables. Refer to *Section II* for additional details on methodology.

Figure 3 shows the number of records recorded by DPS and Temple for the 10-month period in 1989 and the number of TRASER records that matched DPS records.

MATCHED DPS/TEMPLE RECORDS

<u>Month</u>	<u>DPS</u>	<u>Temple</u>	<u>Matched</u>	
January	125	138	120	
February	93	100	89	
March	130	134	124	
April	115	136	112	
May	126	139	122	
June	144	148	140	
July	132	134	125	
August	144	145	140	
September	111	119	108	
October	<u>120</u>	<u>120</u>	<u>114</u>	
Total	1,240	1,313	1,194	(96.3%)

Figure 3.

How to Read the Variable Tables

The variable tables which appear on the following pages are alike in structure and the types of information they contain. The heading on the page provides the name of variable compared for the two cities, accompanied by researcher comments. *Figure 4* is a representative table for the variable Light Condition. Carrollton data always appears first with Temple data appearing below. The header gives the following information:

<u>CITY NAME</u>	Either Carrollton or Temple. There are two tables (Manner of Collision and Vehicle Damage Location) which include a subhead; these are lengthy tables which required breaking down into categories.
<u>DPS</u>	The number of records coded by DPS for this city.
<u>TRASER</u>	The number of records coded by the city in the TRASER database.
<u>No. Agreed</u>	The number of DPS records matching the city's TRASER records which agreed for this variable.
<u>% Agreed</u>	The percentage of DPS records matching the TRASER records. For example, the value Dawn has 10 DPS records while the city has 13 with this value. Ten DPS and TRASER records agreed, so the records have 100% agreement on this variable.

The cross-tabulation frequency tables used to develop the variable tables are included in this report as *Appendix B*, Carrollton, and *Appendix C*, Temple.

VARIABLE TABLE EXAMPLE

<u>CITY NAME</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Daylight	996	993	991	99.5
Dawn	10	13	10	100.0
Dark-Not Lighted	66	63	62	93.9
Dark Lighted	112	114	111	99.1
Dusk	<u>44</u>	<u>48</u>	<u>43</u>	<u>97.7</u>
Total	1194	1194	1184	99.2

Figure 4.

"A" Record Environment Variables: Accident Severity

Carrollton's TRASER records show a good match to DPS data. Carrollton coded 14 Unknown severities. The majority of these involved hit-and-run accidents and/or parked cars; 13 of these were coded as No Injury by DPS and 1 as Non-Incapacitating. Temple also recorded Unknown severities for 26 accidents; 25 of these were coded by DPS as No Injury. One was coded by DPS as Non-Incapacitating, which was for a pedestrian whose record was not in the TRASER database. Entering Unknown injuries as No Injury dilutes the data and is misleading.

Carrollton had one fatality which was found to be from natural causes and removed from the DPS database but remained in the TRASER database. Temple had one pedestrian fatality which was ruled a suicide and removed from the TRASER database but not from DPS data. Fatalities are discussed separately in *Section V* of this report.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
No Injury	1199	1200	1185	98.8
Possible Injury	371	364	358	96.5
Non-Incapacitating	196	184	181	92.4
Incapacitating	38	41	37	97.4
Fatal	7	8	7	100.0
Unknown	<u>N/A</u>	<u>14</u>	<u>N/A</u>	<u>N/A</u>
Total	1811	1811	1768	97.6

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
No Injury	831	838	805	96.9
Possible Injury	181	168	166	91.7
Non-Incapacitating	141	128	124	87.9
Incapacitating	40	34	33	82.5
Fatal	1	0	0	0.0
Unknown	<u>N/A</u>	<u>26</u>	<u>N/A</u>	<u>N/A</u>
Total	1194	1194	1128	94.5

"A" Record Environment Variables: Intersection Related

Of the 928 collisions identified by Carrollton as Non-Intersection, only 610 (65.7%) agree with DPS data, leaving 318 (928 - 610 = 318) accidents coded differently in DPS data. There were 322 collisions identified by DPS as Intersection Related, but Carrollton's TRASER data contains only 24 accidents for this value. A similar disparity exists for Temple which identified all but 17 accidents as either Intersection or Non-Intersection. Of those 17, only eight matched DPS identifications.

TRASER field experience has found that some cities use very strict measurement guidelines for this variable, others have no firm policies. Assignment by a city as to whether an accident occurs in an intersection, or within an established distance to be considered as Intersection Related, varies greatly from city to city.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Non-Intersection	639	928	610	95.5
Intersection	563	719	543	96.5
Intersection Related	322	24	22	6.8
Driveway Access	<u>287</u>	<u>140</u>	<u>132</u>	<u>46.0</u>
Total	1811	1811	1307	72.2

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Non-Intersection	304	569	281	92.4
Intersection	497	608	472	95.0
Intersection Related	237	8	4	1.7
Driveway Access	156	5	5	3.2
Parking Lot	<u>N/A</u>	<u>4</u>	<u>N/A</u>	<u>N/A</u>
Total	1194	1194	762	63.8

"A" Record Environment Variables: Road Class

Carrollton coded 146 ($1561 - 1415 = 146$) more accidents on City Streets than DPS; of these 146, DPS coded 44 on Interstate, 30 on US & State Highway, 62 on Farm to Market, and 10 as Other (see the Carrollton Road Class frequency table in *Appendix B*). Of the 250 ($1811 - 1561 = 250$) accidents Carrollton classified as occurring on other road types, 246 matched DPS coding.

Temple coded 85.6% (1022) of all accidents as occurring on City Streets; this reduced the matching rate to 50.1%. Temple coded 515 ($1022 - 507 = 515$) accidents on City Streets which did not have a match in DPS and DPS coded the 515 as follows: 123 on Interstate, 255 on US & State Highway, 136 on Farm to Market, and 1 as Other (see the Temple Road Class frequency table in *Appendix C*).

TRASER field experience has found that most cities do not use the DPS hierarchy system for street identification. TRASER allows for aliases which can accommodate the DPS system.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Interstate Highway	281	236	236	84.0
U.S. & State Highway	30	2	0	0.0
Farm to Market Road	67	2	2	3.0
County Road	0	2	0	0.0
City Street	1415	1561	1415	100.0
Other	<u>18</u>	<u>8</u>	<u>8</u>	<u>44.4</u>
Total	1811	1811	1661	91.7

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Interstate Highway	229	51	44	19.2
U.S. & State Highway	308	113	46	14.9
Farm to Market Road	141	4	3	2.1
City Street	515	1022	507	98.5
Other	<u>1</u>	<u>4</u>	<u>0</u>	<u>0.0</u>
Total	1194	1194	660	50.1

"A" Record Environment Variables: Day of Week

Because the Day of Week is calculated from the date of the collision, the good matches found here are a reflection of the Day of Month match. To be certain that the few discrepancies were actual matches, accident proxies were pulled to verify other critical data elements.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Sunday	161	159	159	98.8
Monday	260	261	258	99.2
Tuesday	241	238	237	98.3
Wednesday	300	300	298	99.3
Thursday	268	270	267	99.6
Friday	333	332	330	99.1
Saturday	<u>248</u>	<u>251</u>	<u>247</u>	<u>99.6</u>
Total	1811	1811	1796	99.2

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Sunday	102	102	102	100.0
Monday	189	190	189	100.0
Tuesday	179	179	179	100.0
Wednesday	182	182	181	99.5
Thursday	171	171	171	100.0
Friday	241	240	240	99.6
Saturday	<u>130</u>	<u>130</u>	<u>130</u>	<u>100.0</u>
Total	1194	1194	1192	99.2

"A" Record Environment Variables: Month

Temple data matched for all 1194 accident records and only three collisions in Carrollton did not agree. Those three were hand-matched against other critical variables to verify they were actual matches.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
January	153	153	153	100.0
February	159	159	159	100.0
March	60	60	60	100.0
April	154	152	152	98.7
May	124	125	124	100.0
June	186	187	186	100.0
July	179	180	179	100.0
August	204	203	203	99.5
September	125	125	125	100.0
October	174	174	174	100.0
November	130	130	130	100.0
December	<u>163</u>	<u>163</u>	<u>163</u>	<u>100.0</u>
Total	1811	1811	1808	99.8

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
January	120	120	120	100.0
February	89	89	89	100.0
March	124	124	124	100.0
April	112	112	112	100.0
May	122	122	122	100.0
June	140	140	140	100.0
July	125	125	125	100.0
August	140	140	140	100.0
September	108	108	108	100.0
October	<u>114</u>	<u>114</u>	<u>114</u>	<u>100.0</u>
Total	1194	1194	1194	100.0

"A" Record Environment Variables: Day of Month

The matches here were very good, especially for Temple which had only two date discrepancies for a matching rate of 99.8%. Carrollton's records matched all but 13 dates with DPS for a matching rate of 99.3%.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
1	54	54	53	98.2
2	87	88	86	98.9
3	64	63	63	98.4
4	82	82	82	100.0
5	51	51	51	100.0
6	74	74	74	100.0
7	86	85	85	98.8
8	49	50	49	100.0
9	38	37	37	97.4
10	54	54	54	100.0
11	62	61	61	98.4
12	69	70	69	100.0
13	82	81	81	98.8
14	66	65	65	98.5
15	61	61	61	100.0
16	46	47	45	97.8
17	50	51	49	98.0
18	43	43	43	100.0
19	44	44	44	100.0
20	48	48	48	100.0
21	68	67	67	98.5
22	63	63	63	100.0
23	49	49	49	100.0
24	55	55	55	100.0
25	60	59	59	98.3
26	56	57	56	100.0
27	56	55	55	98.2
28	64	64	64	100.0
29	48	48	48	100.0
30	50	50	50	100.0
31	<u>32</u>	<u>33</u>	<u>32</u>	<u>100.0</u>
Total	1811	1811	1798	99.3

Day of Month (continued)

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
1	49	49	49	100.0
2	49	49	49	100.0
3	48	48	48	100.0
4	39	39	39	100.0
5	43	43	43	100.0
6	27	27	27	100.0
7	50	50	50	100.0
8	34	34	34	100.0
9	42	42	42	100.0
10	39	39	39	100.0
11	32	32	32	100.0
12	38	38	38	100.0
13	54	54	54	100.0
14	31	31	31	100.0
15	28	28	28	100.0
16	33	33	33	100.0
17	37	38	37	100.0
18	26	26	26	100.0
19	33	32	32	97.0
20	36	36	36	100.0
21	50	50	50	100.0
22	30	30	30	100.0
23	33	33	33	100.0
24	44	44	44	100.0
25	39	39	39	100.0
26	34	33	33	97.1
27	37	37	37	100.0
28	51	51	51	100.0
29	42	42	42	100.0
30	40	40	40	100.0
31	<u>26</u>	<u>27</u>	<u>26</u>	<u>100.0</u>
Total	1194	1194	1156	96.8

"A" Record Environment Variables: Time of Day

There are 38 collisions with an Unknown time entered by Carrollton; all of these accidents have a time coded in DPS data, spread throughout the 24 hours. Temple data has no Unknown value coded.

Since the Carrollton records match for other variables, two assumptions can be made: (1) DPS received updated reports with the accident time entered but they were not updated in TRASER, or (2) DPS codes another time, such as time of investigation, from the accident report when data is missing.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	38	N/A	N/A
Midnight-12:59 am	29	29	26	89.7
1-1:59 am	21	22	20	95.2
2-2:59 am	21	20	19	90.5
3-3:59 am	12	11	10	83.3
4-4:59 am	9	8	8	88.9
5-5:59 am	11	10	10	90.9
6-6:59 am	32	29	29	90.6
7-7:59 am	112	110	1	97.7
8-8:59 am	128	127	125	96.7
9-9:59 am	65	63	63	97.0
10-10:59 am	74	74	74	100.0
11-11:59 am	90	89	88	97.8
Noon-12:59 pm	115	114	112	97.4
1-1:59 pm	131	123	123	93.9
2-2:59 pm	95	93	92	96.8
3-3:59 pm	94	94	94	100.0
4-4:59 pm	161	159	158	98.1
5-5:59 pm	192	189	189	98.4
6-6:59 pm	160	156	155	96.9
7-7:59 pm	86	86	85	98.8
8-8:59 pm	46	44	44	95.7
9-9:59 pm	53	51	51	96.2
10-10:59 pm	37	37	36	97.3
11-11:59 pm	<u>37</u>	<u>35</u>	<u>35</u>	<u>94.6</u>
Total	1811	1811	1647	90.9

Time of Day (continued)

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Midnight-12:59 am	13	16	10	76.9
1-1:59 am	17	17	16	94.1
2-2:59 am	14	12	12	85.7
3-3:59 am	8	7	7	87.5
4-4:59 am	5	5	5	100.0
5-5:59 am	2	2	2	100.0
6-6:59 am	19	20	19	100.0
7-7:59 am	56	55	55	98.2
8-8:59 am	57	55	55	96.5
9-9:59 am	49	48	48	98.0
10-10:59 am	60	60	59	98.3
11-11:59 am	74	73	72	97.3
Noon-12:59 pm	98	96	91	92.9
1-1:59 pm	88	86	84	94.5
2-2:59 pm	89	86	83	93.3
3-3:59 pm	113	113	110	97.4
4-4:59 pm	112	114	112	100.0
5-5:59 pm	114	118	114	100.0
6-6:59 pm	51	51	51	100.0
7-7:59 pm	49	50	48	98.0
8-8:59 pm	34	37	34	100.0
9-9:59 pm	32	32	30	93.8
10-10:59 pm	19	18	18	94.7
11-11:59 pm	<u>21</u>	<u>23</u>	<u>21</u>	<u>100.0</u>
Total	1194	1194	1156	96.8

"A" Record Environment Variables: Light Condition

A very good match for both Carrollton and Temple. There were no discrepancy trends in the data for either city.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Daylight	1368	1365	1354	99.0
Dawn	19	19	18	94.7
Dark-Not Lighted	166	162	160	96.4
Dark Lighted	214	209	205	95.8
Dusk	44	48	43	97.7
Unknown	<u>N/A</u>	<u>8</u>	<u>N/A</u>	<u>N/A</u>
Total	1811	1811	1780	98.3

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Daylight	996	993	991	99.5
Dawn	10	13	10	100.0
Dark-Not Lighted	66	63	62	93.9
Dark Lighted	112	114	111	99.1
Dusk	<u>44</u>	<u>48</u>	<u>43</u>	<u>97.7</u>
Total	1194	1194	1184	99.2

"A" Record Environment Variables: Weather

DPS data shows that 217 accidents occurred in rain while only 160 were coded Raining by Carrollton. The unmatched 58 (217 - 159 = 58) records were coded by Carrollton as occurring in Clear/Cloudy weather. TRASER permits an Unknown value; DPS coded these accidents as Clear/Cloudy. Both Temple and Carrollton coded High Winds as a value; DPS coded these accidents as Clear/Cloudy.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Clear/Cloudy	1571	1611	1554	98.9
Raining	217	160	159	73.2
Snowing	6	6	6	100.0
Fog	2	5	2	100.0
Sleet	15	15	15	100.0
Blowing Dust	0	1	0	0.0
High Winds	N/A	8	N/A	N/A
Other	0	1	0	0.0
Unknown	<u>N/A</u>	<u>4</u>	<u>N/A</u>	<u>N/A</u>
Total	1811	1811	1736	95.9

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Clear/Cloudy	1027	1032	1019	99.2
Raining	139	135	129	92.8
Snowing	2	2	1	50.0
Fog	19	14	14	73.7
Sleet	7	4	4	57.1
High Winds	N/A	5	N/A	N/A
Other	0	1	0	0.0
Unknown	<u>N/A</u>	<u>4</u>	<u>N/A</u>	<u>N/A</u>
Total	1194	1194	1167	97.7

"A" Record Environment Variables: Surface Condition

Carrollton and Temple both coded 12 accidents as occurring on Dry streets which DPS coded as Wet streets. Both cities coded accidents for Unknown and Other conditions, neither of which is coded by DPS.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Dry	1415	1420	1408	99.5
Wet	321	310	308	95.6
Muddy	6	5	5	83.3
Snowy/Icy	69	69	68	98.6
Other	N/A	2	N/A	N/A
Unknown	<u>N/A</u>	<u>5</u>	<u>N/A</u>	<u>N/A</u>
Total	1811	1811	1789	98.8

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Dry	979	988	976	99.7
Wet	209	198	196	93.8
Snowy/Icy	6	4	4	66.7
Other	<u>N/A</u>	<u>4</u>	<u>N/A</u>	<u>N/A</u>
Total	1194	1194	1176	98.5

"A" Record Environment Variables: Road Condition

Carrollton's data had 94 (1653 - 1559 = 94) matched accidents coded in TRASER with a value of No Defects which were coded as either Slick Surface (45) or Under Construction (47) in DPS data. Temple coded 49 accidents with No Defects which were coded differently in DPS data; 29 as Slick Surface and 17 as Under Construction. Temple coded 20 accidents on Slick Surfaces which appear as No Defects in DPS data.

Road construction-related accidents are historically underreported in crash data, a fact supported by these tables. The ST-3 form allows space for officer comments about the Road Condition, but it may be desired to have this variable in a boxed format with optional values to be marked as Weather and Light Condition appear.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Maintenance, Repair	1	0	0	0.0
Holes, Ruts, etc.	1	4	1	100.0
Foreign Material	1	0	0	0.0
Defective Shoulder	0	1	0	0.0
Water or Debris	3	19	3	100.0
Slick Surface	137	101	92	67.1
Under Construction	77	31	30	39.0
No Defects	1591	1653	1559	98.0
Unknown	<u>N/A</u>	<u>2</u>	<u>N/A</u>	<u>N/A</u>
Total	1811	1811	1685	93.0

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Maintenance, Repair	1	0	0	0.0
Holes, Ruts, etc.	0	1	0	0.0
Foreign Material	2	1	0	0.0
Water or Debris	0	3	0	0.0
Slick Surface	52	43	23	44.2
Under Construction	17	0	0	0.0
No Defects	<u>1221</u>	<u>1145</u>	<u>1096</u>	<u>97.7</u>
Total	1194	1194	1119	93.7

"A" Record Environment Variables: Roadway Related

Carrollton data shows 1709 of the 1811 matched accidents as occurring On Roadway. Only 1600 accident records match DPS data, resulting in a difference of 109. Of these, 98 are coded On Shoulder and 11 Beyond Shoulder in DPS data. Conversely, of the 175 coded in DPS as occurring On Shoulder, only 14 matches are found in Carrollton data; 61 of those coded as Beyond Shoulder in TRASER.

Temple has similar discrepancies. Temple coded 1167 accidents as On Roadway while only 1040 matched in DPS data for a difference of 127. Of these, 105 were coded as On Shoulder by DPS and 22 Beyond Shoulder. DPS coded 119 On Shoulder to Temple's 20 with only 12 matching records.

TRASER field experience has found that data entry clerks and investigating officers have difficulty in using this variable on roadways that have no side markings, raised shoulders, or where the roadway has been widened by moving the painted lines. We also have found that the variable has been misinterpreted as the location of final rest instead of first harmful event.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
On Roadway	1613	1709	1600	99.2
On Shoulder	175	17	14	8.0
Beyond Shoulder	23	81	12	52.2
N/A	<u>N/A</u>	<u>4</u>	<u>N/A</u>	<u>N/A</u>
Total	1811	1811	1626	89.8

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
On Roadway	1052	1167	1040	98.9
On Shoulder	119	20	12	10.1
Beyond Shoulder	23	2	0	0.0
N/A	<u>N/A</u>	<u>5</u>	<u>N/A</u>	<u>N/A</u>
Total	1194	1194	1052	88.1

"A" Record Environment Variables: Manner of Collision

The lack of agreement on this variable is no surprise. TRASER experience has found that accurate interpretation of this variable is difficult, even for well-trained field officers. For example, during a recent TRASER seminar an accident scenario was posed for a two-vehicle crash occurring at an expressway entrance ramp where the access road had two-way traffic: was it an Angle accident? An Opposite direction accident? The discussion was lively. There were many differing opinions from the audience, which included a DPS Trooper with more than 20 years field experience, both sheriff's and constable's deputies, and police officers from across the state, large and small jurisdictions. There was rare consensus for crash category type (Same, Angle, Opposite, etc.), and even less agreement on descriptions within categories.

Another problem area is parked car accidents. There is inconsistency in describing these accidents by the cities and in DPS data.

Below are tables for Manner of Collision category totals for each city, followed by totals by category. Complete frequency tables for Carrollton are found in *Appendix B*, and for Temple in *Appendix C*.

<u>CARROLLTON - All</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	10	N/A	N/A
Same	719	633	314	43.7
Angle	465	762	308	66.2
Opposite	302	85	59	19.5
Single	316	199	79	25.0
Other	<u>9</u>	<u>127</u>	<u>3</u>	<u>33.3</u>
Total	1811	1811	763	42.1

<u>TEMPLE - All</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	4	N/A	N/A
Same	406	434	176	43.3
Angle	394	466	272	69.0
Opposite	119	102	63	52.9
Single	256	138	113	44.1
Other	<u>19</u>	<u>50</u>	<u>1</u>	<u>5.3</u>
Total	1194	1194	625	52.3

Manner of Collision (continued)

<u>CARROLLTON - Same</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight - Rear End	158	307	114	72.1
Both Straight - Sideswipe	127	55	36	28.4
1 Straight - 2 Stopped	303	144	113	37.3
1 Straight - 2 Right Turn	45	49	22	48.9
1 Straight - 2 Left Turn	50	47	16	32.0
Both Right Turn	9	5	3	33.3
1 Right Turn - 2 Stopped	8	5	1	12.5
Both Left Turn	16	13	8	50.0
1 Left Turn - 2 Stopped	<u>3</u>	<u>3</u>	<u>1</u>	<u>33.3</u>
Total	719	628	314	43.7

<u>CARROLLTON - Angle</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight	202	283	173	85.6
1 Straight - 2 Backing	11	13	6	54.6
1 Straight - 2 Stopped	7	5	0	0.0
1 Straight - 2 Right Turn	44	70	23	52.3
1 Straight - 2 Left Turn	178	366	101	56.7
Both Right Turn	0	4	0	0.0
1 Right Turn - 2 Left Turn	5	10	2	40.0
1 Right Turn - 2 Stopped	8	0	0	0.0
Both Left Turn	5	8	2	40.0
1 Left Turn - 2 Stopped	<u>5</u>	<u>3</u>	<u>1</u>	<u>20.0</u>
Total	465	762	308	66.2

<u>CARROLLTON - Opposite</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight	31	20	15	48.4
1 Straight - 2 Backing	3	3	0	0.0
1 Straight - 2 Stopped	6	4	3	50.0
1 Straight - 2 Right Turn	0	6	0	0.0
1 Straight - 2 Left Turn	244	43	36	14.8
1 Backing - 2 Stopped	12	7	5	41.7
1 Right Turn - 2 Left Turn	4	1	0	0.0
Both Left Turn	<u>2</u>	<u>1</u>	<u>0</u>	<u>0.0</u>
Total	302	85	59	19.5

Manner of Collision (continued)

<u>CARROLLTON - Single</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Moving Straight	261	60	59	22.6
Right Turn	18	11	11	61.1
Left Turn	14	8	7	50.0
Backing	21	2	2	9.3
Other	<u>2</u>	<u>118</u>	<u>0</u>	<u>0.0</u>
Total	316	199	79	25.0

<u>CARROLLTON - Other</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
1 Straight - 2 Parking	5	38	1	20.0
1 Left Turn - 2 Parking	0	3	0	0.0
Both Backing	1	1	1	100.0
All Others	<u>3</u>	<u>85</u>	<u>1</u>	<u>33.3</u>
Total	9	127	3	33.3

<u>TEMPLE - Same</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight - Rear End	52	207	41	78.9
Both Straight - Sideswipe	75	115	61	81.3
1 Straight - 2 Stopped	154	12	6	3.9
1 Straight - 2 Right Turn	27	19	8	29.6
1 Straight - 2 Left Turn	84	69	54	64.3
Both Right Turn	4	4	2	50.0
1 Right Turn - 2 Left Turn	1	0	0	0.0
1 Right Turn - 2 Stopped	2	2	1	50.0
Both Left Turn	7	5	3	42.9
1 Left Turn - 2 Stopped	<u>0</u>	<u>1</u>	<u>0</u>	<u>0.0</u>
Total	406	434	176	43.3

<u>TEMPLE - Angle</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight	243	325	226	93.0
1 Straight - 2 Backing	12	31	8	66.7
1 Straight - 2 Stopped	4	21	0	0.0
1 Straight - 2 Right Turn	33	21	12	36.4
1 Straight - 2 Left Turn	91	53	23	25.3

Manner of Collision (continued)

Both Right Turn	0	2	0	0.0
1 Right Turn - 2 Left Turn	5	6	2	40.0
Both Left Turn	4	1	0	0.0
1 Left Turn - 2 Stopped	<u>2</u>	<u>6</u>	<u>1</u>	<u>50.0</u>
Total	394	466	272	69.0

<u>TEMPLE - Opposite</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight	16	14	9	56.3
1 Straight - 2 Backing	3	5	0	0.0
1 Straight - 2 Stopped	1	4	0	0.0
1 Straight - 2 Right Turn	0	2	0	0.0
1 Straight - 2 Left Turn	90	58	52	57.8
1 Backing - 2 Stopped	3	3	0	0.0
1 Right Turn - 2 Left Turn	3	8	2	66.7
Both Left Turn	3	3	0	0.0
1 Left Turn - 2 Stopped	<u>0</u>	<u>5</u>	<u>0</u>	<u>0.0</u>
Total	119	102	63	52.9

<u>TEMPLE - Single</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Moving Straight	181	110	100	55.3
Right Turn	20	8	4	20.0
Left Turn	17	13	7	41.2
Backing	38	2	2	5.3
Other	<u>0</u>	<u>5</u>	<u>0</u>	<u>0.0</u>
Total	256	138	113	44.1

<u>TEMPLE - Other</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
1 Straight - 2 Parking	10	16	0	0.0
1 Right Turn - 2 Parking	1	1	0	0.0
1 Left Turn - 2 Parking	0	1	0	0.0
1 Parking - 2 Stopped	2	8	0	0.0
Both Backing	2	1	1	50.0
All Others	<u>4</u>	<u>23</u>	<u>0</u>	<u>0.0</u>
Total	19	50	1	5.3

"A" Record Environment Variables: First Harmful Event

The matched records are good, with a total of 92.8% matched for Carrollton and 89.8% for Temple. The only common interpretation discrepancies both cities have are for Fixed Object and Parked Car.

Carrollton had values of Other and Other Object which were coded by DPS as Fixed Object. Temple had a higher rate of matched records for this value. Carrollton had 85 Parked Car accidents and DPS coded 70. Only 66 records matched, with 19 accidents (85 - 66 = 19) coded differently by DPS. Of those 19, DPS coded 16 as Other Motor Vehicle in Transit. Similarly, DPS coded 78 Parked Car accidents in Temple while Temple coded only 47, with 43 matching. Temple coded Other Vehicle in Transit for 32 accidents coded by DPS as Parked Car.

TRASER field experience has found a lack of understanding by data entry personnel in some agencies for the concepts of First Harmful Event versus Object Struck, and inconsistent departmental policies regarding accidents involving parked cars.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	25	N/A	N/A
Other Non-Collision	9	N/A	N/A	N/A
Overtaken	17	14	10	58.8
Pedestrian	6	8	6	100.0
Other Vehicle in Transit	1495	1471	1452	97.1
Railroad Train	10	5	5	50.0
Parked Car	70	85	66	94.3
Pedalcyclist	6	6	6	100.0
Animal	2	3	2	100.0
Fixed Object	192	138	133	69.3
Other Object	4	19	1	25.0
Vehicle on Other Road	N/A	1	N/A	N/A
Other	<u>N/A</u>	<u>36</u>	<u>N/A</u>	<u>N/A</u>
Total	1811	1811	1681	92.8

First Harmful Event (continued)

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	9	N/A	N/A
Other Non-Collision	6	N/A	N/A	N/A
Overtuned	21	10	10	47.6
Pedestrian	12	13	11	91.7
Other Vehicle in Transit	938	974	919	98.0
Railroad Train	2	2	2	100.0
Parked Car	78	47	43	55.1
Pedalcyclist	18	18	18	100.0
Animal	1	1	1	100.0
Fixed Object	117	75	68	90.7
Other Object	1	4	0	0.0
Vehicle on Other Road	N/A	6	N/A	N/A
Other	<u>N/A</u>	<u>35</u>	<u>N/A</u>	<u>N/A</u>
Total	1194	1194	1072	89.8

"A" Record Environment Variables: Traffic Control

This variable should easily match as it appears on the ST-3 form within a box and has values to check off, but both cities had low percentages for overall matched records. The default value in TRASER is for Stop/Go Signal, which does not explain the large numbers of differing values coded by the two cities. The DPS policy of coding the traffic control most affecting the accident is not being used consistently by the cities in their descriptions.

DPS coded 854 Carrollton collisions as Center Line with only 284 (33.3%) matched collisions in TRASER. Instead of Center Line, Carrollton TRASER data had 113 coded as Other, 34 as Stop/Go Signal, and 380 as None.

Although the matched records (2) agreed in Temple's TRASER data for Other Traffic Control, Temple had an additional 64 ($66 - 2 = 64$) Other Traffic Control accidents coded by DPS as Center Line. For the None or Inoperative value, Temple had 339 records coded with this value, with 173 of them coded by DPS as Center Line.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Other Traffic Control	18	127	9	50.0
No Passing Zone	5	11	4	80.0
None or Inoperative	184	572	171	92.9
Officer, Flagman	3	4	2	66.7
Stop/Go Signal	488	516	464	95.1
Stop Sign	187	179	170	90.9
Flashing Red Light	6	5	4	66.7
Turn Marks	21	29	15	71.4
Warning Sign	12	18	11	91.7
Railroad Gate/Sign	10	13	10	100.0
Yield Sign	23	22	21	91.3
Center Stripe/Line	854	303	284	33.3
Lane Marker	N/A	2	N/A	N/A
Unknown or N/A	<u>N/A</u>	<u>10</u>	<u>N/A</u>	<u>N/A</u>
Total	1811	1811	1165	64.3

Traffic Control (continued)

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Other Traffic Control	2	66	2	100.0
No Passing Zone	0	1	0	0.0
None or Inoperative	171	339	150	87.7
Officer, Flagman	4	1	1	25.0
Stop/Go Signal	242	252	233	96.3
Stop Sign	241	239	227	95.0
Flashing Red Light	13	13	13	100.0
Turn Marks	9	16	8	88.9
Warning Sign	3	10	1	33.3
Railroad Gate/Sign	2	1	1	50.0
Yield Sign	88	86	83	94.3
Center Stripe/Line	419	165	162	38.7
Unknown or N/A	<u>N/A</u>	<u>5</u>	<u>N/A</u>	<u>N/A</u>
Total	1194	1194	881	73.8

"A" Record Environment Variables: Total Number of Vehicles Involved

This is not a calculated variable, but entered from the accident form. The two Carrollton accidents for 12 and 22 vehicles are simple data entry errors, but minor discrepancies in both cities can be attributed to differing criteria for parked car and hit-and-run accidents.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
0	N/A	2	N/A	N/A
1	237	208	206	86.9
2	1410	1417	1383	98.1
3	125	144	118	94.4
4	35	33	29	82.9
5	4	5	4	100
12	0	1	0	0.0
22	<u>0</u>	<u>1</u>	<u>0</u>	<u>0.0</u>
Total	1811	1811	1740	96.1

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
1	174	154	152	87.4
2	971	978	956	98.5
3	45	56	44	97.8
4	3	5	3	100.0
5	<u>1</u>	<u>1</u>	<u>1</u>	<u>100.0</u>
Total	1194	1194	1156	96.8

"B" Record Driver/Vehicle Variables: Vehicle Type

TRASER field experience has shown a lack of commonality for describing particular types of vehicles. For example, there is a problem with the Chevrolet Suburban. It can be described as a passenger car, van, truck, panel van or truck, ambulance, hearse, fire truck, utility vehicle, bus, and "other." The popular mini-vans are classified in Federal standards as utility vehicles (trucks), not passenger cars, but the driving public (and officers) views them as passenger cars.

Other vehicles with multiple descriptions include recreational vehicles, pickup trucks with mounted camper units, motorcycles/motorscooters/mopeds, jeeps, and certain truck/trailer combinations. Because TRASER allows for both Pickup Trucks and Vans in data entry, there are numerous unmatched records in the study.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	39	20	18	46.2
Passenger Car	2366	2479	2354	99.5
Car & Trailer	3	7	2	66.7
Truck	909	148	139	15.3
Truck & Trailer	28	33	18	64.3
Tractor & Semi	102	82	78	76.5
Other Truck Combination	4	4	0	0.0
Motorcycle	23	23	23	100.0
Motorscooter	0	1	0	0.0
Moped	2	1	1	50.0
Van	N/A	166	N/A	N/A
All Others	N/A	6	N/A	N/A
Pickup Truck	N/A	508	N/A	N/A
Ambulance	1	1	1	100.0
Bus	4	6	3	75.0
School Bus	3	1	0	0.0
Other Machinery	3	N/A	N/A	N/A
Farm Tractor/Equipment	<u>0</u>	<u>1</u>	<u>0</u>	<u>0.0</u>
Total	3487	3487	2637	75.6

Vehicle Type (continued)

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	6	5	3	50.0
Passenger Car	1470	1527	1461	99.4
Car & Trailer	2	1	0	0.0
Truck	582	51	46	7.9
Truck & Trailer	18	18	10	55.6
Tractor & Semi	37	21	20	54.1
Other Truck Combination	1	5	0	0.0
Motorcycle	18	20	18	100.0
Motorscooter	2	1	1	50.0
Moped	1	0	0	0.0
Police	N/A	1	N/A	N/A
Van	N/A	88	N/A	N/A
All Others	N/A	3	N/A	N/A
Pickup Truck	<u>N/A</u>	<u>396</u>	<u>N/A</u>	<u>N/A</u>
Total	2137	2137	1559	73.0

"B" Record Driver/Vehicle Variables: Vehicle Defect

This variable had a good matching record for both cities. The unmatched records for No Defects were spread throughout the other possible values; this could be attributed to interpretation within the narrative which perhaps was not coded in TRASER.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
No Defects	3436	3429	3404	99.1
Brakes	27	23	19	70.4
Steering	2	1	1	50.0
Lights	1	1	0	0.0
Tires	9	8	3	33.3
Trailer Equipment	3	1	1	33.3
Other Defects	5	5	0	0.0
Unknown	N/A	17	N/A	N/A
Stop/Turn Signal	3	1	1	33.3
Wheel Came Off	<u>1</u>	<u>1</u>	<u>1</u>	<u>100.0</u>
Total	3487	3487	3430	98.4

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
No Defects	2103	2074	2065	98.2
Brakes	18	19	14	77.8
Steering	2	2	1	50.0
Lights	2	1	1	50.0
Tires	7	10	6	85.7
Trailer Equipment	2	4	1	50.0
Other Defects	3	5	2	66.7
Unknown	<u>N/A</u>	<u>22</u>	<u>N/A</u>	<u>N/A</u>
Total	2137	2137	2090	97.8

"B" Record Driver/Vehicle Variables: Driver Year of Birth

These tables only show agreement for Year of Birth within 10-year increments because of space considerations. Therefore, a driver could be coded in TRASER data as being born in 1951 and in DPS data as being born in 1952, and they would be counted as "matching" in the 10-year increment cell.

Both Carrollton and Temple data have underage drivers which are coded in DPS data with different, older birth years.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	117	126	115	98.3
1900-09	9	9	9	100.0
1910-1919	28	28	28	100.0
1920-29	98	96	96	98.0
1930-39	213	214	211	99.1
1940-49	506	506	501	99.0
1950-59	955	951	944	98.9
1960-69	1165	1159	1156	99.2
1970-74	<u>396</u>	<u>394</u>	<u>394</u>	<u>99.5</u>
Total	3487	3487	3454	99.1

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	45	40	37	82.2
1890-99	2	2	2	100.0
1900-09	48	46	46	95.8
1910-1919	128	126	126	98.4
1920-29	178	178	176	98.9
1930-39	171	171	168	98.3
1940-49	237	241	236	99.6
1950-59	450	453	447	99.3
1960-69	565	561	558	98.8
1970-74	312	315	311	99.7
1975-89	<u>1</u>	<u>4</u>	<u>0</u>	<u>0.0</u>
Total	2137	2137	2107	98.6

"B" Record Driver/Vehicle Variables: Driver Race and Sex

Identification of race can be highly subjective. Both cities have White Males and Females distributed throughout other values in the DPS data. For example, Temple has 100 individuals classified as White that are classified as Hispanic in DPS data; Carrollton has 167. Unless an agency has a specific policy of classification by surname, many officers are confused on identification of Hispanics. An operational classification scheme has not been established and recommended to all enforcement agencies.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	87	76	65	74.7
White Male	1741	1939	1726	99.1
White Female	1201	1251	1173	97.7
Black Male	141	137	132	93.6
Black Female	68	64	64	94.1
Hispanic Male	135	10	5	3.7
Hispanic Female	42	0	0	0.0
Other Male	42	6	4	9.5
Other Female	<u>30</u>	<u>4</u>	<u>4</u>	<u>13.3</u>
Total	3487	3487	3173	91.0

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	36	27	25	69.4
White Male	868	940	856	98.6
White Female	748	790	738	98.7
Black Male	161	166	158	98.1
Black Female	107	107	105	98.1
Hispanic Male	135	69	67	49.6
Hispanic Female	72	33	30	41.7
Other Male	7	3	2	28.6
Other Female	<u>3</u>	<u>2</u>	<u>2</u>	<u>66.7</u>
Total	2137	2137	1983	92.8

"B" Record Driver/Vehicle Variables: License Status and Residence

TRASER separates license status from residence in its data collection. The TRASER License Status values are very specific and include Licensed, Expired, Unlicensed, Suspended, Unknown (when missing or not able to be located at a severe crash scene), and None.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Residence/License Unknown	120	69	67	55.8
Texas License/Resident	3117	3305	3115	99.9
All Others Combined	190	113	97	51.1
TX Resident/Unlicensed	58	N/A	N/A	N/A
TX Resident/License Unknown	<u>2</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
Total	3487	3487	3279	94.0

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Residence/License Unknown	40	17	16	40.0
Texas License/Resident	1946	2094	1944	99.9
All Others Combined	87	26	22	25.3
TX Resident/Unlicensed	60	N/A	N/A	N/A
TX Resident/License Unknown	<u>4</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
Total	2137	2137	1982	92.7

"B" Record Driver/Vehicle Variables: Vehicle Model Year

Both cities show a high level of matching records for this variable.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	74	62	55	74.3
>10 Years	415	417	412	99.3
1979	145	144	143	98.6
1980	148	147	145	98.0
1981	198	194	192	97.0
1982	192	191	191	99.5
1983	179	182	179	99.4
1984	298	304	295	99.0
1985	385	388	380	98.7
1986	356	358	354	98.4
1987	362	368	359	98.2
1988	438	437	433	98.9
1989	284	282	279	98.2
1990	<u>13</u>	<u>13</u>	<u>13</u>	<u>100.0</u>
Total	3487	3487	3430	98.4

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	29	23	18	62.1
>10 Years	526	531	522	99.2
1979	119	122	119	100.0
1980	99	100	99	100.0
1981	123	124	122	99.2
1982	133	134	131	98.5
1983	140	140	139	99.3
1984	180	183	179	99.4
1985	161	161	159	98.8
1986	162	158	156	96.3
1987	156	154	152	97.4
1988	182	180	180	98.9
1989	125	125	122	97.6
1990	<u>2</u>	<u>2</u>	<u>2</u>	<u>100.0</u>
Total	2137	2137	2100	98.3

"B" Record Driver/Vehicle Variables: Liability Insurance

Both cities reflect larger numbers of insured drivers than the DPS data. The TRASER default for this variable is for insured, so this may account for some of the discrepancies. When the values for Unknown and Unavailable are added together, they come very close to matching the DPS value for Not Shown.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Yes	2991	3065	2983	99.7
No	401	340	333	83.0
Not Shown by Officer	95	N/A	N/A	N/A
Unknown	N/A	80	N/A	N/A
Unavailable	<u>N/A</u>	<u>2</u>	<u>N/A</u>	<u>N/A</u>
Total	3487	3487	3316	95.1

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Yes	1878	1912	1869	99.5
No	212	198	184	86.8
Not Shown by Officer	47	N/A	N/A	N/A
Unknown	N/A	26	N/A	N/A
Unavailable	<u>N/A</u>	<u>1</u>	<u>N/A</u>	<u>N/A</u>
Total	2137	2137	2053	96.1

"B" Record Driver/Vehicle Variables: Driver Injury Severity

TRASER allows for an Unknown value usually used for delayed reports and hit-and-run accidents. This value does not exist in DPS data and it is assumed that these accidents are coded as No Injury.

Carrollton's one discrepancy in total fatalities was a death found to be the result of natural causes and removed from DPS data. Fatalities are discussed further in *Section V*.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Non-Injury	2853	2778	2766	97.0
Possible Injury	426	426	418	98.1
Non-Incapacitating Injury	179	170	168	93.9
Incapacitating Injury	24	26	23	95.9
Unknown	N/A	81	N/A	N/A
Fatal	<u>5</u>	<u>6</u>	<u>5</u>	<u>100.0</u>
Total	3487	3487	3380	96.9

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Non-Injury	1823	1758	1748	95.9
Possible Injury	191	184	182	95.3
Non-Incapacitating Injury	94	93	91	96.8
Incapacitating Injury	29	30	29	100.0
Unknown	<u>N/A</u>	<u>72</u>	<u>N/A</u>	<u>N/A</u>
Total	2137	2137	2050	95.9

"B" Record Driver/Vehicle Variables: Driver Restraint

Although the matched percentages were high, there were discrepancies within the individual values. TRASER tracks Motorcycle Helmet usage with each "B" record or applicable "C" record, and DPS has a Not Applicable value. Both cities classified a number of records as None Used which were either coded Unknown or Not Applicable in DPS data. Both cities coded a number of accidents with the Belt and Strap value which were coded in DPS data as either Unknown or None Used. The TRASER default value for this variable is Belt and Strap, but this would not account for all the discrepancies.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	141	126	110	78.0
Not Applicable	48	N/A	N/A	N/A
Belt and Strap	2818	2852	2804	99.5
Belt Only	151	146	142	94.0
None Used	329	362	302	91.8
Other	<u>N/A</u>	<u>1</u>	<u>N/A</u>	<u>N/A</u>
Total	3487	3487	3358	96.3

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	214	147	140	65.4
Not Applicable	30	N/A	N/A	N/A
Belt and Strap	1599	1634	1588	99.3
Belt Only	124	121	117	94.4
None Used	170	232	156	91.8
Motorcycle Helmet	N/A	2	N/A	N/A
Other	<u>N/A</u>	<u>1</u>	<u>N/A</u>	<u>N/A</u>
Total	2137	2137	2001	93.6

"B" Record Driver/Vehicle Variables: Driver Drug Test Type

Carrollton data shows that only 19 drivers were tested (Breath = 15 + Blood = 4) with 18 matched records. Temple, with fewer drivers and fewer accidents, shows that 29 were tested (Breath = 17 + Blood = 12), and matched 25 records. Both cities have considerable numbers of drivers coded with a value of None that are coded in DPS data as Unknown. This is possibly due to a lack of knowledge about the classification scheme each uses.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	262	20	2	0.8
Breath	17	15	14	82.4
Blood	7	4	4	57.1
None	3191	3443	3175	99.5
Refused	<u>10</u>	<u>5</u>	<u>5</u>	<u>50.0</u>
Total	3487	3487	3200	91.8

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	333	17	4	1.2
Breath	16	17	13	81.3
Blood	15	12	12	80.0
None	1765	2086	1753	99.3
Refused	<u>8</u>	<u>5</u>	<u>4</u>	<u>50.0</u>
Total	2137	2137	1786	83.6

"B" Record Driver/Vehicle Variables: Driver Alcohol/Drug Test Results

DPS data has two values not found in TRASER; these are for Test Results Unknown and No Test/Refused. When the two DPS values are combined for Carrollton ($268 + 3201 = 3469$), the total number of records more closely matches the number of TRASER records for No Test/"0" Results of 3473. Temple had 2123 records and DPS had 2121 ($348 + 1773 = 2121$) combined values.

When test results are compared against the number tested in the previous variable, there are missing data from these matched records. For example, DPS shows Carrollton tested 24 drivers (Breath = 17 + Blood = 7) tested and TRASER shows 19 drivers (Blood = 15 + Breath = 4) tested, with 18 matched records. Only 13 of the matched records have results coded.

For Temple, DPS shows 31 tested (Blood = 16 + Breath = 15) on the previous page, and TRASER shows 29 tested (Blood = 17 + Breath = 12), with 25 (Blood = 13 + Breath = 12) matched records. The variable on this page shows that only 14 of those matched records reflect test results.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Test Results Unknown	268	N/A	N/A	N/A
No Test/Refused	3201	N/A	N/A	N/A
Under 0.10	4	3	2	50.0
0.10 and Above	14	11	11	78.6
No Test/"0" Results	<u>N/A</u>	<u>3473</u>	<u>N/A</u>	<u>N/A</u>
Total	3487	3487	13	0.4

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Test Results Unknown	348	N/A	N/A	N/A
No Test/Refused	1773	N/A	N/A	N/A
Under 0.10	2	1	1	50.0
0.10 and Above	14	13	13	92.9
No Test/"0" Results	<u>N/A</u>	<u>2123</u>	<u>N/A</u>	<u>N/A</u>
Total	2137	2137	14	0.7

"B" Record Driver/Vehicle Variables: Vehicle Damage Location

TRASER and DPS track Damage Location and Damage Scale differently. We manipulated the SAS tables to compare the coded damage locations, but not the scale which would have produced a cross-tabulation frequency table with each of the DPS 50+ code cells having 50+ possible TRASER code cells.

Carrollton record matches are at a higher level than Temple (88.0% vs. 70.7%), but they have similar coding problems which can be seen by a cell-by-cell analysis of the cross-tabulation frequency tables in the appendices. Four problem areas shared by the two cities are as follows:

1. Accidents coded as Left Front Quarter Angle in TRASER which are in DPS data as Front Left Contact.
2. Front Left Contact in TRASER coded as Left Front Quarter Angle in DPS data.
3. Front Right Contact in TRASER coded as Right Front Quarter Angle in DPS data.
4. A total of 119 accidents (Carrollton = 47 + Temple = 72) out of 165 (Carrollton = 61 + Temple = 104) coded in TRASER as Not Applicable are coded in DPS data as Damage Unknown. A total of 72.1% of those records have coding discrepancies.

<u>CARROLLTON - All</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Back	599	572	529	88.3
Front	1439	1471	1340	93.1
Left	618	660	558	90.3
Right	621	621	555	89.4
Other	<u>210</u>	<u>163</u>	<u>87</u>	<u>41.4</u>
Total	3487	3487	3069	88.0

<u>TEMPLE - All</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Back	235	261	181	77.0
Front	1439	1471	1340	93.9
Left	573	442	378	66.0
Right	548	416	342	62.4
Other	<u>116</u>	<u>120</u>	<u>19</u>	<u>16.4</u>
Total	2137	2137	1511	70.7

Vehicle Damage Location (continued)

<u>CARROLLTON - Back</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Concentrated	34	32	32	94.1
Distributed	337	336	313	92.9
Left Contact	118	106	93	78.8
Right Contact	<u>110</u>	<u>98</u>	<u>91</u>	<u>82.7</u>
Total	599	572	529	88.3

<u>CARROLLTON - Front</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Concentrated	93	109	87	93.6
Distributed	625	632	600	96.0
Left Contact	362	353	317	87.6
Right Contact	<u>359</u>	<u>377</u>	<u>336</u>	<u>93.6</u>
Total	1439	1471	1340	93.1

<u>CARROLLTON - Left</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Rear Quarter Angle	131	155	116	88.6
Distributed Parallel	74	76	69	93.2
Front Quarter Angle	252	265	217	86.1
Angle Impact	150	153	145	96.7
Top/Rollover	<u>11</u>	<u>11</u>	<u>11</u>	<u>100.0</u>
Total	618	660	558	90.3

<u>CARROLLTON - Right</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Rear Quarter Angle	128	135	118	92.2
Distributed Parallel	96	99	90	93.8
Front Quarter Angle	246	236	204	82.9
Angle Impact	144	144	136	94.4
Top/Rollover	<u>7</u>	<u>7</u>	<u>7</u>	<u>100.0</u>
Total	621	621	555	89.4

Vehicle Damage Location (continued)

<u>CARROLLTON - Other</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Damage Unknown	179	102	80	44.7
Not Applicable	28	61	7	25.0
Burned by Collision	2	0	0	0.0
Undercarriage Damage Only	<u>1</u>	<u>N/A</u>	<u>0</u>	<u>0.0</u>
Total	210	163	87	41.4

<u>TEMPLE - Back</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Concentrated	23	15	14	60.9
Distributed	124	107	105	84.7
Left Contact	39	67	31	79.5
Right Contact	<u>49</u>	<u>72</u>	<u>31</u>	<u>63.3</u>
Total	235	261	181	77.0

<u>TEMPLE - Front</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Concentrated	42	53	39	92.9
Distributed	309	307	209	93.9
Left Contact	147	263	123	83.7
Right Contact	<u>167</u>	<u>275</u>	<u>139</u>	<u>82.2</u>
Total	1439	1471	1340	93.1

<u>TEMPLE - Left</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Rear Quarter Angle	112	90	79	70.5
Distributed Parallel	102	95	82	80.4
Front Quarter Angle	270	173	142	52.6
Angle Impact	80	76	67	84.8
Top/Rollover	<u>9</u>	<u>8</u>	<u>8</u>	<u>88.9</u>
Total	573	442	378	66.0

Vehicle Damage Location (continued)

<u>TEMPLE - Right</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Rear Quarter Angle	126	97	76	60.3
Distributed Parallel	107	105	92	86.0
Front Quarter Angle	237	136	106	44.7
Angle Impact	73	74	64	87.7
Top/Rollover	<u>5</u>	<u>4</u>	<u>4</u>	<u>80.0</u>
Total	548	416	342	62.4

<u>TEMPLE - Other</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Damage Unknown	95	16	7	7.4
Not Applicable	<u>21</u>	<u>104</u>	<u>12</u>	<u>57.1</u>
Total	116	120	19	16.4

"B" Record Driver/Vehicle Variables: Total in Vehicle

This is a reported variable, not calculated, in both TRASER and DPS data. The numbers include pedestrians and occupants in TRASER data but not DPS data. There is a high percentage of matched records, but Carrollton data showed 2556 records matching DPS data for "0" occupants/pedestrians and 172 unmatched records (2728 - 2556 = 172).

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
0	2578	2728	2556	99.2
1	640	527	505	78.9
2	165	146	139	84.2
3	68	55	55	80.9
4	29	25	24	83.8
5	5	4	4	80.0
6	<u>2</u>	<u>2</u>	<u>2</u>	<u>100.0</u>
Total	3487	3487	3285	94.2

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
0	1536	1551	1523	99.2
1	387	380	365	94.3
2	129	122	120	93.0
3	56	55	55	98.2
4	21	21	21	100.0
5	5	6	5	100.0
6	1	1	1	100.0
7	1	0	0	0.0
	8	<u>1</u>	<u>1</u>	<u>100.0</u>
Total	2137	2137	2091	97.8

"B" Record Driver/Vehicle Variables: Driver Vehicle Number

This table is included because it illustrates the difficulty in matching records when differing criteria are used by the coding agencies.

In a multi-vehicle crash, DPS uses a hierarchy system for identification of a particular vehicle as Vehicle #1. The cities are more likely to use the officer's identification on the ST-3 form for numbering vehicles. Therefore, a driver coded in DPS data for Vehicle #1 may be coded in TRASER data as being in Vehicle #2. This is evidenced by Carrollton data which has a discrepancy of 1031 drivers in 2-vehicle crashes coded to vehicles opposite of those in the DPS data. For Temple, the number is 502 drivers.

<u>CARROLLTON</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
1	1804	1767	1257	69.7
2	1489	1517	975	56.5
3	155	162	133	85.8
4	36	38	32	88.9
5	<u>3</u>	<u>3</u>	<u>3</u>	<u>100.0</u>
Total	3487	3487	2400	68.8

<u>TEMPLE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
1	1167	1142	883	75.7
2	921	936	666	72.3
3	45	53	20	44.4
4	3	5	1	33.3
5	<u>1</u>	<u>1</u>	<u>0</u>	<u>0.0</u>
Total	2137	2137	1570	73.5

"C" Record Casualty/Occupant Variables: Casualty/Occupant Vehicle Number

Only Temple data is used for these comparisons as Carrollton's TRASER data contained fewer than 300 "C" records; DPS data for Carrollton contained more than 1350. There were only 3 pedestrian and 4 pedalcyclist records in the Temple data and those are presented as separate tables under the appropriate variables. These records were pulled as proxy reports in LANSER and TRASER as mainframe computer work would have been too costly to justify analysis of only 7 records.

This table illustrates the difficulty in matching records when two agencies are using different identification policies. An occupant reported by TRASER data as being in Vehicle #1 could be reported by DPS data as being in Vehicle #2.

<u>TEMPLE - Cas/Occ</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
In Vehicle 1	379	385	294	77.6
In Vehicle 2	313	302	224	71.6
In Vehicle 3	18	19	6	33.3
In Vehicle 4	4	7	0	0.0
In Vehicle 5	<u>0</u>	<u>1</u>	<u>0</u>	<u>0.0</u>
Total	714	714	524	73.4

"C" Record Casualty/Occupant Variables: Casualty/Occupant Age

A good match except for the Unknown and "0" values. When age is unknown in TRASER, a zero is entered.

<u>TEMPLE - Cas/Occ</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	37	N/A	N/A	N/A
00	11	16	1	9.1
01-09	173	179	168	97.1
10-14	74	76	74	100.0
15-19	135	131	131	97.0
20-29	104	105	102	98.1
30-39	66	68	65	98.5
40-49	37	37	36	97.3
50-59	33	31	31	93.9
60-69	42	41	41	97.6
70-79	19	19	19	100.0
80-89	10	10	10	100.0
90-99	<u>1</u>	<u>1</u>	<u>1</u>	<u>100.0</u>
Total	714	714	679	95.1

"C" Record Casualty/Occupant Variables: Casualty/Occupant Sex

The discrepancy rate for casualty/occupant records is so small (714 - 701 =13), that it could be simple data entry errors. The pedestrian/pedalcyclist records match 100%.

<u>TEMPLE - Cas/Occ</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	1	0	0	0.0
Male	311	317	308	99.0
Female	<u>402</u>	<u>397</u>	<u>393</u>	<u>97.8</u>
Total	714	714	701	98.2

<u>TEMPLE - Peds</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Male	4	4	4	100.0
Female	<u>3</u>	<u>3</u>	<u>3</u>	<u>100.0</u>
Total	7	7	7	100.0

"C" Record Casualty/Occupant Variables: Casualty/Occupant Seat Position

Temple and DPS data match 100% for these records.

<u>TEMPLE - Cas/Occ</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Position Unknown	22	22	22	100.0
Center Front	33	33	33	100.0
Right Front	446	446	446	100.0
Left Rear	82	82	82	100.0
Center Rear	28	28	28	100.0
Right Rear	<u>103</u>	<u>103</u>	<u>103</u>	<u>100.0</u>
Total	714	714	714	100.0

"C" Record Casualty/Occupant Variables: Casualty/Occupant Severity of Injury

One of Temple's Unknown injury accident records was coded in DPS as an Incapacitating Injury.
The data for the 7 pedestrians/pedalcyclists matched 100%.

<u>TEMPLE - Cas/Occ</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	4	N/A	N/A
No Injury	560	562	557	99.5
Possible Injury	85	84	83	99.5
Non-Incapacitating Injury	56	56	54	96.4
Incapacitating Injury	<u>13</u>	<u>8</u>	<u>8</u>	<u>61.5</u>
Total	714	714	702	98.3

<u>TEMPLE - Peds</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Possible Injury	1	1	1	100.0
Non-Incapacitating Injury	5	5	5	100.0
Incapacitating Injury	<u>1</u>	<u>1</u>	<u>1</u>	<u>100.0</u>
Total	7	7	7	100.0

"C" Record Casualty/Occupant Variables: Casualty/Occupant Restraining Device

A high percentage of matched records for this variable.

<u>TEMPLE - Cas/Occ</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	9	8	6	66.7
None Used	156	155	152	97.4
Seat Belt Only	147	143	138	93.9
Belt and Strap	373	379	368	98.7
Child Restraint	29	28	27	93.1
Other	<u>N/A</u>	<u>1</u>	<u>N/A</u>	<u>N/A</u>
Total	714	714	691	96.8

"C" Record Casualty/Occupant Variables: Casualty/Occupant Type

All 714 records matched for this variable. The value appears as Car/Bus/Truck Passenger in DPS data; all occupants of any vehicle type are coded as Occupant in TRASER.

<u>TEMPLE - Cas/Occ</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Occupant	<u>714</u>	<u>714</u>	<u>714</u>	<u>100.0</u>
Total	714	714	714	100.0

<u>TEMPLE - Peds</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Pedestrian	3	3	3	100.0
Pedalcyclist	<u>4</u>	<u>4</u>	<u>4</u>	<u>100.0</u>
Total	7	7	7	100.0

"C" Record Casualty/Occupant Variables: Casualty/Occupant Drug Test Type

None of the 714 casualty/occupant records reflected a test for alcohol or drugs in either DPS or Temple TRASER data.

<u>TEMPLE - Cas/Occ</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
No Test/Refused	<u>714</u>	<u>714</u>	<u>714</u>	<u>100.0</u>
Total	714	714	714	100.0

"C" Record Casualty/Occupant Variables: Pedestrian/Pedalcyclist Drinking

Only one pedestrian/pedalcyclist record reflected a value for alcohol.

<u>TEMPLE - Peds</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
No	714	713	713	99.9
Alcohol	<u>0</u>	<u>1</u>	<u>N/A</u>	<u>N/A</u>
Total	714	714	713	99.9

"C" Record Casualty/Occupant Variables: Pedestrian Action

Crossing at the Intersection is the default in TRASER.

<u>TEMPLE - Peds</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Getting On/Off Vehicle	0	1	0	0.0
Crossing Not at Intersection	1	1	0	0.0
Crossing at Intersection	2	4	0	0.0
Unknown or N/A	<u>4</u>	<u>1</u>	<u>1</u>	<u>25.0</u>
Total	7	7	1	14.3

IV. MESQUITE DATA

Mesquite is an experienced TRASER city which has been very reliable in previous years and was expected to provide a good match for DPS data. Problems surfaced when record matching began, the most serious being the lack of "B" and "C" records. Many "A" records were incomplete or used all default values except for location data, Day of Month, Time, and Manner of Collision. In July 1989, Mesquite entered only 64 accident records in TRASER while DPS showed 148 collisions.

DPS data reflects 1,754 accident records for Mesquite in 1989. Mesquite TRASER data indicates 1,971 accident records. Mesquite is an "A2" city, not participating the UALC coding scheme, and the city-assigned accident number is not encoded by DPS. Therefore, records were matched on Month, Day of Month, Time, Injury Severity, Total Number of Vehicles Involved, Total Number of Casualties Reported, or any combination of these variables. We were able to match only 1,270 records (72.5%). Because of the matching problems presented by missing data, the 1270 matched records show a 100% agreement only for Month, Day of Month, and Day of Week. Findings from selected "A" record cross-tabulations are included in the following pages.

Figure 5 shows the total number of records appearing in DPS data, Mesquite TRASER data, and the number of TRASER records matched to DPS records.

Mesquite has enjoyed a reduction in its overall accident rate in recent years because it effectively uses its "A" record data and integrates its TRASER collected citation data. However, for purposes of this study, particularly the need for "B" and "C" records, Mesquite data was not verifiable to the DPS data.

MATCHED DPS/MESQUITE RECORDS

<u>Month</u>	<u>DPS</u>	<u>Mesquite</u>	<u>Matched</u>	
January	136	170	119	
February	139	185	126	
March	165	192	155	
April	138	140	108	
May	148	181	100	
June	132	158	100	
July	148	64	55	
August	162	161	86	
September	147	181	93	
October	149	187	120	
November	141	180	92	
December	<u>149</u>	<u>172</u>	<u>115</u>	
Totals	1754	1971	1270	(72.4%)

Figure 5.

"A" RECORD ENVIRONMENT VEHICLES: Accident Severity

Only 68.9% of the records agreed for this variable which is calculated by TRASER from "B" and "C" records. Because there were so many missing "B" and "C" records, TRASER calculated 385 as Unknown. Fatalities are discussed separately in *Section V*.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	385	N/A	N/A
No Injury	723	510	505	69.9
Possible Injury	286	205	201	70.3
Non-Incapacitating	198	130	130	65.7
Incapacitating	56	33	33	58.9
Fatal	<u>7</u>	<u>7</u>	<u>6</u>	<u>85.7</u>
Total	1270	1270	875	68.9

"A" RECORD ENVIRONMENT VEHICLES: Intersection Related

There was agreement in only 67.2% of these records. DPS data included 363 (210 + 153 = 363) coded as either Intersection Related or Driveway Access which had only 1 matched record in Mesquite's TRASER data. Mesquite coded 147 DPS Driveway Access as Non-Intersection, 104 DPS Intersection Related as Non-Intersection, and 103 DPS Intersection Related as Intersection. The TRASER default for this variable is Intersection.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Non-Intersection	454	690	420	92.5
Intersection	453	569	433	95.6
Intersection Related	210	1	1	0.5
Driveway Access	153	1	0	0.0
Parking Lot	<u>N/A</u>	<u>9</u>	<u>N/A</u>	<u>N/A</u>
Total	1270	1270	854	67.2

"A" RECORD ENVIRONMENT VEHICLES: Road Class

Mesquite coded 203 roadways as City Street which were coded in DPS data as either Interstate Highway or US & State Highway. This is not unusual, as both Carrollton and Temple have similar discrepancies. The TRASER default for this variable is City Street.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Interstate Highway	318	207	206	64.8
US & State Highway	200	109	74	37.0
City Street	745	954	744	99.9
Other (Alley)	<u>7</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Total	1270	1270	1024	80.6

"A" RECORD ENVIRONMENT VEHICLES: Light Condition

This variable has a good matching rate.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	4	N/A	N/A
Daylight	877	890	867	98.9
Dawn	11	11	10	90.9
Dark Not Lighted	79	79	76	96.2
Dark Lighted	277	260	257	92.8
Dusk	<u>26</u>	<u>26</u>	<u>23</u>	<u>88.5</u>
Total	1270	1270	1233	97.1

"A" RECORD ENVIRONMENT VEHICLES: Surface Condition

This variable also has a good match.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Dry	1000	1012	996	99.6
Wet	216	202	201	93.1
Muddy	3	2	2	66.7
Snowy/Icy	<u>51</u>	<u>54</u>	<u>48</u>	<u>94.1</u>
Total	1270	1270	1247	98.2

"A" RECORD ENVIRONMENT VEHICLES: Road Condition

DPS had 67 values for Slick Surface which were coded as No Defects in Mesquite's TRASER data.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
No Defects	1139	1224	1130	99.2
Holes, Ruts, etc.	4	0	0	0.0
Foreign Material	7	0	0	0.0
Water or Debris	2	0	0	0.0
Slick Surface	104	45	36	34.6
Road Under Construction	14	0	0	0.0
Narrow Bridge	<u>0</u>	<u>1</u>	<u>0</u>	<u>0.0</u>
Total	1270	1270	1166	91.9

"A" RECORD ENVIRONMENT VEHICLES: Roadway Related

Mesquite has 102 coded as On Road which were coded as On Shoulder or Beyond Shoulder in DPS data. Mesquite had 74 coded for Beyond Shoulder which were coded in DPS data as either On Roadway or On Shoulder. As discussed in the Carrollton and Temple data, this variable is not interpreted consistently.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
On Roadway	1068	1146	1044	97.8
On Shoulder	172	26	17	9.9
Off Shoulder	30	94	16	53.3
N/A	<u>N/A</u>	<u>4</u>	<u>N/A</u>	<u>N/A</u>
Total	1270	1270	1077	84.8

"A" RECORD ENVIRONMENT VEHICLES: Manner of Collision

There are a number of discrepancies for this variable. Mesquite data had 611 accidents coded as Angle - Both Straight, which is the default value in TRASER. In the DPS data, only 186 are coded the same. The majority of the other 425 (611 - 186 = 425) are coded as Single - Moving Straight (92), Angle - 1 Straight - 2 Left (93), Angle - 1 Straight - 2 Right (30), Same direction accidents spread among its values (116), and Opposite - 1 Straight - 2 Left Turn (44). DPS data had 29 coded as Single - Moving Straight which were coded Same - 1 Straight - 2 Stopped in Mesquite data and Mesquite had 67 coded as Single - Other which DPS coded as Single - Moving Straight.

Since the default for this value is Angle - Both Straight, and the lack of supporting "B" records, it is assumed that the information for this variable is not always being coded.

<u>MESQUITE - All</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	13	N/A	N/A
Same	382	290	174	45.5
Angle	365	659	210	57.5
Opposite	179	131	101	56.4
Single	338	132	45	13.3
Other	<u>6</u>	<u>45</u>	<u>1</u>	<u>16.7</u>
Total	1270	1270	531	41.8

<u>MESQUITE - Same</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight - Rear End	78	66	37	47.4
Both Straight - Sideswipe	108	73	50	46.3
1 Straight - 2 Stopped	114	106	60	52.6
1 Straight - 2 Right Turn	20	12	7	35.0
1 Straight - 2 Left Turn	49	27	17	34.7
Both Right Turn	3	1	1	33.3
1 Right Turn - 2 Stopped	2	0	0	0.0
Both Left Turn	7	5	2	28.6
1 Left Turn - 2 Stopped	<u>1</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Total	382	290	174	45.5

Manner of Collision (continued)

<u>MESQUITE - Angle</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight	189	611	186	98.4
1 Straight - 2 Backing	11	7	5	45.5
1 Straight - 2 Stopped	3	2	0	0.0
1 Straight - 2 Right Turn	42	11	8	19.1
1 Straight - 2 Left Turn	112	25	11	9.8
1 Right Turn - 2 Stopped	1	1	0	0.0
Both Left Turn	1	0	0	0.0
1 Left Turn - 2 Stopped	<u>6</u>	<u>2</u>	<u>0</u>	<u>0.0</u>
Total	365	659	210	57.5

<u>MESQUITE - Opposite</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Both Straight	28	22	13	46.4
1 Straight - 2 Backing	4	5	0	0.0
1 Straight - 2 Stopped	1	7	0	0.0
1 Straight - 2 Right Turn	0	2	0	0.0
1 Straight - 2 Left Turn	136	91	87	64.0
1 Backing - 2 Stopped	5	3	1	20.0
1 Right - 2 Left Turn	3	1	0	0.0
Both Left Turn	<u>2</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Total	179	131	101	56.4

<u>MESQUITE - Single</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Moving Straight	268	46	41	15.3
Right Turn	29	1	1	3.5
Left Turn	17	1	1	5.9
Backing	24	3	2	8.3
Other	<u>0</u>	<u>81</u>	<u>0</u>	<u>0.0</u>
Total	338	132	45	13.3

Manner of Collision (continued)

<u>MESQUITE - Other</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
1 Straight - 2 Parking	2	0	0	0.0
1 Parking - 2 Stopped	2	0	0	0.0
Both Backing	1	1	1	100.0
All Others	<u>1</u>	<u>44</u>	<u>0</u>	<u>0.0</u>
Total	6	45	1	16.7

"A" RECORD ENVIRONMENT VEHICLES: First Harmful Event

The only significant discrepancy for this variable involves the TRASER default value. Mesquite data had 147 more records (1064 - 917 = 147) coded Other Vehicle in Transit than DPS data; 50 were coded by DPS as Parked Car and 59 as Fixed Object.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Unknown	N/A	8	N/A	N/A
Other Non-Collision	8	N/A	N/A	N/A
Overtaken	26	8	8	30.8
Pedestrian	17	11	11	64.7
Other Vehicle in Transit	932	1064	917	98.4
Parked Car	92	47	41	44.6
Pedalcyclist	21	7	7	33.3
Animal	1	4	1	100.0
Fixed Object	170	111	102	60.0
Other Object	3	3	0	0.0
Other	<u>N/A</u>	<u>7</u>	<u>N/A</u>	<u>N/A</u>
Total	1270	1270	1087	85.6

"A" RECORD ENVIRONMENT VEHICLES: Traffic Control

There are two significant discrepancies with this variable. Mesquite data has 562 coded as Stop/Go Signal (default) with record matches for only 249. This leaves 313 ($562 - 249 = 313$) records with the default value coded differently in DPS data; 189 are coded as Center Line, 57 as Stop Sign, and 59 as None or Inoperative.

The other discrepancy is for the value Other. Of 30 coded in Mesquite data, only 1 record matched DPS data; 24 of the others were coded as Center Line in DPS data.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
Other Traffic Control	1	30	1	100.0
No Passing Zone	1	3	1	100.0
None or Inoperative	182	424	121	66.5
Officer, Flagman	5	1	1	20.0
Stop/Go Signal	265	562	249	94.0
Stop Sign	186	123	120	64.5
Flashing Red Light	8	5	5	62.5
Turn Marks	2	3	1	50.0
Warning Sign	3	3	3	100.0
Yield Sign	16	13	10	62.5
Center Stripe/Line	<u>601</u>	<u>103</u>	<u>96</u>	<u>16.0</u>
Total	1270	1270	608	47.9

"A" Record Environment Variables: Total Number of Vehicles Involved

This is not a calculated variable, but entered from the accident form. The three accidents with more than 5 vehicles are considered data entry errors. The 386 TRASER accidents with "0" vehicles have no "B" records entered. If those were removed from the total count, the percentage of agreed records would be considerably higher.

<u>MESQUITE</u>	<u>DPS</u>	<u>TRASER</u>	<u>No. Agreed</u>	<u>% Agreed</u>
0	N/A	386	N/A	N/A
1	230	146	144	62.6
2	951	662	650	68.4
3	78	65	53	68.0
4	7	6	5	71.4
5	4	2	2	50.0
6	0	1	0	0.0
11	0	1	0	0.0
52	<u>0</u>	<u>1</u>	<u>0</u>	<u>0.0</u>
Total	1270	1270	854	67.2

V. FINDINGS FROM REVIEW OF FATALITY REPORTS

Hard copies of all Carrollton and Mesquite fatality reports were obtained from the DPS for review. Included in the study were any accident reports coded as fatal in TRASER data, but which did not appear as fatalities in DPS data. The comments below are intended to show only the complexities of interpretation, not point out who is right or wrong.

Temple

Temple had one fatality coded in DPS which did not appear in Temple data. The accident report was pulled from TRASER because further investigation revealed that the pedestrian fatality was in actuality a suicide. DPS was not apprised of this and, thus, the death remains classified in Texas data as an official traffic fatality. TRASER field experience has shown that it is sometimes difficult for TRASER data entry personnel to obtain all updated information from autopsy reports, DUI test results, and hit-and-run accidents; it is not unusual for an autopsy report forwarded to DPS that rules a death as natural causes to not be updated in TRASER. It is unusual for information to be updated in TRASER and not DPS.

Carrollton

There was only one discrepancy in the data for total fatalities; DPS coded seven fatalities and Carrollton coded eight. Hard-copy review found that the one accident in question had been ruled death by natural causes and was re-coded as Non-Injury by DPS.

- #1. Vehicle #1 crossed median and hit Vehicle #2 head-on. Vehicle #2 was then hit from rear by Vehicle #3. DPS data shows the second impact on Vehicle #2 as its damage scale and location, not the first. The officer identified the traffic control incorrectly--he underlined the correct one and included it in his narrative--but he made a coding error in the box which was duplicated by the TRASER clerk.
- #2. Vehicle #1 struck a cyclist who was exiting a private driveway. The accident is coded in DPS data as Single - Moving Straight, and in TRASER as Angle - 1 Straight - 2 Left; as Driveway Access in DPS data, and Non-Intersection in TRASER data.
- #3. The accident was precipitated by a tire blow out and Tires were coded as a Vehicle Defect in TRASER data but not in DPS data. Traffic control was coded in the box by the officer as one way (which was entered into TRASER), but by another way in narrative.
- #4. A left turn accident coded as Opposite - 1 Straight - 2 Left in DPS data and as Angle - 1 Straight - 2 Left in TRASER data.
- #5. Three contributing factors were cited for the driver (fatality) of a motorcycle involved in this accident; none were coded in DPS data. The accident was coded Same - Both Straight in DPS data and Same - 1 Straight - 2 Stopped (it was

moving, according to witness reports) in TRASER data.

- #6. A complicated accident involving a pedestrian who was down in the roadway following a hit-and-run and was then run over by three semi-tractor trailers. The hit-and-run vehicle was listed as Vehicle #1 in both databases and the accident was coded as Single Vehicle - Moving Straight in both databases.
- #7. Follow-up on blood alcohol is missing from both databases.

Mesquite

Mesquite and DPS each had seven accidents coded as fatalities in the matched records, but only six records agreed; the seventh had been ruled death by natural causes and was not updated in TRASER. There were four additional fatalities in the DPS data for Mesquite which had no record match in Mesquite's TRASER data despite repeated hand-matching attempts. Mesquite had three fatalities in its TRASER database which were not recorded in DPS data; upon review, they were found to be data entry errors in TRASER. The matched records are discussed below.

- #1. A double fatality accident coded as Single - Moving Straight in DPS data and Single - Other in TRASER data. Seat position for the second fatality (there were two occupants) was not given anywhere on the hard copy, yet both TRASER and DPS coded seat positions for both occupants and coded them in different positions. Traffic control indicated in officer's drawing and narrative is different from the one he coded in the box. DUI test results were not updated in TRASER. The accident was coded Intersection Related, Off Roadway in DPS data, and Intersection, Beyond Shoulder in TRASER data.
- #2. Another complicated accident. Vehicle #1 (wrecked) is on the side of the road and the driver of Vehicle #2 is out of his car, standing on the median. Vehicle #3 loses control on the ice and hits the driver (now a pedestrian), then Vehicles #1 and #2. DPS coded this accident as Single - Moving Straight (with Total Number of Vehicles Involved as 3), and Mesquite coded the accident as Other - All Others. DPS coded it as On Roadway, Non-Intersection, and Mesquite as On Shoulder, Non-Intersection.
- #3. The only discrepancy in this report was for the seating position of one of four occupants involved in the 2-vehicle crash.
- #4. A head-on collision on a divided highway with two fatalities. Coded as Non-Intersection, Beyond Shoulder in TRASER data and as Non-Intersection, On Roadway in DPS data. Driver Ejected (fatality) shown in officer's narrative is not coded in DPS data. DUI test results not updated in TRASER data.
- #5. The Vehicle exits an expressway and overshoots the exit, overturning off the roadway. Coded Single - Other by Mesquite and Single - Moving Straight by DPS data. Shown as Intersection Related by DPS and Non-Intersection in TRASER. Overturned is not coded in either database. No Insurance is marked

by the investigating officer, but TRASER has Insured coded. TRASER has all three occupants coded as Right Front seat position.

#6. Insurance Status was not updated in either database.

V. CONCLUSIONS AND RECOMMENDATIONS

The primary objectives of this study are (1) to consider the feasibility of decentralized, local data entry of Texas traffic accident data utilizing the microcomputer program called TRASER, (2) to evaluate a comparison of data currently encoded by selected cities and the Department of Public Safety, and (3) to make recommendations for satellite coding of accident data. The comments and recommendations below reflect the findings of this study and cumulative TRASER experience from four years of field trials.

Concerns

1. Benefits to the participating enforcement agencies.

A user agency must have a reasonable self-interest in accepting DPS data entry responsibility. There must be a tangible benefit to the agency or it will not provide the necessary internal support for high-quality decentralized data entry.

TRASER cities are coding data that meet their individual needs, which are sometimes different from DPS requirements. A city's frame of reference is local, not statewide, and field experience has proved TRASER's value, productivity, and effectiveness on a local level. TRASER cities are rewarded by lowered accident rates and more productive use of manpower and resources; they must feel that encoding data for the DPS has tangible rewards on a local level for them as well.

2. Uniform data collection.

Changes would be necessary affecting DPS and TRASER computer interface. Few variables matched perfectly for values in both databases, and each has attributes to offer the other. Some perceived deficiencies in DPS data collection were corrected in TRASER at the request of TRASER user cities, with many of these changes being considered by DPS for the next major revision of the ST-3 form. Collaboration between the cities and DPS could result in improved data collection and coding for all.

3. Uniform data interpretation.

There are one or two variables that present serious problems in interpretation, especially Manner of Collision. The DPS publication, *Instructions to Police for Reporting Accidents*, does not effectively address some of these problem variables as completely

as a police academy classroom, but the booklet is a primary source of information for TRASER data entry clerks. TRASER seminar training addresses data interpretation, but specific, DPS-oriented training must be provided for satellite data entry clerks. A more comprehensive coding manual with examples would be useful to both satellite clerks and DPS clerks.

4. Uniform data coding.

Consistency is stressed by TRASER personnel when working with local data clerks and their supervisors, and the integration of local policies that might affect data entry and interpretation. If a local agency is contracted to encode data for DPS files, it must be using the same rules and policies as DPS coders. One change required for TRASER to enhance uniformity of data coding would be the elimination of default values. Currently TRASER enters the most common value as default if the data entry clerk does not make a specific value selection. It would be a simple task to remove TRASER default values and require a specific value choice be entered by the data entry clerk.

5. Missing data.

There are numerous records in either DPS data or TRASER data that do not appear in both databases because:

- (1) city personnel not familiar with the TRASER program may not recognize the importance of sending ALL reports to the TRASER office that they are sending to DPS;
- (2) amended reports, autopsy reports, DUI results, etc., are routinely forwarded to DPS but not TRASER personnel;
- (3) a city enters no-damage and/or parking lot accidents that do not meet the threshold for entry into the DPS database;
- (3) incomplete reports are returned to the investigating officer by either DPS or TRASER personnel and then not updated in the other database;
- (5) there is rarely a back-up clerk when the primary TRASER clerk is absent--or assigned to other duties--and the missing reports are not always entered into TRASER; and
- (6) many TRASER clerks are not full-time employees, or else they are sworn officers working with TRASER on an over-time basis and are pulled for assignment to other critical functions.

Recommendations

1. Provide a reason for the cities to code.

The cities must have a vested interest in doing the work and TRASER has provided that reason. Many cities use TRASER--many even work without a STEP contract--because of their confidence in the TRASER system and numerous advantages of having immediate access to their own accident (and citation) data. These cities have been the ones with strong upper-level support for TRASER; without that support and confidence, TRASER will not produce the expected results.

Temple is an example of the level of support earned by TRASER and how such support can be critical to its success. After using TRASER successfully for more than two years, the traffic department was approached about scheduling shift assignments based on TRASER data. The idea was met with resistance, but a trial period was negotiated. Traffic officers were surprised to find they had better shifts and days off when TRASER data was used to augment manpower assignments.

Because some cities use TRASER without STEP funding and have only part-time data entry clerks, it may be necessary for DPS to contract with the city to pay for personnel and training. Bi-level entry may be considered: contract with the city to enter initial elements with DPS completing data entry of the remaining variables. It is important that DPS should contract only with those agencies eager to participate in such a project.

2. Hire qualified people.

The existing funding provision for TRASER data entry clerks (under STEP contracts) does not encourage or support permanent, full-time employment. In many instances the TRASER clerk is a field officer with an interest in computers or a clerk who is responsible for other duties as well as TRASER. Unfortunately, the clerk is sometimes not familiar with actual accident data.

People who have never touched a computer are at a distinct disadvantage because they must become computer literate while learning to read and interpret an ST-3 form. Running TRASER is not difficult, but the individual needs an understanding of how a microcomputer functions, basic DOS (Disk Operating System) commands, and how TRASER fits into the overall data processing goals the DPS Statistical Services Division.

A job description combining the necessary computer skills and the DPS data entry skills should be developed which will assist the city in hiring qualified people.

3. Provide intensive training.

Field experience has shown the training of TRASER data entry clerks needs improvement. Many clerks are told to encode only what is indicated by the officer in the boxes on the ST-3 form. Little training on data interpretation is provided outside

TRASER seminars. Data entry training should be identical to that received by DPS encoding clerks, with quality controls built in. Since these would be satellite personnel, communications with DPS headquarters is essential. The ideal situation would be the selection of personnel already familiar with accident data elements who have an interest in computers.

Training could be provided by DPS for coding and interpretation with TRASER staff providing individualized training so that the clerks are up to speed and proficient with the TRASER database as quickly as possible.

4. Emphasize the Urban Accident Location Coding project.

This study supported the importance of the UALC project when reviewing data from non-participating cities. TRASER has an internal street coding system which can accommodate UALC street codes or it will create a TRASER street code. TRASER can use aliases so that a city could enter its common names and still have the correct code designation in the data file. A city unwilling to participate in the UALC project should not be selected for satellite data entry.

It would be very helpful if the DPS would encode all city-assigned accident numbers, regardless of whether the city is a UALC participating city or not. This would provide an audit trail and help ensure consistency between local and state data.

5. The quality assurance role in satellite operations.

Having satellite encoders would free DPS coders to perform more detailed quality control on the accident data. Because of the sheer volume of accident reports encoded annually, there will always be a minimum threshold of error. Bi-level coding of initial data elements at the city level, with any additional elements coded by the DPS, would create more opportunities for DPS to expand its role in quality assurance. Upgraded job levels would provide better trained people and enhance the DPS quality assurance role, resulting in better quality control, improved raw coding, and reduction of coding inconsistencies.

6. Revise the ST-3 form.

There are fewer opportunities for error when interpretation is not a factor. Consideration should be given to revision of the ST-3 form that would result in adoption of self-coding forms. A number of these used by agencies outside Texas and none of those agencies have reported a loss of data or data integrity. This would speed data entry by DPS coders and satellite coders, permit more consistent training, and reduce the minimum threshold level of error.

Conclusions

It is our belief that decentralized data entry is feasible. As with any new proposal, there are problems, but they are surmountable. No attempt has been made at this time to develop a cost-benefit analysis of decentralized data entry, nor to establish its productivity potential. This study reflects the difficulty in coding data by different agencies when common standards of training and rules of interpretation are not established in advance.

There is a popular political reference that everyone should have a "level playing field." This study did not begin with the assumption that Carrollton, Temple, and Mesquite data coding was "level" with DPS data coding because of differences in training and policy. When all involved agencies are operating under the same training, collection, and interpretation rules, however, decentralized coding will work.

Even without the same training and experience of DPS coders, the TRASER data entry clerks have done a creditable job of providing usable and effective accident data. At a minimum level of decentralized data entry, certain base variables could be provided by the TRASER cities with second-level detail being entered by DPS.

APPENDIX A:

Comparison of Variables Collected by DPS and TRASER

**DPS/TRASER 4.1 VARIABLE COMPARISON
(Participating UALC Cities)**

"A" RECORD DATA ELEMENTS:

DPS STANDARD:

TRASER STANDARD:

ACCIDENT NUMBER	7 digits (4 numeric).	Unique; assigned by user agency. 8 characters.
RECORD CONTROL	UALC classification designation.	No.
COUNTY-CITY CODE		Available in Version 5.0.
DISTRICT		No.
POPULATION GROUP		No.
ROAD CLASS	<u>Extra values:</u> Tollway Beltway 8 East Toll Bridge	
MONTH DATE DATE OF THE MONTH DAY OF WEEK		All 4 variables calculated through TRASER's "Date of Crash." Each element can be separated for reporting analysis.
TIME	Collapsed into hourly segments. Uses "0" for midnight.	Exact time as entered on report. Uses "24" for midnight.
LIGHT CONDITION		Same.
FIRST HARMFUL EVENT	1 character.	2 numeric. Must convert to character to accommodate "-". Formats do not agree because the value is one greater than TRASER. <u>Extra values:</u> Vehicle on other road Unknown
ACCIDENT SEVERITY		Can be calculated from B & C records to be the same as DPS severity.
WEATHER		Values for formats are different. <u>Extra value:</u> High winds
SURFACE CONDITION	<u>Compresses:</u> Snowy Icy	<u>Extra value:</u> Other
ROAD CONDITION	1 character.	2 numeric. Values for formats are different.
INVESTIGATION	<u>Extra values:</u> Office report Reported by other agency	In Version 5.0 with arrest information flagged in the "B" record.

"A" RECORD DATA ELEMENTS:**DPS STANDARD:****TRASER STANDARD:**

ALIGNMENT		No.
TRAFFIC CONTROL	1 character (uses "-" and "+").	2 numeric. Values for formats are different. <u>Extra values:</u> Flashing yellow light Lane marker Unknown
ROADWAY RELATED		Same.
INTERSECTION RELATED		Values for formats are different. <u>Extra value:</u> Parking lot
INTERSECTING ROAD TYPE INTERSECTION AT GRADE LEVEL GRADE SEPARATION		No.
INTERSECTION TYPE/ENTERING ROADS		No.
VEHICLE MOVEMENTS/MANNER OF COLLISION		Values for formats are different. <u>Extra value:</u> Other-#1 Parked, #2 Backing
OBJECT STRUCK	<u>Extra values:</u> Vehicle hit culvert-headwall ...concrete traffic barrier ...delineator or marker post ...transit way gate ...guard post	
OTHER FACTOR	<u>Extra values:</u> Vehicle passing or attempting to pass ...on left ...on right Vehicle changing lanes One vehicle parked ...improper location ...forward from parking ...backward from parking ...entering driveway ...leaving driveway Beach related	All values appear in TRASER "B" record (with Contributing Factors) under variable "Other Factor" and are associated with a specific driver/vehicle record. Values for formats are different.
PRIMARY STREET	UALC code or first 5 alphanumeric characters.	UALC or actual street name. TRASER also allows for aliases and corrects to actual street name. ASCII file contains 20 character street names.
BLOCK NUMBER	Character field containing leading zeros.	Yes. Has leading spaces instead of zeros.
PART OF ROADWAY INVOLVED		No. Includes 3 values from this variable in TRASER variables "Road Features A and B."

"A" RECORD DATA ELEMENTS:**DPS STANDARD:****TRASER STANDARD:**

DEGREE OF CURVE

No.

BRIDGE NUMBER OR PHYSICAL FEATURE

Extra values: Service station
Cafe or grocery parking lot
Shopping center lot, entrance or exit
Beer joint or liquor store
Drive-in theatre
Other business entrance or exit
Factory or plant entrance or exit
Military or naval entrance or exit
Governmental area entrance or exit
Parking area (within ROW)
Opening in median
Crossover from one frontage road to another
At detour
Railroad crossing grade
One or more traffic lanes closed

Bridge Number: No.

Physical Feature is divided into two variables, "Road Features A and B", which pick up three values from "Part of Roadway Involved" and have additional values to select from.

Matches: Entrance ramp
Exit ramp
Detour

Extra values: Railroad crossing
Bridge
Median

Compresses: Parking lot entrance/exit

Road Features A & B do not closely correspond with Physical Features A & B on DPS because some times in Road Feature A are in Physical Feature B and vice versa.

BRIDGE DETAIL

No.

DIRECTION OF TRAVEL

A2 cities is in relation to milepost.

Extra values: No second vehicle
Unknown

Appears in "B" record and associated with specific driver/vehicle record. Contains compass directions only. A1 city values for formats are different. Does not accommodate A2 cities.

INTERSECTING STREET

Uses UALC or street name in Version 4.1. TRASER 5.0 uses a Reference Location system which permits a UALC code, street name, or a locator (such as a bridge or driveway). Includes variables for Direction from Reference Location, Distance, and Distance Scale (feet or miles).

CITY ACCIDENT NUMBER

Unique Accident Number assigned by user.

RAILROAD CROSSING NUMBER

No.

COUNTY CODE

Version 5.0.

TOTAL NUMBER OF VEHICLES INVOLVED

Yes.

ROAD SURFACE TYPE

No.

Extra values: Blacktop
Gravel
Dirt
Unknown

Concrete
Shell
Other

"A" RECORD DATA ELEMENTS:**DPS STANDARD:****TRASER STANDARD:****OFFICER BADGE NUMBER****No.**

Index prints officer's name after badge number is entered by user.

DIVISION**No.**

Entered by user.

REPORTING AREA NUMBER**No.**

Entered by user.

BEAT NUMBER**No.**

Entered by user.

"B" RECORD DATA ELEMENTS:**DPS STANDARD:****TRASER STANDARD:**

DPS ACCIDENT NUMBER	7 digit; 4 numeric.	Unique number assigned by user (8 characters).
RECORD CONTROL NUMBER	1 character (1-9, A-I).	Same as TRASER's "Vehicle Number;" 1 numeric.
VEHICLE YEAR MODEL		Same.
VEHICLE MAKE AND MODEL		No.
VEHICLE BODY STYLE		Some values appear in TRASER's "Vehicle Type."
VEHICLE TYPE	2 characters, including "+". <u>Extra values:</u> Passenger car and house trailer Truck and house trailer Road machinery Other machinery	2 numeric. Values for formats are different. <u>Extra values:</u> Pickup truck Police Fire Military Van All others
DAMAGE SCALE	Collected only for passenger car, bus, or truck. <u>Extra values:</u> JJ - Unknown KK - Not applicable TPO - Top only VXO - Undercarriage only	2 separate numeric fields in "Damage Location" and "Damage Degree." Would be able to convert to DPS format.
VEHICLE DEFECT	1 character including "+". <u>Extra values:</u> Defective exhaust system Defective shift (jumped gears while stopped)	2 numeric. Values for formats are different. Appears in "B" record with its associated driver/vehicle record.
DRIVER YEAR OF BIRTH	2 character field including "+". Calculates age by calendar year, not actual age. Cannot calculate for drivers under 10 or older than 93.	2 numeric. There is no age on the ASCII file. Collects entire birthdate, then calculates and saves age at time of accident for all ages. Age can be calculated the same as DPS.
DRIVER RACE AND SEX	1 character field including "+".	1 numeric. Uses "4" instead of "+" for "Unknown."
DRIVER LICENSE STATUS	2 character alpha code.	2 separate numeric fields for "Residence of Driver" and "Status of License." TRASER can be mapped to DPS field. <u>Extra Values:</u> Expired Suspended
DRIVER STATUS	1 character including "+". <u>Compesses:</u> Civilian <u>Extra value:</u> Fire Police in pursuit	2 numeric. <u>Extra values:</u> Class A Class B Class C Class M Government Chaffeur Motorcycle Other

"B" RECORD DATA ELEMENTS:**DPS STANDARD:****TRASER STANDARD:**

Police not in pursuit
DPS in pursuit
DPS not in pursuit
Driverless

COMPULSORY LIABILITY INSURANCE

Extra value: Not shown by officer

Values for formats are different.

Extra value: Unavailable

DRIVER DEFECT

Contained in variable: TRASER's "Contributing Factors"
Ill
Fatigued or asleep
Handicapped (compressed)

CONTRIBUTING FACTORS

1 character field (each) including "+" and "-".
Factors are weighted and divided into two reporting categories.

Compresses: Failure to yield right of way

Extra values: Other illegal passing
Improper passing

2 numeric each. Four Contributing Factors may be coded. All factors are evenly weighted for reporting purposes. Would require some prioritizing to map to DPS fields.

Extra values: Animal on road domestic
Animal on road wild
Backed without safety
Changed lane when unsafe
Defective or no ...head lamps
...stop lamps
...tail lamps
...turn signal
...trailer brakes
...steering
Defective ...steering mechanism
...or slick tires
...trailer hitch
Disabled in lane
Disregarded ...intersection turn marks
...construction warning sign
Distraction in vehicle
Driver inattention
Drove without headlights
Failure to ...control speed
...drive in a single lane
...give half of roadway
...heed warning sign
...safely pass on left
...safely pass on right
...stop in proper place
...stop for school bus
...stop for train
Failure to yield ...to emergency

"B" RECORD DATA ELEMENTS:

DPS STANDARD:

TRASER STANDARD:

vehicle
...at open intersection
...private drive
...stop sign
...left turn
...run on red
...yield sign
Faulty or evasive action
Fire in vehicle
Fleeing or evading police
Had been drinking
Impaired visibility
Load not secured
Opened door in lane
Oversized vehicle or load
Parked ...and failed to set brakes
...in traffic lane
...without lights
Passed on right shoulder
Pedestrian failed to yield to
vehicle
Taking medication
Turned when unsafe
Wrong side approaching
intersection

DRIVER VEHICLE NUMBER	1 character (1-9, A-I).	2 numeric. Assigned in earlier variable.
DRIVER INJURY SEVERITY		Same as TTI severity. Values for formats are different <u>Extra Values:</u> Unknown
DRIVER RESTRAINING DEVICE USED	1 character including "+". <u>Extra value:</u> Shoulder strap only	1 numeric. Values for formats are different. <u>Compresses:</u> Unknown Not applicable <u>Extra value:</u> Motorcycle helmet
DRIVER EJECTED FROM VEHICLE		No.
PART OF VEHICLE CAUSING INJURY		No.
PART OF BODY INJURED		No.
EMERGENCY MEDICAL		No.

"B" RECORD DATA ELEMENTS:**DPS STANDARD:****TRASER STANDARD:****HELMET INFORMATION**

Proper usage and degree of damage is not collected, but TRASER variable "Driver Restraint" includes value for motorcycle helmet.

EYE PROTECTIVE DEVICE

No.

COLOR OF LENS

No.

ALCOHOL/DRUG SPECIMEN

1 character including "+".

1 numeric. Called "Drug Test Type" in TRASER. Values for formats are different.

ALCOHOL/DRUG TEST RESULTS

This field left blank if no test or refused.

2 numeric. "00" in this field if no test or refused. Codes only decimal values.

Extra values: Positive
Negative
Contaminated specimen or
broken container
Not released

TOTAL IN VEHICLE

2 character including "++", "--", and "&&".

Same.

LICENSE STATUS

"Licensed, Unlicensed, and Unknown" are reflected in "Driver License Status."

See "Driver License Status."

Extra Values: Expired
Suspended

DRIVING UNDER THE INFLUENCE

Reflected in "Contributing Factor 2."

Collects type of DUI:

Unknown Alcohol
Drugs Alcohol and Drugs

VEHICLE FLED SCENE

No.

Separate field for:

Hit and run
Phantom vehicle

CITATION FLAG

No.

Relates citation to crash for:

Citation
Arrest
Pending
Unknown

"C" RECORD DATA ELEMENTS:**DPS STANDARD:****TRASER STANDARD:**

DPS ACCIDENT NUMBER	7 digit (4 numeric).	8 characters. Unique number assigned by user.
RECORD CONTROL NUMBER		No.
CASUALTIES AND/OR VEHICLE OCCUPANTS	Discriminates by occupant type (injury level) as to amount of data coded.	Collects all data for each occupant, pedestrian, etc.
CASUALTY OR OCCUPANT AGE	2 characters including "+". Uses "00" if under age 1. <u>Extra Value:</u> Unknown	2 numeric. Same.
CASUALTY OR OCCUPANT SEX	2 character including "+".	Values for formats are different. Same.
CASUALTY OR OCCUPANT VEHICLE NUMBER	1 character (1-9, A-I). "0" if not in a vehicle.	2 numeric. All records are associated with a vehicle.
CASUALTY OR OCCUPANT SEAT POSITION	1 character including "+".	1 numeric. Values for formats are different.
SEVERITY OF INJURY		Same.
RESTRAINING DEVICE USED	1 character including "+". Does not collect motorcycle helmet use.	1 numeric. Values for formats are different. <u>Extra values:</u> Motorcycle Helmet Other Air bag and belt
EJECTED FROM VEHICLE	Collects only fatalities involving passenger car, truck, or bus.	No.
PART OF VEHICLE CAUSING INJURY	Collects only fatalities involving passenger car, truck, or bus.	No.
PART OF BODY INJURED	Collects only fatalities involving passenger car, truck or bus.	No.
EMERGENCY MEDICAL	Collects only injuries or fatalities.	No.
P.P.P.O.	Blank for occupant. <u>Extra values:</u> Other Passenger on motorcycle-type vehicle.	Indicated in the Occ/Ped record type. <u>Extra Value:</u> Unknown
HELMET	Collects only for fatalities; not for occupants.	Collected under "Restraining Device Used," but not whether properly used.
EYE PROTECTIVE DEVICE	Collects only for fatalities; not for occupants.	No.

"C" RECORD DATA ELEMENTS:**DPS STANDARD:****TRASER STANDARD:****COLOR OF LENS**

Collects only for fatalities; not for occupants.

No.

TYPE SPECIMEN FOR ALCOHOL/DRUG TEST

1 character including "+". Not collected for occupants.

Same. Values for formats are different.

ALCOHOL/DRUG TEST RESULTS

1 character including "+". This field left blank if no test or refused. Not collected for occupants.

2 numeric. "00" in this field if no test or refused. Codes only decimal values.

Extra values: Positive
Negative
Contaminated specimen or
broken container
Not released

PEDESTRIAN ACTION

1 character including "-" and "+".

2 numeric. Values for formats are different. Same.

PEDESTRIAN OR PEDALCYCLIST DRINKING

1 character. Collects only for injuries or fatalities.

1 numeric UDI field. TRASER field could be mapped to DPS.

Extra values: 1 Numerica UDI field
Unknown
No
Alcohol
Drugs
Alcohol and Drugs

PEDESTRIAN OR PEDACYCLIST VIOLATING

Collects only for injuries or fatalities.

No.

DPS/TRASER 4.1 VARIABLE COMPARISON

DPS VARIABLES NOT FOUND IN TRASER:

CONTROL AND SECTION

MILEPOINT

DIRECTION OF MILEPOST NUMBERS

PART OF ROADWAY #1 INVOLVED

DEGREE OF CURVE

FROM AND POINT OF IMPACT

SHOULDERS AND PARKING LANES

MAIN DRIVING LANES

FRONTAGE ROAD DRIVING LANES

TURN SLOTS/RAMPS

RAMPS AND OPENINGS IN MEDIANS

CHANNELIZING ISLANDS

AREAS TO LEFT AND RIGHT

CONTROL, SECTION, MILEPOINT, HIGHWAY #2

RAILROAD GRADE CROSSING

APPENDIX B:

Carrollton Frequency Tables

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

1
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TSEVCHK BY TSEV

TSEVCHK(TR ACCIDENT SEVERITY)

TSEV(ACCIDENT SEVERITY)

FREQUENCY PERCENT ROW PCT COL PCT	NON-INJURY	POSSIBLE INJURY	NONINCAP ACIT	INCAPACI TATING	FATAL	TOTAL
UNKNOWN	13 0.72 92.86 1.08	0 0.00 0.00 0.00	1 0.06 7.14 0.51	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 0.77
NO INJURY	1185 65.43 98.75 98.83	11 0.61 0.92 2.96	4 0.22 0.33 2.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1200 66.26
POSSIBLE INJURY	0 0.00 0.00 0.00	358 19.77 98.35 96.50	6 0.33 1.65 3.06	0 0.00 0.00 0.00	0 0.00 0.00 0.00	364 20.10
NON-INCAPACIT IN	0 0.00 0.00 0.00	2 0.11 1.09 0.54	181 9.99 98.37 92.35	1 0.06 0.54 2.63	0 0.00 0.00 0.00	184 10.16
INCAPACITATING I	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22 9.76 2.04	37 2.04 90.24 97.37	0 0.00 0.00 0.00	41 2.26
FATAL	1 0.06 12.50 0.08	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.39 87.50 100.00	8 0.44
TOTAL	1199 66.21	371 20.49	196 10.82	38 2.10	7 0.39	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TINTER BY INTRSECT

TINTER(TR INTERSECTION ACCIDENT) INTRSECT(INTERSECTION RELATED)

FREQUENCY PERCENT ROW PCT COL PCT	INTERSEC TION	INTERSEC RELATED	DRIVEWAY ACCESS	NON INTE RSECTION	TOTAL
NON INTERSECTION	16 0.88 1.72 2.84	150 8.28 16.16 46.58	152 8.39 16.38 52.96	610 33.68 65.73 95.46	928 51.24
INTERSECTION	543 29.98 75.52 96.45	150 8.28 20.86 46.58	2 0.11 0.28 0.70	24 1.33 3.34 3.76	719 39.70
INTERSECTION REL	1 0.06 4.17 0.18	22 1.21 91.67 6.83	1 0.06 4.17 0.35	0 0.00 0.00 0.00	24 1.33
DRIVEWAY ACCESS	3 0.17 2.14 0.53	0 0.00 0.00 0.00	132 7.29 94.29 45.99	5 0.28 3.57 0.78	140 7.73
TOTAL	563 31.09	322 17.78	287 15.85	639 35.28	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

14:38 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TROADCL BY ROAD

TROADCL(TR ROAD CLASS)	ROAD(ROAD CLASS)					
FREQUENCY PERCENT ROW PCT COL PCT	INTERSTA TE	US & STA TE HW	FARM TO MARKET	CITY STR EET	OTHER (A LLEY)	TOTAL
INTERSTATE HIGHW	236 13.03 100.00 83.99	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	236 13.03
U.S. & STATE HIG	1 0.06 50.00 0.36	0 0.00 0.00 0.00	1 0.06 50.00 1.49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
FARM TO MARKET R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 100.00 2.99	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
COUNTY ROAD	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 100.00 2.99	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
CITY STREET	44 2.43 2.82 15.66	30 1.66 1.92 100.00	62 3.42 3.97 92.54	1415 78.13 90.65 100.00	10 0.55 0.64 55.56	1561 86.20
OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44 100.00 44.44	8 0.44
TOTAL	281 15.52	30 1.66	67 3.70	1415 78.13	18 0.99	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

14:38 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDAY BY DAY

TDAY(TR DAY OF WEEK)

DAY(DAY OF WEEK)

FREQUENCY PERCENT ROW PCT COL PCT	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	TOTAL
SUNDAY	159 8.78 100.00 98.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	159 8.78
MONDAY	0 0.00 0.00 0.00	258 14.25 98.85 99.23	2 0.11 0.77 0.83	1 0.06 0.38 0.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	261 14.41
TUESDAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	237 13.09 99.58 98.34	1 0.06 0.42 0.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	238 13.14
WEDNESDAY	0 0.00 0.00 0.00	1 0.06 0.33 0.38	1 0.06 0.33 0.41	298 16.45 99.33 99.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	300 16.57
THURSDAY	0 0.00 0.00 0.00	1 0.06 0.37 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	267 14.74 98.89 99.63	2 0.11 0.74 0.60	0 0.00 0.00 0.00	270 14.91
FRIDAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.30 0.41	0 0.00 0.00 0.00	0 0.00 0.00 0.00	330 18.22 99.40 99.10	1 0.06 0.30 0.40	332 18.33
SATURDAY	2 0.11 0.80 1.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.40 0.37	1 0.06 0.40 0.30	247 13.64 98.41 99.60	251 13.86
TOTAL	161 8.89	260 14.36	241 13.31	300 16.57	268 14.80	333 18.39	248 13.69	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TMONTH BY MONTH

TMONTH(TH MONTH OF ACCIDENT)	MONTH(MONTH)						TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	
JANUARY	153 8.45 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	153 8.45
FEBRUARY	0 0.00 0.00 0.00	159 8.78 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	159 8.78
MARCH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 3.31 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 3.31
APRIL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	152 8.39 100.00 98.70	0 0.00 0.00 0.00	0 0.00 0.00 0.00	152 8.39
MAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.80 0.65	124 6.85 99.20 100.00	0 0.00 0.00 0.00	125 6.90
JUNE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.53 0.65	0 0.00 0.00 0.00	186 10.27 99.47 100.00	187 10.33
JULY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	180 9.94
AUGUST	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	203 11.21
SEPTEMBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	125 6.90
OCTOBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	174 9.61
NOVEMBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	130 7.18
DECEMBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	163 9.00
TOTAL	153 8.45	159 8.78	60 3.31	154 8.50	124 6.85	186 10.27	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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TABLE OF TMONTH BY MONTH

TMONTH(TR MONTH OF ACCIDENT)	MONTH(MONTH)						
FREQUENCY PERCENT ROW PCT COL PCT	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
JANUARY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	153 8.45
FEBRUARY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	159 8.78
MARCH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 3.31
APRIL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	152 8.39
MAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	125 6.90
JUNE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	187 10.33
JULY	179 9.88 99.44 100.00	1 0.06 0.56 0.49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	180 9.94
AUGUST	0 0.00 0.00 0.00	203 11.21 100.00 99.51	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	203 11.21
SEPTEMBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	125 6.90 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	125 6.90
OCTOBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	174 9.61 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	174 9.61
NOVEMBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	130 7.18 100.00 100.00	0 0.00 0.00 0.00	130 7.18
DECEMBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	163 9.00 100.00 100.00	163 9.00
TOTAL	179 9.88	204 11.26	125 6.90	174 9.61	130 7.18	163 9.00	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	1	2	3	4	5	6	7	8	
1	53 2.93 98.15 98.15	1 0.06 1.85 1.15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 2.98
2	0 0.00 0.00 0.00	86 4.75 97.73 98.85	1 0.06 1.14 1.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.14 1.16	0 0.00 0.00 0.00	88 4.86
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48 100.00 98.44	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 4.53 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 4.53
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09
7	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	85 4.69 100.00 98.84	0 0.00 0.00 0.00	85 4.69
8	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71 98.00 100.00	50 2.76
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 2.04
10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 2.98
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37
TOTAL	54 2.98	87 4.80	64 3.53	82 4.53	51 2.82	74 4.09	86 4.75	49 2.71	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	1	2	3	4	5	6	7	8	TOTAL
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	70 3.87
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 4.47
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	65 3.59
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	47 2.60
17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.37
19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	67 3.70
22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
TOTAL	54 2.98	87 4.80	64 3.53	82 4.53	51 2.82	74 4.09	86 4.75	49 2.71	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)		DATE(DAY OF MONTH)								
FREQUENCY	PERCENT									
ROW PCT	COL PCT	1	2	3	4	5	6	7	8	TOTAL
23	0	0	0	0	0	0	0	0	0	49
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.71
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
24	0	0	0	0	0	0	0	0	0	56
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.09
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
25	0	0	0	0	0	0	0	0	0	59
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.26
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
26	0	0	0	0	0	0	0	0	0	57
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.15
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
27	0	0	0	0	0	0	0	0	0	55
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.04
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
28	0	0	0	0	0	0	0	0	0	64
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.53
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
29	0	0	0	0	0	0	0	0	0	48
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.65
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
30	0	0	0	0	0	0	0	0	0	50
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.76
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
31	1	0	0	0	0	0	0	0	0	33
	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82
	3.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTAL	54	87	64	82	51	74	86	49		1811
	2.98	4.80	3.53	4.53	2.82	4.09	4.75	2.71		100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	9	10	11	12	13	14	15	16	TOTAL
1	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 2.98
2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	88 4.86
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 4.53
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09
7	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	85 4.69
8	1 0.06 2.00 2.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 2.76
9	37 2.04 100.00 97.37	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 2.04
10	0 0.00 0.00 0.00	54 2.98 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 2.98
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37 100.00 98.39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37
TOTAL	38 2.10	54 2.98	62 3.42	69 3.81	82 4.53	66 3.64	61 3.37	46 2.54	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	9	10	11	12	13	14	15	16	
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.43 1.61	69 3.81 98.57 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	70 3.87
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 4.47 100.00 98.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 4.47
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	65 3.59 100.00 98.48	0 0.00 0.00 0.00	0 0.00 0.00 0.00	65 3.59
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37 100.00 100.00	0 0.00 0.00 0.00	61 3.37
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 2.13 1.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	45 2.48 95.74 97.83	47 2.60
17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.96 1.52	0 0.00 0.00 0.00	1 0.06 1.96 2.17	51 2.82
18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.37
19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	67 3.70
22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
TOTAL	38 2.10	54 2.98	62 3.42	69 3.81	82 4.53	66 3.64	61 3.37	46 2.54	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	9	10	11	12	13	14	15	16	TOTAL
23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	56 3.09
25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	59 3.26
26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	57 3.15
27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 3.04
28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	64 3.53
29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 2.65
30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 2.76
31	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 1.82
TOTAL	38 2.10	54 2.98	62 3.42	69 3.81	82 4.53	66 3.64	61 3.37	46 2.54	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	17	18	19	20	21	22	23	24	
1	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 2.98
2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	88 4.86
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 4.53
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09
7	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	85 4.69
8	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 2.76
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 2.04
10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 2.98
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37
TOTAL	50 2.76	43 2.37	44 2.43	48 2.65	68 3.75	63 3.48	49 2.71	55 3.04	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

14

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)									
FREQUENCY PERCENT ROW PCT COL PCT	17	18	19	20	21	22	23	24	TOTAL	
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	70 3.87	
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 4.47	
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	65 3.59	
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37	
16	1 0.06 2.13 2.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	47 2.60	
17	49 2.71 96.08 98.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82	
18	0 0.00 0.00 0.00	43 2.37 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.37	
19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43	
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 2.65 97.96 100.00	1 0.06 2.04 1.47	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71	
21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	67 3.70 100.00 98.53	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	67 3.70	
22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48	
TOTAL	50 2.76	43 2.37	44 2.43	48 2.65	68 3.75	63 3.48	49 2.71	55 3.04	1811 100.00	

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

15
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)									
FREQUENCY PERCENT ROW PCT COL PCT	17	18	19	20	21	22	23	24	TOTAL	
23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71 100.00 100.00	0 0.00 0.00 0.00	49 2.71
24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 100.00	55 3.04 98.21 100.00	56 3.09
25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	59 3.26
26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	57 3.15
27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 3.04
28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	64 3.53
29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 2.65
30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 2.76
31	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 1.82
TOTAL	50 2.76	43 2.37	44 2.43	48 2.65	68 3.75	63 3.48	49 2.71	55 3.04	1811 100.00	

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

16

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	25	26	27	28	29	30	31	TOTAL
1	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 2.98
2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	88 4.86
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 4.53
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09
7	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	85 4.69
8	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 2.76
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 2.04
10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 2.98
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37
TOTAL	60 3.31	56 3.09	56 3.09	64 3.53	48 2.65	50 2.76	32 1.77	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

17

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	25	26	27	28	29	30	31	TOTAL
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	70 3.87
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 4.47
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	65 3.59
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 3.37
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	47 2.60
17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.37
19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	67 3.70
22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
TOTAL	60 3.31	56 3.09	56 3.09	64 3.53	48 2.65	50 2.76	32 1.77	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

18

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	25	26	27	28	29	30	31	TOTAL
23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
24	1 0.06 1.79 1.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	56 3.09
25	59 3.26 100.00 98.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	59 3.26
26	0 0.00 0.00 0.00	56 3.09 98.25 100.00	1 0.06 1.75 1.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	57 3.15
27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 3.04 100.00 98.21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 3.04
28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	64 3.53 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	64 3.53
29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 2.65 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 2.65
30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 2.76 100.00 100.00	0 0.00 0.00 0.00	50 2.76
31	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 1.77 96.97 100.00	33 1.82
TOTAL	60 3.31	56 3.09	56 3.09	64 3.53	48 2.65	50 2.76	32 1.77	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

19
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TR HOUR OF ACCIDENT)

TIME(TIME)

FREQUENCY
PERCENT
ROW PCT
COL PCT

	MIDNITE- 12:59 AM	1-1:59 A M	2-2:59 A M	3-3:59 A M	4-4:59 A M	5-5:59 A M	6-6:59 A M	7-7:59 A M	TOTAL
MIDNITE-12:59 AM	26 1.44 89.66 89.66	1 0.06 3.45 4.76	0 0.00 0.00 0.00	1 0.06 3.45 8.33	1 0.06 3.45 11.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	29 1.60
1-1:59 AM	0 0.00 0.00 0.00	20 1.10 90.91 95.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 1.21
2-2:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 1.05 95.00 90.48	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 5.00 0.89	20 1.10
3-3:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55 90.91 83.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61
4-4:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44 100.00 88.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
5-5:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55 100.00 90.91	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
6-6:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	29 1.60 100.00 90.63	0 0.00 0.00 0.00	29 1.60
7-7:59 AM	1 0.06 0.91 3.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	108 5.96 98.18 96.43	110 6.07
8-8:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	.1 0.06 0.79 3.13	0 0.00 0.00 0.00	127 7.01
TOTAL	29 1.60	21 1.16	21 1.16	12 0.66	9 0.50	11 0.61	32 1.77	112 6.18	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

20
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TR HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	MIDNITE- 12:59 AM	1-1:59 A M	2-2:59 A M	3-3:59 A M	4-4:59 A M	5-5:59 A M	6-6:59 A M	7-7:59 A M	
9-9:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
10-10:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09
11-11:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	89 4.91
NOON-12:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	114 6.29
1-1:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	123 6.79
2-2:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	93 5.14
3-3:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	94 5.19
4-4:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.63 3.13	0 0.00 0.00 0.00	159 8.78
5-5:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	189 10.44
TOTAL	29 1.60	21 1.16	21 1.16	12 0.66	9 0.50	11 0.61	32 1.77	112 6.18	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

21
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TR HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	MIDNITE- 12:59 AM	1-1:59 A M	2-2:59 A M	3-3:59 A M	4-4:59 A M	5-5:59 A M	6-6:59 A M	7-7:59 A M	
6-6:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	156 8.61
7-7:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	86 4.75
8-8:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43
9-9:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
10-10:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 2.04
11-11:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	35 1.93
UNKNOWN	2 0.11 5.26 6.90	0 0.00 0.00 0.00	2 0.11 5.26 9.52	1 0.06 2.63 8.33	0 0.00 0.00 0.00	1 0.06 2.63 9.09	1 0.06 2.63 3.13	3 0.17 7.89 2.68	38 2.10
TOTAL	29 1.60	21 1.16	21 1.16	12 0.66	9 0.50	11 0.61	32 1.77	112 6.18	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

22

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTIMEH BY TIME

TTIMEH(TR HOUR OF ACCIDENT)

TIME(TIME)

FREQUENCY
PERCENT
ROW PCT
COL PCT

	8-8:59 A M	9-9:59 A M	10-10:59 AM	11-11:59 AM	NOON-12: 59 PM	1-1:59 P M	2-2:59 P M	3-3:59 P M	TOTAL
MIDNITE-12:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	29 1.60
1-1:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 9.09 1.53	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 1.21
2-2:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.10
3-3:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 9.09 0.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61
4-4:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
5-5:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
6-6:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	29 1.60
7-7:59 AM	1 0.06 0.91 0.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	110 6.07
8-8:59 AM	125 6.90 98.43 97.66	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	127 7.01
TOTAL	128 7.07	65 3.59	74 4.09	90 4.97	115 6.35	131 7.23	95 5.25	94 5.19	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

23
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TH HOUR OF ACCIDENT)

TIME(TIME)

FREQUENCY
PERCENT
ROW PCT
COL PCT

	8-8:59 A M	9-9:59 A M	10-10:59 AM	11-11:59 AM	NOON-12: 59 PM	1-1:59 P M	2-2:59 P M	3-3:59 P M	TOTAL
9-9:59 AM	0 0.00 0.00 0.00	63 3.48 100.00 96.92	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
10-10:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09
11-11:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	88 4.86 98.88 97.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	89 4.91
NOON-12:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	112 6.18 98.25 97.39	1 0.06 0.88 0.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	114 6.29
1-1:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	123 6.79 100.00 93.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	123 6.79
2-2:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.08 0.76	92 5.08 98.92 96.84	0 0.00 0.00 0.00	93 5.14
3-3:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	94 5.19 100.00 100.00	94 5.19
4-4:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	159 8.78
5-5:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	189 10.44
TOTAL	128 7.07	65 3.59	74 4.09	90 4.97	115 6.35	131 7.23	95 5.25	94 5.19	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TH HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	8-8:59 A M	9-9:59 A M	10-10:59 AM	11-11:59 AM	NOON-12: 59 PM	1-1:59 P M	2-2:59 P M	3-3:59 P M	
6-6:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.64 0.87	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	156 8.61
7-7:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	86 4.75
8-8:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43
9-9:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
10-10:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 2.04
11-11:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	35 1.93
UNKNOWN	2 0.11 5.26 1.56	2 0.11 5.26 3.08	0 0.00 0.00 0.00	2 0.11 5.26 2.22	2 0.11 5.26 1.74	3 0.17 7.89 2.29	3 0.17 7.89 3.16	0 0.00 0.00 0.00	38 2.10
TOTAL	128 7.07	65 3.59	74 4.09	90 4.97	115 6.35	131 7.23	95 5.25	94 5.19	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTIMEH BY TIME

TTIMEH(TR HOUR OF ACCIDENT)

TIME(TIME)

FREQUENCY
PERCENT
ROW PCT
COL PCT

	4-4:59 P M	5-5:59 P M	6-6:59 P M	7-7:59 P M	8-8:59 P M	9-9:59 P M	10-10:59 PM	11-11:59 PM	TOTAL
MIDNITE-12:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	29 1.60
1-1:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 1.21
2-2:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.10
3-3:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61
4-4:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
5-5:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
6-6:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	29 1.60
7-7:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	110 6.07
8-8:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.79 0.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	127 7.01
TOTAL	161 8.89	192 10.60	160 8.83	86 4.75	46 2.54	53 2.93	37 2.04	37 2.04	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTIMEH BY TIME

TTIMEH(TR HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	4-4:59 P M	5-5:59 P M	6-6:59 P M	7-7:59 P M	8-8:59 P M	9-9:59 P M	10-10:59 PM	11-11:59 PM	
9-9:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 3.48
10-10:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 4.09
11-11:59 AM	1 0.06 1.12 0.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	89 4.91
NOON-12:59 PM	0 0.00 0.00 0.00	1 0.06 0.88 0.52	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	114 6.29
1-1:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	123 6.79
2-2:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	93 5.14
3-3:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	94 5.19
4-4:59 PM	158 8.72 99.37 98.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	159 8.78
5-5:59 PM	0 0.00 0.00 0.00	189 10.44 100.00 98.44	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	189 10.44
TOTAL	161 8.89	192 10.60	160 8.83	86 4.75	46 2.54	53 2.93	37 2.04	37 2.04	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

27
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTIMEH BY TIME

TTIMEH(TR HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	4-4:59 P M	5-5:59 P M	6-6:59 P M	7-7:59 P M	8-8:59 P M	9-9:59 P M	10-10:59 PM	11-11:59 PM	
6-6:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	155 8.56 99.36 96.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	156 8.61
7-7:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.16 0.63	85 4.69 98.84 98.84	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	86 4.75
8-8:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43 100.00 95.65	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 2.43
9-9:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82 100.00 96.23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.82
10-10:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	36 1.99 97.30 97.30	1 0.06 2.70 2.70	37 2.04
11-11:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	35 1.93 100.00 94.59	35 1.93
UNKNOWN	2 0.11 5.26 1.24	2 0.11 5.26 1.04	3 0.17 7.89 1.88	1 0.06 2.63 1.16	2 0.11 5.26 4.35	2 0.11 5.26 3.77	1 0.06 2.63 2.70	1 0.06 2.63 2.70	38 2.10
TOTAL	161 8.89	192 10.60	160 8.83	86 4.75	46 2.54	53 2.93	37 2.04	37 2.04	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

28
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TLIGHT BY LIGHT

TLIGHT(TRAN LIGHT CONDITION)	LIGHT(LIGHT CONDITION)					
FREQUENCY - PERCENT ROW PCT COL PCT	DAYLIGHT	DAWN	DARK NOT LIGHTED	DARK LIG HTED	DUSK	TOTAL
UNKNOWN	6 0.33 75.00 0.44	0 0.00 0.00 0.00	1 0.06 12.50 0.60	1 0.06 12.50 0.47	0 0.00 0.00 0.00	8 0.44
DAYLIGHT	1354 74.77 99.19 98.98	0 0.00 0.00 0.00	5 0.28 0.37 3.01	5 0.28 0.37 2.34	1 0.06 0.07 2.27	1365 75.37
DAWN	0 0.00 0.00 0.00	18 0.99 94.74 94.74	0 0.00 0.00 0.00	1 0.06 5.26 0.47	0 0.00 0.00 0.00	19 1.05
DARK-NO LIGHTS	0 0.00 0.00 0.00	1 0.06 0.62 5.26	160 8.83 98.77 96.39	1 0.06 0.62 0.47	0 0.00 0.00 0.00	162 8.95
DARK-STREET LIGH	4 0.22 1.91 0.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	205 11.32 98.09 95.79	0 0.00 0.00 0.00	209 11.54
DUSK	4 0.22 8.33 0.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 2.08 0.47	43 2.37 89.58 97.73	48 2.65
TOTAL	1368 75.54	19 1.05	166 9.17	214 11.82	44 2.43	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TWEATHER BY WEATHER

TWEATHER(TRANSLATED WEATHER CONDITION)	WEATHER(WEATHER)					
FREQUENCY PERCENT ROW PCT COL PCT	CLEAR (CLOUDY)	RAINING	SNOWING	FOG	SLEETING	TOTAL
UNKNOWN	4 0.22 100.00 0.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
CLEAR/CLOUDY	1554 85.81 96.46 98.92	57 3.15 3.54 26.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1611 88.96
RAINING	1 0.06 0.63 0.06	159 8.78 99.38 73.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	160 8.83
SNOWING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
FOG	3 0.17 60.00 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 40.00 100.00	0 0.00 0.00 0.00	5 0.28
BLOWING DUST	1 0.06 100.00 0.06	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
SLEETING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	15 0.83 100.00 100.00	15 0.83
HIGH WINDS	8 0.44 100.00 0.51	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
OTHER	0 0.00 0.00 0.00	1 0.06 100.00 0.46	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
TOTAL	1571 86.75	217 11.98	6 0.33	2 0.11	15 0.83	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TSURFCON BY SURF_CON

TSURFCON(SURFACE CONDITION) SURF_CON(SURFACE CONDITION)

FREQUENCY PERCENT ROW PCT COL PCT	DRY	WET	MUDDY	SNOWY/IC Y	TOTAL
UNKNOWN	5 0.28 100.00 0.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
DRY	1408 77.75 99.15 99.51	12 0.66 0.85 3.74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1420 78.41
WET	0 0.00 0.00 0.00	308 17.01 99.35 95.95	1 0.06 0.32 16.67	1 0.06 0.32 1.45	310 17.12
MUDDY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28 100.00 83.33	0 0.00 0.00 0.00	5 0.28
SNOWY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 100.00 4.35	3 0.17
ICY	1 0.06 1.52 0.07	0 0.00 0.00 0.00	0 0.00 0.00 0.00	65 3.59 98.48 94.20	66 3.64
OTHER	1 0.06 50.00 0.07	1 0.06 50.00 0.31	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
TOTAL	1415 78.13	321 17.73	6 0.33	69 3.81	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TROADCON BY ROAD_CON

TROADCON(TR ROAD CONDITION)	ROAD_CON(ROAD CONDITION)							TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	MAINT, R EPAIR	NO DEFEC TS	HOLES, R UTS, ETC	FOREIGN MATERIAL	WATER OR DEBRIS	SLICK SU RFACE	ROAD UND ER CONST	
UNKNOWN	0 0.00 0.00 0.00	2 0.11 100.00 0.13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
HOLES, RUTS, ETC	0 0.00 0.00 0.00	3 0.17 75.00 0.19	1 0.06 25.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
DEFECTIVE SHOULD	0 0.00 0.00 0.00	1 0.06 100.00 0.06	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
WATER OR DEBRIS	0 0.00 0.00 0.00	16 0.88 84.21 1.01	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 15.79 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 1.05
SLICK SURFACE	0 0.00 0.00 0.00	9 0.50 8.91 0.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	92 5.08 91.09 67.15	0 0.00 0.00 0.00	101 5.58
UNDER CONSTRUCTI	0 0.00 0.00 0.00	1 0.06 3.23 0.06	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	30 1.66 96.77 38.96	31 1.71
NO DEFECTS	1 0.06 0.06 100.00	1559 86.09 94.31 97.99	0 0.00 0.00 0.00	1 0.06 0.06 100.00	0 0.00 0.00 0.00	45 2.48 2.72 32.85	47 2.60 2.84 61.04	1653 91.28
TOTAL	1 0.06	1591 87.85	1 0.06	1 0.06	3 0.17	137 7.56	77 4.25	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TROADREL BY ROADWAY

TROADREL(TR ROADWAY RELATED) ROADWAY(ROADWAY RELATED)

FREQUENCY PERCENT ROW PCT COL PCT	ON ROADW AY	ON SHOUL DER	BEYOND S HOULDER	TOTAL
N/A	2 0.11 50.00 0.12	2 0.11 50.00 1.14	0 0.00 0.00 0.00	4 0.22
ON ROAD	1600 88.35 93.62 99.19	98 5.41 5.73 56.00	11 0.61 0.64 47.83	1709 94.37
ON SHOULDER	3 0.17 17.65 0.19	14 0.77 82.35 8.00	0 0.00 0.00 0.00	17 0.94
BEYOND SHOULDER	8 0.44 9.88 0.50	61 3.37 75.31 34.86	12 0.66 14.81 52.17	81 4.47
TOTAL	1613 89.07	175 9.66	23 1.27	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	SIN MV O THER	ANG BOTH STR	ANG 1 ST R 2 BACK	TOTAL
UNKNOWN	5 0.28 50.00 1.92	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 30.00 14.29	0 0.00 0.00 0.00	1 0.06 10.00 0.50	0 0.00 0.00 0.00	10 0.55
ANG-BOTH STRAIGH	15 0.83 5.30 5.75	1 0.06 0.35 5.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.35 50.00	173 9.55 61.13 85.64	0 0.00 0.00 0.00	283 15.63
ANG-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 7.69 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33 46.15 54.55	13 0.72
ANG-#1 STRT,#2 S	2 0.11 40.00 0.77	1 0.06 20.00 5.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
ANG-#1 STRT,#2 R	0 0.00 0.00 0.00	1 0.06 1.43 5.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.39 10.00 3.47	0 0.00 0.00 0.00	70 3.87
ANG-#1 STRT,#2 L	5 0.28 1.37 1.92	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.94 4.64 8.42	1 0.06 0.27 9.09	366 20.21
ANG-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
SAM-BOTH STRT,R-	3 0.17 0.98 1.15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.33 0.50	0 0.00 0.00 0.00	307 16.95
SAM-BOTH STRT,S-	3 0.17 5.45 1.15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.82 0.50	0 0.00 0.00 0.00	55 3.04
TOTAL	261 14.41	18 0.99	14 0.77	21 1.16	2 0.11	202 11.15	11 0.61	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)	COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)							TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	SIN MV O THER	ANG BOTH STR	ANG 1 ST R 2 BACK	
SAM-#1 STRT,#2 S	5 0.28 3.47 1.92	1 0.06 0.69 5.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.69 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 7.95
SAM-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
SAM-#1 STRT,#2 L	1 0.06 2.13 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 2.13 0.50	0 0.00 0.00 0.00	47 2.60
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
SAM-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.72
SAM-#1 LEFT,#2 S	1 0.06 33.33 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OPP-BOTH STRAIGH	1 0.06 5.00 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.10
OPP-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 66.67 18.18	3 0.17
OPP-#1 STRT,#2 S	1 0.06 25.00 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
OPP-#1 STRT,#2 R	1 0.06 16.67 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
OPP-#1 STRT,#2 L	1 0.06 2.33 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.37
TOTAL	261 14.41	18 0.99	14 0.77	21 1.16	2 0.11	202 11.15	11 0.61	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TRAN MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	SIN MV O THER	ANG BOTH STR	ANG 1 ST R 2 BACK	TOTAL
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 14.29 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.39
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTH-#1 STRT,#2 P	33 1.82 86.84 12.64	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 2.10
OTH-#1 LEFT,#2 P	1 0.06 33.33 0.38	0 0.00 0.00 0.00	1 0.06 33.33 7.14	1 0.06 33.33 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTH-ALL OTHERS	19 1.05 22.35 7.28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.50 10.59 42.86	0 0.00 0.00 0.00	1 0.06 1.18 0.50	2 0.11 2.35 18.18	85 4.69
SNGL-MOVING STRA	59 3.26 98.33 22.61	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.67 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 3.31
SNGL-TURNING RIG	0 0.00 0.00 0.00	11 0.61 100.00 61.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61
SNGL-TURNING LEF	1 0.06 12.50 0.38	0 0.00 0.00 0.00	7 0.39 87.50 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 100.00 9.52	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
SNGL-OTHER	104 5.74 88.14 39.85	3 0.17 2.54 16.67	6 0.33 5.08 42.86	3 0.17 2.54 14.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	118 6.52
TOTAL	261 14.41	18 0.99	14 0.77	21 1.16	2 0.11	202 11.15	11 0.61	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	ANG 1 ST R 2 STOP	ANG 1 ST R 2 RT	ANG 1 ST R 2 LT	ANG 1 RT 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
ANG-BOTH STRAIGH	3 0.17 1.06 42.86	10 0.55 3.53 22.73	62 3.42 21.91 34.83	0 0.00 0.00 0.00	1 0.06 0.35 12.50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	283 15.63
ANG-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 7.69 0.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.72
ANG-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
ANG-#1 STRT,#2 R	1 0.06 1.43 14.29	23 1.27 32.86 52.27	5 0.28 7.14 2.81	0 0.00 0.00 0.00	2 0.11 2.86 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	70 3.87
ANG-#1 STRT,#2 L	1 0.06 0.27 14.29	1 0.06 0.27 2.27	101 5.58 27.60 56.74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.27 20.00	3 0.17 0.82 60.00	366 20.21
ANG-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 10.00 0.56	2 0.11 20.00 40.00	1 0.06 10.00 12.50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 12.50 20.00	0 0.00 0.00 0.00	2 0.11 25.00 40.00	0 0.00 0.00 0.00	8 0.44
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 33.33 20.00	3 0.17
SAM-BOTH STRT,R-	0 0.00 0.00 0.00	4 0.22 1.30 9.09	1 0.06 0.33 0.56	0 0.00 0.00 0.00	1 0.06 0.33 12.50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	307 16.95
SAM-BOTH STRT,S-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.82 0.56	0 0.00 0.00 0.00	1 0.06 1.82 12.50	1 0.06 1.82 20.00	0 0.00 0.00 0.00	55 3.04
TOTAL	7 0.39	44 2.43	178 9.83	5 0.28	8 0.44	5 0.28	5 0.28	1811 100.00

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FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	ANG 1 ST R 2 STOP	ANG 1 ST R 2 RT	ANG 1 ST R 2 LT	ANG 1 RT 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	TOTAL
SAM-#1 STRT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 7.95
SAM-#1 STRT, #2 R	1 0.06 2.04 14.29	1 0.06 2.04 2.27	0 0.00 0.00 0.00	1 0.06 2.04 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
SAM-#1 STRT, #2 L	0 0.00 0.00 0.00	1 0.06 2.13 2.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	47 2.60
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
SAM-#1 RIGHT, #2	0 0.00 0.00 0.00	1 0.06 20.00 2.27	0 0.00 0.00 0.00	1 0.06 20.00 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.72
SAM-#1 LEFT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OPP-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 5.00 0.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.10
OPP-#1 STRT, #2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OPP-#1 STRT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
OPP-#1 STRT, #2 R	0 0.00 0.00 0.00	1 0.06 16.67 2.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 33.33 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
OPP-#1 STRT, #2 L	1 0.06 2.33 14.29	2 0.11 4.65 4.55	1 0.06 2.33 0.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.37
TOTAL	7 0.39	44 2.43	178 9.83	5 0.28	8 0.44	5 0.28	5 0.28	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)		COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)							
FREQUENCY PERCENT ROW PCT COL PCT		ANG 1 ST R 2 STOP	ANG 1 ST R 2 RT	ANG 1 ST R 2 LT	ANG 1 RT 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	TOTAL
OPP-#1 BACK,#2 S		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.39
OPP-#1 RIGHT,#2		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OPP-BOTH LEFT TU		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 100.00 20.00	0 0.00 0.00 0.00	1 0.06
OTH-#1 STRT,#2 P		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 2.10
OTH-#1 LEFT,#2 P		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OTH-BOTH BACKING		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTH-ALL OTHERS		0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22 4.71 2.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.18 20.00	85 4.69
SNGL-MOVING STRA		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 3.31
SNGL-TURNING RIG		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61
SNGL-TURNING LEF		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
SNGL-VEHICLE BAC		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
SNGL-OTHER		0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	118 6.52
TOTAL		7 0.39	44 2.43	178 9.83	5 0.28	8 0.44	5 0.28	5 0.28	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TRAN MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM BOTH STR RE	SAM BOTH STR SS	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 STOP	TOTAL
UNKNOWN	1 0.06 10.00 0.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
ANG-BOTH STRAIGH	3 0.17 1.06 1.90	1 0.06 0.35 0.79	5 0.28 1.77 1.65	0 0.00 0.00 0.00	2 0.11 0.71 4.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	283 15.63
ANG-#1 STRT,#2 B	1 0.06 7.69 0.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.72
ANG-#1 STRT,#2 S	0 0.00 0.00 0.00	1 0.06 20.00 0.79	1 0.06 20.00 0.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
ANG-#1 STRT,#2 R	0 0.00 0.00 0.00	11 0.61 15.71 8.66	1 0.06 1.43 0.33	8 0.44 11.43 17.78	0 0.00 0.00 0.00	1 0.06 1.43 11.11	2 0.11 2.86 25.00	70 3.87
ANG-#1 STRT,#2 L	2 0.11 0.55 1.27	16 0.88 4.37 12.60	6 0.33 1.64 1.98	2 0.11 0.55 4.44	22 1.21 6.01 44.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	366 20.21
ANG-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 25.00 2.22	0 0.00 0.00 0.00	2 0.11 50.00 22.22	1 0.06 25.00 12.50	4 0.22
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	2 0.11 20.00 1.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 10.00 2.00	1 0.06 10.00 11.11	0 0.00 0.00 0.00	10 0.55
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	1 0.06 12.50 0.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	1 0.06 33.33 0.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
SAM-BOTH STRT,R-	114 6.29 37.13 72.15	9 0.50 2.93 7.09	156 8.61 50.81 51.49	9 0.50 2.93 20.00	4 0.22 1.30 8.00	1 0.06 0.33 11.11	0 0.00 0.00 0.00	307 16.95
SAM-BOTH STRT,S-	1 0.06 1.82 0.63	36 1.99 65.45 28.35	3 0.17 5.45 0.99	2 0.11 3.64 4.44	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 3.04
TOTAL	158 8.72	127 7.01	303 16.73	45 2.48	50 2.76	9 0.50	8 0.44	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM BOTH STR RE	SAM BOTH STR SS	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 STOP	TOTAL
SAM-#1 STRT,#2 S	22 1.21 15.28 13.92	1 0.06 0.69 0.79	113 6.24 78.47 37.29	0 0.00 0.00 0.00	1 0.06 0.69 2.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 7.95
SAM-#1 STRT,#2 R	3 0.17 6.12 1.90	13 0.72 26.53 10.24	2 0.11 4.08 0.66	22 1.21 44.90 48.89	2 0.11 4.08 4.00	0 0.00 0.00 0.00	4 0.22 8.16 50.00	49 2.71
SAM-#1 STRT,#2 L	1 0.06 2.13 0.63	14 0.77 29.79 11.02	4 0.22 8.51 1.32	0 0.00 0.00 0.00	16 0.88 34.04 32.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	47 2.60
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	1 0.06 20.00 0.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 60.00 33.33	0 0.00 0.00 0.00	5 0.28
SAM-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 20.00 0.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 20.00 12.50	5 0.28
SAM-BOTH LEFT TU	1 0.06 7.69 0.63	1 0.06 7.69 0.79	1 0.06 7.69 0.33	0 0.00 0.00 0.00	1 0.06 7.69 2.00	1 0.06 7.69 11.11	0 0.00 0.00 0.00	13 0.72
SAM-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 33.33 0.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OPP-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.10
OPP-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OPP-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
OPP-#1 STRT,#2 R	1 0.06 16.67 0.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
OPP-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.37
TOTAL	158 8.72	127 7.01	303 16.73	45 2.48	50 2.76	9 0.50	8 0.44	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)		COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)							
FREQUENCY PERCENT ROW PCT COL PCT		SAM BOTH STR RE	SAM BOTH STR SS	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 STOP	TOTAL
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.39
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTH-#1 STRT,#2 P	1 0.06 2.63 0.63	0 0.00 0.00 0.00	3 0.17 7.89 0.99	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 2.10
OTH-#1 LEFT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTH-ALL OTHERS	5 0.28 5.88 3.16	19 1.05 22.35 14.96	6 0.33 7.06 1.98	1 0.06 1.18 2.22	1 0.06 1.18 2.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	85 4.69
SNGL-MOVING STRA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 3.31
SNGL-TURNING RIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
SNGL-OTHER	2 0.11 1.69 1.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	118 6.52
TOTAL	158 8.72	127 7.01	303 16.73	45 2.48	50 2.76	9 0.50	8 0.44	1811 100.00	

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TRAN MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM BOTH LT	SAM 1 LT 2 STOP	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
ANG-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33 2.12 2.46	0 0.00 0.00 0.00	283 15.63
ANG-#1 STRT, #2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 15.38 0.82	0 0.00 0.00 0.00	13 0.72
ANG-#1 STRT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
ANG-#1 STRT, #2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33 8.57 2.46	0 0.00 0.00 0.00	70 3.87
ANG-#1 STRT, #2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 0.82 9.68	0 0.00 0.00 0.00	0 0.00 0.00 0.00	184 10.16 50.27 75.41	0 0.00 0.00 0.00	366 20.21
ANG-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
ANG-#1 RIGHT, #2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
ANG-BOTH LEFT TU	3 0.17 37.50 18.75	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
ANG-#1 LEFT, #2 S	0 0.00 0.00 0.00	1 0.06 33.33 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
SAM-BOTH STRT, R-	1 0.06 0.33 6.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.33 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 0.65 16.67	307 16.95
SAM-BOTH STRT, S-	2 0.11 3.64 12.50	1 0.06 1.82 33.33	2 0.11 3.64 6.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 3.04
TOTAL	16 0.88	3 0.17	31 1.71	3 0.17	6 0.33	244 13.47	12 0.66	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM BOTH LT	SAM 1 LT 2 STOP	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	TOTAL
SAM-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 7.95
SAM-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
SAM-#1 STRT,#2 L	1 0.06 2.13 6.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.39 14.89 2.87	0 0.00 0.00 0.00	47 2.60
SAM-BOTH RIGHT T	1 0.06 20.00 6.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
SAM-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
SAM-BOTH LEFT TU	8 0.44 61.54 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.72
SAM-#1 LEFT,#2 S	0 0.00 0.00 0.00	1 0.06 33.33 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OPP-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	15 0.83 75.00 48.39	0 0.00 0.00 0.00	2 0.11 10.00 33.33	1 0.06 5.00 0.41	0 0.00 0.00 0.00	20 1.10
OPP-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 33.33 8.33	3 0.17
OPP-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 75.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
OPP-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 16.67 3.23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
OPP-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 4.65 6.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	36 1.99 83.72 14.75	0 0.00 0.00 0.00	43 2.37
TOTAL	16 0.88	3 0.17	31 1.71	3 0.17	6 0.33	244 13.47	12 0.66	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM BOTH LT	SAM 1 LT 2 STOP	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	TOTAL
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 14.29 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28 71.43 41.67	7 0.39
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 100.00 0.41	0 0.00 0.00 0.00	1 0.06
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTH-#1 STRT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 2.10
OTH-#1 LEFT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTH-ALL OTHERS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44 9.41 25.81	1 0.06 1.18 33.33	1 0.06 1.18 16.67	1 0.06 1.18 0.41	4 0.22 4.71 33.33	85 4.69
SNGL-MOVING STRA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 3.31
SNGL-TURNING RIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
SNGL-OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	118 6.52
TOTAL	16 0.88	3 0.17	31 1.71	3 0.17	6 0.33	244 13.47	12 0.66	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP 1 RT 2 LT	OPP BOTH LT	OTHR 1 S TR 2 PRK	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
ANG-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	283 15.63
ANG-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 15.38 66.67	13 0.72
ANG-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
ANG-#1 STRT,#2 R	1 0.06 1.43 25.00	0 0.00 0.00 0.00	1 0.06 1.43 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	70 3.87
ANG-#1 STRT,#2 L	0 0.00 0.00 0.00	1 0.06 0.27 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	366 20.21
ANG-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
ANG-#1 RIGHT,#2	2 0.11 20.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	1 0.06 12.50 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
SAM-BOTH STRT,R-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	307 16.95
SAM-BOTH STRT,S-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.82 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 3.04
TOTAL	4 0.22	2 0.11	5 0.28	1 0.06	3 0.17	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP 1 RT 2 LT	OPP BOTH LT	OTHR 1 S TR 2 PRK	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
SAM-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 7.95
SAM-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 2.71
SAM-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 2.13 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	47 2.60
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
SAM-#1 RIGHT,#2	1 0.06 20.00 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.72
SAM-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OPP-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.10
OPP-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OPP-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
OPP-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
OPP-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.37
TOTAL	4 0.22	2 0.11	5 0.28	1 0.06	3 0.17	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

47

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP 1 RT 2 LT	OPP BOTH LT	OTHR 1 S TR 2 PRK	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.39
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTH-#1 STRT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 2.63 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 2.10
OTH-#1 LEFT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 100.00 100.00	0 0.00 0.00 0.00	1 0.06
OTH-ALL OTHERS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 1.18 20.00	0 0.00 0.00 0.00	1 0.06 1.18 33.33	85 4.69
SNGL-MOVING STRA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 3.31
SNGL-TURNING RIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
SNGL-OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	118 6.52
TOTAL	4 0.22	2 0.11	5 0.28	1 0.06	3 0.17	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF T1_STHAR BY _1STHARM

T1_STHAR(TR FIRST HARMFUL EVENT) _1STHARM(FIRST HARMFUL EVENT)

FREQUENCY PERCENT ROW PCT COL PCT	OTHER NO N-COL	OVERTURN ED	PEDESTRI AN	OTHER MV IN TRAN	RR TRAIN	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.10 80.00 1.34	0 0.00 0.00 0.00	25 1.38
OVERTURNED	0 0.00 0.00 0.00	10 0.55 71.43 58.82	0 0.00 0.00 0.00	1 0.06 7.14 0.07	0 0.00 0.00 0.00	14 0.77
PEDESTRIAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33 75.00 100.00	1 0.06 12.50 0.07	0 0.00 0.00 0.00	8 0.44
OTHER VEH IN TRA	1 0.06 0.07 11.11	1 0.06 0.07 5.88	0 0.00 0.00 0.00	1452 80.18 98.71 97.12	5 0.28 0.34 50.00	1471 81.23
RAILROAD TRAIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28 100.00 50.00	5 0.28
PARKED CAR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 0.88 18.82 1.07	0 0.00 0.00 0.00	85 4.69
PEDALCYCLIST	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
ANIMAL	0 0.00 0.00 0.00	1 0.06 33.33 5.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
FIXED OBJECT	2 0.11 1.45 22.22	1 0.06 0.72 5.88	0 0.00 0.00 0.00	1 0.06 0.72 0.07	0 0.00 0.00 0.00	138 7.62
OTHER OBJECT	2 0.11 10.53 22.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 10.53 0.13	0 0.00 0.00 0.00	19 1.05
VEH ON OTHER ROA	1 0.06 100.00 11.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTHER	3 0.17 8.33 33.33	4 0.22 11.11 23.53	0 0.00 0.00 0.00	2 0.11 5.56 0.13	0 0.00 0.00 0.00	36 1.99
TOTAL	9 0.50	17 0.94	6 0.33	1495 82.55	10 0.55	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF T1_STHAR BY _1STHARM

T1_STHAR(TR FIRST HARMFUL EVENT) _1STHARM(FIRST HARMFUL EVENT)

FREQUENCY PERCENT ROW PCT COL PCT	PARKED C AR	PEDALCYC LIST	ANIMAL	FIXED OB JECT	OTHER OB JECT	TOTAL
UNKNOWN	1 0.06 4.00 1.43	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22 16.00 2.08	0 0.00 0.00 0.00	25 1.38
OVERTURNED	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 14.29 1.04	1 0.06 7.14 25.00	14 0.77
PEDESTRIAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 12.50 0.52	0 0.00 0.00 0.00	8 0.44
OTHER VEH IN TRA	3 0.17 0.20 4.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44 0.54 4.17	1 0.06 0.07 25.00	1471 81.23
RAILROAD TRAIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
PARKED CAR	66 3.64 77.65 94.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 3.53 1.56	0 0.00 0.00 0.00	85 4.69
PEDALCYCLIST	0 0.00 0.00 0.00	6 0.33 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
ANIMAL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 66.67 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
FIXED OBJECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	133 7.34 96.38 69.27	1 0.06 0.72 25.00	138 7.62
OTHER OBJECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 0.77 73.68 7.29	1 0.06 5.26 25.00	19 1.05
VEH ON OTHER ROA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 1.49 75.00 14.06	0 0.00 0.00 0.00	36 1.99
TOTAL	70 3.87	6 0.33	2 0.11	192 10.60	4 0.22	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

65
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE)

TRAF_CON(TRAFFIC CONTROL)

FREQUENCY PERCENT ROW PCT COL PCT	OTHER TR AF CON	NO PASSI NG ZONE	NONE OR INOP	OFFICER, FLAGMAN	STOP/GO SIGNAL	STOP SIG N	TOTAL
NONE	6 0.33 1.05 33.33	0 0.00 0.00 0.00	171 9.44 29.90 92.93	1 0.06 0.17 33.33	7 0.39 1.22 1.43	6 0.33 1.05 3.21	572 31.58
OFFICER, FLAGMAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 50.00 66.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
STOP/GO SIGNAL	2 0.11 0.39 11.11	0 0.00 0.00 0.00	6 0.33 1.16 3.26	0 0.00 0.00 0.00	464 25.62 89.92 95.08	4 0.22 0.78 2.14	516 28.49
STOP SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.56 0.54	0 0.00 0.00 0.00	1 0.06 0.56 0.20	170 9.39 94.97 90.91	179 9.88
FLASHING RED LIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 20.00 0.53	5 0.28
TURN MARKS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 10.34 0.61	0 0.00 0.00 0.00	29 1.60
WARNING SIGN	1 0.06 5.56 5.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 0.99
TOTAL	18 0.99	5 0.28	184 10.16	3 0.17	488 26.95	187 10.33	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

64

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF T1_STHAR BY _1STHARM

T1_STHAR(TR FIRST HARMFUL EVENT) _1STHARM(FIRST HARMFUL EVENT)

FREQUENCY PERCENT ROW PCT COL PCT	PARKED C AR	PEDALCYC LIST	ANIMAL	FIXED OB JECT	OTHER OB JECT	TOTAL
UNKNOWN	1 0.06 4.00 1.43	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22 16.00 2.08	0 0.00 0.00 0.00	25 1.38
OVERTURNED	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 14.29 1.04	1 0.06 7.14 25.00	14 0.77
PEDESTRIAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 12.50 0.52	0 0.00 0.00 0.00	8 0.44
OTHER VEH IN TRA	3 0.17 0.20 4.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.44 0.54 4.17	1 0.06 0.07 25.00	1471 81.23
RAILROAD TRAIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
PARKED CAR	66 3.64 77.65 94.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 3.53 1.56	0 0.00 0.00 0.00	85 4.69
PEDALCYCLIST	0 0.00 0.00 0.00	6 0.33 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33
ANIMAL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 66.67 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17
FIXED OBJECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	133 7.34 96.38 69.27	1 0.06 0.72 25.00	138 7.62
OTHER OBJECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 0.77 73.68 7.29	1 0.06 5.26 25.00	19 1.05
VEH ON OTHER ROA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 1.49 75.00 14.06	0 0.00 0.00 0.00	36 1.99
TOTAL	70 3.87	6 0.33	2 0.11	192 10.60	4 0.22	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

65

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE)

TRAF_CON(TRAFFIC CONTROL)

FREQUENCY PERCENT ROW PCT COL PCT	OTHER TR AF CON	NO PASSI NG ZONE	NONE OR INOP	OFFICER, FLAGMAN	STOP/GO SIGNAL	STOP SIG N	TOTAL
NONE	6 0.33 1.05 33.33	0 0.00 0.00 0.00	171 9.44 29.90 92.93	1 0.06 0.17 33.33	7 0.39 1.22 1.43	6 0.33 1.05 3.21	572 31.58
OFFICER, FLAGMAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 50.00 66.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.22
STOP/GO SIGNAL	2 0.11 0.39 11.11	0 0.00 0.00 0.00	6 0.33 1.16 3.26	0 0.00 0.00 0.00	464 25.62 89.92 95.08	4 0.22 0.78 2.14	516 28.49
STOP SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.56 0.54	0 0.00 0.00 0.00	1 0.06 0.56 0.20	170 9.39 94.97 90.91	179 9.88
FLASHING RED LIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 20.00 0.53	5 0.28
TURN MARKS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.17 10.34 0.61	0 0.00 0.00 0.00	29 1.60
WARNING SIGN	1 0.06 5.56 5.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 0.99
TOTAL	18 0.99	5 0.28	184 10.16	3 0.17	488 26.95	187 10.33	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

66
14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TRAFFIC CONTROL DEVICE)	TRAF_CON(TRAFFIC CONTROL)						TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	OTHER TR AF CON	NO PASSI NG ZONE	NONE OR INOP	OFFICER, FLAGMAN	STOP/GO SIGNAL	STOP SIG N	
RAILROAD GATE/SI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 15.38 1.09	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.72
YIELD SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 1.21
CENTER STRIPE	0 0.00 0.00 0.00	1 0.06 0.33 20.00	3 0.17 0.99 1.63	0 0.00 0.00 0.00	9 0.50 2.97 1.84	4 0.22 1.32 2.14	303 16.73
NO PASSING ZONE	0 0.00 0.00 0.00	4 0.22 36.36 80.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 18.18 1.07	11 0.61
OTHER	9 0.50 7.09 50.00	0 0.00 0.00 0.00	1 0.06 0.79 0.54	0 0.00 0.00 0.00	3 0.17 2.36 0.61	0 0.00 0.00 0.00	127 7.01
LANE MARKER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
UNKNOWN, N/A	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 10.00 0.20	0 0.00 0.00 0.00	10 0.55
TOTAL	18 0.99	5 0.28	184 10.16	3 0.17	488 26.95	187 10.33	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

67

14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE)

TRAF_CON(TRAFFIC CONTROL)

FREQUENCY PERCENT ROW PCT COL PCT	FLASH RE D LITE	TURN MAR KS	WARNING SIGN	RR GATES OR SIG	YIELD SI GN	CENTER L INE	TOTAL
NONE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.17 4.35	380 20.98 66.43 44.50	572 31.58
OFFICER, FLAGMAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11 50.00 0.23	4 0.22
STOP/GO SIGNAL	2 0.11 0.39 33.33	4 0.22 0.78 19.05	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 1.88 6.59 3.98	516 28.49
STOP SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.39 3.91 0.82	179 9.88
FLASHING RED LIG	4 0.22 80.00 66.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28
TURN MARKS	0 0.00 0.00 0.00	15 0.83 51.72 71.43	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61 37.93 1.29	29 1.60
WARNING SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.61 61.11 91.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.33 33.33 0.70	18 0.99
TOTAL	6 0.33	21 1.16	12 0.66	10 0.55	23 1.27	854 47.16	1811 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE)

TRAF_CON(TRAFFIC CONTROL)

FREQUENCY PERCENT ROW PCT COL PCT	FLASH RE D LITE	TURN MAR KS	WARNING SIGN	RR GATES OR SIG	YIELD SI GN	CENTER L INE	TOTAL
RAILROAD GATE/SI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.55 76.92 100.00	0 0.00 0.00 0.00	1 0.06 7.69 0.12	13 0.72
YIELD SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.16 95.45 91.30	1 0.06 4.55 0.12	22 1.21
CENTER STRIPE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 0.33 8.33	0 0.00 0.00 0.00	1 0.06 0.33 4.35	284 15.68 93.73 33.26	303 16.73
NO PASSING ZONE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.28 45.45 0.59	11 0.61
OTHER	0 0.00 0.00 0.00	1 0.06 0.79 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	113 6.24 88.98 13.23	127 7.01
LANE MARKER	0 0.00 0.00 0.00	1 0.06 50.00 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 50.00 0.12	2 0.11
UNKNOWN, N/A	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.50 90.00 1.05	10 0.55
TOTAL	6 0.33	21 1.16	12 0.66	10 0.55	23 1.27	854 47.16	1811 100.00

FREQUENCIES FOR 1989 MATCHED CARROLLTON ACCIDENTS

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14:38 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTOTVEH BY TOTALVEH

TTOTVEH(TR NUMBER OF VEHICLES INVOLVED)

TOTALVEH(TOTAL NUMBER OF VEHICLES INVOLVED)

FREQUENCY PERCENT ROW PCT COL PCT	1	2	3	4	5	TOTAL
0	2 0.11 100.00 0.84	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.11
1	206 11.37 99.04 86.92	2 0.11 0.96 0.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	208 11.49
2	29 1.60 2.05 12.24	1383 76.37 97.60 98.09	4 0.22 0.28 3.20	1 0.06 0.07 2.86	0 0.00 0.00 0.00	1417 78.24
3	0 0.00 0.00 0.00	22 1.21 15.28 1.56	118 6.52 81.94 94.40	4 0.22 2.78 11.43	0 0.00 0.00 0.00	144 7.95
4	0 0.00 0.00 0.00	1 0.06 3.03 0.07	3 0.17 9.09 2.40	29 1.60 87.88 82.86	0 0.00 0.00 0.00	33 1.82
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06 20.00 2.86	4 0.22 80.00 100.00	5 0.28
12	0 0.00 0.00 0.00	1 0.06 100.00 0.07	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
22	0 0.00 0.00 0.00	1 0.06 100.00 0.07	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.06
TOTAL	237 13.09	1410 77.86	125 6.90	35 1.93	4 0.22	1811 100.00

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHTYP BY VEHTYPE

TVEHTYP(VEHICLE TYPE)	VEHTYPE(VEHICLE TYPE)							TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	VEH TYPE UNKNOWN	PASSENGE R CAR	CAR & TR AILER	TRUCK	TRUCK & TRAILER	TRACTOR & SEMI	OTHER TR UCK COMB	
UNKNOWN	18 0.52 90.00 46.15	2 0.06 10.00 0.08	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 0.57
PASSENGER CAR	17 0.49 0.69 43.59	2354 67.51 94.96 99.49	1 0.03 0.04 33.33	102 2.93 4.11 11.22	0 0.00 0.00 0.00	4 0.11 0.16 3.92	1 0.03 0.04 25.00	2479 71.09
MOTORCYCLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
MOTOR SCOOTER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
MOPED	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
AMBULANCE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
FARM TRACTOR/EQU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VAN	1 0.03 0.60 2.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	164 4.70 98.80 18.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.60 25.00	166 4.76
ALL OTHERS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 16.67 0.11	2 0.06 33.33 7.14	0 0.00 0.00 0.00	1 0.03 16.67 25.00	6 0.17
TOTAL	39 1.12	2366 67.85	3 0.09	909 26.07	28 0.80	102 2.93	4 0.11	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TVEHTYP BY VEHTYPE

TVEHTYP(TR VEHICLE TYPE)	VEHTYPE(VEHICLE TYPE)							TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	VEH TYPE UNKNOWN	PASSENGE R CAR	CAR & TR AILER	TRUCK	TRUCK & TRAILER	TRACTOR & SEMI	OTHER TR UCK COMB	
PASS CAR & TRAIL	0 0.00 0.00 0.00	4 0.11 57.14 0.17	2 0.06 28.57 66.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 14.29 0.98	0 0.00 0.00 0.00	7 0.20
PICKUP TRUCK	3 0.09 0.59 7.69	3 0.09 0.59 0.13	0 0.00 0.00 0.00	496 14.22 97.64 54.57	6 0.17 1.18 21.43	0 0.00 0.00 0.00	0 0.00 0.00 0.00	508 14.57
TRUCK	0 0.00 0.00 0.00	2 0.06 1.35 0.08	0 0.00 0.00 0.00	139 3.99 93.92 15.29	0 0.00 0.00 0.00	7 0.20 4.73 6.86	0 0.00 0.00 0.00	148 4.24
TRUCK & TRAILER	0 0.00 0.00 0.00	1 0.03 3.03 0.04	0 0.00 0.00 0.00	3 0.09 9.09 0.33	18 0.52 54.55 64.29	10 0.29 30.30 9.80	1 0.03 3.03 25.00	33 0.95
TRACTOR & TRAILER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 2.44 0.22	2 0.06 2.44 7.14	78 2.24 95.12 76.47	0 0.00 0.00 0.00	82 2.35
OTHER TRUCK COMB	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 50.00 0.22	0 0.00 0.00 0.00	2 0.06 50.00 1.96	0 0.00 0.00 0.00	4 0.11
BUS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.17
SCHOOL BUS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	39 1.12	2366 67.85	3 0.09	909 26.07	28 0.80	102 2.93	4 0.11	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHTYP BY VEHTYPE

TVEHTYP(TR VEHICLE TYPE)	VEHTYPE(VEHICLE TYPE)						TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	BUS	SCHOOL BUS	MOTORCYCLE	OTHER MACHINERY	MOPED	AMBULANCE	
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 0.57
PASSENGER CAR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2479 71.09
MOTORCYCLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
MOTOR SCOOTER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 50.00	0 0.00 0.00 0.00	1 0.03
MOPED	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 50.00	0 0.00 0.00 0.00	1 0.03
AMBULANCE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 100.00	1 0.03
FARM TRACTOR/EQU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	166 4.76
ALL OTHERS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 33.33 66.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.17
TOTAL	4 0.11	3 0.09	23 0.66	3 0.09	2 0.06	1 0.03	3487 100.00

(CONTINUED)

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHTYP BY VEHTYPE

TVEHTYP(TR VEHICLE TYPE)

VEHTYPE(VEHICLE TYPE)

FREQUENCY PERCENT ROW PCT COL PCT	BUS	SCHOOL BUS	MOTORCYCLE	OTHER MACHINERY	MOPED	AMBULANCE	TOTAL
PASS CAR & TRAIL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
PICKUP TRUCK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	508 14.57
TRUCK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	148 4.24
TRUCK & TRAILER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 0.95
TRACTOR & TRAILER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 2.35
OTHER TRUCK COMB	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
BUS	3 0.09 50.00 75.00	3 0.09 50.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.17
SCHOOL BUS	1 0.03 100.00 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	4 0.11	3 0.09	23 0.66	3 0.09	2 0.06	1 0.03	3487 100.00

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHDEF BY VEHDEF

TVEHDEF(TR VEHICLE DEFECT)	VEHDEF(VEHICLE DEFECT)					
FREQUENCY PERCENT ROW PCT COL PCT	NO DEFEC TS	BRAKES	STEERING	LIGHTS	TIRES	TOTAL
UNKNOWN	17 0.49 100.00 0.49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.49
NO DEFECTS	3404 97.62 99.27 99.07	8 0.23 0.23 29.63	1 0.03 0.03 50.00	1 0.03 0.03 100.00	6 0.17 0.17 66.67	3429 98.34
BRAKES	4 0.11 17.39 0.12	19 0.54 82.61 70.37	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
STEERING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
LIGHTS	1 0.03 100.00 0.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TIRES	5 0.14 62.50 0.15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 37.50 33.33	8 0.23
TRAILER EQUIPMEN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
STOP/TURN SIGNAL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
WHEEL CAME OFF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
OTHER DEFECT	5 0.14 100.00 0.15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
TOTAL	3436 98.54	27 0.77	2 0.06	1 0.03	9 0.26	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TVEHDEF BY VEHDEF

TVEHDEF(TR VEHICLE DEFECT)	VEHDEF(VEHICLE DEFECT)				
FREQUENCY PERCENT ROW PCT COL PCT	TRAILER EQUIP	STOP/TUR N SIGNAL	WHEEL CA ME OFF	OTHER DE FECTS	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.49
NO DEFECTS	2 0.06 0.06 66.67	2 0.06 0.06 66.67	0 0.00 0.00 0.00	5 0.14 0.15 100.00	3429 98.34
BRAKES	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
STEERING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
LIGHTS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TIRES	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.23
TRAILER EQUIPMEN	1 0.03 100.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
STOP/TURN SIGNAL	0 0.00 0.00 0.00	1 0.03 100.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
WHEEL CAME OFF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 100.00	0 0.00 0.00 0.00	1 0.03
OTHER DEFECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
TOTAL	3 0.09	3 0.09	1 0.03	5 0.14	3487 100.00

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TYRDOB BY DRVBYR

TYRDOB(TR DRIVER YEAR OF BIRTH)

DRVBYR(DRIVER YEAR OF BIRTH)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	1900-09	1910-19	1920-29	1930-39	1940-49	1950-59	1960-69	1970-74	TOTAL
UNKNOWN	115 3.30 91.27 98.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.79 0.47	3 0.09 2.38 0.59	3 0.09 2.38 0.31	3 0.09 2.38 0.26	1 0.03 0.79 0.25	126 3.61
1900-09	0 0.00 0.00 0.00	9 0.26 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.26
1910-19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	28 0.80 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	28 0.80
1920-29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	96 2.75 100.00 97.96	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	96 2.75
1930-39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	211 6.05 98.60 99.06	0 0.00 0.00 0.00	3 0.09 1.40 0.31	0 0.00 0.00 0.00	0 0.00 0.00 0.00	214 6.14
1940-49	1 0.03 0.20 0.85	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	501 14.37 99.01 99.01	2 0.06 0.40 0.21	2 0.06 0.40 0.17	0 0.00 0.00 0.00	506 14.51
1950-59	1 0.03 0.11 0.85	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.11 1.02	1 0.03 0.11 0.47	1 0.03 0.11 0.20	944 27.07 99.26 98.85	3 0.09 0.32 0.26	0 0.00 0.00 0.00	951 27.27
1960-69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 0.17 0.21	1156 33.15 99.74 99.23	1 0.03 0.09 0.25	1159 33.24
1970-74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	394 11.30 100.00 99.49	394 11.30
1975-89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 25.00 1.02	0 0.00 0.00 0.00	1 0.03 25.00 0.20	1 0.03 25.00 0.10	1 0.03 25.00 0.09	0 0.00 0.00 0.00	4 0.11
TOTAL	117 3.36	9 0.26	28 0.80	98 2.81	213 6.11	506 14.51	955 27.39	1165 33.41	396 11.36	3487 100.00

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVSEX BY DRVR_SEX

TDRVSEX(TR DRIVER RACE AND SEX) DRVR_SEX(DRIVER RACE AND SEX)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	WHITE MA LE	WHITE FE MALE	BLACK MA LE	BLACK FE MALE	TOTAL
UNKNOWN	65 1.86 85.53 74.71	7 0.20 9.21 0.40	0 0.00 0.00 0.00	3 0.09 3.95 2.13	0 0.00 0.00 0.00	76 2.18
WHITE MALE	15 0.43 0.77 17.24	1726 49.50 89.01 99.14	28 0.80 1.44 2.33	4 0.11 0.21 2.84	0 0.00 0.00 0.00	1939 55.61
WHITE FEMALE	3 0.09 0.24 3.45	5 0.14 0.40 0.29	1173 33.64 93.76 97.67	0 0.00 0.00 0.00	4 0.11 0.32 5.88	1251 35.88
BLACK MALE	2 0.06 1.46 2.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	132 3.79 96.35 93.62	0 0.00 0.00 0.00	137 3.93
BLACK FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	64 1.84 100.00 94.12	64 1.84
HISPANIC MALE	1 0.03 10.00 1.15	3 0.09 30.00 0.17	0 0.00 0.00 0.00	1 0.03 10.00 0.71	0 0.00 0.00 0.00	10 0.29
OTHER MALE	1 0.03 16.67 1.15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 16.67 0.71	0 0.00 0.00 0.00	6 0.17
OTHER FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
TOTAL	87 2.49	1741 49.93	1201 34.44	141 4.04	68 1.95	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVSEX BY DRVR_SEX

TDRVSEX(TR DRIVER RACE AND SEX) DRVR_SEX(DRIVER RACE AND SEX)

FREQUENCY PERCENT ROW PCT COL PCT	HISPANIC MALE	HISPANIC FEMALE	OTHER MA LE	OTHER FE MALE	TOTAL
UNKNOWN	1 0.03 1.32 0.74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	76 2.18
WHITE MALE	128 3.67 6.60 94.81	2 0.06 0.10 4.76	36 1.03 1.86 85.71	0 0.00 0.00 0.00	1939 55.61
WHITE FEMALE	1 0.03 0.08 0.74	39 1.12 3.12 92.86	0 0.00 0.00 0.00	26 0.75 2.08 86.67	1251 35.88
BLACK MALE	0 0.00 0.00 0.00	1 0.03 0.73 2.38	2 0.06 1.46 4.76	0 0.00 0.00 0.00	137 3.93
BLACK FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	64 1.84
HISPANIC MALE	5 0.14 50.00 3.70	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.29
OTHER MALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11 66.67 9.52	0 0.00 0.00 0.00	6 0.17
OTHER FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11 100.00 13.33	4 0.11
TOTAL	135 3.87	42 1.20	42 1.20	30 0.86	3487 100.00

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	RES & LI C UNKN	ALASKA	ALABAMA	ARKANSAS	ARIZONA	CALIFORN IA	COLORADO	FLORIDA	TOTAL
UNKNOWN	67 1.92 97.10 55.83	0 0.00 0.00 0.00	0 0.00 0.00 40.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 1.98
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 100.00 40.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ARIZONA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 100.00 75.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
ARKANSAS	0 0.00 0.00 0.00	1 0.03 11.11 100.00	0 0.00 0.00 0.00	7 0.20 77.78 70.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.26
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14 100.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
CANADA	7 0.20 87.50 5.83	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.23
COLORADO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 33.33	0 0.00 0.00 0.00	1 0.03
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 20.00	1 0.03
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 50.00 20.00	2 0.06
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
INDIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 50.00 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
IOWA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	120 3.44	1 0.03	5 0.14	10 0.29	4 0.11	10 0.29	3 0.09	5 0.14	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	RES & LI C UNKN	ALASKA	ALABAMA	ARKANSAS	ARIZONA	CALIFORN IA	COLORADO	FLORIDA	TOTAL
KANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
KENTUCKY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
LOUISIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MAINE	1 0.03 50.00 0.83	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MICHIGAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MINNESOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
MONTANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
NEW MEXICO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 33.33 10.00	1 0.03 33.33 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	120 3.44	1 0.03	5 0.14	10 0.29	4 0.11	10 0.29	3 0.09	5 0.14	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	RES & LI C UNKN	ALASKA	ALABAMA	ARKANSAS	ARIZONA	CALIFORN IA	COLORADO	FLORIDA	TOTAL
NORTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
PENNSYLVANIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TEXAS	45 1.29 1.36 37.50	0 0.00 0.00 0.00	2 0.06 0.06 40.00	2 0.06 0.06 20.00	0 0.00 0.00 0.00	5 0.14 0.15 50.00	2 0.06 0.06 66.67	3 0.09 0.09 60.00	3305 94.78
UTAH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
WASHINGTON	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	120 3.44	1 0.03	5 0.14	10 0.29	4 0.11	10 0.29	3 0.09	5 0.14	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	GEORGIA	HAWAII	IOWA	ILLINOIS	INDIANA	FOREIGN LIC	KANSAS	KENTUCKY	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 1.98
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ARIZONA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.26
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.23
COLORADO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
GEORGIA	1 0.03 50.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20 100.00 53.85	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
INDIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 50.00 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
IOWA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 100.00 75.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	2 0.06	1 0.03	4 0.11	13 0.37	5 0.14	3 0.09	5 0.14	1 0.03	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	GEORGIA	HAWAII	IOWA	ILLINOIS	INDIANA	FOREIGN LIC	KANSAS	KENTUCKY	TOTAL
KANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 25.00 7.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 75.00 60.00	0 0.00 0.00 0.00	4 0.11
KENTUCKY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 100.00	1 0.03
LOUISIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MAINE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MICHIGAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MINNESOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
MONTANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
NEW MEXICO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	2 0.06	1 0.03	4 0.11	13 0.37	5 0.14	3 0.09	5 0.14	1 0.03	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

12
15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	RES & LI C UNKN	ALASKA	ALABAMA	ARKANSAS	ARIZONA	CALIFORN IA	COLORADO	FLORIDA	TOTAL
NORTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
IDAHO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
PENNSYLVANIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TEXAS	45 1.29 1.36 37.50	0 0.00 0.00 0.00	2 0.06 0.06 40.00	2 0.06 0.06 20.00	0 0.00 0.00 0.00	5 0.14 0.15 50.00	2 0.06 0.06 66.67	3 0.09 0.09 60.00	3305 94.78
UTAH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
WASHINGTON	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	120 3.44	1 0.03	5 0.14	10 0.29	4 0.11	10 0.29	3 0.09	5 0.14	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

13
15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	GEORGIA	HAWAII	IOWA	ILLINOIS	INDIANA	FOREIGN LIC	KANSAS	KENTUCKY	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 1.98
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ARIZONA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.26
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.23
COLORADO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
GEORGIA	1 0.03 50.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20 100.00 53.85	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
INDIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 50.00 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
IOWA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 100.00 75.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	2 0.06	1 0.03	4 0.11	13 0.37	5 0.14	3 0.09	5 0.14	1 0.03	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

14
15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	GEORGIA	HAWAII	IOWA	ILLINOIS	INDIANA	FOREIGN LIC	KANSAS	KENTUCKY	TOTAL
KANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 25.00 7.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 75.00 60.00	0 0.00 0.00 0.00	4 0.11
KENTUCKY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 100.00	1 0.03
LOUISIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MAINE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MICHIGAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MINNESOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
MONTANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
NEW MEXICO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	2 0.06	1 0.03	4 0.11	13 0.37	5 0.14	3 0.09	5 0.14	1 0.03	3487 100.00

(CONTINUED)

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	GEORGIA	HAWAII	IOWA	ILLINOIS	INDIANA	FOREIGN LIC	KANSAS	KENTUCKY	TOTAL
NORTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
PENNSYLVANIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TEXAS	1 0.03 0.03 50.00	1 0.03 0.03 100.00	1 0.03 0.03 25.00	5 0.14 0.15 38.46	4 0.11 0.12 80.00	3 0.09 0.09 100.00	2 0.06 0.06 40.00	0 0.00 0.00 0.00	3305 94.78
UTAH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
WASHINGTON	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	2 0.06	1 0.03	4 0.11	13 0.37	5 0.14	3 0.09	5 0.14	1 0.03	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	LOUISIAN A	MAINE	MICHIGAN	MEXICO	MINNESOT A	MISSOURI	MISSISSI PPI	NEBRASKA	TOTAL
UNKNOWN	1 0.03 1.45 7.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 1.98
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ARIZONA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.26
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.23
COLORADO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
INDIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
IOWA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	13 0.37	1 0.03	4 0.11	1 0.03	4 0.11	7 0.20	7 0.20	3 0.09	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	LOUISIAN A	MAINE	MICHIGAN	MEXICO	MINNESOT A	MISSOURI	MISSISSI PPI	NEBRASKA	TOTAL
KANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
KENTUCKY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
LOUISIANA	3 0.09 100.00 23.08	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MAINE	0 0.00 0.00 0.00	1 0.03 50.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MICHIGAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 100.00 75.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MINNESOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 100.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11 100.00 57.14	0 0.00 0.00 0.00	4 0.11
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14 100.00 71.43	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
MONTANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 14.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
NEW MEXICO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	13 0.37	1 0.03	4 0.11	1 0.03	4 0.11	7 0.20	7 0.20	3 0.09	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	LOUISIAN A	MAINE	MICHIGAN	MEXICO	MINNESOT A	MISSOURI	MISSISSI PPI	NEBRASKA	TOTAL
NORTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
PENNSYLVANIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TEXAS	9 0.26 0.27 69.23	0 0.00 0.00 0.00	1 0.03 0.03 25.00	1 0.03 0.03 100.00	2 0.06 0.06 50.00	1 0.03 0.03 14.29	3 0.09 0.09 42.86	3 0.09 0.09 100.00	3305 94.78
UTAH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
WASHINGTON	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	13 0.37	1 0.03	4 0.11	1 0.03	4 0.11	7 0.20	7 0.20	3 0.09	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	NORTH CA ROLINA	NORTH DA KOTA	NEW JERS EY	NEW MEXI CO	NEVADA	NEW YORK	OHIO	OKLAHOMA	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 1.98
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ARIZONA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.26
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.23
COLORADO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
INDIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
IOWA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	3 0.09	1 0.03	1 0.03	5 0.14	2 0.06	2 0.06	7 0.20	39 1.12	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	NORTH CA ROLINA	NORTH DA KOTA	NEW JERS EY	NEW MEXI CO	NEVADA	NEW YORK	OHIO	OKLAHOMA	TOTAL
KANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
KENTUCKY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
LOUISIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MAINE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MICHIGAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MINNESOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
MONTANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
NEW MEXICO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11 100.00 80.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
NORTH CAROLINA	1 0.03 33.33 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	3 0.09	1 0.03	1 0.03	5 0.14	2 0.06	2 0.06	7 0.20	39 1.12	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	NORTH CA ROLINA	NORTH DA KOTA	NEW JERS EY	NEW MEXI CO	NEVADA	NEW YORK	OHIO	OKLAHOMA	TOTAL
NORTH DAKOTA	0 0.00 0.00 0.00	1 0.03 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 100.00 42.86	0 0.00 0.00 0.00	3 0.09
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66 100.00 58.97	23 0.66
PENNSYLVANIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TEXAS	2 0.06 0.06 66.67	0 0.00 0.00 0.00	1 0.03 0.03 100.00	1 0.03 0.03 20.00	2 0.06 0.06 100.00	0 0.00 0.00 0.00	4 0.11 0.12 57.14	16 0.46 0.48 41.03	3305 94.78
UTAH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
WASHINGTON	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	3 0.09	1 0.03	1 0.03	5 0.14	2 0.06	2 0.06	7 0.20	39 1.12	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	PENNSYLV ANIA	SOUTH CA ROLINA	SOUTH DA KOTA	TENNESSE E	TEXAS	UTAH	VIRGINIA	WASHINGT ON	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 1.45 0.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 1.98
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ARIZONA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 11.11 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.26
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 12.50 0.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.23
COLORADO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
INDIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
IOWA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	1 0.03	2 0.06	1 0.03	3 0.09	3117 89.39	1 0.03	2 0.06	4 0.11	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	PENNSYLV ANIA	SOUTH CA ROLINA	SOUTH DA KOTA	TENNESSE E	TEXAS	UTAH	VIRGINIA	WASHINGT ON	TOTAL
KANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
KENTUCKY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
LOUISIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MAINE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MICHIGAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MINNESOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
MONTANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
NEW MEXICO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	1 0.03	2 0.06	1 0.03	3 0.09	3117 89.39	1 0.03	2 0.06	4 0.11	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

24

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	PENNSYLV ANIA	SOUTH CA ROLINA	SOUTH DA KOTA	TENNESSE E	TEXAS	UTAH	VIRGINIA	WASHINGT ON	TOTAL
NORTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
PENNSYLVANIA	1 0.03 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
SOUTH CAROLINA	0 0.00 0.00 0.00	2 0.06 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TEXAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.03 100.00	1 0.03 0.03 33.33	3115 89.33 94.25 99.94	0 0.00 0.00 0.00	1 0.03 0.03 50.00	2 0.06 0.06 50.00	3305 94.78
UTAH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 50.00	0 0.00 0.00 0.00	1 0.03
WASHINGTON	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 100.00 50.00	2 0.06
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	1 0.03	2 0.06	1 0.03	3 0.09	3117 89.39	1 0.03	2 0.06	4 0.11	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	WISCONSI N	TX RES, UNLIC	TX RES, LIC UNKN	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 1.98
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ARIZONA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.26
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.23
COLORADO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
INDIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
IOWA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	4 0.11	58 1.66	2 0.06	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	WISCONSI N	TX RES, UNLIC	TX RES, LIC UNKN	TOTAL
KANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
KENTUCKY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
LOUISIANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MAINE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MICHIGAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
MINNESOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
MONTANA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
NEW MEXICO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
TOTAL	4 0.11	58 1.66	2 0.06	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

27
15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	WISCONSI N	TX RES, UNLIC	TX RES, LIC UNKN	TOTAL
NORTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
PENNSYLVANIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TEXAS	3 0.09 0.09 75.00	58 1.66 1.75 100.00	2 0.06 0.06 100.00	3305 94.78
UTAH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
WASHINGTON	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06
WISCONSIN	1 0.03 100.00 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	4 0.11	58 1.66	2 0.06	3487 100.00

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	> 10 YRS	79	80	81	82	83	TOTAL
UNKNOWN	55 1.58 88.71 74.32	2 0.06 3.23 0.48	1 0.03 1.61 0.69	0 0.00 0.00 0.00	1 0.03 1.61 0.51	0 0.00 0.00 0.00	1 0.03 1.61 0.56	62 1.78
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 0.68	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
48	1 0.03 100.00 1.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
55	0 0.00 0.00 0.00	1 0.03 100.00 0.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
56	0 0.00 0.00 0.00	1 0.03 100.00 0.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
60	1 0.03 33.33 1.35	2 0.06 66.67 0.48	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
62	0 0.00 0.00 0.00	3 0.09 100.00 0.72	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
63	0 0.00 0.00 0.00	1 0.03 100.00 0.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
64	0 0.00 0.00 0.00	1 0.03 100.00 0.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
65	0 0.00 0.00 0.00	5 0.14 100.00 1.20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
66	0 0.00 0.00 0.00	3 0.09 100.00 0.72	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
67	0 0.00 0.00 0.00	4 0.11 100.00 0.96	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
TOTAL	74 2.12	415 11.90	145 4.16	148 4.24	198 5.68	192 5.51	179 5.13	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	> 10 YRS	79	80	81	82	83	TOTAL
68	0 0.00 0.00 0.00	7 0.20 100.00 1.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
69	0 0.00 0.00 0.00	10 0.29 100.00 2.41	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.29
70	0 0.00 0.00 0.00	12 0.34 100.00 2.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 0.34
71	0 0.00 0.00 0.00	17 0.49 100.00 4.10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.49
72	0 0.00 0.00 0.00	18 0.52 100.00 4.34	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 0.52
73	0 0.00 0.00 0.00	23 0.66 100.00 5.54	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
74	0 0.00 0.00 0.00	22 0.63 100.00 5.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 0.63
75	0 0.00 0.00 0.00	34 0.98 100.00 8.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 0.98
76	0 0.00 0.00 0.00	49 1.41 100.00 11.81	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 1.41
77	2 0.06 2.17 2.70	90 2.58 97.83 21.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	92 2.64
78	0 0.00 0.00 0.00	109 3.13 100.00 26.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	109 3.13
79	1 0.03 0.69 1.35	0 0.00 0.00 0.00	143 4.10 99.31 98.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 4.13
TOTAL	74 2.12	415 11.90	145 4.16	148 4.24	198 5.68	192 5.51	179 5.13	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	> 10 YRS	79	80	81	82	83	TOTAL
80	1 0.03 0.68 1.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	145 4.16 98.64 97.97	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	147 4.22
81	1 0.03 0.52 1.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	192 5.51 98.97 96.97	0 0.00 0.00 0.00	0 0.00 0.00 0.00	194 5.56
82	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	191 5.48 100.00 99.48	0 0.00 0.00 0.00	191 5.48
83	2 0.06 1.10 2.70	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	178 5.10 97.80 99.44	182 5.22
84	4 0.11 1.32 5.41	0 0.00 0.00 0.00	1 0.03 0.33 0.69	0 0.00 0.00 0.00	1 0.03 0.33 0.51	0 0.00 0.00 0.00	0 0.00 0.00 0.00	304 8.72
85	3 0.09 0.77 4.05	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.26 0.68	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	388 11.13
86	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 0.56 1.01	0 0.00 0.00 0.00	0 0.00 0.00 0.00	358 10.27
87	3 0.09 0.82 4.05	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.27 0.68	1 0.03 0.27 0.51	0 0.00 0.00 0.00	0 0.00 0.00 0.00	368 10.55
88	0 0.00 0.00 0.00	1 0.03 0.23 0.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.23 0.52	0 0.00 0.00 0.00	437 12.53
89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.35 0.51	0 0.00 0.00 0.00	0 0.00 0.00 0.00	282 8.09
90	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.37
TOTAL	74 2.12	415 11.90	145 4.16	148 4.24	198 5.68	192 5.51	179 5.13	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

15:41 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	84	85	86	87	88	89	90	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 1.61 0.28	1 0.03 1.61 0.28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	62 1.78
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
48	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
55	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
60	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
64	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
65	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14
66	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09
67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
TOTAL	298 8.55	385 11.04	356 10.21	362 10.38	438 12.56	284 8.14	13 0.37	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	84	85	86	87	88	89	90	TOTAL
68	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.29
70	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 0.34
71	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.49
72	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 0.52
73	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 0.66
74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 0.63
75	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 0.98
76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 1.41
77	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	92 2.64
78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	109 3.13
79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 4.13
TOTAL	298 8.55	385 11.04	356 10.21	362 10.38	438 12.56	284 8.14	13 0.37	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	84	85	86	87	88	89	90	TOTAL
80	0 0.00 0.00 0.00	1 0.03 0.68 0.26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	147 4.22
81	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.52 0.28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	194 5.56
82	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	191 5.48
83	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.55 0.23	1 0.03 0.55 0.35	0 0.00 0.00 0.00	182 5.22
84	295 8.46 97.04 98.99	1 0.03 0.33 0.26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.33 0.23	1 0.03 0.33 0.35	0 0.00 0.00 0.00	304 8.72
85	1 0.03 0.26 0.34	380 10.90 97.94 98.70	1 0.03 0.26 0.28	0 0.00 0.00 0.00	1 0.03 0.26 0.23	1 0.03 0.26 0.35	0 0.00 0.00 0.00	388 11.13
86	0 0.00 0.00 0.00	2 0.06 0.56 0.52	354 10.15 98.88 99.44	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	358 10.27
87	1 0.03 0.27 0.34	0 0.00 0.00 0.00	0 0.00 0.00 0.00	359 10.30 97.55 99.17	1 0.03 0.27 0.23	2 0.06 0.54 0.70	0 0.00 0.00 0.00	368 10.55
88	0 0.00 0.00 0.00	1 0.03 0.23 0.26	0 0.00 0.00 0.00	1 0.03 0.23 0.28	433 12.42 99.08 98.86	0 0.00 0.00 0.00	0 0.00 0.00 0.00	437 12.53
89	1 0.03 0.35 0.34	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.35 0.23	279 8.00 98.94 98.24	0 0.00 0.00 0.00	282 8.09
90	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.37 100.00 100.00	13 0.37
TOTAL	298 8.55	385 11.04	356 10.21	362 10.38	438 12.56	284 8.14	13 0.37	3487 100.00

TABLE OF TDRVINS BY LIABLINS

TDRVINS(TR DRIVER INSURED) LIABLINS(LIABILITY INSURANCE)

FREQUENCY PERCENT ROW PCT COL PCT	YES	NO	NOT SHOW N	TOTAL
UNKNOWN	3 0.09 3.75 0.10	3 0.09 3.75 0.75	74 2.12 92.50 77.89	80 2.29
NO INSURANCE	5 0.14 1.47 0.17	333 9.55 97.94 83.04	2 0.06 0.59 2.11	340 9.75
INSURED	2983 85.55 97.32 99.73	64 1.84 2.09 15.96	18 0.52 0.59 18.95	3065 87.90
UNAVAILABLE	0 0.00 0.00 0.00	1 0.03 50.00 0.25	1 0.03 50.00 1.05	2 0.06
TOTAL	2991 85.78	401 11.50	95 2.72	3487 100.00

TABLE OF TDRVSEV BY DRVTINJ

TDRVSEV(TR DRIVER INJURY SEVERITY) DRVTINJ(DRIVER SEVERITY OF INJURY)

FREQUENCY PERCENT ROW PCT COL PCT	NON-INJURY	POSSIBLE INJURY	NONINCAPACIT	INCAPACITATING	FATAL	TOTAL
UNKNOWN	80 2.29 98.77 2.80	1 0.03 1.23 0.23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 2.32
NO INJURY	2766 79.32 99.57 96.95	7 0.20 0.25 1.64	4 0.11 0.14 2.23	1 0.03 0.04 4.17	0 0.00 0.00 0.00	2778 79.67
POSSIBLE INJURY	4 0.11 0.94 0.14	418 11.99 98.12 98.12	4 0.11 0.94 2.23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	426 12.22
NON-INCAPACIT IN	2 0.06 1.18 0.07	0 0.00 0.00 0.00	168 4.82 98.82 93.85	0 0.00 0.00 0.00	0 0.00 0.00 0.00	170 4.88
INCAPACITATING I	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 11.54 1.68	23 0.66 88.46 95.83	0 0.00 0.00 0.00	26 0.75
FATAL	1 0.03 16.67 0.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14 83.33 100.00	6 0.17
TOTAL	2853 81.82	426 12.22	179 5.13	24 0.69	5 0.14	3487 100.00

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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TABLE OF TDRVREST BY DRVSTRN

TDRVREST(TR DRIVER RESTRAINT USED)

DRVSTRN(DRIVER RESTRAINING DEVICE)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	NOT APPL ICABLE	BELT AND STRAP	BELT ONL Y	NONE USE D	TOTAL
UNKNOWN--N/A	110 3.15 87.30 78.01	10 0.29 7.94 20.83	3 0.09 2.38 0.11	1 0.03 0.79 0.66	2 0.06 1.59 0.61	126 3.61
NONE USED	19 0.54 5.25 13.48	33 0.95 9.12 68.75	7 0.20 1.93 0.25	1 0.03 0.28 0.66	302 8.66 83.43 91.79	362 10.38
SEAT BELT ONLY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11 2.74 0.14	142 4.07 97.26 94.04	0 0.00 0.00 0.00	146 4.19
BELT & STRAP	12 0.34 0.42 8.51	4 0.11 0.14 8.33	2804 80.41 98.32 99.50	7 0.20 0.25 4.64	25 0.72 0.88 7.60	2852 81.79
OTHER	0 0.00 0.00 0.00	1 0.03 100.00 2.08	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03
TOTAL	141 4.04	48 1.38	2818 80.81	151 4.33	329 9.44	3487 100.00

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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TABLE OF TDRVDTST BY DRVSPECM

TDRVDTST(TR DRIVER DRUG TEST TYPE)

DRVSPECM(DRIVER TYPE SPECMN FOR ALCOHOL/DRUG TEST)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	BREATH	BLOOD	NONE	REFUSED	TOTAL
UNKNOWN	2 0.06 10.00 0.76	0 0.00 0.00 0.00	1 0.03 5.00 14.29	16 0.46 80.00 0.50	1 0.03 5.00 10.00	20 0.57
BREATH	0 0.00 0.00 0.00	14 0.40 93.33 82.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 6.67 10.00	15 0.43
BLOOD	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11 100.00 57.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11
NONE	260 7.46 7.55 99.24	3 0.09 0.09 17.65	2 0.06 0.06 28.57	3175 91.05 92.22 99.50	3 0.09 0.09 30.00	3443 98.74
REFUSED	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.14 100.00 50.00	5 0.14
TOTAL	262 7.51	17 0.49	7 0.20	3191 91.51	10 0.29	3487 100.00

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TABLE OF TDRVDRCN BY DRVRESLT

TDRVDRCN(TR DRIVER DRUG CONCENTRATION)
 DRVRESLT(DRIVER ALCOHOL/DRUG TEST RESULTS)

FREQUENCY PERCENT ROW PCT COL PCT	TEST RES ULTS UNK	NO TEST/ REFUSED	UNDER 0. 10	0.10 AND ABOVE	TOTAL
0	268 7.69 7.72 100.00	3201 91.80 92.17 100.00	2 0.06 0.06 50.00	2 0.06 0.06 14.29	3473 99.60
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 50.00 25.00	1 0.03 50.00 7.14	2 0.06
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 25.00	0 0.00 0.00 0.00	1 0.03
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 7.14	1 0.03
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 100.00 14.29	2 0.06
17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 100.00 14.29	2 0.06
18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 7.14	1 0.03
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 7.14	1 0.03
24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 100.00 14.29	2 0.06
25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 7.14	1 0.03
28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 100.00 7.14	1 0.03
TOTAL	268 7.69	3201 91.80	4 0.11	14 0.40	3487 100.00

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TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	BACK-CON CENTRATE	BACK-DIS TRUBITED	BACK-LEF T CONTAC	BACK-RIG HT CONTA	FRNT-CON CENTRATE	FRNT-DIS TRUBUED	FRNT-LEF T CONTAC	FRNT-RIG HT CONTA	TOTAL
FC-FRNT-CONCENTR	0 0.00 0.00 0.00	3 0.09 2.75 0.89	0 0.00 0.00 0.00	1 0.03 0.92 0.91	87 2.49 79.82 93.55	1 0.03 0.92 0.16	0 0.00 0.00 0.00	1 0.03 0.92 0.28	109 3.13
FD-FRNT-DISTRIBU	0 0.00 0.00 0.00	10 0.29 1.58 2.97	0 0.00 0.00 0.00	1 0.03 0.16 0.91	0 0.00 0.00 0.00	600 17.21 94.94 96.00	1 0.03 0.16 0.28	1 0.03 0.16 0.28	632 18.12
FL-FRNT-LEFT	0 0.00 0.00 0.00	1 0.03 0.28 0.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11 1.13 4.30	1 0.03 0.28 0.16	317 9.09 89.80 87.57	0 0.00 0.00 0.00	353 10.12
FR-FRNT-RIGHT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 0.53 0.32	1 0.03 0.27 0.28	336 9.64 89.12 93.59	377 10.81
BC-BACK-CONCENTR	32 0.92 100.00 94.12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 0.92
BD-BACK-DISTRIBU	0 0.00 0.00 0.00	313 8.98 93.15 92.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 0.60 2.15	11 0.32 3.27 1.76	0 0.00 0.00 0.00	1 0.03 0.30 0.28	336 9.64
BL-BACK-LEFT	1 0.03 0.94 2.94	0 0.00 0.00 0.00	93 2.67 87.74 78.81	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.94 0.28	0 0.00 0.00 0.00	106 3.04
BR-BACK-RIGHT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	91 2.61 92.86 82.73	0 0.00 0.00 0.00	1 0.03 1.02 0.16	0 0.00 0.00 0.00	2 0.06 2.04 0.56	98 2.81
LP-LEFT-ANGLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	153 4.39
RP-RIGHT-ANGLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 1.39 0.32	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 4.13
TOTAL	34 0.98	337 9.66	118 3.38	110 3.15	93 2.67	625 17.92	362 10.38	359 10.30	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMAGE

TDAMLOC(TR DAMAGE LOCATION)	VEHDAMAGE(VEHICLE DAMAGE SCALE)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	BACK-CON CENTRATE	BACK-DIS TRUBUTED	BACK-LEF T CONTAC	BACK-RIG HT CONTA	FRNT-CON CENTRATE	FRNT-DIS TRUBUTED	FRNT-LEF T CONTAC	FRNT-RIG HT CONTA	
LFQ-LT FRNT QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	41 1.18 15.47 11.33	0 0.00 0.00 0.00	265 7.60
RFQ-RT FRNT QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.42 0.91	0 0.00 0.00 0.00	1 0.03 0.42 0.16	0 0.00 0.00 0.00	17 0.49 7.20 4.74	236 6.77
LBQ-LT REAR QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	25 0.72 16.13 21.19	1 0.03 0.65 0.91	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.65 0.28	1 0.03 0.65 0.28	155 4.45
RBQ-RT REAR QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 0.37 9.63 11.82	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	135 3.87
LD-DIST LEFT-PAR	0 0.00 0.00 0.00	1 0.03 1.32 0.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	76 2.18
RD-DIST RGHT-PAR	0 0.00 0.00 0.00	3 0.09 3.03 0.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	99 2.84
LT-LEFT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.32
RT-RGHT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
JJ+ - DAMAGE UNK	1 0.03 0.98 2.94	6 0.17 5.88 1.78	0 0.00 0.00 0.00	1 0.03 0.98 0.91	0 0.00 0.00 0.00	4 0.11 3.92 0.64	0 0.00 0.00 0.00	0 0.00 0.00 0.00	102 2.93
KK+ - NOT APPLIC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 1.64 0.91	0 0.00 0.00 0.00	2 0.06 3.28 0.32	0 0.00 0.00 0.00	0 0.00 0.00 0.00	61 1.75
TOTAL	34 0.98	337 9.66	118 3.38	110 3.15	93 2.67	625 17.92	362 10.38	359 10.30	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	DAMAGE U NKNOWN	NOT APPL ICABLE	LT REAR QTR-ANGL	DIST LEF T-PARALL	LT FRNT QTR-ANGL	LEFT-ANG LE IMPAC	LEFT/TOP -ROLLOVE	RT REAR QTR-ANGL	TOTAL
FC-FRNT-CONCENTR	6 0.17 5.50 3.35	2 0.06 1.83 7.14	3 0.09 2.75 2.29	0 0.00 0.00 0.00	1 0.03 0.92 0.40	1 0.03 0.92 0.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	109 3.13
FD-FRNT-DISTRIBU	10 0.29 1.58 5.59	4 0.11 0.63 14.29	1 0.03 0.16 0.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	632 18.12
FL-FRNT-LEFT	8 0.23 2.27 4.47	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 0.54 5.38 7.54	2 0.06 0.57 1.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	353 10.12
FR-FRNT-RIGHT	6 0.17 1.59 3.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	377 10.81
BC-BACK-CONCENTR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 0.92
BD-BACK-DISTRIBU	2 0.06 0.60 1.12	3 0.09 0.89 10.71	0 0.00 0.00 0.00	1 0.03 0.30 1.35	1 0.03 0.30 0.40	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	336 9.64
BL-BACK-LEFT	3 0.09 2.83 1.68	1 0.03 0.94 3.57	5 0.14 4.72 3.82	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.94 0.78	106 3.04
BR-BACK-RIGHT	1 0.03 1.02 0.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 3.06 2.34	98 2.81
LP-LEFT-ANGLE	2 0.06 1.31 1.12	2 0.06 1.31 7.14	0 0.00 0.00 0.00	1 0.03 0.65 1.35	2 0.06 1.31 0.79	145 4.16 94.77 96.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	153 4.39
RP-RIGHT-ANGLE	1 0.03 0.69 0.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.69 0.40	2 0.06 1.39 1.33	0 0.00 0.00 0.00	1 0.03 0.69 0.78	144 4.13
TOTAL	179 5.13	28 0.80	131 3.76	74 2.12	252 7.23	150 4.30	11 0.32	128 3.67	3487 100.00

(CONTINUED)

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

42
15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMAGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMAGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	DAMAGE U NKNOWN	NOT APPL ICABLE	LT REAR QTR-ANGL	DIST LEF T-PARALL	LT FRNT QTR-ANGL	LEFT-ANG LE IMPAC	LEFT/TOP -ROLLOVE	RT REAR QTR-ANGL	TOTAL
LFQ-LT FRNT QTR-	2 0.06 0.75 1.12	1 0.03 0.38 3.57	1 0.03 0.38 0.76	0 0.00 0.00 0.00	217 6.22 81.89 86.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	265 7.60
RFQ-RT FRNT QTR-	4 0.11 1.69 2.23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20 2.97 2.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.42 0.78	236 6.77
LBQ-LT REAR QTR-	5 0.14 3.23 2.79	0 0.00 0.00 0.00	116 3.33 74.84 88.55	1 0.03 0.65 1.35	2 0.06 1.29 0.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 1.94 2.34	155 4.45
RBQ-RT REAR QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 1.48 1.53	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	118 3.38 87.41 92.19	135 3.87
LD-DIST LEFT-PAR	2 0.06 2.63 1.12	2 0.06 2.63 7.14	1 0.03 1.32 0.76	69 1.98 90.79 93.24	1 0.03 1.32 0.40	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	76 2.18
RD-DIST RGHT-PAR	0 0.00 0.00 0.00	1 0.03 1.01 3.57	1 0.03 1.01 0.76	0 0.00 0.00 0.00	1 0.03 1.01 0.40	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	99 2.84
LT-LEFT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.32 100.00 100.00	0 0.00 0.00 0.00	11 0.32
RT-RGHT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
JJ+ - DAMAGE UNK	80 2.29 78.43 44.69	5 0.14 4.90 17.86	0 0.00 0.00 0.00	1 0.03 0.98 1.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	102 2.93
KK+ - NOT APPLIC	47 1.35 77.05 26.26	7 0.20 11.48 25.00	1 0.03 1.64 0.76	1 0.03 1.64 1.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 1.64 0.78	61 1.75
TOTAL	179 5.13	28 0.80	131 3.76	74 2.12	252 7.23	150 4.30	11 0.32	128 3.67	3487 100.00

(CONTINUED)

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	DIST RGH T-PARALL	RT FRNT QTR-ANGL	RIGHT-AN GLE IMPA	RGHT/TOP -ROLLOVE	BURNED B Y COLL	UNDERCAR RIAGE	TOTAL
FC-FRNT-CONCENTR	0 0.00 0.00 0.00	1 0.03 0.92 0.41	2 0.06 1.83 1.39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	109 3.13
FD-FRNT-DISTRIBU	1 0.03 0.16 1.04	2 0.06 0.32 0.81	1 0.03 0.16 0.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	632 18.12
FL-FRNT-LEFT	0 0.00 0.00 0.00	1 0.03 0.28 0.41	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	353 10.12
FR-FRNT-RIGHT	0 0.00 0.00 0.00	31 0.89 8.22 12.60	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.27 50.00	0 0.00 0.00 0.00	377 10.81
BC-BACK-CONCENTR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 0.92
BD-BACK-DISTRIBU	2 0.06 0.60 2.08	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	336 9.64
BL-BACK-LEFT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.94 0.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	106 3.04
BR-BACK-RIGHT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	98 2.81
LP-LEFT-ANGLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 0.65 50.00	0 0.00 0.00 0.00	153 4.39
RP-RIGHT-ANGLE	1 0.03 0.69 1.04	0 0.00 0.00 0.00	136 3.90 94.44 94.44	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	144 4.13
TOTAL	96 2.75	246 7.05	144 4.13	7 0.20	2 0.06	1 0.03	3487 100.00

(CONTINUED)

TABLE OF TDAMLOC BY VEHDAMAGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMAGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	DIST RGH T-PARALL	RT FRNT QTR-ANGL	RIGHT-AN GLE IMPA	RGHT/TOP -ROLLOVE	BURNED B Y COLL	UNDERCAR RIAGE	TOTAL
LFQ-LT FRNT QTR-	0 0.00 0.00 0.00	3 0.09 1.13 1.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	265 7.60
RFQ-RT FRNT QTR-	1 0.03 0.42 1.04	204 5.85 86.44 82.93	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	236 6.77
LBQ-LT REAR QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	155 4.45
RBQ-RT REAR QTR-	0 0.00 0.00 0.00	2 0.06 1.48 0.81	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	135 3.87
LD-DIST LEFT-PAR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	76 2.18
RD-DIST RGHT-PAR	90 2.58 90.91 93.75	1 0.03 1.01 0.41	2 0.06 2.02 1.39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	99 2.84
LT-LEFT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.32
RT-RGHT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.20
JJ+ - DAMAGE UNK	1 0.03 0.98 1.04	1 0.03 0.98 0.41	2 0.06 1.96 1.39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	102 2.93
KK+ - NOT APPLIC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 1.64 100.00	61 1.75
TOTAL	96 2.75	246 7.05	144 4.13	7 0.20	2 0.06	1 0.03	3487 100.00

15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTOTOCC BY TOTALOCC

TTOTOCC(TR NUMBER OF OCC/PEDS INVOLVED)

TOTALOCC(TOTAL IN VEHICLE)

FREQUENCY PERCENT ROW PCT COL PCT	0	1	2	3	4	5	6	TOTAL
0	2556 73.30 93.70 99.15	131 3.76 4.80 20.47	24 0.69 0.88 14.55	12 0.34 0.44 17.65	4 0.11 0.15 13.79	1 0.03 0.04 20.00	0 0.00 0.00 0.00	2728 78.23
1	19 0.54 3.61 0.74	505 14.48 95.83 78.91	2 0.06 0.38 1.21	0 0.00 0.00 0.00	1 0.03 0.19 3.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	527 15.11
2	3 0.09 2.05 0.12	4 0.11 2.74 0.63	139 3.99 95.21 84.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	146 4.19
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 1.58 100.00 80.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 1.58
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.03 4.00 1.47	24 0.69 96.00 82.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	25 0.72
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.11 100.00 80.00	0 0.00 0.00 0.00	4 0.11
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.06 100.00 100.00	2 0.06
TOTAL	2578 73.93	640 18.35	165 4.73	68 1.95	29 0.83	5 0.14	2 0.06	3487 100.00

FREQUENCIES FOR 1989 CARROLLTON MATCHED DRIVER/VEHICLE RECORDS

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15:41 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHNO BY DRVVEHNO

TVEHNO(TR VEHICLE NUMBER)

DRVVEHNO(DRIVER VEHICLE NUMBER)

FREQUENCY PERCENT ROW PCT COL PCT	IN VEHIC LE 1	IN VEHIC LE 2	IN VEHIC LE 3	IN VEHIC LE 4	IN VEHIC LE 5	TOTAL
1	1257 36.05 71.14 69.68	500 14.34 28.30 33.58	9 0.26 0.51 5.81	1 0.03 0.06 2.78	0 0.00 0.00 0.00	1767 50.67
2	531 15.23 35.00 29.43	975 27.96 64.27 65.48	9 0.26 0.59 5.81	2 0.06 0.13 5.56	0 0.00 0.00 0.00	1517 43.50
3	15 0.43 9.26 0.83	13 0.37 8.02 0.87	133 3.81 82.10 85.81	1 0.03 0.62 2.78	0 0.00 0.00 0.00	162 4.65
4	1 0.03 2.63 0.06	1 0.03 2.63 0.07	4 0.11 10.53 2.58	32 0.92 84.21 88.89	0 0.00 0.00 0.00	38 1.09
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.09 100.00 100.00	3 0.09
TOTAL	1804 51.74	1489 42.70	155 4.45	36 1.03	3 0.09	3487 100.00

APPENDIX C:
Temple Frequency Tables

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

1
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TSEVCHK BY TSEV

TSEVCHK(TR ACCIDENT SEVERITY)

TSEV(ACCIDENT SEVERITY)

FREQUENCY PERCENT ROW PCT COL PCT	NON-INJURY	POSSIBLE INJURY	NONINCAP ACIT	INCAPACI TATING	FATAL	TOTAL
UNKNOWN	25 2.09 96.15 3.01	0 0.00 0.00 0.00	1 0.08 3.85 0.71	0 0.00 0.00 0.00	0 0.00 0.00 0.00	26 2.18
NO INJURY	805 67.42 96.06 96.87	13 1.09 1.55 7.18	14 1.17 1.67 9.93	5 0.42 0.60 12.50	1 0.08 0.12 100.00	838 70.18
POSSIBLE INJURY	0 0.00 0.00 0.00	166 13.90 98.81 91.71	2 0.17 1.19 1.42	0 0.00 0.00 0.00	0 0.00 0.00 0.00	168 14.07
NON-INCAPACIT IN	1 0.08 0.78 0.12	1 0.08 0.78 0.55	124 10.39 96.88 87.94	2 0.17 1.56 5.00	0 0.00 0.00 0.00	128 10.72
INCAPACITATING I	0 0.00 0.00 0.00	1 0.08 2.94 0.55	0 0.00 0.00 0.00	33 2.76 97.06 82.50	0 0.00 0.00 0.00	34 2.85
TOTAL	831 69.60	181 15.16	141 11.81	40 3.35	1 0.08	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

14:33 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TINTER BY INTRSECT

TINTER(TR INTERSECTION ACCIDENT) INTRSECT(INTERSECTION RELATED)

FREQUENCY PERCENT ROW PCT COL PCT	INTERSEC TION	INTERSEC RELATED	DRIVEWAY ACCESS	NON INTE RSECTION	TOTAL
NON INTERSECTION	21 1.76 3.69 4.23	124 10.39 21.79 52.32	143 11.98 25.13 91.67	281 23.53 49.38 92.43	569 47.65
INTERSECTION	472 39.53 77.63 94.97	108 9.05 17.76 45.57	6 0.50 0.99 3.85	22 1.84 3.62 7.24	608 50.92
INTERSECTION REL	4 0.34 50.00 0.80	4 0.34 50.00 1.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
DRIVEWAY ACCESS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42 100.00 3.21	0 0.00 0.00 0.00	5 0.42
PARKING LOT	0 0.00 0.00 0.00	1 0.08 25.00 0.42	2 0.17 50.00 1.28	1 0.08 25.00 0.33	4 0.34
TOTAL	497 41.62	237 19.85	156 13.07	304 25.46	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TROADCL BY ROAD

TROADCL(TR ROAD CLASS)	ROAD(ROAD CLASS)					
FREQUENCY PERCENT ROW PCT COL PCT	INTERSTA TE	US & STA TE HW	FARM TO MARKET	CITY STR EET	OTHER (A LLEY)	TOTAL
INTERSTATE HIGHW	44 3.69 86.27 19.21	6 0.50 11.76 1.95	1 0.08 1.96 0.71	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27
U.S. & STATE HIG	62 5.19 54.87 27.07	46 3.85 40.71 14.94	0 0.00 0.00 0.00	5 0.42 4.42 0.97	0 0.00 0.00 0.00	113 9.46
FARM TO MARKET R	0 0.00 0.00 0.00	1 0.08 25.00 0.32	3 0.25 75.00 2.13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
CITY STREET	123 10.30 12.04 53.71	255 21.36 24.95 82.79	136 11.39 13.31 96.45	507 42.46 49.61 98.45	1 0.08 0.10 100.00	1022 85.59
OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 25.00 0.71	3 0.25 75.00 0.58	0 0.00 0.00 0.00	4 0.34
TOTAL	229 19.18	308 25.80	141 11.81	515 43.13	1 0.08	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

14:33 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDAY BY DAY

TDAY(TR DAY OF WEEK)	DAY(DAY OF WEEK)							TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
SUNDAY	102 8.54 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	102 8.54
MONDAY	0 0.00 0.00 0.00	189 15.83 99.47 100.00	0 0.00 0.00 0.00	1 0.08 0.53 0.55	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	190 15.91
TUESDAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	179 14.99 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	179 14.99
WEDNESDAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	181 15.16 99.45 99.45	0 0.00 0.00 0.00	1 0.08 0.55 0.41	0 0.00 0.00 0.00	182 15.24
THURSDAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	171 14.32 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	171 14.32
FRIDAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	240 20.10 100.00 99.59	0 0.00 0.00 0.00	240 20.10
SATURDAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	130 10.89 100.00 100.00	130 10.89
TOTAL	102 8.54	189 15.83	179 14.99	182 15.24	171 14.32	241 20.18	130 10.89	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

5
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TMONTH BY MONTH

TMONTH(TR MONTH OF ACCIDENT)	MONTH(MONTH)					
FREQUENCY PERCENT ROW PCT COL PCT	JANUARY	FEBRUARY	MARCH	APRIL	MAY	TOTAL
JANUARY	120 10.05 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	120 10.05
FEBRUARY	0 0.00 0.00 0.00	89 7.45 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	89 7.45
MARCH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	124 10.39 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	124 10.39
APRIL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	112 9.38 100.00 100.00	0 0.00 0.00 0.00	112 9.38
MAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	122 10.22 100.00 100.00	122 10.22
JUNE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	140 11.73
JULY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	125 10.47
AUGUST	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	140 11.73
SEPTEMBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	108 9.05
OCTOBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	114 9.55
TOTAL	120 10.05	89 7.45	124 10.39	112 9.38	122 10.22	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

14:33 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TMONTH BY MONTH

TMONTH(TR MONTH OF ACCIDENT)	MONTH(MONTH)					
FREQUENCY PERCENT ROW PCT COL PCT	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	TOTAL
JANUARY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	120 10.05
FEBRUARY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	89 7.45
MARCH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	124 10.39
APRIL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	112 9.38
MAY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	122 10.22
JUNE	140 11.73 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	140 11.73
JULY	0 0.00 0.00 0.00	125 10.47 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	125 10.47
AUGUST	0 0.00 0.00 0.00	0 0.00 0.00 0.00	140 11.73 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	140 11.73
SEPTEMBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	108 9.05 100.00 100.00	0 0.00 0.00 0.00	108 9.05
OCTOBER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	114 9.55 100.00 100.00	114 9.55
TOTAL	140 11.73	125 10.47	140 11.73	108 9.05	114 9.55	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	1	2	3	4	5	6	7	8	
1	49 4.10 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 4.10
2	0 0.00 0.00 0.00	49 4.10 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 4.10
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 4.02 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 4.02
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 3.60 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 3.60
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.26 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.26
7	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19 100.00 100.00	0 0.00 0.00 0.00	50 4.19
8	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 2.85 100.00 100.00	34 2.85
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	42 3.52
10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
TOTAL	49 4.10	49 4.10	48 4.02	39 3.27	43 3.60	27 2.26	50 4.19	34 2.85	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)								
FREQUENCY PERCENT ROW PCT COL PCT	1	2	3	4	5	6	7	8	TOTAL
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 4.52
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 2.60
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	28 2.35
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76
17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18
18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	26 2.18
19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	36 3.02
21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	30 2.51
TOTAL	49 4.10	49 4.10	48 4.02	39 3.27	43 3.60	27 2.26	50 4.19	34 2.85	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

14:33 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)									
FREQUENCY PERCENT ROW PCT COL PCT	1	2	3	4	5	6	7	8	TOTAL	
23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76	
24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 3.69	
25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27	
26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76	
27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 3.10	
28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27	
29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	42 3.52	
30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	40 3.35	
31	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.26	
TOTAL	49 4.10	49 4.10	48 4.02	39 3.27	43 3.60	27 2.26	50 4.19	34 2.85	1194 100.00	

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	9	10	11	12	13	14	15	16	TOTAL
1	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 4.10
2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 4.10
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 4.02
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 3.60
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.26
7	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
8	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 2.85
9	42 3.52 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	42 3.52
10	0 0.00 0.00 0.00	39 3.27 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
TOTAL	42 3.52	39 3.27	32 2.68	38 3.18	54 4.52	31 2.60	28 2.35	33 2.76	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	9	10	11	12	13	14	15	16	
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 4.52 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 4.52
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 2.60 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 2.60
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	28 2.35 100.00 100.00	0 0.00 0.00 0.00	28 2.35
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76 100.00 100.00	33 2.76
17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18
18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	26 2.18
19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	36 3.02
21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	30 2.51
TOTAL	42 3.52	39 3.27	32 2.68	38 3.18	54 4.52	31 2.60	28 2.35	33 2.76	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

12
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	9	10	11	12	13	14	15	16	TOTAL
23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76
24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 3.69
25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76
27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 3.10
28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27
29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	42 3.52
30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	40 3.35
31	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.26
TOTAL	42 3.52	39 3.27	32 2.68	38 3.18	54 4.52	31 2.60	28 2.35	33 2.76	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

13

14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	17	18	19	20	21	22	23	24	TOTAL
1	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 4.10
2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 4.10
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 4.02
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 3.60
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.26
7	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
8	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 2.85
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	42 3.52
10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
TOTAL	37 3.10	26 2.18	33 2.76	36 3.02	50 4.19	30 2.51	33 2.76	44 3.69	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

14

14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)	DATE(DAY OF MONTH)								
FREQUENCY PERCENT ROW PCT COL PCT	17	18	19	20	21	22	23	24	TOTAL
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 4.52
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 2.60
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	28 2.35
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76
17	37 3.10 97.37 100.00	0 0.00 0.00 0.00	1 0.08 2.63 3.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18
18	0 0.00 0.00 0.00	26 2.18 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	26 2.18
19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68 100.00 96.97	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	36 3.02 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	36 3.02
21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	30 2.51 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	30 2.51
TOTAL	37 3.10	26 2.18	33 2.76	36 3.02	50 4.19	30 2.51	33 2.76	44 3.69	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

15
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)		DATE(DAY OF MONTH)								
FREQUENCY										
PERCENT										
ROW PCT										
COL PCT										
	17	18	19	20	21	22	23	24	TOTAL	
23	0	0	0	0	0	0	33	0	33	
	0.00	0.00	0.00	0.00	0.00	0.00	2.76	0.00	2.76	
	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00		
	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00		
24	0	0	0	0	0	0	0	44	44	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.69	3.69	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00		
25	0	0	0	0	0	0	0	0	39	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.27	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
26	0	0	0	0	0	0	0	0	33	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.76	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
27	0	0	0	0	0	0	0	0	37	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.10	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
28	0	0	0	0	0	0	0	0	51	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.27	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
29	0	0	0	0	0	0	0	0	42	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.52	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
30	0	0	0	0	0	0	0	0	40	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.35	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
31	0	0	0	0	0	0	0	0	27	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.26	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
TOTAL	37	26	33	36	50	30	33	44	1194	
	3.10	2.18	2.76	3.02	4.19	2.51	2.76	3.69	100.00	

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

16

14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	25	26	27	28	29	30	31	TOTAL
1	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 4.10
2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	49 4.10
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 4.02
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 3.60
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.26
7	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
8	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 2.85
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	42 3.52
10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
TOTAL	39 3.27	34 2.85	37 3.10	51 4.27	42 3.52	40 3.35	26 2.18	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

17
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)		DATE(DAY OF MONTH)						
FREQUENCY PERCENT ROW PCT COL PCT	25	26	27	28	29	30	31	TOTAL
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 4.52
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 2.60
15	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	28 2.35
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76
17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	38 3.18
18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	26 2.18
19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	36 3.02
21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	30 2.51
TOTAL	39 3.27	34 2.85	37 3.10	51 4.27	42 3.52	40 3.35	26 2.18	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

18

14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDATE BY DATE

TDATE(TR DAY OF MONTH)

DATE(DAY OF MONTH)

FREQUENCY PERCENT ROW PCT COL PCT	25	26	27	28	29	30	31	TOTAL
23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76
24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 3.69
25	39 3.27 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 3.27
26	0 0.00 0.00 0.00	33 2.76 100.00 97.06	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.76
27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 3.10 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 3.10
28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27
29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	42 3.52 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	42 3.52
30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	40 3.35 100.00 100.00	0 0.00 0.00 0.00	40 3.35
31	0 0.00 0.00 0.00	1 0.08 3.70 2.94	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	26 2.18 96.30 100.00	27 2.26
TOTAL	39 3.27	34 2.85	37 3.10	51 4.27	42 3.52	40 3.35	26 2.18	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

19
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTIMEH BY TIME

TIMEH(TR HOUR OF ACCIDENT)		TIME(TIME)								
FREQUENCY		MIDNITE-	1-1:59 A	2-2:59 A	3-3:59 A	4-4:59 A	5-5:59 A	6-6:59 A	7-7:59 A	TOTAL
PERCENT		12:59 AM	M	M	M	M	M	M	M	
ROW PCT										
COL PCT										
MIDNITE-12:59 AM	10	0	0	0	0	0	0	0	0	16
	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34
	62.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	76.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
1-1:59 AM	0	16	0	0	0	0	0	0	0	17
	0.00	1.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.42
	0.00	94.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	94.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
2-2:59 AM	0	0	12	0	0	0	0	0	0	12
	0.00	0.00	1.01	0.00	0.00	0.00	0.00	0.00	0.00	1.01
	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	85.71	0.00	0.00	0.00	0.00	0.00	0.00	
3-3:59 AM	0	0	0	7	0	0	0	0	0	7
	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.59
	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	87.50	0.00	0.00	0.00	0.00	0.00	
4-4:59 AM	0	0	0	0	5	0	0	0	0	5
	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.42
	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	
5-5:59 AM	0	0	0	0	0	2	0	0	0	2
	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.17
	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	
6-6:59 AM	0	0	0	0	0	0	19	0	0	20
	0.00	0.00	0.00	0.00	0.00	0.00	1.59	0.00	0.00	1.68
	0.00	0.00	0.00	0.00	0.00	0.00	95.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	
7-7:59 AM	0	0	0	0	0	0	0	55	0	55
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.61	0.00	4.61
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	98.21	0.00	
8-8:59 AM	0	0	0	0	0	0	0	0	0	55
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.61
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
9-9:59 AM	0	0	0	0	0	0	0	0	0	48
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.02
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
10-10:59 AM	0	1	0	0	0	0	0	0	0	60
	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.03
	0.00	1.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	5.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
11-11:59 AM	0	0	0	0	0	0	0	0	0	73
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.11
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTAL	13	17	14	8	5	2	19	56		1194
	1.09	1.42	1.17	0.67	0.42	0.17	1.59	4.69		100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

20
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TR HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	MIDNITE- 12:59 AM	1-1:59 A M	2-2:59 A M	3-3:59 A M	4-4:59 A M	5-5:59 A M	6-6:59 A M	7-7:59 A M	
NOON-12:59 PM	3 0.25 3.13 23.08	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	96 8.04
1-1:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	86 7.20
2-2:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 2.33 14.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.16 1.79	86 7.20
3-3:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	113 9.46
4-4:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	114 9.55
5-5:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	118 9.88
6-6:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27
7-7:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 2.00 12.50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
8-8:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 3.10
9-9:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
10-10:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 1.51
11-11:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 1.93
TOTAL	13 1.09	17 1.42	14 1.17	8 0.67	5 0.42	2 0.17	19 1.59	56 4.69	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

21
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TR HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	8-8:59 A M	9-9:59 A M	10-10:59 AM	11-11:59 AM	NOON-12: 59 PM	1-1:59 P M	2-2:59 P M	3-3:59 P M	
MIDNITE-12:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 6.25 1.35	4 0.34 25.00 4.08	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 1.34
1-1:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 5.88 1.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 1.42
2-2:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 1.01
3-3:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.59
4-4:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
5-5:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
6-6:59 AM	1 0.08 5.00 1.75	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.68
7-7:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 4.61
8-8:59 AM	55 4.61 100.00 96.49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 4.61
9-9:59 AM	0 0.00 0.00 0.00	48 4.02 100.00 97.96	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 4.02
10-10:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	59 4.94 98.33 98.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 5.03
11-11:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.37 1.67	72 6.03 98.63 97.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	73 6.11
TOTAL	57 4.77	49 4.10	60 5.03	74 6.20	98 8.21	88 7.37	89 7.45	113 9.46	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

22

14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TH HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	8-8:59 A M	9-9:59 A M	10-10:59 AM	11-11:59 AM	NOON-12: 59 PM	1-1:59 P M	2-2:59 P M	3-3:59 P M	
NOON-12:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	91 7.62 94.79 92.86	1 0.08 1.04 1.14	1 0.08 1.04 1.12	0 0.00 0.00 0.00	96 8.04
1-1:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.16 1.02	84 7.04 97.67 95.45	1 0.08 1.16 1.12	0 0.00 0.00 0.00	86 7.20
2-2:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	83 6.95 96.51 93.26	0 0.00 0.00 0.00	86 7.20
3-3:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.88 1.14	2 0.17 1.77 2.25	110 9.21 97.35 97.35	113 9.46
4-4:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.88 1.02	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.88 0.88	114 9.55
5-5:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.85 1.02	0 0.00 0.00 0.00	1 0.08 0.85 1.12	2 0.17 1.69 1.77	118 9.88
6-6:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27
7-7:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 2.00 1.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
8-8:59 PM	1 0.08 2.70 1.75	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 3.10
9-9:59 PM	0 0.00 0.00 0.00	1 0.08 3.13 2.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 3.13 1.12	0 0.00 0.00 0.00	32 2.68
10-10:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 1.51
11-11:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 4.35 1.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 1.93
TOTAL	57 4.77	49 4.10	60 5.03	74 6.20	98 8.21	88 7.37	89 7.45	113 9.46	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

23
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TR HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	4-4:59 P M	5-5:59 P M	6-6:59 P M	7-7:59 P M	8-8:59 P M	9-9:59 P M	10-10:59 PM	11-11:59 PM	
MIDNITE-12:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 6.25 3.13	0 0.00 0.00 0.00	16 1.34
1-1:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 1.42
2-2:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 1.01
3-3:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.59
4-4:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
5-5:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
6-6:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 1.68
7-7:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 4.61
8-8:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 4.61
9-9:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 4.02
10-10:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	60 5.03
11-11:59 AM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	73 6.11
TOTAL	112 9.38	114 9.55	51 4.27	49 4.10	34 2.85	32 2.68	19 1.59	21 1.76	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

24

14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TIMEH BY TIME

TIMEH(TH HOUR OF ACCIDENT)	TIME(TIME)								TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	4-4:59 P M	5-5:59 P M	6-6:59 P M	7-7:59 P M	8-8:59 P M	9-9:59 P M	10-10:59 PM	11-11:59 PM	
NOON-12:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	96 8.04
1-1:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	86 7.20
2-2:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	86 7.20
3-3:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	113 9.46
4-4:59 PM	112 9.38 98.25 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	114 9.55
5-5:59 PM	0 0.00 0.00 0.00	114 9.55 96.61 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	118 9.88
6-6:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 4.27
7-7:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	48 4.02 96.00 97.96	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	50 4.19
8-8:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 2.70 2.04	34 2.85 91.89 100.00	1 0.08 2.70 3.13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 3.10
9-9:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	30 2.51 93.75 93.75	0 0.00 0.00 0.00	0 0.00 0.00 0.00	32 2.68
10-10:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 1.51 100.00 94.74	0 0.00 0.00 0.00	18 1.51
11-11:59 PM	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 4.35 5.26	21 1.76 91.30 100.00	23 1.93
TOTAL	112 9.38	114 9.55	51 4.27	49 4.10	34 2.85	32 2.68	19 1.59	21 1.76	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

25
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TLIGHT BY LIGHT

TLIGHT(TR LIGHT CONDITION)	LIGHT(LIGHT CONDITION)					
FREQUENCY PERCENT ROW PCT COL PCT	DAYLIGHT	DAWN	DARK NOT LIGHTED	DARK LIG HTED	DUSK	TOTAL
DAYLIGHT	991 83.00 99.80 99.50	0 0.00 0.00 0.00	2 0.17 0.20 3.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	993 83.17
DAWN	2 0.17 15.38 0.20	10 0.84 76.92 100.00	0 0.00 0.00 0.00	1 0.08 7.69 0.89	0 0.00 0.00 0.00	13 1.09
DARK-NO LIGHTS	1 0.08 1.59 0.10	0 0.00 0.00 0.00	62 5.19 98.41 93.94	0 0.00 0.00 0.00	0 0.00 0.00 0.00	63 5.28
DARK-STREET LIGH	1 0.08 0.88 0.10	0 0.00 0.00 0.00	2 0.17 1.75 3.03	111 9.30 97.37 99.11	0 0.00 0.00 0.00	114 9.55
DUSK	1 0.08 9.09 0.10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.84 90.91 100.00	11 0.92
TOTAL	996 83.42	10 0.84	66 5.53	112 9.38	10 0.84	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

26
14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TWEATHER BY WEATHER

TWEATHER(TEMPERATURE WEATHER CONDITION)		WEATHER(WEATHER)				
FREQUENCY PERCENT ROW PCT COL PCT	CLEAR (CLOUDY)	RAINING	SNOWING	FOG	SLEETING	TOTAL
CLEAR/CLOUDY	1019 85.34 98.74 99.22	10 0.84 0.97 7.19	1 0.08 0.10 50.00	1 0.08 0.10 5.26	1 0.08 0.10 14.29	1032 86.43
RAINING	0 0.00 0.00 0.00	129 10.80 95.56 92.81	0 0.00 0.00 0.00	4 0.34 2.96 21.05	2 0.17 1.48 28.57	135 11.31
SNOWING	1 0.08 50.00 0.10	0 0.00 0.00 0.00	1 0.08 50.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
FOG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 1.17 100.00 73.68	0 0.00 0.00 0.00	14 1.17
SLEETING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34 100.00 57.14	4 0.34
HIGH WINDS	5 0.42 100.00 0.49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OTHER	2 0.17 100.00 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
TOTAL	1027 86.01	139 11.64	2 0.17	19 1.59	7 0.59	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TSURFCN BY SURF_CON

TSURFCN(SURFACE CONDITION)
SURF_CON(SURFACE CONDITION)

FREQUENCY PERCENT ROW PCT COL PCT	DRY	WET	SNOWY/IC Y	TOTAL
DRY	976 81.74 98.79 99.69	12 1.01 1.21 5.74	0 0.00 0.00 0.00	988 82.75
WET	0 0.00 0.00 0.00	196 16.42 98.99 93.78	2 0.17 1.01 33.33	198 16.58
SNOWY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34 100.00 66.67	4 0.34
OTHER	3 0.25 75.00 0.31	1 0.08 25.00 0.48	0 0.00 0.00 0.00	4 0.34
TOTAL	979 81.99	209 17.50	6 0.50	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TROADCON BY ROAD_CON

TROADCON(TR ROAD CONDITION)

ROAD_CON(ROAD CONDITION)

FREQUENCY PERCENT ROW PCT COL PCT	MAINT, R EPAIR	NO DEFEC TS	FOREIGN MATERIAL	SLICK SU RFACE	ROAD UND ER CONST	TOTAL
MAINT, REPAIR	0 0.00 0.00 0.00	1 0.08 100.00 0.09	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
HOLES, RUTS, ETC	0 0.00 0.00 0.00	1 0.08 100.00 0.09	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
FOREIGN MATERIAL	0 0.00 0.00 0.00	1 0.08 100.00 0.09	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
WATER OR DEBRIS	0 0.00 0.00 0.00	3 0.25 100.00 0.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
SLICK SURFACE	0 0.00 0.00 0.00	20 1.68 46.51 1.78	0 0.00 0.00 0.00	23 1.93 53.49 44.23	0 0.00 0.00 0.00	43 3.60
NO DEFECTS	1 0.08 0.09 100.00	1096 91.79 95.72 97.68	2 0.17 0.17 100.00	29 2.43 2.53 55.77	17 1.42 1.48 100.00	1145 95.90
TOTAL	1 0.08	1122 93.97	2 0.17	52 4.36	17 1.42	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TROADREL BY ROADWAY

TROADREL(TR ROADWAY RELATED) ROADWAY(ROADWAY RELATED)

FREQUENCY PERCENT ROW PCT COL PCT	ON ROADW AY	ON SHOUL DER	BEYOND S HOULDER	TOTAL
N/A	4 0.34 80.00 0.38	1 0.08 20.00 0.84	0 0.00 0.00 0.00	5 0.42
ON ROAD	1040 87.10 89.12 98.86	105 8.79 9.00 88.24	22 1.84 1.89 95.65	1167 97.74
ON SHOULDER	7 0.59 35.00 0.67	12 1.01 60.00 10.08	1 0.08 5.00 4.35	20 1.68
BEYOND SHOULDER	1 0.08 50.00 0.10	1 0.08 50.00 0.84	0 0.00 0.00 0.00	2 0.17
TOTAL	1052 88.11	119 9.97	23 1.93	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	ANG BOTH STR	ANG 1 ST R 2 BACK	ANG 1 ST R 2 STOP	TOTAL
UNKNOWN	0 0.00 0.00 0.00	1 0.08 25.00 5.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 25.00 8.33	0 0.00 0.00 0.00	4 0.34
ANG-BOTH STRAIGH	15 1.26 4.62 8.29	4 0.34 1.23 20.00	0 0.00 0.00 0.00	2 0.17 0.62 5.26	226 18.93 69.54 93.00	0 0.00 0.00 0.00	1 0.08 0.31 25.00	325 27.22
ANG-#1 STRT,#2 B	1 0.08 3.23 0.55	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67 25.81 21.05	0 0.00 0.00 0.00	8 0.67 25.81 66.67	1 0.08 3.23 25.00	31 2.60
ANG-#1 STRT,#2 S	3 0.25 14.29 1.66	0 0.00 0.00 0.00	2 0.17 9.52 11.76	1 0.08 4.76 2.63	6 0.50 28.57 2.47	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 R	0 0.00 0.00 0.00	1 0.08 4.76 5.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 9.52 0.82	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34 7.55 1.65	0 0.00 0.00 0.00	2 0.17 3.77 50.00	53 4.44
ANG-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	1 0.08 16.67 5.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT,#2 S	1 0.08 16.67 0.55	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
TOTAL	181 15.16	20 1.68	17 1.42	38 3.18	243 20.35	12 1.01	4 0.34	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	ANG BOTH STR	ANG 1 ST R 2 BACK	ANG 1 ST R 2 STOP	TOTAL
SAM-BOTH STRT,R-	7 0.59 3.38 3.87	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34 1.93 10.53	1 0.08 0.48 0.41	0 0.00 0.00 0.00	0 0.00 0.00 0.00	207 17.34
SAM-BOTH STRT,S-	5 0.42 4.35 2.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 1.74 0.82	0 0.00 0.00 0.00	0 0.00 0.00 0.00	115 9.63
SAM-#1 STRT,#2 S	5 0.42 41.67 2.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 1.01
SAM-#1 STRT,#2 R	2 0.17 10.53 1.10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 5.26 2.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 1.59
SAM-#1 STRT,#2 L	3 0.25 4.35 1.66	0 0.00 0.00 0.00	1 0.08 1.45 5.88	0 0.00 0.00 0.00	1 0.08 1.45 0.41	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 5.78
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
SAM-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
SAM-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OPP-BOTH STRAIGH	1 0.08 7.14 0.55	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 1.17
TOTAL	181 15.16	20 1.68	17 1.42	38 3.18	243 20.35	12 1.01	4 0.34	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	ANG BOTH STR	ANG 1 ST R 2 BACK	ANG 1 ST R 2 STOP	TOTAL
OPP-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 20.00 2.63	0 0.00 0.00 0.00	1 0.08 20.00 8.33	0 0.00 0.00 0.00	5 0.42
OPP-#1 STRT,#2 S	3 0.25 75.00 1.66	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
OPP-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
OPP-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.72 0.41	0 0.00 0.00 0.00	0 0.00 0.00 0.00	58 4.86
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25 100.00 7.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OTH-#1 STRT,#2 P	12 1.01 75.00 6.63	1 0.08 6.25 5.00	0 0.00 0.00 0.00	3 0.25 18.75 7.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 1.34
OTH-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 2.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
TOTAL	181 15.16	20 1.68	17 1.42	38 3.18	243 20.35	12 1.01	4 0.34	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	ANG BOTH STR	ANG 1 ST R 2 BACK	ANG 1 ST R 2 STOP	TOTAL
OTH-#1 LEFT, #2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 5.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-#1 PRK, #2 ST	4 0.34 50.00 2.21	1 0.08 12.50 5.00	0 0.00 0.00 0.00	3 0.25 37.50 7.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-ALL OTHERS	9 0.75 39.13 4.97	1 0.08 4.35 5.00	0 0.00 0.00 0.00	6 0.50 26.09 15.79	0 0.00 0.00 0.00	2 0.17 8.70 16.67	0 0.00 0.00 0.00	23 1.93
SNGL-MOVING STRA	100 8.38 90.91 55.25	3 0.25 2.73 15.00	5 0.42 4.55 29.41	2 0.17 1.82 5.26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	110 9.21
SNGL-TURNING RIG	3 0.25 37.50 1.66	4 0.34 50.00 20.00	1 0.08 12.50 5.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
SNGL-TURNING LEF	2 0.17 15.38 1.10	3 0.25 23.08 15.00	7 0.59 53.85 41.18	1 0.08 7.69 2.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.09
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 100.00 5.26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
SNGL-OTHER	5 0.42 100.00 2.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
TOTAL	181 15.16	20 1.68	17 1.42	38 3.18	243 20.35	12 1.01	4 0.34	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	ANG 1 ST R 2 RT	ANG 1 ST R 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	SAM BOTH STR RE	SAM BOTH STR SS	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
ANG-BOTH STRAIGH	10 0.84 3.08 30.30	53 4.44 16.31 58.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42 1.54 6.67	325 27.22
ANG-#1 STRT,#2 B	0 0.00 0.00 0.00	2 0.17 6.45 2.20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 2.60
ANG-#1 STRT,#2 S	1 0.08 4.76 3.03	1 0.08 4.76 1.10	1 0.08 4.76 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 R	12 1.01 57.14 36.36	1 0.08 4.76 1.10	1 0.08 4.76 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 L	2 0.17 3.77 6.06	23 1.93 43.40 25.27	0 0.00 0.00 0.00	1 0.08 1.89 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	53 4.44
ANG-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 33.33 40.00	1 0.08 16.67 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	1 0.08 16.67 1.10	1 0.08 16.67 20.00	0 0.00 0.00 0.00	1 0.08 16.67 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
TOTAL	33 2.76	91 7.62	5 0.42	4 0.34	2 0.17	52 4.36	75 6.28	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	ANG 1 ST R 2 RT	ANG 1 ST R 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	SAM BOTH STR RE	SAM BOTH STR SS	TOTAL
SAM-BOTH STRT,R-	1 0.08 0.48 3.03	1 0.08 0.48 1.10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.48 50.00	41 3.43 19.81 78.85	3 0.25 1.45 4.00	207 17.34
SAM-BOTH STRT,S-	4 0.34 3.48 12.12	8 0.67 6.96 8.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34 3.48 7.69	61 5.11 53.04 81.33	115 9.63
SAM-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 1.01
SAM-#1 STRT,#2 R	2 0.17 10.53 6.06	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25 15.79 5.77	0 0.00 0.00 0.00	19 1.59
SAM-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25 4.35 5.77	4 0.34 5.80 5.33	69 5.78
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
SAM-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
SAM-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OPP-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 1.17
TOTAL	33 2.76	91 7.62	5 0.42	4 0.34	2 0.17	52 4.36	75 6.28	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TRAN MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	ANG 1 ST R 2 RT	ANG 1 ST R 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	SAM BOTH STR RE	SAM BOTH STR SS	TOTAL
OPP-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OPP-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 25.00 1.92	0 0.00 0.00 0.00	4 0.34
OPP-#1 STRT,#2 R	1 0.08 50.00 3.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
OPP-#1 STRT,#2 L	0 0.00 0.00 0.00	1 0.08 1.72 1.10	0 0.00 0.00 0.00	1 0.08 1.72 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	58 4.86
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 33.33 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OTH-#1 STRT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 1.34
OTH-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
TOTAL	33 2.76	91 7.62	5 0.42	4 0.34	2 0.17	52 4.36	75 6.28	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)		COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)							TOTAL
FREQUENCY	PERCENT	ANG 1 ST	ANG 1 ST	ANG 1 RT	ANG BOTH	ANG 1 LT	SAM BOTH	SAM BOTH	
ROW PCT	COL PCT	R 2 RT	R 2 LT	2 STOP	LT	2 STOP	STR RE	STR SS	
OTH-#1 LEFT,#2 P		0	0	0	0	0	0	0	1
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
OTH-#1 PRK,#2 ST		0	0	0	0	0	0	0	8
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
OTH-BOTH BACKING		0	0	0	0	0	0	0	1
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
OTH-ALL OTHERS		0	0	0	0	0	0	2	23
		0.00	0.00	0.00	0.00	0.00	0.00	0.17	1.93
		0.00	0.00	0.00	0.00	0.00	0.00	8.70	
		0.00	0.00	0.00	0.00	0.00	0.00	2.67	
SNGL-MOVING STRA		0	0	0	0	0	0	0	110
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.21
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
SNGL-TURNING RIG		0	0	0	0	0	0	0	8
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
SNGL-TURNING LEF		0	0	0	0	0	0	0	13
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.09
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
SNGL-VEHICLE BAC		0	0	0	0	0	0	0	2
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
SNGL-OTHER		0	0	0	0	0	0	0	5
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTAL		33	91	5	4	2	52	75	1194
		2.76	7.62	0.42	0.34	0.17	4.36	6.28	100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLLISION

TCOLIS(TRAN MANNER OF COLLISION) COLLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 LT	SAM 1 RT 2 STOP	SAM BOTH LT	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 50.00 2.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
ANG-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 0.62 2.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	325 27.22
ANG-#1 STRT,#2 B	2 0.17 6.45 1.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 2.60
ANG-#1 STRT,#2 S	3 0.25 14.29 1.95	1 0.08 4.76 3.70	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 R	0 0.00 0.00 0.00	1 0.08 4.76 3.70	2 0.17 9.52 2.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 L	1 0.08 1.89 0.65	0 0.00 0.00 0.00	3 0.25 5.66 3.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	53 4.44
ANG-BOTH RIGHT T	1 0.08 50.00 0.65	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	2 0.17 33.33 7.41	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 1.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 16.67 1.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
TOTAL	154 12.90	27 2.26	84 7.04	4 0.34	1 0.08	2 0.17	7 0.59	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLLISION

TCOLIS(TRAN MANNER OF COLLISION) COLLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 LT	SAM 1 RT 2 STOP	SAM BOTH LT	TOTAL
SAM-BOTH STRT,R-	133 11.14 64.25 86.36	5 0.42 2.42 18.52	1 0.08 0.48 1.19	1 0.08 0.48 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 0.97 28.57	207 17.34
SAM-BOTH STRT,S-	4 0.34 3.48 2.60	5 0.42 4.35 18.52	12 1.01 10.43 14.29	1 0.08 0.87 25.00	0 0.00 0.00 0.00	1 0.08 0.87 50.00	2 0.17 1.74 28.57	115 9.63
SAM-#1 STRT,#2 S	6 0.50 50.00 3.90	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 1.01
SAM-#1 STRT,#2 R	0 0.00 0.00 0.00	8 0.67 42.11 29.63	2 0.17 10.53 2.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 1.59
SAM-#1 STRT,#2 L	0 0.00 0.00 0.00	3 0.25 4.35 11.11	54 4.52 78.26 64.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 5.78
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	1 0.08 25.00 3.70	1 0.08 25.00 1.19	2 0.17 50.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
SAM-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 50.00 100.00	1 0.08 50.00 50.00	0 0.00 0.00 0.00	2 0.17
SAM-BOTH LEFT TU	1 0.08 20.00 0.65	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25 60.00 42.86	5 0.42
SAM-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 1.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OPP-BOTH STRAIGH	2 0.17 14.29 1.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 1.17
TOTAL	154 12.90	27 2.26	84 7.04	4 0.34	1 0.08	2 0.17	7 0.59	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 LT	SAM 1 RT 2 STOP	SAM BOTH LT	TOTAL
OPP-#1 STRT,#2 B	1 0.08 20.00 0.65	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OPP-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
OPP-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
OPP-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.72 1.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	58 4.86
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OTH-#1 STRT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 1.34
OTH-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
TOTAL	154 12.90	27 2.26	84 7.04	4 0.34	1 0.08	2 0.17	7 0.59	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)		COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)							
FREQUENCY		SAM 1 ST	SAM 1 ST	SAM 1 ST	SAM BOTH	SAM 1 RT	SAM 1 RT	SAM BOTH	
PERCENT		R 2 STOP	R 2 RT	R 2 LT	RT	2 LT	2 STOP	LT	TOTAL
ROW PCT									
COL PCT									
OTH-#1 LEFT,#2 P		0	0	0	0	0	0	0	1
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
OTH-#1 PRK,#2 ST		0	0	0	0	0	0	0	8
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
OTH-BOTH BACKING		0	0	0	0	0	0	0	1
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
OTH-ALL OTHERS		0	1	1	0	0	0	0	23
		0.00	0.08	0.08	0.00	0.00	0.00	0.00	1.93
		0.00	4.35	4.35	0.00	0.00	0.00	0.00	
		0.00	3.70	1.19	0.00	0.00	0.00	0.00	
SNGL-MOVING STRA		0	0	0	0	0	0	0	110
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.21
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
SNGL-TURNING RIG		0	0	0	0	0	0	0	8
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
SNGL-TURNING LEF		0	0	0	0	0	0	0	13
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.09
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
SNGL-VEHICLE BAC		0	0	0	0	0	0	0	2
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
SNGL-OTHER		0	0	0	0	0	0	0	5
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTAL		154	27	84	4	1	2	7	1194
		12.90	2.26	7.04	0.34	0.08	0.17	0.59	100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	OPP 1 RT 2 LT	OPP BOTH LT	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
ANG-BOTH STRAIGH	4 0.34 1.23 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.31 1.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	325 27.22
ANG-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 2.60
ANG-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 4.76 1.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 4.76 33.33	21 1.76
ANG-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 4.76 1.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 1.34 30.19 17.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.89 33.33	53 4.44
ANG-BOTH RIGHT T	1 0.08 50.00 6.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 16.67 1.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
TOTAL	16 1.34	3 0.25	1 0.08	90 7.54	3 0.25	3 0.25	3 0.25	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)	COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)							TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	OPP 1 RT 2 LT	OPP BOTH LT	
SAM-BOTH STRT,R-	0 0.00 0.00 0.00	2 0.17 0.97 66.67	0 0.00 0.00 0.00	1 0.08 0.48 1.11	2 0.17 0.97 66.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	207 17.34
SAM-BOTH STRT,S-	1 0.08 0.87 6.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 1.74 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	115 9.63
SAM-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 8.33 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 1.01
SAM-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 1.59
SAM-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 5.78
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
SAM-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
SAM-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OPP-BOTH STRAIGH	9 0.75 64.29 56.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 14.29 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 1.17
TOTAL	16 1.34	3 0.25	1 0.08	90 7.54	3 0.25	3 0.25	3 0.25	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	OPP 1 RT 2 LT	OPP BOTH LT	TOTAL
OPP-#1 STRT,#2 B	1 0.08 20.00 6.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OPP-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
OPP-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 50.00 1.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
OPP-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.72 100.00	52 4.36 89.66 57.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.72 33.33	58 4.86
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50 75.00 6.67	0 0.00 0.00 0.00	2 0.17 25.00 66.67	0 0.00 0.00 0.00	8 0.67
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 33.33 1.11	0 0.00 0.00 0.00	1 0.08 33.33 33.33	0 0.00 0.00 0.00	3 0.25
OPP-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42 100.00 5.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OTH-#1 STRT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 1.34
OTH-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
TOTAL	16 1.34	3 0.25	1 0.08	90 7.54	3 0.25	3 0.25	3 0.25	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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TABLE OF TCOLIS BY COLISION

TCOLIS(TRAN MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	OPP 1 RT 2 LT	OPP BOTH LT	TOTAL
OTH-#1 LEFT,#2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-#1 PRK,#2 ST	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-ALL OTHERS	0 0.00 0.00 0.00	1 0.08 4.35 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 1.93
SNGL-MOVING STRA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	110 9.21
SNGL-TURNING RIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.09
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
SNGL-OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
TOTAL	16 1.34	3 0.25	1 0.08	90 7.54	3 0.25	3 0.25	3 0.25	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OTHR 1 S TR 2 PRK	OTHR 1 R T 2 PRK	OTHR 1 P RK 2 STP	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
ANG-BOTH STRAIGH	2 0.17 0.62 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	325 27.22
ANG-#1 STRT,#2 B	5 0.42 16.13 50.00	1 0.08 3.23 100.00	2 0.17 6.45 100.00	0 0.00 0.00 0.00	1 0.08 3.23 25.00	31 2.60
ANG-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 1.76
ANG-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	53 4.44
ANG-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
ANG-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50
TOTAL	10 0.84	1 0.08	2 0.17	2 0.17	4 0.34	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OTHR 1 S TR 2 PRK	OTHR 1 R T 2 PRK	OTHR 1 P RK 2 STP	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
SAM-BOTH STRT,R-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.48 50.00	0 0.00 0.00 0.00	207 17.34
SAM-BOTH STRT,S-	3 0.25 2.61 30.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	115 9.63
SAM-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 1.01
SAM-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 5.26 25.00	19 1.59
SAM-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 5.78
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
SAM-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 20.00 25.00	5 0.42
SAM-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OPP-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	14 1.17
TOTAL	10 0.84	1 0.08	2 0.17	2 0.17	4 0.34	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OTHR 1 S TR 2 PRK	OTHR 1 R T 2 PRK	OTHR 1 P RK 2 STP	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
OPP-#1 STRT, #2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 20.00 25.00	5 0.42
OPP-#1 STRT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
OPP-#1 STRT, #2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
OPP-#1 STRT, #2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	58 4.86
OPP-#1 BACK, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 RIGHT, #2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
OPP-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25
OPP-#1 LEFT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
OTH-#1 STRT, #2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 1.34
OTH-#1 RIGHT, #2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
TOTAL	10 0.84	1 0.08	2 0.17	2 0.17	4 0.34	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION) COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OTHR 1 S TR 2 PRK	OTHR 1 R T 2 PRK	OTHR 1 P RK 2 STP	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
OTH-#1 LEFT, #2 P	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-#1 PRK, #2 ST	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 50.00	0 0.00 0.00 0.00	1 0.08
OTH-ALL OTHERS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 1.93
SNGL-MOVING STRA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	110 9.21
SNGL-TURNING RIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.09
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
SNGL-OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.42
TOTAL	10 0.84	1 0.08	2 0.17	2 0.17	4 0.34	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF T1_STHAR BY _1STHARM

T1_STHAR(TR FIRST HARMFUL EVENT) _1STHARM(FIRST HARMFUL EVENT)

FREQUENCY PERCENT ROW PCT COL PCT	OTHER NO N-COL	OVERTURN ED	PEDESTRI AN	OTHER MV IN TRAN	RR TRAIN	TOTAL
UNKNOWN	1 0.08 11.11 16.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 11.11 0.11	0 0.00 0.00 0.00	9 0.75
OVERTURNED	0 0.00 0.00 0.00	10 0.84 100.00 47.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.84
PEDESTRIAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.92 84.62 91.67	1 0.08 7.69 0.11	0 0.00 0.00 0.00	13 1.09
OTHER VEH IN TRA	2 0.17 0.21 33.33	1 0.08 0.10 4.76	1 0.08 0.10 8.33	919 76.97 94.35 97.97	0 0.00 0.00 0.00	974 81.57
RAILROAD TRAIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 100.00 100.00	2 0.17
PARKED CAR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25 6.38 0.32	0 0.00 0.00 0.00	47 3.94
PEDALCYCLIST	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 1.51
ANIMAL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
FIXED OBJECT	0 0.00 0.00 0.00	5 0.42 6.67 23.81	0 0.00 0.00 0.00	1 0.08 1.33 0.11	0 0.00 0.00 0.00	75 6.28
OTHER OBJECT	1 0.08 25.00 16.67	1 0.08 25.00 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34
VEH ON OTHER ROA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.34 66.67 0.43	0 0.00 0.00 0.00	6 0.50
OTHER	2 0.17 5.71 33.33	4 0.34 11.43 19.05	0 0.00 0.00 0.00	9 0.75 25.71 0.96	0 0.00 0.00 0.00	35 2.93
TOTAL	6 0.50	21 1.76	12 1.01	938 78.56	2 0.17	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF T1_STHAR BY _1STHARM

T1_STHAR(TR FIRST HARMFUL EVENT) _1STHARM(FIRST HARMFUL EVENT)

FREQUENCY PERCENT ROW PCT COL PCT	PARKED C AR	PEDALCYC LIST	ANIMAL	FIXED OB JECT	OTHER OB JECT	TOTAL
UNKNOWN	1 0.08 11.11 1.28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50 66.67 5.13	0 0.00 0.00 0.00	9 0.75
OVERTURNED	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.84
PEDESTRIAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 7.69 0.85	0 0.00 0.00 0.00	13 1.09
OTHER VEH IN TRA	32 2.68 3.29 41.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 1.59 1.95 16.24	0 0.00 0.00 0.00	974 81.57
RAILROAD TRAIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17
PARKED CAR	43 3.60 91.49 55.13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 2.13 100.00	47 3.94
PEDALCYCLIST	0 0.00 0.00 0.00	18 1.51 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 1.51
ANIMAL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
FIXED OBJECT	1 0.08 1.33 1.28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	68 5.70 90.67 58.12	0 0.00 0.00 0.00	75 6.28
OTHER OBJECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 50.00 1.71	0 0.00 0.00 0.00	4 0.34
VEH ON OTHER RDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 33.33 1.71	0 0.00 0.00 0.00	6 0.50
OTHER	1 0.08 2.86 1.28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 1.59 54.29 16.24	0 0.00 0.00 0.00	35 2.93
TOTAL	78 6.53	18 1.51	1 0.08	117 9.80	1 0.08	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE)		TRAF_CON(TRAFFIC CONTROL)					TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	OTHER TR AF CON	NONE OR INOP	OFFICER, FLAGMAN	STOP/GO SIGNAL	STOP SIG N	FLASH RE D LITE	
NONE	0 0.00 0.00 0.00	150 12.56 44.25 87.72	2 0.17 0.59 50.00	5 0.42 1.47 2.07	8 0.67 2.36 3.32	0 0.00 0.00 0.00	339 28.39
OFFICER, FLAGMAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
STOP/GO SIGNAL	0 0.00 0.00 0.00	2 0.17 0.79 1.17	0 0.00 0.00 0.00	233 19.51 92.46 96.28	2 0.17 0.79 0.83	0 0.00 0.00 0.00	252 21.11
STOP SIGN	0 0.00 0.00 0.00	3 0.25 1.26 1.75	1 0.08 0.42 25.00	0 0.00 0.00 0.00	227 19.01 94.98 94.19	0 0.00 0.00 0.00	239 20.02
FLASHING RED LIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.09 100.00 100.00	13 1.09
TURN MARKS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.17 12.50 0.83	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 1.34
WARNING SIGN	0 0.00 0.00 0.00	1 0.08 10.00 0.58	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.84
TOTAL	2 0.17	171 14.32	4 0.34	242 20.27	241 20.18	13 1.09	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE)

TRAF_CON(TRAFFIC CONTROL)

FREQUENCY PERCENT ROW PCT COL PCT	OTHER TR AF CON	NONE OR INOP	OFFICER, FLAGMAN	STOP/GO SIGNAL	STOP SIG N	FLASH RE D LITE	TOTAL
RAILROAD GATE/SI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
YIELD SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	86 7.20
CENTER STRIPE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.61 0.41	1 0.08 0.61 0.41	0 0.00 0.00 0.00	165 13.82
NO PASSING ZONE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTHER	2 0.17 3.03 100.00	14 1.17 21.21 8.19	0 0.00 0.00 0.00	1 0.08 1.52 0.41	2 0.17 3.03 0.83	0 0.00 0.00 0.00	66 5.53
UNKNOWN, N/A	0 0.00 0.00 0.00	1 0.08 20.00 0.58	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 20.00 0.41	0 0.00 0.00 0.00	5 0.42
TOTAL	2 0.17	171 14.32	4 0.34	242 20.27	241 20.18	13 1.09	1194 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE)

TRAF_CON(TRAFFIC CONTROL)

FREQUENCY PERCENT ROW PCT COL PCT	TURN KS	MAR KS	WARNING SIGN	RR GATES OR SIG	YIELD SI GN	CENTER L INE	TOTAL
NONE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.29 1.14	173 14.49 51.03 41.29	339 28.39
OFFICER, FLAGMAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
STOP/GO SIGNAL	0 0.00 0.00 0.00	1 0.08 0.40 33.33	0 0.00 0.00 0.00	3 0.25 1.19 3.41	11 0.92 4.37 2.63	252 21.11	
STOP SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.42 1.14	7 0.59 2.93 1.67	239 20.02	
FLASHING RED LIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.09
TURN MARKS	8 0.67 50.00 88.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.50 37.50 1.43	16 1.34	
WARNING SIGN	0 0.00 0.00 0.00	1 0.08 10.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.67 80.00 1.91	10 0.84	
TOTAL	9 0.75	3 0.25	2 0.17	88 7.37	419 35.09	1194 100.00	

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE) TRAF_CON(TRAFFIC CONTROL)

FREQUENCY PERCENT ROW PCT COL PCT	TURN MAR KS	WARNING SIGN	RR GATES OR SIG	YIELD SI GN	CENTER L INE	TOTAL
RAILROAD GATE/SI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
YIELD SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	83 6.95 96.51 94.32	3 0.25 3.49 0.72	86 7.20
CENTER STRIPE	0 0.00 0.00 0.00	1 0.08 0.61 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	162 13.57 98.18 38.66	165 13.82
NO PASSING ZONE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 0.24	1 0.08
OTHER	1 0.08 1.52 11.11	0 0.00 0.00 0.00	1 0.08 1.52 50.00	0 0.00 0.00 0.00	45 3.77 68.18 10.74	66 5.53
UNKNOWN, N/A	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.25 60.00 0.72	5 0.42
TOTAL	9 0.75	3 0.25	2 0.17	88 7.37	419 35.09	1194 100.00

FREQUENCIES FOR 1989 MATCHED TEMPLE ACCIDENTS

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14:33 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTOTVEH BY TOTALVEH

TTOTVEH(TR NUMBER OF VEHICLES INVOLVED)
TOTALVEH(TOTAL NUMBER OF VEHICLES INVOLVED)

FREQUENCY PERCENT ROW PCT COL PCT	1	2	3	4	5	TOTAL
1	152 12.73 98.70 87.36	2 0.17 1.30 0.21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	154 12.90
2	21 1.76 2.15 12.07	956 80.07 97.75 98.46	1 0.08 0.10 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	978 81.91
3	0 0.00 0.00 0.00	12 1.01 21.43 1.24	44 3.69 78.57 97.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	56 4.69
4	1 0.08 20.00 0.57	1 0.08 20.00 0.10	0 0.00 0.00 0.00	3 0.25 60.00 100.00	0 0.00 0.00 0.00	5 0.42
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 100.00	1 0.08
TOTAL	174 14.57	971 81.32	45 3.77	3 0.25	1 0.08	1194 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHTYP BY VEHTYPE

TVEHTYP(TR VEHICLE TYPE)	VEHTYPE(VEHICLE TYPE)					
FREQUENCY PERCENT ROW PCT COL PCT	VEH TYPE UNKNOWN	PASSENGE R CAR	CAR & TR AILER	TRUCK	TRUCK & TRAILER	TOTAL
UNKNOWN	3 0.14 60.00 50.00	2 0.09 40.00 0.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.23
PASSENGER CAR	2 0.09 0.13 33.33	1461 68.37 95.68 99.39	1 0.05 0.07 50.00	61 2.85 3.99 10.48	1 0.05 0.07 5.56	1527 71.46
MOTORCYCLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	20 0.94
MOTOR SCOOTER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
POLICE	0 0.00 0.00 0.00	1 0.05 100.00 0.07	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
VAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	87 4.07 98.86 14.95	1 0.05 1.14 5.56	88 4.12
ALL OTHERS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14 100.00 0.52	0 0.00 0.00 0.00	3 0.14
TOTAL	6 0.28	1470 68.79	2 0.09	582 27.23	18 0.84	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

15:30 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TVEHTYP BY VEHTYPE

TVEHTYP(TR VEHICLE TYPE)

VEHTYPE(VEHICLE TYPE)

FREQUENCY PERCENT ROW PCT COL PCT	VEH TYPE UNKNOWN	PASSENGE R CAR	CAR & TR AILER	TRUCK	TRUCK & TRAILER	TOTAL
PASS CAR & TRAIL	0 0.00 0.00 0.00	1 0.05 100.00 0.07	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
PICKUP TRUCK	1 0.05 0.25 16.67	5 0.23 1.26 0.34	1 0.05 0.25 50.00	383 17.92 96.72 65.81	5 0.23 1.26 27.78	396 18.53
TRUCK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	46 2.15 90.20 7.90	0 0.00 0.00 0.00	51 2.39
TRUCK & TRAILER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 5.56 0.17	10 0.47 55.56 55.56	18 0.84
TRACTOR & TRAILE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 4.76 0.17	0 0.00 0.00 0.00	21 0.98
OTHER TRUCK COMB	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 20.00 5.56	5 0.23
TOTAL	6 0.28	1470 68.79	2 0.09	582 27.23	18 0.84	2137 100.00

(CONTINUED)

15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHTYP BY VEHTYPE

TVEHTYP(TR VEHICLE TYPE)

VEHTYPE(VEHICLE TYPE)

FREQUENCY PERCENT ROW PCT COL PCT	TRACTOR & SEMI	OTHER TR UCK COMB	MOTORCYC LE	MOTORSCO TER	MOPED	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.23
PASSENGER CAR	1 0.05 0.07 2.70	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1527 71.46
MOTORCYCLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 0.84 90.00 100.00	1 0.05 5.00 50.00	1 0.05 5.00 100.00	20 0.94
MOTOR SCOOTER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 50.00	0 0.00 0.00 0.00	1 0.05
POLICE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
VAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	88 4.12
ALL OTHERS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
TOTAL	37 1.73	1 0.05	18 0.84	2 0.09	1 0.05	2137 100.00

(CONTINUED)

15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHTYP BY VEHTYPE

TVEHTYP(TR VEHICLE TYPE)

VEHTYPE(VEHICLE TYPE)

FREQUENCY PERCENT ROW PCT COL PCT	TRACTOR & SEMI	OTHER TR UCK COMB	MOTORCYC LE	MOTORSCO TER	MOPED	TOTAL
PASS CAR & TRAIL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
PICKUP TRUCK	0 0.00 0.00 0.00	1 0.05 0.25 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	396 18.53
TRUCK	5 0.23 9.80 13.51	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.39
TRUCK & TRAILER	7 0.33 38.89 18.92	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	18 0.84
TRACTOR & TRAILER	20 0.94 95.24 54.05	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 0.98
OTHER TRUCK COMB	4 0.19 80.00 10.81	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.23
TOTAL	37 1.73	1 0.05	18 0.84	2 0.09	1 0.05	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHDEF BY VEHDEF

TVEHDEF(TR VEHICLE DEFECT)

VEHDEF(VEHICLE DEFECT)

FREQUENCY PERCENT ROW PCT COL PCT	NO DEFEC TS	BRAKES	STEERING	LIGHTS	TIRES	TRAILER EQUIP	OTHER DE FECTS	TOTAL
UNKNOWN	22 1.03 100.00 1.05	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 1.03
NO DEFECTS	2065 96.63 99.57 98.19	4 0.19 0.19 22.22	1 0.05 0.05 50.00	1 0.05 0.05 50.00	1 0.05 0.05 14.29	1 0.05 0.05 50.00	1 0.05 0.05 33.33	2074 97.05
BRAKES	5 0.23 26.32 0.24	14 0.66 73.68 77.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 0.89
STEERING	1 0.05 50.00 0.05	0 0.00 0.00 0.00	1 0.05 50.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
LIGHTS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TIRES	4 0.19 40.00 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.28 60.00 85.71	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.47
TRAILER EQUIPMEN	3 0.14 75.00 0.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 25.00 50.00	0 0.00 0.00 0.00	4 0.19
OTHER DEFECT	3 0.14 60.00 0.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 40.00 66.67	5 0.23
TOTAL	2103 98.41	18 0.84	2 0.09	2 0.09	7 0.33	2 0.09	3 0.14	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

15:30 WEDNESDAY, NOVEMBER 14, 1990

9

TABLE OF TYRDOB BY DRVBYR

TYRDOB(TR DRIVER YEAR OF BIRTH)

DRVBYR(DRIVER YEAR OF BIRTH)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	1900-09	1910-19	1920-29	1930-39	1940-49	TOTAL
UNKNOWN	37 1.73 92.50 82.22	2 0.09 5.00 4.17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	40 1.87
1900-09	0 0.00 0.00 0.00	46 2.15 100.00 95.83	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	46 2.15
1910-19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	126 5.90 100.00 98.44	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	126 5.90
1920-29	1 0.05 0.56 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	176 8.24 98.88 98.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	178 8.33
1930-39	1 0.05 0.58 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.58 0.56	168 7.86 98.25 98.25	1 0.05 0.58 0.42	171 8.00
1940-49	1 0.05 0.41 2.22	0 0.00 0.00 0.00	2 0.09 0.83 1.56	0 0.00 0.00 0.00	1 0.05 0.41 0.58	236 11.04 97.93 99.58	241 11.28
1950-59	3 0.14 0.66 6.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.22 0.58	0 0.00 0.00 0.00	453 21.20
1960-69	1 0.05 0.18 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	561 26.25
1970-74	1 0.05 0.32 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.32 0.56	1 0.05 0.32 0.58	0 0.00 0.00 0.00	315 14.74
1975-89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
1890-99	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
TOTAL	45 2.11	48 2.25	128 5.99	178 8.33	171 8.00	237 11.09	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

10
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TYRDOB BY DRVBYR

TYRDOB(TR DRIVER YEAR OF BIRTH) DRVBYR(DRIVER YEAR OF BIRTH)

FREQUENCY PERCENT ROW PCT COL PCT	1950-59	1960-69	1970-74	1975-89	1890-99	TOTAL
UNKNOWN	0 0.00 0.00 0.00	1 0.05 2.50 0.18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	40 1.87
1900-09	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	46 2.15
1910-19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	126 5.90
1920-29	0 0.00 0.00 0.00	1 0.05 0.56 0.18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	178 8.33
1930-39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	171 8.00
1940-49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.41 0.32	0 0.00 0.00 0.00	0 0.00 0.00 0.00	241 11.28
1950-59	447 20.92 98.68 99.33	2 0.09 0.44 0.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	453 21.20
1960-69	2 0.09 0.36 0.44	558 26.11 99.47 98.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	561 26.25
1970-74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	311 14.55 98.73 99.68	1 0.05 0.32 100.00	0 0.00 0.00 0.00	315 14.74
1975-89	1 0.05 25.00 0.22	3 0.14 75.00 0.53	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
1890-99	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 100.00 100.00	2 0.09
TOTAL	450 21.06	565 26.44	312 14.60	1 0.05	2 0.09	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

11
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVSEX BY DRVR_SEX

TDRVSEX(TR DRIVER RACE AND SEX) DRVR_SEX(DRIVER RACE AND SEX)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	WHITE MA LE	WHITE FE MALE	BLACK MA LE	BLACK FE MALE	TOTAL
UNKNOWN	25 1.17 92.59 69.44	1 0.05 3.70 0.12	1 0.05 3.70 0.13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 1.26
WHITE MALE	9 0.42 0.96 25.00	856 40.06 91.06 98.62	5 0.23 0.53 0.67	1 0.05 0.11 0.62	0 0.00 0.00 0.00	940 43.99
WHITE FEMALE	2 0.09 0.25 5.56	6 0.28 0.76 0.69	738 34.53 93.42 98.66	1 0.05 0.13 0.62	1 0.05 0.13 0.93	790 36.97
BLACK MALE	0 0.00 0.00 0.00	3 0.14 1.81 0.35	1 0.05 0.60 0.13	158 7.39 95.18 98.14	1 0.05 0.60 0.93	166 7.77
BLACK FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.93 0.13	1 0.05 0.93 0.62	105 4.91 98.13 98.13	107 5.01
HISPANIC MALE	0 0.00 0.00 0.00	1 0.05 1.45 0.12	1 0.05 1.45 0.13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 3.23
HISPANIC FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 3.03 0.13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 1.54
OTHER MALE	0 0.00 0.00 0.00	1 0.05 33.33 0.12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
OTHER FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
TOTAL	36 1.68	868 40.62	748 35.00	161 7.53	107 5.01	2137 100.00

(CONTINUED)

TABLE OF TDRVSEX BY DRVR_SEX

TDRVSEX(TR DRIVER RACE AND SEX) DRVR_SEX(DRIVER RACE AND SEX)

FREQUENCY PERCENT ROW PCT COL PCT	HISPANIC MALE	HISPANIC FEMALE	OTHER MA LE	OTHER FE MALE	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 1.26
WHITE MALE	61 2.85 6.49 45.19	3 0.14 0.32 4.17	5 0.23 0.53 71.43	0 0.00 0.00 0.00	940 43.99
WHITE FEMALE	2 0.09 0.25 1.48	39 1.82 4.94 54.17	0 0.00 0.00 0.00	1 0.05 0.13 33.33	790 36.97
BLACK MALE	3 0.14 1.81 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	166 7.77
BLACK FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	107 5.01
HISPANIC MALE	67 3.14 97.10 49.63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	69 3.23
HISPANIC FEMALE	2 0.09 6.06 1.48	30 1.40 90.91 41.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 1.54
OTHER MALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 66.67 28.57	0 0.00 0.00 0.00	3 0.14
OTHER FEMALE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 100.00 66.67	2 0.09
TOTAL	135 6.32	72 3.37	7 0.33	3 0.14	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

13
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	RES & LI C UNKN	ALASKA	ALABAMA	ARKANSAS	ARIZONA	CALIFORN IA	COLORADO	TOTAL
UNKNOWN	16 0.75 94.12 40.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.80
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 100.00 66.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19 100.00 57.14	0 0.00 0.00 0.00	4 0.19
CANADA	3 0.14 100.00 7.50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MASSACHUSETTS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
TOTAL	40 1.87	2 0.09	3 0.14	3 0.14	2 0.09	7 0.33	1 0.05	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

14
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)		LICENSE(DRIVER LICENSE STATUS)							
FREQUENCY PERCENT ROW PCT COL PCT	RES & LI C UNKN	ALASKA	ALABAMA	ARKANSAS	ARIZONA	CALIFORN IA	COLORADO	TOTAL	
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
SOUTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
TEXAS	21 0.98 1.00 52.50	2 0.09 0.10 100.00	2 0.09 0.10 66.67	1 0.05 0.05 33.33	2 0.09 0.10 100.00	3 0.14 0.14 42.86	1 0.05 0.05 100.00	2094 97.99	
WEST VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05	
TOTAL	40 1.87	2 0.09	3 0.14	3 0.14	2 0.09	7 0.33	1 0.05	2137 100.00	

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	FLORIDA	GEORGIA	IOWA	ILLINOIS	FOREIGN LIC	KANSAS	KENTUCKY	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.80
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
FLORIDA	1 0.05 100.00 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
GEORGIA	0 0.00 0.00 0.00	1 0.05 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 16.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MASSACHUSETTS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
TOTAL	4 0.19	1 0.05	3 0.14	6 0.28	1 0.05	1 0.05	2 0.09	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

15:30 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDRVRÉS BY LICENSE

TDRVRÉS(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	FLORIDA	GEORGIA	IOWA	ILLINOIS	FOREIGN LIC	KANSAS	KENTUCKY	TOTAL
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TEXAS	3 0.14 0.14 75.00	0 0.00 0.00 0.00	3 0.14 0.14 100.00	5 0.23 0.24 83.33	1 0.05 0.05 100.00	1 0.05 0.05 100.00	2 0.09 0.10 100.00	2094 97.99
WEST VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TOTAL	4 0.19	1 0.05	3 0.14	6 0.28	1 0.05	1 0.05	2 0.09	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

17
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	LOUISIAN A	MASSACHU SETTS	MARYLAND	MICHIGAN	MINNESOT A	MISSOURI	MISSISSI PPI	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.80
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MASSACHUSETTS	0 0.00 0.00 0.00	1 0.05 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 33.33	1 0.05
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 100.00 100.00	0 0.00 0.00 0.00	2 0.09
TOTAL	2 0.09	1 0.05	2 0.09	4 0.19	1 0.05	2 0.09	3 0.14	2137 100.00

(CONTINUED)

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	LOUISIAN A	MASSACHU SETTS	MARYLAND	MICHIGAN	MINNESOT A	MISSOURI	MISSISSI PPI	TOTAL
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TEXAS	2 0.09 0.10 100.00	0 0.00 0.00 0.00	2 0.09 0.10 100.00	4 0.19 0.19 100.00	1 0.05 0.05 100.00	0 0.00 0.00 0.00	2 0.09 0.10 66.67	2094 97.99
WEST VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TOTAL	2 0.09	1 0.05	2 0.09	4 0.19	1 0.05	2 0.09	3 0.14	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

15:30 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	NEBRASKA	NORTH CA ROLINA	NEW JERS EY	NEW MEXI CO	NEW YORK	OHIO	OKLAHOMA	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.80
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MASSACHUSETTS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
TOTAL	1 0.05	3 0.14	1 0.05	1 0.05	2 0.09	4 0.19	6 0.28	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

15:30 WEDNESDAY, NOVEMBER 14, 1990

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TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)		LICENSE(DRIVER LICENSE STATUS)						
FREQUENCY PERCENT ROW PCT COL PCT	NEBRASKA	NORTH CA ROLINA	NEW JERS EY	NEW MEXI CO	NEW YORK	OHIO	OKLAHOMA	TOTAL
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 25.00	0 0.00 0.00 0.00	1 0.05
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 16.67	1 0.05
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TEXAS	1 0.05 0.05 100.00	3 0.14 0.14 100.00	1 0.05 0.05 100.00	1 0.05 0.05 100.00	1 0.05 0.05 50.00	3 0.14 0.14 75.00	5 0.23 0.24 83.33	2094 97.99
WEST VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TOTAL	1 0.05	3 0.14	1 0.05	1 0.05	2 0.09	4 0.19	6 0.28	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

21
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	PENNSYLV ANIA	RHODE IS LAND	SOUTH CA ROLINA	SOUTH DA KOTA	TENNESSE E	TEXAS	VIRGINIA	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 5.88 0.05	0 0.00 0.00 0.00	17 0.80
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MASSACHUSETTS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
TOTAL	1 0.05	1 0.05	3 0.14	2 0.09	4 0.19	1946 91.06	2 0.09	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	PENNSYLV ANIA	RHODE IS LAND	SOUTH CA ROLINA	SOUTH DA KOTA	TENNESSE E	TEXAS	VIRGINIA	TOTAL
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 0.05	0 0.00 0.00 0.00	1 0.05
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 25.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TEXAS	1 0.05 0.05 100.00	1 0.05 0.05 100.00	2 0.09 0.10 66.67	1 0.05 0.05 50.00	3 0.14 0.14 75.00	1944 90.97 92.84 99.90	2 0.09 0.10 100.00	2094 97.99
WEST VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
WISCONSIN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TOTAL	1 0.05	1 0.05	3 0.14	2 0.09	4 0.19	1946 91.06	2 0.09	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

23
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	WASHINGTON	WISCONSIN	WEST VIRGINIA	WYOMING	TX RES, UNLIC	TX RES, LIC UNKN	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.80
ALABAMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ARKANSAS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
CALIFORNIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
CANADA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
FLORIDA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
GEORGIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
ILLINOIS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MASSACHUSETTS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSISSIPPI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
MISSOURI	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
TOTAL	2 0.09	1 0.05	1 0.05	1 0.05	60 2.81	4 0.19	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

24
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVRES BY LICENSE

TDRVRES(TR RESIDENCE OF DRIVER)

LICENSE(DRIVER LICENSE STATUS)

FREQUENCY PERCENT ROW PCT COL PCT	WASHINGTON	WISCONSIN	WEST VIRGINIA	WYOMING	TX RES, UNLIC	TX RES, LIC UNKN	TOTAL
NEW YORK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
NORTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
OHIO	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
OKLAHOMA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH CAROLINA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
SOUTH DAKOTA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TENNESSEE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TEXAS	2 0.09 0.10 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.05 100.00	60 2.81 2.87 100.00	4 0.19 0.19 100.00	2094 97.99
WEST VIRGINIA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
WISCONSIN	0 0.00 0.00 0.00	1 0.05 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TOTAL	2 0.09	1 0.05	1 0.05	1 0.05	60 2.81	4 0.19	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

25
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	> 10 YRS	79	80	81	82	83	TOTAL
UNKNOWN	18 0.84 78.26 62.07	1 0.05 4.35 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 4.35 0.75	0 0.00 0.00 0.00	23 1.08
46	0 0.00 0.00 0.00	1 0.05 100.00 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
47	0 0.00 0.00 0.00	1 0.05 100.00 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
50	1 0.05 50.00 3.45	1 0.05 50.00 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
55	0 0.00 0.00 0.00	2 0.09 100.00 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
60	0 0.00 0.00 0.00	2 0.09 100.00 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
61	0 0.00 0.00 0.00	2 0.09 100.00 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
62	0 0.00 0.00 0.00	2 0.09 100.00 0.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
63	0 0.00 0.00 0.00	3 0.14 100.00 0.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
64	0 0.00 0.00 0.00	6 0.28 100.00 1.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.28
65	0 0.00 0.00 0.00	6 0.28 100.00 1.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.28
66	0 0.00 0.00 0.00	9 0.42 100.00 1.71	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.42
TOTAL	29 1.36	526 24.61	119 5.57	99 4.63	123 5.76	133 6.22	140 6.55	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

26
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	> 10 YRS	79	80	81	82	83	TOTAL
67	0 0.00 0.00 0.00	8 0.37 100.00 1.52	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.37
68	0 0.00 0.00 0.00	14 0.66 93.33 2.66	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	15 0.70
69	0 0.00 0.00 0.00	10 0.47 100.00 1.90	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.47
70	1 0.05 4.00 3.45	24 1.12 96.00 4.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	25 1.17
71	1 0.05 4.76 3.45	19 0.89 90.48 3.61	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 0.98
72	0 0.00 0.00 0.00	34 1.59 100.00 6.46	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 1.59
73	0 0.00 0.00 0.00	34 1.59 97.14 6.46	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 2.86 0.71	35 1.64
74	0 0.00 0.00 0.00	33 1.54 100.00 6.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 1.54
75	1 0.05 2.33 3.45	42 1.97 97.67 7.98	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.01
76	0 0.00 0.00 0.00	51 2.39 100.00 9.70	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.39
77	1 0.05 0.97 3.45	102 4.77 99.03 19.39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	103 4.82
78	0 0.00 0.00 0.00	116 5.43 99.15 22.05	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	117 5.47
TOTAL	29 1.36	526 24.61	119 5.57	99 4.63	123 5.76	133 6.22	140 6.55	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

27
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	> 10 YRS	79	80	81	82	83	TOTAL
79	1 0.05 0.82 3.45	1 0.05 0.82 0.19	119 5.57 97.54 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	122 5.71
80	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	99 4.63 99.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	100 4.68
81	1 0.05 0.81 3.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	122 5.71 98.39 99.19	1 0.05 0.81 0.75	0 0.00 0.00 0.00	124 5.80
82	2 0.09 1.49 6.90	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.75 0.81	131 6.13 97.76 98.50	0 0.00 0.00 0.00	134 6.27
83	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	139 6.50 99.29 99.29	140 6.55
84	0 0.00 0.00 0.00	1 0.05 0.55 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	183 8.56
85	1 0.05 0.62 3.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	161 7.53
86	1 0.05 0.63 3.45	1 0.05 0.63 0.19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	158 7.39
87	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	154 7.21
88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	180 8.42
89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	125 5.85
90	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
TOTAL	29 1.36	526 24.61	119 5.57	99 4.63	123 5.76	133 6.22	140 6.55	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

28
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	84	85	86	87	88	89	90	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 4.35 0.62	2 0.09 8.70 1.28	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 1.08
46	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
47	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
55	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
60	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
61	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
63	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14
64	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.28
65	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.28
66	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	9 0.42
TOTAL	180 8.42	161 7.53	162 7.58	156 7.30	182 8.52	125 5.85	2 0.09	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

29

15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	84	85	86	87	88	89	90	TOTAL
67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.37
68	0 0.00 0.00 0.00	1 0.05 6.67 0.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	15 0.70
69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.47
70	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	25 1.17
71	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 4.76 0.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 0.98
72	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	34 1.59
73	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	35 1.64
74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 1.54
75	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	43 2.01
76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	51 2.39
77	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	103 4.82
78	0 0.00 0.00 0.00	1 0.05 0.85 0.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	117 5.47
TOTAL	180 8.42	161 7.53	162 7.58	156 7.30	182 8.52	125 5.85	2 0.09	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

30
15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHYR BY VEHYEAR

TVEHYR(TR VEHICLE YEAR)

VEHYEAR(VEHICLE MODEL YEAR)

FREQUENCY PERCENT ROW PCT COL PCT	84	85	86	87	88	89	90	TOTAL
79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.82 0.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	122 5.71
80	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.00 0.55	0 0.00 0.00 0.00	0 0.00 0.00 0.00	100 4.68
81	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	124 5.80
82	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	134 6.27
83	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.71 0.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	140 6.55
84	179 8.38 97.81 99.44	0 0.00 0.00 0.00	1 0.05 0.55 0.62	1 0.05 0.55 0.64	0 0.00 0.00 0.00	1 0.05 0.55 0.80	0 0.00 0.00 0.00	183 8.56
85	0 0.00 0.00 0.00	159 7.44 98.76 98.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.62 0.80	0 0.00 0.00 0.00	161 7.53
86	0 0.00 0.00 0.00	0 0.00 0.00 0.00	156 7.30 98.73 96.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	158 7.39
87	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.65 0.62	152 7.11 98.70 97.44	0 0.00 0.00 0.00	1 0.05 0.65 0.80	0 0.00 0.00 0.00	154 7.21
88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	180 8.42 100.00 98.90	0 0.00 0.00 0.00	0 0.00 0.00 0.00	180 8.42
89	1 0.05 0.80 0.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.80 0.64	1 0.05 0.80 0.55	122 5.71 97.60 97.60	0 0.00 0.00 0.00	125 5.85
90	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 100.00 100.00	2 0.09
TOTAL	180 8.42	161 7.53	162 7.58	156 7.30	182 8.52	125 5.85	2 0.09	2137 100.00

TABLE OF TDRVINS BY LIABLINS

TDRVINS(TR DRIVER INSURED)

LIABLINS(LIABILITY INSURANCE)

FREQUENCY PERCENT ROW PCT COL PCT	YES	NO	NOT SHOW N	TOTAL
UNKNOWN	3 0.14 11.54 0.16	0 0.00 0.00 0.00	23 1.08 88.46 48.94	26 1.22
NO INSURANCE	6 0.28 3.03 0.32	184 8.61 92.93 86.79	8 0.37 4.04 17.02	198 9.27
INSURED	1869 87.46 97.75 99.52	28 1.31 1.46 13.21	15 0.70 0.78 31.91	1912 89.47
UNAVAILABLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 2.13	1 0.05
TOTAL	1878 87.88	212 9.92	47 2.20	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVSEV BY DRVTINJ

TDRVSEV(TR DRIVER INJURY SEVERITY)

DRVTINJ(DRIVER SEVERITY OF INJURY)

FREQUENCY PERCENT ROW PCT COL PCT	NON-INJURY	POSSIBLE INJURY	NONINCAPACIT	INCAPACITATING	TOTAL
UNKNOWN	72 3.37 100.00 3.95	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	72 3.37
NO INJURY	1748 81.80 99.43 95.89	7 0.33 0.40 3.66	3 0.14 0.17 3.19	0 0.00 0.00 0.00	1758 82.26
POSSIBLE INJURY	2 0.09 1.09 0.11	182 8.52 98.91 95.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	184 8.61
NON-INCAPACIT IN	1 0.05 1.08 0.05	1 0.05 1.08 0.52	91 4.26 97.85 96.81	0 0.00 0.00 0.00	93 4.35
INCAPACITATING I	0 0.00 0.00 0.00	1 0.05 3.33 0.52	0 0.00 0.00 0.00	29 1.36 96.67 100.00	30 1.40
TOTAL	1823 85.31	191 8.94	94 4.40	29 1.36	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVREST BY DRVSTRN

TDRVREST(TR DRIVER RESTRAINT USED) DRVSTRN(DRIVER RESTRAINING DEVICE)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	NOT APPL ICABLE	BELT AND STRAP	BELT ONL Y	NONE USE D	TOTAL
UNKNOWN--N/A	140 6.55 95.24 65.42	4 0.19 2.72 13.33	1 0.05 0.68 0.06	1 0.05 0.68 0.81	1 0.05 0.68 0.59	147 6.88
NONE USED	51 2.39 21.98 23.83	19 0.89 8.19 63.33	6 0.28 2.59 0.38	0 0.00 0.00 0.00	156 7.30 67.24 91.76	232 10.86
SEAT BELT ONLY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19 3.31 0.25	117 5.47 96.69 94.35	0 0.00 0.00 0.00	121 5.66
BELT & STRAP	23 1.08 1.41 10.75	4 0.19 0.24 13.33	1588 74.31 97.18 99.31	6 0.28 0.37 4.84	13 0.61 0.80 7.65	1634 76.46
MOTORCYCLE HELME	0 0.00 0.00 0.00	2 0.09 100.00 6.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09
OTHER	0 0.00 0.00 0.00	1 0.05 100.00 3.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TOTAL	214 10.01	30 1.40	1599 74.82	124 5.80	170 7.96	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVDTST BY DRVSPECM

TDRVDTST(TR DRIVER DRUG TEST TYPE)

DRVSPECM(DRIVER TYPE SPECMN FOR ALCOHOL/DRUG TEST)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	BREATH	BLOOD	NONE	REFUSED	TOTAL
UNKNOWN	4 0.19 23.53 1.20	1 0.05 5.88 6.25	0 0.00 0.00 0.00	12 0.56 70.59 0.68	0 0.00 0.00 0.00	17 0.80
BREATH	0 0.00 0.00 0.00	13 0.61 76.47 81.25	2 0.09 11.76 13.33	0 0.00 0.00 0.00	2 0.09 11.76 25.00	17 0.80
BLOOD	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 0.56 100.00 80.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 0.56
NONE	329 15.40 15.77 98.80	1 0.05 0.05 6.25	1 0.05 0.05 6.67	1753 82.03 84.04 99.32	2 0.09 0.10 25.00	2086 97.61
REFUSED	0 0.00 0.00 0.00	1 0.05 20.00 6.25	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19 80.00 50.00	5 0.23
TOTAL	333 15.58	16 0.75	15 0.70	1765 82.59	8 0.37	2137 100.00

15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDRVDRCN BY DRVRESLT

TDRVDRCN(TR DRIVER DRUG CONCENTRATION)

DRVRESLT(DRIVER ALCOHOL/DRUG TEST RESULTS)

FREQUENCY PERCENT ROW PCT COL PCT	TEST RES ULTS UNK	NO TEST/ REFUSED	UNDER 0. 10	0.10 AND ABOVE	TOTAL
0	348 16.28 16.39 100.00	1773 82.97 83.51 100.00	1 0.05 0.05 50.00	1 0.05 0.05 7.14	2123 99.34
9	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 50.00	0 0.00 0.00 0.00	1 0.05
10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 7.14	1 0.05
11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 7.14	1 0.05
12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14 100.00 21.43	3 0.14
13	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 7.14	1 0.05
14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.14 100.00 21.43	3 0.14
16	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 100.00 14.29	2 0.09
17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 7.14	1 0.05
23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 7.14	1 0.05
TOTAL	348 16.28	1773 82.97	2 0.09	14 0.66	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)	VEHDAMGE(VEHICLE DAMAGE SCALE)							TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	BACK-CON CENTRATE	BACK-DIS TRUBITED	BACK-LEF T CONTAC	BACK-RIG HT CONTA	FRNT-CON CENTRATE	FRNT-DIS TRUBITED	FRNT-LEF T CONTAC	
FC-FRNT-CONCENTR	0 0.00 0.00 0.00	1 0.05 1.89 0.81	0 0.00 0.00 0.00	0 0.00 0.00 0.00	39 1.82 73.58 92.86	1 0.05 1.89 0.32	0 0.00 0.00 0.00	53 2.48
FD-FRNT-DISTRIBU	0 0.00 0.00 0.00	9 0.42 2.93 7.26	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	290 13.57 94.46 93.85	0 0.00 0.00 0.00	307 14.37
FL-FRNT-LEFT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.38 2.56	0 0.00 0.00 0.00	2 0.09 0.76 4.76	4 0.19 1.52 1.29	123 5.76 46.77 83.67	263 12.31
FR-FRNT-RIGHT	1 0.05 0.36 4.35	1 0.05 0.36 0.81	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.23 1.82 1.62	1 0.05 0.36 0.68	275 12.87
BC-BACK-CONCENTR	14 0.66 93.33 60.87	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	15 0.70
BD-BACK-DISTRIBU	1 0.05 0.93 4.35	105 4.91 98.13 84.68	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	107 5.01
BL-BACK-LEFT	2 0.09 2.99 8.70	0 0.00 0.00 0.00	31 1.45 46.27 79.49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.49 0.68	67 3.14
BR-BACK-RIGHT	1 0.05 1.39 4.35	0 0.00 0.00 0.00	1 0.05 1.39 2.56	31 1.45 43.06 63.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	72 3.37
LP-LEFT-ANGLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.32 0.32	0 0.00 0.00 0.00	76 3.56
RP-RIGHT-ANGLE	3 0.14 4.05 13.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 3.46
TOTAL	23 1.08	124 5.80	39 1.82	49 2.29	42 1.97	309 14.46	147 6.88	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	BACK-CON CENTRATE	BACK-DIS TRUBITED	BACK-LEF T CONTAC	BACK-RIG HT CONTA	FRNT-CON CENTRATE	FRNT-DIS TRUBITED	FRNT-LEF T CONTAC	TOTAL
LFQ-LT FRNT QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.58 0.32	22 1.03 12.72 14.97	173 8.10
RFQ-RT FRNT QTR-	1 0.05 0.74 4.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.74 0.32	0 0.00 0.00 0.00	136 6.36
LBQ-LT REAR QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.23 5.56 12.82	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	90 4.21
RBQ-RT REAR QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	17 0.80 17.53 34.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	97 4.54
LD-DIST LEFT-PAR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.05 2.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 2.11 0.65	0 0.00 0.00 0.00	95 4.45
RD-DIST RGHT-PAR	0 0.00 0.00 0.00	5 0.23 4.76 4.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	105 4.91
LT-LEFT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.37
RT-RGHT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
JJ+ - DAMAGE UNK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 6.25 2.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 0.75
KK+ - NOT APPLIC	0 0.00 0.00 0.00	3 0.14 2.88 2.42	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.96 2.38	4 0.19 3.85 1.29	0 0.00 0.00 0.00	104 4.87
TOTAL	23 1.08	124 5.80	39 1.82	49 2.29	42 1.97	309 14.46	147 6.88	2137 100.00

(CONTINUED)

15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	FRNT-RIG HT CONTA	DAMAGE U NKNOWN	NOT APPL ICABLE	LT REAR QTR-ANGL	DIST LEF T-PARALL	LT FRNT QTR-ANGL	LEFT-ANG LE IMPAC	TOTAL
FC-FRNT-CONCENTR	1 0.05 1.89 0.60	4 0.19 7.55 4.21	1 0.05 1.89 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 3.77 0.74	0 0.00 0.00 0.00	53 2.48
FD-FRNT-DISTRIBU	1 0.05 0.33 0.60	2 0.09 0.65 2.11	1 0.05 0.33 4.76	0 0.00 0.00 0.00	2 0.09 0.65 1.96	0 0.00 0.00 0.00	0 0.00 0.00 0.00	307 14.37
FL-FRNT-LEFT	0 0.00 0.00 0.00	2 0.09 0.76 2.11	0 0.00 0.00 0.00	1 0.05 0.38 0.89	6 0.28 2.28 5.88	120 5.62 45.63 44.44	2 0.09 0.76 2.50	263 12.31
FR-FRNT-RIGHT	139 6.50 50.55 83.23	4 0.19 1.45 4.21	1 0.05 0.36 4.76	0 0.00 0.00 0.00	1 0.05 0.36 0.98	0 0.00 0.00 0.00	0 0.00 0.00 0.00	275 12.87
BC-BACK-CONCENTR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	15 0.70
BD-BACK-DISTRIBU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.93 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	107 5.01
BL-BACK-LEFT	0 0.00 0.00 0.00	1 0.05 1.49 1.05	0 0.00 0.00 0.00	27 1.26 40.30 24.11	3 0.14 4.48 2.94	0 0.00 0.00 0.00	1 0.05 1.49 1.25	67 3.14
BR-BACK-RIGHT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.39 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	72 3.37
LP-LEFT-ANGLE	0 0.00 0.00 0.00	1 0.05 1.32 1.05	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19 5.26 3.92	0 0.00 0.00 0.00	67 3.14 88.16 83.75	76 3.56
RP-RIGHT-ANGLE	1 0.05 1.35 0.60	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	74 3.46
TOTAL	167 7.81	95 4.45	21 0.98	112 5.24	102 4.77	270 12.63	80 3.74	2137 100.00

(CONTINUED)

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	FRNT-RIG HT CONTA	DAMAGE U NKNOWN	NOT APPL ICABLE	LT REAR QTR-ANGL	DIST LEF T-PARALL	LT FRNT QTR-ANGL	LEFT-ANG LE IMPAC	TOTAL
LFQ-LT FRNT QTR-	2 0.09 1.16 1.20	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 1.16 1.79	0 0.00 0.00 0.00	142 6.64 82.08 52.59	2 0.09 1.16 2.50	173 8.10
RFQ-RT FRNT QTR-	20 0.94 14.71 11.98	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.74 0.98	1 0.05 0.74 0.37	1 0.05 0.74 1.25	136 6.36
LBQ-LT REAR QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	79 3.70 87.78 70.54	1 0.05 1.11 0.98	0 0.00 0.00 0.00	1 0.05 1.11 1.25	90 4.21
RBQ-RT REAR QTR-	1 0.05 1.03 0.60	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.03 0.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	97 4.54
LD-DIST LEFT-PAR	0 0.00 0.00 0.00	1 0.05 1.05 1.05	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 3.84 86.32 80.39	3 0.14 3.16 1.11	5 0.23 5.26 6.25	95 4.45
RD-DIST RGHT-PAR	1 0.05 0.95 0.60	1 0.05 0.95 1.05	1 0.05 0.95 4.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.95 0.37	0 0.00 0.00 0.00	105 4.91
LT-LEFT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.37
RT-RGHT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19
JJ+ - DAMAGE UNK	1 0.05 6.25 0.60	7 0.33 43.75 7.37	3 0.14 18.75 14.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 6.25 0.37	0 0.00 0.00 0.00	16 0.75
KK+ - NOT APPLIC	0 0.00 0.00 0.00	72 3.37 69.23 75.79	12 0.56 11.54 57.14	2 0.09 1.92 1.79	2 0.09 1.92 1.96	0 0.00 0.00 0.00	1 0.05 0.96 1.25	104 4.87
TOTAL	167 7.81	95 4.45	21 0.98	112 5.24	102 4.77	270 12.63	80 3.74	2137 100.00

(CONTINUED)

15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	LEFT/TOP -ROLLOVE	RT REAR QTR-ANGL	DIST RGH T-PARALL	RT FRNT QTR-ANGL	RIGHT-AN GLE IMPA	RGHT/TOP -ROLLOVE	TOTAL
FC-FRNT-CONCENTR	0 0.00 0.00 0.00	2 0.09 3.77 1.59	1 0.05 1.89 0.93	1 0.05 1.89 0.42	0 0.00 0.00 0.00	0 0.00 0.00 0.00	53 2.48
FD-FRNT-DISTRIBU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.09 0.65 0.84	0 0.00 0.00 0.00	0 0.00 0.00 0.00	307 14.37
FL-FRNT-LEFT	0 0.00 0.00 0.00	1 0.05 0.38 0.79	0 0.00 0.00 0.00	1 0.05 0.38 0.42	0 0.00 0.00 0.00	0 0.00 0.00 0.00	263 12.31
FR-FRNT-RIGHT	0 0.00 0.00 0.00	1 0.05 0.36 0.79	3 0.14 1.09 2.80	116 5.43 42.18 48.95	2 0.09 0.73 2.74	0 0.00 0.00 0.00	275 12.87
BC-BACK-CONCENTR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 6.67 1.37	0 0.00 0.00 0.00	15 0.70
BD-BACK-DISTRIBU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	107 5.01
BL-BACK-LEFT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.49 0.93	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	67 3.14
BR-BACK-RIGHT	1 0.05 1.39 11.11	35 1.64 48.61 27.78	2 0.09 2.78 1.87	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	72 3.37
LP-LEFT-ANGLE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.32 0.93	2 0.09 2.63 0.84	0 0.00 0.00 0.00	0 0.00 0.00 0.00	76 3.56
RP-RIGHT-ANGLE	0 0.00 0.00 0.00	2 0.09 2.70 1.59	3 0.14 4.05 2.80	1 0.05 1.35 0.42	64 2.99 86.49 87.67	0 0.00 0.00 0.00	74 3.46
TOTAL	9 0.42	126 5.90	107 5.01	237 11.09	73 3.42	5 0.23	2137 100.00

(CONTINUED)

15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TDAMLOC BY VEHDAMGE

TDAMLOC(TR DAMAGE LOCATION)

VEHDAMGE(VEHICLE DAMAGE SCALE)

FREQUENCY PERCENT ROW PCT COL PCT	LEFT/TOP -ROLLOVE	RT REAR QTR-ANGL	DIST RGH T-PARALL	RT FRNT QTR-ANGL	RIGHT-AN GLE IMPA	RGHT/TOP -ROLLOVE	TOTAL
LFQ-LT FRNT QTR-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 0.58 0.93	1 0.05 0.58 0.42	0 0.00 0.00 0.00	0 0.00 0.00 0.00	173 8.10
RFQ-RT FRNT QTR-	0 0.00 0.00 0.00	2 0.09 1.47 1.59	1 0.05 0.74 0.93	106 4.96 77.94 44.73	2 0.09 1.47 2.74	0 0.00 0.00 0.00	136 6.36
LBQ-LT REAR QTR-	0 0.00 0.00 0.00	1 0.05 1.11 0.79	0 0.00 0.00 0.00	1 0.05 1.11 0.42	1 0.05 1.11 1.37	1 0.05 1.11 20.00	90 4.21
RBQ-RT REAR QTR-	0 0.00 0.00 0.00	76 3.56 78.35 60.32	1 0.05 1.03 0.93	1 0.05 1.03 0.42	0 0.00 0.00 0.00	0 0.00 0.00 0.00	97 4.54
LD-DIST LEFT-PAR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 1.05 0.42	0 0.00 0.00 0.00	0 0.00 0.00 0.00	95 4.45
RD-DIST RGHT-PAR	0 0.00 0.00 0.00	1 0.05 0.95 0.79	92 4.31 87.62 85.98	1 0.05 0.95 0.42	2 0.09 1.90 2.74	0 0.00 0.00 0.00	105 4.91
LT-LEFT/TOP-ROLL	8 0.37 100.00 88.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.37
RT-RGHT/TOP-ROLL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.19 100.00 80.00	4 0.19
JJ+ - DAMAGE UNK	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 6.25 0.93	2 0.09 12.50 0.84	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 0.75
KK+ - NOT APPLIC	0 0.00 0.00 0.00	5 0.23 4.81 3.97	0 0.00 0.00 0.00	1 0.05 0.96 0.42	1 0.05 0.96 1.37	0 0.00 0.00 0.00	104 4.87
TOTAL	9 0.42	126 5.90	107 5.01	237 11.09	73 3.42	5 0.23	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTOTOCC BY TOTALOCC

TTOTOCC (TR NUMBER OF OCC/PEDS INVOLVED)

TOTALOCC (TOTAL IN VEHICLE)

FREQUENCY PERCENT ROW PCT COL PCT	0	1	2	3	4	5	6	7	8	TOTAL
0	1523 71.27 98.19 99.15	21 0.98 1.35 5.43	6 0.28 0.39 4.65	1 0.05 0.06 1.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1551 72.58
1	12 0.56 3.16 0.78	365 17.08 96.05 94.32	3 0.14 0.79 2.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	380 17.78
2	1 0.05 0.82 0.07	1 0.05 0.82 0.26	120 5.62 98.36 93.02	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	122 5.71
3	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 2.57 100.00 98.21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	55 2.57
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 0.98 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 0.98
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.23 83.33 100.00	0 0.00 0.00 0.00	1 0.05 16.67 100.00	0 0.00 0.00 0.00	6 0.28
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
8	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05 100.00 100.00	1 0.05
TOTAL	1536 71.88	387 18.11	129 6.04	56 2.62	21 0.98	5 0.23	1 0.05	1 0.05	1 0.05	2137 100.00

FREQUENCIES FOR 1989 TEMPLE MATCHED DRIVER/VEHICLE RECORDS

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15:30 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TVEHNO BY DRVVEHNO

TVEHNO(TR VEHICLE NUMBER) DRVVEHNO(DRIVER VEHICLE NUMBER)

FREQUENCY PERCENT ROW PCT COL PCT	IN VEHIC LE 1	IN VEHIC LE 2	IN VEHIC LE 3	IN VEHIC LE 4	IN VEHIC LE 5	TOTAL
1	883 41.32 77.32 75.66	242 11.32 21.19 26.28	17 0.80 1.49 37.78	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1142 53.44
2	260 12.17 27.78 22.28	666 31.17 71.15 72.31	8 0.37 0.85 17.78	2 0.09 0.21 66.67	0 0.00 0.00 0.00	936 43.80
3	21 0.98 39.62 1.80	11 0.51 20.75 1.19	20 0.94 37.74 44.44	0 0.00 0.00 0.00	1 0.05 1.89 100.00	53 2.48
4	2 0.09 40.00 0.17	2 0.09 40.00 0.22	0 0.00 0.00 0.00	1 0.05 20.00 33.33	0 0.00 0.00 0.00	5 0.23
5	1 0.05 100.00 0.09	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.05
TOTAL	1167 54.61	921 43.10	45 2.11	3 0.14	1 0.05	2137 100.00

TABLE OF TVEHNO BY DRVVEHNO

TVEHNO(TR VEHICLE NUMBER)

DRVVEHNO(CASUALTY/OCCUPANT VEHICLE NUMBER)

FREQUENCY PERCENT ROW PCT COL PCT	IN VEHIC LE 1	IN VEHIC LE 2	IN VEHIC LE 3	IN VEHIC LE 4	TOTAL
1	294	81	10	0	385
	41.18	11.34	1.40	0.00	53.92
	76.36	21.04	2.60	0.00	
	77.57	25.88	55.56	0.00	
2	72	224	2	4	302
	10.08	31.37	0.28	0.56	42.30
	23.84	74.17	0.66	1.32	
	19.00	71.57	11.11	100.00	
3	8	5	6	0	19
	1.12	0.70	0.84	0.00	2.66
	42.11	26.32	31.58	0.00	
	2.11	1.60	33.33	0.00	
4	4	3	0	0	7
	0.56	0.42	0.00	0.00	0.98
	57.14	42.86	0.00	0.00	
	1.06	0.96	0.00	0.00	
5	1	0	0	0	1
	0.14	0.00	0.00	0.00	0.14
	100.00	0.00	0.00	0.00	
	0.26	0.00	0.00	0.00	
TOTAL	379	313	18	4	714
	53.08	43.84	2.52	0.56	100.00

TABLE OF TOCCSEX BY CASSEX

TOCCSEX(TR OCC/PED SEX)

CASSEX(CASUALTY/OCCUPANT SEX)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	MALE	FEMALE	TOTAL
MALE	0	308	9	317
	0.00	43.14	1.26	44.40
	0.00	97.16	2.84	
	0.00	99.04	2.24	
FEMALE	1	3	393	397
	0.14	0.42	55.04	55.60
	0.25	0.76	98.99	
	100.00	0.96	97.76	
TOTAL	1	311	402	714
	0.14	43.56	56.30	100.00

TABLE OF TOCCAGE BY CASAGE

TOCCAGE (TR OCC/PED AGE)

CASAGE (CASUALTY/OCCUPANT AGE)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	00	01-09	10-14	15-19	20-29	30-39	TOTAL
00	9 1.26 56.25 100.00	1 0.14 6.25 9.09	4 0.56 25.00 2.31	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 2.24
01-09	0 0.00 0.00 0.00	10 1.40 5.59 90.91	168 23.53 93.85 97.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	179 25.07
10-14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14 1.32 0.58	74 10.36 97.37 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	76 10.64
15-19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	131 18.35 100.00 97.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	131 18.35
20-29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.28 1.90 1.48	102 14.29 97.14 98.08	1 0.14 0.95 1.52	105 14.71
30-39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14 1.47 0.74	2 0.28 2.94 1.92	65 9.10 95.59 98.48	68 9.52
40-49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14 2.70 0.74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 5.18
50-59	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 4.34
60-69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	41 5.74
70-79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 2.66
80-89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 1.40
90-99	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14
TOTAL	9 1.26	11 1.54	173 24.23	74 10.36	135 18.91	104 14.57	66 9.24	714 100.00

(CONTINUED)

TABLE OF TOCCAGE BY CASAGE

TOCCAGE(TR OCC/PED AGE)

CASAGE(CASUALTY/OCCUPANT AGE)

FREQUENCY PERCENT ROW PCT COL PCT	40-49	50-59	60-69	70-79	80-89	90-99	TOTAL
00	1 0.14 6.25 2.70	0 0.00 0.00 0.00	1 0.14 6.25 2.38	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	16 2.24
01-09	0 0.00 0.00 0.00	1 0.14 0.56 3.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	179 25.07
10-14	0 0.00 0.00 0.00	1 0.14 1.32 3.03	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	76 10.64
15-19	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	131 18.35
20-29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	105 14.71
30-39	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	68 9.52
40-49	36 5.04 97.30 97.30	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 5.18
50-59	0 0.00 0.00 0.00	31 4.34 100.00 93.94	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	31 4.34
60-69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	41 5.74 100.00 97.62	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	41 5.74
70-79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 2.66 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	19 2.66
80-89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 1.40 100.00 100.00	0 0.00 0.00 0.00	10 1.40
90-99	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14 100.00 100.00	1 0.14
TOTAL	37 5.18	33 4.62	42 5.88	19 2.66	10 1.40	1 0.14	714 100.00

12:07 FRIDAY, NOVEMBER 9, 1990

TABLE OF TOCCSEAT BY CASSEAT

TOCCSEAT(TR OCCPANT SEAT POSITION)

CASSEAT(CASUALTY/OCCUPANT SEAT POSITION)

FREQUENCY PERCENT ROW PCT COL PCT	POSITION UNKNOWN	CENTER F RONT	RIGHT FR ONT	LEFT REA R	CENTER R EAR	RIGHT RE AR	TOTAL
UNKNOWN	22 3.08 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 3.08
FRONT - CENTER	0 0.00 0.00 0.00	33 4.62 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 4.62
FRONT - RIGHT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	446 62.46 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	446 62.46
REAR - LEFT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 11.48 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	82 11.48
REAR - CENTER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	28 3.92 100.00 100.00	0 0.00 0.00 0.00	28 3.92
REAR - RIGHT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	103 14.43 100.00 100.00	103 14.43
TOTAL	22 3.08	33 4.62	446 62.46	82 11.48	28 3.92	103 14.43	714 100.00

12:07 FRIDAY, NOVEMBER 9, 1990

TABLE OF TOCCSEV BY CASTINU

TOCCSEV(TR OCC/PED INJURY SEVERITY)
 CASTINU(CASUALTY/OCCUPANT SEVERITY OF INJURY)

FREQUENCY PERCENT ROW PCT COL PCT	NON-INJU RY	POSSIBLE INJURY	NONINCAP ACIT	INCAPACI TATING	TOTAL
UNKNOWN	3 0.42 75.00 0.54	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14 25.00 7.69	4 0.56
NO INJURY	557 78.01 99.11 99.46	2 0.28 0.36 2.35	1 0.14 0.18 1.79	2 0.28 0.36 15.38	562 78.71
POSSIBLE INJURY	0 0.00 0.00 0.00	83 11.62 98.81 97.65	1 0.14 1.19 1.79	0 0.00 0.00 0.00	84 11.76
NON-INCAPACIT IN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	54 7.56 96.43 96.43	2 0.28 3.57 15.38	56 7.84
INCAPACITATING I	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 1.12 100.00 61.54	8 1.12
TOTAL	560 78.43	85 11.90	56 7.84	13 1.82	714 100.00

12:07 FRIDAY, NOVEMBER 9, 1990

TABLE OF TOCCREST BY CASRSTRN

TOCCREST(TR OCC RESTRAINT USED) CASRSTRN(CASUALTY/OCCUPANT RESTRAINING DEVICE)

FREQUENCY PERCENT ROW PCT COL PCT	UNKNOWN	BELT AND STRAP	BELT ONL Y	CHILD RE STRAIN	NONE USE D	TOTAL
UNKNOWN--N/A	6 0.84 75.00 66.67	1 0.14 12.50 0.27	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14 12.50 0.64	8 1.12
NONE USED	3 0.42 1.94 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	152 21.29 98.06 97.44	155 21.71
SEAT BELT ONLY	0 0.00 0.00 0.00	4 0.56 2.80 1.07	138 19.33 96.50 93.88	1 0.14 0.70 3.45	0 0.00 0.00 0.00	143 20.03
BELT & STRAP	0 0.00 0.00 0.00	368 51.54 97.10 98.66	7 0.98 1.85 4.76	1 0.14 0.26 3.45	3 0.42 0.79 1.92	379 53.08
CHILD RESTRAINT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14 3.57 0.68	27 3.78 96.43 93.10	0 0.00 0.00 0.00	28 3.92
OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14 100.00 0.68	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.14
TOTAL	9 1.26	373 52.24	147 20.59	29 4.06	156 21.85	714 100.00

TABLE OF TOCCTYPE BY PPPD

TOCCTYPE(TR OCC/PED RECORD TYPE)
PPPD(CASUALTY/OCCUPANT TYPE)

FREQUENCY PERCENT ROW PCT COL PCT	CAR/BUS/ TRK PASS	TOTAL
OCCUPANT	714 100.00 100.00 100.00	714 100.00
TOTAL	714 100.00	714 100.00

12:07 FRIDAY, NOVEMBER 9, 1990

TABLE OF TOCCDRCN BY CASRESLT

TOCCDRCN(TR OCC/PED DRUG CONCENTRATION)

CASRESLT(CASULTY/OCCUPNT ALCOHOL/DRUG TEST RESULT)

FREQUENCY PERCENT ROW PCT COL PCT	NO TEST/ REFUSED	TOTAL
0	714	714
	100.00	100.00
	100.00	
	100.00	
TOTAL	714	714
	100.00	100.00

APPENDIX D:

Mesquite Frequency Tables

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

1
14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TSEVCHK BY TSEV

TSEVCHK(TR ACCIDENT SEVERITY)

TSEV(ACCIDENT SEVERITY)

FREQUENCY PERCENT ROW PCT COL PCT	NON-INJURY	POSSIBLE INJURY	NONINCAP ACIT	INCAPACI TATING	FATAL	TOTAL
UNKNOWN	217 17.09 56.36 30.01	83 6.54 21.56 29.02	62 4.88 16.10 31.31	22 1.73 5.71 39.29	1 0.08 0.26 14.29	385 30.31
NO INJURY	505 39.76 99.02 69.85	2 0.16 0.39 0.70	2 0.16 0.39 1.01	1 0.08 0.20 1.79	0 0.00 0.00 0.00	510 40.16
POSSIBLE INJURY	0 0.00 0.00 0.00	201 15.83 98.05 70.28	4 0.31 1.95 2.02	0 0.00 0.00 0.00	0 0.00 0.00 0.00	205 16.14
NON-INCAPACIT IN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	130 10.24 100.00 65.66	0 0.00 0.00 0.00	0 0.00 0.00 0.00	130 10.24
INCAPACITATING I	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	33 2.60 100.00 58.93	0 0.00 0.00 0.00	33 2.60
FATAL	1 0.08 14.29 0.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.47 85.71 85.71	7 0.55
TOTAL	723 56.93	286 22.52	198 15.59	56 4.41	7 0.55	1270 100.00

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

14:52 WEDNESDAY, NOVEMBER 14, 1990

2

TABLE OF TINTER BY INTRSECT

TINTER(TR INTERSECTION ACCIDENT) INTRSECT(INTERSECTION RELATED)

FREQUENCY PERCENT ROW PCT COL PCT	INTERSEC TION	INTERSEC RELATED	DRIVEWAY ACCESS	NON INTE RSECTION	TOTAL
NON INTERSECTION	19 1.50 2.75 4.19	104 8.19 15.07 49.52	147 11.57 21.30 96.08	420 33.07 60.87 92.51	690 54.33
INTERSECTION	433 34.09 76.10 95.58	103 8.11 18.10 49.05	3 0.24 0.53 1.96	30 2.36 5.27 6.61	569 44.80
INTERSECTION REL	0 0.00 0.00 0.00	1 0.08 100.00 0.48	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
DRIVEWAY ACCESS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 0.22	1 0.08
PARKING LOT	1 0.08 11.11 0.22	2 0.16 22.22 0.95	3 0.24 33.33 1.96	3 0.24 33.33 0.66	9 0.71
TOTAL	453 35.67	210 16.54	153 12.05	454 35.75	1270 100.00

TABLE OF TROADCL BY ROAD

TROADCL(TR ROAD CLASS) ROAD(ROAD CLASS)

FREQUENCY PERCENT ROW PCT COL PCT	INTERSTA TE	US & STA TE HW	CITY STR EET	OTHER (A LLEY)	TOTAL
INTERSTATE HIGHW	206 16.22 99.52 64.78	0 0.00 0.00 0.00	1 0.08 0.48 0.13	0 0.00 0.00 0.00	207 16.30
U.S. & STATE HIG	35 2.76 32.11 11.01	74 5.83 67.89 37.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	109 8.58
CITY STREET	77 6.06 8.07 24.21	126 9.92 13.21 63.00	744 58.58 77.99 99.87	7 0.55 0.73 100.00	954 75.12
TOTAL	318 25.04	200 15.75	745 58.66	7 0.55	1270 100.00

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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TABLE OF TLIGHT BY LIGHT

FREQUENCY PERCENT ROW PCT COL PCT	TLIGHT(TR LIGHT CONDITION)					TOTAL
	DAYLIGHT	DAWN	DARK NOT LIGHTED	DARK LIG HTED	DUSK	
UNKNOWN	2 0.16 50.00 0.23	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 25.00 0.36	1 0.08 25.00 3.85	4 0.31
DAYLIGHT	867 68.27 97.42 98.86	1 0.08 0.11 9.09	3 0.24 0.34 3.80	18 1.42 2.02 6.50	1 0.08 0.11 3.85	890 70.08
DAWN	1 0.08 9.09 0.11	10 0.79 90.91 90.91	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.87
DARK-NO LIGHTS	1 0.08 1.27 0.11	0 0.00 0.00 0.00	76 5.98 96.20 96.20	1 0.08 1.27 0.36	1 0.08 1.27 3.85	79 6.22
DARK-STREET LIGH	3 0.24 1.15 0.34	0 0.00 0.00 0.00	0 0.00 0.00 0.00	257 20.24 98.85 92.78	0 0.00 0.00 0.00	260 20.47
DUSK	3 0.24 11.54 0.34	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	23 1.81 88.46 88.46	26 2.05
TOTAL	877 69.06	11 0.87	79 6.22	277 21.81	26 2.05	1270 100.00

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TSURFCON BY SURF_CON

TSURFCON(SURFACE CONDITION) SURF_CON(SURFACE CONDITION)

FREQUENCY PERCENT ROW PCT COL PCT	DRY	WET	MUDDY	SNOWY/IC Y	TOTAL
DRY	996 78.43 98.42 99.60	13 1.02 1.28 6.02	0 0.00 0.00 0.00	3 0.24 0.30 5.88	1012 79.69
WET	0 0.00 0.00 0.00	201 15.83 99.50 93.06	1 0.08 0.50 33.33	0 0.00 0.00 0.00	202 15.91
MUDDY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 100.00 66.67	0 0.00 0.00 0.00	2 0.16
SNOWY	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	25 1.97 100.00 49.02	25 1.97
ICY	4 0.31 13.79 0.40	2 0.16 6.90 0.93	0 0.00 0.00 0.00	23 1.81 79.31 45.10	29 2.28
TOTAL	1000 78.74	216 17.01	3 0.24	51 4.02	1270 100.00

TABLE OF TROADCON BY ROAD_CON

TROADCON(TR ROAD CONDITION) ROAD_CON(ROAD CONDITION)

FREQUENCY PERCENT ROW PCT COL PCT	NO. DEFEC TS	HOLES, R UTS, ETC	FOREIGN MATERIAL	WATER OR DEBRIS	SLICK SU RFACE	ROAD UND ER CONST	TOTAL
SLICK SURFACE	9 0.71 20.00 0.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	36 2.83 80.00 34.62	0 0.00 0.00 0.00	45 3.54
NARROW BRIDGE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 0.96	0 0.00 0.00 0.00	1 0.08
NO DEFECTS	1130 88.98 92.32 99.21	4 0.31 0.33 100.00	7 0.55 0.57 100.00	2 0.16 0.16 100.00	67 5.28 5.47 64.42	14 1.10 1.14 100.00	1224 96.38
TOTAL	1139 89.69	4 0.31	7 0.55	2 0.16	104 8.19	14 1.10	1270 100.00

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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TABLE OF TROADREL BY ROADWAY

TROADREL(TR ROADWAY RELATED) ROADWAY(ROADWAY RELATED)

FREQUENCY PERCENT ROW PCT COL PCT	ON ROADW AY	ON SHOUL DER	BEYOND S HOULDER	TOTAL
N/A	2 0.16 50.00 0.19	0 0.00 0.00 0.00	2 0.16 50.00 6.67	4 0.31
ON ROAD	1044 82.20 91.10 97.75	91 7.17 7.94 52.91	11 0.87 0.96 36.67	1146 90.24
ON SHOULDER	8 0.63 30.77 0.75	17 1.34 65.38 9.88	1 0.08 3.85 3.33	26 2.05
BEYOND SHOULDER	14 1.10 14.89 1.31	64 5.04 68.09 37.21	16 1.26 17.02 53.33	94 7.40
TOTAL	1068 84.09	172 13.54	30 2.36	1270 100.00

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	ANG BOTH STR	ANG 1 ST R 2 BACK	ANG 1 ST R 2 STOP	ANG 1 ST R 2 RT	TOTAL
UNKNOWN	4 0.31 30.77 1.49	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 15.38 8.33	1 0.08 7.69 0.53	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.02
ANG-BOTH STRAIGH	92 7.24 15.06 34.33	10 0.79 1.64 34.48	5 0.39 0.82 29.41	11 0.87 1.80 45.83	186 14.65 30.44 98.41	3 0.24 0.49 27.27	2 0.16 0.33 66.67	30 2.36 4.91 71.43	611 48.11
ANG-#1 STRT,#2 B	1 0.08 14.29 0.37	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 14.29 4.17	0 0.00 0.00 0.00	5 0.39 71.43 45.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
ANG-#1 STRT,#2 S	0 0.00 0.00 0.00	1 0.08 50.00 3.45	0 0.00 0.00 0.00	1 0.08 50.00 4.17	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
ANG-#1 STRT,#2 R	1 0.08 9.09 0.37	1 0.08 9.09 3.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 9.09 0.53	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.63 72.73 19.05	11 0.87
ANG-#1 STRT,#2 L	2 0.16 8.00 0.75	0 0.00 0.00 0.00	1 0.08 4.00 5.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	25 1.97
ANG-#1 RIGHT,#2	1 0.08 100.00 0.37	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 100.00 11.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
SAM-BOTH STRT,R-	2 0.16 3.03 0.75	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.52 9.09	0 0.00 0.00 0.00	1 0.08 1.52 2.38	66 5.20
SAM-BOTH STRT,S-	5 0.39 6.85 1.87	0 0.00 0.00 0.00	1 0.08 1.37 5.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	73 5.75
TOTAL	268 21.10	29 2.28	17 1.34	24 1.89	189 14.88	11 0.87	3 0.24	42 3.31	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	ANG BOTH STR	ANG 1 ST R 2 BACK	ANG 1 ST R 2 STOP	ANG 1 ST R 2 RT	TOTAL
SAM-#1 STRT, #2 S	29 2.28 27.36 10.82	0 0.00 0.00 0.00	1 0.08 0.94 5.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.94 2.38	106 8.35
SAM-#1 STRT, #2 R	1 0.08 8.33 0.37	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 0.94
SAM-#1 STRT, #2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.13
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SAM-BOTH LEFT TU	1 0.08 20.00 0.37	1 0.08 20.00 3.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
OPP-BOTH STRAIGH	2 0.16 9.09 0.75	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 4.55 2.38	22 1.73
OPP-#1 STRT, #2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 40.00 18.18	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
OPP-#1 STRT, #2 S	6 0.47 85.71 2.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
OPP-#1 STRT, #2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
OPP-#1 STRT, #2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	91 7.17
TOTAL	268 21.10	29 2.28	17 1.34	24 1.89	189 14.88	11 0.87	3 0.24	42 3.31	1270 100.00

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FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SIN MV S TRAIGHT	SIN MV R T TURN	SIN MV L T TURN	SIN MV B ACKING	ANG BOTH STR	ANG 1 ST R 2 BACK	ANG 1 ST R 2 STOP	ANG 1 ST R 2 RT	TOTAL
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 66.67 8.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-ALL OTHERS	13 1.02 29.55 4.85	1 0.08 2.27 3.45	1 0.08 2.27 5.88	5 0.39 11.36 20.83	1 0.08 2.27 0.53	0 0.00 0.00 0.00	1 0.08 2.27 33.33	1 0.08 2.27 2.38	44 3.46
SNGL-MOVING STRA	41 3.23 89.13 15.30	3 0.24 6.52 10.34	2 0.16 4.35 11.76	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	46 3.62
SNGL-TURNING RIG	0 0.00 0.00 0.00	1 0.08 100.00 3.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 5.88	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 66.67 8.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
SNGL-OTHER	67 5.28 82.72 25.00	11 0.87 13.58 37.93	3 0.24 3.70 17.65	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 6.38
TOTAL	268 21.10	29 2.28	17 1.34	24 1.89	189 14.88	11 0.87	3 0.24	42 3.31	1270 100.00

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FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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TABLE OF TCOLIS BY COLISION

TCOLIS(TRAN MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	ANG 1 ST R 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	SAM BOTH STR RE	SAM BOTH STR SS	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 15.38 2.56	2 0.16 15.38 1.85	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.02
ANG-BOTH STRAIGH	93 7.32 15.22 83.04	0 0.00 0.00 0.00	1 0.08 0.16 100.00	2 0.16 0.33 33.33	22 1.73 3.60 28.21	30 2.36 4.91 27.78	35 2.76 5.73 30.70	10 0.79 1.64 50.00	611 48.11
ANG-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
ANG-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
ANG-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.87
ANG-#1 STRT,#2 L	11 0.87 44.00 9.82	1 0.08 4.00 100.00	0 0.00 0.00 0.00	4 0.31 16.00 66.67	0 0.00 0.00 0.00	1 0.08 4.00 0.93	0 0.00 0.00 0.00	1 0.08 4.00 5.00	25 1.97
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
SAM-BOTH STRT,R-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	37 2.91 56.06 47.44	5 0.39 7.58 4.63	12 0.94 18.18 10.53	1 0.08 1.52 5.00	66 5.20
SAM-BOTH STRT,S-	2 0.16 2.74 1.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24 4.11 3.85	50 3.94 68.49 46.30	2 0.16 2.74 1.75	0 0.00 0.00 0.00	73 5.75
TOTAL	112 8.82	1 0.08	1 0.08	6 0.47	78 6.14	108 8.50	114 8.98	20 1.57	1270 100.00

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FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	ANG 1 ST R 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	SAM BOTH STR RE	SAM BOTH STR SS	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	TOTAL
SAM-#1 STRT,#2 S	1 0.08 0.94 0.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.63 7.55 10.26	2 0.16 1.89 1.85	60 4.72 56.60 52.63	0 0.00 0.00 0.00	106 8.35
SAM-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24 25.00 2.78	0 0.00 0.00 0.00	7 0.55 58.33 35.00	12 0.94
SAM-#1 STRT,#2 L	1 0.08 3.70 0.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	6 0.47 22.22 5.56	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.13
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
OPP-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 9.09 2.56	1 0.08 4.55 0.93	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 1.73
OPP-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 20.00 0.88	0 0.00 0.00 0.00	5 0.39
OPP-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
OPP-#1 STRT,#2 R	1 0.08 50.00 0.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
OPP-#1 STRT,#2 L	1 0.08 1.10 0.89	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.10 5.00	91 7.17
TOTAL	112 8.82	1 0.08	1 0.08	6 0.47	78 6.14	108 8.50	114 8.98	20 1.57	1270 100.00

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FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	ANG 1 ST R 2 LT	ANG 1 RT 2 STOP	ANG BOTH LT	ANG 1 LT 2 STOP	SAM BOTH STR RE	SAM BOTH STR SS	SAM 1 ST R 2 STOP	SAM 1 ST R 2 RT	TOTAL
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-ALL OTHERS	2 0.16 4.55 1.79	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.31 9.09 5.13	8 0.63 18.18 7.41	3 0.24 6.82 2.63	0 0.00 0.00 0.00	44 3.46
SNGL-MOVING STRA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	46 3.62
SNGL-TURNING RIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 33.33 0.88	0 0.00 0.00 0.00	3 0.24
SNGL-OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 6.38
TOTAL	112 8.82	1 0.08	1 0.08	6 0.47	78 6.14	108 8.50	114 8.98	20 1.57	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 STOP	SAM BOTH LT	SAM 1 LT 2 STOP	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 7.69 3.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.02
ANG-BOTH STRAIGH	14 1.10 2.29 28.57	1 0.08 0.16 33.33	2 0.16 0.33 100.00	2 0.16 0.33 28.57	0 0.00 0.00 0.00	8 0.63 1.31 28.57	1 0.08 0.16 25.00	0 0.00 0.00 0.00	611 48.11
ANG-#1 STRT, #2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
ANG-#1 STRT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
ANG-#1 STRT, #2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.87
ANG-#1 STRT, #2 L	1 0.08 4.00 2.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	25 1.97
ANG-#1 RIGHT, #2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
SAM-BOTH STRT, R-	6 0.47 9.09 12.24	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.52 25.00	0 0.00 0.00 0.00	66 5.20
SAM-BOTH STRT, S-	6 0.47 8.22 12.24	1 0.08 1.37 33.33	0 0.00 0.00 0.00	1 0.08 1.37 14.29	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	73 5.75
TOTAL	49 3.86	3 0.24	2 0.16	7 0.55	1 0.08	28 2.20	4 0.31	1 0.08	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

33

14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 STOP	SAM BOTH LT	SAM 1 LT 2 STOP	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	TOTAL
SAM-#1 STRT,#2 S	2 0.16 1.89 4.08	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.94 14.29	0 0.00 0.00 0.00	1 0.08 0.94 3.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	106 8.35
SAM-#1 STRT,#2 R	1 0.08 8.33 2.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 0.94
SAM-#1 STRT,#2 L	17 1.34 62.96 34.69	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 3.70 14.29	1 0.08 3.70 100.00	0 0.00 0.00 0.00	1 0.08 3.70 25.00	0 0.00 0.00 0.00	27 2.13
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	1 0.08 100.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SAM-BOTH LEFT TU	1 0.08 20.00 2.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 40.00 28.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
OPP-BOTH STRAIGH	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.02 59.09 46.43	1 0.08 4.55 25.00	1 0.08 4.55 100.00	22 1.73
OPP-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
OPP-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 14.29 3.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
OPP-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 50.00 3.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
OPP-#1 STRT,#2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	91 7.17
TOTAL	49 3.86	3 0.24	2 0.16	7 0.55	1 0.08	28 2.20	4 0.31	1 0.08	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	SAM 1 ST R 2 LT	SAM BOTH RT	SAM 1 RT 2 STOP	SAM BOTH LT	SAM 1 LT 2 STOP	OPP BOTH STR	OPP 1 ST R 2 BACK	OPP 1 ST R 2 STOP	TOTAL
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 3.57	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-ALL OTHERS	1 0.08 2.27 2.04	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 4.55 7.14	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 3.46
SNGL-MOVING STRA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	46 3.62
SNGL-TURNING RIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
SNGL-OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 6.38
TOTAL	49 3.86	3 0.24	2 0.16	7 0.55	1 0.08	28 2.20	4 0.31	1 0.08	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	OPP 1 RT 2 LT	OPP BOTH LT	OTHR 1 S TR 2 PRK	OTHR 1 P RK 2 STP	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
UNKNOWN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 7.69 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.02
ANG-BOTH STRAIGH	44 3.46 7.20 32.35	1 0.08 0.16 20.00	1 0.08 0.16 33.33	1 0.08 0.16 50.00	1 0.08 0.16 50.00	2 0.16 0.33 100.00	0 0.00 0.00 0.00	1 0.08 0.16 100.00	611 48.11
ANG-#1 STRT,#2 B	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
ANG-#1 STRT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
ANG-#1 STRT,#2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.87
ANG-#1 STRT,#2 L	3 0.24 12.00 2.21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	25 1.97
ANG-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
ANG-#1 LEFT,#2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
SAM-BOTH STRT,R-	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	66 5.20
SAM-BOTH STRT,S-	0 0.00 0.00 0.00	1 0.08 1.37 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 1.37 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	73 5.75
TOTAL	136 10.71	5 0.39	3 0.24	2 0.16	2 0.16	2 0.16	1 0.08	1 0.08	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	OPP 1 RT 2 LT	OPP BOTH LT	OTHR 1 S TR 2 PRK	OTHR 1 P RK 2 STP	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
SAM-#1 STRT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	106 8.35
SAM-#1 STRT, #2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	12 0.94
SAM-#1 STRT, #2 L	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	27 2.13
SAM-BOTH RIGHT T	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SAM-BOTH LEFT TU	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
OPP-BOTH STRAIGH	1 0.08 4.55 0.74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	22 1.73
OPP-#1 STRT, #2 B	0 0.00 0.00 0.00	2 0.16 40.00 40.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
OPP-#1 STRT, #2 S	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
OPP-#1 STRT, #2 R	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16
OPP-#1 STRT, #2 L	87 6.85 95.60 63.97	0 0.00 0.00 0.00	2 0.16 2.20 66.67	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	91 7.17
TOTAL	136 10.71	5 0.39	3 0.24	2 0.16	2 0.16	2 0.16	1 0.08	1 0.08	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

37

14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TCOLIS BY COLISION

TCOLIS(TR MANNER OF COLLISION)

COLISION(VEHICLE MOVEMENTS / MANNER OF COLLISION)

FREQUENCY PERCENT ROW PCT COL PCT	OPP 1 ST R 2 LT	OPP 1 BC K 2 STOP	OPP 1 RT 2 LT	OPP BOTH LT	OTHR 1 S TR 2 PRK	OTHR 1 P RK 2 STP	OTHR BOT H BACK	OTHR ALL OTHERS	TOTAL
OPP-#1 BACK,#2 S	0 0.00 0.00 0.00	1 0.08 33.33 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
OPP-#1 RIGHT,#2	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
OTH-BOTH BACKING	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 100.00	0 0.00 0.00 0.00	1 0.08
OTH-ALL OTHERS	1 0.08 2.27 0.74	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	44 3.46
SNGL-MOVING STRA	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	46 3.62
SNGL-TURNING RIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SNGL-TURNING LEF	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
SNGL-VEHICLE BAC	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
SNGL-OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	81 6.38
TOTAL	136 10.71	5 0.39	3 0.24	2 0.16	2 0.16	2 0.16	1 0.08	1 0.08	1270 100.00

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

44

14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF T1_STHAR BY _1STHARM

T1_STHAR(TR FIRST HARMFUL EVENT) _1STHARM(FIRST HARMFUL EVENT)

FREQUENCY PERCENT ROW PCT COL PCT	OTHER NO N-COL	OVERTURN ED	PEDESTRI AN	OTHER MV IN TRAN	PARKED C AR	TOTAL
UNKNOWN	0 0.00 0.00 0.00	1 0.08 12.50 3.85	0 0.00 0.00 0.00	3 0.24 37.50 0.32	1 0.08 12.50 1.09	8 0.63
OVERTURNED	0 0.00 0.00 0.00	8 0.63 100.00 30.77	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.63
PEDESTRIAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.87 100.00 64.71	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.87
OTHER VEH IN TRA	4 0.31 0.38 50.00	13 1.02 1.22 50.00	6 0.47 0.56 35.29	917 72.20 86.18 98.39	50 3.94 4.70 54.35	1064 83.78
PARKED CAR	0 0.00 0.00 0.00	1 0.08 2.13 3.85	0 0.00 0.00 0.00	4 0.31 8.51 0.43	41 3.23 87.23 44.57	47 3.70
PEDALCYCLIST	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
ANIMAL	0 0.00 0.00 0.00	1 0.08 25.00 3.85	0 0.00 0.00 0.00	1 0.08 25.00 0.11	0 0.00 0.00 0.00	4 0.31
FIXED OBJECT	3 0.24 2.70 37.50	2 0.16 1.80 7.69	0 0.00 0.00 0.00	3 0.24 2.70 0.32	0 0.00 0.00 0.00	111 8.74
OTHER OBJECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 66.67 0.21	0 0.00 0.00 0.00	3 0.24
OTHER	1 0.08 14.29 12.50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 28.57 0.21	0 0.00 0.00 0.00	7 0.55
TOTAL	8 0.63	26 2.05	17 1.34	932 73.39	92 7.24	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

45

14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF T1_STHAR BY _1STHARM

T1_STHAR(TR FIRST HARMFUL EVENT) _1STHARM(FIRST HARMFUL EVENT)

FREQUENCY PERCENT ROW PCT COL PCT	PEDALCYC LIST	ANIMAL	FIXED OB JECT	OTHER OB JECT	TOTAL
UNKNOWN	1 0.08 12.50 4.76	0 0.00 0.00 0.00	2 0.16 25.00 1.18	0 0.00 0.00 0.00	8 0.63
OVERTURNED	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	8 0.63
PEDESTRIAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	11 0.87
OTHER VEH IN TRA	13 1.02 1.22 61.90	0 0.00 0.00 0.00	59 4.65 5.55 34.71	2 0.16 0.19 66.67	1064 83.78
PARKED CAR	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 2.13 0.59	0 0.00 0.00 0.00	47 3.70
PEDALCYCLIST	7 0.55 100.00 33.33	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	7 0.55
ANIMAL	0 0.00 0.00 0.00	1 0.08 25.00 100.00	1 0.08 25.00 0.59	0 0.00 0.00 0.00	4 0.31
FIXED OBJECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	102 8.03 91.89 60.00	1 0.08 0.90 33.33	111 8.74
OTHER OBJECT	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 33.33 0.59	0 0.00 0.00 0.00	3 0.24
OTHER	0 0.00 0.00 0.00	0 0.00 0.00 0.00	4 0.31 57.14 2.35	0 0.00 0.00 0.00	7 0.55
TOTAL	21 1.65	1 0.08	170 13.39	3 0.24	1270 100.00

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TR TRAFFIC CONTROL DEVICE)

TRAF_CON(TRAFFIC CONTROL)

FREQUENCY PERCENT ROW PCT COL PCT	OTHER TR AF CON	NO PASSI NG ZONE	NONE OR INOP	OFFICER, FLAGMAN	STOP/GD SIGNAL	STOP SIG N	TOTAL
NONE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	121 9.53 28.54 66.48	3 0.24 0.71 60.00	8 0.63 1.89 3.02	7 0.55 1.65 3.76	424 33.39
OFFICER, FLAGMAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 20.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
STOP/GD SIGNAL	0 0.00 0.00 0.00	0 0.00 0.00 0.00	59 4.65 10.50 32.42	1 0.08 0.18 20.00	249 19.61 44.31 93.96	57 4.49 10.14 30.65	562 44.25
STOP SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.81 0.38	120 9.45 97.56 64.52	123 9.69
FLASHING RED LIG	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
TURN MARKS	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 33.33 0.55	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
WARNING SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
YIELD SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	13 1.02
CENTER STRIPE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39 4.85 1.89	2 0.16 1.94 1.08	103 8.11
NO PASSING ZONE	0 0.00 0.00 0.00	1 0.08 33.33 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
OTHER	1 0.08 3.33 100.00	0 0.00 0.00 0.00	1 0.08 3.33 0.55	0 0.00 0.00 0.00	2 0.16 6.67 0.75	0 0.00 0.00 0.00	30 2.36
TOTAL	1 0.08	1 0.08	182 14.33	5 0.39	265 20.87	186 14.65	1270 100.00

(CONTINUED)

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTRAFCON BY TRAF_CON

TTRAFCON(TRAFFIC CONTROL DEVICE)	TRAF_CON(TRAFFIC CONTROL)					TOTAL
FREQUENCY PERCENT ROW PCT COL PCT	FLASH RE D LITE	TURN MAR KS	WARNING SIGN	YIELD SI GN	CENTER L INE	
NONE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 0.24 6.25	284 22.36 66.98 47.25	424 33.39
OFFICER, FLAGMAN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
STOP/GO SIGNAL	2 0.16 0.36 25.00	1 0.08 0.18 50.00	0 0.00 0.00 0.00	4 0.31 0.71 25.00	189 14.88 33.63 31.45	562 44.25
STOP SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 1.63 0.33	123 9.69
FLASHING RED LIG	5 0.39 100.00 62.50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	5 0.39
TURN MARKS	0 0.00 0.00 0.00	1 0.08 33.33 50.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 33.33 0.17	3 0.24
WARNING SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24 100.00 100.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 0.24
YIELD SIGN	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	10 0.79 76.92 62.50	3 0.24 23.08 0.50	13 1.02
CENTER STRIPE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	96 7.56 93.20 15.97	103 8.11
NO PASSING ZONE	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 66.67 0.33	3 0.24
OTHER	1 0.08 3.33 12.50	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 3.33 6.25	24 1.89 80.00 3.99	30 2.36
TOTAL	8 0.63	2 0.16	3 0.24	16 1.26	601 47.32	1270 100.00

FREQUENCIES FOR 1989 MATCHED MESQUITE ACCIDENTS

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14:52 WEDNESDAY, NOVEMBER 14, 1990

TABLE OF TTOTVEH BY TOTALVEH

TTOTVEH (TR NUMBER OF VEHICLES INVOLVED)

TOTALVEH (TOTAL NUMBER OF VEHICLES INVOLVED)

FREQUENCY PERCENT ROW PCT COL PCT	1	2	3	4	5	TOTAL
0	73 5.75 18.91 31.74	286 22.52 74.09 30.07	24 1.89 6.22 30.77	1 0.08 0.26 14.29	2 0.16 0.52 50.00	386 30.39
1	144 11.34 98.63 62.61	2 0.16 1.37 0.21	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	146 11.50
2	12 0.94 1.81 5.22	650 51.18 98.19 68.35	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	662 52.13
3	0 0.00 0.00 0.00	12 0.94 18.46 1.26	53 4.17 81.54 67.95	0 0.00 0.00 0.00	0 0.00 0.00 0.00	65 5.12
4	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 16.67 1.28	5 0.39 83.33 71.43	0 0.00 0.00 0.00	6 0.47
5	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	2 0.16 100.00 50.00	2 0.16
6	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08 100.00 14.29	0 0.00 0.00 0.00	1 0.08
11	0 0.00 0.00 0.00	1 0.08 100.00 0.11	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
52	1 0.08 100.00 0.43	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.08
TOTAL	230 18.11	951 74.88	78 6.14	7 0.55	4 0.31	1270 100.00