

# Connecticut CRASH: Commercial Vehicle Crash Data Tools

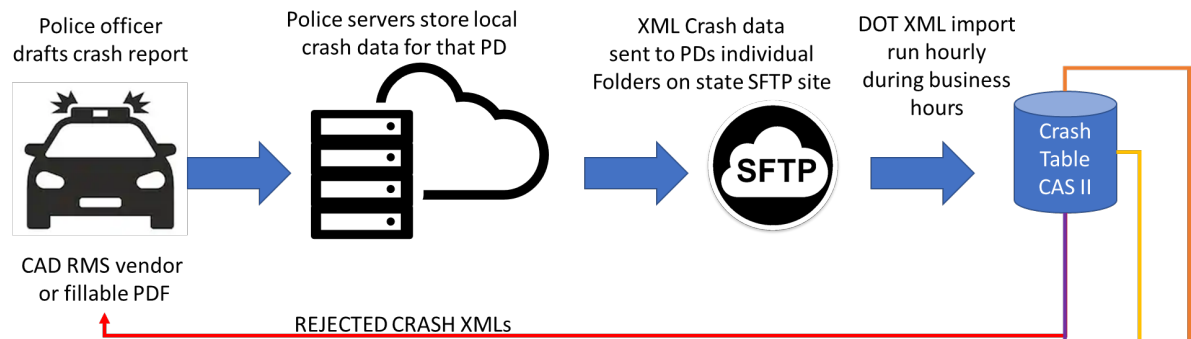
**Eric Jackson, Ph.D.**

Executive Director,

Connecticut Transportation Institute

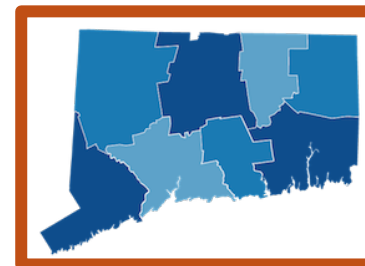
860-486-8426





# Crash Data Flow in CT

- Crash
- PD Report (Lat, Long)
- XML export to state SFTP site
- XML validations (Lat, Long)



- Import into Crash Editor software
  - Update/Validate GPS
  - Add Route and Milepost Info
  - Validate again
  - Complete

# Commercial Vehicles: Appendix B

Page 9 of 12

**CONNECTICUT UNIFORM POLICE CRASH REPORT**  
Form PR-1 REV July 2014.01

Motor Vehicle ID:

**Appendix B: Commercial Vehicle**  
*Complete this sheet for qualifying Commercial Vehicles*

Case Number:

DOT Identifier:   
*For DOT use only*

## QUALIFYING COMMERCIAL VEHICLE

Use This Form Only For a: **QUALIFYING VEHICLE**

- Any motor vehicle displaying a hazardous material placard OR
- A motor vehicle having a gross vehicle weight rating (GVWR) or a gross combination weight rating (GCWR) of more than 10,000 LBS used on public highways to carry property OR
- Any motor vehicle designed to transport more than eight persons including the driver.

in a

**QUALIFYING CRASH**

- Any crash that involves a qualifying vehicle and which results in one of the following:
- Fatality to any person, OR
  - Injury to any person that requires immediate medical treatment away from the crash site
  - Disablement of any vehicle as a result of damage sustained in the crash

## CARRIER INFORMATION

CARRIER NAME

US DOT NUMBER (8 digits, right justified):

--	--	--	--	--	--	--	--

STREET ADDRESS or P.O. BOX

If no US DOT Number, please provide:

STATE

AND STATE ISSUED  
ID NUMBER

CITY

STATE or PROVINCE

POSTAL CODE

COUNTRY

United States

### TRAILER 1 OWNER INFORMATION

OWNER NAME <input type="checkbox"/> Info same as carrier <input type="checkbox"/> Info same as power unit		Plate #: <input style="width: 80px;" type="text"/> <input type="checkbox"/> Invalid Plate <input type="checkbox"/> No Plate
STREET ADDRESS or P.O. BOX		Plate State: <input style="width: 40px;" type="text"/> Trailer Serial Number/VIN: <input style="width: 180px;" type="text"/>
CITY	STATE or PROVINCE CT	POSTAL CODE COUNTRY United States

### TRAILER 2 OWNER INFORMATION

OWNER NAME <input type="checkbox"/> Info same as carrier <input type="checkbox"/> Info same as power unit <input type="checkbox"/> Info same as trailer 1		Plate #: <input style="width: 80px;" type="text"/> <input type="checkbox"/> Invalid Plate <input type="checkbox"/> No Plate
STREET ADDRESS or P.O. BOX		Plate State: <input style="width: 40px;" type="text"/> Trailer Serial Number/VIN: <input style="width: 180px;" type="text"/>
CITY	STATE or PROVINCE	POSTAL CODE COUNTRY United States

### COMMERCIAL VEHICLE INFORMATION

<b>CARGO BODY TYPE</b> 01. No Cargo Body - (bobtail, light motor vehicle with hazardous materials [HM] placard, etc.) 02. Bus 03. Van/Enclosed Box 04. Grain/Chips/Gravel Truck 05. Pole-Trailer 06. Cargo Tank 07. Log 08. Inter-modal Container Chassis 09. Vehicle Towing Another Vehicle 10. Flatbed 11. Dump 12. Concrete Mixer 13. Auto Transporter 14. Garbage/Refuse 88. Not Applicable 97. Other 99. Unknown <input style="width: 30px; height: 20px;" type="text"/>	<b>CARRIER TYPE</b> 01. Interstate Carrier 02. Intrastate Carrier 03. Not in Commerce/Government 04. Not in Commerce/Other Truck 99. Unknown <input style="width: 30px; height: 20px;" type="text"/>	<b>GROSS WEIGHT (GVWR/GCWR)</b> 01. 10,000 lbs. or less 02. 10,001 - 26,000 lbs. 03. More than 26,000 lbs. 88. Not Applicable <input style="width: 30px; height: 20px;" type="text"/> 99. Unknown
<b>VEHICLE CONFIGURATION</b> 01. Vehicle 10,000 pounds or less placarded for hazardous materials 02. Single-Unit Truck (2-axle and GVWR more than 10,000 lbs) 03. Single-Unit Truck (3 or more axles) 04. Truck Pulling Trailer(s) 05. Truck Tractor (Bobtail) 06. Truck Tractor/Semi-Trailer 07. Truck Tractor/Double 08. Truck Tractor/Triple 09. Truck More Than 10,000 lbs, Cannot Classify 10. Bus/Large Van (seats for 9-15 occupants, including driver) 11. Bus (seats for more than 15 occupants, including driver) <input style="width: 30px; height: 20px;" type="text"/> 99. Unknown		<b>HAZARDOUS MATERIALS PLACARD</b> 01. No 02. Yes <input style="width: 30px; height: 20px;" type="text"/> 88. Not Applicable
		<b>4-DIGIT HAZARDOUS MATERIALS ID NUMBER</b> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/>
		<b>1-DIGIT CLASS NUMBER FROM BOTTOM OF DIAMOND</b> <input style="width: 20px; height: 20px;" type="text"/>
		<b>RELEASE OF HAZARDOUS MATERIALS</b> 01. No 02. Yes <input style="width: 30px; height: 20px;" type="text"/> 88. Not Applicable



- DOT 3503219
  - Diagram
  - Narrative
  - Vehicle 1 - 2004 Hyundai Santa
    - Ownership
    - Property Damages
    - Driver 1 - Nayda Nicole Infa
    - Passengers (1)
    - Witnesses (1)

**CONNECTICUT UNIFORM POLICE CRASH REPORT**  
Form PR-1 REV July 2014.01

Number of Motor Vehicles:   
*Automobiles, Motorcycles, etc.*

Number of Non-Motorists:   
*Pedestrians, Bicyclists, etc.*

Case Number:

DOT Identifier:   
*For DOT use only*

**Crash Summary**

**CRASH DATE, TIME, SEVERITY, AND LOCATION**

Date of Crash (YYYYMMDD) Time (0000-2359):   Town Name: Windsor Town #: 164

Crash Severity:  Fatal  Injury  PDO

Latitude: 41.80765000 Crash occurred on (street name or route #) at its intersection with (street name or route #): 91-N at \_\_\_\_\_

Longitude: -72.66114000 If not at an intersection: distance  Feet  Tenth of Mile N, S, E, W: S of name of nearest intersecting road, town line, or milepoint: Exit 35AB

Class: Interstate Route: 91-N Milepoint: 41.55  Unknown  milepoints

**CRASH FACTORS AND CONDITIONS**

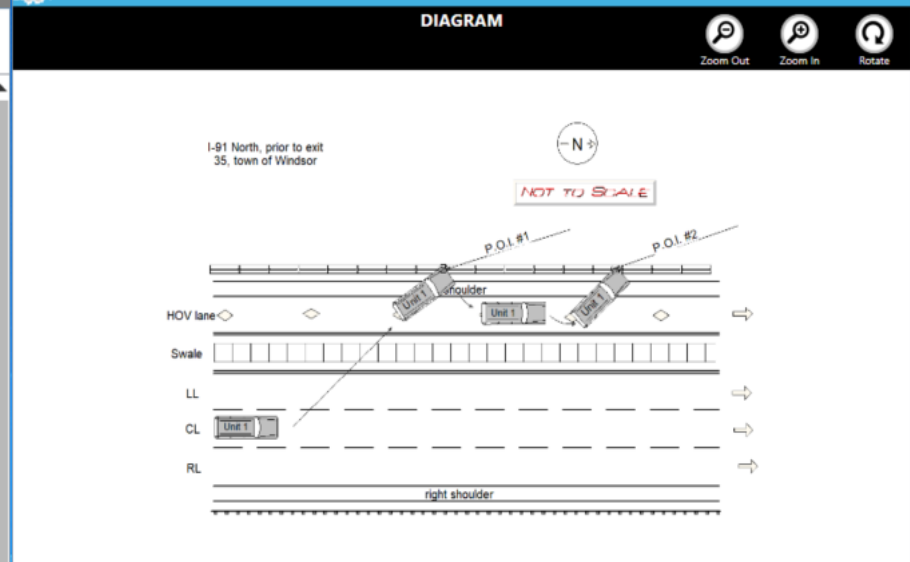
*For all numeric fields: 99=Unknown*

<b>TRAFFICWAY OWNERSHIP</b> <input checked="" type="radio"/> 01. Public Road 02. Private Road 88. Not Applicable	<b>LOCATION OF FIRST HARMFUL EVENT</b> <input type="radio"/> 01. On Roadway <input checked="" type="radio"/> 02. Shoulder 03. Median 04. Roadside 05. Gore 06. Separator 07. In Parking Lane or Zone 08. Off Roadway, Location Unknown 09. Outside Right-of-Way (trafficway) 97. Other	<b>FIRST HARMFUL EVENT</b> <b>Non-Collision:</b> <input type="text" value="30"/> 01. Overturn/Rollover 02. Fire / Explosion 03. Immersion, Full or Partial 04. Jackknife 05. Cargo/Equipment Loss or Shift 06. Fell/Jumped from Vehicle 07. Thrown or Falling Object 08. Other Non-Collision <b>Collision with Person, Vehicle, or Non-Fixed Object:</b> 09. Pedestrian 10. Pedalcycle/Pedalcyclist 11. Other Non-motorist 12. Railway Vehicle (train, engine) 40. Deer 13. Animal Other Than Deer (live) 14. Motor Vehicle in Operation 15. Parked Motor Vehicle 16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 17. Work Zone/Maintenance Equipment 18. Other Non-Fixed Object	<b>MANNER OF IMPACT</b> <i>(Applies to: multi-vehicle crashes)</i> <input type="text" value="88"/> 01. Front to rear 02. Front to front 03. Angle 04. Sideswipe, same direction 05. Sideswipe, opposite direction 06. Rear to side 07. Rear to rear <input checked="" type="radio"/> 88. Not Applicable 97. Other
<b>TRAFFICWAY CLASS</b> <input checked="" type="radio"/> 01. Trafficway, On Road 02. Trafficway, Not on Road 03. Non-trafficway 04. Parking Lot	<b>CRASH SPECIFIC LOCATION</b> <input type="text" value="14"/> 01. Non-Junction 02. Intersection 03. Intersection-Related 04. Entrance / Exit Ramp 05. Entrance / Exit Ramp-Related 06. Railway Grade Crossing 07. Crossover-Related 08. Driveway Access 09. Driveway Access-Related 10. Shared-Use Path or Trail 11. Through Roadway 12. Acceleration / Deceleration Lane 13. On a Bridge <input checked="" type="radio"/> 14. HOV Lane 15. Service or Rest Area 16. Weigh Station 17. Other Location Not Listed Above Within an Interchange Area (median, shoulder and roadside)	<b>CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL</b> <i>(choose up to 3)</i> <input checked="" type="radio"/> 00. None <input type="text" value="88"/> <input type="text" value="88"/> 01. Weather Conditions 02. Visual Obstruction(s) 03. Glare 04. Animal(s) in Roadway <input checked="" type="radio"/> 88. Not Applicable 97. Other	<b>CONTRIBUTING CIRCUMSTANCES, ROAD</b> <i>(choose up to 3)</i> <input checked="" type="radio"/> 00. None <input type="text" value="88"/> <input type="text" value="88"/> 01. Backup Due to Prior Crash 02. Backup Due to Prior Non-Recurring Incident 03. Backup Due to Regular Congestion 04. Toll Booth / Plaza Related 05. Road Surface Condition (wet, icy, snow, slush, etc.) 06. Debris 07. Rut, Holes, Bumps
<b>LIGHT CONDITIONS</b> <input checked="" type="radio"/> 01. Daylight 02. Dawn 03. Dusk 04. Dark-Lighted 05. Dark-Not Lighted 06. Dark-Unknown Lighting 97. Other	<b>WEATHER CONDITIONS</b> <i>(choose up to 2)</i> <input checked="" type="radio"/> 01. Clear <input type="text" value="88"/> 02. Cloudy 03. Fog, Smog, Smoke 04. Rain 05. Sleet or Hail 06. Freezing Rain or Freezing Drizzle 07. Snow 08. Blowing Snow 09. Severe Crosswinds 10. Blowing Sand, Soil, Dirt <input checked="" type="radio"/> 88. Not Applicable 97. Other	<b>TRAFFICWAY SURFACE CONDITIONS</b>	

**Case Status**

Duplicate

Eric Jackson



**CRASH NARRATIVE - DOT 3503219**

**NARRATIVE**

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.  
**Refer to each by motor vehicle number and/or non-motorist number**

Vehicle #1 was traveling on I-91 North, in the center lane of five, in the town of Windsor. Prior to exit 35, Vehicle #1 lost control negotiating the straight roadway and struck the concrete traffic barrier twice on the left shoulder.

Upon my arrival, I observed this section of I-91 North to be a limited access highway with five (5) lanes. I was assisted by TFC Falana #725 and TFC Ciarcia #703. The left most lane was a High Occupancy Vehicle (HOV) lane that was separated from the three other lanes of travel by a "Swale". The left shoulder had a concrete traffic barrier and the right shoulder had a metal beam guardrail. Traffic was light, the road was dry, weather conditions were clear, and the visibility was daylight. Vehicle #1 was at an uncontrolled position of final rest on the left shoulder and in contact with the concrete traffic barrier, facing North. Vehicle #1 sustained disabling front end and driver side damage consisting of dents, scratches, major displacement of the front bumper, "starring" to the front windshield on the driver side, and flat tires. Vehicle #1 was towed from the scene by Lena's. I observed a debris field at the initial point of impact with the concrete traffic barrier and a trail of oil and fluids leading up the second point of impact with the concrete traffic barrier and the vehicle's position of uncontrolled final rest.

As I went inside the vehicle, I immediately detected the odor of an alcoholic beverage emanating from within the vehicle. I positively identified the operator, via her CT driver's license, as Nayda Nicole Infantas (DOB 07/19/1996). Infantas was observed to be pinned underneath the driver side dash and was semi-conscious. I observed her passenger, Alexis Ariana Deleon (DOB 01/02/2002) seated upright and facing the passenger side door, with an obvious lower right leg injury. EMS had arrived on scene. Within the vehicle, I observed multiple alcoholic drinks consisting of cans of "Corona Hard Seltzer" on the floor behind the driver's seat, an empty bottle of "E&J" brandy in the trunk, an unopened bottle of "Corona" beer in the trunk, and an unopened bottle of wine on the front right foot well. (See Attached Photos).

While speaking with Infantas in the ambulance, I detected the odor of an alcoholic beverage emanating from her breath, which became stronger as she spoke. While speaking with Infantas in the ambulance, I observed her speech to be slurred and her eyes were bloodshot and glossy in appearance. Infantas was also combative and would drift in and out of consciousness. Infantas reported that she had a lot to drink and complained of pain to both of her legs. She was unable to provide any additional details regarding the crash. Infantas was transported from the scene by EMS to Hartford Hospital for evaluation of her injuries. I observed a deformity to her lower right leg, a compound fracture/dislocation of her left ankle, and multiple smaller lacerations in various places on her body.

Witness, James Mele (DOB 10/12/1986) provided a written statement, which is summarized as follows: Vehicle #1 was observed driving in the center lane on I-91 North about four (4) car lengths ahead of him and at about 70mph. It was swerving left and right. The vehicle made an abrupt left turn and struck the center median jersey barrier multiple times

[ [Main Menu](#) ] User: *not logged in*


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[User Guide](#)

The Connecticut Crash Data Repository (CTCDR) is a web tool designed to provide access to select crash information collected by state and local police. This data repository enables users to query, analyze and print/export the data for research and informational purposes. The CTCDR is comprised of crash data from two separate sources; The Department of Public Safety (DPS) and The Connecticut Department of Transportation (CTDOT).

The purpose of the CTCDR is to provide members of the traffic-safety community with timely, accurate, complete and uniform crash data. The CTCDR allows for complex queries of both datasets such as, by date, route, route class, collision type, injury severity, etc. For further analysis, this data can be summarized by user-defined categories to help identify trends or patterns in the crash data.

Connecticut Traffic Deaths			
Year to Date as of Nov 07			
2024	2023	2022	2021
284	267	309	262
Preliminary Year-End			
	2023	2022	2021
	310	367	302

Fatality data provided by the Highway Safety Office at the Connecticut Department of Transportation

UCONN

Connecticut Transportation Safety Research Center

Basic Users:

[Crash DashBoard](#)

[Crash Story Maps](#)

[Basic Report Tool](#)

Advanced Users:

[Data Query Tool](#)

#### Notes to users:

- New data is added to the repository nightly.
- The data provided by CTDOT does not contain personal or private information.
- For crashes occurring before 2007 and between March 2011 to December 2011, property damage only crashes occurring on local roads were not recorded in the DOT database. Therefore, PDO crash totals will vary greatly over these time periods for no reason other than the data were not recorded for these crashes.
- New features are under development and existing components undergo frequent changes. Please excuse any inconvenience ongoing development might cause.
- The repository is optimized for usage with [Firefox](#) and [Google Chrome](#). Full support of other browsers will be added soon.
- This data is based on the information the officer was able to obtain during his or her investigation. Information such as what the driver was distracted by may not be complete due to a lack evidence for these details.
- **\*NEW Feb 2022: New crash story maps have been added to the repository. Data are updated nightly and users can data filter to generate custom data summaries and visualizations for crash emphasis areas.**

This web site is exempt from discovery or admission under 23 U.S.C. 409.

Connecticut Crash Data Repository

[User Guide](#)

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## Crash Emphasis Areas Dashboard: Last 3 years

The Crash Emphasis Areas Dashboard provides a different way to select and filter the crash data than the CAST Dashboard. Users can select the specific emphasis area of interest and view the statistics of just those crashes of interest. Examples of emphasis areas include DUI Crashes, crashes involving motorcycles, and crashes occurring at intersections.

Search Criteria | Query Descriptions | Report

## Crash Emphasis Areas

The story tab above contain tables and figures summarizing the crash data for the State of Connecticut. The tabs are organized topically, first focusing on crash variables, then vehicle variables, personal variables, and ending with dashboards about specific crash types. The data can be filtered by Year, Date of Crash, Crash Severity, COGs, MPOs, Town, Road Name, Intersecting Road Name, Route Class, and Route Number using the drop down menus on the right.

Crash report entries into the CTCDR are backlogged to Aug 2024. Figures from Aug 2024 to present will be affected because of this.

### Total Crashes

7,767

### Total Vehicles Involved

15,988

### Total People Involved

23,943

2500 ■ Fatal

■ Injury

■ PDO

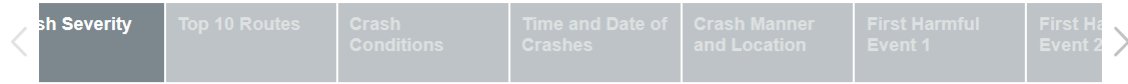
### Emphasis Areas

- Roadway Departure Crashes
- Crashes at Railroad Crossings
- Crashes Involving Transit Buses
- FMCSA qualifying crashes
- Crashes Involving Motor Coaches
- Crashes Involving Wrong Way Drivers
- Wrong Way Drivers Only
- Motorcycle Riders Only
- Crashes Involving Children Required to Use Car ...
- Children Required to Use Car Seats Only

Start Date

End Date

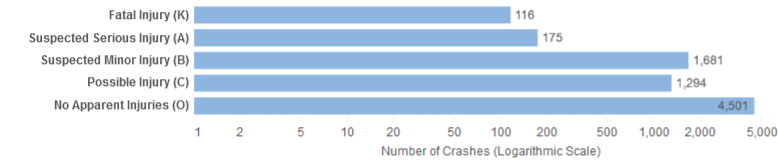
## Crash Emphasis Areas - FMCSA qualifying crashes



Queries Selected: Emphasis Area FMCSA qualifying crashes, Town(s) All, Date: 1/1/2021 to 10/31/2024, Severity All, Route Class None, Road Number(s) All, Local Road Name(s)

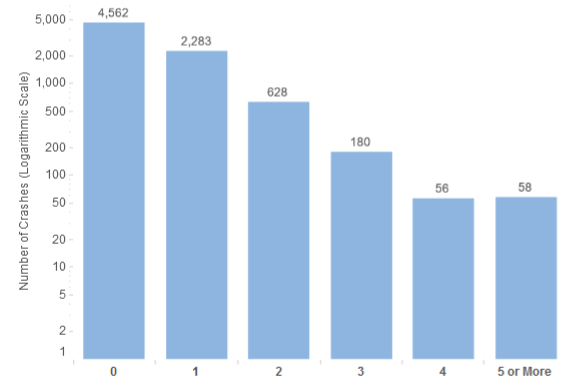
These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

### Injury Status of Crashes

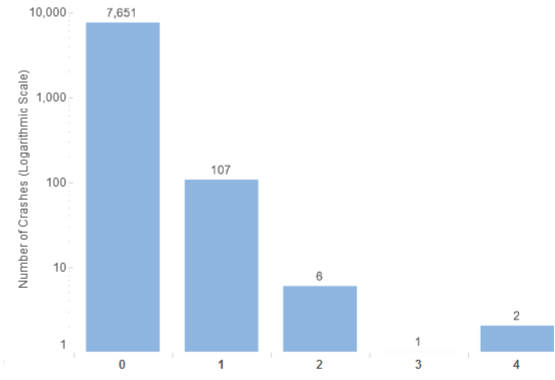


Crash Severity	Crashes	% of All Crashes
Fatal Injury (K)	116	1.49%
Suspected Serious Injury (A)	175	2.25%
Suspected Minor Injury (B)	1,681	21.64%
Possible Injury (C)	1,294	16.68%
No Apparent Injuries (O)	4,501	57.95%
<b>Grand Total</b>	<b>7,767</b>	<b>100.00%</b>

### Injuries per Crash



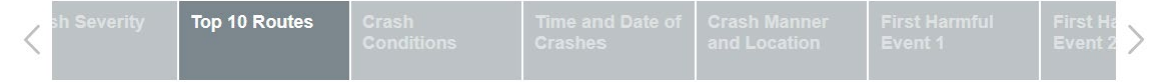
### Fatalities per Crash



Injuries per Crash	Crashes	% of All Crashes	Fatalities per Crash	Crashes	% of All Crashes
0	4,562	58.74%	0	7,651	98.51%
1	2,283	29.39%	1	107	1.38%
2	628	8.09%	2	6	0.08%
3	180	2.32%	3	1	0.01%
4	56	0.72%	4	2	0.03%
5 or More	58	0.75%			
<b>Grand Total</b>	<b>7,767</b>	<b>100.00%</b>	<b>Grand Total</b>	<b>7,767</b>	<b>100.00%</b>

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/6/2024

## Crash Emphasis Areas - FMCSA qualifying crashes



Queries Selected: Emphasis Area FMCSA qualifying crashes, Town(s) All, Date: 1/1/2021 to 10/31/2024, Severity All, Route Class None, Road Number(s) All, Local Road Name(s)

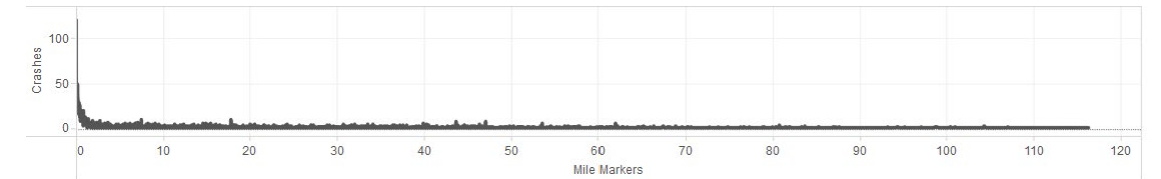
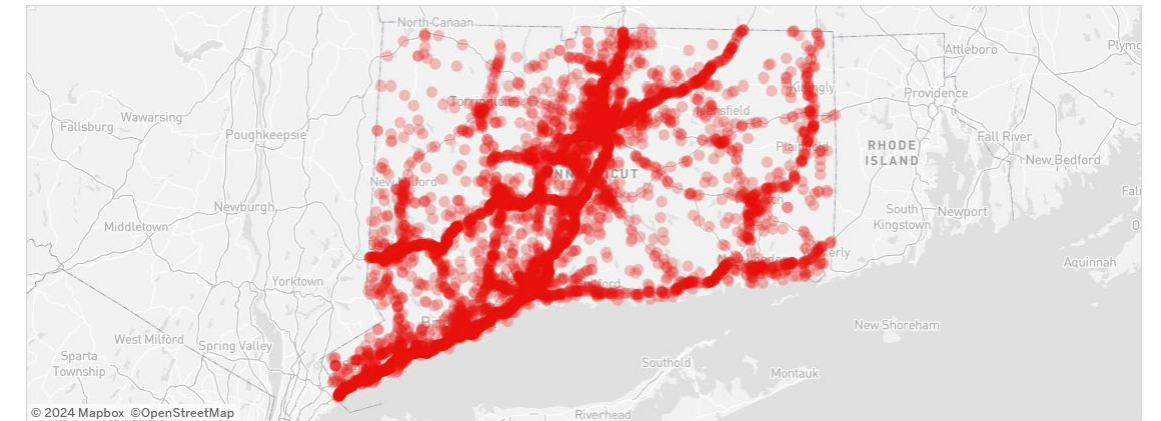
This page incorporates dynamic filtering on the table and mile marker bar graph. By selecting a road or mile post, the other figures will be filtered by that selection. **Any selections made on this page will not be reflected anywhere else in the report.**

### Top Ten Roads for Crashes

95	1,422
84	1,144
1	156
15	165
Unknown	125
91	776
10	62
8	169
6	86
44	74

Please Note: The location and route information are both drawn directly from the crash reports. These may not directly correspond and are not guaranteed to be accurate.

### Crash Locations (limited to the 10,000 most recent crashes)



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/6/2024



## Crash Emphasis Areas - FMCSA qualifying crashes

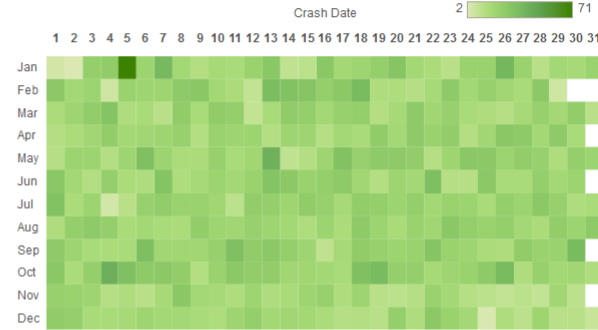


**Queries Selected:** Emphasis Area *FMCSA qualifying crashes*, Town(s) *All*, Date: *1/1/2021 to 10/31/2024*, Severity *All*, Route Class *None*, Road Number(s) *All*, Local Road Name(s)

### Month and Date of Crashes

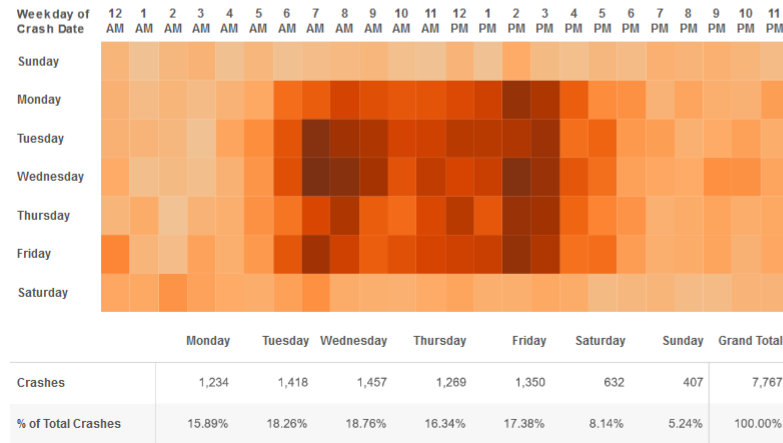
Crash report entries into the CTCDR are backlogged to Aug 2024. Crash figures from Aug 2024 to present will be affected because of this.

	2021		2022		2023		2024	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Jan	136	6.5%	237	11.1%	147	7.3%	165	10.7%
Feb	172	8.3%	162	7.6%	153	7.6%	151	9.8%
Mar	122	5.9%	175	8.2%	177	8.8%	155	10.0%
Apr	146	7.0%	176	8.3%	157	7.8%	145	9.4%
May	157	7.6%	187	8.8%	182	9.1%	168	10.9%
Jun	168	8.1%	159	7.5%	159	7.9%	163	10.5%
Jul	177	8.5%	171	8.0%	177	8.8%	142	9.2%
Aug	172	8.3%	153	7.2%	186	9.2%	159	10.3%
Sep	203	9.8%	171	8.0%	166	8.3%	154	10.0%
Oct	223	10.7%	204	9.6%	195	9.7%	144	9.3%
Nov	180	8.7%	167	7.8%	157	7.8%		
Dec	222	10.7%	170	8.0%	155	7.7%		
Total	2,078	100.0%	2,132	100.0%	2,011	100.0%	1,546	100.0%



### Time and Day of the Week

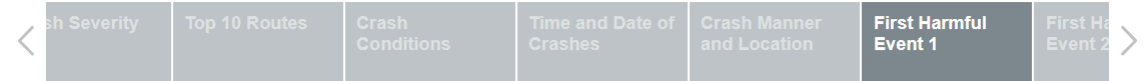
9 121



Hour of Crash Time	Crashes	% of All Crashes
12 AM	192	2.47%
1 AM	135	1.74%
2 AM	136	1.75%
3 AM	148	1.91%
4 AM	165	2.12%
5 AM	238	3.06%
6 AM	390	5.02%
7 AM	551	7.09%
8 AM	534	6.88%
9 AM	462	5.95%
10 AM	409	5.27%
11 AM	458	5.90%
12 PM	495	6.37%
1 PM	468	6.03%
2 PM	595	7.66%
3 PM	558	7.18%
4 PM	366	4.71%
5 PM	315	4.06%
6 PM	224	2.88%
7 PM	180	2.32%
8 PM	173	2.23%
9 PM	199	2.56%
10 PM	189	2.43%
11 PM	187	2.41%
Grand Total	7,767	100.00%

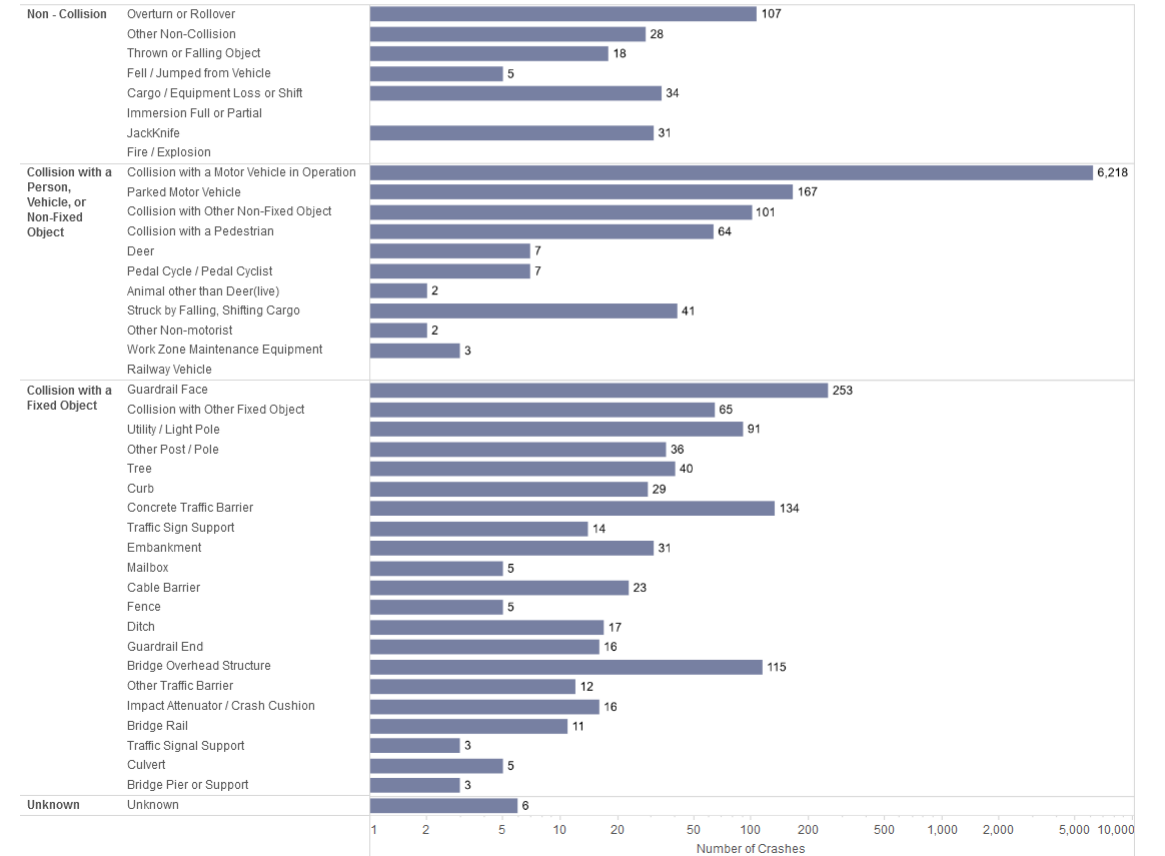
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 11/6/2024

## Crash Emphasis Areas - FMCSA qualifying crashes



**Queries Selected:** Emphasis Area *FMCSA qualifying crashes*, Town(s) *All*, Date: *1/1/2021 to 10/31/2024*, Severity *All*, Route Class *None*, Road Number(s) *All*, Local Road Name(s)

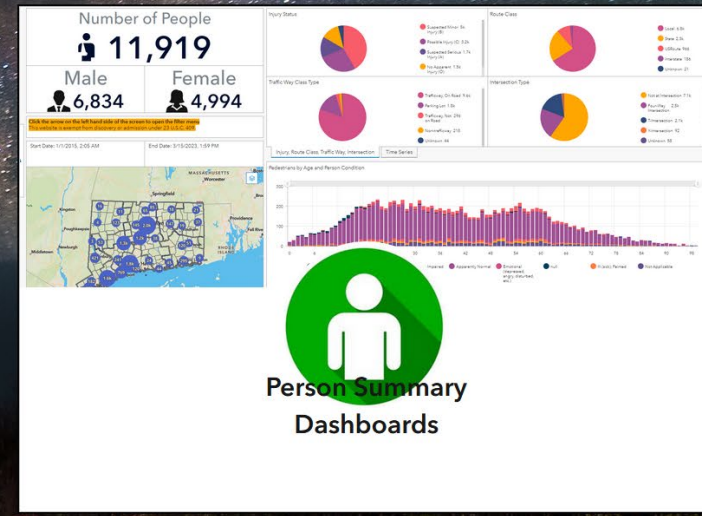
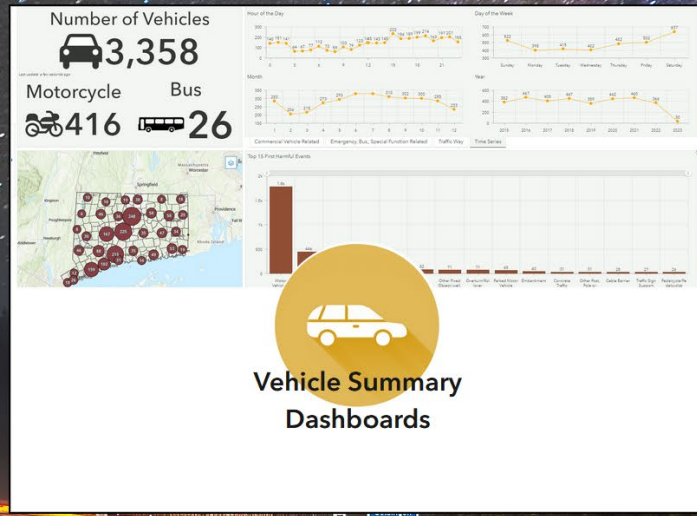
### First Harmful Event for the Crash





# Connecticut CRASH

Crash Repository for Analytics, Statistics, and History





- Date Range**  
No date selected
- Town**  
All Selected Crashes
- County**  
All Selected Crashes
- Regional Planning Organization**  
All Selected Crashes
- Law Enforcement Agency**  
All Selected Crashes
- Most Severe Injury**  
All Selected Crashes
- Roadway Surface Condition**  
All Selected Crashes
- Manner of Collision**  
All Selected Crashes
- School Bus Related**  
All Selected Crashes
- Route Class**  
All Selected Crashes
- Type of Intersection**  
All Selected Crashes
- Work Zone Related**  
 All Selected Crashes
  No
  Yes

**Total FMCSA Crashes**  
 **19,201**

**Work Zone Related**  
 **659**

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**School Bus Related**  
 **1.6k**

**Intersection Related**  
 **4.6k**

Directly or Indirectly

Click on the arrow to the left to access the side panel and select filters.

**Fatal Injury Crashes**

1.4%

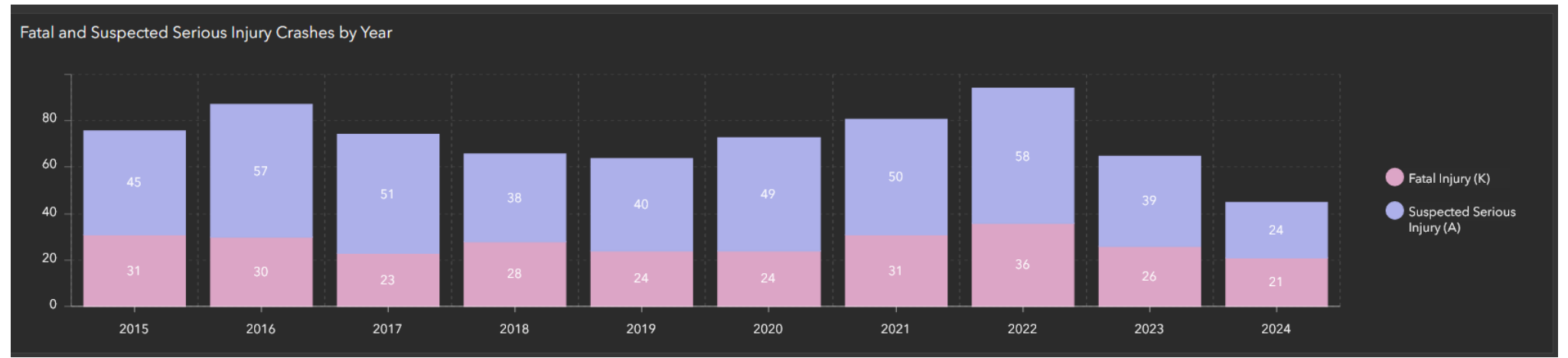
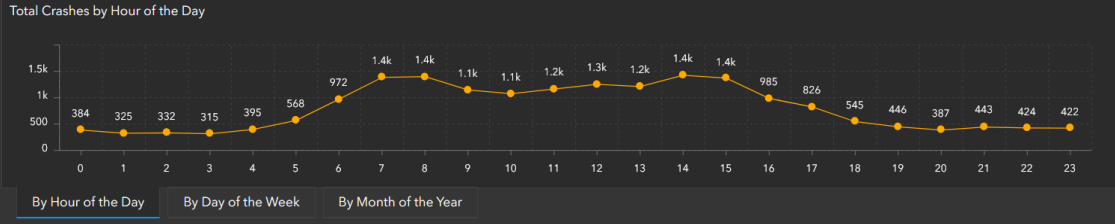
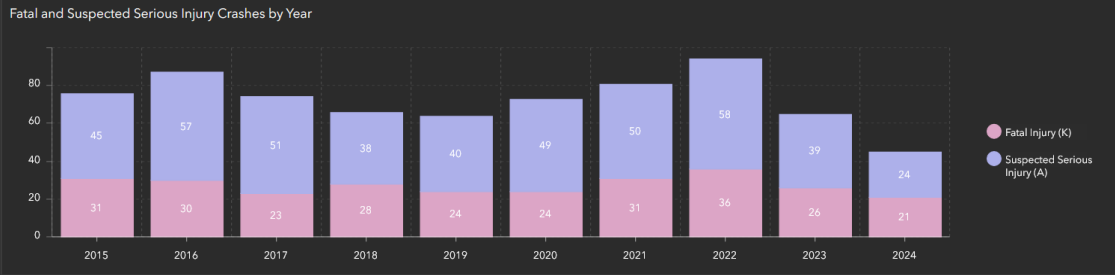
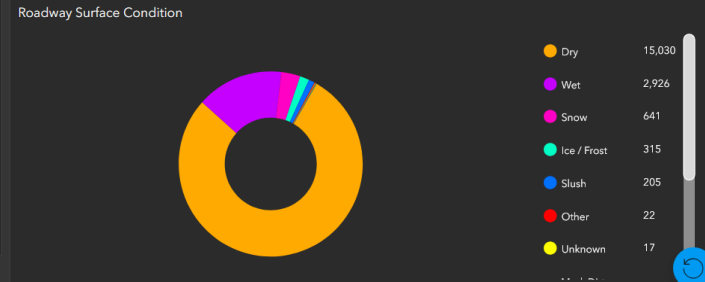
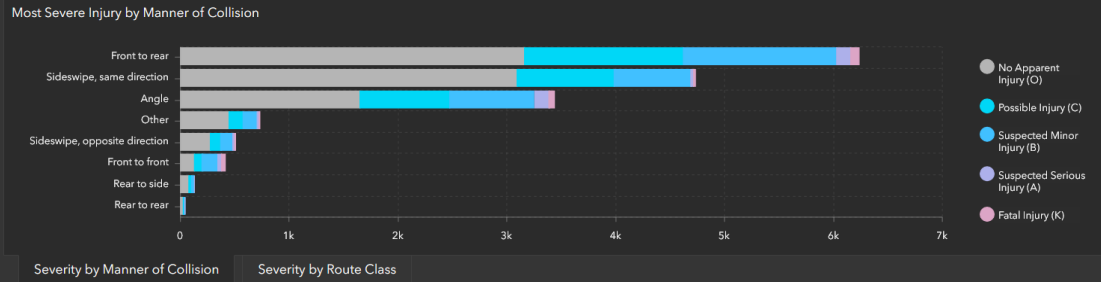
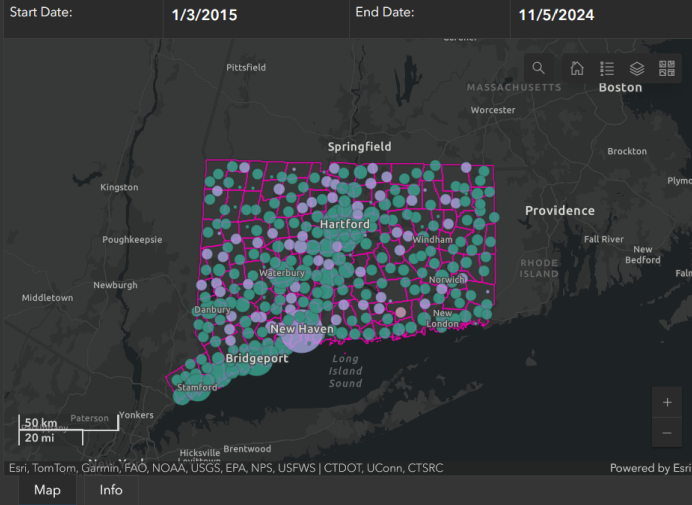
**274**  
of 19,201

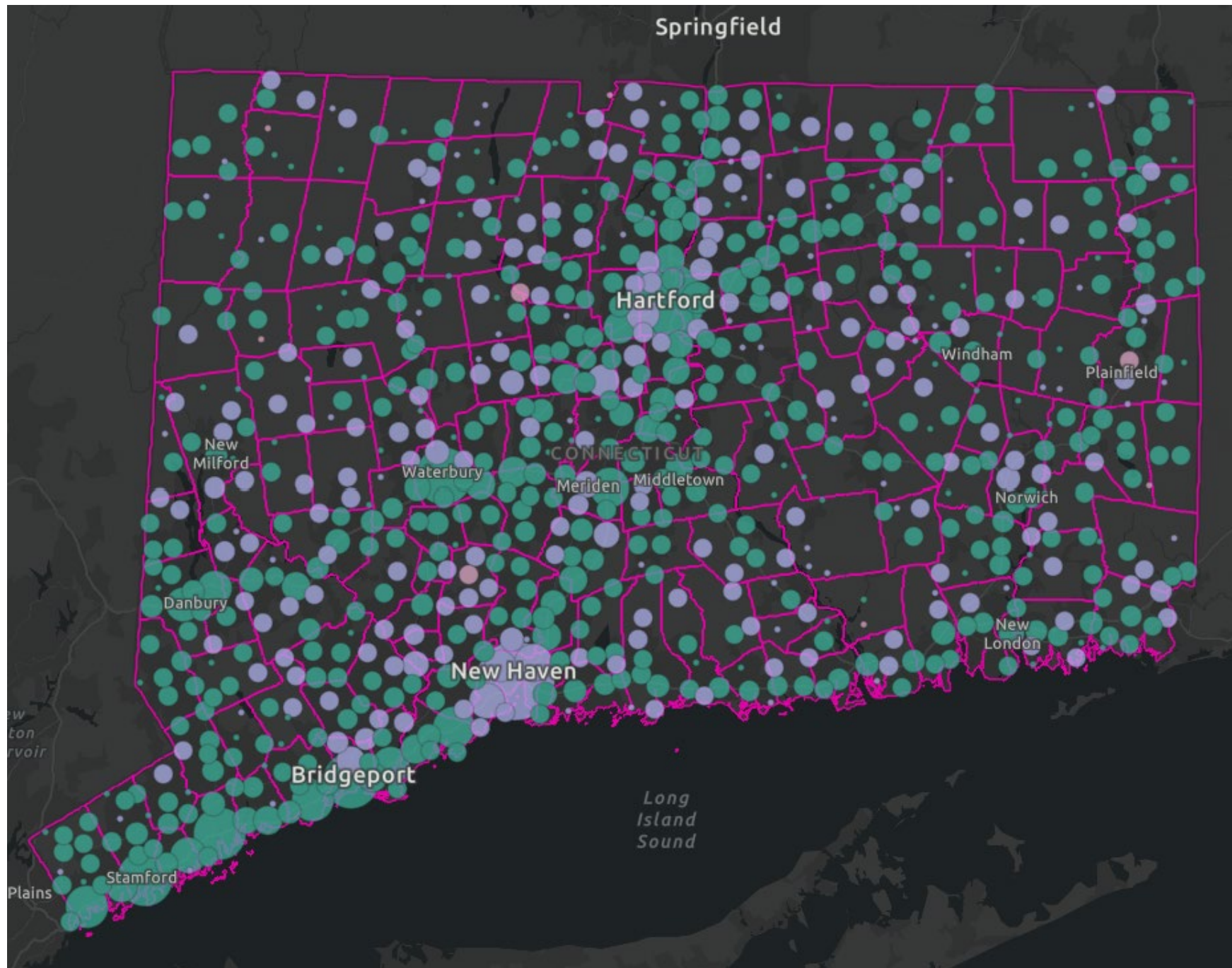
---

**Suspected Serious Injury Crashes**

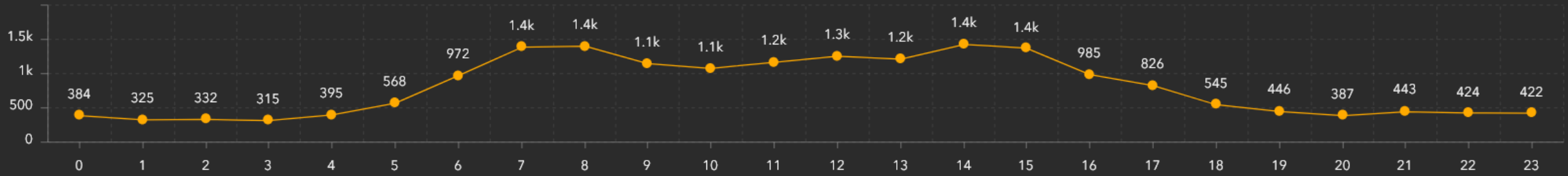
2.3%

**451**  
of 19,201





### Total Crashes by Hour of the Day

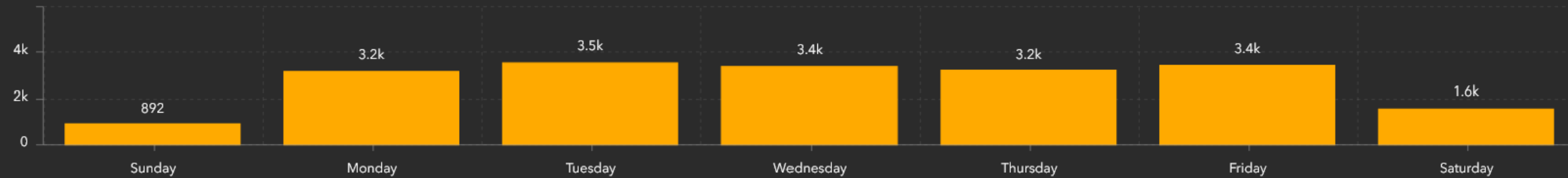


By Hour of the Day

By Day of the Week

By Month of the Year

### Total Crashes by Day of the Week

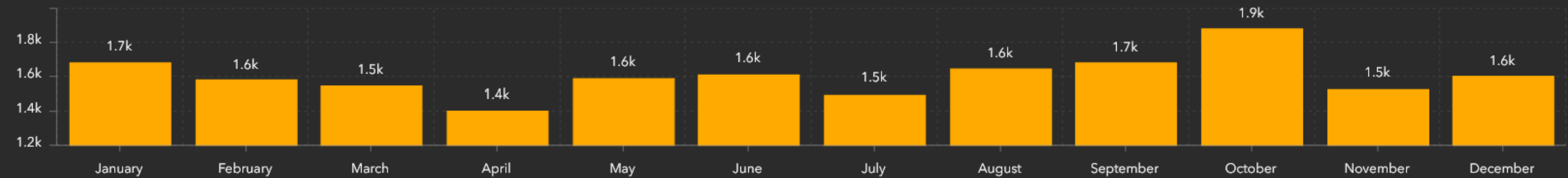


By Hour of the Day

By Day of the Week

By Month of the Year

### Total Crashes by Month of the Year

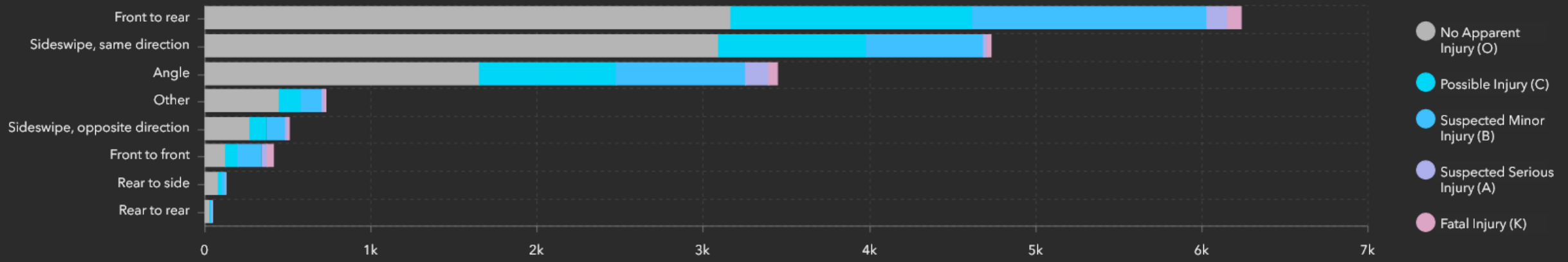


By Hour of the Day

By Day of the Week

By Month of the Year

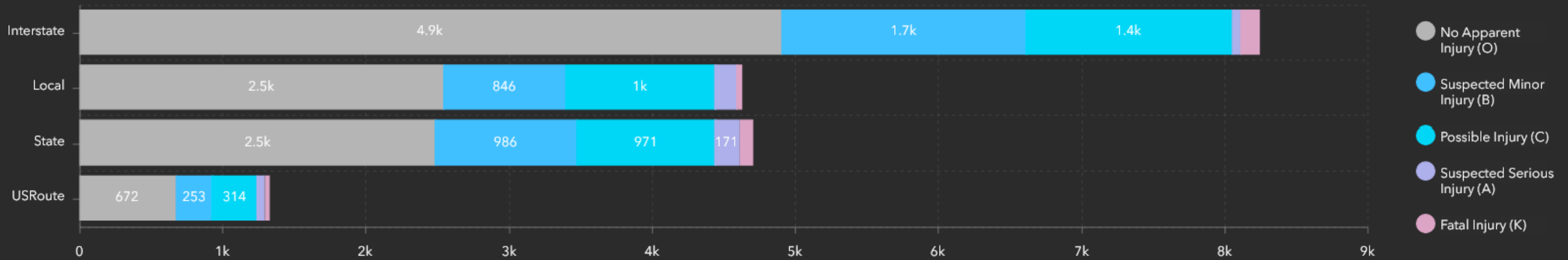
### Most Severe Injury by Manner of Collision



Severity by Manner of Collision

Severity by Route Class

### Most Severe Injury by Route Class



Severity by Manner of Collision

Severity by Route Class

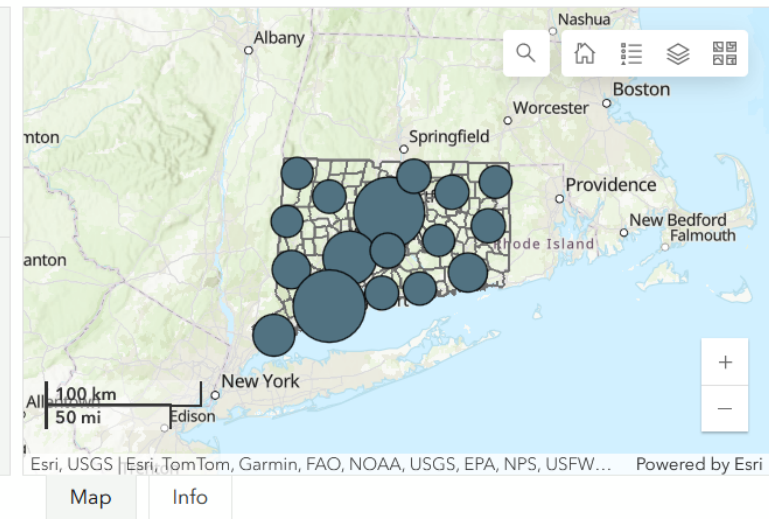
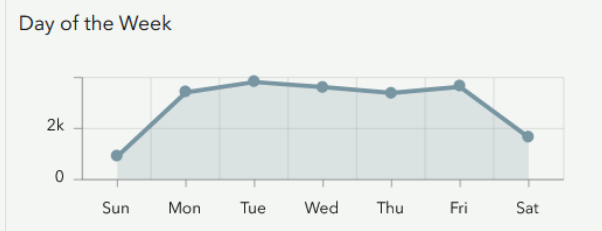
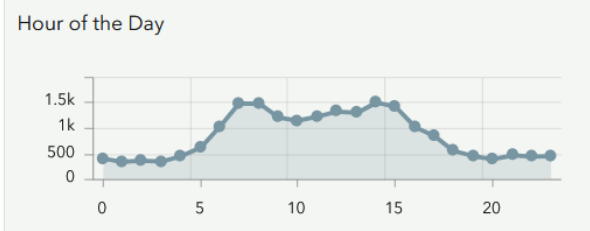
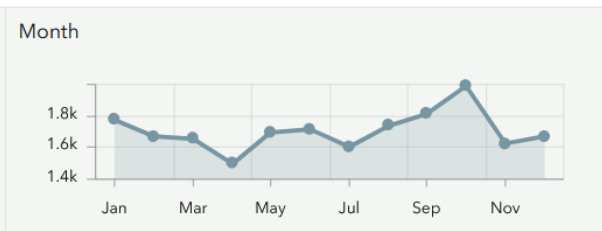
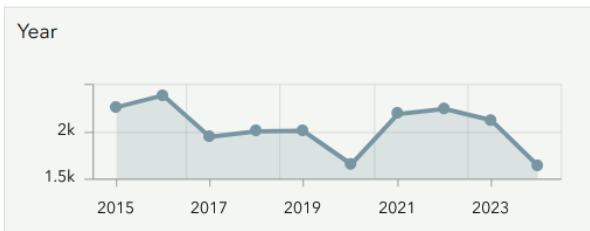
Start Date: 1/3/2015    End Date: 11/5/2024

# Total Number of FMCSA

# 20,452

## Qualifying Vehicles in Crashes

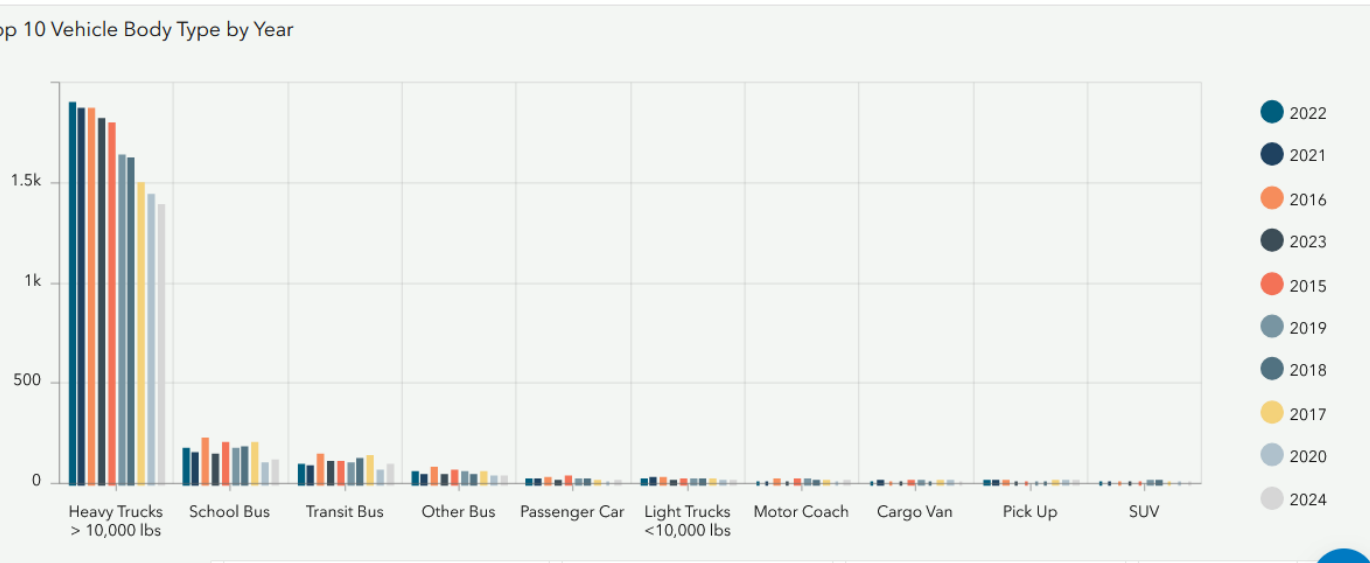
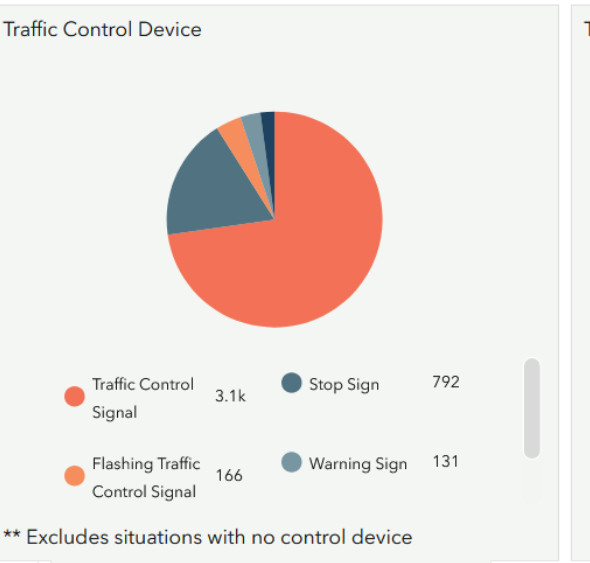
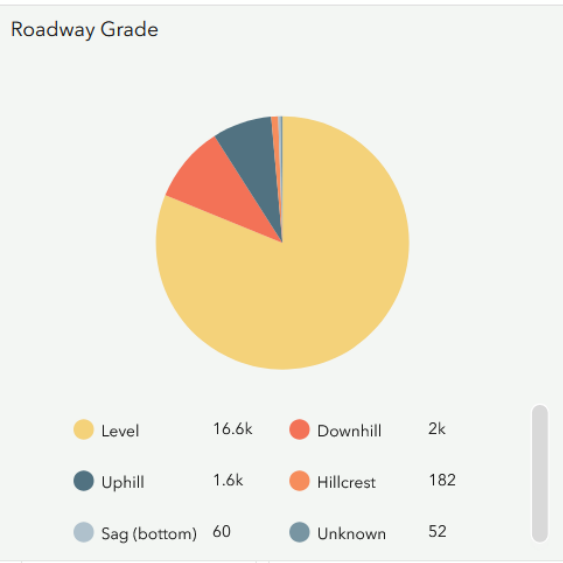
Total FMCSA Vehicles



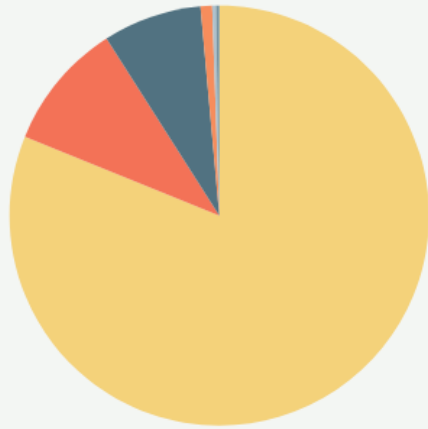
Click the arrow on the left hand side of the screen to open the filter menu

Time Series    Most Harmful Event for Vehicle

Contributing Circumstances Vehicle

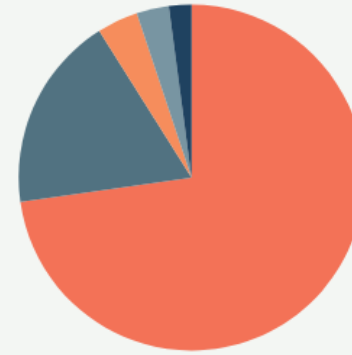


### Roadway Grade



Level 16.6k Downhill 2k Uphill 1.6k Hillcrest 182  
Sag (bottom) 60 Unknown 52

### Traffic Control Device



Traffic Control Signal 3.1k Stop Sign 792 Flashing Traffic Control Signal 166  
Warning Sign 131 Other 91

\*\* Excludes situations with no control device

Manner Of Collision

Traffic Way and Road Alignment

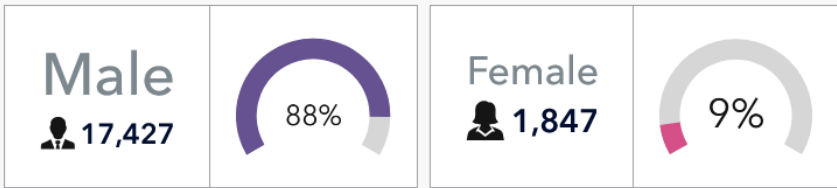
Roadway Grade and Traffic Control Device



Start Date: 1/3/2015      End Date: 11/5/2024

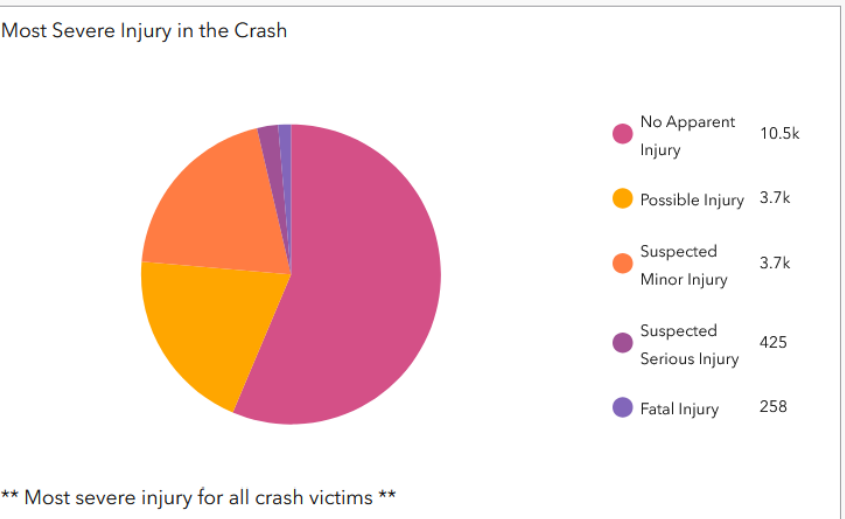
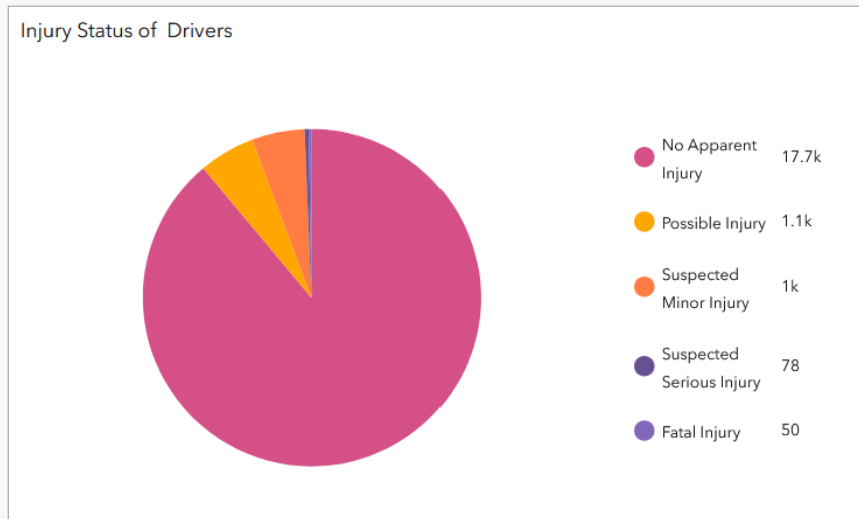
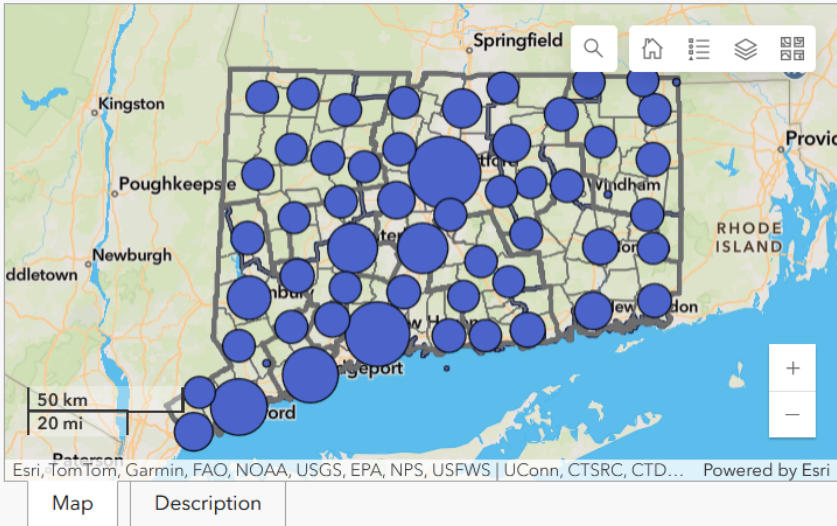
# FMCSA Drivers

## 19,877

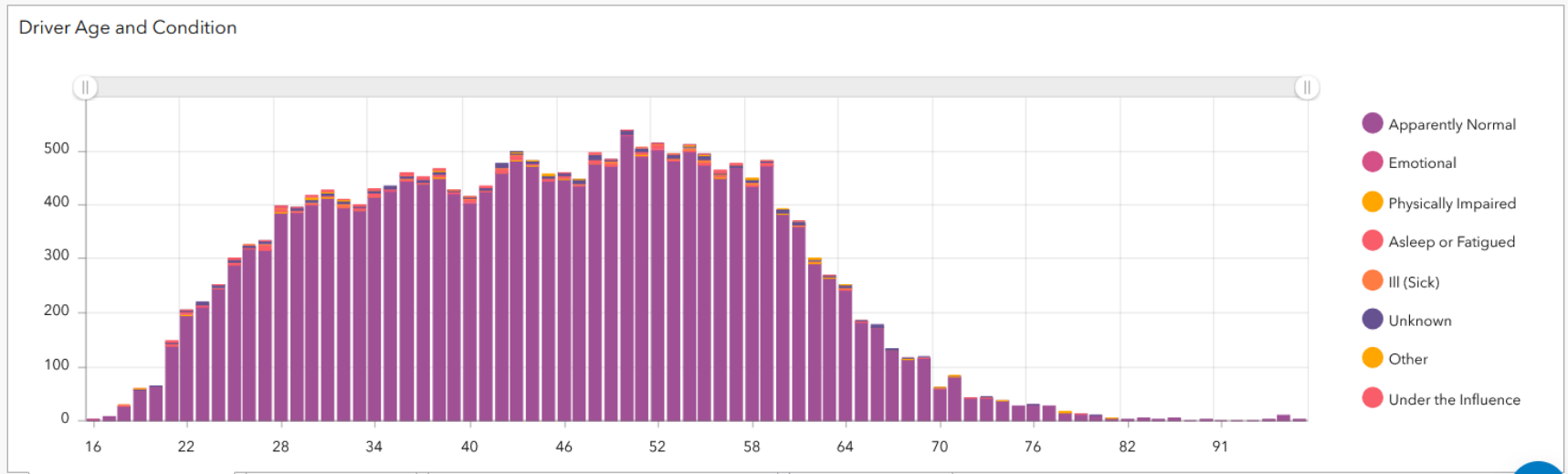


Records Where Gender is Unknown - 603

Click the arrow on the left hand side of the screen to open the filter menu  
 This website is exempt from discovery or admission under 23 U.S.C. 409.



[Person and Crash Level Injury](#)
[Distracted and License Class](#)
[Route Class and Environment](#)
[Time Series](#)
[Speeding](#)



[Age and Condition](#)
[Crash Location](#)
[Restraint System and Ejection Status](#)
[Driver Actions](#)



Start Date: 1/3/2015

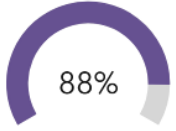
End Date: 11/5/2024

# FMCSA Drivers

## 19,877

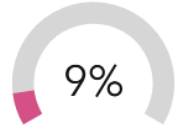
### Male

17,427



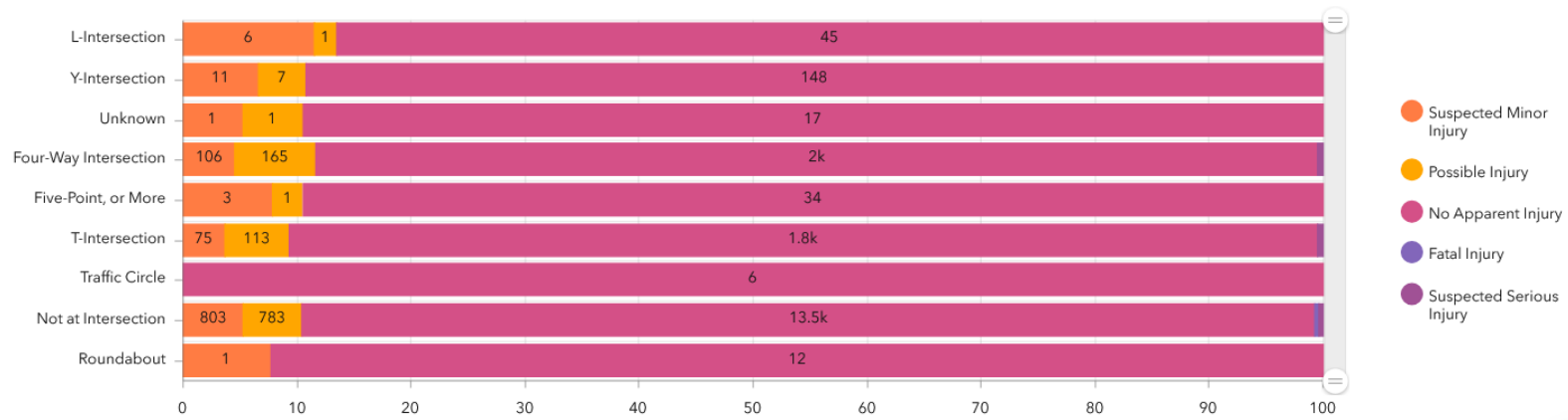
### Female

1,847

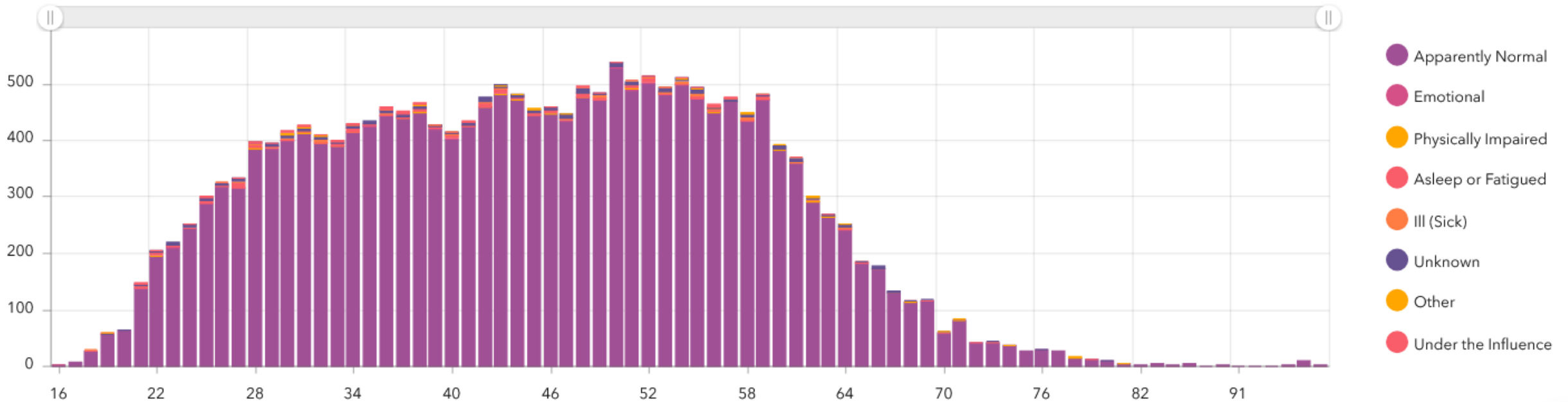


Records Where Gender is Unknown - 603

### Driver Injury Status by Crash Location



### Driver Age and Condition



Age and Condition

Crash Location

Restraint System and Ejection Status

Driver Actions



# Connecticut CRASH: Commercial Vehicle Crash Data Tools

**Eric Jackson, Ph.D.**

Executive Director,

Connecticut Transportation Institute

860-486-8426

