

For study details, please reference the FHWA ISPE Handout

<b>Crash Type Distributions by State</b>					
<b>State</b>	<b>Coordinating Agency</b>	<b>Serious/ Fatal</b>	<b>PDO/ Minor</b>	<b>Pilot Study Start Date</b>	<b>Full Study Start Date</b>
<b>California</b>	Caltrans	4	81	7/1/2016	1/25/2017
<b>Massachusetts</b>	MassDOT	7	54	5/24/2016	5/24/2016
<b>Missouri</b>	MoDOT	42	95	11/13/2015	11/13/2015
<b>Pennsylvania</b>	PennDOT	9	81	2/15/2016	2/15/2016
<b>Pennsylvania</b>	PTC	4	20	5/1/2016	5/1/2016
<b>Totals, by Severity</b>		66	331		
<b>Aggregate Total</b>		397			

Crash Type	Trinity Highway Products, LLC					Road Systems, Inc.			Lindsay Corporation		Total
	ET-2000	ET-Plus Unk	ET-Plus 4"	ET-Plus 5"	Soft Stop	FLEAT	SKT	MSKT	X-LITE	X-Tension	
PDO	19	11	81	26	9	15	78	0	48	0	287
Minor	3	5	13	2	1	0	10	0	10	0	44
Serious	8	0	10	2	8	0	12	1	5	0	46
Fatal	0	1	8	1	0	2	3	0	5	0	20
Total	30	17	112	31	18	17	103	1	68	0	397

**Note:** Serious/Fatal crashes are disaggregated as fatal until the final crash report is produced. This will account for crash-related fatalities occurring within 30-days.

Agency/ Partner	Trinity Highway Products,					Road Systems, Inc.			Lindsay		Total
	ET- 2000	ET- Plus Unk	ET- Plus 4"	ET- Plus 5"	Soft Stop	FLEAT	SKT	MSKT	X- LITE	X- Tension	
Caltrans/ MAIT/SCI	0	1	1	0	0	1	0	0	1	0	4
Caltrans	1	0	19	7	0	6	27	0	21	0	81
MassDOT/ CARS	1	0	2	0	0	0	0	0	4	0	7
MassDOT	0	0	21	1	0	0	5	0	27	0	54
MoDOT/ SCI	7	0	12	2	8	0	8	1	4	0	42
MoDOT	12	1	38	11	10	0	15	0	8	0	95
PennDOT/ SCI	0	0	1	1	0	1	5	0	1	0	9
PennDOT	9	15	15	9	0	2	29	0	2	0	81
PTC/ SCI	0	0	2	0	0	0	2	0	0	0	4
PTC	0	0	1	0	0	7	12	0	0	0	20
<b>Total</b>	<b>30</b>	<b>17</b>	<b>112</b>	<b>31</b>	<b>18</b>	<b>17</b>	<b>103</b>	<b>1</b>	<b>68</b>	<b>0</b>	<b>397</b>

Types of data coding adjustments:

Reclassification of end terminals or injury severity, based upon additional documentation submitted by partners.

Deletion, based upon arrival of additional information, such as:

subject matter experts may find that cases do not qualify because the photographed end redundant case information; or

subject matter experts may find that the damaged end terminal was not an energy absorbing design and therefore not included in this study.

Disqualification, based upon a non-passenger vehicle impact, such as farm vehicles and tractor trailers, for which the end terminals are neither designed nor tested.