

**Crash Type Distributions by State**

<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	3	50	7/1/2016	1/25/2017
<b>Massachusetts</b>	MassDOT	6	49	5/24/2016	5/24/2016
<b>Missouri</b>	MoDOT	38	95	11/13/2015	11/13/2015
<b>Pennsylvania</b>	PennDOT	7	64	2/15/2016	2/15/2016
<b>Pennsylvania</b>	PTC	3	16	5/1/2016	5/1/2016
<b>Totals, by Severity</b>		57	274		
<b>Aggregate Total</b>		331			

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	X-LITE	X-Tension	
PDO	16	10	74	21	9	13	58	38	0	239
Minor	3	4	10	0	1	0	8	9	0	35
Serious	8	0	10	2	7	0	8	4	0	39
Fatal	0	1	7	1	0	2	3	4	0	18
Total	27	15	101	24	17	15	77	55	0	331

**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	LLC					Systems, Inc.		Corporation		Total
	ET- 2000	ET- Plus Unk	ET- Plus 4"	ET- Plus 5"	Soft Stop	FLEAT	SKT	X- LITE	X- Tension	
Caltrans/ MAIT/SCI	0	1	1	0	0	1	0	0	0	3
Caltrans	0	0	15	5	0	5	13	12	0	50
MassDOT/ CARS	1	0	2	0	0	0	0	3	0	6
MassDOT	0	0	20	1	0	0	3	25	0	49
MoDOT/ SCI	7	0	11	2	7	0	7	4	0	38
MoDOT	12	1	38	11	10	0	15	8	0	95
PennDOT/ SCI	0	0	1	1	0	1	3	1	0	7
PennDOT	7	13	11	4	0	2	25	2	0	64
PTC/ SCI	0	0	2	0	0	0	1	0	0	3
PTC	0	0	0	0	0	6	10	0	0	16
<b>Total</b>	<b>27</b>	<b>15</b>	<b>101</b>	<b>24</b>	<b>17</b>	<b>15</b>	<b>77</b>	<b>55</b>	<b>0</b>	<b>331</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 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.