

Part IV – Alcohol & Drugs

Alcohol and/or drug related traffic collisions are responsible for a large portion of reported traffic collisions each year. The percentage of collisions that involve alcohol or drugs increases as the severity of injuries increases. On the following pages collision statistics are presented which are based on contributing factors in the collision, as determined by the investigating officers. **Collisions listed in this section ARE NOT comparable to any statistics published prior to 2002.**

The data presented here is a summary of all crashes with any contributing factor of under the influence on the TR-310. Every crash includes a primary contributing factor and can also have up to four other contributing factors.

In South Carolina, it is inferred that you are under the influence when your Blood Alcohol Concentration (BAC) reaches a level of 0.08 (as of July 2003). At this level, you are seven times more likely to have a traffic collision than if your BAC is zero. If your BAC reaches 0.15 percent, your chances of having a traffic collision are 25 times greater. Some of the common effects of alcohol at various BAC levels are as follows:

<u>BAC Level</u>	<u>Common Effects</u>
0.03	Mild alteration of feelings. Level of impairment is not generally too serious.
0.05	Feeling of relaxation, sedation and/or euphoria. Increased difficulty in performing motor skills. Driving ability and judgement impaired.
0.10	Physical and mental impairment affecting perception and performance. Deterioration in motor coordination. Hearing and speech impaired. Uncoordinated behavior. Legally inferred to be under the influence in South Carolina.
0.15	Serious impairment of physical and mental functioning. Irresponsible behavior. Distorted perception and judgement. Difficulty standing, walking and talking.
0.40	Coma results. The person can not be awakened.
0.60	Death from alcohol overdose or accidental choking. Absorption of alcohol continues at same rate while oxidation slows because the high BAC causes anesthetization of the heart and lungs. Death occurs when the respiratory and circulatory systems cease to function.

2005 F.A.R.S. (Fatality Analysis Reporting System)*

The National Highway Traffic Safety Administration(NHTSA), through it's FARS program, captures the highest blood alcohol concentration (BAC) level among all drivers and pedestrians involved in each fatal traffic collision in the United States. For crashes with no test results available estimates are computed.

In 2005, 629 persons killed were killed in crashes where the there was no alcohol involved; 68 between 0.01 and 0.07; and for 396 victims, at least one driver or pedestrian involved had a BAC of 0.08 or greater. There were 464 persons killed where there was a BAC of .01 or greater.

*2005 figures are the latest available figures from NHTSA.

ALCOHOL RELATED TRAFFIC COLLISIONS**

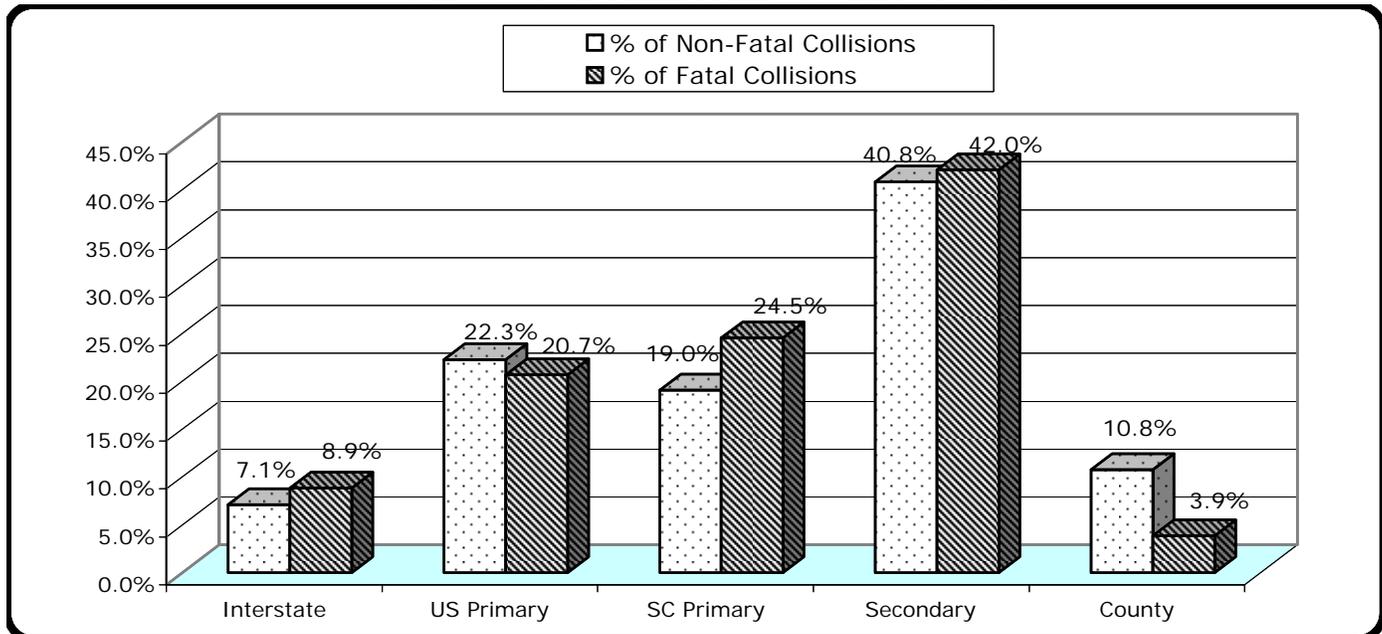
COUNTY	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
Abbeville	0	23	5	28	0	35
Aiken	8	78	83	169	9	123
Allendale	0	8	4	12	0	15
Anderson	17	90	47	154	18	141
Bamberg	4	1	7	12	4	1
Barnwell	2	8	6	16	3	11
Beaufort	5	48	58	111	5	72
Berkeley	17	64	66	147	20	110
Calhoun	6	3	15	24	9	6
Charleston	17	170	159	346	20	270
Cherokee	9	33	55	97	10	49
Chester	8	22	22	52	8	33
Chesterfield	8	31	20	59	8	53
Clarendon	9	23	17	49	9	38
Colleton	11	22	18	51	11	30
Darlington	6	56	44	106	7	95
Dillon	4	22	11	37	4	32
Dorchester	14	38	47	99	16	66
Edgefield	1	13	8	22	1	18
Fairfield	9	12	12	33	10	18
Florence	11	71	79	161	13	115
Georgetown	7	36	26	69	9	53
Greenville	28	184	200	412	32	279
Greenwood	9	52	47	108	9	66
Hampton	2	6	2	10	2	15
Horry	32	174	206	412	39	285
Jasper	5	17	15	37	10	27
Kershaw	8	49	40	97	9	70
Lancaster	8	50	39	97	10	84
Laurens	12	40	40	92	15	66
Lee	6	25	16	47	6	35
Lexington	18	143	131	292	18	225
McCormick	1	4	1	6	1	4
Marion	4	22	21	47	7	54
Marlboro	1	12	7	20	1	17
Newberry	7	26	30	63	8	37
Oconee	5	36	28	69	5	52
Orangeburg	20	49	41	110	26	96
Pickens	10	42	46	98	10	58
Richland	29	155	181	365	33	263
Saluda	3	12	10	25	3	17
Spartanburg	25	132	117	274	25	209
Sumter	14	73	58	145	17	133
Union	2	12	8	22	2	22
Williamsburg	2	23	9	34	2	34
York	16	125	104	245	17	182
TOTAL	440	2,335	2,206	4,981	501	3,714

*Property Damage Only

NOTE: This chart is not comparable to any published statistics from 2002 and prior years.

**Each collision may have up to five contributing factors listed on the TR-310 report form.

ROUTE CATEGORY IN NON FATAL VS. FATAL ALCOHOL RELATED COLLISIONS



There were 2,038 alcohol related traffic collisions reported on Secondary routes during 2005. This was the most for the five route category classifications and accounted for 40.8% of all reported collisions. US Primary routes were second, accounting for 1,102 of the reported alcohol related collision total. The fewest reported collisions were on Interstate routes; a total of 361 were reported for these routes.

Secondary routes had the most alcohol related fatal collisions by a wide margin. The 185 alcohol related fatal collisions occurring on the Secondary route system accounted for 42% of the 440 alcohol related fatal collisions reported in 2005. On the US Primary and SC Primary routes there were 91 and 108 (respectively) fatal collisions reported for the year. The fewest number of fatal collisions occurred on the County routes with 17 (3.9%). A total of 39 (8.9%) fatal collisions were reported for the Interstate routes.

ALCOHOL RELATED COLLISIONS BY ROUTE CATEGORY

ROUTE CATEGORY	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
Interstate	39	131	191	361	43	219
U.S. Primary	91	522	489	1,102	105	928
S.C. Primary	108	463	402	973	130	772
Secondary	185	1,021	832	2,038	206	1,541
County	17	198	292	507	17	254
TOTALS	440	2,335	2,206	4,981	501	3,714

*Property Damage Only

AGE AND GENDER OF DRIVERS* IN TRAFFIC COLLISIONS WITH A CONTRIBUTING FACTOR OF DRIVING UNDER INFLUENCE (DUI) @**

TOTAL COLLISIONS			
AGE	FEMALE	MALE	TOTAL
<=14	1	9	10
15	1	5	6
16	21	21	42
17	27	58	85
18	37	130	167
19	59	155	214
20	64	163	227
21	55	211	266
22	52	196	248
23	46	186	232
24	59	204	263
25 to 29	216	825	1,041
30 to 34	176	553	729
35 to 39	219	476	695
40 to 44	211	546	757
45 to 49	163	439	602
50 to 54	126	331	457
55 to 59	65	218	283
60 to 64	46	148	194
65 to 69	25	70	95
70 & Older	23	77	100
UNKNOWN	3	35	38
UNKNOWN			348
TOTALS**	1,695	5,056	7,099

FATAL COLLISIONS			
AGE	FEMALE	MALE	TOTAL
<=14	0	0	0
15	0	1	1
16	2	1	3
17	2	3	5
18	5	17	22
19	0	11	11
20	3	14	17
21	2	9	11
22	2	14	16
23	4	17	21
24	3	20	23
25 to 29	12	61	73
30 to 34	15	48	63
35 to 39	8	30	38
40 to 44	11	45	56
45 to 49	8	36	44
50 to 54	5	33	38
55 to 59	3	25	28
60 to 64	2	13	15
65 to 69	3	4	7
70 & Older	2	10	12
UNKNOWN	0	6	6
UNKNOWN			10
TOTALS**	92	418	520

INJURY COLLISIONS			
AGE	FEMALE	MALE	TOTAL
<=14	1	2	3
15	1	2	3
16	9	12	21
17	14	33	47
18	17	58	75
19	23	71	94
20	36	84	120
21	37	91	128
22	29	90	119
23	16	83	99
24	33	104	137
25 to 29	113	392	505
30 to 34	84	259	343
35 to 39	106	216	322
40 to 44	94	238	332
45 to 49	66	218	284
50 to 54	67	151	218
55 to 59	28	101	129
60 to 64	25	67	92
65 to 69	13	28	41
70 & Older	13	34	47
UNKNOWN	3	12	15
UNKNOWN			120
TOTALS**	828	2,346	3,294

PROPERTY DAMAGE ONLY COLLISIONS			
AGE	FEMALE	MALE	TOTAL
<=14	0	7	7
15	0	2	2
16	10	8	18
17	11	22	33
18	15	55	70
19	36	73	109
20	25	65	90
21	16	111	127
22	21	92	113
23	26	86	112
24	23	80	103
25 to 29	91	372	463
30 to 34	77	246	323
35 to 39	105	230	335
40 to 44	106	263	369
45 to 49	89	185	274
50 to 54	54	147	201
55 to 59	34	92	126
60 to 64	19	68	87
65 to 69	9	38	47
70 & Older	8	33	41
UNKNOWN	0	17	17
UNKNOWN			218
TOTALS**	775	2,292	3,285

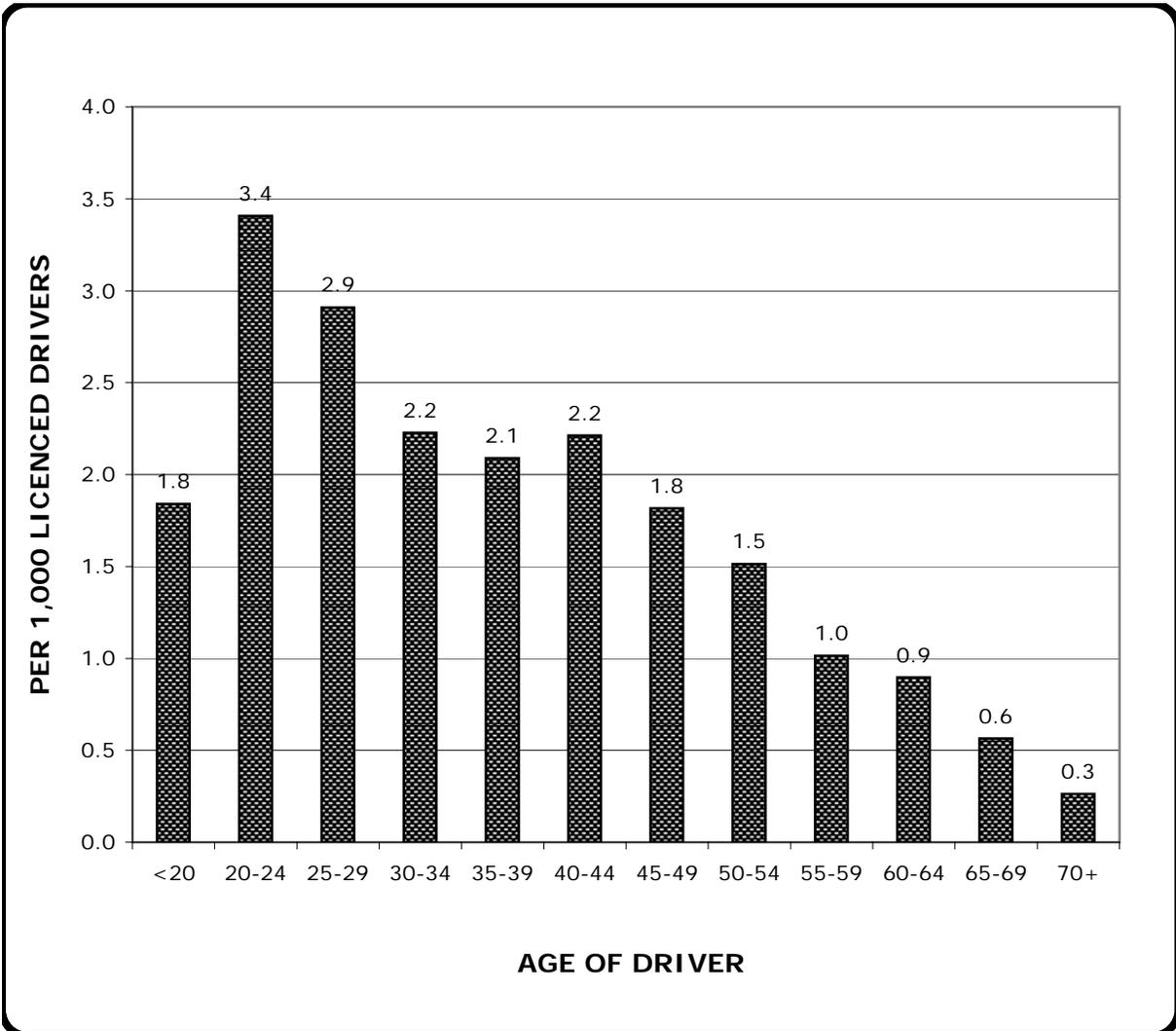
*Includes drivers whose age and gender were not recorded on the report, hit and run collisions for which driver information was not available and also includes parked cars with no driver.

**Adding male, female and unknown gender totals will equal the total for all drivers.

*** These figures only represent drivers of units defined as a motor vehicle.

@ This chart is not comparable to any published statistics from 2002 and prior years.

DRIVERS INVOLVED IN TRAFFIC COLLISIONS WITH A CONTRIBUTING FACTOR OF DRIVING UNDER INFLUENCE (DUI) PER 1,000 LICENSED DRIVERS*



* This chart is not comparable to any published statistics from 2001 and prior years.

