

Utah Crash Report Data Dictionary & DI-9 Instruction Manual



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INTRODUCTION

The Highway Safety Office, The Utah Department of Transportation, and the University of Utah have worked together to create the Utah Transportation and Public Safety Crash Data Initiative (UTAPS-CDI), a data warehouse where all crash reports are stored and managed electronically. UTAPS-CDI was developed with the primary goal of compiling accurate crash reports to assist in finding trends and to help reduce the number and severity of motor vehicle crashes in the State of Utah. Every law enforcement officer who investigates crashes is instrumental in reaching this goal.

Much has been written about the need for better crash reporting. Crash reports are the key to successfully relating crashes to highway locations and physical features of the highway.

Crash records systems must rely on the full participation of state, county and local enforcement units. The accuracy of any crash records system is dependent on the active role of the enforcement agencies. **A high standard of reporting is required for accurate crash records.**

The primary objective of this manual is to encourage statewide uniformity in reporting motor vehicle crashes in order to obtain accurate and adequate accounts of all reportable traffic crashes on all roadway systems in the State of Utah. It does not contain all the answers in every situation, but it serves as a guide. Motor vehicle crash reports provide the foundation for an effective traffic safety program. They provide the basic information needed to:

- Determine the magnitude and nature of the vehicle crash problem on a local and statewide scale
- Identify changes and trends in the magnitude and nature of vehicle crashes
- Detect high or potentially high crash locations
- Detect behavioral, health, or other factors contributing to crashes
- Evaluate the effectiveness of vehicle crash countermeasures.

Accurate crash reporting is an essential part of the foundation for any effective traffic safety program. Crash prevention programs are data-driven and must be based on accurate collections and competent analysis of facts. The data is only as good as the reports from which the information is acquired. With increased emphasis on data-driven programs the efforts placed on accurate reporting will have a noticeable and lasting effect on the overall quality of the crash data system.

This instructional manual is designed to provide step by step guidelines for each data element, and why it is necessary. Familiarity with the manual's content will save time and effort at the crash scene and will help complete an acceptable and essential report.

USE OF THE CRASH DATA

Information gathered from the crash report allows data managers to make infrastructure, behavioral, emergency response and enforcement decisions to improve Utah's roadways and reduce the fatalities and serious injuries. The data provides information such as where and when the crash happened, who participated, what drivers and vehicles were doing and intending to do, what kinds of vehicles were involved, and the how and why the crash happened. Each data element is important.

The list below includes a small sample of organizations interested in crash data, but many others are not listed, including those working on prevention and adjudication of traffic crashes.

AAA
AARP
Utah Department of Transportation (UDOT)
Utah Department of Public Safety (DPS)
Driver License Division, DPS
FARS
Federal Highway Administration
Federal Motor Carrier Safety Administration
Governors Highway Safety Association
Utah Department of Health
Local Health Departments
Highway Safety Office
Intermountain Injury Control Research Center (IICRC)
Law Enforcement – local, county, and state
LOBBYISTS
MADD
Media – local, state, and national
National Highway Traffic Safety Administration
Private Citizens
SADD
University of Utah (UTAPS-CDI)
Local and National University Researchers
Utah Legislature
Zero Fatalities

GENERAL INSTRUCTIONS

1. The crash data elements are uniform across all vendors within Utah. All crashes must be entered utilizing a crash application or Utah's Crash Webservice. There are validations and edit checks in place to ensure required fields are completed prior to electronic submission. There is no longer a DI-9 paper form and only Law Enforcement Officers/Agencies can submit a crash report to the State's database.
2. Data elements with drop down options, may include an option for a code *99- Unknown or . 96- Not Applicable* These are to be used ONLY when there are no other options available for that particular data element. Utilizing these elements out of ease skews the data.
3. Occasionally, crashes occur as a result of a previous stabilized crash. When this occurs and there is an obvious connection, whether there is contact between the multiple crashes or not, indicate in the narrative any detailed information about the crash that would be helpful to know. Do not use any personal information such as driver's names, address or phone numbers. Do not list case numbers etc. The narrative should never be a reference to a different report such as (see investigative report/supplemental report).
4. If a report is submitted prior to receiving the Blood-Alcohol Content (BAC) information, edit the original Crash report when this information becomes available and resubmit it.
5. Submit the crash report electronically to the State crash database within 10 days of the event.

All completed reports are to be submitted immediately to the state upon completion of the **initial investigation** or as otherwise directed. All investigations should be pursued diligently without unreasonable delay, according to Utah Code **41-6a-402 Accident reports -- Duty of operator and investigative officer to file:**

(1) The department may require any operator of a vehicle involved in an accident resulting in injury to or death of any person or total property damage to the apparent extent of \$2,500 or more to file within 10 days after the request: (a) a report of the accident to the department in a manner specified by the department; and (b) a supplemental report when the original report is insufficient in the opinion of the department.

(6) (a) A peace officer who, in the regular course of duty, investigates a motor vehicle accident described under Subsection (1) shall file an electronic copy of the report of the accident with the department within **10 days after completing the investigation**. (b) The accident report shall be made either at the time of and at the scene of the accident or later by interviewing participants or witnesses.

CHARACTERISTICS OF MOTOR VEHICLE TRAFFIC CRASHES

Motor vehicle traffic crashes have a number of characteristics that are used to distinguish them from other events, such as non-crashes, aircraft or railway crashes, cataclysms, and non-traffic crashes. The questions below address all the distinguishing characteristics of motor vehicle traffic crashes. If the answer to each of the questions below is "yes," then the incident is a motor vehicle traffic crash.

1) Did the incident include one or more occurrences of injury or damage?

Injury: An injury is bodily harm to a person not including effects of diseases such as stroke, heart attack, diabetic coma, epileptic seizure, etc.

Damage: Damage is harm to property that reduces the monetary value of that property, including harm to wild animals, or birds, which have monetary value. Damage does not include harm to wild animals, or birds, which have no monetary value, harm to a snow bank unless, for example, additional snow removal costs are incurred because of the harm, and mechanical failure during normal operation, such as tire blowout, broken fan belt, or broken axle.

2) Was there at least one occurrence of injury or damage which was not a direct result of a cataclysm?

Cataclysm: A cataclysm is an avalanche, landslide/mudslide, hurricane, cyclone, downburst, flood, torrential rain, cloudburst, lightning, tornado, tidal wave, earthquake, or volcanic eruption. A cataclysm includes any wind above the minimum speed associated with a category one hurricane (75 mph or more), and damage produced by very large hail. A cataclysm does not include other natural events such as: 1.) rain, snow, fog, small hail, ice, smog, etc.; 2.) Winds below the minimum speed associated with a category one hurricane (74 mph or less); 3.) A few small falling rocks not associated with a landslide or avalanche; 4.) An old tree falling only due to a rotting root system; 5.) Shallow standing water.

3) Did the incident involve one or more motor vehicles?

Motor vehicle: A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails.

4) Of the motor vehicles involved, was at least one in-transport?

In-transport: The term "in-transport" denotes the state or condition of a transport vehicle which is in motion or within the portion of a transport way ordinarily used by similar transport vehicles. When applied to motor vehicles, "in-transport" means on a roadway or in motion within or outside the Trafficway.

5) Was the incident an unstabilized situation?

Unstabilized situation: An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or, in the absence of persons who are able to regain control, when all persons and property are at rest. It does not include events which are a result of deliberate intent or legal intervention.

6) Did the unstabilized situation originate on a trafficway or did injury or damage occur on a trafficway?

Trafficway: A trafficway is any landway open to the public as a matter of right or custom for moving persons or property from one place to another. A trafficway does not include parking spaces or aisles, or any land way closed to the public.

7) If the incident involved a railway train in-transport, did a motor vehicle in-transport become involved prior to any injury or damage involving the train?

8) Is it true that neither an aircraft in transport nor a watercraft in transport was involved in the incident?

INJURY SEVERITY LEVELS FROM MOTOR VEHICLE TRAFFIC CRASHES

(5) Fatal Injury - any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute (K) Fatal Injury.

(4) Suspected Serious Injury - any injury other than fatal that results in one or more of the following.

- Severe laceration resulting in exposure of underlying tissues, muscle, or organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10 percent or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

(3) Suspected Minor Injury - any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue or muscle).

(2) Possible Injury - any injury reported or claimed that is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by their behavior, but no wounds or injuries are readily evident.

(1) No Apparent Injury - a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury, and the person does not report any change in normal function.

CRASH INFORMATION

The Crash Data Elements information includes time, location, vehicle, plate, driver's license, number of occupants, insurance, commercial vehicle specific information, work zone, damage, witnesses, and report status. Actual descriptions of each section will be included in this manual.

In the crash data elements each field has the option for you to select code **99 for Unknown**. Unknown is only to be used when there are no other options available.

The original report needs to be submitted to the state. When supplemental information needs to be added or information on the report needs to be amended, the **original report** must be edited and resubmitted to the state.

Examples- include information obtained later about the driver of a hit and run vehicle or drug and alcohol test results that became available after the original report has been filed, etc.

Law Enforcement Activity

Law Enforcement Date & Time Notified of Crash

Enter the military time the officer was notified of the crash, if unknown check the unknown box.

Enter the date that the crash was reported. This will usually be the same as the date of the crash, but may differ for crashes occurring near midnight or crashes that are not witnessed. Use mm/dd/yy format for the date.

Law Enforcement Time Arrived at Scene

Enter the military time officer arrived on scene.

Law Enforcement Date Investigation Completed

Enter the date the investigation was completed. Use mm/dd/yy format for the date.

Agency Name

The name of the agency that responded to the scene, investigated the crash, and completed the crash report.

Roadway/Lane Clearance Time

The time of first recordable awareness to when all traffic lanes became available for normal traffic flow.

Scene/Incident Clearance Time

The time of complete clearance of the scene.

EMS Time Called

Enter the military time, from Dispatch, that the first EMS unit to arrive on the scene was notified.

EMS Time Arrived

Enter the military time of the first EMS unit to arrive on the scene, also provided by dispatch.

EMS Case Numbers

The case numbers of all EMS reports associated with the crash.

Military Time/Time Crash Occurred

If an officer responds immediately to the crash, please use the time given by dispatch as the time of crash in military format. If an officer is notified after the crash occurs (and in the event of inclement, snowy weather where there may be an excessive number of crashes, this could be several days), please use the time given by dispatch. If citations are issued, be sure time of the offense on the citation and time of the crash agree.

****For Unknown crash times select Unknown in the checkbox this indicates that the crash time is unknown.**

Date of Crash

Actual crash date of the incident including Month/Day/Year using numeric values.
Example: 01/09/2021 (01 month, 09 for day, and 2021 for year).

Day of Week

The day of the week on which the crash occurred.

Case Number

CASE number is assigned by the reporting Law Enforcement agencies. The number may also be issued by dispatch.

DPS Case Number

This case number is assigned by the Department of Public Safety.

Reportable Crash

Does the crash meet the following criteria- If yes, it is deemed Reportable.

1. Did the incident include one or more occurrences of injury or damage?
2. Did the incident involve one or more motor vehicles?
3. Of the motor vehicles involved, was there at least one in transport?
4. Did the unstabilized situation originate on a trafficway or did injury or damage occur on a trafficway?

Location

Indicate the exact location on the roadway where the **first harmful event** of the crash occurred. **Latitude and Longitude** coordinates are **critical** to be included and should pinpoint the exact crash location. County

information is always required.

Enforcement, highway design and traffic control improvement programs depend upon knowledge of exact crash locations for their effectiveness. Many local jurisdictions use this information for city planning and engineering.

It is essential that the crash location is described so the site can be located by traffic engineers or investigators for subsequent on-scene inspections. Distances to reference points should be accurately measured and recorded by the investigating officer. Measurements should also be given to permanent landmarks near the crash scene, such as culverts, buildings, or physical structures, etc. If a crash occurs on private property, identify the property and indicate the address where it is located and the direction the vehicle was going at the time of the crash.

County

The county in which the crash occurred. Use the appropriate two-digit code or dropdown option.

County	
01	Beaver
03	Box Elder
05	Cache
07	Carbon
09	Daggett
11	Davis
13	Duchesne
15	Emery
17	Garfield
19	Grand
21	Iron
23	Juab
25	Kane
27	Millard
29	Morgan
31	Piute
33	Rich
35	Salt Lake
37	San Juan
39	Sanpete
41	Sevier
43	Summit
45	Tooele
47	Uintah
49	Utah
51	Wasatch

53	Washington
55	Wayne
57	Weber
99	Unknown

City or Town of Jurisdiction

Indicate the city or town (political jurisdiction) where the crash occurred. Any city or town, whether it is incorporated or unincorporated, can be used for location purposes.

Road, Street, Highway Crash Occurred

Indicate the road number upon which the crash occurred. Use “I” for Interstate and “SR” for other state route. Where a specific number or name is not given to a road, identify as follows: Road to Diamond Mountain, or Road to Jones Ranch. Identify the road if possible. If the road does not have a number or a name, enter “County or City road – unidentified.”

On limited access highways, after identifying the road on which the crash occurred, indicate, placing in parenthesis, the direction of travel and whether the crash occurred on the “off ramp,” “on ramp,” or “collector” as it applies. Example: I-15 (southbound collector) or county road (unidentified), etc.

Location on Road/Intersection

Indicate the intersected streets of the crash occurred within an intersection.

Mile Post

If mile markers (reference posts) are present on the street or highway on which the crash occurred, ALWAYS indicate the mile post and the nearest tenths of a mile (i.e. .7 miles). Also indicate whether the distance is north, south, east, or west **from** the mile post.

Latitude/Longitude

GPS coordinates are entered in this field. A crash should be referenced at the point of the first harmful event location if possible. If a vehicle has left the roadway, the next alternative is to locate the nearest location on the roadway where the vehicle left the roadway. In the case of multiple vehicle crashes, please do your best to reference the first harmful location of the crash.

Crash Related Fields

Crash Severity

The severity of a crash is based on the most severe injury to any person involved in the crash.

Crash Severity	
1	No Apparent Injury (PDO)
2	Possible injury

3	Suspected Minor Injury
4	Suspected Serious Injury
5	Fatal

Secondary Crash

Identifies if this crash was related to a prior (primary) crash.

School Bus-Related

Indicates whether a school bus or motor vehicle functioning as a school bus for a school-related purpose is directly or indirectly involved in the crash.

Work Zone Type

A work zone is an area of roadway that contains construction, maintenance, or utility work activities. The work zone typically extends from the first advance warning sign to the End Road Work sign, or the last traffic control device. Work zones may exist for short or long durations and may include stationary or moving activities. It is not necessary for workers or work vehicles to be present to be considered a work zone. Temporary traffic control devices define a work zone.

None- used when there is no indication that the crash is a work zone crash as defined above.

Construction- used when there is long-term stationary construction such as building a new bridge, adding travel lanes to the roadway, extending an existing trafficway, etc. Highway construction includes construction of appurtenances, such as guardrails or ditches, surveying activity, installation of utilities within the right-of-way, etc.

Maintenance- used when there are work activities, including moving work activities, such as striping the roadway, median and roadside grass mowing or landscaping, pothole repair, snowplowing, etc., where there are warning signs or signals marking the beginning of the moving work area.

Utility- used when there is short-term stationary work such as repairing or maintaining electric, gas, water lines, or traffic signals. The utility company must perform the work.

Work Zone, Type Unknown- used when there is insufficient information to distinguish between Construction, Maintenance, or Utility.

Work Zone Type	
0	None
4	Construction
5	Maintenance
6	Utility
7	Work Zone, Type Unknown

Workers Present

When a work zone crash occurs, determine whether or not workers were actually present at the time of the crash. Select the appropriate field whether or not workers were present at the time of the crash.

Workers Present?	
1	Yes
2	No
3	Unknown

Work Zone Description

The general type of work zone present at the crash location. A Lane Shift/Crossover means that the number of lanes remains the same but traffic is shifted from the normal lanes. This includes two-way traffic on freeways. Intermittent Work is an operation where work stops at multiple locations along the highway, but for short durations. Moving Work is an operation where work does not stop along the highway, usually moving at slow speeds.

Lane Closure – one or more lanes of traffic are temporarily closed to accommodate this work zone.

Work on Shoulder or Median – the work activity is on or involves the shoulder or median.

Intermittent or Moving Work – temporary work activity that may move or shift frequently.

Lane Shift – one or more lanes of traffic are temporarily shifted to accommodate this work zone.

Crossover – one or more traffic lanes are temporarily transferred across a median away from an adjacent work zone.

Not Applicable - (Not Within or Related to a Work Zone)

Other Type of Work Zone – The work zone involves something other than a Crossover, Lane Shift, Lane Closure, Intermittent or Moving Work, or Work on Shoulder or Median.

Work Zone, Description Unknown - used when there is insufficient information

Work Zone Description	
1	Lane Closure
3	Work on Shoulder or Median
4	Intermittent or Moving Work
5	Lane Shift
6	Crossover
96	Not Applicable/No Work Zone
97	Other*
99	Unknown

Work Zone Location

The location of the crash with respect to the work zone. Knowing where the crash occurred in the work zone helps in improving the safety of work zones.

Before the First Work Zone Warning Sign – the FIRST HARMFUL EVENT was located before the first work zone warning sign.

Advance Warning Area – the FIRST HARMFUL EVENT was located after the first warning sign but before the transition area.

Transition Area – the FIRST HARMFUL EVENT was located before the activity area, where lanes are shifted or tapered for lane closure, moving traffic out of its normal path.

Activity Area – the FIRST HARMFUL EVENT was located adjacent to actual work area, whether workers and equipment were present or not.

Termination Area – the FIRST HARMFUL EVENT was located after the activity area but before traffic resumes normal conditions.

Not Applicable (Not Within or Related to a Work Zone)

Work Zone, Location Unknown - used when there is insufficient information

Work Zone Location	
1	Before the First Work Zone Warning Sign
2	Advanced Warning Area (after the first warning sign, but before the work area)
3	Transition Area (where lanes are shifted or tapered for lane closure)
4	Activity Area (adjacent to actual work area, whether workers and equipment were present or not)
5	Termination Area (after the activity area, but before traffic resumes normal conditions)
96	Not Applicable/No Work Zone
99	Unknown

Law Enforcement Present at Work Zone?

Identifies if law enforcement was present at the work zone before the crash occurred.

Law Enforcement Present at Work Zone?	
1	Yes
2	No

Manner of Collision of the First Harmful Event

The identification of the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport. Identify the manner in which two (or more) motor vehicles in transport initially came together without regard to direction of force. **Use code 96- *The First Harmful Event was Not a Collision with a Motor Vehicles In-Transport* for single vehicle crashes.**

Angle – A crash where two motor vehicles impact at an angle. For example, the front of one motor vehicle impacts the side of another motor vehicle.

Front-to-Rear or Rear-to-Front – used when a collision occurs between the rear of one vehicle and the front of another vehicle. If this attribute is selected, the INITIAL CONTACT POINT for the vehicles involved in the FIRST HARMFUL EVENT must be the rear of one vehicle and the front of the other vehicle.

Head On (Front to Front) – The front end of one vehicle collides with the front end of another vehicle, while the two vehicles are traveling in opposite directions.

Sideswipe, Same Direction – Two vehicles traveling in the same direction impact one another where the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.

Sideswipe, Opposite Direction – Two vehicles traveling in the opposite direction impact one another where the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.

Rear-to-Side or Side-to-Rear – used when the rear of a vehicle makes contact with the side of another. This can happen when a vehicle backs up into the side of another vehicle or a vehicle hydroplanes and the side of the vehicle contacts the rear of another vehicle.

Rear to Rear – used when the rear of a vehicle makes contact with the rear of another. This can happen when two vehicles are backing up.

The First Harmful Event Was Not a Collision With a Motor Vehicle In-Transport - is used when the FIRST HARMFUL EVENT is not an impact between two in-transport motor vehicles.

Road Vehicle on Rails - any land vehicle on rails designed to operate primarily within a trafficway.

Other - should be used for any collision between two motor vehicles in-transport where the collision is not described by the other listed attributes for this data element, including set-in-motion situations

Unknown – used when the MANNER OF COLLISION OF THE FIRST HARMFUL EVENT cannot be determined.

Manner of Collision of the First Harmful Event	
1	Angle

2	Front to Rear or Rear to Front
3	Head On (front-to-front)
4	Sideswipe Same Direction
5	Sideswipe Opposite Direction
7	Rear to Side
8	Rear to Rear
96	The First Harmful Event was Not a Collision with a Motor Vehicles In-Transport
90	Road Vehicle on Rails
97	Other*
99	Unknown

Related Factors- Crash Level

Apparent condition of the roadway which may have contributed to the crash. If more than one condition exists, enter the one that most directly contributed to the crash.

None – used when none of the related factors are applicable for this crash.

Debris – Object(s) in the roadway that may have contributed to the crash, such as cardboard boxes, trash, or vehicle parts. Not used when the debris is from an active or proximate crash

Obstruction in Roadway – A blockage in the roadway, such as that caused by a fallen tree or a large boulder.

Related to a Bus Stop - used when the crash was related to the use of a location set aside for, or customarily used for, boarding and disembarking passengers onto or from a bus of any kind (e.g., pedestrian collisions involving vehicles maneuvering around a bus stopped for boarding or disembarking passengers, pedestrians walking to a bus stop, or pedestrians running across traffic lanes to a bus stop).

Traffic Incident (Other Than a Crash) – An unplanned randomly occurring traffic event that adversely affects normal traffic operations (e.g., spilled cargo).

Obstructed Crosswalks - used when crosswalks were in the vicinity of the crash but were not available because they were somehow obstructed. For example, due to construction, people, stopped motor vehicles, or other objects preventing their use.

Police Pursuit Involved - used when a police pursuit had been initiated by the police and was active at the time of the crash. This attribute is also used when a pursuit has been initiated and terminated, but the pursuit action is still related to the crash. This applies for both air and ground pursuing vehicles. To identify the driver or drivers involved in the pursuit, please see RELATED FACTORS—DRIVER LEVEL for Fleeing or Evading Law Enforcement and Police Officer in Pursuit.

Surface Under Water - used when the roadway surface is under water beyond normal accumulation (i.e., depth of water). Also use this attribute when the roadway is permanently under water (i.e., fords).

Surface Washed Out (e.g., washed out, caved-in, sink hole, road slippage) - is used when the roadway had previously collapsed due to prior events associated with the environment (flooding, earthquakes, etc.).

Other Maintenance or Construction-Created Condition - is used for inadequate maintenance of the roadway (e.g., potholes, ruts in roadway) or conditions related to construction activity (e.g., addition of barricades, change in traffic patterns, merging lanes).

Distracted Driver of a Noncontact Vehicle - is used when the driver of a noncontact vehicle (“phantom vehicle”) was distracted and that distraction was related to this crash.

Aggressive Driving by Noncontact Vehicle Driver - is used when a noncontact vehicle, which is somehow related to this crash, was operated with disregard for safety and endangers themselves, other drivers, or property. Moving violation offenses associated with this behavior can include speeding, tailgating, suddenly changing lanes without warning, cutting off other drivers, and failing to yield the right of way.

Road Rage by Noncontact Vehicle Driver - used when the driver of a noncontact vehicle related to this crash, exhibited “road rage” driving behavior (extreme aggression or anger intending to cause harm to others). Note that a deliberate act that results in a harmful event (or events) is not an unstabilized situation and thus is excluded from being 72 considered a crash. To qualify as a crash there must be an unstabilized situation (unintended event) and at least one harmful event that is separate from or beyond what was intended by the deliberate act.

Non-Occupant Struck Vehicle - used when a non-occupant (e.g., pedestrian, bicyclist, person on personal conveyance) “struck” or “ran into” a motor vehicle (usually the side or back of the vehicle). This does not include non-occupants who are struck in the vehicle’s path of travel.

Within Designated School Zone - used when the crash occurred in an area signed or marked as a “School Zone.” This may or may not be SCHOOL-BUS-RELATED. “School Zones” are zones near or at a school that exist during months and hours when zone signing is in effect.

Stalled or Disabled Vehicle - is used when a stalled or mechanically disabled vehicle was related to the crash. It includes both contact and noncontact vehicles that are stalled or disabled for mechanical reasons not due to crash-related damage.

Unstabilized Situation Began and All Harmful Events Occurred Off the Roadway - used when the unstabilized situation began within the trafficway but off the roadway (travel lanes), and all harmful events occurred off the roadway.

Emergency-Vehicle-Related - used when a crash was related to the presence of an emergency vehicle (or vehicles) or incident response vehicle (or vehicles) engaged in an emergency operation or incident response at the time of the crash. Emergency vehicles include police cars, ambulances, fire trucks, etc. Incident response vehicles include safety service patrol vehicles, tow trucks, highway help vehicles, etc. These vehicles may be contact or noncontact vehicles in the crash engaged in a response either with or without lights and/or sirens. Services such as escorting a funeral procession, providing traffic control assistance at a work zone, or for a motorcade or parade would NOT qualify as emergency or incident responses.

Other (explain in narrative) – used when something other than the listed attributes for this data element applies to this crash. If this attribute is used, explain the details in the narrative section of the crash report.

Unknown – used when it cannot be determined if any of the attributes for this data element apply to this crash.

Related Factors - Crash Level	
0	None
1	Debris
14	Obstruction in Roadway Not From Motor Vehicle (i.e. Large Tree or Boulder)
15	Related to a Bus Stop
17	Traffic Incident (not including a prior crash)
18	Obstructed Crosswalks
19	Police Pursuit Involved
20	Surface Under Water
21	Surface Washed Out (caved-in, road slippage)
22	Other Maintenance or Construction-Created Condition
23	Distracted Driver of a Non-Contact Vehicle
24	Aggressive Driving by Non-Contact Vehicle Driver
25	Road Rage by Non-Contact Vehicle Driver
26	Non-Occupant Struck Vehicle
27	Within Designated School Zone
28	Stalled/Disabled Vehicle
29	Unstabilized Situation Began and All Harmful Events Occurred Off of the Roadway
30	Emergency Vehicle Related
97	Other*
99	Unknown

Atmospheric Conditions

The prevailing atmospheric conditions that existed at the time of the crash.

Clear - used when the sky is free of clouds or partially cloudy if sunlight is not diminished.

Cloudy - used when the sky is overcast or partially cloudy when sunlight is diminished.

Rain - used for precipitation other than Snow or Sleet or Hail. If the rain is freezing, select Freezing Rain.

Snow - used when precipitation is falling as frozen flakes at the time of the crash not including blowing snow (see Blowing Snow).

Blowing Snow – used for wind-driven snow that reduces visibility. Blowing snow can be falling snow or snow that has already accumulated but is picked up and blown by strong winds.

Sleet or Hail – used for conditions where the precipitation is falling as ice (sleet or hail), not including freezing rain (see Freezing Rain).

Severe Crosswinds – used for strong air flow perpendicular to the intended path of travel.

Blowing Sand, Soil, Dirt, or Dust – used for earthen particles being blown about by the wind, reducing visibility.

Fog or Mist - used for a visible accumulation of fine water droplets in the atmosphere that reduce visibility.

Freezing Rain – used for precipitation falling as liquid (rain) and then freezing on the roadway, not including sleet or hail (see Sleet or Hail).

Smog or Smoke - used for a natural and/or man-made condition of suspended particles resulting from combustion or other atmospheric pollutants that causes reduced visibility.

Atmospheric Conditions	
1	Clear
2	Cloudy
3	Rain
4	Snowing
5	Blowing Snow
6	Sleet, Hail
8	Severe Crosswinds
9	Blowing Sand, Soil, Dirt
10	Fog, Mist
11	Freezing Rain
12	Smog, Smoke
99	Unknown

Light Condition

The type/level of light that existed at the time of the motor vehicle crash.

Daylight – use whenever the sun is above the horizon at a given location.

Dark – Lighted – the scene of the crash is illuminated at night, or another period of darkness, by streetlamps or other man-made light sources.

Dark – Not Lighted – the scene of the crash is not illuminated at night, or another period of darkness, by streetlamps or other man-made light sources.

Dawn – the transition period going from “dark of night” to daylight. This is typically the 30-minute period before the sun rises.

Dusk – the transition period going from daylight to “dark of night.” This is typically the 30-minute period after the sun sets.

Light Condition	
1	Daylight
2	Dark - Lighted
3	Dark - Not Lighted
4	Dark - Unknown Lighting
5	Dawn
6	Dusk
99	Unknown

Roadway/Junction Feature

An intersection consists of two or more roadways that intersect at the same level. Roadway/Junction Features include: (1) all at-grade intersections; (2) connections between a driveway or alley and a roadway which is not a driveway or alley; or (3) connection between a driveway access and an alley access or Bike/Ped Path.

No Special Feature/Junction- lacks any unique characteristics or intersections.

Bridge - A structure, including supports, carrying a roadway, railroad, etc., over an obstruction such as water, a railway, or another roadway, having an opening of 20 feet or more measured along the center of the structure.

Railway Grade Crossing – An intersection between a roadway and train tracks that cross each other at the same level (Grade).

Business Drive - An access between a roadway and a parking lot or driveway of one or more businesses.

Farm/Residential Drive - Farm/Residential Driveways, also known as rural driveways, require specific considerations due to the need to accommodate both personal vehicles and potentially large farm equipment.

Alley - A land way providing vehicular access, in general, as a narrow lane between houses or buildings to the rear of those houses or buildings; some of which may further serve as access to a driveway. This also includes the land ways between or behind buildings that connect several lots to the main trafficway. Alleys are trafficways when they serve this function.

Crossover in Median – the area of the median of a divided trafficway where motor vehicles are permitted to cross the opposing lane of traffic or execute a U-turn. Breaks in the median designated for “authorized vehicles only” are not considered crossovers.

Acceleration Lane – a travel lane in the roadway that is designated for vehicles to either increase vehicle speed to reach traffic speed, or to reduce speed.

Deceleration Lane – a travel lane in the roadway that is designated for vehicles to either increase vehicle speed to reach traffic speed, or to reduce speed.

On-Ramp - auxiliary roadway used for entering or leaving through-traffic lanes.

Off-Ramp - auxiliary roadway used for entering or leaving through-traffic lanes.

Four-Leg Intersection – Intersection or Related and the two roadways cross or connect.

T-Intersection – is where two roadways connect in a perpendicular manner and one roadway does not continue across the other roadway. The roadways form a “T.”

Y-Intersection –is where three roadways connect and none of the roadways continue across the other roadways. The roadways form a “Y.”

Five or More Legs and Not Circular - the intersection is where more than two roadways cross or connect.

Roundabout/Traffic Circle - the intersection of roads is where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road.

Ramp Intersection With Crossroad - occurs where an interchange ramp (on-ramp or off-ramp) crosses a road that is also at the same level as the highway. These intersections can be complex, especially in areas with high traffic volumes, and are designed to manage traffic flow between the highway and the crossroad.

Multi Use Path/Trail Intersection - also known as shared-use paths or trails, are designed for both pedestrians and cyclists

Not Applicable (for back compatibility) - junction function not applicable

Other* - Add note in narrative of what other type of roadway junction/feature

Unknown - use if type of junction is not known

Roadway Junction/Feature	
0	No Special Feature/Junction
1	Bridge (overpass/underpass)
2	Railroad Crossing
3	Business Drive
4	Farm/Residential Drive
5	Alley
6	Crossover in Median
7	On-Ramp Merge Area (Acceleration Lane)
8	Off-Ramp Diverge Area (Deceleration Lane)
9	On-Ramp
10	Off-Ramp
20	4-Leg Intersection
21	T-Intersection
22	Y-Intersection
23	5-Leg or More Intersection
24	Roundabout/Traffic Circle

25	Ramp Intersection With Crossroad
26	Multi Use Path/Trail Intersection
96	Not Applicable (for back compatibility)
97	Other*
99	Unknown

Location of First Harmful

The location of the first harmful event as it relates to its position within or outside the trafficway.

On Roadway – the portion of the trafficway normally designed for vehicular traffic (i.e., travel lanes). If the FIRST HARMFUL EVENT occurs in a continuous left-turn lane, use Continuous Left-Turn Lane.

On Median – the area of a divided trafficway between parallel roads separating travel in opposite directions. The principal functions of a median are to provide the desired freedom from interference of opposing traffic, to provide a recovery area for out-of-control vehicles, to provide a stopping area in case of emergencies, and to minimize headlight glare. Medians may be depressed, raised, or flush. Flush medians can be as little as four feet wide between roadway edge lines. Painted roadway edge lines four or more feet wide denote medians. Medians of lesser width must have a barrier to be considered a median. Continuous Left-turn Lanes are not considered Medians.

Gore – area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadways, which join at the point of divergence or convergence. The direction of traffic must be the same on both sides of these roadways. The area includes shoulders or marked pavement, if any, between the roadways.

On Roadside – the outermost part of the trafficway from the property line or other boundary to the edge of the first road. Includes: area between edge of trafficway and edge of roadway with no shoulder, and area between edge of trafficway and edge of shoulder. Excludes: roadways, shoulders, separators, and medians.

In Parking Lane or Zone – an area on the roadway, or next to the roadway, on which parking is permitted in marked or unmarked spaces. This includes curbside and edge of roadway parking (legal residential parking, city-street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day (parking lane) and for regular travel at other hours (travel lane). This attribute should NOT be used during hours when parking is NOT permitted (see On Roadway). See Figure 4. Diagram of a trafficway with parking lanes.

Off-Roadway, Location Unknown – The FIRST HARMFUL EVENT is off the roadway, but the location of the property line is unknown.

Outside Trafficway - Not physically located on any land way open to the public as a matter of right or custom for moving persons or property from one place to another

Parking Lot Aisle or Stall - areas reserved primarily for parked road vehicles and aisles are areas used primarily for vehicular access to parking stalls. Parking lot aisles are not trafficways

Quasi-public Road or Parking Lot Way - privately owned but open to the public for use, such as parking at a shopping center or driving on a private road within a residential development that is used by the general public.

Shoulder - (if present) the part of a trafficway contiguous with the roadway for emergency use, for

accommodation of stopped vehicles, and for lateral support of the roadway structure. A shoulder should be improved or maintained for these purposes (can be paved or unpaved). Not all roadways have shoulders.

Separator – the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road from other roads.

Pedestrian Refuge Island or Traffic Island – A defined area between traffic lanes for control of vehicular movements, for toll collection, or for pedestrian refuge.

Continuous Left-Turn Lane - a two-way left turn lane positioned between opposing straight-through travel lanes. When the FIRST HARMFUL EVENT occurs in a continuous left-turn lane, this attribute takes precedence over On Roadway.

Location of First Harmful Event	
1	On Roadway
3	Median
4	Gore
5	Roadside (outside of shoulder)
6	In Parking Lane or Zone (Within Trafficway)
7	Off Roadway, Location Unknown
8	Outside Trafficway
9	Parking Lot Aisle or Stall
10	Quasi-public Road or Parking Lot Way
11	Shoulder, Left Side
12	Shoulder, Right Side
14	Separator
15	Pedestrian Refuge Island or Traffic Island
16	Continuous Left-Turn Lane
99	Unknown

First Harmful Event

The first injury or damage-producing event of the crash.

Rollover or Overturn – used when a motor vehicle rotates (rolls over) at least one quarter turn onto its side or end. For motorcycles, laying the motorcycle down on its side is sufficient to use this attribute as a harmful event if damage or injury is produced.

Cargo or Equipment Loss, Shift, or Damage (harmful) – refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, causing damage and/or injury to the vehicle, its occupants, its parts, trailing unit, or the cargo itself. Harm can be measured in loss of monetary value from unrecoverable cargo loss as well as physical damage.

Jackknife (harmful to this vehicle) – a condition that occurs to a combination vehicle while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer (or trailers) yaws from its normal straight-line path behind the power unit, striking the power unit, or other trailers, causing damage to the

power unit or trailer.

Fire or Explosion – a fire or explosion that was the cause or result of the crash. A fire or explosion is a non-collision harmful event.

Immersion, Full or Partial – occurs when a motor vehicle enters a body of water and results in injury or damage. This attribute would also be used if the vehicle came to rest in water and the depth cannot be ascertained.

Fell or Jumped From Motor Vehicle – used when an occupant of this vehicle falls or jumps (not suicide) from the vehicle causing injury. For example, an occupant of a motor vehicle in-transport leans against the car door, it opens, and the occupant falls out; or a person riding on a vehicle's exterior (hood, roof, running board, etc.) falls or jumps, and is injured by the fall. If an occupant falls or jumps from a vehicle and is struck by that vehicle, use this attribute.

Pavement Surface Irregularity (ruts, potholes, grates, etc.) - used when the surface irregularity is on a paved surface. Other examples include indication of contact with a dip, depression, low spot, trough, etc. If the impact is with a surface irregularity not on a paved surface, use the attribute Ground. For a vehicle that “bottoms out” on the paved surface (causing damage) due to speed but not because of a pavement surface irregularity, use the attribute Other Non-Collision.

Injured in Vehicle (Non-Collision) - is used when an occupant is injured during an unstabilized situation without a collision, excluding cargo/equipment loss or shift.

Gas Inhalation - includes injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

Other Non-Collision – a non-collision event not captured by other non-collision event attributes. For example, driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, an unbelted passenger hits their head on the roof of a vehicle and is injured when the vehicle travels over a sharp dip in the road, situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a Motor Vehicle In-Transport.

Motor Vehicle In-Transport – A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, “in-transport” refers to being in motion or on a roadway (travel lanes). Includes: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.

Parked Motor Vehicle – is used when the impact occurred between a motor vehicle in-transport and a motor vehicle neither on a roadway nor in motion. A vehicle stopped off the roadway, its door open over a roadway, is not in-transport.

Pedestrian – (Non-Motorist) Any person who is not an occupant of a motor vehicle. This is used for all those not on a personal conveyance.

Pedalcycle - (Non-Motorist) Any person who is not an occupant of a motor vehicle. This is used for any person on a non-motorized other road vehicle propelled by pedaling. Examples include a bicycle, tricycle, unicycle, or pedal car.

Other Non-Collision* (Non-Motorist) - Any person who is not an occupant of a motor vehicle. This includes pedestrians, bicyclists, other cyclists, and occupants of non-motor vehicle transport devices.

Live Animal - Wild – used for collisions with domesticated or wild live animals that are not themselves being used as transportation or to draw a wagon, cart, or other transport device. Use Live Animal if it cannot be determined if the struck animal is alive, dead, or if it was being ridden or drawing a transport device. If the animal was deceased prior to the crash, then use Other Object (not fixed).

Live Animal - Domestic – used for collisions with domesticated or wild live animals that are not themselves being used as transportation or to draw a wagon, cart, or other transport device. Use Live Animal if it cannot be determined if the struck animal is alive, dead, or if it was being ridden or drawing a transport device. If the animal was deceased prior to the crash, then use Other Object (not fixed).

Work Zone/Maintenance Equipment - A vehicle not intended for highway transport being used for construction, maintenance or utility work related to the trafficway. The “work” may be located within open or closed portions of the trafficway, and the vehicle performing these activities can be within or outside the trafficway. Examples of working vehicles include: asphalt/steam roller paving or flattening a roadway, a highway maintenance crew painting lane lines on the road or mowing grass, a street sweeping vehicle, and a utility truck performing maintenance on power lines along the roadway.

Freight Rail - any private way reserved primarily for land vehicles moving persons or property from one place to another on rails.

Light Rail - any motorized railway vehicle.

Passenger Heavy Rail - any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

Debris or object on road or airborne from active/recent crash – used when the injury- or damage-producing event is two motor vehicles in transport making contact by something set-in-motion by one or both of the vehicles.

Debris or object on road– used when a motor vehicle in-transport impacts a non-fixed object at rest that is known to have been the cargo or part of another motor vehicle in-transport. For example, a motor vehicle in-transport strikes a mattress that fell from another motor vehicle in-transport and was at-rest in the roadway.

Airborne debris or object - use when an object from a vehicle is sent airborne.

Ridden Animal or Animal-Drawn Conveyance - used for any type of animal being ridden at the time of the crash or any device being drawn by an animal (e.g., wagon, carriage, sleigh).

Collision with Working Motor Vehicle (Highway Construction Maintenance, Utility Only) – ANSI D.16-2017 defines a working motor vehicle as a motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. The “work” may be located within open or closed portions of the trafficway, and the vehicle performing these activities can be within or outside the trafficway boundaries. A working motor vehicle at the time of the unstabilized situation is not considered “in-transport.”

Unknown Object Not Fixed - used when the event involves an object that is known to be not fixed but the specific object cannot be determined.

Guardrail End – the end of the guardrail, with or without treatment.

Other Object (not fixed) – used when a motor vehicle in-transport strikes a non-fixed object that is known NOT to have been the cargo or part of another motor vehicle in-transport, or when it is UNKNOWN whether the object was the cargo or part of another motor vehicle in-transport (i.e., objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider, downed tree limbs or power lines, or debris from a prior crash).

Guardrail Face – surface area of the guardrail other than the end. Its function is to redirect the vehicle back onto the roadway.

Concrete Barrier – longitudinal traffic barrier constructed of concrete and located on the outside of the road surface, in a median, or in gore areas. This includes all temporary concrete barriers regardless of location (e.g., temporary barrier on a bridge being used to control traffic during bridge repair or construction).

Cable Barrier – flexible barrier system that uses several cables typically supported by steel posts. These can be used on the roadside or as a median barrier. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.

Impact Attenuator/Crash Cushion – a device for controlling the absorption of energy released during vehicle collision (crash cushion). Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include barrels filled with water or sand, and plastic collapsible structures.

Guardrail End Section - used if a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end of an expanse of guardrail face.

Concrete Sloped End Section -A concrete end section is a precast or cast in place tapered slope primarily used at the end of a concrete barrier run. The purpose is to reduce the impact forces that would be brought on by leaving a blunt end. - *Clint McCleery, Barrier and Attenuation Specialist, UDOT*

Cable Barrier End Section - component of a high-tension cable barrier system used on roadways. It is located at the ends of a cable barrier run and plays a vital role in the system's ability to safely redirect vehicles and prevent hazardous crossover collisions.

Bridge Rail (includes parapet) – barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians, or other users.

Bridge Pier or Support – support for a bridge structure including the ends (abutments).

Bridge Overhead Structure – any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck.

Traffic Sign or Support – used when the post supporting a traffic sign, or the sign itself, is hit by a motor vehicle in-transport. This includes mile marker posts and elevated signs.

Delineator Post - a traffic safety device, typically a vertical pole, used to guide traffic and mark road edges or hazards.

Other Post, Pole, or Other Supports – used for posts other than traffic signs, traffic signals, utility poles, or light supports (e.g., reflectors on poles alongside of roadway, parking meters, flag poles). For mailbox posts, use Mailbox. For fence posts, use Fence.

Utility Pole or Light Support – constructed for the primary function of supporting an electric line, telephone line, or other electrical or electronic transmission line or cable. This includes the support poles for roadway lighting.

Traffic Signal or Support – used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport. Use Traffic Signal or Support for a railroad crossing arm or gate.

Culvert – used when the vehicle strikes a manmade drain or channel crossing under a road, sidewalk, etc., resulting in injury or damage.

Ditch – used when the vehicle strikes a trench used for drainage purposes, resulting in injury or damage. A ditch ends where a culvert begins and resumes on the opposite side of the culvert.

Embankment – used when the vehicle strikes a raised structure to hold back water, to carry a roadway, or the result of excavation or washout (including erosion) that may be faced with earth (or rock, stone, or concrete), resulting in injury or damage. An Embankment can usually be differentiated from a Wall by its incline, whereas a wall is usually vertical. However, there are exceptions to this, such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout.

Snowbank - used when snowfall and/or road plowing creates essentially fixed barriers of snow and/or ice that are not snow-covered earth or rock embankments.

Fence - a barrier constructed to prevent escape or intrusion or to mark a boundary. A fence can be made of wood, metal, stone, etc., and includes the fence posts and gates.

Curb – used when the vehicle strikes a raised edge or border to a roadway, resulting in injury or damage. Curbs may be constructed of concrete, asphalt, or wood and typically have a face height of less than 9 inches.

Fire Hydrant - the roadside device used by fire departments to provide water for fighting fires. Usually made of steel, these devices are also referred to as fire plugs or fire standpipes in some areas.

Mailbox - a residence or business mail or newspaper box including the post. A cluster of mailboxes is included in this attribute. This attribute does not include USPS mailboxes, which are typically blue and are for general public use. For a USPS mailbox, use the attribute Other Fixed Object.

Building – roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.

Utility Box - a container, often found outdoors, that houses and protects various utility-related equipment.

Other Traffic Barrier – longitudinal barriers other than guardrails, concrete traffic barriers, or cable barriers.

They may be composed of material such as wood or rock.

Other Fixed Object – used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes. This attribute excludes

Tree (standing only) – Tree is upright and in the ground. A standing tree is a fixed object as opposed to a fallen tree that is a moveable object.

Shrubbery - vegetation usually of a woody multi-stemmed variety and in most instances is low growing rather than tall. May also be called bushes. Some common examples are boxwood, hawthorn, and mountain laurel.

Boulder - a rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact. It may be considered as a fixed object.

Ground - used when the impact is with an earthen or paved surface off this vehicle's roadway. For example, free falls or vaults from the road surface to the ground. If the impact is with a surface irregularity (e.g., ruts, potholes) not on a paved surface, use Ground. If the impact is with a pavement surface irregularity, use Pavement Surface Irregularity (ruts, potholes, grates, etc.). Ground should not be used when the harmful event is Rollover or Overturn.

Wall - primarily vertical structure composed of concrete, metal, timber, or stone that is not part of a Building or a Fence but typically is used for retaining earth, abating noise, and separating areas. Also included as Wall are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wingwalls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wingwalls should be coded as Bridge Pier or Support.

Unknown Fixed Object - used when the event involves an object that is known to be fixed but the specific object cannot be determined.

Harmful Event, Details Unknown - a harmful event occurred, but the classification (non-collision, collision with a motor vehicle, fixed object, or non-fixed object) was unknown.

Road Vehicle on Rails - - Road Vehicle on Rails - any land vehicle on rails designed to operate primarily within a trafficway. Includes: Streetcar, trolley, or light rail operating on trafficway. Excludes: Railroad trains, railroad maintenance vehicles operating on rails, or streetcar, trolley, or light rail operating on a private way.

Unknown - used when the first harmful event details are unknown.

First Harmful Event	
7	Overturn/Rollover
8	Cargo/Equipment Loss, Shift, or Damage (harmful)
9	Jackknife (harmful to this vehicle)
10	Fire/Explosion
11	Immersion, Full or Partial
12	Vehicle Occupant Fell/Jumped From Motor Vehicle
13	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)

14	Injured in Vehicle (Non-Collision)
15	Gas Inhalation
19	Other Non-Collision*
20	Collision With Other Motor Vehicle in Transport
21	Collision With Parked Motor Vehicle
22	Pedestrian
23	Pedalcycle
24	Other Non-Motorist*
25	Live Animal - Wild
26	Live Animal - Domestic
27	Work Zone/Maintenance Equipment
28	Freight Rail
29	Light Rail
30	Passenger Heavy Rail
32	Debris or object on road or airborne from active/recent crash
33	Debris or object on road
34	Airborne debris or object
35	Ridden Animal or Animal Drawn Conveyance
36	Collision With Working Motor Vehicle (Highway Construction, Maintenance, Utility Only)
37	Unknown Object Not Fixed
38	Guardrail End Treatment
39	Other Non-Fixed Object*
40	Guardrail Face
41	Concrete Barrier
42	Cable Barrier
43	Impact Attenuator/Crash Cushion
44	Guardrail End Section
45	Concrete Sloped End Section
46	Cable Barrier End Section
48	Bridge Rail
49	Bridge Pier or Support
50	Bridge Overhead Structure
51	Traffic Sign Support
52	Delineator Post
53	Other Post, Pole or Support
54	Utility Pole/Light Support
55	Traffic Signal Support
56	Culvert
57	Ditch
58	Embankment

59	Snowbank
62	Fence
63	Curb
64	Fire Hydrant
65	Mailbox
66	Building
67	Utility Box
68	Other Traffic Barrier*
69	Other Fixed Object*
70	Tree (Standing Only)
71	Shrubbery
72	Boulder
73	Ground
74	Wall
75	Unknown Fixed Object
76	Harmful Event, Details Not Reported
77	Road Vehicle on Rails
99	Unknown

Property Damage

Identifies the owner of the property that was damaged during the crash. Physical harm or destruction of a property caused by a motor vehicle crash. In terms of crash, it can be damage to the car, damage to other properties like fences, buildings, and personal items.

No Property Damage - used when no damage happened to any property.

UDOT Property - used when assets such as fences, barriers, signs/posts, rumble strips, or medians are managed by UDOT. For example, if there is a crash where a fence owned by UDOT is damaged then UDOT is responsible for repairs.

County Property - used when assets such as fences, barriers, signs/posts, rumble strips, or medians are managed by the county. For example, if there is a crash where a fence owned by Salt Lake county is damaged then Salt Lake County is responsible for repairs.

City Property - used when assets such as fences, barriers, signs/posts, rumble strips, or medians are managed by the city. For example, if there is a crash where a fence owned by Sandy City is damaged then Sandy City is responsible for repairs.

Personal Property - used when assets owned by the general public, such as a home or fence, were damaged by the crash.

Other*- explain in the crash narrative what property was damaged

Property Damage	
0	No Property Damage
1	UDOT Property
2	County Property
3	City Property
4	Personal Property
5	Other

Damaged Property

Identifies what type of property was damaged in the crash.

Sign - is used when the post supporting a traffic sign, or the sign itself, is hit by a motor vehicle in-transport. This includes mile marker posts and elevated signs.

Post - is used for posts other than highway signs, utility poles, or light supports (reflectors on poles alongside of roadway, parking meters, flag poles, etc.).

Guardrail - used if a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end of an expanse of guardrail face.

Concrete Barrier - refers to the longitudinal traffic barriers constructed of concrete. This includes all temporary concrete barriers regardless of location

Cable Barrier - refers to a flexible barrier system that uses several cables typically supported by steel posts. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.

Structure - refers to anything constructed or built from interrelated parts with a fixed ground location.

Bridge - is a wooden, brick, stone, concrete, or metal fence-like structure that runs along the outer most edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet

Light post - is used for posts other than highway signs, utility poles, or light supports (reflectors on poles alongside of roadway, parking meters, flag poles, etc.).

Other *with open text box - type in narrative other property damaged

Damaged Property	
1	Sign
2	Post
3	Guardrail
4	Concrete Barrier
5	Cable Barrier
6	Structure
7	Bridge
8	Light post
9	Other *with open text box

Crash Diagrams

A basic diagram should be included for all crashes, and is especially important for fatal crashes. Provide a concise diagram showing movements, direction, and positions of all traffic units in relationship to the trafficway. Identify (label) the street(s) and traffic unit(s) along with the area of impact where possible. Refer to the vehicles and pedestrians by the numbers assigned in the report.

Always indicate the direction of North, in conjunction with the diagram of the crash.

All diagrams should not contain any personal information (PII) of the crash victims or witnesses.

Narrative

This space is provided for entry of an appropriate text description of the crash occurrence as investigated by the officer. When filling in a Narrative on the crash report remember the following information.

- If a field is coded as “other,” include detailed information explaining what “other” means.
- The narrative should never be a reference to a different report, ie: “See investigative/supplemental report.”
- ***Personal information (PII) or crash report case numbers should not be included in the crash narrative.***

VEHICLE INFORMATION

Officers will collect information in this section for specific vehicles, driver(s) and/or owner(s). It is important to fill out complete information so individuals can be contacted at a later date if needed. DLD and the Courts use this information when citations are issued. This information is critical for enforcement. Each vehicle has a section. Vehicle 1 is the vehicle at fault.

In the vehicle data elements each field has the option for you to select code **99 for Unknown**. Unknown is only to be used when there are no other options available.

"Motor Vehicle in Transport" means in motion or within the portion of a transport way ordinarily used by similar transport vehicles. Examples of motor vehicles in transport:

- Motor vehicle in traffic on a highway
- Driverless motor vehicle in motion
- Motionless motor vehicle abandoned on a roadway
- Disabled motor vehicle on a roadway

In roadway lanes used for travel during rush hours and parking during off-peak periods, a parked motor vehicle is in transport during periods when parking is forbidden.

Vehicle Number

Motor vehicle unit type and number assigned to uniquely identify each motor vehicle involved in the crash. Assign a number for each vehicle, i.e. 1, 2, 3, etc. The vehicle known or thought to be "at fault" will take position # 1.

Motor Vehicle Unit Type

The type of unit that applies to this motor vehicle at the time it became an involved vehicle in the crash.

Motor Vehicle In-Transport – A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, "in-transport" refers to being in motion or on a roadway (travel lanes). Includes: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.

Parked Motor Vehicle – ANSI D.16-2017 defines a parked motor vehicle as a motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and not located on the roadway (travel lanes). In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle is considered in transport during periods when parking is forbidden. This attribute includes any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway.

Working Motor Vehicle (Highway Construction, Maintenance, or Utility Only) – ANSI D.16-2017 defines a working motor vehicle as a motor vehicle in the act of performing construction, maintenance, or utility work

related to the trafficway. The “work” may be located within open or closed portions of the trafficway, and the vehicle performing these activities can be within or outside the trafficway boundaries. A working motor vehicle at the time of the unstabilized situation is not considered “in-transport.”

Motor Vehicle Unit Type	
1	Motor Vehicle In-Transport
2	Parked Motor Vehicle
3	Working Motor Vehicle (Highway Construction, Maintenance, Utility Only)

Vehicle Identification Number (VIN)

A unique combination of alphanumeric or numeric characters assigned to a specific motor vehicle that is designated by the manufacturer.

Indicate the vehicle identification number (VIN) or serial number, which can be obtained from various locations on the vehicle. Although an officer may take the VIN from a registration or insurance card, it should always be verified with the stamped VIN off of the vehicle.

Vehicle Registration/License Plate State

Indicate the state that issued the vehicle license plate. Use the two-letter postal abbreviation code. For example: UT (Utah), CA (California), etc.

Code ZZ Other* add in narrative if the vehicle is registered in multiple states or if the vehicle is registered in other foreign country.

	Vehicle Registration/License Plate State
AL	Alabama
AK	Alaska
AB	Alberta
AZ	Arizona
AR	Arkansas
BC	British Columbia
CA	California
CO	Colorado
CT	Connecticut
DE	Delaware
DC	District of Columbia
FL	Florida
GA	Georgia
HI	Hawaii
ID	Idaho

IL	Illinois
IN	Indiana
II	International License (other than Canada or Mexico)
IA	Iowa
KS	Kansas
KY	Kentucky
LA	Louisiana
ME	Maine
MB	Manitoba
MD	Maryland
MA	Massachusetts
MX	Mexico
MI	Michigan
MN	Minnesota
MS	Mississippi
MO	Missouri
MT	Montana
NB	Nebraska
NV	Nevada
NB	New Brunswick
NH	New Hampshire
NJ	New Jersey
NM	New Mexico
NY	New York
NF	Newfoundland
NC	North Carolina
ND	North Dakota
NT	Northwest Territory
NA	Not Applicable
NO	Not Registered
NS	Nova Scotia
NU	Nunavut
OH	Ohio
OK	Oklahoma
ON	Ontario
OR	Oregon
ZZ	Other*
PA	Pennsylvania
PE	Prince Edward Island
QC	Quebec
RI	Rhode Island

SK	Saskatchewan
SC	South Carolina
SD	South Dakota
TN	Tennessee
TX	Texas
US	United States Government
UT	Utah
VT	Vermont
VA	Virginia
WA	Washington
WV	West Virginia
WI	Wisconsin
WY	Wyoming
XX	Unknown
YT	Yukon Territory
YY	Native American Indian Nation

Vehicle License Plate Number

Indicate the license plate number assigned to the vehicle.

Vehicle Year

The model year assigned to a motor vehicle by the manufacturer. Indicate the model year of the vehicle. Non-motor vehicles such as trains, road graders, bicycles, etc. do not need a model year identification. Use a dash for non-motor vehicles.

Enter code 9999 for Unknown if you are unsure of what the vehicle year is.

Vehicle Make

The distinctive (coded) name applied to a group of motor vehicles by a manufacturer. Indicate the general make of the vehicle as shown on the registration card. For example: Chevrolet (Chev), Ford, Toyota (Toyt), etc. Appropriate character abbreviations can be used in this field.

Vehicle Model

The manufacturer-assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction, such as body, chassis, etc. Generally, the secondary name given to a vehicle indicated on the registration card, such as Escalade, Four Runner, Camry, Camaro, etc.

Vehicle Color

The color of the motor vehicle.

Motor Vehicle Body Type

The category indicates the general configuration or shape of a motor vehicle distinguished by characteristics such as the number of doors, rows of seats, windows etc.

Passenger Car – motor vehicles used primarily for carrying passengers.

Pickup Truck - a single-unit straight truck with a pickup body style. May have a removable or retractable roof. Includes light, medium, and heavy pickup body styles.

Sport Utility Vehicle – A motor vehicle other than a motorcycle or bus consisting primarily of a transport device designed for carrying 10 or fewer people, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are generally 4-wheel-drive (4x4) and have increased ground clearance. A utility vehicle has a GVWR of 10,000 lb or less. Utility vehicles with wheelbases greater than 88 inches are classified by overall width. The wheelbase and overall width should be rounded to the nearest inch. Sizes range from mini, small, midsize, full-size, and large. Four-wheel automobiles are not considered utility vehicles.

Single-Unit Truck (2 axles and GVWR > 10,000 lb) – a power unit that includes a permanently mounted cargo body (also called a straight truck) that has only two axles and a GVWR of over 10,000 lb. When counting axles on a single-unit truck, include raised axles.

Truck-Tractor, With or Without Trailers (bobtail, semi, doubles, or triples) - a fifth wheel-equipped tractor-trailer power unit. The number of trailing units is not a consideration. Without a trailer, it is sometimes called a bobtail.

School Bus - a bus designed to carry passengers to and from educational facilities and/or related functions. The vehicles are characteristically painted yellow and clearly identified as school buses. Use this attribute regardless of whether the vehicle is owned by a school system or a private company. Also use this attribute for school buses converted for other uses (e.g., church bus). If this attribute is selected, Large Vehicle Number of Seats must be completed to capture the number of seats.

Farm Equipment (e.g., tractor, combine harvester) - farming implements other than trucks propelled by a motor (e.g., farm tractors, combines). This attribute is not under 49 CFR Part 565 regulation. Farm equipment are off-road vehicles and do not require VINs.

Motorized Scooter/Moped - used when the motor vehicle is a speed-limited motor-driven cycle capable of moving either by pedaling or by a motor. NOTE: This does not include motorized bicycles, ridden by non-motorists (see NON-MOTORIST DEVICE TYPE).

RV/Motor Home – A van where a frame-mounted recreational unit is added behind the driver or cab area or mounted on a bus or truck chassis suitable to live in and drive across the country.

Recreational Off-Highway Vehicles (ROV & UTVs) – vehicles intended to be used on terrain similar to that on which all-terrain vehicles (ATVs) are used. MOHUVs or ROVs are designed to travel on 4 or more wheels. They are distinguished from ATVs by the presence of a steering wheel instead of a handlebar for steering, bench or bucket seats for the driver and passenger(s) instead of straddle seating, and foot controls for throttle and braking instead of levers located on the handlebar. In addition, ROVs have a rollover protective system (ROPS) and restraint systems. MOHUVs can have maximum speeds from 25 mph to 50 mph and ROVs have a 102 maximum speed greater than 30 mph. MOHUVs with maximum speeds above 30 mph meet the definition

of an ROV.

ATV Street Legal - an all-terrain vehicle or utility terrain vehicle (UTV) modified to meet specific safety standards—such as turn signals, mirrors, horn, and DOT-approved tires—allowing it to be registered, titled, and operated on designated public roads.

All-Terrain Vehicle or All-Terrain Cycle (ATV or ATC) – used for off-road recreational vehicles. ATVs and ATCs have 3 or 4 wheels, a saddle-type seat, and handlebars for steering (no steering wheel).

2-Wheeled Motorcycle – an open (no enclosed body) motor vehicle propelled by a motor, having a seat or a saddle for the use of its operator, and designed to travel on not more than 2 wheels in contact with the ground (excluding an attached trailer or sidecar).

3-Wheeled Motorcycle (trike) – an open (no enclosed body) motor vehicle propelled by a motor, having a seat or a saddle for the use of its operator, and designed to travel on not more than 3 wheels in contact with the ground (excluding an attached trailer or sidecar).

Cargo Van – any van where the area behind the driver or cab is designed for transporting cargo or operated for general commercial use.

Minivan or Van (up to 8 seats) - down-sized cargo or passenger unibody vans. If this vehicle has more than 8 seats, see Passenger Van.

Passenger Van – a box-shaped vehicle designed to move nine or more passengers including the driver. These vehicles are identifiable by their enclosed cargo or passenger area and relatively short (or non-existent) hood. If this attribute is selected, Large Vehicle Number of Seats must be completed to capture the number of seats.

Limousine – a vehicle typically driven by a chauffeur with a partition between the driver's compartment and the passenger's compartment. Stretch limos, limo buses (also known as party buses), sedan limos, SUV limos, convertible limos, and all other types of limos would also be coded as Limousine. If this attribute is selected, Large Vehicle Number of Seats must be completed to capture the number of seats.

Transit Bus – A bus sold for public transportation provided by, or on behalf of a State or local government, equipped with a stop-request system, and is not an over-the-road bus. An “over-the-road bus” means a bus is characterized by an elevated passenger deck located over a baggage compartment. If this attribute is selected, Large Vehicle Number of Seats must be completed to capture the number of seats.

Motorcoach – A bus with a GVWR of 11,793 kg (26,000 lb) or greater, 16 or more designated seating positions including the driver, and at least two rows of passenger seats, rearward of the driver's seating position, that are forward-facing or can convert to forward-facing without the use of tools. Motorcoach includes buses sold for intercity, tour, and commuter bus service, but does not include a school bus, or an urban transit bus sold for operation as a common carrier in urban transportation along a fixed route with frequent stops. If this attribute is selected, Large Vehicle Number of Seats must be completed to capture the number of seats.

Other Large Passenger or Bus - a vehicle designed or converted to carry nine or more people, including the driver, not described by the attributes Limousine, Passenger Van, School Bus, Transit Bus, or Motorcoach. Examples include a specialized tour bus, a mini-bus, or bus-based motor home. If this attribute is selected, Large Vehicle Number of Seats must be completed to capture the number of seats.

Construction Equipment (e.g., backhoe, bulldozer, forklift) – construction equipment other than trucks propelled by a motor, such as bulldozer, road grader, etc.

Snowmobile - a vehicle designed to operate over snow, propelled by a motor.

Golf Cart – a self-propelled vehicle not designed primarily for operation on roadways. A golf cart has a design speed of less than 20 miles per hour, at least 3 wheels in contact with the ground, and an empty weight of under 1,300 lb.

Low-Speed Vehicle – a motor vehicle with 4 or more wheels whose top speed is greater than 20 miles per hour, but not greater than 25 miles per hour. LSVs are required to have basic items of safety equipment: headlamps, stop lamps, turn signal lamps, tail lamps, reflex reflectors, parking brake, windshields of either type AS-1 or type AS-5 glazing, rearview mirrors, seat belts, and VINs .

Autocycle – a large motorcycle with 1 rear wheel and 2 front wheels, with either a saddle and handlebars or a seat (or seats) and a steering wheel, which can be fully enclosed, partially enclosed, or unenclosed.

Truck, Unknown Type - used when it is known that this vehicle is a truck, but there is insufficient data to classify the vehicle further.

Other (no large passenger or trucks allowed here) - used when the motor vehicle in question does not qualify for any of the listed body types. If the vehicle is a different type of passenger vehicle or truck, see Other Large Passenger or Bus or Truck, Unknown Type.

Motor Vehicle Body Type	
1	Passenger Car
4	Pickup
5	Sport Utility Vehicle
7	Single-Unit Truck (2 axles and GVWR > 10,000 lbs.)
9	Truck Tractor, with or without trailers (Bobtail, Semi, Doubles, Triples)
10	Single-Unit Truck (3 or more axles)
13	School Bus
15	Farm Equipment (tractor, combine, etc.)
16	Motorized Scooter/Moped
18	RV/Motor Home
19	Recreational Off-Highway Vehicles (ROV & UTVs)
20	ATV - Street Legal
21	ATV/OHV - Off Road (Not Street Legal)
22	Motorcycle (2 wheels)
23	Motorcycle (3 wheels)
24	Cargo Van
25	Minivan/Van (up to 8 seats)
26	Passenger Van (9 or more seats)
28	Limousine

29	Transit Bus
30	Motorcoach
31	Other Large Passenger or Bus
32	Construction Equipment (backhoe, bulldozer, etc.)
33	Snowmobile
34	Golf Cart
35	Low Speed Vehicle
36	Autocycle
37	Truck, Unknown Type
97	Other*
99	Unknown

Large Vehicle Number of Seats, including driver

The number of seats in the large vehicle.

9-14 - Vehicles transporting 9 to 14 passengers (including the driver) for compensation are subject to specific safety regulations, including obtaining a USDOT number and adhering to driver qualification and driving time rules.

15 - Vehicles transporting 15 passengers (including the driver) for compensation are subject to specific safety regulations, including obtaining a USDOT number and adhering to driver qualification and driving time rules.

16+ - Vehicles transporting 16 or more passengers (including the driver), regardless of compensation, are also considered CMVs.

Large Vehicle Number of Seats, including driver	
A	9-14
B	15
C	16+

Vehicle Trailing

Identifies whether this vehicle had any attached trailing units or was towing another motor vehicle.

No Trailers – This vehicle was not pulling or towing a wheeled unit.

One Trailer – This vehicle was pulling one trailer.

Two Trailers - This vehicle was pulling two trailing units.

Three or More Trailers - This vehicle was pulling three or more trailing units.

Yes, Number of Trailers Unknown – used when it is known that there was at least one trailer, but the number of trailers cannot be determined.

Vehicle Towing Another Motor Vehicle – Fixed Linkage – used to identify that a vehicle was towing another motor vehicle connected by a fixed linkage. The towed vehicle will have two or more wheels on the ground. This will most commonly apply to drive-away or tow-away tow trucks. These are vehicles equipped with a mechanism designed to be attached to a towed vehicle (e.g., hoist). This attribute would also be used for saddle-mounted towed vehicles. An example of a saddle-mount unit would be a bobtail towing one or more other bobtails. This attribute does not apply to vehicles towed by being loaded on a flatbed or auto transporter.

Vehicle Towing Another Motor Vehicle – Non-Fixed Linkage - used to identify that a vehicle was towing another motor vehicle connected by a non-fixed linkage. A non-fixed linkage includes ropes, chains, or cables.

Unknown – used when it is unknown if this motor vehicle was pulling or towing any attached trailing units.

Vehicle Trailing	
0	No Trailers
1	One Trailer
2	Two Trailers
3	Three Trailers
4	Yes, Number of Trailers Unknown
5	Vehicle Towing Another Motor Vehicle – Fixed Linkage
6	Vehicle Towing Another Motor Vehicle – Non-Fixed Linkage
7	Trailing Unit Other than a Trailer or Another Motor Vehicle
99	Unknown

Trailer VIN(s) 1-3

A unique combination of alphanumeric characters assigned to each trailer designated by the manufacturer.

Any Alphanumeric Characters – Actual VIN – record the VIN for this trailer or towed motor vehicle.

No Trailing Units – This motor vehicle did not have any trailing units or did not have additional trailing units.

No VIN Required, Not a Vehicle for Road Use - is used when the trailer is not required to have a VIN as per 49 CFR Part 565 Requirements for Trailer Manufacturers. This attribute should only be used for homemade or custom trailers not manufactured for sale to the public.

Unknown (information unavailable) – The VIN for this trailing unit cannot be determined.

Trailer VIN(s) 1-3	
	Any Alphanumeric Characters – Actual VIN Number
0	No trailing units
8	No VIN Required, not a Vehicle for Road Use
99	Unknown (information unavailable)

Trailer Body Type 1-3

Determine the type of trailing unit.

No Trailer – This motor vehicle did not have any trailing units or did not have additional trailing units.

Utility Trailer – A small trailer designed primarily to be drawn behind a passenger car or pickup truck for domestic and utility purposes, has an open-top, and is used for hauling light loads.

Boat Trailer - A trailer designed with cradle-type mountings to transport a boat and configured to permit launching of the boat from the rear of the trailer.

Camping or Travel Trailer - A trailer designed as temporary living quarters for recreational, camping, or travel use.

Towed Motor Vehicle – used when the trailing unit was a motor vehicle connected by a fixed or non-fixed linkage

Mobile Home (House Trailer) – A trailer type specifically designed for carrying a house or a mobile or modular home.

Box or Van Enclosed Trailer – a trailer with an enclosed body integral to the frame of the trailer.

Flatbed or Platform Trailer – a trailer type without sides or roof, with or without readily removable stakes that may be tied together with chains, slats, or panels. This includes trailers transporting containerized loads.

Grain, Chip, or Gravel Trailer – a trailer body type used for hauling these or other similar bulk commodities. They may be referred to as “open hoppers” or “belly dumps.”

Dump Trailer – a trailer type that can be tilted or otherwise manipulated to discharge its load by gravity.

Tank Trailer – a trailer type designed to transport dry bulk (fly, ash, etc.), liquid bulk (gasoline, milk, etc.) or gas bulk (propane, etc.).

Mixer Trailer – a trailer type designed with a rotating drum for mixing cement, sand, gravel, or other substances.

Intermodal Container Chassis or Trailer - a trailer specifically designed to have a rail or ship container mounted directly on the chassis or trailer. These should not be confused with Box or Van Enclosed Trailer. Intermodal containers may also be mounted on a flatbed trailer, in which case use the attribute Flatbed or Platform Trailer.

Logging Trailer – a trailer type with a fixed middle beam and side support posts specifically designed for carrying logs.

Pole Trailer – a trailer designed to be attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing motor vehicle, and ordinarily used for carrying property of a long or irregular shape.

Auto Transporter – a trailer body type specifically designed to transport two or more fully assembled automobiles.

Live Animal Trailer – a trailer designed specifically for transporting live animals (e.g., livestock, zoo animals, insects, horses, aquatic animals).

Other Trailer – The trailer body type is not identified by the other attributes for this data element.

Unknown Trailer Body Type – The body type of this trailer cannot be determined.

Trailer Body Type 1-3	
0	No Trailer/Attachment
1	Utility Trailer
2	Boat Trailer
3	Camping/Travel Trailer
5	Towed Motor Vehicle
10	Mobile Home (House Trailer)
12	Box or Van Enclosed Trailer
13	Flatbed or Platform Trailer
14	Grain/Chip/Gravel Trailer
15	Dump Trailer
16	Tank Trailer
17	Mixer Trailer
18	Intermodal Container Chassis/Trailer
19	Logging Trailer
20	Pole Trailer
21	Auto Transporter

22	Live Animal Trailer
97	Other*
99	Unknown

Trailer License Plate Number

Enter the license plate number of the trailer. The plate number is located on the trailer.

Trailer License Plate State

Enter the two-letter state abbreviation.

Trailer License Plate Expiration Date

Enter the two-digit month and two-digit year expiration date from the trailer license plate.

Bus Use

The common type of bus service this vehicle was being used for at the time of the crash or the primary use for the bus if not in service at the time of the crash.

Not a Bus – a vehicle that does not have a bus body type and is not being used as a bus in the crash. This should be used for vehicles with less than nine seats including the driver and personal-use vans with nine or more seats including the driver.

Childcare or Daycare – used when the bus was used to transport passengers to or from a childcare or daycare facility.

School – Any public or private school or district, or contracted carrier operation on behalf of the entity, providing transportation for K-12 pupils. See additional remarks under SCHOOL-BUS-RELATED.

Intercity – used when a company provides long-distance passenger transportation between cities over fixed routes with regular schedules (e.g., Greyhound bus service between major cities) for compensation. Buses are any motor vehicle with seats to transport nine or more people, including the driver seat, but not including vans owned and operated for personal use.

Charter or Tour – used when a company provides transportation on a for-hire basis and demand-response basis, usually round-trip service for a tour group or outing, regardless of if the function is consistent with the MOTOR VEHICLE BODY TYPE CATEGORY. Buses are any motor vehicle with seats to transport nine or more people including the driver but not including vans owned and operated for personal use.

Transit or Commuter – a government entity or private company providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas (e.g., inner-city mass transit bus service.) Buses are any motor vehicle with seats to transport nine or more people including the driver but not including vans owned and operated for personal use.

Shuttle – used when the bus transports people from airports, hotels, rental car companies, and business facility to facility. Examples also include private companies providing transportation services for their own employees, non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections). Buses are any motor vehicle with seats to transport nine or more people including the driver but not including vans owned and operated for personal use.

Personal Use – used when the bus was for personal or private use. For example, a bus with seats removed to allow for personal or private hauling of cargo (instead of passengers), or a musical group in a bus with the interior remodeled with home-like conveniences.

Bus, Unknown Use – used when this vehicle was a bus, but there is not enough information to determine the appropriate BUS USE attribute.

Unknown – used when it cannot be determined if the vehicle was a bus.

Bus Use	
0	Not a Bus
1	Childcare/Daycare
2	School
3	Intercity
4	Charter/Tour
5	Transit/Commuter
6	Shuttle
7	Personal Use
8	Bus, Unknown Use
9	Unknown

Special Function of Motor Vehicle

The type of special function (Emergency, Non-Emergency, In Use) being served by each vehicle at the time of the crash, regardless if the function is marked on the vehicle. Determine the type of special function of each vehicle. If the vehicle has no special function, enter ‘00’ for none.

Law Enforcement - Emergency/Non Emergency - is used for a vehicle equipped with law enforcement emergency devices (lights and siren) that is owned or subsidized by any local, county, State, or Federal Government entity. The law enforcement vehicle is presumed to be in special use at all times, although not necessarily in “emergency response.” Vehicles not owned by a government entity that are used by law enforcement officers (e.g., undercover) are excluded.

Ambulance - Emergency/Non-Emergency - is used for any readily identifiable (lights or markings) vehicles designed to transport sick or injured people. The ambulance is presumed to be in special use at all times, although not necessarily in “emergency response.”

Fire - Emergency/Non-Emergency - is used for any readily identifiable (lights or markings) vehicles specially designed and equipped to respond to fire, HAZMAT, medical, and extrication incidents. This attribute includes

medium and heavy vehicles such as engines, pumpers, ladder, platform aerial apparatus, heavy rescue vehicles, water tenders or tankers, brush or wilderness firefighting vehicles, etc. The fire truck is presumed to be in special use at all times, although not necessarily in “emergency response.”

Snow Plow - a vehicle equipped with a snowplow or other snow removal attachment, used to clear snow and ice from roads, driveways, and other surfaces.

Tow Truck - is used for any type of tow truck involved in the crash while providing tow service at a traffic incident scene. The tow truck does not need to have a vehicle in tow at the time of the crash to use this attribute. The case materials must indicate the vehicle was responding to a traffic incident at the time of its involvement in the crash. Tow trucks involved in crashes under any other circumstances are not included in this attribute.

Roadway/Maintenance - at the time of the crash this person was performing roadway maintenance duties related to the trafficway. This includes work activities such as striping the roadway, median and roadside grass mowing or landscaping, pothole repair, snowplowing, etc.

Mail Carrier- at the time of the crash this person was performing U.S. Postal Service (USPS) authorized mail carrier duties. This attribute excludes other delivery services (e.g., FedEx, UPS, Amazon).

Military- is used for any vehicle that is owned by any of the Armed Forces regardless of body type. This attribute includes military police vehicles, military ambulances, military hearses, and military fire vehicles.

Public Utility- at the time of the crash this person was performing stationary work such as repairing or maintaining electric, gas, telephone, cable, water lines, or traffic signals.

Incident Management- An Incident Response Vehicle is a vehicle typically equipped with a variety of tools, emergency medical equipment, traffic cones and control signs, absorbent material (for responding to spills), emergency and work lighting. These multi-purpose response units are intended to assist law enforcement, fire, and rescue personnel with trafficway incident management. A traffic incident scene is the scene of any unplanned traffic event that adversely affects normal traffic operations. Examples include, but are not limited to: traffic crashes, disabled vehicles, traffic backups, or spilled cargo.

Taxi- (SPECIAL USE) - used when this vehicle was operated during this trip (at the time of the crash) on a “fee-for-hire” basis to transport people. Most of these vehicles will be marked and formally registered as taxis; however, vehicles that are used as taxis, even though they are not registered, are included here. For vehicles affiliated with a transportation network company, see Motor Vehicle in Service for Electronic Ride-Hailing. Passengers do not have to be present at the time of the crash. Taxis and drivers that are off duty at the time of the crash are coded as No Special Use. If it is unknown whether the taxi is on-duty or not, code as Taxi.

Vehicle Used for Electronic Ride-hailing (transportation network company)- is used when this vehicle was actively working for a transportation network company (TNC) to provide passengers with transportation, on the way to pick up passengers, dropping off passengers, or waiting to provide passengers with transportation at the

time of the crash. If the vehicle was off duty and in use as a personal vehicle, use code 00 (No Special Use Noted). A TNC may also be called a mobility service provider (MSP). Both apply here as they both connect paying passengers seeking transportation with vehicles/drivers via websites and mobile apps. Examples may include TNCs such as Beat, Uber, Lyft, Juno, Pick Me Up, Bolt, and others.

Rideshare- (SPECIAL USE) - used when this vehicle was operated during this trip (at the time of the crash) on a “fee-for-hire” basis to transport people. For vehicles affiliated with a transportation network company, see Motor Vehicle in Service for Electronic Ride-Hailing. Passengers do not have to be present at the time of the crash. Rideshare drivers that are off duty at the time of the crash are coded as No Special Use. If it is unknown whether the rideshare is on-duty or not, code as rideshare.

Road Vehicle on Rails- used for railroad trains (e.g., passenger or cargo train) and road vehicles operated on rails (e.g., trolley, streetcar).

Unknown- at the time of the crash it is unknown if this person was performing a unique function.

Special Function of Motor Vehicle	
0	None
1	Law Enforcement - Emer
2	Law Enforcement - Non-Emer
3	Ambulance - Emer
4	Ambulance - Non-Emer
5	Fire – Emer
6	Fire - Non-Emer
7	Snow Plow - in Use
8	Tow Truck - in Use
9	Roadway/Maintenance - in Use
10	Mail Carrier
11	Military
12	Public Utility
13	Incident Management
14	Taxi
15	Vehicle Used for Electronic Ride-hailing (transportation network company)
16	Rideshare
17	Road Vehicle on Rails
99	Unknown

Engaged in Emergency Response

Indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck, or ambulance while engaged in such response.

Engaged in Emergency Response	
1	No
2	Yes
96	Not Applicable
99	Unknown

Emergency Warning Equipment in Use

Indicates the use of emergency warning equipment in this vehicle, such as lights or sirens.

Emergency Warning Equipment in Use	
1	No
2	Yes
96	Not Applicable
99	Unknown

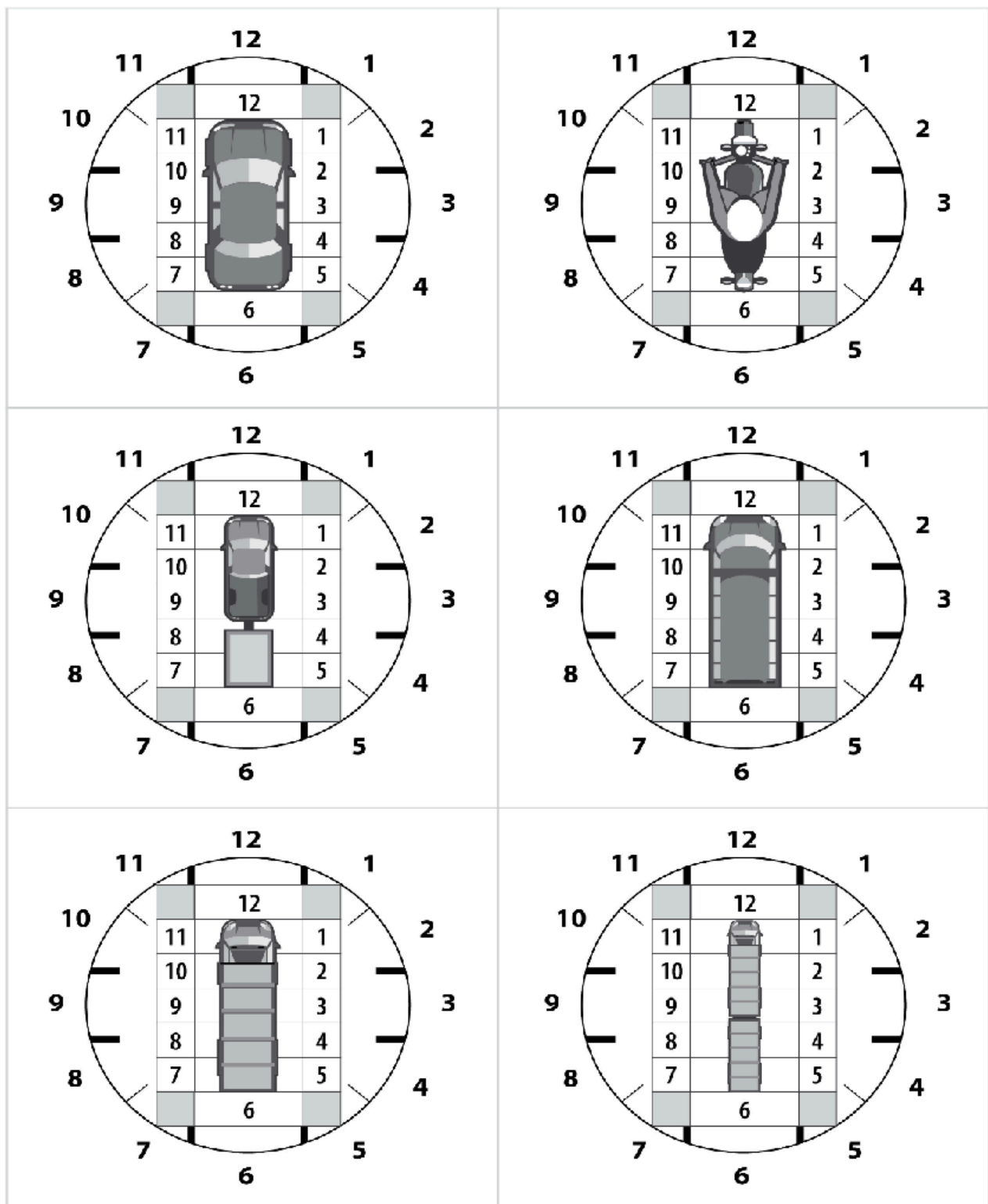
Transporting Non-Emergency Person(s) (e.g., patients, arrestees)

Indicates if the vehicle was transporting non-emergency people, such as patients or arrestees.

Transporting Non-Emergency Person(s) (e.g., patients, arrestees)	
1	No
2	Yes
96	Not Applicable
99	Unknown

Damaged Areas

Damage to the motor vehicle caused by the crash. These areas include the areas of the motor vehicle that received the initial impact and the area that was most damaged. The diagrams below illustrate the location of each coded area for different vehicle types.



Vehicle Area of Initial Impact

The area of the motor vehicle that received the initial impact in the crash. This information is useful in determining the direction of the initial forces involved in a crash.

Vehicle Area of Initial Impact	
0	Non-Collision
1	Clock Position 01 (Passenger Side Front)
2	Clock Position 02 (Passenger Side Door)
3	Clock Position 03 (Passenger Side)
4	Clock Position 04 (Passenger Side Rear Door)
5	Clock Position 05 (Passenger Side Rear)
6	Clock Position 06 (Rear)
7	Clock Position 07 (Driver Side Rear)
8	Clock Position 08 (Driver Side Rear Door)
9	Clock Position 09 (Driver Side)
10	Clock Position 10 (Driver Side Door)
11	Clock Position 11 (Driver Side Front)
12	Clock Position 12 (Front)
13	Top (roof)
14	Undercarriage
17	Cargo Loss or Object or Person Set-in-Motion
99	Unknown

Location of Damaged Area(s)

The area of the vehicle that received damage. This information is important when assessing the likelihood of receiving an injury for passengers sitting in different parts of the vehicle. Often, the area of initial impact and damaged area(s) can be the same. However, this is not always true.

Location of Damaged Area(s)	
0	No Damage
1	Clock Position 01 (Passenger Side Front)
2	Clock Position 02 (Passenger Side Door)
3	Clock Position 03 (Passenger Side Middle)
4	Clock Position 04 (Pass Side Rear Door)
5	Clock Position 05 (Passenger Side Rear)
6	Clock Position 06 (Rear)
7	Clock Position 07 (Driver Side Rear)
8	Clock Position 08 (Driver Side Rear Door)
9	Clock Position 09 (Driver Side Middle)
10	Clock Position 10 (Driver Side Door)
11	Clock Position 11 (Driver Side Front)
12	Clock Position 12 (Front)
13	Top (roof)
14	Undercarriage
99	Unknown

Vehicle Extent of Damage

Estimation of total damage to motor vehicles from the crash. Disabling damage implies damage to the motor vehicle that is sufficient to require the motor vehicle to be towed from the scene. Estimate the level of deformity sustained by this motor vehicle caused by the crash. This information is useful in estimating the forces involved in the crash and estimating the likelihood of injury for passengers in the motor vehicle.

No Damage – The vehicle did not sustain any damage as a result of this crash. Preexisting defects or maintenance conditions that may have contributed to the crash should be captured under CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE.

Minor Damage – Damage that does not affect the operation of or disable the motor vehicle.

Functional Damage – Damage that is not disabling but affects operation of the motor vehicle or its parts.

Disabling Damage – Damage that precludes departure of the motor vehicle from the scene of the crash in its usual daylight-operating manner after simple repairs. As a result, the motor vehicle had to be towed, carried from the crash scene, or assisted by an emergency motor vehicle.

Unknown – used when the extent of damage as a result of this crash not known

Vehicle Extent of Damage	
0	None
1	Minor Damage
2	Functional Damage
3	Disabling Damage
99	Unknown

Direction of Initial Vehicle Travel (before any turn or maneuver)

The direction of a motor vehicle's travel on the roadway before the crash. This field should reflect the direction of travel before any turn or maneuver.

North - heading northbound

South - heading southbound

East - heading eastbound

West - heading westbound

Off Roadway/Parked - Not within travel lane - on shoulder, roadside or outside trafficway.

Unknown - direction of travel is not known

Direction of Initial Vehicle Travel (before any turn or maneuver)
--

1	North
2	South
3	East
4	West
5	Off Roadway/Parked
99	Unknown

Vehicle Contributing Circumstances

Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash. Indicate any preexisting motor vehicle defects or maintenance conditions that may have contributed to the crash. If more than one condition exists, enter the one that most directly contributed to the crash.

None – This vehicle did not have any pre-existing defects or maintenance conditions that may have contributed to the occurrence or severity of the crash.

Brakes - used when any pre-existing defects or maintenance conditions of any part of the vehicle's brake system may have contributed to the occurrence or severity of the crash. The brake system slows or stops the rotation of the wheels. This includes the parking brake.

Steering – used when any pre-existing defects or maintenance conditions of any part of the vehicle's steering mechanism may have contributed to the occurrence or severity of the crash, including the tie rod ends, kingpins, power steering components, and ball joints.

Powertrain – used when any pre-existing defects or maintenance conditions of any part of the vehicle's powertrain components may have contributed to the occurrence or severity of the crash. Examples are universal joints, drive shaft, and transmission. This also includes engine, differential, and stuck throttles.

Suspension – used when any pre-existing defects or maintenance conditions of any part of the vehicle's suspension components may have contributed to the occurrence or severity of the crash. These include springs, shock absorbers, struts, and control arms.

Tires – used when any pre-existing defects (e.g., lost or losing re-tread) or maintenance conditions (e.g., one or more bald tires) of the vehicle's tires may have contributed to the occurrence or severity of the crash. If the contributing factor is of the wheel (e.g., a lug nut comes off), then use Wheels.

Exhaust System - used when any pre-existing defects or maintenance conditions of any part of the vehicle's exhaust system may have contributed to the occurrence or severity of the crash. The exhaust system describes a system of pipes that guide the vehicle's exhaust gases away from the engine. This includes the exhaust manifold, headers, muffler, catalytic converter, tailpipe, etc.

Headlights - used when any pre-existing defects or maintenance conditions of the vehicle's headlights may have contributed to the occurrence or severity of the crash.

Signal Lights - used when any pre-existing defects or maintenance conditions of the vehicle's signal lights may have contributed to the occurrence or severity of the crash.

Tail/Other Lights - used when any pre-existing defects or maintenance conditions of any other light (i.e., not the Headlights or Signal Lights) may have contributed to the occurrence or severity of the crash. This includes missing or inoperative taillights on the vehicle or trailer.

Windows or Windshield - used when any pre-existing defects or maintenance conditions of the windows or windshield may have contributed to the occurrence or severity of the crash, such as improper tinting or cracks.

Wheels – used when any pre-existing defects or maintenance conditions of the vehicle’s wheels may have contributed to the occurrence or severity of the crash, including the loss of lug nuts.

Truck Coupling, Trailer Hitch, or Safety Chains - used when any pre-existing defects or maintenance conditions of the vehicle’s truck coupling, trailer hitch, or safety chains may have contributed to the occurrence or severity of the crash. This includes a defective or improper trailer hitch.

Cargo/Equipment Loss or Shift – As a noncollision event in First Harmful Event or Most Harmful Event, the loss or shift would have to cause damage to the motor vehicle or occupants that is transporting the cargo/equipment or the cargo or equipment itself. If cargo/equipment is lost and strikes another vehicle that is a collision event. As a non-collision event in the Sequence of Events, a cargo/equipment loss or shift is not necessarily harmful. For example, the loss or release of the goods being transported from the cargo compartment of the truck, or the shifting off position of the load affecting its balance.

Mirrors - used when any pre-existing defects or maintenance conditions of the vehicle’s mirrors may have contributed to the occurrence or severity of the crash, including switches, wires, glass, sockets, heating elements, actuator, circuits, motors, etc.

Wipers - used when any pre-existing defects or maintenance conditions of the vehicle’s wipers may have contributed to the occurrence or severity of the crash, including the wiper blades, motor, switches, washer fluid, washer fluid hose, reservoir, pump, nozzle, connectors, etc.

Body or Doors - used when any pre-existing defects or maintenance conditions of the vehicle’s body or doors may have contributed to the occurrence or severity of the crash, including the panels mounted to the frame of the vehicle, trunk, hood, tailgate, rear doors of cargo vans, etc.

Safety Systems - used when any pre-existing defects or maintenance conditions of any part of the vehicle’s safety systems may have contributed to the occurrence or severity of the crash. This includes if the air bags failed to deploy or deployed inappropriately. Also, use this attribute for a seat belt failure, such as webbing that was excessively worn or came unlatched. Do NOT use this attribute for improper restraint use (see Indication of Misuse).

Other (explain in narrative) - used when pre-existing defects or maintenance conditions of any other part of the vehicle may have contributed to the occurrence or severity of the crash, including an electric vehicle battery, horn, defog system, air conditioner, heater, etc. If this attribute is used, explain the details in the narrative section of the crash report.

Unknown - used when it cannot be determined if the vehicle had any pre-existing defects or maintenance conditions that may have contributed to the occurrence or severity of the crash.

Vehicle Contributing Circumstances

0	None
1	Brakes
2	Steering
3	Power Train
4	Suspension
5	Tires
6	Exhaust
7	Headlights
8	Signal Lights
9	Tail Lights
11	Windows/Windshield
12	Wheels
13	Truck Coupling/Trailer Hitch/Safety Chains
14	Cargo
16	Mirrors
17	Wipers
18	Body, Doors, Hood
19	Safety Systems
97	Other*
99	Unknown

Vehicle Status Prior to Critical Event

Enter the appropriate code for the controlled maneuver for each motor vehicle prior to the beginning of the sequence of events.

Going Straight - used when this vehicle's path of travel was straight ahead without any attempted or intended changes. The coding of this attribute is not always dependent on the roadway alignment (e.g., a vehicle that travels straight in a curved roadway without any attempt by the driver to negotiate the curve).

Backing Up (other than for parking position) – used when this vehicle was intentionally traveling backwards within the trafficway. Vehicles backing into or from a driveway are included in this attribute. If the backward movement is unintentional (e.g., the vehicle rolls or drifts backward) do not use this attribute (use Other (explain in narrative)). Also, do not use this attribute if the vehicle was backing into or out of a parking space (see Entering a Parking Position or Leaving a Parking Position, respectively).

Changing Lanes – Shift from one traffic lane to another traffic lane while moving in the same direction.

Overtaking/ Passing Another Vehicle – used when this vehicle was traveling straight ahead and was in the process of passing or overtaking another vehicle on the left or right.

Turning Right - used when this vehicle was moving forward and turned right, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot, or intersection). Excludes situations where the vehicle was leaving a parking position (see Leaving a Parking Position).

Turning Left - used when this vehicle was moving forward and turned left, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot, or intersection). Excludes situations where the vehicle was leaving a parking position (see Leaving a Parking Position).

Making U-Turn – used when this vehicle was moving forward making a U-turn on the trafficway. Excludes situations where the vehicle was leaving a parking position (see Leaving a Parking Position).

Stopped – used when this vehicle was stopped (not moving) within the roadway portion of the trafficway (i.e., travel lanes). Examples include motor vehicles legally stopped for a stop sign or signal, motor vehicles stopped prior to initiating a turn, motor vehicles stopped in traffic due to a slowdown in traffic ahead, motor vehicles illegally stopped in a traffic lane (e.g., “double parked”), and disabled motor vehicles in the travel lane. A vehicle stopped in traffic may or may not have a driver and the vehicle’s engine may or may not be running.

Parked –ANSI D.16-2017 defines a parked motor vehicle as a motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and not located on the roadway (travel lanes). In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle is considered in-transport during periods when parking is forbidden. This attribute includes any stopped motor vehicle where the entirety of the vehicle’s primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway. To use this attribute, the MOTOR VEHICLE UNIT TYPE for this motor vehicle must be Parked Motor Vehicle.

Negotiating a Curve - used when this vehicle was continuing along a road that curved to the right or left. If the vehicle traveled straight in a curved roadway without any attempt by the driver to negotiate the curve, then use the attribute Going Straight.

Merging (other than from a parking position) - used when this vehicle was moving forward and merging from the left or right into a traffic lane (e.g., roadway narrows, exit or entrance ramps).

Decelerating – used when this vehicle was traveling straight ahead within the road portion of the trafficway and was decelerating.

Accelerating – used when this vehicle was traveling straight ahead within the road portion of the trafficway and was accelerating.

Leaving a Parking Position - used when this vehicle was entering the travel lane from a parking area adjacent to the traffic lanes (i.e., in the process of leaving the parking position). This attribute includes vehicles that were previously stopped or parked on the shoulder, roadside, median, etc. For vehicles backing from a driveway, use attribute Backing Up (other than for parking position).

Entering a Parking Position - used when this vehicle was leaving the travel lane to a parking area adjacent to the traffic lanes (i.e., in the process of parking). This attribute includes vehicles that are stopping or parking on the shoulder, roadside, median, etc. For a vehicle backing into a driveway use Backing Up (other than for parking position).

Lane Splitting or Filtering - Lane splitting is when a motorcycle travels between clearly marked lanes for traffic traveling in the same direction. Lane filtering is when a motorcycle travels between or next to stopped motor vehicles to get to the front of the queue (typically at a signalized intersection). This attribute takes precedence over all others for this element and is limited to MOTOR VEHICLE BODY TYPE CATEGORY attributes 2-Wheeled Motorcycle and Moped. For example, if a motorcycle was passing or overtaking another vehicle AND lane splitting or filtering, select Lane Splitting or Filtering.

Other (explain in narrative) – used when the controlled maneuver for this motor vehicle just prior to this vehicle’s involvement in the crash is something other than the listed attributes for this data element. If this attribute is used, explain the details in the narrative section of the crash report.

Unknown – used when controlled maneuver for this motor vehicle just prior to this vehicle’s involvement in the crash cannot be determined.

Vehicle Status Prior to Critical Event	
1	Going Straight
2	Backing Up (Other Than for Parking Position)
3	Changing Lanes
4	Overtaking/Passing
5	Turning Right
6	Turning Left
7	Making U-turn
10	Stopped in Traffic Lane
13	Parked
15	Negotiating a Curve
17	Merging (Other than from a Parking Position)
19	Decelerating
20	Accelerating
21	Leaving a Parking Position
22	Entering a Parking Position
23	Lane Splitting / Filtering
97	Other*
99	Unknown

Traffic Control Device

The type of traffic control device (TCD) applicable to the motor vehicle at the crash location. This needs to be collected at the scene because the presence of specific devices is better verified at the time of the crash. Important for ascertaining the use of various traffic control devices (TCD) and crashes, and identifying the need for upgraded TCDs at specific crash locations. These can include flashing signals, school zones, stop, yield warning, railway crossing signs/signals, etc.

No Traffic Controls – used if, at the time of the crash there was no intent to control (regulate or warn) vehicle traffic. Use the attribute No Traffic Controls when a traffic control is deactivated (e.g., traffic signal that emits no signals) during certain times of the day and was deactivated at the time of the crash. Also use the attribute No Traffic Controls for a traffic control that has just been installed and not yet activated.

Traffic Control Signal – Controls traffic movements by illuminating systematically, a green, yellow, or red light or by flashing a single-color light.

Flashing Traffic Control Signal - a traffic control signal that is flashing or a single-light flashing red or yellow.

Stop Sign – An eight-sided red sign with “STOP” on it, requiring motor vehicles to come to a full stop and look for on-coming traffic before proceeding with caution.

Yield Sign – Three-sided signs that require motor vehicles to give way to other vehicles.

Warning Sign (not railroad crossing) – a sign intended to warn traffic of existing or potentially hazardous conditions on or adjacent to a road. For railroad crossing warning signs, see the attribute Railroad Crossing Sign.

Person (e.g., flagger, crossing guard, law enforcement) - used when the directions of a traffic control person applied to this vehicle at the time of the crash. A traffic control person is an officially designated person (e.g., flagger, crossing guard, law enforcement), that is in the act of controlling both vehicular and non-motorist traffic. Person takes precedence over the entire list when a traffic control person and other traffic control devices are present.

Ramp Metering - Active - Is a traffic management technique that uses traffic signals at freeway on-ramps to control the frequency at which vehicles enter the freeway.

School Zone Sign or Device – signs or devices that change the speed limit on roads adjacent to schools on school days, give advance warning of a school, and/or warn of children crossing the road.

Lane Use Control Signal - used for lane control electronic devices (i.e., overhead lights or “X” indicating lane open or closed for rush hour lanes, bridges, or at tollbooths).

Work Zone Reduced Speed Limit - A “Work Zone” plaque may be mounted above a speed limit sign to emphasize that a reduced speed limit is in effect within a temporary traffic control zone. An “End Work Zone Speed Limit” sign may be installed at the end of the reduced speed limit zone. A “Fines Higher,” “Fines Double,” or “\$XX Fine” plaque may be mounted below the Speed Limit sign if increased fines are imposed for traffic violations within the temporary traffic control zone. Individual signs and plaques for work zone speed limits and higher fines may be combined into a single sign or may be displayed as an assembly of signs and plaques.

Cones, Barrels, or Other Channelizing Devices –devices to warn road users of conditions created by activities in or near the roadway and to guide road users. Includes cones, tubular markers, vertical panels, drums (barrels), barricades, and longitudinal channelizing devices. Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way.

Railroad Crossing Sign – includes the sign commonly identified as a crossbuck sign that requires road users to yield the right-of-way to rail traffic at a highway-rail grade crossing. Also use Railroad Crossing Sign for a crossbuck assembly with a YIELD or STOP sign on the crossbuck sign support. If the sign has flashing lights and/or other signals, use Railroad Flashing-Light Signal With Gates or Railroad Flashing-Light Signal Without Gates as appropriate. This attribute also includes railroad warning signs.

Railroad Flashing-Light Signal With Gates - a powered traffic control system that alerts road users of the approach or presence of rail traffic on at-grade crossings. These systems may include two- or four-quadrant gate systems, automatic gates, flashing-light signals, traffic control signals, actuated blank-out and variable message signs, or other traffic control devices. The signal need not be activated at the time of the crash.

Railroad Flashing-Light Signal Without Gates - a powered traffic control system that alerts road users of the approach or presence of rail traffic on at-grade crossings. These systems may include flashing-light signals, traffic control signals, actuated blank-out and variable message signs, or other traffic control devices. The signal need not be activated at the time of the crash.

Other Traffic Signal - used when the traffic control signal that best describes the traffic controls in this vehicle's environment just prior to this vehicle's involvement in this crash was something other than the listed traffic control signal attributes for this data element.

Unknown Traffic Signal - used when a known traffic control signal was in this vehicle's environment just prior to this vehicle's involvement in this crash, but the type of traffic control signal cannot be determined.

Traffic Control Device	
0	No Traffic Controls
1	Traffic Control Signal
2	Flashing Traffic Control Signal
3	Stop Sign
4	Yield Sign
5	Warning Sign (Not Railroad Crossing)
6	Person (including flagger, officer, crossing guard, etc.)
8	Ramp Metering - Active
9	School Zone - Inactive
10	School Zone - Active
13	Lane Use Control Signal
14	Work Zone Reduced Speed Limit
15	Construction Cones or Barrels
16	Railroad Crossing Sign
17	Railroad Flashing-Light Signal with Gates
18	Railroad Flashing-Light Signal without Gates
97	Other*
99	Unknown

Device Functioning

Identifies whether the traffic control device recorded for this vehicle in the data element TRAFFIC CONTROL DEVICE was functioning properly just prior to this vehicle's involvement in the crash.

No Controls – used when No Traffic Controls is selected for the data element TRAFFIC CONTROL DEVICE.

Device Functioning Properly - used when the device selected in TRAFFIC CONTROL DEVICE was functioning as designed at the time of the crash.

Device Not Functioning, Functioning Improperly, or Missing - used when the device selected in TRAFFIC CONTROL DEVICE was not functioning as designed or was missing at the time of the crash. Examples

include: signal burned out, sign knocked down, sign twisted, sign or signal obscured by vegetation, sign or signal missing, traffic control person not paying attention.

Unknown – used when it cannot be determined whether the device selected in TRAFFIC CONTROL DEVICE was functioning properly, not functioning, functioning improperly, or missing at the time of crash.

Device Functioning	
0	No Controls
1	Device Functioning Properly
2	Device Not Functioning or Device Functioning Improperly
99	Unknown

Roadway Description

Indication of whether or not the trafficway for this vehicle is divided and whether it serves one-way or two-way traffic. A divided highway is a facility that is continuously separated by either a barrier or a raised/depressed median between the opposing directions of traffic.

Two-Way, Not Divided - there is no median. Generally, medians are not designed to legally carry traffic. Any painted markings on the roadway less than 4 feet wide are not medians. Note: Although gores separate roadways, and traffic islands (associated with channels) separate travel lanes, neither is involved in the determination of trafficway division

Two-Way, Not Divided, with a Continuous Left-Turn Lane - the trafficway has a two-way left-turn lane positioned between opposing straight-through travel lanes. It is designed to allow left turns to driveways, shopping centers, businesses, etc., while at the same time providing a separation of opposing straight-through travel lanes.

Two-Way, Divided, Unprotected Median - the trafficway is physically divided; however, the division is unprotected (e.g., vegetation, gravel, paved medians, trees, water, embankments, painted medians greater than 4 feet, and ravines that separate a trafficway

Two-Way, Divided, Positive Median Barrier - the traffic is physically divided, and the division is protected by any concrete, metal, or other type of longitudinal barrier

One-Way Trafficway - the trafficway is undivided and traffic flows in one direction.

Parking Lot Aisle or Stall - areas reserved primarily for parked road vehicles and aisles are areas used primarily for vehicular access to parking stalls. Parking lot aisles are not trafficways

Quasi-public Road or Parking Lot Way - privately owned but open to the public for use, such as parking at a shopping center or driving on a private road within a residential development that is used by the general public.

Not Applicable (not on roadway) - outside travel lane

Roadway Description	
1	Two-Way, Not Divided
2	Two-Way, Not Divided With a Continuous Left Turn Lane
3	Two-Way, Divided, Unprotected Median (e.g., grass, vegetation, painted > 4', flush, curb)
4	Two-Way, Divided, Positive Median Barrier (e.g., guardrail, cable barrier, concrete barrier)
5	One-Way
6	Parking Lot Aisle or Stall
7	Quasi-public Road or Parking Lot Way
96	Not Applicable (not on roadway)
99	Unknown

Number of Open Lanes in Vehicle's Environment

Total number of open lanes in this motor vehicle's environment, just prior to this vehicle's involvement in the crash, including through lanes, turn lanes, acceleration or deceleration lanes, HOT or HOV lanes, or any other lanes.

Complete this element for all motor vehicles. Count all open lanes in this vehicle's environment.

If turn bays, acceleration, deceleration, or center two-way left turn lanes exist and are physically located within the cross section of the roadway, and these lanes are the most representative of the vehicle's environment just prior to the vehicle's involvement in the crash, then they are to be included in the number of lanes.

If traffic flows in both directions without a median or separator (e.g., centerline, two-way left turn lane, rural road without lane lines), count the number of lanes in both directions. If the trafficway has a median, separator, or channel dividing the traffic flow, count only the number of lanes for the portion on which this vehicle was traveling.

Because a channelized lane is separated, it should not be included unless it is preceded by a turn bay or turn lane and this bay or lane is felt to be most representative of the vehicle's environment just prior to its critical event.

Number of Open Lanes in Vehicle's Environment	
	Enter number of lanes
0	Non-Trafficway (e.g., parking lot, private driveway)
99	Unknown

Horizontal/Roadway Alignment

The horizontal layout and inclination characteristics of the roadway in the direction of travel for this vehicle.

Going Straight - used when this vehicle's path of travel was straight ahead without any attempted or intended changes. The coding of this attribute is not always dependent on the roadway alignment (e.g., a vehicle that travels straight in a curved roadway without any attempt by the driver to negotiate the curve).

Curve Left – used when the roadway on which this vehicle was traveling curved to the left just prior to the vehicle's involvement in this crash.

Curve Right - used when the roadway on which this vehicle was traveling curved to the right just prior to the vehicle's involvement in this crash.

Non-Trafficway or Driveway Access - used when this vehicle was not on a trafficway or was in a driveway access prior to this vehicle's involvement in this crash.

Unknown – used when the roadway alignment (i.e., straight, curve left, or curve right) on which this vehicle was traveling just prior to the vehicle's involvement in this crash cannot be determined.

Horizontal Alignment	
1	Straight
3	Curve Left
4	Curve Right
5	Non-Trafficway or Driveway Access
99	Unknown

Roadway Grade/Vertical Alignment

The Vertical layout and inclination characteristics of the roadway in the direction of travel for this vehicle.

Level - used when the roadway on which this vehicle was traveling was neither uphill nor downhill just prior to this vehicle's involvement in this crash.

Hillcrest – used when the roadway on which this vehicle was traveling was the top of a hill just prior to this vehicle's involvement in this crash.

Sag (bottom) – used when the roadway on which this vehicle was traveling was the bottom of a hill just prior to this vehicle's involvement in this crash.

Uphill – used when the roadway on which this vehicle was traveling was ascending just prior to this vehicle's involvement in this crash.

Downhill – used when the roadway on which this vehicle was traveling was descending just prior to this vehicle's involvement in this crash.

Non-Trafficway or Driveway Access - used when this vehicle was not on a trafficway or was in a driveway access just prior to this vehicle's involvement in this crash.

Unknown - used when the roadway grade (i.e., level, uphill, hillcrest, downhill, or sag) on which this vehicle was traveling just prior to this vehicle's involvement in this crash cannot be determined.

Vertical Alignment	
1	Level
3	Hillcrest
4	Sag (bottom)
5	Uphill
6	Downhill
7	Non-Trafficway or Driveway Access
99	Unknown

Posted Speed

Authorized speed limit for the motor vehicle at the time of the crash. The speed limit may be indicated by a regulatory speed limit sign.

Posted Speed	
5	5 MPH
10	10 MPH
15	15 MPH
20	20 MPH
25	25 MPH
30	30 MPH
35	35 MPH
40	40 MPH
45	45 MPH
50	50 MPH
55	55 MPH
60	60 MPH
65	65 MPH
70	70 MPH
75	75 MPH
80	80 MPH
96	Not Applicable
99	Unknown

Vehicle Posted Advisory Speed

If there is a warning sign with a posted advisory speed (such as for curves, construction, etc,) enter the advisory speed in the vehicle posted advisory speed field for each vehicle.

Vehicle Posted Advisory Speed	
5	5 MPH
10	10 MPH
15	15 MPH
20	20 MPH
25	25 MPH
30	30 MPH
35	35 MPH
40	40 MPH
45	45 MPH
50	50 MPH
55	55 MPH
60	60 MPH
65	65 MPH
70	70 MPH
75	75 MPH
80	80 MPH
96	Not Applicable
99	Unknown

Vehicle Estimated Travel Speed

Enter the estimated speed the vehicle was traveling prior to the occurrence of the crash

Vehicle Estimated Impact Speed

Enter the estimated speed of each vehicle at impact. This speed may or may not be the same as the Estimated Travel Speed. The speed will depend upon many factors including any attempts to brake or swerve.

Vehicle Speed Estimated By

Identify the person who estimated the travel and impact speed.

Vehicle Speed Estimated By	
0	None
1	Officer
2	Driver
3	Passenger
4	Witness
5	Crash Reconstruction

Sequence of Events

The events, in sequence, **related to the motor vehicle (NOT DRIVER)**, including both non-collision and collision events.

The sequence of events field is used to describe what occurred during the crash. In order to account for the complex scenarios, you may enter up to four events per vehicle. If there are more than four events, record the four most significant events. The sequence of events codes are grouped into three categories: non-collision (i.e. ran-off road and rollover), collisions with non-fixed objects (i.e. motor vehicle vs. motor vehicle and motor vehicle pedestrian), and collisions with fixed objects (i.e. light poles and trees).

First Crash Event

This is the first event of the chain of events that took place during a crash. (How did the crash start?)

Second Crash Event

This is the second event of the chain of events that took place during the crash. Enter the two-digit code, indicating the most appropriate code from the list below. If there is not a second event, enter 96 (not applicable).

Third Crash Event

This is the third event of the chain of events that took place during the crash. Enter the two-digit code, indicating the most appropriate code from the list below. If there is not a third event, enter 96 (not applicable).

Fourth Crash Event

This is the fourth event of the chain of events that took place during the crash. Enter the two-digit code, indicating the most appropriate code from the list below. If there is not a fourth event, enter 96 (not applicable).

Sequence of Event	
7	Overturn/Rollover
8	Cargo/Equipment Loss, Shift, or Damage (harmful)
9	Jackknife (harmful to this vehicle)
10	Fire/Explosion
11	Immersion, Full or Partial
12	Vehicle Occupant Fell/Jumped From Motor Vehicle
13	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
14	Injured in Vehicle (Non-Collision)
15	Gas Inhalation
19	Other Non-Collision*
20	Collision With Other Motor Vehicle in Transport
21	Collision With Parked Motor Vehicle
22	Pedestrian
23	Pedalcycle

24	Other Non-Motorist*
25	Live Animal - Wild
26	Live Animal - Domestic
27	Work Zone/Maintenance Equipment
28	Freight Rail
29	Light Rail
30	Passenger Heavy Rail
32	Debris or object on road or airborne from active/recent crash
33	Debris or object on road
34	Airborne debris or object
35	Ridden Animal or Animal Drawn Conveyance
36	Collision With Working Motor Vehicle (Highway Construction, Maintenance, Utility Only)
37	Unknown Object Not Fixed
38	Guardrail End Treatment
39	Other Non-Fixed Object*
40	Guardrail Face
41	Concrete Barrier
42	Cable Barrier
43	Impact Attenuator/Crash Cushion
44	Guardrail End Section
45	Concrete Sloped End Section
46	Cable Barrier End Section
48	Bridge Rail
49	Bridge Pier or Support
50	Bridge Overhead Structure
51	Traffic Sign Support
52	Delineator Post
53	Other Post, Pole or Support
54	Utility Pole/Light Support
55	Traffic Signal Support
56	Culvert
57	Ditch
58	Embankment
59	Snowbank
62	Fence
63	Curb
64	Fire Hydrant
65	Mailbox
66	Building
67	Utility Box

68	Other Traffic Barrier*
69	Other Fixed Object*
70	Tree (Standing Only)
71	Shrubbery
72	Boulder
73	Ground
74	Wall
75	Unknown Fixed Object
76	Harmful Event, Details Not Reported
80	Crossed Centerline
81	Crossed Median
82	End Departure (T-intersection, dead-end, etc.)
83	Downhill Runaway
84	Equipment Failure (blown tire, brake failure, etc.)
85	Ran Off Road Left
86	Ran Off Road Right
87	Reentering Roadway
88	Separation of Units
90	Vehicle Went Airborne
91	Ran Off Roadway – Direction Unknown
92	Non-Harmful Swaying Trailer/Jackknife
93	Cargo/Equipment Loss or Shift (non-harmful)
96	Not Applicable (used only to fill unused box(es))
99	Unknown

Most Harmful Event for Vehicle

Vehicle event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

The following codes will be used for the First Event, Second Event, Third Event, Most Harmful Event and First Harmful Event of the Crash.

Rollover or Overturn – used when a motor vehicle rotates (rolls over) at least one quarter turn onto its side or end. For motorcycles, laying the motorcycle down on its side is sufficient to use this attribute as a harmful event if damage or injury is produced.

Cargo or Equipment Loss, Shift, or Damage (harmful) – refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, causing damage and/or injury to the vehicle, its occupants, its parts, trailing unit, or the cargo itself. Harm can be measured in loss of monetary value from unrecoverable cargo loss as well as physical damage. For example: (1) A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window. (2) Unsecured cargo shifts inside a box truck and bursts through the wall of the trailer. (3) Pallets of beehives on a flatbed truck fall off the truck on a sharp curve causing the hives to open and the bees to fly away. Do not use this attribute if the cargo or

equipment loss or shift on its own does not cause damage or injury (i.e., not a harmful event). Instead, see the non-harmful event Cargo or Equipment Loss or Shift (non-harmful). For example, a cargo tank driver swerves or over-corrects causing liquid in the tank to slosh and overtake vehicle control causing the vehicle to rollover. In this case, the cargo shift was not harmful on its own, but led to the harmful event Rollover or Overturn.

Jackknife (harmful to this vehicle) – a condition that occurs to a combination vehicle while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer (or trailers) yaws from its normal straight-line path behind the power unit, striking the power unit, or other trailers, causing damage to the power unit or trailer. Jackknife (harmful to this vehicle) should only be coded as a harmful event if there is clear indication of damage to the jackknifed vehicle or injury to its occupants caused by the jackknife. If the jackknife was not harmful to this vehicle, see attribute Non-Harmful Swaying Trailer or Jackknife.

Fire or Explosion – a fire or explosion that was the cause or result of the crash. A fire or explosion is a non-collision harmful event.

Immersion, Full or Partial – occurs when a motor vehicle enters a body of water and results in injury or damage. This attribute would also be used if the vehicle came to rest in water and the depth cannot be ascertained.

Vehicle Occupant/Fell or Jumped From Motor Vehicle – used when an occupant of this vehicle falls or jumps (not suicide) from the vehicle causing injury. For example, an occupant of a motor vehicle in-transport leans against the car door, it opens, and the occupant falls out; or a person riding on a vehicle's exterior (hood, roof, running board, etc.) falls or jumps, and is injured by the fall. If an occupant falls or jumps from a vehicle and is struck by that vehicle, use this attribute.

Pavement Surface Irregularity (ruts, potholes, grates, etc.) - used when the surface irregularity is on a paved surface. Other examples include indication of contact with a dip, depression, low spot, trough, etc. If the impact is with a surface irregularity not on a paved surface, use Ground. For a vehicle that “bottoms out” on the paved surface (causing damage) due to speed, but not because of a pavement surface irregularity, use the attribute Other Non-Collision.

Injured in Vehicle (Non-Collision) - is used when an occupant is injured during an unstabilized situation without a collision, excluding cargo/equipment loss or shift.

Gas Inhalation - includes injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

Other Non-Collision – a non-collision event not captured by other non-collision event attributes. For example, driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, an unbelted passenger hits their head on the roof of a vehicle and is injured when the vehicle travels over a sharp dip in the road, situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in-transport.

Collision with Other Motor Vehicle In-Transport – A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, “in-transport” refers to being in motion or on a roadway (travel lanes). Includes: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.

Collision with Parked Motor Vehicle – ANSI D.16-2017 defines a parked motor vehicle as a motor vehicle

not in-transport, other than a working motor vehicle, that is not in motion and not located on the roadway (travel lanes). In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle is considered in transport during periods when parking is forbidden. This attribute includes any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway.

Pedestrian/Pedalcycle/Other Non-Motorist* – Any person who is not an occupant of a motor vehicle. This includes pedestrians, bicyclists, other cyclists, and occupants of non-motor vehicle transport devices.

Live Animal Wild/Domestic– used for collisions with domesticated or wild live animals that are not themselves being used as transportation or to draw a wagon, cart, or other transport device. Use Live Animal if it cannot be determined if the struck animal is alive, dead, or if it was being ridden or drawing a transport device. If the animal was deceased prior to the crash, then use Other Object (not fixed).

Work Zone/Maintenance Equipment - A vehicle not intended for highway transport being used for construction, maintenance or utility work related to the trafficway. The “work” may be located within open or closed portions of the trafficway, and the vehicle performing these activities can be within or outside the trafficway. Examples of working vehicles include: asphalt/steam roller paving or flattening a roadway, a highway maintenance crew painting lane lines on the road or mowing grass, a street sweeping vehicle, and a utility truck performing maintenance on power lines along the roadway.

Freight Rail - any private way reserved primarily for land vehicles moving persons or property from one place to another on rails.

Light Rail - any motorized railway vehicle.

Passenger Heavy Rail - any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

Debris or object on road or airborne from active/recent crash - Object(s) in the roadway or airborne such as cargo or vehicle parts that came from another vehicle immediately involved in the same or a proximate crash.

Debris or object on road - Object(s) in the roadway that may have contributed to the crash, such as cardboard boxes, trash, or vehicle parts. Not used when the debris is from an active or proximate crash

Airborne debris or object- Any object or substance that becomes airborne and subsequently strikes a vehicle, leading to damage or a potential crash. For example trash, tools, tire treads, construction materials, or cargo that isn't securely tied down. Other examples may be traffic signs or light poles. Tree branches or rocks can also be blown onto the road and become a debris hazard. Not used when the debris is from an active or proximate crash.
- *rephrased from Novic Law Group*

Ridden Animal or Animal-Drawn Conveyance - used for any type of animal being ridden at the time of the crash or any device being drawn by an animal (e.g., wagon, carriage, sleigh).

Collision with Working Motor Vehicle (Highway Construction Maintenance, Utility Only) – ANSI D.16-2017 defines a working motor vehicle as a motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. The “work” may be located within open or closed portions of the trafficway, and the vehicle performing these activities can be within or outside the trafficway

boundaries. A working motor vehicle at the time of the unstabilized situation is not considered “in-transport.”

Unknown Object Not Fixed - used when the event involves an object that is known to be not fixed but the specific object cannot be determined.

Guardrail End – the end of the guardrail, with or without treatment.

Other Object (not fixed) – used when a motor vehicle in-transport strikes a non-fixed object that is known NOT to have been the cargo or part of another motor vehicle in transport, or when it is UNKNOWN whether the object was the cargo or part of another motor vehicle in-transport (i.e., objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider, downed tree limbs or power lines, or debris from a prior crash).

Guardrail Face – surface area of the guardrail other than the end. Its function is to redirect the vehicle back onto the roadway.

Concrete Barrier – longitudinal traffic barrier constructed of concrete and located on the outside of the road surface, in a median, or in gore areas. This includes all temporary concrete barriers regardless of location (e.g., temporary barrier on a bridge being used to control traffic during bridge repair or construction).

Cable Barrier – flexible barrier system that uses several cables typically supported by steel posts. These can be used on the roadside or as a median barrier. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.

Impact Attenuator/Crash Cushion – a device for controlling the absorption of energy released during vehicle collision (crash cushion). Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include barrels filled with water or sand, and plastic collapsible structures.

Guardrail End Section - The end of the guardrail.

Concrete Sloped End Section- A concrete end section is a precast or cast in place tapered slope primarily used at the end of a concrete barrier run. The purpose is to reduce the impact forces that would be brought on by leaving a blunt end. - *Clint McCleery, Barrier and Attenuation Specialist, UDOT*

Cable Barrier End Section - component of a high-tension cable barrier system used on roadways. It is located at the ends of a cable barrier run and plays a vital role in the system's ability to safely redirect vehicles and prevent hazardous crossover collisions.

Bridge Rail (includes parapet) – barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians, or other users.

Bridge Pier or Support – support for a bridge structure including the ends (abutments).

Bridge Overhead Structure – any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck.

Traffic Sign or Support – used when the post supporting a traffic sign, or the sign itself, is hit by a motor vehicle in-transport. This includes mile marker posts and elevated signs.

Delineator Post - a traffic safety device, typically a vertical pole, used to guide traffic and mark road edges or hazards.

Other Post, Pole, or Other Supports – used for posts other than traffic signs, traffic signals, utility poles, or light supports (e.g., reflectors on poles alongside of roadway, parking meters, flag poles). For mailbox posts, use Mailbox. For fence posts, use Fence.

Utility Pole or Light Support – constructed for the primary function of supporting an electric line, telephone line, or other electrical or electronic transmission line or cable. This includes the support poles for roadway lighting.

Traffic Signal or Support – used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport. Use Traffic Signal or Support for a railroad crossing arm or gate.

Culvert – used when the vehicle strikes a manmade drain or channel crossing under a road, sidewalk, etc., resulting in injury or damage.

Ditch – used when the vehicle strikes a trench used for drainage purposes, resulting in injury or damage. A ditch ends where a culvert begins and resumes on the opposite side of the culvert.

Embankment – used when the vehicle strikes a raised structure to hold back water, to carry a roadway, or the result of excavation or washout (including erosion) that may be faced with earth (or rock, stone, or concrete), resulting in injury or damage. An Embankment can usually be differentiated from a Wall by its incline, whereas a wall is usually vertical. However, there are exceptions to this, such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout.

Snowbank - used when snowfall and/or road plowing creates essentially fixed barriers of snow and/or ice that are not snow-covered earth or rock embankments.

Fence - a barrier constructed to prevent escape or intrusion or to mark a boundary. A fence can be made of wood, metal, stone, etc., and includes the fence posts and gates.

Curb – used when the vehicle strikes a raised edge or border to a roadway, resulting in injury or damage. Curbs may be constructed of concrete, asphalt, or wood and typically have a face height of less than 9 inches.

Fire Hydrant - the roadside device used by fire departments to provide water for fighting fires. Usually made of steel, these devices are also referred to as fire plugs or fire standpipes in some areas.

Mailbox - a residence or business mail or newspaper box including the post. A cluster of mailboxes is included in this attribute. This attribute does not include USPS mailboxes, which are typically blue and are for general public use. For a USPS mailbox, use the attribute Other Fixed Object.

Building – roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.

Utility Box - a container, often found outdoors, that houses and protects various utility-related equipment.

Other Traffic Barrier – longitudinal barriers other than guardrails, concrete traffic barriers, or cable barriers.

They may be composed of material such as wood or rock.

Other Fixed Object – used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes. This attribute excludes

Tree (standing only) – Tree is upright and in the ground. A standing tree is a fixed object as opposed to a fallen tree that is a moveable object.

Shrubbery - vegetation usually of a woody multi-stemmed variety and in most instances is low growing rather than tall. May also be called bushes. Some common examples are boxwood, hawthorn, and mountain laurel.

Boulder - a rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact. It may be considered as a fixed object.

Ground - used when the impact is with an earthen or paved surface off this vehicle's roadway. For example, free falls or vaults from the road surface to the ground. If the impact is with a surface irregularity (e.g., ruts, potholes) not on a paved surface, use Ground. If the impact is with a pavement surface irregularity, use Pavement Surface Irregularity (ruts, potholes, grates, etc.). Ground should not be used when the harmful event is Rollover or Overturn.

Wall - primarily vertical structure composed of concrete, metal, timber, or stone that is not part of a Building or a Fence but typically is used for retaining earth, abating noise, and separating areas. Also included as Wall are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wingwalls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wingwalls should be coded as Bridge Pier or Support.

Unknown Fixed Object - used when the event involves an object that is known to be fixed but the specific object cannot be determined.

Harmful Event, Details Unknown - a harmful event occurred, but the classification (non-collision, collision with a motor vehicle, fixed object, or non-fixed object) was unknown.

Road Vehicle on Rails - Road Vehicle on Rails - any land vehicle on rails designed to operate primarily within a trafficway. Includes: Streetcar, trolley, or light rail operating on trafficway. Excludes: Railroad trains, railroad maintenance vehicles operating on rails, or streetcar, trolley, or light rail operating on a private way.

Unknown - used when the most harmful event details are unknown.

Most Harmful Event	
7	Overturn/Rollover
8	Cargo/Equipment Loss, Shift, or Damage (harmful)
9	Jackknife (harmful to this vehicle)
10	Fire/Explosion
11	Immersion, Full or Partial
12	Vehicle Occupant Fell/Jumped From Motor Vehicle
13	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
14	Injured in Vehicle (Non-Collision)

15	Gas Inhalation
19	Other Non-Collision*
20	Collision With Other Motor Vehicle in Transport
21	Collision With Parked Motor Vehicle
22	Pedestrian
23	Pedalcycle
24	Other Non-Motorist*
25	Live Animal - Wild
26	Live Animal - Domestic
27	Work Zone/Maintenance Equipment
28	Freight Rail
29	Light Rail
30	Passenger Heavy Rail
32	Debris or object on road or airborne from active/recent crash
33	Debris or object on road
34	Airborne debris or object
35	Ridden Animal or Animal Drawn Conveyance
36	Collision With Working Motor Vehicle (Highway Construction, Maintenance, Utility Only)
37	Unknown Object Not Fixed
38	Guardrail End Treatment
39	Other Non-Fixed Object*
40	Guardrail Face
41	Concrete Barrier
42	Cable Barrier
43	Impact Attenuator/Crash Cushion
44	Guardrail End Section
45	Concrete Sloped End Section
46	Cable Barrier End Section
48	Bridge Rail
49	Bridge Pier or Support
50	Bridge Overhead Structure
51	Traffic Sign Support
52	Delineator Post
53	Other Post, Pole or Support
54	Utility Pole/Light Support
55	Traffic Signal Support
56	Culvert
57	Ditch
58	Embankment
59	Snowbank

62	Fence
63	Curb
64	Fire Hydrant
65	Mailbox
66	Building
67	Utility Box
68	Other Traffic Barrier*
69	Other Fixed Object*
70	Tree (Standing Only)
71	Shrubbery
72	Boulder
73	Ground
74	Wall
75	Unknown Fixed Object
76	Harmful Event, Details Not Reported
77	Road Vehicle On Rails
99	Unknown

Hit and Run

This element refers to cases where a vehicle is a contact vehicle in the crash and does not stop to render aid (this can include drivers who flee the scene on foot). It does not matter whether the hit-and-run vehicle was striking or struck. The hit-and-run vehicle(s) is (are) the one(s) that “departed prior to investigation by the police,” or that vehicle which was “abandoned” at the scene when its occupant(s) fled from the area.

No - used if there is no reason to believe a hit-and-run occurred involving this vehicle or its driver.

Yes, Car and Driver Left Scene - used when it has been determined that this vehicle’s driver left the scene with their vehicle.

Yes, Driver Left Scene - used when it has been determined that this vehicle’s driver left the scene without their vehicle.

Hit and Run	
1	No
3	Yes, Car and Driver Left Scene
4	Yes, Driver Left Scene

Vehicle Estimated Damage

Use for each vehicle involved in the crash. It is important to note that any vehicles being towed or carried on another vehicle such as a truck or flatbed trailer would be considered cargo and not classified as vehicles. Enter the code that best describes your estimate of the damage to each vehicle. If the vehicle was not damaged, mark

“No Damage”.

Vehicle Estimated Damage	
0	No Damage
1	\$1-\$2499
2	\$2500 or more

Towed Status

This data element describes the mode in which the vehicle left the scene of the crash. Towing includes vehicles carried from the scene on a flatbed tow truck. If the vehicle is a combination vehicle (power unit and at least one trailer), the power unit and/or trailer(s) are considered when determining tow status. If the available information indicates the power unit, or trailer of a combination unit, sustained enough damage to require towing, consider this vehicle as towed due to damage.

Not Towed - used when this vehicle was not removed from the scene of this crash by tow truck or other vehicle.

Towed - used when this vehicle has been removed from the scene of this crash by tow truck or other vehicle. Pulling a vehicle out of a ditch by itself does not justify the use of this attribute. For example, if a vehicle was removed from a ditch and was then driven away, use Not Towed.

Unknown – used when it cannot be determined how this vehicle was removed from the scene of the crash.

Towed Status	
1	Not Towed
5	Towed
99	Unknown

Commercial Vehicles

For the purposes of crash reporting, the term “commercial vehicle” means any vehicle involved in a crash with one or more of the following:

- a truck having a GCWR of 10,001 or more pounds; OR
- a vehicle displaying a hazardous material placard; OR
- a vehicle designed to transport 9 or more people, including driver; OR AND
- a fatality; OR
- an injury requiring transportation for immediate medical attention; OR
- a vehicle was disabled requiring a tow away from the scene

Commercial Vehicles are regulated by Utah Department of Transportation and the Federal Motor Carrier Safety Administration (FMCSA)

Commercial Vehicle	
1	No

2	Yes
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Vehicle Owner and Address

Enter the name and address of the registered owner.

Vehicle Owner and Address	
	Name
	Address Line 1
	Address Line 2
	City
	State
	Zip Code
	Country

Total Occupants in Motor Vehicle

The total number of injured and uninjured occupants in this motor vehicle involved in the crash, including people in or on the motor vehicle at the time of the crash.

Total Occupants in Motor Vehicle	
	Total number of injured and uninjured occupants including the driver
99	Unknown

Roadway Surface Condition

The roadway surface condition at the time and place of a crash.

Dry - used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash was free from moisture or liquid. A road made of sand or dirt would be coded as Dry under normal conditions, not Sand, or Mud, Dirt, or Gravel.

Wet - used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash was wet from rain or melted snow. If the water was standing or moving, see Water (standing or moving).

Snow - used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash was covered with snow.

Slush – used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash had accumulated snow or ice that had partially melted.

Ice or Frost - used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash had frozen water on it.

Water (standing or moving) - used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash was covered with standing or moving water. This includes flooding. If the surface was wet, without standing or moving water, see Wet.

Mud, Dirt, or Gravel - used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash had mud, dirt, or gravel on it. Do not use this attribute to describe the surface type of the roadway by design (see Dry).

Oil - used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash had oil on it (including fuel spilled on the roadway).

Sand - used when the roadway surface on which this vehicle was traveling just prior to this vehicle's involvement in this crash had sand on the roadway as a result of sand blown by wind or sand discharged on the roadway by highway trucks. Do not use this attribute to describe the surface type of the roadway by design (see Dry).

Other - used when the roadway surface conditions on which this vehicle was traveling is not described by any of the other attributes for this data element.

Unknown - used when the roadway surface condition on which this vehicle was traveling cannot be determined just prior to this vehicle's involvement in this crash.

Roadway Surface Condition	
1	Dry
2	Wet
3	Snow
4	Slush
5	Ice/Frost
6	Water (standing, moving)
7	Mud
9	Oil
10	Dirt
11	Gravel
12	Sand
97	Other*
99	Unknown

Vehicle Underride / Override

Indicates whether this vehicle experienced an underride or override with another vehicle during the crash. An underride refers to a motor vehicle sliding under another motor vehicle during a crash. An override refers to a motor vehicle riding up over another motor vehicle during a crash. Either can occur with a parked or working motor vehicle.

No Underride or Override - used when: In a multi-vehicle crash, this vehicle does not underride or override any other motor vehicle in the crash. In a multi-vehicle crash, this vehicle does not have a vehicle-to-vehicle collision event (i.e., SEQUENCE OF EVENTS attributes for this motor vehicle do not include Motor Vehicle In-Transport, Parked Motor Vehicle, or Working Motor Vehicle).

Underride - used when this motor vehicle traveled or was pushed under another motor vehicle (including a parked or working motor vehicle) during the crash. This attribute is also used for this motor vehicle when another motor vehicle passes over it. An example of an underride is a passenger vehicle striking the rear end or the side of a truck-tractor with a semi-trailer attached and coming to a stop under the trailer. In this example, the passenger vehicle is the underriding vehicle and the truck-tractor with a semi-trailer attached is overriding. Underride events can occur at any plane of contact and at any angle. It is possible in an underride for a motor vehicle to pass under the other motor vehicle and emerge from the other side.

Override - used when this motor vehicle traveled or rode up over another motor vehicle (including a parked or working motor vehicle) during the crash. This attribute is also used for this motor vehicle when another motor vehicle passes under it. An example of an override is a truck-tractor with a semi-trailer attached striking the front end or rear end of a passenger vehicle and coming to a stop on top of it. In this example, the truck-tractor with a semi-trailer attached is the overriding vehicle, and the passenger vehicle is the underriding vehicle.

Not Applicable - used when: In a single vehicle crash, an underride or override cannot occur (i.e., underride or override events require two vehicles).

Unknown - used when this vehicle has at least one vehicle-to-vehicle collision event (i.e., SEQUENCE OF EVENTS attributes for this vehicle include Motor Vehicle In Transport, Parked Motor Vehicle, or Working Motor Vehicle) and it is unknown if an underride or override occurred for this vehicle.

Vehicle Underride / Override	
0	No Underride or Override
1	Underride
2	Override
96	Not Applicable
99	Unknown

Fire Occurrence

Identifies whether a fire in any way related to the crash occurred in this vehicle.

No – used when there is no indication that this vehicle sustained fire damage. If it cannot be determined that a fire occurred in the vehicle as a result of the crash, select No.

Yes – used when there is indication that this vehicle sustained fire damage. In a multivehicle crash where a fire occurs, only the vehicles sustaining fire damage should be coded as Yes. Fires that begin in a vehicle before the first impact may be coded Yes. In this case, if fire damage is produced, Fire or Explosion would be the FIRST

HARMFUL EVENT. If the MOST HARMFUL EVENT FOR THIS MOTOR VEHICLE is Fire or Explosion, or a fire in the vehicle is produced by damage in the crash, then select Yes.

Fire Occurrence	
1	No
2	Yes

Related Factors - Vehicle Level

Records factors related to this vehicle to identify and track ongoing or emerging issues associated with these vehicle characteristics.

None – used when none of the related factors are applicable for this vehicle.

Vehicle Being Pushed by Non-Motorist - used when this vehicle was being pushed by a non-motorist with or without a driver at the controls.

Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities - used when this vehicle is an official law enforcement, fire, or EMS vehicle performing some work function related to working at the scene of an emergency or acting as traffic control. The vehicle does not need to be occupied at the time of the crash. Examples:

- Police car, fire truck, or ambulance at the scene of a crash,
- Fire truck at the scene of a fire,
- Police car leading or trailing a convoy for a funeral,
- Police car blocking the entrance to a parade route, or
- Police car at a check point or work zone.

Other Working Vehicle (not construction, maintenance, utility, police, fire, or EMS vehicle) - used when this vehicle is performing some other work activity at the time it was involved in the crash. The vehicle does not need to be occupied at the time of the crash. Examples:

- Garbage truck picking up trash,
- Personal pickup truck with a snow blade plowing snow,
- UPS or postal vehicle stopped in the roadway while making a delivery,
- Food delivery vehicle making a delivery, or
- Personal vehicle making a delivery.

Reconstructed or Altered Vehicle - used when this vehicle was either (1) not constructed by an original vehicle manufacturer or (2) is constructed by an original vehicle manufacturer but is significantly altered in some way with aftermarket modifications. These vehicles may or may not have a standard VIN, or the State

may issue a number in place of the VIN for their registration. For a vehicle that has been modified with adaptive equipment for an operator with a disability or for other reasons such as mail carriers, driving instructors, etc., use Adaptive Equipment. Examples:

- The addition of enhanced performance engine chips or accessories,
- Two vehicles are combined into one,
- Significant altering of suspension system (e.g., “monster trucks” or “low riders”),
- Hydraulic systems or tilted/canted wheels, or
- Glider kit.

Adaptive Equipment - used when this vehicle is equipped with adaptive equipment for an operator with a disability or for other reasons such as mail carriers, driving instructors, etc. Examples:

- Extended brake and/or gas pedals,
- Special steering apparatus,
- Hand brakes or accelerator, etc., or
- Steering wheel and operator pedals on the right side.

Slide-in Camper – this vehicle had a slide-in camper, which is a unit that mounts within a pickup truck bed. Pickup truck bed caps, tonneau covers, or frame mounted campers are not applicable for this attribute.

Vehicle was equipped with Automated Driving System(s)– this vehicle was equipped with Automated Driving System (ADS) or Advanced Driver Assistance System (ADAS) technology. The system need not be engaged at the time of the crash. If the system was engaged at the time of the crash, also select Autonomous or Semi-Autonomous Driving Engaged.

Suspect that Automated Driving System(s) engaged at the time of the crash or leading up to the crash – this vehicle’s Automated Driving System (ADS) or Advanced Driver Assistance System (ADAS) technology was engaged at the time of the crash or leading up to the crash. If this attribute is selected, then Autonomous or Semi-Autonomous Vehicle must also be selected.

Unknown – used when it cannot be determined if any of the listed attributes for this data element apply to this vehicle.

Related Factors - Vehicle Level	
0	None
1	Vehicle Being Pushed by Non-Motorist
2	Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
3	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
4	Reconstructed/Altered Vehicle
5	Adaptive Equipment

6	Slide-in Camper
7	Vehicle was equipped with Automated Driving System(s)
8	Suspect that Automated Driving System(s) engaged at the time of the crash or leading up to the crash
99	Unknown

Insurance

The information captured in these fields is important for identifying uninsured motorists and is needed by the Drivers License Division. There is a misconception that the main importance of the DI-9 is for the Insurance company's use. In reality, this information is the most effective way for the DLD to revoke a driver's license. It also helps support law enforcement in removing irresponsible drivers and their uninsured vehicles from Utah roads.

If you are provided with an insurance card, binder, or insurance policy, take the information from the document provided and fill out the information on the crash report. Otherwise, obtain this information from the driver.

Insurance Company

Write the name of the insurance company providing coverage for the vehicle. Any information here is helpful, even if no proof of insurance can be shown.

Effective Date

Write the date the insurance policy became effective for the vehicle (mm/dd/yy).

Expiration Date

Write expiration date of the insurance policy stated on the insurance document.(mm/dd/yy). If no documentation exists, ask the driver to estimate the date.

Policy Number

Write the insurance company policy number.

Insurance Valid

Check the appropriate field. Mark "yes" if valid insurance is provided. Mark "no" if no insurance can be verified.

Agency/Agent that Sold Policy

Write the name of the insurance agent that provided the insurance for the vehicle as indicated on the card or by the driver.

Address

Write the address of the insurance agency. DO NOT FORGET THE ZIP CODE. This is very important especially with large companies.

Phone

Write the phone number including area code. It is critical to indicate a phone number for Financial Responsibility department in the Driver License Division.

LARGE VEHICLE INFORMATION

In the large vehicle data elements each field has the option for you to select code **99 for Unknown**. Unknown is only to be used when there are no other options available.

Motor Carrier Name & Address Information

If the carrier is the same as the owner, check the 'Same as Owner's Field. If not, enter the name of the carrier. Indicate the Carrier's name, complete address, and phone number including the area code. Verify the carrier address by using registration, shipping, or lease paperwork. It is extremely important to obtain a correct phone number so that the parties can later be contacted to verify or provide additional information needed. Also check the CDL Presented field if the CDL was presented by the driver. This information is required by the Driver License Division. If the driver does not have a license to present, do not enter anything in that field.

USDOT Number (United States Department Of Transportation Number)

The identification number, name and address of an individual, partnership or corporation responsible for the transportation of persons or property as indicated on the shipping manifest.

Enter the appropriate number off the side of the commercial vehicle. This includes taxis and limousines.

The Federal Motor Carrier Safety Administration (FMCSA) along with Utah Department of Transportation (UDOT) have the authority to fine and sanction unsafe interstate and intrastate truck and bus companies. A key way to identify potentially unsafe motor carriers is to collect crash data by the identification number, name and address of the company. The street address allows UDOT and FMCSA to visit carriers to conduct review of compliance with Federal Motor Carrier Safety Regulations and provides a crosscheck for the correct identity of the carrier.

The identification number (found on the power unit, and assigned by the U.S. DOT or by a state) is a key element for carrier identification in the UDOT and FMCSA databases for crashes and other carrier information. This data element is collected at the scene to meet FMCSA 90-day reporting requirements.

Actual Number – record the identification number for the Motor Carrier or Responsible Entity in the appropriate subfield.

Not Applicable – The vehicle does not fit into the criteria for a qualifying vehicle for this data element. In such a case, select Not Applicable for each subfield of this data element.

Unknown – The vehicle fits into the criteria for a qualifying vehicle for this data element; however, the information for this subfield is unknown.

US DOT #	
	Actual Number
96	Not Applicable
99	Unknown

CVSA Inspection Number

If an inspection was conducted at the scene, enter the ten (10) digit inspection number.

CVSA Inspection #	
	Actual Number
96	Not Applicable
99	Unknown

MC/MX (ICC) Number

Operating authority granted by FMCSA may be a Motor Carrier (MC) number or Mexico-domiciled entity (MX) number to operate across the U.S.-Mexico Border. These numbers are granted depending upon the type of operation a company may conduct and the cargo it may carry.

Actual Number – record the identification number for the Motor Carrier or Responsible Entity in the appropriate subfield.

Not Applicable– The vehicle does not fit into the criteria for a qualifying vehicle for this data element. In such a case, select Not Applicable for each subfield of this data element.

Unknown – The vehicle fits into the criteria for a qualifying vehicle for this data element; however, the information for this subfield is unknown.

MC/MX (ICC) Number	
	Actual Number
96	Not Applicable/None
99	Unknown

State/Country Number

This identification number is issued by a public utility commission, a public service commission, or some other State agency to vehicles that operate either in interstate commerce or only within that State. Some States do not regulate the motor carrier industry. Trucks and buses that operate strictly within such States (i.e., intrastate) may not have numbers.

State/Country Number	
	Actual Number
96	Not Applicable
99	Unknown

Issuing State/Country

The State or Country that issued the identification number.

Issuing State/Country	
	Actual Number
96	Not Applicable
99	Unknown

Type of Motor Carrier or Responsible Entity

The type of business entity, individual, partnership, corporation, or organization responsible for the transportation of people or property.

Interstate Motor Carrier – used if this is a motor carrier that is registered with FMCSA to operate across State lines and issued a U.S. DOT number.

Intrastate Motor Carrier – used if this is a motor carrier that is not registered with FMCSA to operate across State lines. They may or may not have a U.S. DOT number.

Government – used for a government vehicle whether it is operated by the local, State, or Federal government (e.g., county-owned school buses, city-owned transit buses, fire trucks, military vehicles, State-owned highway maintenance truck). In most circumstances, the government-owned vehicle will not have a U.S. DOT Number.

Other Truck or Bus (e.g., rental truck for personal use) – used for personal use of a rental vehicle (e.g., U-Haul, Ryder, Penske) that is over 10,000 lb GVWR / GCWR and operated by a private individual for non-commercial purposes. In these situations, the rental company is not the carrier and should not be recorded.

Unknown – The vehicle fits into the criteria for a qualifying vehicle for this data element; however, the information for this data element is unknown.

Type of Motor Carrier or Responsible Entity	
1	Interstate Motor Carrier
2	Intrastate Motor Carrier
3	Government
4	Other Truck or Bus (e.g., non-profit organization, rental truck for personal use)
99	Unknown

G.C.W.R. / G.V.W.R.

The Gross Vehicle Weight Rating (GVWR) is the amount recommended by the manufacturer as the upper limit to the operational weight for a motor vehicle and any cargo (human or other) to be carried. The Gross Combination Weight Rating (GCWR) is calculated by summing the GVWRs for each unit in a combination-unit motor vehicle. Thus, for single-unit trucks there is no difference between the GVWR and the GCWR. For combination trucks (truck tractors pulling a single trailer, truck tractors pulling double or triple trailers, trucks pulling trailers, and trucks pulling other motor vehicles) the GCWR is the total of the GVWRs of all units in the combination.

Additional regulations are imposed on all motor vehicles with GCWR/GVWRs of more than 26,000 lbs (11,793 kg). Manufacturer's weight rating can be found on the plate usually located on the door jam.

Check the appropriate G.C.W.R. /G.V.W.R. field of the commercial vehicle:

GCWR/GVWR	
1	10,000 lbs OR LESS
2	10,001 - 26,000 lbs
3	MORE THAN 26,000 lbs
99	Unknown

Hazardous Materials Involvement

Indicates whether the vehicle was carrying hazardous materials at the time of the crash. Do not include fuel or oil carried by the vehicle for its own use.

Hazardous Materials Involvement	
0	No
1	Yes

HazMat Placard Displayed

A hazardous materials placard is a sign required to be affixed to any motor vehicle transporting quantities of hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity. This placard identifies the hazard class division number, 4-digit hazardous material identification number or name of the hazardous material being transported.

Hazardous Materials Placard Displayed	
1	Yes
2	No
99	Unknown

HazMat Placard Identification #

Enter the appropriate four-digit USDOT placard number and one- or two-digit class number with a decimal in the field provided. These can be found on the diamond shaped hazardous material sign if present. If the vehicle placard is not visible, retrieve the numbers from other sources AFTER the hazardous material is determined.

Hazardous Materials Class

Indication that a motor vehicle had a hazardous materials placard as required by federal/state regulations. Hazardous materials that were released from the cargo compartment should be documented whether or not the motor vehicle displayed a placard.

Any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designated under regulations of the USDOT. A truck transporting hazardous materials can be identified by a diamond shaped sign that must be affixed to any motor vehicle that carries hazardous materials. It usually contains a four-digit number in the middle of the placard, a one-digit number at the bottom that indicates the hazard class and specific material being carried.

Hazardous Materials Class	
1	1 – Explosives
2	2 – Gasses
3	3 – Flammable and combustible liquids
4	4 – Flammable materials
5	5 – Oxidizer and organic peroxide
6	6 – Poisons
7	7 – Radioactive
8	8 – Corrosive
9	9 – Miscellaneous
96	Not Applicable
99	Unknown



Figure 19. Nine classes of hazardous materials, FMCSA visor card (front)

Reporting Hazardous Materials Information

ACCURATE REPORTING SAVES LIVES

Data you collect is used to calculate risk assessment, determine response methods, and develop regulations. Vehicles carrying hazardous materials are required to carry shipping papers containing the HM Class and ID number (or name). Your Accident or Collision Report/Supplement may ask the following hazardous materials questions (exact wording will vary by State):

1. DOES THE VEHICLE HAVE A HAZARDOUS MATERIALS PLACARD? YES ☐ NO ☐ Placards should be on all four sides of the vehicle. For containers with bulk packages inside, if the required ID# marking is not visible, the transport vehicle must be marked on each side and each end. <i>Some Common Placards</i>	2. ENTER THE FOUR-DIGIT NUMBER (OR NAME) FROM THE PLACARD 1 9 9 3 The four-digit number may be on an orange panel or a white "square-on-point" panel. If no four-digit number appears on the placard, enter the Placard Name.
3. ENTER THE HAZARDOUS MATERIALS CLASS NUMBER FROM THE BOTTOM OF THE PLACARD 3 The Class Number can be a one- or two-digit number with a decimal in the middle. 5.1. It is critical for identifying and studying various types of hazardous materials involved in traffic crashes.	4. WAS HAZARDOUS CARGO RELEASED? YES ☐ NO ☐ The intent of this question is to determine whether any of the <u>placarded material</u> was released or escaped from its transport container into the environment. Fuel or oil carried by the vehicle for its own use is NOT considered cargo and should not be reported in this section.

Federal Motor Carrier Safety Administration U.S. Department of Transportation www.fmcsa.dot.gov

HazMat Released

Check the appropriate field for hazardous materials released from the cargo compartment.

Note: Leaking fuel from the power unit does not constitute a reportable hazard release of material.

This only refers to cargo.

HazMat Released	
1	Yes
2	No
99	Unknown if released

Vehicle Cargo Body Type (Power Unit Only)

This section to be used with Commercial Vehicles Only, unless Haz-Mat is being transported. Identify the cargo being transported in the field provided

No Cargo Body (bobtail, fire truck, tow truck, light motor vehicle with hazardous materials placard, etc.)

- used for any medium or heavy vehicle that fits into the qualifying criteria for this data element and does not have cargo carrying capability on its own (i.e., it would need a trailer or other attachment to carry cargo). This attribute also includes light trucks and passenger vehicles displaying a hazardous materials placard (i.e., without a placard, light trucks and passenger vehicles should be coded Not Applicable). Examples include truck tractors (with or without trailers), sign trucks, fire trucks, tow trucks, construction equipment, farm equipment, a minivan or van with a hazardous materials placard, etc.

Van or Enclosed Box – a single-unit truck with an enclosed body integral to the frame of the motor vehicle.

Hopper (Grain, Chip, or Gravel) – a single-unit truck with a bed designed to carry these or other similar bulk commodities with a rear discharge and not designed to tilt and dump (see Dump).

Bus/Van – a motor vehicle with seating for transporting nine or more people including the driver, not including vans owned and operated for personal use.

Bus – a motor vehicle with seating for transporting fifteen or more people including the driver, not including vans owned and operated for personal use.

Intermodal Container Chassis - refers to a cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis

Auto Transporter - refers to a cargo body capable of transporting multiple, fully assembled automobiles on an “auto transporter” trailer.

Concrete Mixer – a single-unit truck with a cargo body designed with a rotating drum for mixing cement, sand, gravel, or other substances to make concrete.

Garbage or Refuse – a single-unit truck with a cargo body specifically designed to collect and transport garbage and refuse. This includes both conventional rear-loading and over-the-top bucket-loading garbage trucks. Also includes recycle trucks and roll-off style garbage trucks.

Flatbed – a single-unit truck whose cargo body is without sides or roof, with or without readily removable stakes that may be tied together with chains, slats, or panels. This includes trucks transporting containerized loads.

Cargo Tank – a single-unit truck with a cargo body designed to transport dry bulk (fly, ash, etc.), liquid bulk (gasoline, milk, etc.) or gas bulk (propane, etc.).

Pole-Trailer - a cargo body type that consists of a trailer designed to be attached to a towing vehicle by a reach or pole or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or irregular shape, such as telephone poles. The pole trailer extends or retracts to accommodate varying lengths of cargo.

Log Truck – a single-unit truck with a cargo body type with a fixed middle beam and side support posts specifically designed for carrying logs.

Dump – a cargo body type that can be tilted or otherwise manipulated to discharge its load by gravity.

Not Applicable (motor vehicle 10,000 lb or less, not displaying hazardous materials placard) - The vehicle does not fit into the criteria for a qualifying vehicle for this data element.

Other (carrying capability not listed, pickup 10,001 lb or more, etc.) - used when the vehicle fits into the qualifying criteria for this data element, but it does not fit into any of the other attributes for this data element. Examples include pickups greater than 10,000 lb with or without a trailer and motor homes.

Unknown - the vehicle fits into the criteria for a qualifying vehicle for this data element; however, the information for this data element is unknown.

Vehicle Cargo Body Type (Power Unit Only)	
0	No Cargo Body (bobtail, fire truck, tow truck, light Motor Vehicle with hazardous materials/placard, etc.)
1	Van/Enclosed Box
2	Hopper (grain, gravel, etc)
3	Bus/Van (seats for 9 -15 people, including driver)
4	Bus (Seats more than 15 people, including driver)
5	Intermodal Container Chassis
6	Auto Transporter
7	Concrete Mixer
8	Garbage/Refuse
9	Flatbed
10	Cargo Tank
11	Pole
12	Log Truck
13	Dump
96	Not Applicable (Motor Vehicle 10,000 lbs. or less, not displaying Hazardous Material placard)
97	Other*
99	Unknown

Description of Cargo

This element identifies the primary cargo carrying capability of the vehicle.

Agriculture Farm Supplies- use when the cargo type is agricultural farm supplies.

Beverages - use when the cargo type is beverages or anything liquid used to drink

Building Materials - use when the cargo is equipment or goods used to construct, make or build something

Chemicals - use when the cargo is substance prepared artificially

Coal, Coke - use when the cargo is combustible, dark brown or black rock primarily composed of carbonized plant matter, typically found in underground deposits and is widely utilized as a fuel.

Commodities, Dry Bulk - use when the cargo are goods or substances in dry form

Concrete -use when the cargo is heavy, rough building material made from broken stone or gravel, sand, cement, and water. It's spread or poured into molds and hardens into a stone-like mass

Construction- use when the cargo is building or making something eg. building, bridges, roads

Drive-Away, Tow-Away- use when the cargo is an act of taking the vehicle away due to abandonment, damage or vandalism, violation of rule.

Fresh Produce - use when the cargo is vegetables or fruits grown fresh or locally

Garbage, Refuse, Trash - use when the cargo is waste from human use of resources

General Freight- cargo that carries palletted goods in bulk and does not require specialized transportation
Grain, Feed, Hay - grains like oats, barley, wheat; feed- processed and packaged animal feed ; hay- food for animals like dried grasses and other plants

Household Goods - use when the cargo is commodities used in the house

Intermodal Containers - use when the cargo is large containers used to easily transfer between different modes of transport - UNESCWA

Liquids Gasses - use when the cargo is gases converted to liquid form such as liquid petroleum gas (lpg), liquid nitrogen

Livestock - use when the cargo is domesticated animals

Livestock Containers - use when the cargo containers used to transport domesticated animals

Logs, Poles, Beams, Lumber - use when the cargo is large piece or block of wood, structure made of wood or metal

Machinery, Large Objects- use when the cargo refers to large, complex machines or systems used in industries like manufacturing, construction, or agriculture.

Meat - use when the cargo is tissue made of animal product

Metal- use when the cargo is substances that are good conductors of heat and electricity

Mobile Home - use when the cargo is transportable home that can be moved from one place to another when connected to the trailer of a vehicle.

Motor Vehicles -use when the cargo is wheeled vehicle that helps transport people from one place to another

Oilfield Equipment -use when the cargo is hole-drilling tools, pumps, and various tanks are specialized equipment.

Ore- use when the cargo is naturally occurring solid material.

Paper Products - use when the cargo is things made of paper.

Passengers- use when the cargo is a Person other than the driver of the vehicle.

Radioactive - use when the cargo is an energy emitting substance or thing.

Refrigerated Food - use when the cargo is food kept in the fridge for cooling purposes.

Rock, Sand, Gravel - use when the cargo is natural occurring minerals in different forms.

Salt - use when the cargo is minerals

US Mail - use when the cargo is letters or package delivered by US postal service.

Utilities - use when the cargo type is utilities and supplies.

Water Well - use when the cargo type is a water well or any type of large pipes.

Other*- explain in the crash narrative what the other* cargo type was.

Unknown- use when the cargo type is unknown.

Description of Cargo	
1	Agriculture Farm Supplies
2	Beverages
3	Building Materials
4	Chemicals
5	Coal, Coke
6	Commodities, Dry Bulk
7	Concrete
8	Construction
9	Drive-Away, Tow-Away
10	Fresh Produce
11	Garbage, Refuse, Trash
12	General Freight
13	Grain, Feed, Hay
14	Household Goods
15	Intermodal Containers
16	Liquids Gasses
17	Livestock
18	Livestock Containers
19	Logs, Poles, Beams, Lumber
20	Machinery, Large Objects
21	Meat
22	Metal
23	Mobile Home
24	Motor Vehicles
25	Oilfield Equipment
26	Ore
27	Paper Products
28	Passengers
29	Radioactive
30	Refrigerated Food
31	Rock, Sand, Gravel
32	Salt
33	US Mail
34	Utilities
35	Water Well
97	Other*
99	Unknown

PERSON INFORMATION

In the person data elements each field has the option for you to select code **99 for Unknown**. Unknown is only to be used when there are no other options available.

Person Type

Type of person involved in a crash.

Driver of a Motor Vehicle In-Transport – occupant who is in actual physical control of a motor vehicle or, for an out-of-control motor vehicle, an occupant who was in control until control was lost.

Passenger of a Motor Vehicle In-Transport – occupant of a motor vehicle in-transport other than the driver.

Pedestrian Walking, Running, Jogging, Hiking, Sitting, Lying - used for all pedestrians except for those in or on personal conveyances and in or on buildings. This attribute includes a person pushing a vehicle or being carried by another pedestrian.

Bicyclist/Pedacyclist - any person on a device composed of 2 wheels held in a frame one behind the other, propelled by foot pedals, and steered with handlebars attached to the front wheel. This includes those solely propelled by human power and those that can be propelled by human power and/or a motor. This includes all people (operator and passengers) on a bicycle and a person being pulled by a bicycle (e.g., in a wagon or bike trailer).

Pedestrian on Personal Conveyance - used for pedestrians using personal conveyances. A personal conveyance is a device used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling. Examples include rideable toys, skates, skateboards, baby carriage, Segway-style devices, wheelchair, mobility scooter. Also see element NON-MOTORIST DEVICE TYPE.

Occupant of a Motor Vehicle Not In-Transport - used for any occupant of a motor vehicle not in-transport (i.e., MOTOR VEHICLE UNIT TYPE attributes Parked Motor Vehicle or Working Motor Vehicle) including someone sitting in the driver's seat position.

Other Cyclist – Non-motorist using a device propelled by pedaling (by foot, hand, or other adaptive means) other than a bicycle. Examples include unicycle, tricycle, pedal car, handcycle, which can be solely propelled by human power and those that can be propelled by human power and/or a motor.

Pedestrian in or on a Building - used for a person inside of or on a building who is struck by a motor vehicle directly or by way of an object set-in-motion (e.g., crash debris as a vehicle penetrates a wall).

Unknown Type of Non-Motorist - used when it cannot be determined which attribute describes the non-motorist at the time they became involved in the crash. An example would be if it is unknown if the person was on foot or on a skateboard at the time they were struck.

Occupant of a Non-Motor Vehicle Transport Device - person riding in an animal-drawn conveyance, on an animal, or an injured occupant of a railway train, etc.

Unknown Occupant Type in a Motor Vehicle In-Transport used when it cannot be determined if the person was the driver or passenger, but it is known that the person was an occupant of a motor vehicle in-transport.

Witness- person who witnessed the crash

Owner- person who owns the vehicle or property

Person Type	
1	Driver
2	Passenger
3	Pedestrian
4	Pedalcyclist
5	Pedestrian on Personal Conveyance*
6	Occupant of a Non-Motor Vehicle Transportation Device (person riding on animal or animal drawn conveyance, injured train occupant)*
7	Other Cyclist
8	Pedestrian In/On a Building
9	Unknown Type of Non-Motorist
10	Occupant of Motor Vehicle Not in Transport
11	Unknown Occupant Type in a Motor Vehicle In-Transport
24	Witness
25	Owner
99	Unknown

Person Number

Identifies a number for the motor vehicle occupant in the motor vehicle they occupied, or for each non-motorist, in consecutive order. Complete this element for all people in the crash (motor vehicle occupants and non-motorists).

Name

The full legal name of the person involved in the crash.

Enter Unknown if there is no information provided for the person's name at the time of the crash.

Date of Birth

The month, day, and year of birth of the person involved in a crash. This information should be taken from the driver license or other identification received in the investigation. The date of birth shall be listed numerically mm/dd/yyyy. Example: 06/13/1998 to indicate: Month=06, Day=13, and Year=1998.

Age

Indicate the age of the driver from the last birth date. Make sure the age of the driver corresponds to the birth date on the driver's license. Infants under one year of age are coded as 0. If you do not know the age, please leave blank for unknown.

Sex/Gender

The sex of the person involved in the crash. Enter M for Male, F for Female, U for Unknown or O for Other (e.g., "X," non-binary, not specified)

Sex/Gender	
M	Male
F	Female
U	Unknown
O	Other

Injury Level

The injury severity level for a person involved in a crash.

No Apparent Injury - a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury, and the person does not report any change in normal function.

Possible Injury - any injury reported or claimed that is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by their behavior, but no wounds or injuries are readily evident.

Suspected Minor Injury - any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue or muscle).

Suspected Serious Injury - any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues, muscle, or organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10 percent or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

Fatal Injury - any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the

attribute (K) Fatal Injury.

Injury Level	
1	No Apparent Injury
2	Possible injury
3	Suspected Minor Injury
4	Suspected Serious Injury
5	Fatal

Transported By

This element identifies the method of transportation this person was provided to receive treatment or be evaluated for a possible injury at the first hospital or medical facility.

Not Transported for Treatment - used for:

- People not taken (or who do not go) to a medical treatment facility or hospital for treatment.
- People who are declared dead on the scene
- Uninjured person who rides along with an injured person to a treatment facility.
- A person who did not go to a treatment facility directly from the scene but was later transported for injuries sustained in the crash.

EMS Ground - used when this person was transported by ambulance or other medical ground service. This includes transport by local, State, Tribal, Territorial, Federally run, or for-profit ambulance or rescue squad vehicles.

EMS Air - includes any air transport device. This attribute would be used any time air transport was used for this person. For example, if there is indication that both air and ground transportation were used, use EMS Air.

Law Enforcement – used when a person is transported to a treatment facility by a State, County, Local, or Tribal law enforcement agency vehicle.

Private Vehicle - A private vehicle is a motor vehicle owned and used by an individual or family for personal transportation

EMS, Unknown if Air or Ground - used when a person is transported to a treatment facility by EMS, but it is unknown if it was EMS Air or EMS Ground.

Transported, Unknown Type - used when the person was transported to a medical treatment facility, but the type of transport (i.e., EMS, law enforcement, or other) is not known.

Other - used for any other type of transport for treatment, including by private citizens or individuals who drive themselves to the hospital or treatment facility.

Unknown – used when it is unknown whether this person was taken (or went) to a medical treatment facility for treatment.

Transport By

1	Not Transported for Treatment
2	EMS Ground
3	EMS Air
4	Law Enforcement
5	Private Vehicle
6	EMS Unknown Mode
7	Transported Unknown Source
97	Other*
99	Unknown

Transported To

Medical Facility refers to an injury treatment facility (hospital, clinic, trauma center, etc.). The treatment facility is the first medical facility to which the person is taken. Use appropriate attributes, even if the person dies en route to the treatment facility. A morgue is not an injury treatment facility, please use code **97 for Other (Not a Hospital or Medical Clinic)***

Transported to	
0	Not Transported
2	Holy Cross Hospital — Salt Lake
3	LDS
4	St. Marks Hospital
5	South Davis Community Hospital (Bountiful)
6	University of Utah (Salt Lake City)
7	Holy Cross Hospital — Davis (Layton)
9	Veterans Administration
10	McKay-Dee Hospital
11	Ogden Regional Medical Center
12	Delta Community Hospital
13	American Fork
14	Central Valley Medical Center
15	Mountain View (Payson)
16	Utah Valley Hospital
17	Logan Regional
18	Beaver Valley (Beaver)
19	Cedar City Hospital
20	Gunnison Valley
21	Milford Valley Memorial
22	Sanpete Valley (Mt. Pleasant)
23	Garfield Memorial (Panguitch)
24	Sevier Valley
25	St George Regional Hospital

26	Castleview
29	Uintah Basin Medical Center (Roosevelt)
31	Brigham City Community Hospital
33	Other (med clinics not listed)*
34	Primary Children's (Salt Lake City)
36	Moab Regional Hospital
37	Carbon Medical Service
38	Fillmore Community Hospital
39	Kane County (Kanab)
40	Bear River Valley (Tremonton)
42	Lakeview Hospital (Bountiful)
44	San Juan Hospital (Monticello)
46	Green River Medical Center
47	Heber Valley Hospital
50	Personal Doctor
51	Alta View
53	Ashley Regional Medical Center
54	Blue Mountain Hospital (Blanding)
56	Monument Valley (San Juan)
57	Orem Community
60	St. Marys (Grand Junction, Colorado)
61	Emery Med Ctr (Castledale)
65	Hurricane Clinic
66	Wendover Clinic
67	Timpanogos Regional
69	Mountain West Medical Center (Tooele)
70	Holy Cross Hospital — Jordan Valley
72	Cache Valley Hospital (Logan)
74	Bear Lake Community Health (Garden City)
77	Intermountain Medical Center
78	Kamas Clinic
79	Intermountain Ephraim Clinic
80	Riverton Hospital
81	Lone Peak Hospital
82	Park City Hospital
83	Davis Hospital (Weber Campus)
84	Out of State Hospital/Medical Center*
85	Herriman Emergency Center
86	Holy Cross Hospital — Jordan Valley West (West Valley)
87	Layton Hospital
88	Holy Cross Hospital — Mountain Point (Lehi)

89	Pleasant View Emergency Center
90	Spanish Fork Hospital
91	St. Marks Taylorsville Emergency
92	St. Marks West Valley Emergency
93	Uintah Basin Medical Center (Vernal)
94	University of Utah (South Jordan)
95	Westlake Emergency Center (Lehi)
96	Not Applicable
97	Other (Not a Hospital or Medical Clinic)*
99	Unknown

Vehicle Number

The number assigned to the vehicle that this person was an occupant of.

Seating Position

The location of each occupant in, on, or outside of the motor vehicle prior to the first event in the sequence of events:

- Codes 11 and 57 only apply to drivers of motor vehicles.
- If a second person is riding on the driver's lap in the driver's seat, use code 56.
- Code 60 should be used for persons not riding in or on a motor vehicle (pedestrians, scooter/skaters, pedal cyclists, etc.)

Seating Position	
11	Front Left/Motorcycle Driver
12	Front Center
13	Front Right
18	Front Row Other
19	Front Row, Unknown
21	2nd Row Left/Motorcycle Passenger
22	2nd Row Center
23	2nd Row Right
28	2nd Row Other
29	Second Row, Unknown
31	3rd Row Left
32	3rd Row Center
33	3rd Row Right
38	3rd Row Other
39	Third Row, Unknown
41	4th Row Left
42	4th Row Center

Seating Position	
11	Front Left/Motorcycle Driver
12	Front Center
13	Front Right
18	Front Row Other
19	Front Row, Unknown
21	2nd Row Left/Motorcycle Passenger
22	2nd Row Center
23	2nd Row Right
28	2nd Row Other
43	4th Row Right
48	4th Row Other
49	Fourth Row, Unknown
50	Sleeper section of cab (truck)
51	Other passenger in enclosed passenger or cargo area
52	Other passenger in unenclosed passenger or cargo area
54	Trailing unit
55	Riding on Exterior of Vehicle (Non-Trailing unit)
58	Appended to a Motor Vehicle for Motion
60	Non-Motorist
99	Unknown

Safety Equipment Used

The restraint equipment in use by any occupant, or the safety equipment used by a motorcyclist or non-motorists at the time of the crash. Enter safety equipment used also for Non-Motorists.

None Used or Not Applicable - used when the occupant did not use a restraint. This includes situations where the occupant of that seat position did not use the available restraint, or that no restraint was available in the seat position of this occupant. Also use this attribute for people who are riding in the sleeper section of the cab of a truck, on the exterior of the vehicle, appended to the vehicle for motion, and in unenclosed cargo areas, such as a bed of a pickup truck where a restraint would not be present to use. Also use this attribute for occupants of MOTOR VEHICLE BODY TYPE CATEGORY Moped, 2-Wheeled Motorcycle, 3-Wheeled Motorcycle (trike), All-Terrain Vehicle or All-Terrain Cycle (ATV or ATC), or Snowmobile.

Shoulder and Lap Belt Used – used when the occupant is restrained by a standard three-point shoulder belt and lap belt connected to a buckle. Also use this attribute when the occupant is using a belt-positioning device that works with a three-point harness.

Shoulder Belt Only Used – use of only a shoulder belt either because the motor vehicle is equipped only with a shoulder belt or because the lap belt is not in use.

Child Restraint System – Forward-Facing - used when a child passenger is seated in one of the following forward-facing child safety seats (This does not imply correct use or placement of the seat - see Indication of

Misuse):

- Convertible Seat: can change from a rear-facing seat to a forward-facing seat with a harness and tether.
- Combination Seat: transitions from a forward-facing seat with a harness and tether into a booster seat.
- All-in-One Seat: can change from a rear-facing seat to a forward-facing seat (with a harness and tether) and to a booster seat as a child grows.

Child Restraint System – Rear-Facing - used when a child passenger is seated in one of the following rear-facing child safety seats (This does not imply correct use or placement of the seat - see Indication of Misuse):

- Infant car seat: designed for newborns and small babies, the infant-only car seat is a small, portable seat that can only be used rear-facing.
- Convertible car seat: can change from a rear-facing seat to a forward-facing seat with a harness and tether. Because it can be used with children of various sizes, it allows for children to stay in the rear-facing position longer.
- All-in-One Seat: can change from a rear-facing seat to a forward-facing seat (with a harness and tether) and to a booster seat as a child grows. Because it can be used with children of various sizes, it allows for children to stay in the rear-facing position longer.

Booster Seat – used when a child passenger is seated in one of the following “belt-positioning” seats that positions a child on a vehicle seat to improve the fit of the child in a lap and shoulder seat belt system (This does not imply correct use or placement of the seat - see Indication of Misuse):

- Booster Seat With High Back: provides neck and head support and is ideal for vehicles that don’t have head rests or high seat backs.
- Backless Booster Seat: does not provide head and neck support. It is ideal for vehicles that have head rests.
- Combination Seat: transitions from a forward-facing seat with a harness into a booster seat.
- All-in-One Seat: can change from a rear-facing seat to a forward-facing seat (with a harness and tether) and to a booster seat as a child grows

Child Restraint – Type Unknown - used when a child passenger is seated in a child safety seat; however, the type used (e.g., forward, rear, booster) cannot be determined (This does not imply correct use or placement of the seat - see Indication of Misuse).

Motorcycle Helmet DOT-Compliant – used when the occupant was wearing a DOT Compliant Motorcycle Helmet. Motorcycle helmets that are compliant with Federal Motor Vehicle Safety Standards typically weigh approximately 3 lb, have an inner liner at least one-inch thick of firm polystyrene foam, have an inside label that states the manufacturer, model, and date of manufacture, and have a DOT sticker on the back of the helmet. A DOT sticker alone is not sufficient evidence to indicate that the helmet is DOT-compliant, as counterfeit stickers have been found affixed to non-compliant helmets.

Helmet, Other Than DOT-Compliant Motorcycle Helmet - used when the occupant was wearing a helmet that is not a DOT-compliant motorcycle helmet. Examples include bicycle helmets, skateboard helmets, and novelty helmets.

Helmet, Unknown if DOT-Compliant – used when the occupant was wearing a helmet, but the investigating officer cannot determine if it was a DOT-compliant motorcycle helmet.

Stretcher- safety equipment refers to the various features, devices, and practices designed to ensure the secure and stable transport of patients on a stretcher. This equipment aims to minimize risks of injury to the patient and the medical personnel handling the stretcher, especially during movement and transfers.

Wheelchair- safety equipment refers to devices and accessories designed to enhance the safety and well-being of individuals using wheelchairs.

Racing-Style Harness Used – used when the occupant restraint system in use consists of a five-point seat belt, four-point latch harness, three- to five-point race harness, off-road race harness, three-point non-retractable seat belt, or other similar device rather than a three-point shoulder and lap belt system.

Restraint Used – Type Unknown - used when it is known that the occupant was using some type of restraint, but the type of restraint cannot be determined.

Other – used when a restraint other than the listed attributes for this data element was being used at the time of the crash.

Unknown – used when it cannot be determined if this occupant was using a restraint.

Safety Equipment Used	
0	None Used/Not Applicable
1	Shoulder and Lap Belt Used
2	Shoulder Belt Only Used
3	Lap Belt Only Used
4	Child Restraint - Forward Facing
5	Child Restraint - Rear Facing
6	Booster Seat
9	Child Restraint - Other Type*
10	Motorcycle Helmet, DOT-Compliant
11	Helmet, Other Than DOT-Compliant Motorcycle Helmet
12	Helmet, Unknown If DOT-Compliant
13	Stretcher
14	Wheelchair
15	Racing-Style Harness Used
16	Restraint Used – Type Unknown
97	Other*
99	Unknown

Indication of Misuse

Examples of improper use of safety equipment include: none used, children wearing a lap belt but with the shoulder belt under their arm or over their head; car seats that are not anchored or bolted to the vehicle.

No Indication of Misuse - used when the occupant was properly using the restraints selected in Safety

Equipment Used, or when the occupant was using the restraints, but it is unknown if the restraints were misused. Do not use this attribute when restraints were not used (see None Used or Not Applicable).

Yes, Indication of Misuse - used when the occupant was misusing the restraints selected in Safety Equipment Used at the time of the crash. Do not use this attribute when restraints were not used (see None Used or Not Applicable).

None Used or Not Applicable - used when Safety Equipment Used equals None Used or Not Applicable or Unknown.

Indication of Misuse?	
5	No Indication of Misuse
6	Yes, Indication of Misuse
96	None Used/Not Applicable

Air Bag Deployed

Deployment status of an airbag relative to the position in the vehicle for the occupant.

No Air Bag Available – used when no air bags deployed for this person in this seat position or there was no air bag available for this seat position (e.g., not equipped, not installed, prior deployment-not replaced).

Not Deployed– used when no air bags deployed for this person in this seat position or there was no air bag available for this seat position (e.g., not equipped, not installed, prior deployment-not replaced).

Deployed Front – used when the driver or front seat passenger air bag is out of its cover and protruding into the driver compartment. The bag is fully or partially deflated or inflated. The driver frontal air bag is located in the hub of the steering wheel. The right front passenger frontal air bag is located in the dashboard (instrument panel).

Deployed Side (door or seatback) – used when an air bag on a side of the motor vehicle is out of its cover and protruding into the occupant compartment. The bag is fully or partially deflated or inflated. This air bag is mounted in the outboard side of the seat or in the door. Side impact air bags located between SEATING POSITION Front Row, Left Side and Front Row, Right Side within the inboard seatbacks or center console designed to mitigate occupant versus occupant injury are also collected in this attribute.

Deployed Other (knee, airbelt, etc.) – used when a knee air bag, airbelt, or other air bag technology is deployed. If two or more air bags deploy for this seating position, use the attribute Combination. Examples include:

- Inflatable Seat Belt/Airbelts – currently available for outboard passengers beyond the first row. Some airbelts will deploy in either front or side collisions.
- Rear Impact Curtain – helps protect the last row occupants during a rearward impact.
- Knee Air Bags/Knee Bolsters – deploys from the lower instrument panel/dashboard.
- Anti-Slide/Anti-Submarine/Seat Cushion Air Bag – inflates in the seat cushion to help maintain the occupant's seating position.

Deployed Combination – used if two or more air bags of different types are deployed for this person in this

seat position.

Deployed Curtain – used when the curtain air bag is out of its cover and protruding into the driver or passenger compartment. The bag is fully or partially deflated or inflated. This attribute refers to a head only, side impact, or rollover air bag for outboard occupants. These are usually mounted in the roof rail above the side windows, deploying between the glazing and the occupant. These look like a curtain when deployed and are designed to help protect an adult's head in a side-impact or rollover crash. This includes a head impact curtain in a convertible car body type, which deploys upward from the door panel near the lower edge of the side glazing. A single curtain may cover one or all rows, or a vehicle may have one for the first row with another covering two or more rearward rows. Curtain airbags are sometimes called a rollover curtain, roof bag, roof-rail bag, roof curtain, anti-ejection curtain, or a safety canopy. These rollover curtains are a special type of side curtain air bag with sensors that measure vehicle tilting and protect occupants from injury and ejection during a rollover crash.

Deployment Unknown – used when it cannot be determined if any air bag for this person in this seat position is out of its cover and protruding into the occupant compartment.

Deployed - Unknown Location - used if an air bag did deploy for this person in this seat position, but the origin of the air bag cannot be determined.

Air Bag Deployed	
0	No Air Bag
1	Not Deployed
2	Deployed - Front
3	Deployed - Side (door, seatback)
4	Deployed - Other (knee, air belt, etc.)
5	Deployed - Combination
8	Deployed - Curtain
99	Deployment Unknown
9	Deployed-Unknown Location

Ejection

Occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash. Note: For motorcyclists, snowmobiles, pedalcyclists, etc. use code 96 - Not Applicable rather than code 01 - Ejected. Similarly, for non-motorists use 96 - Not Applicable rather than code 00 - Not Ejected.

Not Ejected – used when this occupant was not ejected, either partially or totally, from the vehicle as a result of this crash.

Totally Ejected – used when this occupant's body was thrown entirely outside the vehicle as a result of this crash. This includes occupants who are not initially in the seating compartment of the vehicle (e.g., in a pickup bed, on an open tailgate, on a convertible top boot). The occupant's body may still be in contact with the vehicle.

Partially Ejected – used when some part but not all of this occupant's body is at some time during the crash sequence thrown outside the occupant compartment as a result of this crash.

Not Applicable – used for people with SEATING POSITION Riding on Exterior of Vehicle (non-trailing unit) and Appended to a Motor Vehicle for Motion, and for occupants of MOTOR VEHICLE BODY TYPE CATEGORY 2-Wheeled Motorcycle and Moped.

Unknown – used when it cannot be determined if this person was ejected, either partially or totally, from the vehicle as a result of this crash.

Ejection	
0	Not Ejected
1	Totally Ejected
2	Partially Ejected
96	Not Applicable (motorcycle, snowmobile, pedestrian, pedalcyclist, etc.)
99	Unknown

Ejection Path

Extrication refers to the use of equipment or other force to remove persons from the vehicles, i.e., more than just lifting or carrying a person out of the wreckage.

Windshield - front windshield only

Side Window - all side windows, bus side windows

Side Door Opening - all side doors

Back Window - standard rear window, back window of Bronco, van

Back Door/Tailgate Opening - station wagon tailgate, back door of truck, back door of Bronco, van

Roof Opening - (sunroof, convertible top down) t-top, targa top

Roof - convertible top up

Not Applicable - No Ejection

Other Path* - (back of pickup truck) torn-off roof, car cut in half

Unknown - driver's side, unspecified; passenger's side unspecified

Ejection Path	
1	Windshield
4	Side Window
5	Side Door Opening
6	Back Window
7	Back Door/Tailgate Opening

8	Roof Opening (sun-roof, convertible top down)
9	Roof (convertible top up)
96	Not Applicable
97	Other Path* (e.g., back of pick-up truck)
99	Unknown

Extrication

This element identifies if equipment was used to remove this person from the vehicle.

Extrication	
1	Not Extricated
2	Extricated
99	Unknown

Special Function- Person Level

Identifies if this person involved in the crash was performing a unique function at the time of the crash. The type of special function being served by this motor vehicle regardless of whether the function is marked on the vehicle.

A special function person is not involved in the motor vehicle crash itself but helping out the victims in a crash one way or the other.

Emergency Medical Service (EMS) - Professionals involved in providing emergency medical service during a motor vehicle crash

Fire and Rescue - Professionals involved to put out fire and rescue victims inside the motor vehicle during the crash or outside.

Law Enforcement - Professionals who investigate the crash and is involved in crash reconstruction

Towing and Recovery- Individuals involved in taking the wrecked vehicle to the junkyard or their facility for further inspection or disposal

Safety Service Patrol - Professionals of a transportation agency program that provides assistance to motorists and support for incident management on freeways and other high-volume roadways.

Roadway Construction - Professionals involved in construction or renovation of the road

Roadway Maintenance- Professionals involved in maintaining the road if there is a sinkhole or pothole issues

Utility - Individuals involved in utility function eg. Rocky mountain power employee

U.S.P.S. Mail Carrier - Individuals involved in carrying the postal mail from one place to another- from place of origin to post office to the destination.

Other (Explain in Narrative)

Unknown - does not fall under any of the fields above or is mentioned in the other categories

Special Function- Person Level	
0	None
1	Emergency Medical Service (EMS)
2	Fire and Rescue
3	Law Enforcement
4	Towing and Recovery
5	Safety Service Patrol
6	Roadway Construction
7	Roadway Maintenance
8	Utility
9	U.S.P.S. Mail Carrier
97	Other (Explain in Narrative)
99	Unknown

Alcohol/Drug Use Suspected

Driver/Non-Motorist involved in the crash was suspected by law enforcement to have used alcohol or drugs. This element does not require that a test be given. Includes both alcohol/drug use under the legal limit and at or over the legal limit.

None, Alcohol Not Suspected – used when alcohol is not suspected to be present in this person at the time of the crash.

Yes, Alcohol Suspected – used when alcohol is suspected to be present in this person at the time of the crash.

Yes, Drugs Suspected – used when drugs are suspected to be present in this person at the time of the crash.

Yes, Both Alcohol and Drugs Suspected – used when alcohol and drugs is suspected to be present in this person at the time of the crash.

Unknown – used when it cannot be determined if alcohol and or drugs are suspected or not suspected to be present in this person at the time of the crash.

Alcohol/Drug Use Suspected

0	None
1	Alcohol
2	Drugs
3	Both
99	Unknown

Alcohol and drug-related crashes remain a serious traffic safety problem. Identifying crashes in which alcohol or drugs may have been involved will help evaluate the effectiveness of programs to decrease the incidence of drunk driving or driving under the influence of drugs or to identify problem areas. This data provides another way for the data user to easily identify alcohol or drug-related crashes without having to search through person level records.

Alcohol/Drug Test

Indication of alcohol or drug test given.

Test Not Given– used when a test was not performed on this person.

Test Given (Alcohol Test) – used when an alcohol test was performed on this person.

Test Given (Drug Test) – used when a drug test was performed on this person.

Test Given (Both Test) – used when an alcohol and drug test was performed on this person.

Taken To M.E - Driver was pronounced dead at the scene of the crash. Transported to the medical examiner's office.

Alcohol/Drug Test	
0	Not Given
2	Alcohol
3	Drug
4	Both
5	Taken to M.E.

Specimen Type

The bodily tissue or fluid used to perform a chemical test for the presence of alcohol (ethanol) and/or drugs in this person.

Test Not Given – used when an alcohol test was not performed on this person. If this attribute is selected, then Subfields 1 and 3 must also equal Test Not Given.

Blood - a blood sample may be identified as whole blood, blood plasma/serum, or blood clot. A blood sample that is taken as evidence and tested to determine whether a suspected impaired driver has used alcohol and/or

another drug. If a lab report identifies a "blood test" it most likely refers to a test of whole blood, not tests of plasma/serum or of a blood clot.

Preliminary Breath Test (PBT) - testing device not considered evidential, but merely as a tool to help determine whether alcohol is present. Some PBTs only indicate whether alcohol is present in the breath by “pass” (green) or “fail” (red) lights. Other PBTs indicate the approximate blood alcohol concentration in numbers. If the device is of evidential quality, see Evidential Breath.

Evidential Breath Test - a highly accurate, court-admissible, and NHTSA approved breathalyzer device used primarily by law enforcement to measure a person's blood alcohol content (BAC).

Urine – used when urine was the specimen type used to obtain a blood alcohol concentration for this person.

Other Specimen – used when a type of test used to obtain a blood alcohol concentration for this person was a type other than the available attributes (e.g., liver, vitreous). This attribute would not apply to behavioral tests (field sobriety) or observations.

Unknown Specimen – used when a specimen was used to obtain a blood alcohol concentration for this person, but the type of specimen cannot be determined. This attribute would not apply to behavioral tests (field sobriety) or observations.

Unknown if Tested – used when it cannot be determined if an alcohol test was performed on this person. If this attribute is selected, then Subfields 1 and 3 must also equal Unknown if Tested.

Specimen Type	
0	Test Not Given
1	Blood
2	Preliminary Breath Test (PBT)
3	Evidential Breath
4	Urine
5	Other Specimen
6	Unknown Specimen
99	Unknown if Tested

Test Results

General results of alcohol or drug test(s).

Often an officer will have to resubmit the crash report with test results due to the nature of time needed for results to become available.

The actual BAC results are recorded in the Person(s) Involved section.

Alcohol-Pos - Alcohol Positive

Drug-Pos - Drug Positive

Both-Pos - Both Alcohol and Drug Positive

Negative - Either/Or Drug or Alcohol Negative

Pending - Pending Testing

Test Results	
1	Alcohol-Pos
2	Drug-Pos
3	Both-Pos
4	Negative
5	Pending

BAC Test Results

The actual value with all three decimal places should be entered in this field. Since BAC results aren't usually available when the Original Report is filled out, this will generally be resubmitted at a later date.

Actual Value – report the actual value for this person (e.g., .005 g/dL).

Test Not Given – used when an alcohol test was not performed on this person. If this attribute is selected, then Alcohol/Drug Test and Specimen Type must also equal Test Not Given.

Alcohol Test Performed, Results Unknown – an alcohol content test was performed but the results were reported as unknown or pending and are unobtainable (includes a “Contaminated Sample” or “Insufficient Sample”). Alcohol Test Performed, Results Unknown can be used for any specimen type.

Positive Reading With No Actual Value – can be used for any specimen type where the result is indicated to be positive without a numeric value to record and for any positive results reported from a liver test. This should only be used when a final test result is returned as “positive” with no actual result to record. This can occur when a screening test is used, and it is the only test result available. This attribute is also used for a positive blood alcohol concentration expressed as a range or as less than some specific value (e.g., less than .020g/dL). Some portable (handheld) breath-test devices are only preliminary breath tests (PBTs) and indicate whether alcohol is present in the breath by positive (green) or negative (red) lights. Other portable breath test devices indicate the approximate blood alcohol concentration in numbers. When a PBT result only indicates “positive” for alcohol, with no actual blood alcohol concentration value, Positive Reading With No Actual Value should be used.

Negative Reading With No Actual Value – can be used for any specimen type where the result is indicated to

be negative without a numeric value to record and for any negative results reported from a liver test. This should only be used when a final test result is returned as “negative” with no actual result to record. This can occur when a screening test is used, and it is the only test result available. Some portable (handheld) breath-test devices are only preliminary breath tests (PBTs) and indicate whether alcohol is present in the breath by positive (green) or negative (red) lights. Other portable breath test devices indicate the approximate blood alcohol concentration in numbers. When a PBT result only indicates “negative” for alcohol, with no actual blood alcohol concentration value, Negative Reading With No Actual Value should be used.

Unknown if Tested - used when it cannot be determined if an alcohol test was performed on this person. If this attribute is selected, then Specimen Type must also equal Unknown if Tested.

BAC	
	Actual value 0.XXX
995	Test Not Given
996	Alcohol Test Performed, Results Unknown
997	Positive Reading with No Actual Value
998	Negative Reading with No Actual Value
999	Unknown if Tested

Drug Positive Test Results

This element records the result of a chemical test for the presence of drugs in the person.

Cannabinoid- are several structural classes of compounds found primarily in the Cannabis plant or as synthetic compounds.

Narcotic- The term narcotic originally referred medically to any psychoactive compound with numbing or paralyzing properties.

Depressant- also known as central nervous system depressants, or colloquially known as "downers", are drugs that lower neurotransmission levels, decrease the electrical activity of brain cells, or reduce arousal or stimulation in various areas of the brain.

Stimulant- Are a class of drugs that increase alertness. They are used for various purposes, such as enhancing attention, motivation, cognition, mood, and physical performance.

Hallucinogen- is a perception in the absence of an external stimulus that has the compelling sense of reality

Phencyclidine (PCP)- also known in its use as a street drug as angel dust among other names, is a dissociative anesthetic mainly used recreationally for its significant mind-altering effects.

Inhalant- are a broad range of household and industrial chemicals whose volatile vapors or pressurized gases can be concentrated and breathed in via the nose or mouth to produce intoxication, in a manner not intended by the manufacturer.

Other Drug*- typically refers to any substance, beyond the most commonly discussed ones, that can affect the body's functions and potentially alter mood, perception, or consciousness.

Positive Drug Test, Unknown Drug Type- refers to a drug test result that indicates the presence of a substance, but the specific drug or class of drugs that triggered the positive result is not immediately identifiable or expected.

Drug Positive Test Results	
1	Cannabinoid
2	Narcotic
3	Depressant
4	Stimulant
5	Hallucinogen
6	Phencyclidine (PCP)
7	Inhalant
8	Other Drug*
9	Positive Drug Test, Unknown Drug Type

DRIVER INFORMATION

In the driver data elements each field has the option for you to select code **99 for Unknown**. Unknown is only to be used when there are no other options available.

Insert the full name of the person driving the motor vehicle at the time of the crash. If the person driving the vehicle is licensed, the name should be exactly the same as shown on the driver's license. If the driver's true name is different from that shown on the license, the difference should be explained in the narrative. If the driver is unlicensed, indicate the full name from other means of identification if possible.

Driver's License

Driver License State

The geographic or political entity issuing a driver's license. Includes the States of the United States (including the District of Columbia and outlying areas), Indian Nations, U.S. Government, Canadian Provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

Indicate the state that issued the driver's license. Abbreviate the name of the state using acceptable two-character codes.

Driver License State	
AL	Alabama
AK	Alaska
AB	Alberta
AZ	Arizona
AR	Arkansas
BC	British Columbia
CA	California
CO	Colorado
CT	Connecticut
DE	Delaware
DC	District of Columbia
FL	Florida
GA	Georgia
HI	Hawaii
ID	Idaho
IL	Illinois
IN	Indiana
II	International License (other than Canada or Mexico)
IA	Iowa
KS	Kansas
KY	Kentucky

LA	Louisiana
ME	Maine
MB	Manitoba
MD	Maryland
MA	Massachusetts
MX	Mexico
MI	Michigan
MN	Minnesota
MS	Mississippi
MO	Missouri
MT	Montana
NB	Nebraska
NV	Nevada
NH	New Hampshire
NJ	New Jersey
NM	New Mexico
NY	New York
NF	Newfoundland
NC	North Carolina
ND	North Dakota
NT	Northwest Territory
NA	Not Applicable
NO	Not Licensed
NS	Nova Scotia
NU	Nunavut
OH	Ohio
OK	Oklahoma
ON	Ontario
OR	Oregon
ZZ	Other
PA	Pennsylvania
PE	Prince Edward Island
QC	Quebec
RI	Rhode Island
SK	Saskatchewan
SC	South Carolina
SD	South Dakota
TN	Tennessee
TX	Texas
US	United States Government
UT	Utah

VT	Vermont
VA	Virginia
WA	Washington
WV	West Virginia
WI	Wisconsin
WY	Wyoming
XX	Unknown
YT	Yukon Territory
YY	Native American Indian Nation

Drivers License Number

The unique driver's license number assigned to the individual. Indicate the driver's driver license number. ***Be sure to copy the number completely and accurately.***

License Number – specify the unique set of alphanumeric characters issued to this driver on their driver license.

Not Licensed – This driver did not have a valid driver's license at the time of the crash.

Not Applicable (No Driver Present or Unknown if Driver Present) - used when there was no driver in this vehicle or when it is unknown if there was a driver present in this vehicle at the time of the crash. DRIVER PRESENCE must equal No Driver Present or Not Applicable.

Unknown - the license number for this driver cannot be determined.

Driver License Number	
	License Number
0	Not Licensed
96	Not Applicable (No Driver Present/Unknown if Driver Present)
99	Unknown

Drivers License Status

The status of the license at the time of the crash.

Not Licensed - No License Issued.

Valid License - Valid privilege to drive a motor vehicle.

Canceled or Denied - withdrawal of driving privilege.

Disqualified (CDL) - a temporary or permanent withdrawal of a commercial driver license.

Expired - License is past the expiration date.

Revoked - termination of the privilege to drive a motor vehicle.

Suspended - temporary withdrawal of the privilege to drive.

Learner's Permit - entry-level learner permit that will allow the applicant to participate in a driver education course and to practice driving until they are eligible to apply for a driver license.

Temporary/Limited - a temporary license allows driving privileges up to six (6) months, not available for driving privilege card (DPC) holders.

Driving Privilege Card - A DPC may be issued to a person who is legally allowed to be in the United States as a parolee or another legal status that is not eligible for REAL ID, or if you are an undocumented immigrant in the United States. The DPC may be used for driving purposes only; it is not valid identification or age verification. The DPC expires each year on the applicant's birthday.

Unknown - Not known

Driver License Status	
0	Not Licensed
1	Valid License
2	Canceled or Denied
3	Disqualified (CDL)
4	Expired
5	Revoked
6	Suspended
7	Learner's Permit
8	Temporary/Limited
9	Driving Privilege Card
99	Unknown

Drivers License Class

Issued to drivers after successfully completing a driver's test that qualifies them to operate a specific type of motor vehicle.

Class A - Commercial over 26,001 w/towed unit over 10,000 GVWR

Class B - Commercial over 26,001 w/towed units under 10,000 GVWR. Class B may not have a towed unit (ie: bus, dump truck, etc)

Class C - a vehicle whose gross vehicle weight rating (GVWR) is below 26,001 pounds but is carrying 16 or more passengers, including the driver, or is placarded for hazardous material

Class D - Private or other vehicles - not Commercial or Motorcycles

Driver License Class	
-	NA/No DL presented (if not UT, pick equivalent UT code in this l
A	Commercial over 26,000 w/towed unit over 10,000 GVWR
B	Commercial over 26,000 w/towed unit under 10,000 GVWR
C	Commercial under 26,000
D	Private or other vehicles - not Commercial or Motorcycles

Drivers License Endorsements

Issued to drivers after successfully completing a specialized test that qualifies them to operate a specific type of commercial motor vehicle.

Hazardous Materials - Any driver, regardless of the vehicle Class/Group (A, B, or C) who wishes to haul any material that has been designated as hazardous under 49 U.S.C. 5103 and is required to be placarded under subpart F of 49 CFR part 172; or any quantity of a material listed as a select agent or toxin 42 CFR Part 73 must add a hazardous materials endorsement to their CDL. S/he must complete the Entry Level Driver Training and pass a special examination on how to recognize, handle, and transport hazardous materials. The Transportation Security Administration (TSA) and the US Department of Transportation require background checks on commercial drivers who are certified to transport hazardous materials

Motorcycle - a motor vehicle, except farm tractors, that has a saddle for the rider and is designed to travel with not more than three (3) wheels in contact with the ground.

Tank Vehicle - Drivers of any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank or tanks having an individual rated capacity of more than 119 gallons and an aggregate rated capacity of 1,000 gallons or more that is either permanently or temporarily attached to the vehicle or the chassis must obtain this endorsement. Applies to Class A, B and C (only applicable to Class C if the vehicle is hauling hazardous materials) vehicles. Liquids in bulk cause driving control problems because the cargo is heavy, prone to shifting, and has a high center of gravity. These drivers must pass a special knowledge examination on the problems posed by large volume liquid cargo to add the endorsement to their CDL/CLP.

Passengers - Drivers who wish to drive a vehicle having a design capacity to carry 16 or more people, including the driver, must add a passenger endorsement to their CDL/CLP. They must pass a special knowledge examination on safety considerations when passenger, complete the Entry Level Driver Training and must pass skills tests in a passenger vehicle. The endorsement applies to applicants who wish to drive a bus in any class (A, B, or C).

School Bus - Drivers who wish to drive a school bus, must add a school bus endorsement to their CDL/CLP. They must pass a special knowledge examination on safety considerations when transporting passengers in a school bus, complete the Entry Level Driver Training and must pass skills tests in a school bus. The endorsement applies to applicants who wish to drive a school bus in any class (A, B, or C).

Double/Triple Trailers - Many drivers who are qualified to drive Class A vehicles may wish to pull double or triple trailers. Research shows that considerable additional knowledge and skill is necessary to safely pull

double and triple trailers in various traffic conditions and driving environments. Consequently, adding the endorsement to the licenses of Class A drivers is necessary if they wish to pull double or triple trailers. A special knowledge examination on the problems associated with pulling multiple trailers must be passed.

Tankers/Hazardous Materials - Drivers of tank vehicles who haul hazardous materials or waste in amounts requiring placards must add an X endorsement to their CDL, showing that they have passed the special knowledge examinations for both tank vehicles and hazardous materials.

Taxicab - a Class D motor vehicle transporting any number of passengers for hire and which is subject to state or federal regulations as a taxi.

Driver License Endorsements	
-	Does Not Apply (none)
H	Hazardous Materials
M	Motorcycle
N	Tank Vehicles
P	Passengers
S	School Bus
T	Double/Triple Trailers
X	Tankers/Hazardous Materials
Z	Taxicab

Drivers License Restriction

Restrictions assigned to an individual's driver license by the license examiner. Enter the restriction code from the Utah Driver's License, select all that apply.

- 1 - Driver is required to have an ignition/interlock device installed in the motor vehicle they are operating.
- 2 - Driver is restricted to operating a motorcycle with 249 cc or less
- 3 - Driver is restricted to operating a motorcycle with 649 cc or less.
- 4 - Driver is restricted to operating a street legal ATV
- 5 - Driver is restricted to operating a motorcycle with 90 cc or less.
- 6 - Driver may only drive on roads with a posted speed of 40 mph or less.
- 7 - Vehicles must be equipped with an automatic transmission.
- 8- Alcohol Interlock Device
- A - No Restrictions
- B - Driver must wear corrective lenses
- C - Mechanical aid or compensatory device required while driving
- D - Prosthetic aid must be used while driving
- E - Restricts the driver from driving a commercial motor vehicle with a manual transmission
- F - Restricted to driving a vehicle with outside rearview mirrors
- G - Restricted to driving during daylight hours only
- J - Restricts the driver for any other restrictions deemed necessary by the division
- K - Restricted to intrastate operation of commercial vehicles
- L - Restricted to vehicles with no air brakes

- M** - Restricts driver from transporting passengers using a Class A bus
- N** - Restricts driver from transporting passengers using a Class A or Class B bus
- O** - Restricts driver from driving a commercial motor vehicle equipped with a tractor trailer
- P** - Restricts CDL driver with a school bus or passenger endorsement from having passengers in commercial motor vehicle
- U** - Restricted to operating only three-wheeled motorcycles
- V** - Indicates that the driver has been issued a variance by the Federal Motor Carrier Safety Administration in reference to the driver's medical certification status
- Z** - Restricts driver from driving a commercial motor vehicle with non-fully equipped air brakes

Driver License Restrictions	
-	Does Not Apply (none)
2	249 CC or Less Motorcycle
3	649 CC or Less Motorcycle
4	Street Legal ATV
6	Posted 40 Mph or less
7	Automatic transmission
8	Alcohol Interlock Device
A	No Restrictions
B	Corrective lenses
C	Mechanical Aid
D	Prosthetic Aid
E	Automatic Transmission
F	Outside Mirror
G	Daylight only
I	Limited - Other
J	Other
K	CDL Intrastate Only
L	Vehicle Without Air Brake
O	Restricts transport of Class A or B bus
P	Restricts CDL driver from having passengers in CMV
R	No Hazardous Materials
U	3 Wheel Motorcycle
V	Variance by the FMCSA for medical certification
X	Empty Tank CMV on a Learner Permit
Y	LT 10K less than 10,000#
Z	Non-fully equipped Air Brakes

Alcohol Interlock Present?

Used for drivers whose licenses have been suspended or revoked for certain alcohol- or drug-related offenses who possess ignition interlock restricted licenses. These licenses permit them to drive if they use an ignition interlock device installed in their car that tests breath for alcohol consumption.

Alcohol Interlock Present?	
1	No
2	Yes
99	Unknown

Law Enforcement Action

Charge(s) Status

Indicate charge(s) that were related to the crash. 3 fields for charges. If more than three charges, enter highest to lowest (Felony to Misdemeanor)

Yes/State Citation Code(s) – list the State citation code(s) issued to this driver.

No/None used when no citations were issued to this driver.

Pending- criminal accusations that have been officially filed against an individual but have not yet been resolved in court

Unknown used when it cannot be determined if any citations were issued to this driver.

Charge Status	
1	Yes
2	No
3	Pending
99	Unknown

Charge(s)

Enter the Utah code for each charge.

Citation Number

Indicate the number of the citation. Citation numbers are issued from the state BCI. The citation numbers are issued automatically when an officer creates a new citation.

Speeding-Related

This element identifies if the driver was speeding and it was related to the crash as identified by law enforcement.

No – The driver of this vehicle was not racing, exceeding the speed limit, or traveling too fast for conditions.

Yes, Exceeded Speed Limit – When a motor vehicle is traveling above the posted or statutory speed limit on certain designated roadways and/or by certain types of vehicles (e.g., for trucks, buses, motorcycles, on bridge, at night, in school zone). This attribute takes precedence over Yes, Too Fast for Conditions. If the driver was racing in addition to exceeding the speed limit, then select Yes, Racing.

Yes, Street Racing – When two or more motor vehicles are engaged in a speed-related competition on the trafficway. This attribute takes precedence over Yes, Exceeded Speed Limit and Yes, Too Fast for Conditions.

Yes, Specifics Unknown - Use when the specifics of speeding is unknown.

Unknown – it cannot be determined if the driver of this vehicle was racing, exceeding the speed limit, or traveling too fast for conditions.

Speeding-Related	
1	No
2	Yes, Exceeded Speed Limit
3	Yes, Too Fast for Conditions
4	Yes, Street Racing
6	Yes, Specifics Unknown
99	Unknown

Driver Condition at Time of Crash

Any relevant condition of the driver that is directly related to the crash. If more than one condition exists, enter the one that most directly contributed to the crash.

Illness/Medical- used when this driver was ill (e.g., seizures, heart attack, vomiting) or lost consciousness. This attribute applies even if the source of the illness or loss of consciousness is alcohol or drug related.

Drowsy, Asleep, or Fatigued – used when this driver was drowsy or asleep or was operating in a reduced physical or mental capacity due to weariness, medication, or other drugs.

Under the Influence of Medication, Drugs, and/or Alcohol – used when this driver was under the influence of medication, drugs, and/or alcohol.

Emotional Prior to Crash (depressed/angry/disturbed/etc.) use when the driver or witnesses expresses that they were emotional prior to the crash.

Physical Impairment – used when this driver had a physical impairment that isn't a listed attribute in this data

element (e.g., this driver was impaired due to a previous injury).

Other* - type in narrative other driver conditions

Unknown - If driver condition is not known or there was no driver condition

Driver Condition at Time of Crash	
1	Appearing Normal
2	Illness/Medical
3	Drowsy, Asleep, or Fatigued
5	Under the Influence of Alcohol/Drugs/Medications
6	Emotional Prior to Crash (depressed/angry/disturbed/etc.)
7	Physically Impaired
97	Other*
99	Unknown

Driver Contributing Circumstances

The actions by the driver that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash. This element does not need to be proven and does not need to match any citations given.

There are two fields for each driver indicating primary and secondary contributing circumstances. For example, a driver primary contributing circumstance may be 02 (too fast for conditions) and the secondary may be 10 (followed too closely). If there is only one contributing circumstance for a driver, mark 00 None in the second field.

None - used when none of the related factors are applicable for this driver.

Failed to Yield Right-of-Way - driver failed to yield right-of-way to another motor vehicle or non-occupant as required.

Failed to Keep in Proper Lane - this driver did not maintain position in the appropriate travel lane.

Unsafe Lane Changes - when a driver moves from one lane to another without ensuring it is safe to do so

Overcorrecting - used when this driver steered the wheel more than what was necessary to correct the vehicle's travel path, typically resulting in a loss of control.

Disregard Traffic Signs - failing to obey or ignoring traffic control devices such as stop signs, yield signs, speed limit signs, or lane markings.

Disregard Road Markings - used when the driver did not follow markings on the road such as pavement

markings, longitudinal markings, centerline markings. Road markings serve as a guidance system, providing regulatory and vehicle-path information to users without diverting their attention from the road. Their purpose is to promote safe and orderly traffic flow, thereby optimizing roadway capacity.

Followed Too Closely - this driver was positioned at a distance behind another motor vehicle or non-occupant that was too close to permit safe response to any change in movement or behavior by the other motor vehicle or non-occupant.

Wrong Side/Wrong Way of Two-Way Trafficway - used when this driver was established in and driving on the wrong side of the trafficway, whether intentional or unintentional.

“Unintentional” means they may not be aware they are on the wrong side. For situations where a driver unintentionally crosses the centerline, see Failed to Keep in Proper Lane. For situations where the vehicle is on the wrong side because of an improper passing maneuver, see Improper Passing. Examples:

- Driving the wrong way or on the wrong side of a divided trafficway.
- Driving on the wrong side of an undivided trafficway.
- Driving the wrong way in a circular intersection.
- Driving on the left half of an approaching bridge or tunnel.

Improper Parking/Stopping - used when the vehicle is parked or stopped at places that prohibits to park and is against the law

Ran Off Road- used when vehicle loses control and runs off the road away from the travel lane to the right or left side of the road

Improper Passing - driver had completed or was passing in a way that was unsafe, poorly executed, or prohibited. Examples include unsafety passing on the right, passing a stopped school bus, or passing where prohibited by signs or pavement markings (i.e., mainly violations as designated by traffic controls).

Improper Turn - driver completed or was making a turn that was unsafe, poorly executed, or prohibited.

Operating the Vehicle in an Erratic, Reckless, or Negligent Manner - used when the driver is engaged in a driving behavior with willful or wanton disregard for safety. If this driver also operated their vehicle aggressively, see Aggressive Driving. Examples:

- Driving erratically.
- Erratic lane changing.
- Suddenly changing speed.
- Motorcyclist doing wheelies (aka "popping" wheelies)

Unknown - used when it cannot be determined if any of the attributes for this data element apply to this driver.

Crossed Centerline/Median - Used when a driver crosses a solid yellow line and/or the area between opposing lanes of traffic medians can be defined by pavement markings, raised medians, or islands.

Aggressive Driving - used when the driver operated the vehicle with a disregard for safety and endangered themselves, other people, or property. Common violations include speeding, tailgating, suddenly changing lanes without warning, cutting off other drivers, and failing to yield the right of way. If this driver also exhibited road rage behavior, see Road Rage.

Road Rage - used when this driver exhibited road rage behavior. Road rage is when a driver experiences extreme aggression or anger intending to cause harm to others. Note that a deliberate act that results in a harmful event (or events) is not considered an unstabilized situation and thus is not a crash. A crash must have both an unstabilized situation (unintended event) and at least one harmful event that is separate from or beyond what was intended by the deliberate act. If this driver also operated their vehicle aggressively, see Aggressive Driving. Examples of road rage driving behavior by a contact vehicle driver resulting in a motor vehicle traffic crash:

- One driver tries to force another driver off the roadway (deliberate act), and subsequently results in the two vehicles colliding. Another vehicle not associated with the deliberate act comes upon and strikes both vehicles (unintended event).
- A driver tailgating dangerously close intentionally nudges the bumper of the vehicle in front (deliberate act), resulting in the driver losing control, and striking a third vehicle in the opposing travel lanes (unintended event).

Careless Driving, Inattentive Operation, Improper Driving, or Driving Without Due Care - used when this driver was exhibiting any of these behaviors. If this driver was also distracted, include the applicable distraction in DRIVER DISTRACTION. If this driver also drove the vehicle aggressively, see Aggressive Driving.

Failure to Obey Traffic Officers or Safety Zone Traffic Laws - used when a driver does not follow the flagger, officer, crossing guard, or similar rules or signs.

Looked But Did Not See - used when the driver is paying attention to driving (not distracted), but does not see the relevant vehicle, object, etc. This attribute should be used when a driver has an opportunity to take some action prior to impact, but the driver takes no action, and no distractions apply under DRIVER DISTRACTION. Examples:

- A driver looks before changing lanes but does not see another vehicle in the driver's "blind spot."
- A driver looks before passing through an intersection but does not see a motorcycle crossing the intersection.
- A driver looks before turning but does not see a pedestrian in the crosswalk.

Illegal Driving on Shoulder, Median, Roadside, etc. - used when this driver was intentionally driving illegally in a location off the roadway (e.g., shoulder, median, roadside). This attribute should not be used when the vehicle enters one of these locations as part of an avoidance maneuver or as a result of a critical or harmful event. Also, do not use this value for a vehicle that leaves its lane at the direction of a flagman or police officer.

Attempted to Move Over or Slow Down as Required by Move Over Law - This driver tried to move over or slow down when passing a stopped emergency or maintenance vehicle or personnel and this may have contributed to the crash. Whether the driver's actions were successful is not relevant. The stopped emergency or maintenance vehicle may or may not have been displaying flashing warning lights.

Failed to Move Over or Slow Down as Required by Move Over Law - This driver did not try to move over

or slow down when passing a stopped emergency or maintenance vehicle or personnel and this may have contributed to the crash. The stopped emergency or maintenance vehicle may or may not have been displaying flashing warning lights.

Fleeing or Evading Law Enforcement - used to identify this person was trying to escape and/or avoid the police.

Police Officer in Pursuit - used when this driver is a police officer engaged in a “pursuit” that is active at the time of crash. SPECIAL FUNCTION must be coded as Law Enforcement for this person. Also see RELATED FACTORS—CRASH LEVEL attribute Police Pursuit Involved. Definition of Police Pursuit: A pursuit is an event that is initiated when a law enforcement officer operating an authorized emergency vehicle gives notice to stop (either through the use of visual or audible emergency signals or a combination of emergency devices) to a motorist whom the officer is attempting to apprehend, and that motorist fails to comply with the signal by either maintaining speed, increasing speed, or taking other evasive action to elude the officer’s continued attempts to stop the motorist. A pursuit is terminated when the motorist stops, or when the attempt to apprehend is discontinued by the officer, or at the direction of a competent authority.

Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, NonMotorist, or Animal in Roadway, etc. - Defensive driver action to defend against an apparent danger in, on, or due to the condition of the roadway or the presence of a motor vehicle, object, non-motorist, or animal in the roadway to avoid a crash.

Traveling on Prohibited Trafficways - used when this driver was driving on an open trafficway that prohibited travel for the kind of vehicle they were operating. For example, driving a moped on an interstate, driving a truck where prohibited, or operating a vehicle with hazardous materials cargo where prohibited. For trucks or slower vehicles using the left lane when prohibited, use Failed to Keep in Proper Lane.

Overloading or Improper Loading of Vehicle with Passengers or Cargo - used when this driver improperly loaded the vehicle occupants or cargo into or on the vehicle. Examples:

- The vehicle had more than three passengers in the front seat,
- There were people riding on the exterior of the vehicle,
- The vehicle was carrying occupants that were sitting or standing on the rails, tailgate of a pickup, or improperly sitting in the bed of a pickup,
- More than one person secured in a belt restraint,
- An unsecured or uncovered load violation,
- The vehicle’s trunk was open with extra-large cargo protruding,
- The vehicle was overweight, over length, or illegally or improperly oversize.

Towing or Pushing Improperly - used when this driver was operating the vehicle that was towing another vehicle with an improper connection (e.g., by rope or cable) or was pushing another vehicle in a dangerous manner (e.g., bumper to bumper).

Failure to Dim Lights or to Have Lights on When Required— used when this driver failed to use the vehicle’s external lights properly. Examples:

- The driver failed to turn on the vehicle’s headlights at night or in a tunnel.
- The driver failed to turn on the motorcycle’s headlights as required.
- The driver failed to dim the vehicle’s high beams.
- The driver used fog lights when prohibited.
- The driver was using aftermarket mounted floodlights.

Operating Without Required Equipment - used when this driver was operating the vehicle without a required piece of equipment or with required equipment being inoperable. This does NOT include when an available restraint (e.g., seat belts, child restraints) or motorcycle helmet was not used (see RESTRAINT SYSTEM USE and HELMET USE). Examples:

- The driver was operating the vehicle with defective or no lamps, brakes, mirrors, muffler, flares, wipers, horn, snow tires, chains, etc.
- A driver failed to have extended side mirrors on the vehicle when required (e.g., when pulling a trailer).
- A driver driving in snow without snow tires on the vehicle when required.
- The driver was operating a vehicle where the seat belts have been removed.
- The driver failed to have a child safety seat (or seats) in the vehicle when required for the occupant (or occupants).
- A motorcycle rider did not have a helmet with them when required by law.
- The driver was operating a vehicle where an air bag (or air bags) was (or were) not reinstalled after a prior crash.

Opening Door, Trunk, or Hatch into Traffic - used when this driver improperly opened a door, the trunk, or a hatch into traffic.

Driver Contributing Circumstances	
0	None
3	Failed to Yield Right-of-Way
4	Failed to Keep in Proper Lane
5	Unsafe Lane Change
6	Over-Correcting/Over-Steering
7	Disregard Traffic Signs
8	Disregard Traffic Signals
9	Disregard Road Markings
11	Followed too Closely
13	Wrong Side/Wrong Way
14	Improper Parking/Stopping
15	Ran Off Road
18	Improper Passing
19	Improper Turn
22	Erratic, Reckless, or Negligent Driving
99	Unknown
24	Crossed Centerline/Median
25	Aggressive Driving
26	Road Rage
27	Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care
28	Failure to Obey Traffic Officers or Safety Zone Traffic Laws

29	Looked But Did Not See
30	Intentional Illegal Driving Off the Roadway (on shoulder, median, roadside, etc.)
31	Attempted to Move Over or Slow Down as Required by Move Over Law
32	Failed to Move Over or Slow Down as Required by Move Over Law
33	Fleeing/Evading Law Enforcement
34	Police Officer in Pursuit
35	Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist, or Animal in Roadway, etc.
36	Traveling on Prohibited Trafficways
37	Overloading or Improper Loading of Vehicle with Passengers or Cargo
38	Towing or Pushing Improperly
39	Failure to Dim Lights or to Have Lights on When Required
40	Operating Without Required Equipment
41	Opening doors/trunk into Moving Traffic or While Vehicle is in Motion

Driver Distracted Source

This element identifies the attribute(s) which best describes the driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur. It reports on the presence of any distractions which may or may not have contributed to the crash.

Distraction from the primary task of driving occurs when drivers divert their attention from the driving task to some other activity.

Not Distracted - the individual was completely attentive to driving.

No Driver Present or Unknown if Driver Present - there is no driver in this vehicle or when it is unknown if there is a driver present in this vehicle at the time of the crash.

Audio (using vehicle controls) - distracted from the driving task while adjusting the radio, cassette, using the radio, using the cassette, or CD that is mounted in the vehicle.

Passenger(s) - distracted by another occupant in this driver's vehicle prior to realization of impending danger

Hand-Held Mobile Phone- Talking/Listening - driver is dialing or text messaging (texting) on a mobile phone. Any manual button/control actuation on the phone qualifies. This includes dialing or text messaging on any wireless e-mail device.

Hands-Free Mobile Phone- Talking/Listening - driver is talking or listening on a mobile phone. This attribute includes talking or listening on a “hands-free” or Bluetooth enabled phone.

Climate Control - distracted from the driving task while adjusting the air conditioner, heater.

Vehicle-Integrated Device - driver is distracted while manipulating a control in the vehicle including adjusting headlamps or interior lights, controlling windows (power or manual), manipulating door locks (power or manual), adjusting side view mirrors (power or manual), adjusting rearview mirror, adjusting seat (power or manual), adjusting steering wheel, adjusting seatbelt, on-board navigational devices, etc. (original equipment).

Other Electronic Device* - the driver is distracted from the driving task due to mobile phone involvement, but none of the specified codes are applicable (reaching for mobile phone, etc.). This attribute is also applied when specific details regarding mobile phone distraction/usage are not provided (e.g., email, nonspecific mobile phone use).

Animal (inside vehicle) - driver was distracted by a moving object in this driver’s vehicle prior to realization of impending danger.

Food/Drink - driver is eating or drinking or involved in an activity related to these actions (picking food from carton placed on passenger seat, reaching to throw out used food wrapper, etc.)

Grooming - driver is distracted by brushing hair, putting on makeup, tweezing eyebrows, etc.

Other Inside Distraction* - driver is distracted while using or reaching for a device or object in the vehicle including a radar detector, water bottle, CDs, razors, music portable CD player, headphones, a navigational device, laptop or tablet PC, etc. This attribute is also used when it cannot be determined if the involved device was Original Equipment Manufacturer (OEM), brought into the vehicle, or a function of a mobile phone (i.e., GPS).

Other Outside Distraction* - driver was distracted by an outside person, object, or event prior to realization of impending danger. Examples include animals on the roadside, a previous crash, or non-traffic related signs (advertisements, electronic billboards, etc.).

Texting or Manually Operating a Mobile Electronic Device - driver is dialing or text messaging (texting) on a mobile phone. Any manual button/control actuation on the phone qualifies. This includes dialing or text messaging on any wireless e-mail device.

Unknown Use of a Mobile Electronic Device - unclear what was being used on a mobile phone or device

Distracted, Details Unknown - unclear what the distraction was

Unknown if Distracted - unclear if the driver was distracted or fully attentive.

Driver Distracted Source	
9	Not Distracted
23	No Driver Present or Unknown if Driver Present
2	Audio (using vehicle controls)
4	Passenger(s)
24	Hand-Held Mobile Phone- Talking/Listening
10	Hands-Free Mobile Phone- Talking/Listening
12	Climate Control
13	Vehicle-Integrated Device
14	Other Electronic Device*
15	Animal (inside vehicle)
16	Food/Drink
17	Grooming
18	Other Inside Distraction*
19	Other Outside Distraction*
20	Texting or Manually Operating a Mobile Electronic Device
21	Unknown Use of a Mobile Electronic Device
22	Distracted, Details Unknown
96	Not Applicable (Not Distracted)
99	Unknown if Distracted

Driver's Vision Obscured By

Apparent visual conditions which may have contributed to the crash. If more than one condition exists, enter the code element that most directly contributed to the crash for each vehicle.

No Obstruction - used when there is no indication of a visual obstruction for this driver.

Windshield Broken or Improperly Cleaned/Cleared- used when this condition obscured this driver's vision. For a "fogged" or "frosted" windshield, see Frost or Fog on Windshield.

Trees, Crops, Bushes, Other Vegetation- used when any of these natural features obstructed the view of the driver.

Not In-Transport Motor Vehicle (parked or working) - used when a vehicle parked in a designated parking area or space, stopped in an area off the roadway, or is a working motor vehicle obstructed the view of the driver. The vehicle may be but does not have to be a contact vehicle in the case.

Signs, Billboards, etc. - used when any of these manmade structures obstructed the view of the driver (e.g., including traffic signs, poles, signals).

In-Transport Motor Vehicle (including load) - used when a vehicle that is in motion or stopped on the roadway obstructed the view of the driver. The vehicle may be but does not have to be a contact vehicle in the case.

Building- used when any of these manmade structures obstructed the view of the driver.

Guardrail/Barrier- used when any of these manmade structures obstructed the view of the driver.

Reflected Glare, Bright Sunlight, or Headlights - used when one or more of these conditions obstructed the view of the driver.

Smoke- used when this conditions exist AND obstructed the view of the driver.

Rain, Snow, Fog - used when one or more of these conditions exist AND obstructed the view of the driver. Do not use this attribute when only the vehicle windshield was “fogged” or not properly cleaned (see Frost or Fog on Windshield or Broken or Improperly Cleaned Windshield).

Blowing Sand, Soil, Dirt- used when one or more of these conditions exist AND obstructed the view of the driver.

Curve, Hill, or Other Roadway Design Feature - used when any of these roadway features or design elements obstructed the view of the driver (e.g., including embankment, sag).

Splash or Spray of Passing Vehicle - used when this condition obstructed the view of the driver. The splash or spray can come from water or mud; however, the use of this attribute does not require it to be raining at the time of the crash.

Inadequate Defrost or Defog System- the presence of frost or fog on the windshield obscured this driver’s vision. This includes the defrost system being turned off or not operating properly.

Obstruction Interior to the Vehicle – used when this driver’s vision was impaired because of a feature in the interior of their vehicle (including head restraint, rearview mirror, window stickers, sunshades, ornaments, windshield tinting).

Inadequate Vehicle Lighting System- used when this driver’s vision was impaired because of a feature in the interior of their vehicle (including head restraint, rearview mirror, window stickers, sunshades, ornaments, windshield tinting).

External Mirrors - used when an exterior mirror on this driver’s vehicle created a visual obstruction.

Obstructing Angles on This Vehicle - used when the size or shape of a driver’s own vehicle created a visual obstruction (including trailer, vehicle height, blind spot). Not to be confused with visual obstructions from other vehicles (see In-Transport Motor Vehicle (including load) or Not In-Transport Motor Vehicle (parked or

working)) or a vehicle's interior components such as head restraints, sunshades, etc. (see Obstruction Interior to the Vehicle).

Other *- used when the driver's vision was obscured by something other than the listed attributes for this data element. For example, an unattached trailer left on the road shoulder.

Unknown – used when it cannot be determined if anything obscured this driver's vision.

Driver's Vision Obscured By	
0	No Obstruction
3	Windshield Broken or Improperly Cleaned/Cleared
4	Trees, Crops, Bushes, Other Vegetation
5	Not In-Transport Motor Vehicle (parked/working)
6	Signs, Billboards, etc.
7	In-Transport Motor Vehicle (including load)
8	Building
9	Guardrail/Barrier
10	Reflected Glare, Bright Sunlight, Headlights
11	Smoke
12	Rain, Snow, Fog
13	Blowing Sand, Soil, Dirt
14	Curve, Hill, or Other Roadway Design Feature
15	Splash or Spray of Passing Vehicle
16	Inadequate Defrost or Defog System
17	Obstruction Interior to Vehicle
18	Inadequate Vehicle Lighting System
19	External Mirrors
20	Obstructing Angles on Vehicle
97	Other*
99	Unknown

Attempted Avoidance Maneuver

This element identifies movements/actions taken by the driver, within a critical crash envelope, in response to a Critical Pre-crash Event. Attempted avoidance maneuvers occur after the driver has realization of an impending danger. This element assesses what the driver's action(s) was in response to his/her realization. Use the available information to code the actions taken by the driver in response to the driver's realization of an impending danger (Critical Event).

No Avoidance Maneuver - driver did not attempt any evasive (pre-impact) maneuvers

Accelerating - increase speed

Accelerating and Steering Left - increase speed and veer left

Accelerating and Steering Right- increase speed and veer right

Braking - there is indication that the brakes were applied.

Braking and Steering Left - applying brakes and veering left

Braking and Steering Right - applying brakes and veering right

Braking and Unknown Steering Direction - applying brakes and direction veered unknown

Releasing Brakes - letting off the brakes

Steering Left - moving left

Steering Right - moving right

Lay Down Motorcycle - intentionally laying down a motorcycle

Other Actions* - indicates the driver took certain avoidance actions, but none of the specified attributes apply.

Attempted Avoidance Maneuver	
0	No Avoidance Maneuver
1	Accelerating
2	Accelerating and Steering Left
3	Accelerating and Steering Right
4	Braking
5	Braking and Steering Left
6	Braking and Steering Right
7	Braking and Unknown Steering Direction
8	Releasing Brakes
9	Steering Left
10	Steering Right
11	Lay Down Motorcycle
97	Other Actions*
99	Unknown

NON-MOTORIST INFORMATION

In the non-motorist data elements each field has the option for you to select code **99 for Unknown**. Unknown is only to be used when there are no other options available.

A non-motorist is any person other than an occupant of a motor vehicle in transport. This includes pedestrians, bicyclists, other cyclists, occupants of other motor vehicles not in transport, and occupants of transport vehicles other than motor vehicles.

Non-Motorist Action

The action of the non-motorist prior to the crash. If more than one condition exists, enter the one that most directly contributed to the crash.

Entering or Crossing Road - the non-motorist was moving across or in the travel lanes with the goal of crossing the roadway.

Walking/Cycling Along Roadway with Traffic - the non-motorist was moving in the same direction as the flow of traffic, either in the travel lane or adjacent to it

Walking/Cycling Along Roadway Against Traffic - the non-motorist was moving in the opposite direction of the flow of traffic (facing oncoming vehicles), either in the travel lane or adjacent to it

Waiting to Cross Roadway - the non-motorist is near the curb or the roadway edge waiting to cross a roadway anywhere along the roadway.

Walking/Cycling on Sidewalk - the non motorist is walking/cycling on a paved surface outside the roadway travel lanes and shoulder

Working in Trafficway (Not Incident Responder) - refers to personnel engaged in planned construction, maintenance, or utility operations within the highway right-of-way, rather than emergency, unplanned, or temporary incident clearance.

Working on Vehicle - the pedestrian was outside of a disabled or inoperative vehicle for any of a number of reasons, including working on it, pushing it, leaving it, or approaching it.

Pushing Motor Vehicle - the pedestrian was outside of a disabled or inoperative vehicle for any of a number of reasons, including working on it, pushing it, leaving it, or approaching it.

In Roadway-other* - the non-motorist was in the roadway but not crossing it.

Stationary and Adjacent to Roadway (e.g. Shoulder, Median, Sidewalk) - the non-motorist was not moving and not in the roadway but in an area immediately adjacent to the roadway, such as a median, shoulder, sidewalk, pedestrian refuge, traffic island, etc.

Leaving/Approaching Disabled Vehicle - the pedestrian was outside of a disabled or inoperative vehicle for any of a number of reasons, including working on it, pushing it, leaving it, or approaching it.

Entering/Exiting Parked or Stopped Vehicle - when a pedestrian was adjacent to a stopped or parked vehicle and in the process of getting into or had just exited that stopped or parked vehicle.

Playing in Roadway - the non-motorist was in the roadway but not crossing it.

Other*- Any other situation not mentioned above

Unknown- use when the action of the non-motorist prior to the crash is unknown.

Non-Motorist Action	
1	Entering or Crossing Road
2	Walking/Cycling Along Roadway with Traffic
3	Walking/Cycling Along Roadway Against Traffic
4	Waiting to Cross Roadway
5	Walking/Cycling on Sidewalk
6	Working in Trafficway (Not Incident Responder)
7	Working on Vehicle
8	Pushing Motor Vehicle
9	In Roadway-other*
10	Stationary and Adjacent to Roadway (e.g. Shoulder, Median, Sidewalk)
12	Leaving/Approaching Disabled Vehicle
13	Entering/Exiting Parked or Stopped Vehicle
14	Playing in Roadway
97	Other*
99	Unknown

Non-Motorist Contributing Circumstances

Any relevant condition of the non-motorist that is directly related to the crash. Enter the appropriate indicator of any non-motorist action that contributed to the crash. If more than one condition exists, enter the one that most directly contributed to the crash.

None – used when none of the other attributes are applicable for this person. If this attribute is used, no other attribute may be selected.

Improper Crossing of Roadway or Intersection (“jaywalking”) - used when a pedestrian or a person on a personal conveyance, either motorized or non-motorized, is engaged in crossing a road but is not doing so properly (i.e., not in a crosswalk). The person may be engaged in other activities such as the continuation of jogging, running, etc. This attribute should not be used in conjunction with In Roadway Improperly (standing, lying, working, playing, etc.).

Dart or Dash – Non-motorist suddenly entering from off the roadway, including running, jogging, or stumbling, etc.

Wrong Side of Road- used when the non-motorist was on the wrong side of the road

Inattentive/Distracted- used when the non-motorist was exhibiting any of these behaviors.

Failure to Obey Traffic Sign, Signal, or Officer - used when the non-motorist failed to obey a traffic control device. Examples include a traffic sign, a traffic control device (including a pedestrian signal), a traffic officer, or a safety zone; or passing around railroad gates.

Failure to Yield Right-Of-Way - used when the non-motorist failed to yield the right-of-way to other road users. Examples:

failure to yield when exiting a driveway

failure to yield at an intersection not controlled by a stop sign or flashing red lights

a bicyclist that stopped at the stop sign but did not realize it was a two-way stop rather than a four-way stop control and proceeded into the intersection without yielding to traffic on the through trafficway

In Roadway Improperly (standing, lying, working, playing, etc.) - occurs when a person was in the roadway in violation of applicable laws. Examples:

playing in the road before the vehicle arrived (the person must not have just run into the roadway, which would be coded Dart or Dash);

in the street voluntarily, such as a civilian directing traffic at the scene of a crash;

attempting to hail a cab, flag down assistance, or flag down a transit bus between designated stops;

sitting, getting up, asleep or unconscious, kneeling, etc.

Improper Turn or Merge - the non-motorist completed or was making a turn that was unsafe, poorly executed, or prohibited. This attribute is only applicable to PERSON TYPE Bicyclist, Other Cyclist, Pedestrian on Personal Conveyance, Occupant of a Non-Motor Vehicle Transport Device, and Unknown Type of Non-Motorist. Examples of an improper turn include too wide right or left turns, making a right turn from the left lane, a left turn from the right lane, or unsafe U-turns. An example of an improper merge is when the bicycle lane ends and the bicyclist merges into the path of a vehicle without leaving sufficient space.

Improper Passing - the non-motorist had completed or was passing in a way that was unsafe, poorly executed, or prohibited. A non-motorist may be passing a motor vehicle or another non-motorist. This attribute is only applicable to PERSON TYPE Bicyclist, Other Cyclist, Pedestrian on Personal Conveyance, Occupant of a Non-Motor Vehicle Transport Device, and Unknown Type of Non-Motorist. Examples include unsafely passing on the right (when not in a bike lane), passing a stopped school bus, or passing where prohibited by signs or pavement markings (i.e., mainly violations as designated by traffic controls).

Person Not visible (Non-reflective or dark clothing) Not Visible (dark clothing, no lighting, etc.) - used when the non-motorist was not visible to the motorist because of blocked views, insufficient lighting, or other reasons such as clothing that blends in with the surroundings at any time of the day (camouflage) or dark clothing in the rain at night.

Conveyance Not visible (No reflectors or lighting on conveyance)- used when the non motorist or pedestrian in/on a conveyance was not seen. Conveyance is a device, other than bicycle used by non motorist for personal mobility or recreation

Fleeing/Evading Law Enforcement- used to identify that the non-motorist was trying to escape and/or avoid the police.

Other (explain in narrative) – used when the non-motorist’s contributing actions or circumstances at the time of the crash was something other than the listed attributes for this data element. If this attribute is used, explain the details in the narrative section of the crash report.

Unknown - used when contributing circumstances for this person are unknown. If this attribute is used, no other attribute may be selected.

Non-Motorist Contributing Circumstances	
0	None
1	Improper Crossing
2	Dart/Dash
3	Wrong Side of Road
5	Inattentive/Distracted
6	Failure to Obey Traffic Signs, Signals, or Officer
7	Failure to Yield Right-of-Way
8	In Roadway Improperly (Lying, Kneeling, Standing, etc.)
9	Improper Turn/Merge
10	Improper Passing
11	Person Not visible (Non-reflective or dark clothing)
12	Conveyance Not visible (No reflectors or lighting on conveyance)
13	Fleeing/Evading Law Enforcement
97	Other*
99	Unknown

Non-Motorist Location

The non-motorist’s location, with respect to the roadway, at the time of the crash.

Intersection - Marked Crosswalk- use when the area designated for non-motorist crossing, typically delineated by painted lines (usually white) on the roadway, extending from one side of the intersection to the other.

Intersection - Unmarked Crosswalk- use when a non-motorised crossing area is at an intersection that lacks painted lines or signs to indicate its presence.

Midblock Crosswalk- use when the non-motorist is crossing located between intersections, designed to facilitate safe pedestrian movement across roadways where traffic signals or stop signs are not present.

School Crosswalk - Intersection- use when the non-motorist is at an intersection, specifically designated for students and others to safely cross roadways near schools.

School Crosswalk - Midblock- use when the non-motorist is crossing that is located between intersections, often near schools.

Travel Lane (not crosswalk or intersection) use when the non-motorist is on the designated portion of a roadway specifically intended for the movement of vehicles traveling from one destination to another.

Median/Island- use when the non-motorist was on the physical or painted divider in the center of a road that separates opposing lanes of traffic.

Shoulder/Roadside- use when the non-motorist was on the paved or unpaved area immediately adjacent to the travel lane.

Sidewalk- use when the non-motorist was traveling on the sidewalk.

Painted Cycle Lane (including sharrow markings and painted buffers)- use when the non-motorist was traveling on the designated area of a road for cyclists, marked with painted lines and symbols on the pavement.

Shared Use Path/Trail- use when the non-motorist was traveling on the shared path meant for all non-motorists.

Outside Right-of-Way- use when the non-motorist was traveling outside of the right of way for non-motorists.

Inside Building- use when the non-motorist was inside a building that is enclosed by exterior walls/structure.

Intersection - Not in Crosswalk (marked or unmarked) use when the non-motorist was traveling in an area where two or more roadways meet, and where non-motorists are not specifically designated to cross by painted lines or traffic signals/signs.

Physically Separated Cycle Lane (e.g., curb, pylons)- use when the non-motorist was traveling on a designated cycle path that is physically separated from motor vehicle traffic by a barrier, such as a curb, posts, or parked cars.

Driveway Access- use when the non-motorist was traveling on a portion of land improved to allow vehicles to move between a public road and private property.

Other (e.g., gore, separator)- explain in the crash narrative what other location the non-motorist was traveling on.

Unknown- use when the location of the non-motorist at the time of the crash was unknown.

Non-Motorist Location	
1	Intersection - Marked Crosswalk
2	Intersection - Unmarked Crosswalk
3	Midblock Crosswalk
4	School Crosswalk - Intersection
5	School Crosswalk - Midblock
6	Travel Lane (not crosswalk or intersection)
7	Median/Island
8	Shoulder/Roadside

10	Sidewalk
12	Painted Cycle Lane (including sharrow markings and painted buffers)
13	Shared Use Path/Trail
14	Outside Right-of-Way
15	Inside Building
16	Intersection - Not in Crosswalk (marked or unmarked)
17	Physically Separated Cycle Lane (e.g., curb, pylons)
18	Driveway Access
97	Other (e.g., gore, separator)*
99	Unknown

Non-Motorist Origin/Destination

The origin/destination of the non-motorist. Where they were going to or from.

Going to or from School (K-12)- use when the non-motorist destination was to school (K-12)

Going to or from Transit- use when the non-motorist destination was to and from state transit

Not Going to/from School or Transit- use when the non-motorist destination was not going to/from school or state transit.

Recreation or exercise- use when the non-motorist destination was recreational or exercise.

Unknown- use when the non-motorist destination was unknown.

Non-Motorist Origin/Destination	
1	Going to or from School (K-12)
2	Going to or from Transit
3	Not Going to/from School or Transit
4	Recreation or exercise
99	Unknown

Non-Motorist Safety Equipment

This element identifies the safety equipment that was used by the non-motorist.

None - used when this non-motorist did not use this type of safety equipment.

Helmet Use – used to identify if the non-motorist was wearing a safety helmet (e.g., cycling helmet, skateboard helmet, motorcycle helmet).

Protective Pads – used to identify if the non-motorist used padded, shaped attachments to protect specific areas of the body (e.g., elbows, knees, shins).

Reflective Wear/Reflectors – used to identify if the non-motorist was using wearable or carried items (e.g., backpack, triangles, jacket, vest) that reflect light. The emphasis is on the reflective property of the clothing or carried item and does not include devices that give off light under their own power (e.g., flashlights). The reflective item can be reflective tape affixed to regular clothing, special reflective clothing, a reflective device that is worn or a reflective device that is carried.

Lighting Use- Person- used to identify if the non-motorist was using light(s) on their person for safety purposes, to include flashlights.

Lighting Used- Conveyance- used to identify if the non-motorist was using light(s) on a cycle or personal conveyance for safety purposes, to include flashlights.

Other (explain in narrative) – what the non-motorist's used for safety equipment

Unknown - used when you are not sure if the non-motorist used any safety equipment

Non-Motorist Safety Equipment (Select all that Apply)	
0	None
1	Helmet
2	Protective Pads Used (elbow, knee, shin, etc.)
3	Reflective Wear/Reflectors
4	Lighting Use- Person
5	Lighting Use- Conveyance
97	Other
99	Unknown

Was Non-Motorist an Incident Responder?

Identifies if immediately prior to the crash, the non-motorist was part of an official response to an incident, such as a firefighter moving between an emergency vehicle and a crash involved vehicle.

No- use when the non-motorist was not an incident responder.

Yes, EMS- use when the non-motorist was an EMS incident responder.

Yes, Fire- use when the non-motorist was a Fire department incident responder.

Yes, Law Enforcement- use when the non-motorist was a Law Enforcement incident responder.

Yes, Tow Operator- use when the non-motorist was a Tow Operator incident responder.

Yes, Transportation Incident Response- use when the non-motorist was a Transportation incident responder.

Other*- explained in the crash narrative what *Other incident responder was involved in a crash.

Unknown- use when the non-motorist incident responder type is unknown.

Was Non-Motorist an Incident Responder?	
1	No
2	Yes, EMS
3	Yes, Fire
4	Yes, Law Enforcement
5	Yes, Tow Operator
6	Yes, Transportation Incident Response
97	Other*
99	Unknown

Non-Motorist Condition

This element attempts to identify any physical impairment to the non-motorist which may have contributed to the cause of the crash.

Appearing Normal- use when the non-motorist appeared normal prior to the crash.

Illness/Medical- used when the non-motorist was ill (e.g., seizures, heart attack, vomiting) or lost consciousness. This attribute applies even if the source of the illness or loss of consciousness is alcohol or drug related.

Fatigued/Asleep – used when the non-motorist was drowsy or asleep or was operating in a reduced physical or mental capacity due to weariness, medication, or other drugs.

Physical Impairment – used when the non-motorist had a physical impairment that isn't a listed attribute in this data element.

Under the Influence of Alcohol/Drugs/Medications – used when the non-motorist was under the influence of medication, drugs, and/or alcohol.

Emotional Prior to Crash (depressed/angry/disturbed/etc.)- use when the non-motorist expresses that they were emotional prior to the crash.

Other* - type in narrative other non-motorist condition.

Unknown - use when the non-motorist condition is not known

Non-Motorist Condition	
1	Appearing Normal
2	Illness/Medical
3	Fatigue/Asleep

4	Physically Impaired
5	Under the Influence of Alcohol/Drugs/Medications
6	Emotional Prior to Crash (depressed/angry/disturbed/etc.)
97	Other*
99	Unknown

Non-Motorist Distraction

This element identifies the attribute(s) which best describes the non-motorist's attention prior to the non-motorist's involvement in the crash. This element reports on the presence of any distractions which may or may not have contributed to the crash. Distraction, for a non-motorist, occurs when a nonmotorist's attention is diverted from the task of navigating in public to some other activity

None- used when this non-motorist was completely attentive to the task of navigating in public.

Mobile Phone Talking/Listening on Hands-Free Mobile Electronic Device - used when the non-motorist was talking or listening on a mobile phone or other electronic device.

Mobile Phone - Manually Operating (texting, dialing, playing game, etc.) used when the non-motorist was dialing or text messaging (texting) on a mobile phone or mobile electronic device. Any manual button or control actuation on the device qualifies. This includes dialing or text messaging on any wireless e-mail device.

Mobile Electronic Device Related- used when the non-motorist was distracted due to reaching for or using a mobile phone or other mobile electronic device, but it is unknown what they were doing with the device just prior to the crash.

Other Non-Motorist- used when the non-motorist is distracted by another non-motorist prior to realization of impending danger

Animal- use when the non-motorist was distracted by an animal

Food/Drink- use when the non-motorist is eating or drinking or involved in an activity related to these actions

Grooming- use when the non-motorist is distracted by brushing hair, putting on makeup, tweezing eyebrows, etc.

Motor Vehicle- Involved in crash- use when the non-motorist is distracted by a motor vehicle involved in a crash.

Motor Vehicle- Not Involved in crash- use when the non-motorist is distracted by a motor vehicle not involved in a crash.

Other* use when the non-motorist was distracted by a person, object, or event prior to realization of impending danger.

Unknown- It is known that this non-motorist was distracted but specific distractions cannot be identified

Non-Motorist Distraction	
0	None
1	Mobile Phone - Talking/Listening
2	Mobile Phone - Manually Operating (texting, dialing, playing game, etc.)
3	Mobile Electronic Device Related
4	Other Non-Motorist
6	Animal
7	Food/Drink
8	Grooming
9	Motor Vehicle- Involved in crash
10	Motor Vehicle- Not Involved in crash
97	Other*
99	Unknown

Non-Motorist Device Type

The type of transport device and motorization of the device operated by the non-motorist.

None (no device) - used when it is known that this non-motorist was not using a transport device at the time of the crash. PERSON TYPE for this person must equal Pedestrian Walking, Running, Jogging, Hiking, Sitting, Lying or Pedestrian in or on a Building

Bicycle - a device composed of two wheels held in a frame one behind the other, propelled by foot pedals, and steered with handlebars attached to the front wheel. This includes those solely propelled by human power and those that can be propelled by human power and/or a motor.

Other Cycle - used for any device propelled by pedaling (by foot, hand, or other adaptive means) other than a Bicycle. Examples include unicycle, tricycle, pedal car, handcycle, which can be solely propelled by human power and those that can be propelled by human power and/or a motor.

Skates - used for wheeled devices for each foot, rather than a connected board. These can be human powered or motorized. Examples include roller skates, inline skates, electric skates (e-skates).

Skateboard/Longboard - used for a wheeled device without handlebars or center column where the operator balances on a board. These devices have 2 trucks and at least 3 wheels and can be human powered or motorized.

Self-Balancing Conveyance (Hoverboard) - used for a wheeled device that may or may not have a center column with a handlebar where the operator can stand on a foot platform or foot pegs and manipulate the device with controls on the center column or by weight distribution. These devices enable the user to remain balanced

when powered on, have 1 wheel or 2 wheels in parallel, and are motorized. Examples include hoverboards, Segway-style devices, One-Wheel devices. If selected, Subfield 2 must equal Motorized.

Scooter (standing or seated) - used for a wheeled device with a center column and handlebar where the operator can stand on a foot platform. These devices may or may not have a permanent or removable posted seat. These devices have at least two wheels and can be human powered or motorized. These devices are not designed specifically for assisted mobility (see Wheelchair or Other Mobility Aid Device). For motor scooters or mopeds, see MOTOR VEHICLE BODY TYPE CATEGORY 2-Wheeled Motorcycle or Moped.

Personal Conveyance, Other - used for a device that is not a cycle or a specific personal conveyance attribute listed in this element. The device could be intended for personal mobility (e.g., skis, a sled, toy car, toy wagon, other rideable toy or novelty item, baby carriage) or not intended for personal mobility (e.g., riding on a shopping cart).

Personal Conveyance, Unknown Type - used when it is known the device was a personal conveyance, but the specific type cannot be identified.

Ridden Animal or Animal-Drawn Conveyance - used for any type of animal being ridden at the time of the crash or any device being drawn by an animal (e.g., wagon, carriage, sleigh).

Railroad Vehicle or Road Vehicle on Rails - used for railroad trains (e.g., passenger or cargo train) and road vehicles operated on rails (e.g., trolley, streetcar).

Wheelchair or Other Mobility Aid Device - used for a device designed primarily for use by a person with a mobility disability for the main purpose of indoor or of both indoor and outdoor locomotion and includes both human and motor-powered devices. Some resemble 3-wheeled scooters; others small 4-wheel carts; still others look like typical human-powered wheelchairs.

Unknown if Non-Motorist Was Operating a Device - used when it is not known if this non-motorist was using a transport device at the time of the crash. PERSON TYPE for this non-motorist must equal Unknown Type of Non-Motorist.

Non-Motorist Device Type	
0	None (No Device)
1	Bicycle
2	Other Cycle
3	Skates
4	Skateboard/Longboard
5	Self-Balancing Conveyance (Hoverboard)
6	Scooter (Standing or Seated)
7	Personal Conveyance, Other
8	Personal Conveyance, Unknown Type

9	Ridden Animal or Animal Drawn Conveyance
10	Railroad Vehicle or Road Vehicle on Rails
11	Wheelchair or Other Mobility Aid Device
99	Unknown if Non-Motorist was Operating a Device

Device Motorization

This element describes the motorization of the device operated by the non-motorist.

Not Motorized - used when an applicable device had no motor.

Motorized - used when an applicable device had a motor for propulsion or partial motor engagement in addition to human power and includes electrical, chemical, or combustion motors. The motor need not be in use at the time of the crash.

Not Applicable - used for the PERSON TYPE attributes Pedestrian Walking, Running, Jogging, Hiking, Sitting, Lying; Pedestrian in or on a Building; Occupant of a Non-Motor Vehicle Transport Device; and Unknown Type of Non-Motorist.

Unknown if Motorized or Not Motorized - used when this non-motorist was using a transport device, but it cannot be determined if the device had a motor or not.

Device Motorization	
0	Not Motorized
1	Motorized
96	Not Applicable
99	Unknown if motorized or not motorized

Non-Motorist Traffic Control Device

The traffic control device (TCD) applicable to this non-motorist, just prior to their involvement in the crash.

None – used when no non-motorist traffic control sign, signal, or person (e.g., crossing guard, flagger) was applicable to this non-motorist at the time of the crash.

Person (e.g., flagger, crossing guard, law enforcement) - used when the directions of a traffic control person applied to this non-motorist at the time of the crash. A traffic control person is an officially designated person (e.g., police officer, crossing guard, flagger), that is in the act of controlling both vehicular and non-motorist traffic. Person takes precedence over the entire list when a traffic control person and another traffic control device are present.

Non-Motorist Crossing Signal (Intersection or Midblock) - used when a non-motorist crossing signal applied to this non-motorist at the time of the crash. A non-motorist crossing signal is a signal, or sign and signal combination, used to direct non-motorist traffic. Examples:

- Pedestrian signal head containing the symbols of a walking person (walk) and an upraised hand (don't walk). These may include a countdown display.
- Pedestrian hybrid beacon used to warn and control vehicular traffic to assist non-motorists in crossing a street or highway at a marked crosswalk.
- Accessible pedestrian signals, which communicate information about pedestrian signal timing in non-visual format such as audible tones, speech messages, and/or vibrating surfaces.

Non-Motorist Crossing Sign - used when a non-motorist crossing sign applied to this non-motorist at the time of the crash. A non-motorist crossing sign is used to limit pedestrian crossing to specific designated crossing locations (i.e., crosswalks). Sign and signal combination units should be coded as a Non-Motorist Crossing Signal.

Non-Motorist Prohibited Sign - used when a non-motorist prohibited sign applied to this non-motorist at the time of the crash. A non-motorist prohibited sign alerts non-motorists attempting to enter a limited access trafficway or other locations where non-motorist facilities (e.g., sidewalk, crosswalk) are not provided, to prohibit non-motorists from crossing a roadway at an undesirable location, or to direct non-motorists to an alternative route

Unknown – used when it is unknown whether any non-motorist traffic control signs, signals, or person (e.g., crossing guard, flagger) applied to this non-motorist at the time of the crash.

Non-Motorist Traffic Control Device	
0	None
1	Person (e.g., crossing guard, flagger)
2	Non-Motorist Crossing Signal (intersection or midblock)
3	Non-Motorist Crossing Sign
4	Non-Motorists Prohibited Sign
99	Unknown

Vehicle Number of Motor Vehicle Striking Non-Motorist

The number assigned to the vehicle that struck the non-motorist.

WITNESSES INFORMATION

Write names, addresses, and phone numbers for persons who witnessed the crash in the spaces provided. Passengers in the vehicles involved in the crash should not be listed here, but should be shown under the passenger section.

Name- Print the witness' full name. Using first, middle (if available), and last.

Address- Write out the entire address including street, state and zip code.

Phone Number- Write the entire phone number. Be sure to include the area code with the phone number.

LIST OF DATA REPOSITORY VALIDATIONS

Once a report is completed, it is submitted to the state's central repository, where it is automatically reviewed for a minimum set of conditions in order for the report to be accepted and received. This set of conditions are also referred to as validations.

The following is the list of validations that the records undergo at the central repository, including required values, conditional validation rules, and warnings.

List of Validations - Required Fields (must contain an entered or default value)	
Airbag.	Non-motorist Contributing Circumstances.
Alcohol/Drug Test Result.	Non-motorist Location.
Alcohol/Drug Test Type.	Pavement Type.
Alcohol/Drug Use Suspected.	Person Type.
Area of Initial Impact.	Property Damage Repair Amount.
Body Type.	PS Case Number
Cargo Body Type.	Reportable Crash (Incident Level Text).
Cargo.	Reporting Officer Badge.
Case Number.	Reporting Officer Department (Agency Name).
Charge status.	Reporting Officer Last Name.
City or Town.	Road Jurisdiction.
County .	Roadway Contributing Circumstances.
Crash Date/Time (ActivityDate/ActivityTime).	Roadway Description.
Crash Severity.	Roadway Surface Condition.
Crash Vehicle Number.	Safety Equipment Used Properly.
Driver Condition.	Safety Equipment.
Driver Contributing Circumstances (Primary).	Seating Position.
Driver Contributing Circumstances (Secondary)	Sequence of Events.
Driver Distraction.	Special Function of Motor Vehicle.
Driver License Class.	Speed Estimated By.
Driver License Jurisdiction (State).	Submitting Agency ORI.
Ejection Path.	Traffic Control Device.
Ejection.	Trailer License Plate.
Extraction.	Trailing Unit(s).
First Harmful Event .	Transported By.
First Harmful Event Location.	Travel Direction.
Gender.	Vehicle Contributing Circumstances.
Horizontal Alignment.	Vehicle Damage Repair Amount.
Injury Area.	Vehicle Deformity For Most Damaged Area.
Injury Cause.	Vehicle Disposition.

Injury Level.	Vehicle Make. If unknown enter "unknown" or "unk"
Junction/Feature.	Vehicle Maneuver.
Law Enforcement Arrived Time.	Vehicle Model Year. If unknown enter "1900"
Law Enforcement Notified Time.	Vehicle Model. If unknown enter "unknown" or "unk"
License Plate State. If there is no plate, leave blank.	Vehicle Weight.
License Plate Number. If there is no plate, leave blank.	Vertical Alignment.
License Plate Expiration Date.	VIN. If unknown enter "unknown" or "unk"
Light Condition.	Visual Contributing Circumstances.
Manner of Collision (Collision Type).	Weather Condition.
Most Damaged Area.	Work Zone Location.
Most Harmful Event.	Work Zone Type.
Non-motorist Action.	Workers Present.

List of Validations - Data Type or Condition	
Field	Condition (when applicable and values given)
Advisory Speed	Advisory Speed must be less than Posted Speed.
Advisory Speed	Advisory Speed cannot Be zero. If no Advisory Speed leave blank
Age	Must be a number between 0 and 200.
Airbag	The airbag information given is not available for non-motorists.
Alcohol/Drug Test Result	Test results must be 01-05 when a drug or alcohol test is given.
Alcohol/Drug Test Result	If BAC is greater than zero, then the test result must be 01-"Alcohol-Pos" or 03-"Both-Pos".
Alcohol/Drug Test Result	Test results must be "NOT APPLICABLE" when a drug or alcohol test is not given.
Crash Date/Time (ActivityDate/ActivityTime)	Must not be in the future.
Crash Date/Time (ActivityDate/ActivityTime)	Cannot be greater than two years ago.
Crash Severity	Highest injury level does not match crash severity.
Date of Birth	Cannot be in the future. Value not accepted
Date of Birth	Cannot be over 200 years ago.
Description (Narrative)	The narrative is less than 8 characters.
Diagram	Diagram and "Reason for no diagram" both blank.
Direction From Landmark	Valid Values: N,S,E,W.
Direction From Milepost	Valid Values: N,S,E,W.
Direction From Nearest Town	Valid Values: N,S,E,W.
Distance From Landmark	Over 5000 feet from landmark.
Distance From Landmark	Not a number. Value not accepted
Distance From Milepost	Over 1 mile from milepost. Use the next milepost
Distance From Milepost	Not a number. Value not accepted
Distance From Nearest Town	Not a number. Value not accepted
Driver Blood Alcohol Content	BAC must be a numeric value between 0.000 and 0.999
Driver Condition	The driver condition is 5 "under the influence of alcohol, drugs, or medication. Alcohol, drugs, or both need to be marked in the alcohol/drug use suspected.
Driver Contributing Circumstances (Primary) AND Driver Contributing Circumstances (Secondary)	Primary and Secondary s should not be same.

Driver Contributing Circumstances (Primary) AND Driver Contributing Circumstances (Secondary)	Primary and Secondary s should not be same.
Driver License Expiration	Cannot be after 9999.
Driver License Expiration	Cannot be before 1900.
Ejection	The ejection code for a non-motorist must be "NOT APPLICABLE".
Ejection Path	The ejection path for a non-motorist must be "NOT APPLICABLE".
Extraction	The extraction given is not available for a non-motorist.
First Harmful Event	The first harmful event indicates that two vehicles were involved, however, only one was listed.
First Harmful Event	If the manner of collision is 06-"Parked Vehicle", then first harmful event must be 21-"Collision With Parked Motor Vehicle (off roadway)".
First Harmful Event	First event in Sequence of Events cannot be 96-"Not Applicable"
First Harmful Event	The crash report indicated a collision with a pedestrian, but did not include a pedestrian.
First Harmful Event	The crash indicated a collision with a cyclist, but did not include a cyclist.
First Harmful Event	The crash indicated a collision with a scooter/skater, but did not include a scooter/skater.
First Harmful Event Location	On Roadway, but First Harmful Event indicates a collision with an off-roadway fixed object.
Impact Speed	The impact speed must not be faster than the estimated speed.
Impact Speed	Speeds less than 0 or greater than 250 are questionable.
Impact Speed / Travel Speed	If estimated by has a value, impact speed and/or travel speed must have a value.
Injury Area	Injury level has been set to "NO INJURY", so the injury area must be set to "00-NONE".
Injury Cause	Injury level has been set to "NO INJURY", so the injury cause must be set to "00-NONE".
Insurance Appears Valid	Insurance appears valid needs to be marked as yes or no, even for an unknown driver.
Insurance Effective	Cannot be before 1900.
Insurance Effective	Cannot be after 9999.
Insurance Expires	Cannot be before 1900.
Insurance Expires	Cannot be after 9999.
Insurance Expires	Insurance Expires cannot be before Insurance Effective.
Investigation Completed Date/Time (effectiveDate/effectiveTime)	Must not be blank.
Investigation Completed Date/Time (effectiveDate/effectiveTime)	Cannot be before the crash occurred.
Investigation Completed Date/Time (effectiveDate/effectiveTime)	Cannot be in the future.
Junction/Feature	If the vehicle maneuver is 05-"Turning Right" or 06-"Turning Left"; Then Roadway Junction/Feature must be 03, 04, 05, 20, 21, 22, 23, 24, 25 or 97.

Landmark	Should not be blank if distance and direction have values.
Latitude Degrees	Latitude cannot be greater than 89 or less than 0.
Latitude Degrees	GPS Coordinates outside of 37 - 42 degrees latitude and 109 - 115 degrees longitude are outside of Utah.
Latitude Minutes	Minutes cannot be greater than 59 or less than 0.
Latitude Seconds	Seconds cannot be greater than 60 or less than 0.
Law Enforcement Arrived Time	Must be after the crash has occurred.
Law Enforcement Arrived Time	Must be before the investigation has closed.
Law Enforcement Notified Time	Must be after the crash has occurred.
Law Enforcement Notified Time	Must not be in the future.
Law Enforcement Notified Time	Must be after the crash has occurred.
Law Enforcement Notified Time	Must be before investigation completed.
Light Condition	A crash occurring between 10pm and 5am cannot have Daylight lighting Conditions.
Light Condition	A crash occurring between 8am and 5pm cannot have dark Lighting Conditions.
Light Condition	A crash occurring before 4pm or after 10pm cannot have dusk Lighting Conditions.
Light Condition	A crash occurring before 4am or after 9am cannot have dawn Lighting Conditions.
Longitude Degrees	Longitude cannot be greater than 179 or less than -179.
Longitude Degrees	GPS Coordinates outside of 37 - 42 degrees latitude and 109 - 115 degrees longitude are outside of Utah.
Longitude Minutes	Minutes cannot be greater than 59 or less than 0.
Longitude Seconds	Seconds cannot be greater than 60 or less than 0.
Manner of Collision	If the vehicle maneuver is 13-PARKED then the direction of travel must be 05-NOT ON ROADWAY.
Manner of Collision	The first harmful event is "Collision With Parked Vehicle. So the manner of collision must be Parked Vehicle - 06"
Manner of Collision	The first harmful event is "Collision With Other Motor Vehicle in Transport" So the manner of collision must not be "Not Applicable".
Manner of Collision	Manner of collision should be 96 - "Not applicable," if first harmful event is not 20 - "Collision With Other Motor Vehicle in Transport," or 21 - "Collision with Parked Motor Vehicle".
Manner of Collision	If the first harmful event is 20-"Collision With Other Motor Vehicle in Transport" then the manner of collision cannot be 06-"Parked Vehicle" or "Not Applicable".
Manner of Collision	If the first harmful event is 21-"Collision With Parked Motor Vehicle" then the manner of collision must be 06-"Parked Vehicle".
Manner of Collision	Manner of collision must be "Not Applicable" if there is only one vehicle.
Milepost	Decimals and letters not allowed. Must be a whole number between 0 and 520.
Milepost	Must be between 0 and 520.
Milepost	Should not be blank if distance and direction have values.
Most Harmful Event	The most harmful event for a given vehicle must be one of the events in the sequence of events for that vehicle.

Non-motorist Action	Must not be "Not Applicable" when the crash has a non-motorist person-type 03, 04, or 05.
Non-motorist Action	Must be "Not Applicable" when the crash does not have a non-motorist person-type 03, 04, or 05.
Non-motorist Contributing Circumstances	Must not be "Not Applicable" when the crash has a non-motorist person-type 03, 04, or 05.
Non-motorist Contributing Circumstances	Must be "Not Applicable" when the crash does not have a non-motorist person-type 03, 04, or 05.
Non-motorist Location	Must not be "Not Applicable" when the crash has a non-motorist person-type 03, 04, or 05.
Non-motorist Location	Must be "Not Applicable" when the crash does not have a non-motorist person-type 03, 04, or 05.
Number of Lanes	Cannot be less than 1.
Number of Lanes	Lane count cannot be more than 10. Number of Lanes represents the Total "thru" lanes in both directions on an undivided highway, or the total lanes carrying traffic in the same direction on a divided highway
Pavement Type	Dirt or Gravel, but Roadway Surface Condition is Unknown. Roadway Surface Condition should be Dirt, Gravel as well.
Person Type	This person type must be Driver-01.
Person Type	Anyone in seating position #11 must be a driver - 01.
Person Type	Any one in seating position #60 must be either 03-Pedestrian, 04-Pedalcyclsit, 05-Scooter/Skater, or 97-Other.
Postal	Cannot be less than 4 or more than 12 characters.
Posted Speed	Posted Speed cannot be greater than 80 MPH.
Posted Speed	Posted Speed cannot be zero. If no Posted Speed leave blank.
PS Case Number	Must be numeric.
Reportable Crash	Neither the total damage, or the personal injury level Justifies marking this crash as reportable, however, this was marked reportable.
Reportable Crash	Crash has total damage that qualifies as reportable, but is not specified as a reportable crash.
Reportable Crash	Injury crash not specified as reportable.
Roadway Contributing Circumstances	Cannot be Road Surface Condition if Roadway Surface Condition (box 23) is not applicable or unknown.
Roadway Contributing Circumstances	Roadway Contributing Circumstance was Work Zone, but Work Zone Type is Unknown.
Safety Equipment	The safety equipment given is not available for a driver.
Safety Equipment	The safety equipment given is not available for a passenger.
Safety Equipment	The safety equipment given is not available for a pedalcyclist or scooter/skater.
Safety Equipment	The safety equipment given is not available for a pedestrian
Safety Equipment	The safety equipment listed for this passenger is not available on a motorcycle.
Safety Equipment Used Properly	When safety equipment is used, the value for safety equipment used properly must be yes, no, or unknown.
Safety Equipment Used Properly	When no safety equipment is used, the value for safety equipment used properly must be "NOT APPLICABLE" or no.
Safety Equipment Used Properly	Must be no, unknown, or not applicable when the safety equipment is none or unknown.
Seating Position	A driver must be in seating position 11 or 57.
Seating Position	The seating position given is unavailable for this person type.

Sequence of events	First event in Sequence of Events cannot be 96-"Not Applicable".
Sequence of events	One of the events indicates that two vehicles were involved, however, only one vehicle was listed.
Speed Estimated By	Cannot be None when a speed is provided.
Trailer Length	In feet. Must be a valid whole number greater than 0
Trailer Length	Trailer length is greater than 200 feet.
Trailer License Plate Expiration Date	Cannot be after 9999.
Trailer License Plate Expiration Date	Cannot be before 1900.
Travel Direction	The direction of travel for a parked vehicle must be 05-NOT ON ROADWAY.
Travel Speed	Estimated speed for a stopped vehicle must be zero.
Travel Speed	Estimated speed for a vehicle immobile from a previous crash must be zero.
Travel Speed	Estimated speed for a parked vehicle must be zero.
Travel Speed	Estimated speed for a moving vehicle must not be zero. If the travel speed is zero then the vehicle maneuver (box 18) must be stopped, immobile, or parked
Travel Speed	Speeds less than 0 or greater than 250 are questionable.
Vehicles	Each vehicle must have a vehicle number assigned.
Vehicles	No vehicle information provided.
Work Zone Location	If Work Zone Location is not applicable, Work Zone Type should also be not applicable. Not applicable indicates the crash did not occur in a work zone
Work Zone Type	If work zone Type is not applicable, work zone location should also be not applicable. Not applicable indicates the crash did not occur in a work zone
Workers Present	Valid values: True, False.

List of Validations - Warning Messages	
Field	Warning
Damaged Property Description	Damage estimate or owner specified, but no damaged property description
Damaged Property Owner Name	Damaged property or estimate specified, but no owner name
Date of Birth	DOB over 200 years ago
Impact Speed	Speeds less than 0 or greater than 250 are questionable
Insurance Effective	Insurance Effective date is in the future
Latitude Degrees	will be requires as of 2019-01-01
Longitude Degrees	will be requires as of 2019-01-01
Property Damage	Damaged property or owner specified, but no damage estimate
Road Jurisdiction	Code is deprecated and should not be used
Roadway Surface Condition	A dry road contributed to the crash. Road Surface Condition is listed as the Roadway Contributing Circumstances, and Roadway Contributing Circumstances is listed as Dry
Roadway Surface Condition	Road was dry, but the Weather Condition was rain/snow/hail
Roadway Surface Condition	Road Surface Condition was snow, slush, or ice, but crash occurred in July or August
Travel Speed	Speeds less than 0 or greater than 250 are questionable
Weather Condition	Snow in July/August

FIELDS ADDED TO CRASH REPORT THROUGH DATA INTEGRATION

Every crash report is subject to a review performed by UTAPS-CDI to enhance data accuracy and completeness. As part of this process, a series of data integration services are used to verify and obtain additional information about the crash geolocation in reference to roadways, municipalities, and counties.

The following is a list of fields added to crash records via web services and populated during the review process:

Route Number

Unique numbers that identify specific routes. Route numbers are managed by UDOT through the ALRS (a linear referencing system) and used to identify specific State, Interstate, and Federal Aid routes, as well as other characteristics such as mileposts. In addition, internal custom route numbers may be assigned to local roads and have limited use beyond a broad identification of the route geolocation.

Three different route designations can be differentiated using the route number, as follows:

- Route 0-999: State or Interstate route (from ALRS).
- Route 1000-9999: Federal Aid route (from ALRS).
- Route ≥ 10000 : Local road (Custom number internal to UTAPS; no reference to the ALRS).

Route numbers are obtained from a web service containing the ALRS, and custom numbers for local roads indicate the county (leading two digits) and the city FIPS code (trailing 4 digits) of the road location. For example, route 3567000 indicates that the local road is located on county 35 (Salt Lake County) and city 67000 (Salt Lake City), but it does not provide a precise road location.

Service URL: Hosted internally by UTAPS, updated biannually based on newly available layers from UDOT.

Milepoint

Milepoints indicate the location of a point along a route using UDOT's linear referencing system (ALRS). Milepoints are based on the geometric length of the route, and are spatially accurate. Therefore, changes in the alignment of a route may affect milepoints over time, and such changes will be reflected in the ALRS and captured as part of the crash data at the time of review.

Milepoints may NOT be equivalent to physical mile reference posts (or mile markers) located along certain routes and indicating a distance in whole mile numbers (or also including a tenth of a mile precision). Physical mile reference posts serve as important clues for navigation or as material reference points, but do not change or update when other sections along the route are realigned.

Milepoints are obtained from a web service containing the ALRS and maintained by the Utah Geospatial Resource Center (UGRC).

Service URL: <https://api.mapserv.utah.gov/api/v1/geocode/reversemilepost/> (documentation provided by UGRC at <https://api.mapserv.utah.gov/docs/v1/endpoints/reverse-milepost/>)

Route Type

Route types are also obtained from the ALRS using a web service and provide the following values:

- M: Main (or Mainline)
- R: Ramp
- C: Collector
- X: Other route types

Service URL: <https://api.mapserv.utah.gov/api/v1/geocode/reversemilepost/> (documentation provided by UGRC at <https://api.mapserv.utah.gov/docs/v1/endpoints/reverse-milepost/>)

Route Direction

This field is obtained from the ALRS using a web service and provides an indication on the directionality of the segment associated with a crash. Route direction is particularly important for divided roads, and can have one of the following values:

- P: positive direction (indicating the segment is in the direction the milepoints increase)
- N: negative direction (indicating the segment is in the direction the milepoints decrease)

It is noted that all segments part of non-divided road sections are expected to be labeled as in the positive direction. Local roads do not have a specific assignment of route direction and can be also assumed to be in the positive direction for completeness.

Service URL: <https://api.mapserv.utah.gov/api/v1/geocode/reversemilepost/> (documentation provided by UGRC at <https://api.mapserv.utah.gov/docs/v1/endpoints/reverse-milepost/>)

Exit Number

This field is obtained from the ALRS using a web service and indicates the exit number when a crash is located on a ramp. Therefore, this field is expected to be consistent with the route type and contain a valid number only when route type = R. Valid numbers are positive integers between 1 and the maximum milepoint in the interstate system (i.e., less than 400 as of fall 2025).

Service URL: <https://api.mapserv.utah.gov/api/v1/geocode/reversemilepost/> (documentation provided by UGRC at <https://api.mapserv.utah.gov/docs/v1/endpoints/reverse-milepost/>)

Ramp ID

This field is obtained from the ALRS using a web service and helps further understanding of the crash location when the crash occurred on a ramp. Ramp IDs are expected to be consistent with the route type, contain a valid number only when route type = R and when the exit number is different than zero or a null value. Ramp IDs are designated by UDOT and may change over time upon interchange modifications.

Service URL: <https://api.mapserv.utah.gov/api/v1/geocode/reversemilepost/> (documentation provided by UGRC

at <https://api.mapserv.utah.gov/docs/v1/endpoints/reverse-milepost/>)

City Geo

After a record is reviewed, a georeferenced location of the crash with respect to city boundaries is added to the crash attributes. This integration is done using a web service containing the municipality boundaries in Utah and hosted by UGRC.

Service URL:

<https://services1.arcgis.com/99lidPhWCzftIe9K/arcgis/rest/services/UtahMunicipalBoundaries/FeatureServer/0>

County Geo

After a record is reviewed, the county assigned to a crash is determined by using the verified coordinates of the crash location and the county boundaries provided by UGRC via a web service. This service is intended to correct discrepancies between the revised coordinates and original county assignments.

Service URL:

https://services1.arcgis.com/99lidPhWCzftIe9K/ArcGIS/rest/services/Counties_Modifications/FeatureServer/0

Rural/Urban Area

Similar to the geolocated city and county fields, an additional attribute assigned to a crash report after review is the crash location with respect to the urban area boundaries from the 2020 Census and adopted by FHWA in 2024. This integration is done via a web service maintained by UDOT.

Service URL:

https://services.arcgis.com/pA2nEVnB6tquxgOW/ArcGIS/rest/services/2020_Urban_Boundaries_WFL1/FeatureServer/0

Functional Class

After a record is reviewed, a functional class is assigned to indicate the street or highway class associated to the crash. This integration takes the revised crash coordinates and the route number to query a web service with a geo-representation of the state routes. This service is maintained by UDOT. The following functional classes are available from the service:

- Interstate
- Other Freeways and Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Proposed Interstate

- Proposed Other Freeways and Expressways
- Proposed Other Principal Arterial
- Proposed Minor Arterial
- Proposed Major Collector
- Proposed Minor Collector
- Proposed Local

Service URL:

https://services.arcgis.com/pA2nEVnB6tquxgOW/ArcGIS/rest/services/Functional_Class/FeatureServer/0