

# **WYOMING's Investigators Traffic Crash Reporting Manual**



**Revised January 2008**



**State of Wyoming**  
**Uniform Motor Vehicle Traffic Crash Report Manual**  
**PR – 902**

**Table of Contents**

**Introduction** .....I

**State Statutes**.....II

**General Instructions**.....IV

***Crash Data***

|   |    |       |
|---|----|-------|
| Crash Report Page 1 .....                         | 1  | Crash |
| Report Page 2 .....                               | 8  |       |
| Crash Report Page 3 .....                         | 12 |       |
| Crash Report Page 4-5 .....                       | 14 |       |
| Crash Report Page 6 .....                         | 18 |       |
| Crash Report Page 7 .....                         | 20 |       |
| Crash Report Page 8 .....                         | 22 |       |
| Supplemental Commercial Vehicle Information ..... | 24 |       |
| Supplemental Non-Motorist Information .....       | 26 |       |
| Supplemental Bus Related Crash Information .....  | 28 |       |

**Glossary**

|               |     |
|---------------|-----|
| Base .....    | G1  |
| Vehicle ..... | G21 |
| Driver .....  | G39 |
| Person .....  | G45 |

**Appendix**

|  |
|--|
| Speed Estimation                                 |
| Nomograph  |
| Drag Factors                                     |
| Diagram of a Trafficway                          |
| Diagram of an Interchange                        |
| Diagram of an Intersection                       |
| Diagram of a Work Zone Area                      |
| Private Property Crashes                         |
| Definitions for Truck Configuration and Placards |
| Hazardous Materials Placard                      |
| NCIC Color Code                                  |



## INTRODUCTION

Traffic crash investigation and reporting serve two important functions; to provide detail on individual traffic crashes, and to provide information for analysis and evaluation on a broad scale. The importance of this information continues to escalate. Wyoming is moving towards the national standard of capturing data, as well as major changes for information collection with new technologies.

The Wyoming Traffic Records Coordinating Committee (WYTRCC) incorporated the Model Minimum Uniform Crash Criteria (MMUCC) as a guide when designing the new 'Investigator's Traffic Crash Report Form'. The MMUCC guidelines are summed up best by the U.S. Department of Transportation:

*"Model Minimum Uniform Crash Criteria (MMUCC) are voluntary guidelines that were originally developed in response to requests by states interested in improving and standardizing their state crash data. When implemented at the state level, MMUCC provides a "minimum" set of data elements that are accurate, reliable, and credible within states, among states, and at the national level.*

*The consistent crash data provided by the MMUCC guidelines plays a vital role in the work of professionals in highway safety, law enforcement, traffic records, injury prevention, traffic engineering and planning, emergency medicine, and others who share a stake in reducing traffic injuries and fatalities. More and more states have incorporated the MMUCC data elements into their crash reporting forms once they learn the benefits and see how easy it is to put into practice. MMUCC helps them collect reliable crash data, effectively guide enforcement planning, and shape sound traffic safety policy."*

It is our goal to see all law enforcement personnel complete the form electronically, however, we know this is not feasible for some agencies. When used electronically, the software will guide the reporting officer through the crash report allowing the officer to answer only the questions pertinent to that specific type of crash, thus accelerating the reporting process.

The WYTRCC Committee is researching new technology to enhance an officer's crash reporting capabilities such as barcodes for driver's license and vehicle registrations as well as linking to other databases capturing roadway features, EMS data etc. The benefits of this technology would be the time officer is at the scene of a crash and would improve the accuracy of the reporting.

Mail the completed Investigator's Traffic Crash Report Form to the address listed below as well as any questions, comments or concerns:

**Wyoming Department of Transportation  
Highway Safety Program  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340  
(307) 777-4450**



# Statutory Requirements

## **31-5-1101. Duty to stop vehicle where accident involves death or personal injuries; penalties.**

(a) The driver of any vehicle involved in an accident resulting in injury to or death of any person shall immediately stop the vehicle at the scene of the accident or as close thereto as possible but shall then forthwith return to and in every event shall remain at the scene of the accident until he has fulfilled the requirements of W.S. 31-5-1103. Every stop shall be made without obstructing traffic more than is necessary.

(b) Any person failing to stop or to comply with subsection (a) of this section shall, upon conviction, be imprisoned not more than one (1) year, fined not more than five thousand dollars (\$5,000.00), or both.

## **31-5-1102. Duty to stop vehicle where accident involves damage to attended vehicle or property; penalty.**

The driver of a vehicle involved in an accident resulting only in damage to a vehicle or other property which is driven or attended by any person shall immediately stop the vehicle at the scene of the accident or as close thereto as possible, but shall forthwith return to and remain at the scene of the accident until he has fulfilled the requirements of W.S. 31-5-1103. Every stop shall be made without obstructing traffic more than is necessary. Any person failing to stop or comply with this section is guilty of a misdemeanor.

## **31-5-1103. Duty to give information and render aid.**

The driver of any vehicle involved in an accident resulting in injury to or death of any person or damage to any vehicle or other property which is driven or attended by any person shall give his name, address and the registration number of the vehicle he is driving and shall upon request and if available exhibit his driver's license to the person injured in the accident or to the driver or occupant of or person attending any vehicle or other property damaged in the accident and to any police officer at the scene of or who is investigating the accident. The driver shall also render to any person injured in the accident reasonable assistance, including the carrying, or the making of arrangements for the carrying, of the person to a physician, surgeon or hospital for medical or surgical treatment if it is apparent that the treatment is necessary or if the carrying is requested by the injured person.

## **31-5-1104. Duty upon colliding with unattended vehicle or property.**

The driver of any vehicle which collides with or is involved in an accident with any vehicle or other property which is unattended resulting in any damage to the other vehicle or other property shall immediately stop and shall immediately either locate and notify the operator or owner of the vehicle or other property of his name, address and the registration number of the vehicle he is driving or shall attach securely in a conspicuous place in or on the vehicle or other property a written notice giving his name, address and the registration number of the vehicle he is driving. Every stop shall be made without obstructing traffic more than is necessary.

## **31-5-1105. Notice required of driver.**

The driver of a vehicle involved in an accident resulting in injury to or death of any person, in property damage to another or others to an apparent extent of at least one thousand dollars (\$1,000.00) or in any vehicle, excluding bicycles or any other vehicle moved solely by human power, becoming so disabled as to prevent its normal and safe operation, shall immediately by the quickest means of communication give notice of the accident to the local police department if the accident occurs within a municipality, otherwise to the nearest office of the state highway patrol or to the office of the county sheriff.

## **31-5-1106. Written reports required of driver and police officer; reporting of vehicles struck by bullets.**

(a) The driver of a vehicle which is involved in an accident resulting in bodily injury to or death of any person or total property damage to an apparent extent of one thousand dollars (\$1,000.00) or more shall, within ten (10) days after the accident, forward a written report of the accident to the highway department.

(b) The department may require any driver of a vehicle involved in an accident of which report must be made as provided in this section to file supplemental reports whenever the original report is insufficient in the opinion of the department.

(c) Every police officer who investigates a motor vehicle accident of which report must be made as required in this section, either at the time of and at the scene of the accident or thereafter by interviewing the participants or witnesses shall forward a written report of the accident to the highway department within ten (10) days after his investigation of the accident.

(d) The person in charge of any garage or repair shop to which is brought any motor vehicle which shows evidence of having been struck by any bullet, shall report to the local police department if the garage is located within a municipality,

otherwise to the county sheriff or nearest office of the state highway patrol, within twenty-four (24) hours after the motor vehicle is received by the garage or repair shop, giving the identifying number, registration number and the name and address of the owner or driver of the vehicle.

**31-5-1107. Duty of occupant and owner when driver incapable of reporting.**

(a) An accident report is not required under W.S. 31-5-1106 from any person who is physically incapable of making report during the period of incapacity.

(b) Whenever the driver of a vehicle is physically incapable of giving an immediate notice of an accident as required in W.S. 31-5-1105 and there was another occupant in the vehicle at the time of the accident capable of doing so, the occupant shall make or cause to be given the notice not given by the driver.

(c) Whenever the driver is physically incapable of making a written report of an accident as required in W.S. 31-5-1106 and the driver is not the owner of the vehicle, then the owner of the vehicle involved in the accident shall within ten (10) days after the accident make the report not made by the driver.

**31-5-1108. Report forms; failure to make report; false report.**

(a) The highway department shall prepare and upon request supply to police departments, coroners, sheriffs and other suitable agencies or individuals, forms for accident reports required hereunder, appropriate with respect to the persons required to make the reports and the purposes to be served. The written reports to be made by persons involved in accidents and by investigating officers shall call for sufficiently detailed information to disclose with reference to a traffic accident the cause, conditions then existing and the persons and vehicles involved.

(b) Every accident report required to be made in writing shall be made on the appropriate form approved by the highway department and shall contain all of the information required therein unless not available.

(c) Every accident report shall also contain information sufficient to enable the department to determine whether the requirements for the deposit of security under any of the laws of this state are inapplicable by reason of the existence of insurance or other exceptions specified therein.

(d) Any person convicted of failing to make a report as required herein shall be punished as provided in W.S. 31-5-1201.

(e) A person shall not give information in oral or written reports as required in W.S. 31-5-1101 through 31-5-1111 knowing or having reason to believe that the information is false.

**31-5-1109. Repealed by Laws 1985, ch. 212, § 4.**

**31-5-1110. Confidentiality of reports; exceptions.**

(a) All accident reports made by persons involved in accidents shall be without prejudice to the individual so reporting and shall be for the confidential use of the department or other state agencies having use for the records for accident prevention purposes, except that:

(i) The highway department may disclose the identity of a person involved in an accident when the identity is not otherwise known or when the person denies his presence at the accident;

(ii) The highway department shall disclose to any person requesting such information whether any person or vehicle was covered by a vehicle insurance policy and the name of the insurer.

(b) All accident reports and supplemental information filed in connection with the administration of the laws of this state relating to the deposit of security or proof of financial responsibility shall be confidential and not open to general public inspection, nor shall copying of lists of the reports be permitted except the reports and supplemental information may be examined by any person named therein or by his representative designated in writing.

(c) No written reports forwarded under this section shall be used as evidence in any trial, civil or criminal, arising out of an accident except for prosecutions for filing false reports and, except that the highway department shall furnish upon demand of any party to the trial, or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the highway department in compliance with law, and, if a report has been made, the date, time and location of the accident, the names and addresses of the drivers, the owners of the vehicles involved and the investigating officers.

## GENERAL INSTRUCTIONS

| INSTRUCTIONS   |   |  |   |                 |   |   |   |   |  |
|--|---|--|---|-----------------|---|---|---|---|--|
| TO ENSURE ACCURACY<br>PLEASE PRINT IN UPPER-CASE LETTERS USING A BLACK OR DARK BLUE PEN!                                 |   |  |   |                 |   |   |   |   |  |
| PRINT NEATLY   |   |  |   |                 |   |   |   |   |  |
| A  | B   | C  | D   | 4               | 5 | 6 | 7 | 8 |  |
| Correct Mark   | Mark Areas as shown   |  |   | Incorrect Marks |   |   |   |   |  |
|   |  |  |  |                 |   |   |   |   |  |
| If 'Other' is selected in any field, describe in narrative<br>If a vehicle is towed, describe towed vehicle in narrative |   |  |   |                 |   |   |   |   |  |

## ENTERING INFORMATION

The State of Wyoming Investigator's Traffic Crash Report is designed to use computer technology to read and record your responses. The body of the report consists of printed entries, and handwritten notes for the narrative, diagram and signature.

- ✓ Enter all information to the best of your knowledge. Truncate information if more space is needed. If necessary, explain in the narrative.

## SUPPLEMENTAL REPORTS

If 3 or more vehicles are involved in a collision, complete the 'Supplemental Vehicle Form'. Be sure to add the Case ID number to the form.

If a non-motorist is involved within the crash, complete the 'Supplemental Non-Motorist' form. Be sure to add the Case ID number to the form.

If a bus is involved in a collision, complete the 'Bus Occupant Supplement'. Be sure to add the Case ID number to the form.

If a towed vehicle is involved in a crash, enter the towed vehicle information in the narrative.



# **THE CRASH FORM**



# ***THE CRASH FORM***



The \* in front of a variable indicates additional information is located in the Glossary Section or the Alphabetical Glossary.

CASE NO. \_\_\_\_\_

## Wyoming INVESTIGATOR'S TRAFFIC CRASH REPORT

Mail completed form within 10 days to: Wyoming Department of Transportation  
Crash Records  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

Date of Crash (yyyy/mm/dd) 20 / / Time (24 hr) : : Day of Week Su Mo Tu We Th Fr Sa

Police Notified: 20 / / Time (24 hr) : :  
 Arrived: 20 / / Time (24 hr) : :  
 EMS Notified: 20 / / Time (24 hr) : :  
 Arrived: 20 / / Time (24 hr) : :

Combined Total Damage greater than or equal to \$1,000 Yes  No   
 Hit & Run Yes  No   
 Investigated at the Scene Yes  No   
 Photo/Video Photo  Video  None  Both

Accused on Private Property Yes  No   
 Public/Private Property Damage Yes  No   
 Amount of Property Damage (if known) \$ \_\_\_\_\_ # Vehicle(s) \_\_\_\_\_ # Driver(s) \_\_\_\_\_ # Person(s) \_\_\_\_\_  
 EMS Hospital Arrival Time # non Motorists \_\_\_\_\_ # Injured \_\_\_\_\_ # Killed \_\_\_\_\_

County \_\_\_\_\_ In City/Town  Yes  No  GPS Latitude \_\_\_\_\_ Longitude \_\_\_\_\_

Crash occurred on: Highway/Street \_\_\_\_\_ Milepost Marker \_\_\_\_\_ Highway LRS # \_\_\_\_\_  
 At intersection with: Highway/Street \_\_\_\_\_ Intersection LRS # \_\_\_\_\_ Occurred on Divided Hwy if yes  No  Yes  Incr / Decr  Incr  Decr  Unknown

If NOT at Intersection \_\_\_\_\_ Direction \_\_\_\_\_ nearest street, highway, ramp, bridge, city, railroad crossing, etc. \_\_\_\_\_  
 Feet or  Miles \_\_\_\_\_ OF \_\_\_\_\_

**INSTRUCTIONS TO ENSURE ACCURACY**  
 PRINT IN UPPER-CASE LETTERS USING A BLACK OR DARK BLUE PEN!  
 PRINT NEATLY

A B C D 4 5 6 7 8

If 'Other' is selected in any field, describe in narrative  
 If a vehicle is towed, describe towed vehicle in narrative

**SUPPLEMENTAL REPORTS**

mark if attached

- If more than 2 vehicles are involved, complete form 'Supplemental Additional Vehicle/Driver Form'
- If more than 5 persons in a crash, complete form 'Supplemental Additional Vehicle Occupant Information'
- Trucks or Commercial Motor Vehicles complete form 'Supplemental Truck/CMV Information'
- If a non-motorist is involved, complete form 'Supplemental Non-Motorist'
- If a bus is involved and carrying passengers, complete form 'Supplemental Bus Information'
- If any drug tests are performed, complete 'Supplemental Drug Test Results'
- Previous report submitted

Investigating Agency \_\_\_\_\_ Division (WHP only) \_\_\_\_\_  
 01 - City PD 02 - Sheriff 03 - BIA 04 - Forest Service 05 - Campus Police 06 - WHP 07 - Other

Badge # \_\_\_\_\_ Officer Name & Rank \_\_\_\_\_  
 First MI Last Rank \_\_\_\_\_  
 Report Date (yyyy/mm/dd) 20 / /

Signature \_\_\_\_\_

**Highway Safety Use Only**

Proximity to Residence  Rural  PID  NON-PID Highway District \_\_\_\_\_  
 1-Same Town 2-25 miles or less 3-25 miles Plus 4-Out of State Accurately Located

Date Received \_\_\_\_\_ Crash Type:  G ≥ \$1,000  M - Missing Location  
 Report Number: \_\_\_\_\_  N ≤ \$1,000  I - Industrial Crash  
 Highway System   P - Private  D - Deliberate

PR902 Revised 07/02/07



CASE NO. \_\_\_\_\_ 1

## INVESTIGATOR'S TRAFFIC CRASH REPORT

Mail completed form within 10 days to: Wyoming Department of Transportation  
Crash Records  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

Date of Crash (yyyy/mm/dd) 20 / 2 / Time (24 hr) : 3 : Day of Week Su Mo Tu We Th Fr Sa

Police Notified: 20 / / Time (24 hr) : 6 :  
 Arrived: 20 / / Time (24 hr) : :  
 EMS Notified: 20 / 5 / Time (24 hr) : :  
 Arrived: 20 / / Time (24 hr) : :

Combined Total Damage greater than or equal to \$1,000 Yes  No  8  
 Hit & Run Yes  No  9  
 Investigated at the Scene Yes  No  10  
 Photo/Video Photo  Video  None  Both  11

Accused on Private Property Yes  No  12  
 Public/Private Property Damage Yes  No  13  
 Amount of Property Damage (if known) \$ \_\_\_\_\_ 14 # Vehicle(s) \_\_\_\_\_ # Driver(s) \_\_\_\_\_ # Person(s) \_\_\_\_\_ # Ped(s) \_\_\_\_\_ # Injured \_\_\_\_\_ # Killed \_\_\_\_\_

EMS Hospital Arrival Time \_\_\_\_\_ 7

1. **Case Number** - Unique agency crash identifier. If applicable to your jurisdiction, enter the Case # in the space provided on all pages of the report.
  2. **Date of Crash** - The date that the crash occurred; NOT the date that it was reported or the date that it was discovered.
  3. **Time of Crash** – This is the approximate time of the crash; NOT the time of discovery or the time the crash was reported. Use the 24 hour clock, starting at 0001 and ending at 2400.
  4. **Day of Week** - The day of the week in which the crash occurred; derived from the Crash Date.
  5. **Police/EMS Notified/Arrival Date** (yyyy/mm/dd): The date at which the law enforcement/EMS agency was notified and arrived at the crash. May be different than the Crash Date.
  6. **Police/EMS Notified/Arrival Time** – The time at which law enforcement/EMS personnel was notified and arrived at the scene of the crash (24 hour military clock).
  7. **EMS Hospital Arrival Time** - Time that EMS arrived with injured or fatalities at the hospital.
  8. **Combined Total Damage Greater Than or Equal to \$1,000** - Total damage of crash including public or private property damage and/or vehicle damage. The importance of this item is to determine "IF" the statutory reporting threshold was met.
  9. **Hit & Run** – A crash may be considered hit and run if any driver involved in the event fled the scene, even if the driver later was apprehended or reported the crash at a later time. Exclusion would be Property Damage Only crashes that involve wild animals in rural areas which are reported after the fact.
  10. **Investigated at Scene** - This field indicates if an investigator was physically at the crash location, rather than a "counter report" (driver makes accident report to law enforcement agency office).
  11. **Photo/Video** – Indicates if the investigation included photographs. In some cases, the reporting agency may NOT be the agency that took the photos; see the officer's report. If the photos were not taken by the investigating officer it is important to note the name, badge number, and agency of the officer who took the photos in the narrative.
  12. **Private Property** – Determination if the First Harmful Event of this crash occurred on public or private property. 'Yes' for Private Property, 'No' for Public Roads. Public roads are roads owned by the state, city, county, or federal governments, and are open to the general public as a trafficway for moving persons or property from one place to another. This excludes some government facilities such as Military Bases, Correctional Facilities, the Veterans Hospital etc...
- \*See Alphabetical Glossary page A39 for examples.
13. **Public/Private Property Damage** – Determination of whether or not damage was done to Public Property such as signs, guardrails, landscaping etc. Unknown - should be described in the narrative
  14. **Amount of Damage (if known)** - Law Enforcement Officers are **NOT** expected to be estimators. If a dollar estimate is available please enter the amount. The importance of this item is to determine "IF" the statutory reporting threshold was met.



CASE NO. \_\_\_\_\_

## INVESTIGATOR'S TRAFFIC CRASH REPORT

Mail completed form within 10 days to: Wyoming Department of Transportation  
Crash Records  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

Date of Crash (yyyy/mm/dd) 20 /    /    Time (24 hr)   :  :  

Day of Week  Su  Mo  Tu  We  Th  Fr  Sa

Police Notified: 20 /    /    :   :  :  

Arrived: 20 /    /    :   :  :  

EMS Notified: 20 /    /    :   :  :  

Arrived: 20 /    /    :   :  :  

Combined Total Damage greater than or equal to \$1,000: Yes  No

Hit & Run: Yes  No

Investigated at the Scene: Yes  No

Photo/Video: Photo  Video  None  Both

Accured on Private Property: Yes  No

Public/Private Property Damage: Yes  No

Amount of Property Damage (if known) \$                  

| # Vehicle(s) | # Driver(s) | # Person(s) | # non Motorists | # Injured | # Killed |
|--------------|-------------|-------------|-----------------|-----------|----------|
| 4            | 1           |             |                 |           |          |

County \_\_\_\_\_ In  Yes  No City/Town \_\_\_\_\_

City \_\_\_\_\_

Crash occurred on: Highway/Street \_\_\_\_\_

At intersection with: Highway/Street \_\_\_\_\_

GPS Latitude 4 \_\_\_\_\_

GPS Longitude 1 \_\_\_\_\_

Highway Section # \_\_\_\_\_ Milepost Marker \_\_\_\_\_

Intersection LRS # \_\_\_\_\_

Highway LRS # \_\_\_\_\_

Occured on Divided Hwy: No  Yes  if yes: Incr  Decr  Unknown

If NOT at Intersection: \_\_\_\_\_

Direction: \_\_\_\_\_ OF \_\_\_\_\_

**INSTRUCTIONS**  
TO ENSURE ACCURACY  
PRINT IN UPPER-CASE LETTERS USING A BLACK OR DARK BLUE PEN!  
PRINT NEATLY

A B C D 4 5 6 7 8

If 'Other' is selected in any field, describe in narrative  
If a vehicle is towed, describe towed vehicle in narrative

- SUPPLEMENTAL REPORTS**
- If more than 2 vehicles are involved, complete form 'Supplemental Additional Vehicle/Driver Form'
  - If more than 5 persons in a crash, complete form 'Supplemental Additional Vehicle Occupant Information'
  - Trucks or Commercial Motor Vehicles complete form 'Supplemental Truck/CMV Information'
  - If a non-motorist is involved, complete form 'Supplemental Non-Motorist'
  - If a bus is involved and carrying passengers, complete form 'Supplemental Bus Information'
  - If any drug tests are performed, complete 'Supplemental Drug Test Results'
  - Previous report submitted

Investigating Agency \_\_\_\_\_

01 - City PD    02 - Sheriff    03 - BIA    Division (WHP only) \_\_\_\_\_  
04 - Forest Service    05 - Campus Police    06 - WHP    07 - Other

Badge # \_\_\_\_\_ Officer Name & Rank \_\_\_\_\_

First \_\_\_\_\_ MI \_\_\_\_\_ Last \_\_\_\_\_ Rank \_\_\_\_\_

Report Date (yyyy/mm/dd) 20 /    /   

**Signature** \_\_\_\_\_ **Highway Safety Use Only**

Proximity to Residence:  1-Same Town  2-25 miles or less  3-25 miles Plus  4-Out of State

Date Received \_\_\_\_\_ Report Number: \_\_\_\_\_

Crash Type:  G ≥ \$1,000  M - Missing Location  
 N ≤ \$1,000  I - Industrial Crash  
Highway System: \_\_\_\_\_  P - Private  D - Deliberate

Highway District \_\_\_\_\_  
Accurately Located

PR902  
Revised 07/02/07

| # Vehicle(s) | # Driver(s) | # Person(s) | # non Motorists | # Injured | # Killed |
|--------------|-------------|-------------|-----------------|-----------|----------|
| 15           | 16          | 17          | 18              | 19        | 20       |

- 15. # Vehicles** – This is the number of motor vehicles directly involved in the crash; does not include any phantom or possibly involved vehicles. A motor vehicle is any motorized device that transports persons or property, this would include motorized Pedestrian Vehicles, Motorized Skate Boards etc. See [Motor Vehicle Type Category](#). Clarification - A vehicle is any device that transports persons or property, but excludes non motorized devices used by pedestrians (skateboards, wheelchairs, etc.); see the ANSI Manual on Classification of Motor Vehicle Traffic Accidents, and Wyoming State Statute, Title 31.
- 16. # Driver(s)** - ([ANSI D16](#)) A driver is an occupant who is in actual physical control of a transport vehicle or, for an out-of-control vehicle, an occupant who was in control until the control was lost; persons entering or exiting a vehicle are NOT drivers. A child that has put a vehicle in motion is NOT a driver; a crash may have zero drivers. Bicyclist are not drivers, they are non-motorists.
- 17. # Person(s)** – The total number of persons directly involved in the crash, including all vehicle occupants and injured pedestrians. This would include horseback riders or persons involved using some conveyance such as wheelchair, skis, skateboard, stagecoach, etc... It does NOT include witnesses, other bystanders, or non-injured pedestrians.
- 18. # Non Motorists** – **A Non-Motorist is any person other than a motorist.** The count of non-motorist: total number of pedestrians and pedacyclist or occupant of motor vehicles not in transport directly involved in the crash. Complete Non-Motorist Supplement.

Pedestrians may be using other means of non-motorized conveyance such as roller skates, wheelchairs, baby strollers, etc. and also may be in Pedestrian Vehicles. A pedestrian may also be a person asleep in his own bed in his home.

Persons on pedacycles (bicycles, tricycles etc.) are **NOT** Pedestrians they are Pedacyclist.

Persons on motorized vehicles: Motorized Skate Boards, Mopeds, Snowmobiles or other vehicles are **NOT** Pedestrians they are considered occupants, drivers or passengers. The exception would be persons riding Pedestrian Vehicles which are motorized wheelchairs, handicap scooters, power chairs, etc, person utilizing this type of conveyance are still considered Pedestrians.

- 19. # Injured** – A non fatal injury is any injury as a result of a crash that does not result in death. An "injured" person may be a person suffering from shock, hysteria, momentary unconsciousness, limping, etc. to those critically injured; it does **NOT** include fatalities! The number killed plus the number of injured cannot exceed the number of persons.
- 20. # Killed** – A traffic accident fatality includes any person that dies of injuries sustained in the crash within 30 days of the date of the crash.

**NOTIFY** the Wyoming Highway Patrol of every traffic fatality, also submit an Amended 'Investigator's Traffic Crash Report' if the death occurred within the 30 day period.

- 21. Instructions** - These are additional instructions on how to complete this form correctly. Print in black or blue ink and in upper case letters. If 'Other' is selected, explain in the narrative. If there is a towed vehicle, describe towed vehicle in the narrative.
- 22. Supplemental Reports Attached** – Indicate if any additional forms are included with this crash report. The supplemental reports available are as follows:

'Supplemental Additional Driver/Vehicle Form' (**Required if more than 2 vehicles or drivers, to be filled out exactly as the Investigators Traffic Crash Report**)

'Supplemental Additional Vehicle Occupant Information' (**Use page 3 of Additional Driver/Vehicle Form**)

'Supplemental Truck/CMV Information'

'Supplemental Non-Motorist'

'Supplemental Bus Information'

'Supplemental Drug Test Results' (**Required if any drug tests are preformed**)



# INVESTIGATOR'S TRAFFIC CRASH REPORT

Mail completed form within 10 days to: Wyoming Department of Transportation  
Crash Records  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

CASE NO. \_\_\_\_\_

Date of Crash (yyyy/mm/dd) 2|0| / | / | Time (24 hr) \_\_\_\_\_  
 Day of Week: Su  Mo  Tu  We  Th  Fr  Sa  Sun   
 Police Notified: 2|0| / | / | Time (24 hr) \_\_\_\_\_  
 Arrived: 2|0| / | / | Time (24 hr) \_\_\_\_\_  
 EMS Notified: 2|0| / | / | Time (24 hr) \_\_\_\_\_  
 Arrived: 2|0| / | / | Time (24 hr) \_\_\_\_\_  
 EMS Hospital Arrival Time: \_\_\_\_\_ # non-Motorists \_\_\_\_\_ # Injured \_\_\_\_\_ # Killed \_\_\_\_\_

County \_\_\_\_\_ In City/Town  Yes  No GPS Latitude 4 \_\_\_\_\_  
 City \_\_\_\_\_ GPS Longitude 1 \_\_\_\_\_  
 Crash occurred on: Highway/Street \_\_\_\_\_ Milepost Marker \_\_\_\_\_ Highway LRS # \_\_\_\_\_  
 At intersection with: Highway/Street \_\_\_\_\_ Intersection LRS # \_\_\_\_\_ CAT. ID # DIR \_\_\_\_\_  
 Occurred on Divided Hwy if yes  No  Yes  Incr / Decr  Incr  Decr  Unknown   
 If NOT at Intersection \_\_\_\_\_ Direction \_\_\_\_\_ nearest street, highway, ramp, bridge, city, railroad crossing, etc. \_\_\_\_\_  
 Feet or  Miles \_\_\_\_\_ OF \_\_\_\_\_

**INSTRUCTIONS TO ENSURE ACCURACY**  
 PRINT IN UPPER-CASE LETTERS USING A BLACK OR DARK BLUE PEN!  
 PRINT NEATLY

A B C D 4 5 6 7 8

If 'Other' is selected in any field, describe in narrative  
 If a vehicle is towed, describe towed vehicle in narrative

**SUPPLEMENTAL REPORTS**

mark if attached

- If more than 2 vehicles are involved, complete form 'Supplemental Additional Vehicle/Driver Form'
- If more than 5 persons in a crash, complete form 'Supplemental Additional Vehicle Occupant Information'
- Trucks or Commercial Motor Vehicles complete form 'Supplemental Truck/CMV Information'
- If a non-motorist is involved, complete form 'Supplemental Non-Motorist'
- If a bus is involved and carrying passengers, complete form 'Supplemental Bus Information'
- If any drug tests are performed, complete 'Supplemental Drug Test Results'
- Previous report submitted

Investigating Agency: 34 01 - City PD 02 - Sheriff 03 - BIA 04 - Forest Service 05 - Campus Police 06 - WHP 07 - Other Division (WHP only)

Badge 35 Officer Name & Rank \_\_\_\_\_ 36 \_\_\_\_\_  
 First Last  
 Signature \_\_\_\_\_ 38 \_\_\_\_\_  
 Report Date (yy/mm/dd) 2|0| / 3| / |

Proximity to Residence  1-Same Town 2-25 miles or less 3-25 miles Plus 4-Out of State  Rural  PID  NON-PID Highway District \_\_\_\_\_  
 Date Received \_\_\_\_\_ Crash Type:  G ≥ \$1,000  M - Missing Location  Accurately Located   
 Report Number: \_\_\_\_\_ Highway System \_\_\_\_\_  N ≤ \$1,000  I - Industrial Crash  P - Private  D - Deliberate

PR902 Revised 07/02/07

County 23 \_\_\_\_\_ In City/Town  Yes  No GPS Latitude 4 \_\_\_\_\_ 33 \_\_\_\_\_  
 City 24 \_\_\_\_\_ GPS Longitude 1 \_\_\_\_\_  
 Crash occurred on: Highway/Street \_\_\_\_\_ Milepost Marker \_\_\_\_\_ Highway LRS # \_\_\_\_\_  
 At intersection with: Highway/Street \_\_\_\_\_ Intersection LRS # \_\_\_\_\_ CAT. ID # DIR \_\_\_\_\_  
 Occurred on Divided Hwy if yes  No  Yes  Incr / Decr  Incr  Decr  Unknown   
 If NOT at Intersection 32 \_\_\_\_\_ Direction \_\_\_\_\_ nearest street, highway, ramp, bridge, city, railroad crossing, etc. \_\_\_\_\_  
 Feet or  Miles \_\_\_\_\_ OF \_\_\_\_\_

**23. County** - The county in which the crash occurred.

|            |          |             |          |          |          |
|------------|----------|-------------|----------|----------|----------|
| Albany     | Big Horn | Campbell    | Carbon   | Converse | Crook    |
| Fremont    | Goshen   | Hot Springs | Johnson  | Laramie  | Lincoln  |
| Natrona    | Niobrara | Park        | Platte   | Sheridan | Sublette |
| Sweetwater | Teton    | Uinta       | Washakie | Weston   |          |

- 24. \*City** – Identify the city/town where the crash occurred within the corporate or urban limits. Cities with a population of 5,000 or more have defined urban limits. Contact the WYDOT Planning Program for maps or milepost book.
- 25. Highway/Street** – Identify the street, road, alley, county road, or highway where the crash occurred. Use the formal or correct name; local nicknames or old names may be included in the narrative. Emphasis is on the actual location of the first harmful event and not where the vehicles have come to rest. Diagrams are extremely helpful. County Road designations are available on county maps from the Highway Safety Branch.
- 26. At intersection with** - Identify the intersecting street, road, alley, county road, or highway.
- 27. LRS #** - For use by Wyoming Highway Patrol only. Liner Referencing System Route no. used to locate where the crash occurred. Eventually every street, highway, road in Wyoming will have a unique LRS route number.
- 28. Highway Section #** - Highway section is assigned by the WYDOT Planning Program; see the Wyoming Milepost System book. Historically, the section designation is rarely changed for a road segment; it is usually a reliable tool for reviewing the history of state road segments. Interstate highways can only be 01 or 03. See the Urban Accident Data Coordinator for urban M route codes.
- 29. Milepost Marker** - Milepost Marker of any location with available milepost markings. We record the milepost to the nearest hundredth (.01) of a mile for locations with mileposting. This is best collected at the scene of the crash by the investigating officer. It may require measuring to/from the nearest milepost marker or structure.
- 30. Divided Highway** - Indicates if the roadway is physically divided, either by structure, curb, median etc.
- 31. Incr/Decr** – Indicates which lanes the crash occurred in or originated from, in direction of increasing or decreasing milepost number. Mileposts generally increase from the southern border to north, and western border to the east. This field is blank if DIVIDED HIGHWAY is blank or "N", or if HIGHWAY SYSTEM is not an interstate highway. Note: vehicle DIRECTION OF TRAVEL provides similar information.
- 32. If NOT at Intersection** – Indicate the number of feet or miles away from the nearest street, highway, railroad crossing, bridge, city....
- 33. GPS** - Crash Location is a route name and GPS (Global Positioning System)/GIS (Geographic Information System) locator, used in conjunction with the Linear Referencing System to locate where the crash occurred. Storage compatible with the State Standards. Accurate crash location is critical for problem identification, prevention, engineering evaluations, mapping and linkage purposes.
- 34. Investigating Agency** – Identification of which Law Enforcement Agency Investigated this crash. WHP ONLY - The State is divided into several divisions for management purposes: Each crash is assigned into one of the divisions.
- 35. Badge #** - Reporting Officer assigned badge #.
- 36. Officer Name & Rank** – Name & Rank of investigating officer.
- 37. Report Date** – The actual Date that the Investigating Officer completed the report. May differ from the Crash Date and/or the date the crash was reported to law enforcement.
- 38. Signature** – Reporting officer's signature.

Page 2

### Driver/Vehicle Information

1 Last Name First Name MI Gender DOB (yyyy/mm/dd)

Street Number Street Name

Mailing Address (PO Box Number) City State Zip Code

Occupation Employer

Driver Phone Home Work Cell Phone Emp Phone Home Work Cell Phone SSN (fatals only) Age

Driver's License Number State (FIPS) Restrictions CDL Endorsement

|  |  |  |  |
|--|--|--|--|
| <b>DL Type</b>   | <b>DL Class</b>  | <b>DL Status</b>                                   | <b>No. of Vehicle Occupants (01 to 50)</b>   |
| 1 - Not Licensed<br>2 - Driver License<br>3 - Instruction Permit<br>4 - I2 Permit-intermediate | 5 - CDL<br>6 - CDL Permit<br>7 - No License Required<br>8 - Restricted License | 1 - Clear<br>2 - Expired<br>3 - Canceled or Denied | 4 - Revoked<br>5 - Suspended<br>99 - Unknown |

Posted Speed Estimated Speed

0 Last Name First Name MI

Street Number Street Name City State Zip Code

Make (ie, Chevrolet, Dodge, Toyota) Model (ie, Silverado, Dakota, Solara) Year Expir. Date (mm/yy)

Vehicle Identification Number License Plate No. State (FIPS) Color

Initial Impact Point Most Damaged Area

Insurance E-verified y-Yes n-No Company Policy #

Vehicle Towed y-Yes n-No By To

Direction of Travel Prior to Crash

01 - North 02 - Northeast 03 - East 04 - Southeast 05 - South 06 - Southwest 07 - West 08 - Northwest 09 - Unknown

00 Non-Collision (Overtum/Rollover)  
01-12 (Use 12 Point Clock Diagram)  
13 Top (Roof)  
14 Undercarriage  
99 Unknown (Can't determine)

Extent of Damage 01 - None 02 - Functional 03 - Minor 04 - Disabling 99 - Unknown

MV Damage ≥\$1,000 01-Yes 02-No 99-Unk.

2 Last Name First Name MI Gender DOB (yyyy/mm/dd)

Street Number Street Name

Mailing Address (PO Box Number) City State Zip Code

Occupation Employer

Driver Phone Home Work Cell Phone Emp Phone Home Work Cell Phone SSN (fatals only) Age

Driver's License Number State (FIPS) Restrictions CDL Endorsement

|  |  |  |  |
|--|--|--|--|
| <b>DL Type</b>   | <b>DL Class</b>  | <b>DL Status</b>                                   | <b>No. of Vehicle Occupants (01 to 50)</b>   |
| 1 - Not Licensed<br>2 - Driver License<br>3 - Instruction Permit<br>4 - I2 Permit-intermediate | 5 - CDL<br>6 - CDL Permit<br>7 - No License Required<br>8 - Restricted License | 1 - Clear<br>2 - Expired<br>3 - Canceled or Denied | 4 - Revoked<br>5 - Suspended<br>99 - Unknown |

Posted Speed Estimated Speed

0 Last Name First Name MI

Street Number Street Name City State Zip Code

Make (ie, Chevrolet, Dodge, Toyota) Model (ie, Silverado, Dakota, Solara) Year Expir. Date (mm/yy)

Vehicle Identification Number License Plate No. State (FIPS) Color

Initial Impact Point Most Damaged Area

Insurance E-verified y-Yes n-No Company Policy #

Vehicle Towed y-Yes n-No By To

Direction of Travel Prior to Crash

01 - North 02 - Northeast 03 - East 04 - Southeast 05 - South 06 - Southwest 07 - West 08 - Northwest 09 - Unknown

00 Non-Collision (Overtum/Rollover)  
01-12 (Use 12 Point Clock Diagram)  
13 Top (Roof)  
14 Undercarriage  
99 Unknown (Can't determine)

Extent of Damage 01 - None 02 - Functional 03 - Minor 04 - Disabling 99 - Unknown

MV Damage ≥\$1,000 01-Yes 02-No 99-Unk.

1 Last Name 56 First Name 39 MI Gender 40 DOB (yyyy/mm/dd) 41

Street Number 42 Street Name

Mailing Address (PO Box Number) 43 City 44 State 45 Zip Code 46

Occupation 47 Employer 48

Driver Phone Home Work Cell Phone Emp Phone Home Work Cell Phone SSN (fatals only) Age

Driver's License Number 49 State (FIPS) 50 Restrictions 51 CDL Endorsement

52 53 54 55

|  |  |  |  |
|--|--|--|--|
| <b>DL Type</b>   | <b>DL Class</b>  | <b>DL Status</b>                                   | <b>No. of Vehicle Occupants (01 to 50)</b>   |
| 1 - Not Licensed<br>2 - Driver License<br>3 - Instruction Permit<br>4 - I2 Permit-intermediate | 5 - CDL<br>6 - CDL Permit<br>7 - No License Required<br>8 - Restricted License | 1 - Clear<br>2 - Expired<br>3 - Canceled or Denied | 4 - Revoked<br>5 - Suspended<br>99 - Unknown |

57 58 59

Posted Speed Estimated Speed

60 61

39. **Last Name, First Name, & MI** – Driver's last and first name may be followed by a space and JR, SR, II, III, or IV. X is for Unknown. Combination names are separated by a hyphen. Middle Initial is first initial of their middle name. **Please use the driver's name as provided on the driver's license.**
40. **Gender** - The sex gender of the driver
41. **Date of Birth (DOB)** - The year, month, and day of birth of this driver.
42. **Street Address** – The drivers Street Address as provided on the driver's license. On many driver's license the P.O. Box is the only address provided.
43. **Mailing Address** – In some locations the Mailing Address may differ from the Street Address. It's always recommended that the investigating officer ask if the address on the license is the current Mailing Address. Record the current address if different than the driver's license.
44. **City** – City of Residence
45. **State** – State of Residence
46. **Zip Code** – Zip Code
47. **Occupation** – The general type of work performed by this driver; choose the most applicable attribute. NOT the employers name.
48. **Employer** – Name of Company employing driver.
49. **Drivers Phone** – Driver's Phone Number including area code.
50. **Employer Phone** – Employer Phone Number including area code.
51. **Social Security Number (SSN)** – The nine digit number assigned by the Social Security Administration. It is available on most Wyoming Drivers Licenses and is utilized by a few States as the drivers license number. **Required for Fatalities only.**
52. **Driver's License Number** – A unique number assigned by the authorizing agent issuing a driver license to the individual. When ever possible obtain this information from the driver license (via a bar code).
53. **State** – State issuing the driver's license.
54. **\*Restrictions** – Restrictions assigned to an individuals driver license by the licensing jurisdiction.
55. **\*CDL Endorsements** - Issued to drivers after successfully completing a specialized test that qualifies them to operate a specific type of commercial motor vehicle.
56. **Driver's License Type** – The current type of drivers license for this driver. As seen on the title of a Wyoming Driver's License.
57. **Driver's License Status** – The status of the drivers license **if known** at the date of the crash and reported by the investigating officer. The field is most reliable for crashes involving fatalities because additional background information is gathered for all drivers involved.
58. **Driver's License Class** - The appropriate driver's license class which indicates the type of vehicle(s) that may be operated by this driver. When ever possible obtain this information from the driver license (via a bar code).
59. **No. of Occupants** – Number of occupants within the motor vehicle.
60. **\*Posted Speed Limit** – Posted speed limit as indicate by sign, lane markings, etc.
61. **Estimated Speed Limit** – Indicate the estimated vehicle speed.

### Driver/Vehicle Information

1

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ MI \_\_\_\_\_ Gender \_\_\_\_\_ DOB (yyyy/mm/dd) \_\_\_\_\_

Street Number \_\_\_\_\_ Street Name \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Mailing Address (PO Box Number) \_\_\_\_\_

Occupation \_\_\_\_\_ Employer \_\_\_\_\_

Driver Phone  Home  Work  Cell Phone \_\_\_\_\_ Emp Phone  Home  Work  Cell Phone \_\_\_\_\_ SSN (fatals only) \_\_\_\_\_ Age \_\_\_\_\_

Driver's License Number \_\_\_\_\_ State (FIPS) \_\_\_\_\_ Restrictions \_\_\_\_\_ CDL Endorsement \_\_\_\_\_

| DL Type  | DL Class   | DL Status  | No. of Vehicle Occupants (01 to 50)          |
|--|--|--|--|
| 1 - Not Licensed<br>2 - Driver License<br>3 - Instruction Permit<br>4 - I2 Permit-intermediate | 5 - CDL<br>6 - CDL Permit<br>7 - No License Required<br>8 - Restricted License | 1 - A<br>2 - B<br>3 - C<br>4 - M                   | 5 - Improper or No Endorsement<br>6 - Other  |
|  |  | 1 - Clear<br>2 - Expired<br>3 - Canceled or Denied | 4 - Revoked<br>5 - Suspended<br>99 - Unknown |

Posted Speed \_\_\_\_\_ Estimated Speed \_\_\_\_\_

Vehicle Owner same as driver

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ MI \_\_\_\_\_

Street Number \_\_\_\_\_ Street Name \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Make (ie, Chevrolet, Dodge, Toyota) \_\_\_\_\_ Model (ie, Silverado, Dakota, Solara) \_\_\_\_\_ Year \_\_\_\_\_ Expir. Date (mm/yy) \_\_\_\_\_

Vehicle Identification Number \_\_\_\_\_ License Plate No. \_\_\_\_\_ State (FIPS) \_\_\_\_\_ Color \_\_\_\_\_

Initial Impact Point \_\_\_\_\_ Most Damaged Area \_\_\_\_\_

Insurance E-verified  Y-Yes  N-No \_\_\_\_\_ Company \_\_\_\_\_ Policy # \_\_\_\_\_

Vehicle Towed  Y-Yes  N-No \_\_\_\_\_ By \_\_\_\_\_ To \_\_\_\_\_

Direction of Travel Prior to Crash

|                |                |
|----------------|----------------|
| 01 - North     | 05 - South     |
| 02 - Northeast | 06 - Southwest |
| 03 - East      | 07 - West      |
| 04 - Southeast | 08 - Northwest |
| 99 - Unknown   |                |

Extent of Damage  01 - None  02 - Functional  03 - Minor  04 - Disabling  99 - Unknown

MV Damage   $\geq \$1,000$   01-Yes  02-No  99-Unk.

00 Non-Collision (Overturn/Rollover)  
01-12 (Use 12 Point Clock Diagram)  
13 Top (Roof)  
14 Undercarriage  
99 Unknown (Can't determine)

2

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ MI \_\_\_\_\_ Gender \_\_\_\_\_ DOB (yyyy/mm/dd) \_\_\_\_\_

Street Number \_\_\_\_\_ Street Name \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Mailing Address (PO Box Number) \_\_\_\_\_

Occupation \_\_\_\_\_ Employer \_\_\_\_\_

Driver Phone  Home  Work  Cell Phone \_\_\_\_\_ Emp Phone  Home  Work  Cell Phone \_\_\_\_\_ SSN (fatals only) \_\_\_\_\_ Age \_\_\_\_\_

Driver's License Number \_\_\_\_\_ State (FIPS) \_\_\_\_\_ Restrictions \_\_\_\_\_ CDL Endorsement \_\_\_\_\_

| DL Type  | DL Class   | DL Status  | No. of Vehicle Occupants (01 to 50)          |
|--|--|--|--|
| 1 - Not Licensed<br>2 - Driver License<br>3 - Instruction Permit<br>4 - I2 Permit-intermediate | 5 - CDL<br>6 - CDL Permit<br>7 - No License Required<br>8 - Restricted License | 1 - A<br>2 - B<br>3 - C<br>4 - M                   | 5 - Improper or No Endorsement<br>6 - Other  |
|  |  | 1 - Clear<br>2 - Expired<br>3 - Canceled or Denied | 4 - Revoked<br>5 - Suspended<br>99 - Unknown |

Posted Speed \_\_\_\_\_ Estimated Speed \_\_\_\_\_

Vehicle Owner same as driver

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ MI \_\_\_\_\_

Street Number \_\_\_\_\_ Street Name \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Make (ie, Chevrolet, Dodge, Toyota) \_\_\_\_\_ Model (ie, Silverado, Dakota, Solara) \_\_\_\_\_ Year \_\_\_\_\_ Expir. Date (mm/yy) \_\_\_\_\_

Vehicle Identification Number \_\_\_\_\_ License Plate No. \_\_\_\_\_ State (FIPS) \_\_\_\_\_ Color \_\_\_\_\_

Initial Impact Point \_\_\_\_\_ Most Damaged Area \_\_\_\_\_

Insurance E-verified  Y-Yes  N-No \_\_\_\_\_ Company \_\_\_\_\_ Policy # \_\_\_\_\_

Vehicle Towed  Y-Yes  N-No \_\_\_\_\_ By \_\_\_\_\_ To \_\_\_\_\_

Direction of Travel Prior to Crash

|                |                |
|----------------|----------------|
| 01 - North     | 05 - South     |
| 02 - Northeast | 06 - Southwest |
| 03 - East      | 07 - West      |
| 04 - Southeast | 08 - Northwest |
| 99 - Unknown   |                |

Extent of Damage  01 - None  02 - Functional  03 - Minor  04 - Disabling  99 - Unknown

MV Damage   $\geq \$1,000$   01-Yes  02-No  99-Unk.

00 Non-Collision (Overturn/Rollover)  
01-12 (Use 12 Point Clock Diagram)  
13 Top (Roof)  
14 Undercarriage  
99 Unknown (Can't determine)

Vehicle Owner same as driver

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ MI \_\_\_\_\_

Street Number \_\_\_\_\_ Street Name \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Make (ie, Chevrolet, Dodge, Toyota) \_\_\_\_\_ Model (ie, Silverado, Dakota, Solara) \_\_\_\_\_ Year \_\_\_\_\_ Expir. Date (mm/yy) \_\_\_\_\_

Vehicle Identification Number \_\_\_\_\_ License Plate No. \_\_\_\_\_ State (FIPS) \_\_\_\_\_ Color \_\_\_\_\_

Initial Impact Point \_\_\_\_\_ Most Damaged Area \_\_\_\_\_

Insurance E-verified  Y-Yes  N-No \_\_\_\_\_ Company \_\_\_\_\_ Policy # \_\_\_\_\_

Vehicle Towed  Y-Yes  N-No \_\_\_\_\_ By \_\_\_\_\_ To \_\_\_\_\_

Direction of Travel Prior to Crash

|                |                |
|----------------|----------------|
| 01 - North     | 05 - South     |
| 02 - Northeast | 06 - Southwest |
| 03 - East      | 07 - West      |
| 04 - Southeast | 08 - Northwest |
| 99 - Unknown   |                |

Extent of Damage  01 - None  02 - Functional  03 - Minor  04 - Disabling  99 - Unknown

MV Damage   $\geq \$1,000$   01-Yes  02-No  99-Unk.

00 Non-Collision (Overturn/Rollover)  
01-12 (Use 12 Point Clock Diagram)  
13 Top (Roof)  
14 Undercarriage  
99 Unknown (Can't determine)

62. **Last Name, First Name and MI** – Same as for driver but for owner of the vehicle.
63. **Street Address** – Same as driver but for owner of the vehicle.
64. **City** - Same as driver but for owner of the vehicle.
65. **State** - Same as driver but for owner of the vehicle.
66. **Zip Code** - Same as driver but for owner of the vehicle.
67. **\*Make** – The distinctive (coded) name applied to a group of motor vehicles by a manufacture.
68. **Vehicle Model** – The manufacturer assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction.
69. **Vehicle Year of Manufacture** – The year which is assigned to a motor vehicle by the manufacturer.
70. **Vehicle Registration Expiration Date** – Date of expiration on registration.
71. **\*Initial Impact Point** - The area of the motor vehicle that received the initial impact.
72. **\*Most Damaged Area** – The area that was most damaged in a crash.
73. **\*Vehicle Identification Number** – A unique combination of alphanumeric or numeric characters assigned to a specific motor vehicle that is designated by the manufacturer. Manufacturer assigned number.
74. **License Plate Number** -The alphanumeric identifier, exactly as displayed, on the registration plate affixed to the motor vehicle. For combination trucks, the motor vehicle plate number is obtained from the power unit or tractor.
75. **Vehicle State** – The state, commonwealth, territory, Indian Nation, US Government, foreign country, etc., issuing the registration plate as indicated on the plate displayed on the motor vehicle. State and Province FIPS Codes.
76. **Color of Vehicle** – Indicate the first three letters of color. If two-tone indicate the most prominent.
77. **Insurance (E- Verified)** – Indicates if electronic insurance verification was used to determine insurance status.
78. **Insurance Company** - The name of the insurance company with whom the vehicle is registered, not the agent or agency name, but the company name.
79. **Policy #** - Unique insurance policy number as shown on the Proof of Insurance Form.
80. **Vehicle Towed** – Used to determine if the vehicle was towed from the scene.
81. **Vehicle Towed BY** – Company Name
82. **Vehicle Towed TO** – Location to which the vehicle is taken after the crash (City, Town, repair site address...).
83. **Direction of Travel** - The direction of the motor vehicle's travel on the roadway before the crash. Vehicle direction prior to turn or loss of control.
84. **\*Extent of Damage** – Estimation of total damage to the motor vehicle from the crash. Disabling damage implies damage that is sufficient to require towing or being carried from the scene.
85. **MV Damage Greater than or equal ( $\geq$ ) \$1,000** – Estimate of damage to vehicle greater than or equal to \$1,000.



- 86. MV #** - The unique number assigned for this crash to the motor vehicle in which this person was an occupant. Sequential Vehicle Number (each vehicle is assigned a number) . This number is **NOT** assigned to Pedestrians, Bicyclist or other Non-Motorist.
- 87. Person Type** – Type of person involved in the crash. This would include persons riding in the passenger or cargo compartment or on the vehicle exterior. Several examples are; someone riding in the open bed of a pickup, riding on the roof/hood of a vehicle, someone in the passenger compartment of a towed vehicle, or riding in a camper being pulled by a motor vehicle
- 88. Seat Position** – The location for this occupant in, on or outside of the motor vehicle prior to the first event.  
Note - More than one person may have the same seating position. For example, a child being held in the lap of another occupant or a person sitting in front of the driver of a motorcycle.
- 89. Seat Belt Usage** – The restraint equipment in use by the occupant, or the helmet use by a motorcyclist, at the time of the crash.
- 90. Occupant Protection System Operation** – Additional fields used to determine any device failure or misuse.
- 91. Air Bag Deployed** - Deployment status of an air bag relative to the position in the vehicle for the occupant.
- 92. Ejection** – Occupant completely or partially thrown from the interior of the motor vehicle, **excluding motorcycles - 05**, as a result of a crash.
- 93. Injury Status** – The injury severity level for a person involved in a crash.
- 94. Most Injured Area** – The primary or most obvious area of the person's body injured during the crash.
- 95. Injury Description** – Type of injury inflicted to the primary injury area.
- 96. Injury Classification** – Enter the code that is most appropriate for the treatment provided to classify Injury.
- 97. Injured Transported By** – Type of unit providing transport to the medical facility receiving the patient. EMS-this also includes an Air Ambulance or "Lifeline", or fire vehicle. Medical facility refers to an injury treatment facility.
- 98. EMS ID** – Identity of unit providing transport to the medical facility receiving the patient. The Number of the Company, or EMS.
- 99. EMS Run #** - The EMS response run number.
- 100. Medical Facility** – The name of the Medical Facility receiving injured patient.
- 101. Last Name, First Name & MI – Last Name, First Name, & MI** – Driver's last and first name may be followed by a space and JR, SR, II, III, or IV. X is for Unknown. Combination names are separated by a hyphen. Middle Initial is first initial of their middle name. **Please use the driver's name as provided on the driver's license.**
- 102. Date of Birth (DOB, Age)** – The year, month, and day of birth of this person or the age or both.
- 103. Gender** – The sex/gender of the person.
- 104. Social Security Number (SSN)** – The nine digit number assigned by the Social Security Administration. It is available on the Wyoming Drivers License and is utilized by many States as the drivers license number. **Required for Fatalities only.**
- 105. Phone Number (first)** – Driver's Phone Number including area code. Indicate which phone (home, work, cell).
- 106. Phone Number (second)** – Same as above.

### Vehicle Information

|           |                    |  |   |
|-----------|--------------------|--|---|
| 1st event | Sequence           | Motor Vehicle Unit Type                        | Vehicle Maneuver/Action prior to crash              |
| 2nd event | 107                | 01 - Motor Vehicle in Transport                | 01 - Straight Ahead                                 |
| 3rd event | 108                | 02 - Parked Motor Vehicle                      | 02 - Backing  |
| 4th event | Most Harmful Event | 03 - Working Vehicle/Equipment                 | 03 - Changing Lanes                                 |
|           | choose up to 4:    | HM Placard or Commercial Motor Vehicle         | 04 - Overtaking/Passing                             |
|           | choose 1:          | 01 - Yes 02 - No 99 - Unknown                  | 05 - Turning Right                                  |
|           |                    | if yes, complete CMV supplement                | 06 - Turning Left                                   |
|           |                    | Vehicle Owner                                  | 07 - Make U-Turn                                    |
|           |                    | 01 - Same as Driver                            | 08 - Leaving a Traffic Lane/Parking                 |
|           |                    | 02 - Other                                     | 09 - Entering a Traffic Lane                        |
|           |                    | 03 - Passenger                                 | 10 - Stopping                                       |
|           |                    | 04 - Relative                                  | 11 - Negotiating a Curve                            |
|           |                    | 05 - Rental Vehicle                            | 12 - Parked   |
|           |                    | 06 - Commercial                                | 13 - Stopped in Traffic                             |
|           |                    | 07 - Occupant                                  | 14 - Driverless Motor Vehicle                       |
|           |                    | 08 - Vehicle Parked                            | 15 - Trafficway Maintenance                         |
|           |                    | 09 - Federal Law Enforcement                   | 16 - Other  |
|           |                    | 10 - Federal Other                             | 99 - Unknown  |
|           |                    | 11 - County Law Enforcement                    |   |
|           |                    | 12 - County Fire Department                    |   |
|           |                    | 13 - County Other                              |   |
|           |                    | 14 - City Law Enforcement                      |   |
|           |                    | 15 - City Fire Department                      |   |
|           |                    | 16 - City Other                                |   |
|           |                    | 17 - Government Other                          |   |
|           |                    | 18 - Ambulance/EMS                             |   |
|           |                    | 19 - WHP                                       |   |
|           |                    | 20 - State Law Enforc Other                    |   |
|           |                    | Vehicle Type                                   | Road Surface  |
|           |                    | 01 - Passenger                                 | 01 - Concrete                                       |
|           |                    | 02 - Passenger Van                             | 02 - Asphalt  |
|           |                    | 03 - PU  | 03 - Gravel/Rock                                    |
|           |                    | 04 - School Bus                                | 04 - Dirt   |
|           |                    | 05 - Other Bus                                 | 05 - Brick/Stone                                    |
|           |                    | 06 - Transit Bus                               | 99 - Unknown  |
|           |                    | 07 - Charter Bus                               | 01 - Level  |
|           |                    | 08 - MC >150 cc                                | 02 - Hillcrest                                      |
|           |                    | 09 - Off Road MC                               | 03 - Uphill   |
|           |                    | 10 - Motorized Skateboard/Scooter              | 04 - Downhill                                       |
|           |                    | 11 - Pedestrian Vehicle                        | 05 - Sag (Bottom)                                   |
|           |                    | 12 - Low Speed Vehicle                         | 99 - Unknown  |
|           |                    | 13 - Other Vehicle                             | Horizontal Alignment                                |
|           |                    | 14 - SUV                                       | 01 - Straight                                       |
|           |                    | 15 - Cargo Van                                 | 02 - Curve Right                                    |
|           |                    | 16 - Motor Home                                | 03 - Curve Left                                     |
|           |                    | 17 - Light Truck                               | 09 - Unknown  |
|           |                    | 18 - Medium Truck                              | 01 - Level  |
|           |                    | 19 - Heavy Truck >26,000                       | 02 - Hillcrest                                      |
|           |                    | 20 - Farm Equipment                            | 03 - Uphill   |
|           |                    | 21 - Construction Vehicle                      | 04 - Downhill                                       |
|           |                    | 22 - MC <150 cc                                | 05 - Sag (Bottom)                                   |
|           |                    | 23 - Moped                                     | 99 - Unknown  |
|           |                    | 24 - Snowmobile                                | Total No. Lanes                                     |
|           |                    | 25 - Segway                                    | 01 - 06, 99 = Unknown                               |
|           |                    | 26 - ATV                                       | (exclude turn lanes)                                |
|           |                    | 99 - Unknown                                   |   |
|           |                    | Non -Commercial Trailer Style                  | Traffic Control Working Properly                    |
|           |                    | 01 - No Trailer                                | 01 - Yes 02 - No 99 - Unknown                       |
|           |                    | 02 - Camping Trailer                           | Traffic Control                                     |
|           |                    | 03 - Mobile Home                               | 01 - None   |
|           |                    | 04 - Utility Trailer                           | 02 - Stop Sign                                      |
|           |                    | 05 - Boat/Jet Ski Trailer                      | 03 - Yield Sign                                     |
|           |                    | 06 - Towed Vehicle                             | 04 - Flashing Traffic Signal                        |
|           |                    | 07 - Horse/Stock Trailer                       | 05 - Do Not Enter Sign                              |
|           |                    | 08 - Motorcycle Trailer                        | 06 - Traffic Signal                                 |
|           |                    | 09 - Multiple Trailers                         | 07 - Traffic Signal w/ Ped                          |
|           |                    | 10 - Other (ie. Bicycle)                       | 08 - Traffic Signal w/ Ped & Audible Signals        |
|           |                    | 99 - Unknown                                   | 09 - Person (Officer/Flagger, Xing Guard, etc)      |
|           |                    | Override/Override                              | 10 - Pedestrian Crossing                            |
|           |                    | 01 - No Override or Override                   | 11 - No Passing Zone                                |
|           |                    | 02 - Override-Compartment Intrusion            | 12 - Warning Signs                                  |
|           |                    | 03 - Override-No Compartment Intrusion         | 13 - Pavement Markings                              |
|           |                    | 04 - Override-Compartment Intrusion Unknown    | 14 - Traffic Barrels/Cones                          |
|           |                    | 05 - Override-Motor Vehicle in Transport       | 15 - Temporary Jersey Barrier                       |
|           |                    | 06 - Override-Other Motor Vehicle              | 16 - School Bus Flashing Stop Lamps                 |
|           |                    | 99 - Unknown if Override or Override           | 17 - School Zone Crossing                           |
|           |                    | Emergency Vehicle Use                          | 18 - RR Crossing Signal                             |
|           |                    | 01 - Yes 02 - No 99 - Unknown                  | 19 - RR Crossing Signal & Gate                      |
|           |                    | Emergency Equipment Actuated                   | 20 - RR Crossing Cross Buck Sign Only               |
|           |                    | 01 - Yes 02 - No 99 - Unknown                  | 21 - RR Crossing Cross Buck with Stop Sign          |
|           |                    | Special Function of MV in Transport            | 22 - RR Crossing Cross Buck with Yield Sign         |
|           |                    | 01 - None                                      | 23 - Other  |
|           |                    | 02 - Police                                    | 99 - Unknown  |
|           |                    | 03 - Ambulance/EMS                             | Trafficway Description                              |
|           |                    | 04 - Fire Truck                                | 01 - Two-Way-Undivided                              |
|           |                    | 05 - Military                                  | 02 - Two-Way-Undivided w/ Continuous Left Turn Lane |
|           |                    | 06 - Snow Plow                                 | 03 - Two-Way-Divided, No Barrier                    |
|           |                    | 07 - Tow Truck                                 | 04 - Two-Way-Divided, With Barrier                  |
|           |                    | 08 - MV used as School Bus                     | 99 - Unknown  |
|           |                    | 09 - MV used as Other Bus                      | Rumble Strips Present                               |
|           |                    | 10 - Construction Equipment                    | 01 - Yes 02 - No 99 - Unknown                       |
|           |                    | 11 - Farm Equipment                            | Rumble Strips Applicable                            |
|           |                    | 12 - Taxi                                      | 01 - Yes 02 - No 99 - Unknown                       |
|           |                    | 13 - Train                                     | Rumble Strips                                       |
|           |                    | 99 - Unknown                                   | 01 - None   |
|           |                    | Contributing Circumstance                      | 02 - Centerline Rumble Strips                       |
|           |                    | 01 - None                                      | 03 - Median Shoulder Only                           |
|           |                    | 02 - Brakes                                    | 04 - Transverse Rumble Strips (Road Apprch)         |
|           |                    | 03 - Trailer Brakes                            | 05 - Both Shoulders                                 |
|           |                    | 04 - Steering                                  | 06 - Both Centerline and Outside Shoulder           |
|           |                    | 05 - Power Train                               | 07 - Outside Shoulders Only                         |
|           |                    | 06 - Suspension                                | 99 - Unknown  |
|           |                    | 07 - Tires                                     |   |
|           |                    | 08 - Wheels                                    |   |
|           |                    | 09 - Lights (Head, Signal or Tail)             |   |
|           |                    | 10 - Windows/Windshield                        |   |
|           |                    | 11 - Rain/Snow/Ice on Windshield               |   |
|           |                    | 12 - Tinted Windows                            |   |
|           |                    | 13 - Vehicle Cargo Blocking View               |   |
|           |                    | 14 - Exhaust System                            |   |
|           |                    | 15 - Oversized Load                            |   |
|           |                    | 16 - Defroster                                 |   |
|           |                    | 17 - Mirrors                                   |   |
|           |                    | 18 - Wipers                                    |   |
|           |                    | 19 - Truck Coupling/Trailer Hitch/Safety Chain |   |
|           |                    | 20 - Stalled Vehicle                           |   |
|           |                    | 21 - Cruise Control                            |   |
|           |                    | 22 - Other                                     |   |
|           |                    | 99 - Unknown                                   |   |

- 107. \*Sequence of Events** – The events in sequence 1 - 4 related to this Motor Vehicle, including both non-collision as well as collision events. Up to four crash events.
- 108. \*Most Harmful Event** – The event that resulted in the most severe injury or if no injury the greatest property damage involving this motor vehicle.
- 109. Motor Vehicle Unit Type – Motor Vehicle Type Category** - Indicates the general configuration or shape of a motor vehicle. A “motor vehicle” means every vehicle which is self propelled except vehicles moved solely by human power. A bicycle is not a motor vehicle, motorized bicycles are a moped.
- 110. Commercial Motor Vehicle** – Is this vehicle used for commercial purposes. Complete CMV Supplement.
- 111. Vehicle Owner** – This identifies the Type of vehicle owner.
- 112. Vehicle Type** – Indicates the general configuration or shape of a motor vehicle. A “motor vehicle” means every vehicle which is self propelled except vehicles moved solely by human power. A bicycle is not a motor vehicle, motorized bicycles are a moped.
- 113. Non-Commercial Trailer Style** –any non-commercial vehicle pulling a trailer or multiple trailers, trailer style. Commercial Vehicle Trailer style if applicable will be recorded at Commercial Cargo Body Type.
- 114. \*Vehicle Underride/Override** – An Underride refers to this motor vehicle sliding under another motor vehicle during a crash. An Override refers to this motor vehicle riding up over or onto another motor vehicle. Either can occur with a parked motor vehicle.
- 115. Emergency Vehicle Use** - Indicates official motor vehicles that are involved in a crash while on an emergency response. Emergency refers to an official motor vehicle that is usually traveling with physical signals in use. Select “Yes” if the motor vehicle was on an emergency response, regardless of whether the emergency equipment was actuated.
- 116. Emergency Equipment Actuated** –No - is used if the emergency equipment was not actuated on an emergency response. Yes - is used if the emergency equipment was actuated on an emergency response, regardless of whether the emergency equipment was actuated. Unknown - is used if it cannot be determined if the emergency equipment was actuated while responding to an emergency at the time of the crash.
- 117. Special Function of MV in Transport** - The type of special function being served by this vehicle regardless of whether the function is marked on the vehicle.
- 118. \*MV Contributing Circumstances (choose up to 2)** - Important for determining the significance of pre-existing problems, that could be useful in determining the need for improvements in manufacturing and consumer alerts.
- 119. \*Vehicle Manuever** - The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events. Choose the attribute that best describes the movement of the vehicle prior to the crash.
- 120. Surface** -The road paving material at the crash scene, or the road from which this vehicle originated. Wyoming has numerous road surfaces. Grade - The geometric inclination characteristics of the roadway in the direction of travel for this vehicle.
- 121. \*Grade** - The geometric inclination characteristics of the roadway in the direction of travel for this vehicle.
- 122. \*Horizontal Alignment** - The geometric layout characteristics of the roadway in the direction of travel for this vehicle.
- 123. No. of Roadway Lanes** - Total number of lanes in the roadway on which this motor vehicle was traveling. Exclude turn lanes.

### Vehicle Information

1st event  Sequence  choose up to 4.

2nd event  ←

3rd event  Most Harmful Event  choose 1.

4th event  →

**Non-Collision**

- 01 - Overturn/Rollover
- 02 - Fire/Explosion
- 03 - Immersion
- 04 - Jackknife
- 05 - Cargo/Equipment Loss or Shift
- 06 - Equipment Failure
- 07 - Separation of Units
- 08 - Ran Off the Road Right
- 09 - Ran Off the Road Left
- 10 - Cross Median or Centerline
- 11 - Downhill Runaway
- 12 - Fell/Jumped from a MV
- 13 - Thrown or Falling Object
- 14 - Avoiding an Object on Road
- 15 - Avoiding an Animal on Road
- 16 - Carbon Monoxide (CO) Poisoning
- 17 - Injuries by being thrown against part of vehicle
- 18 - Other Non-Collision (MC Loss of Control)

**Collision w/ Person, MV, or Non-Fixed Object**

- 19 - Pedestrian
- 20 - Pedacycle
- 21 - Railway Vehicle
- 22 - Motor Vehicle in Transport on Roadway
- 23 - Motor Vehicle in Transport on OTHER Roadway
- 24 - Parked Motor Vehicle
- 25 - Struck by Falling, Shifting Cargo or Anything Else Set in Motion by Motor Vehicle
- 26 - Other NON-Fixed Object
- 27 - Work Zone/Maintenance Equipment
- 28 - Work Zone Channeling Device
- 29 - Object Set in Motion by Another Vehicle

**Animals**

- 30 - Horse
- 31 - Cow
- 32 - Pig
- 33 - Sheep
- 34 - Other Domestic (Dog, Llama, ...)
- 35 - Elk
- 36 - Deer
- 37 - Moose
- 38 - Antelope
- 39 - Buffalo
- 40 - Other Wild

**Collision w/ Fixed Object**

- 41 - Guardrail End
- 42 - Guardrail Face
- 43 - Impact Attenuator/Crash Cushion
- 44 - Bridge Pier or Support
- 45 - Bridge Overhead Structure
- 46 - Bridge Rail
- 47 - Concrete Traffic Barrier/Jersey Barrier
- 48 - Other Traffic Barrier (Includes temporary)
- 49 - Utility Pole/Light Support
- 50 - Traffic Signal Support
- 51 - Traffic Sign Support
- 52 - Overhead Traffic Sign
- 53 - Sign Support Single Post
- 54 - Sign Support Multiple Post
- 55 - Other Traffic Sign Support
- 56 - Barricade
- 57 - Tree/Shrubbery
- 58 - Cut Slope
- 59 - Road Approach
- 60 - Rock, Boulder, Rock Slide
- 61 - End of Drainage Pipe/Structure/Culvert
- 62 - Building or Other Structure Wall
- 63 - Fence (Including Post)
- 64 - Raised Median or Curb
- 65 - Delineator Post
- 66 - Earth Embankment/Berm
- 67 - Ditch
- 68 - Snow Embankment
- 69 - Mail Box
- 70 - Tunnel
- 71 - Cattle Guard
- 72 - Other Fixed Object

99 - Unknown

**Motor Vehicle Unit Type**

- 01 - Motor Vehicle in Transport
- 02 - Parked Motor Vehicle
- 03 - Working Vehicle/Equipment

**HM Placard or Commercial Motor Vehicle**

01 - Yes 02 - No 99 - Unknown

→ if yes, complete CMV supplement

**Vehicle Owner**

- 01 - Same as Driver
- 02 - Other
- 03 - Passenger
- 04 - Relative
- 05 - Rental Vehicle
- 06 - Commercial
- 07 - Occupant
- 08 - Vehicle Parked
- 09 - Federal Law Enforcement
- 10 - Federal Other
- 11 - County Law Enforcement
- 12 - County Fire Department
- 13 - County Other
- 14 - City Law Enforcement
- 15 - City Fire Department
- 16 - City Other
- 17 - Government Other
- 18 - Ambulance/EMS
- 19 - WHP
- 20 - State Law Enforc Other

**Vehicle Type**

- 01 - Passenger
- 02 - Passenger Van
- 03 - PU
- 04 - School Bus
- 05 - Other Bus
- 06 - Transit Bus
- 07 - Charter Bus
- 08 - MC >150 cc
- 09 - Off Road MC
- 10 - Motorized Skateboard/Scter
- 11 - Pedestrian Vehicle
- 12 - Low Speed Vehicle
- 13 - Other Vehicle
- 14 - SUV
- 15 - Cargo Van
- 16 - Motor Home
- 17 - Light Truck
- 18 - Medium Truck
- 19 - Heavy Truck >26,000
- 20 - Farm Equipment
- 21 - Construction Vehicle
- 22 - MC <150 cc
- 23 - Moped
- 24 - Snowmobile
- 25 - Segway
- 26 - ATV
- 99 - Unknown

**Non-Commercial Trailer Style**

- 01 - No Trailer
- 02 - Camping Trailer
- 03 - Mobile Home
- 04 - Utility Trailer
- 05 - Boat/Jet Ski Trailer
- 06 - Towed Vehicle
- 07 - Horse/Stock Trailer
- 08 - Motorcycle Trailer
- 09 - Multiple Trailers
- 10 - Other (ie. Bicycle)
- 99 - Unknown

**Underride/Override**

- 01 - No Underride or Override
- 02 - Underride-Compartment Intrusion
- 03 - Underride-No Compartment Intrusion
- 04 - Underride-Compartment Intrusion Unknow
- 05 - Override-Motor Vehicle in Transport
- 06 - Override-Other Motor Vehicle
- 99 - Unknown if Underride or Override

**Emergency Vehicle Use**

01 - Yes 02 - No 99 - Unknown

**Emergency Equipment Actuated**

01 - Yes 02 - No 99 - Unknown

**Special Function of MV in Transport**

- 01 - None
- 02 - Police
- 03 - Ambulance/EMS
- 04 - Fire Truck
- 05 - Military
- 06 - Snow Plow
- 07 - Tow Truck
- 08 - MV used as School Bus
- 09 - MV used as Other Bus
- 10 - Construction Equipment
- 11 - Farm Equipment
- 12 - Taxi
- 13 - Train
- 99 - Unknown

**Contributing Circumstance**

1st choice  2nd choice

- 01 - None
- 02 - Brakes
- 03 - Trailer Brakes
- 04 - Steering
- 05 - Power Train
- 06 - Suspension
- 07 - Tires
- 08 - Wheels
- 09 - Lights (Head, Signal or Tail)
- 10 - Windows/Windshield
- 11 - Rain/Snow/Ice on Windshield
- 12 - Tinted Windows
- 13 - Vehicle Cargo Blocking View
- 14 - Exhaust System
- 15 - Oversized Load
- 16 - Defroster
- 17 - Mirrors
- 18 - Wipers
- 19 - Truck Coupling/Trailer Hitch/Safety Chain
- 20 - Stalled Vehicle
- 21 - Cruise Control
- 22 - Other
- 99 - Unknown

**Vehicle Maneuver/Action prior to crash**

- 01 - Straight Ahead
- 02 - Backing
- 03 - Changing Lanes
- 04 - Overtaking/Passing
- 05 - Turning Right
- 06 - Turning Left
- 07 - Make U-Turn
- 08 - Leaving a Traffic Lane/Parking
- 09 - Entering a Traffic Lane
- 10 - Slowing
- 11 - Negotiating a Curve
- 12 - Parked
- 13 - Stopped in Traffic
- 14 - Driverless Motor Vehicle
- 15 - Trafficway Maintenance
- 16 - Other
- 99 - Unknown

**Road Surface**

- 01 - Concrete
- 02 - Asphalt
- 03 - Gravel/Rock
- 04 - Dirt
- 05 - Brick/Stone
- 99 - Unknown

**Grade**

- 01 - Level
- 02 - Hillcrest
- 03 - Uphill
- 04 - Downhill
- 05 - Sag (Bottom)
- 99 - Unknown

**Horizontal Alignment**

- 01 - Straight
- 02 - Curve Right
- 03 - Curve Left
- 99 - Unknown

**Total No. Lanes**

01 - 06, 99 = Unknown (exclude turn lanes)

**Traffic Control Working Properly**

01 - Yes 02 - No 99 - Unknown

**Traffic Control**

- 01 - None
- 02 - Stop Sign
- 03 - Yield Sign
- 04 - Flashing Traffic Signal
- 05 - Do Not Enter Sign
- 06 - Traffic Signal
- 07 - Traffic Signal w/ Ped
- 08 - Traffic Signal w/ Ped & Audible Signals
- 09 - Person (Officer/Flagger, Xing Guard, etc)
- 10 - Pedestrian Crossing
- 11 - No Passing Zone
- 12 - Warning Signs
- 13 - Pavement Markings
- 14 - Traffic Barrels/Cones
- 15 - Temporary Jersey Barrier
- 16 - School Bus Flashing Stop Lamps
- 17 - School Zone Crossing
- 18 - RR Crossing Signal
- 19 - RR Crossing Signal & Gate
- 20 - RR Crossing Cross Buck Sign Only
- 21 - RR Crossing Cross Buck with Stop Sign
- 22 - RR Crossing Cross Buck with Yield Sign
- 23 - Other
- 99 - Unknown

**Trafficway Description**

- 01 - Two-Way-Undivided
- 02 - Two-Way-Undivided w/ Continuous Left Turn Lane
- 03 - Two-Way-Divided, No Barrier
- 04 - Two-Way-Divided, With Barrier
- 99 - Unknown

**Rumble Strips Present**

01 - Yes 02 - No 99 - Unknown

**Rumble Strips Applicable**

01 - Yes 02 - No 99 - Unknown

**Rumble Strips**

- 01 - None
- 02 - Centerline Rumble Strips
- 03 - Median Shoulder Only
- 04 - Transverse Rumble Strips (Road Approach)
- 05 - Both Shoulders
- 06 - Both Centerline and Outside Shoulder
- 07 - Outside Shoulders Only
- 99 - Unknown

124

125

126

127

128

129

- 124. Traffic Control Working Properly** – This is not to determine if the driver(s) obeyed the traffic control. Its to determine if the traffic control device at this location was working properly at the time of the crash. It's to determine power failure, or malfunctioning Traffic Control Signal. Would also include obscured, knocked down, damaged or missing traffic control devices.
- 125. \*Traffic Control** - The type of traffic control device (TCD) applicable to this motor vehicle at the crash location.
- 126. \*Trafficway Description** - Indication of whether or not the trafficway for this vehicle is divided and whether it serves as one way or two way traffic (A divided trafficway is one on which roadways for travel in opposite directions are physically separated by a median or barrier).
- 127. Rumble Strips Present** – Indicate if rumble strips were present at the scene of the crash.
- 128. \*Rumble Strips Applicable** - This data element is whether or not, in the officer's opinion, the rumble strips were related to the crash. There are crashes where the presence of rumble strips is not a factor or would not be a factor. Clarification: Indicate if the rumble strips were present at the point of departure.
- 129. \*Rumble Strips** - To determine if rumble strips were present at the scene of the crash. It is best that this information be collected at the scene by the investigating officer. Note that this data element is designed to collect information about rumble strips at the scene of the crash WITHOUT regard to whether or not rumble strips were related to the crash.

Page 1

### Driver Information

| Driver's Action<br>(choose up to 4)   | Driver's Condition<br>(choose up to 2)  | Citations Issued<br>(choose up to 5)  |
|---|---|---|
| 01 - No Improper Driving<br>02 - Ran Off Road<br>03 - Failed to Yield ROW<br>04 - Disregarded Traffic Signs<br>05 - Ran Red Light<br>06 - Disregarded Other Road Marking<br>07 - Speeding<br>08 - Drove too Fast for Conditions<br>09 - Improper Turn or No Signal<br>10 - Improper Backing<br>11 - Improper Passing<br>12 - Improper Parking<br>13 - Wrong Side/Wrong Way<br>14 - Following too Close<br>15 - Failed to Keep Proper Lane<br>16 - Erratic/Reckless/Careless/Aggressive<br>17 - Avoiding an Object on Road<br>18 - Avoiding Animal<br>19 - Avoiding Non-Motorist<br>20 - Avoiding MV<br>21 - Swerve Due to Wind/Slippery Surface<br>22 - Over Corrected/Over Steered<br>23 - Evading Law Enforcement<br>24 - Other Improper Action<br>99 - Unknown | 01 - Apparently Normal<br>02 - Emotional (depressed, angry, disturbed...)<br>03 - ill (Sick)<br>04 - Fell Asleep, Fainted<br>05 - Fatigued<br>06 - Under Influence of Medication<br>07 - Physical Disability<br>08 - Suspected Drug Use<br>09 - Suspected Alcohol Use<br>10 - Other<br>99 - Unknown | 01 - None<br>02 - DWUI<br>03 - Drinking - (i.e., open container)<br>04 - Exceeding Speed Limit<br>05 - Speed too Fast<br>06 - Following too Close<br>07 - Wrong Side of Road<br>08 - Improper or No Signal<br>09 - Improper Lane Use<br>10 - Improper Turn<br>11 - Improper Passing<br>12 - Improper Starting Out<br>13 - Failed to Grant ROW to Ped<br>14 - Failed to Grant ROW to MV<br>15 - Disregard Officer<br>16 - Disregard Stop Light<br>17 - Disregard Stop Sign<br>18 - Disregard Other<br>19 - Improper Parking<br>20 - Reckless Driving<br>21 - Vehicular Homicide<br>22 - Driver's License Violation<br>23 - Improper Backing<br>24 - No Insurance<br>25 - Hit & Run<br>26 - Registration Violation<br>27 - Failure to Use Seat Belt<br>28 - Charges Pending<br>29 - Fed R & R Driver<br>30 - Fed R & R Vehicle<br>31 - Racing<br>32 - Careless<br>33 - Other (explain in narrative) |
| Suspect Alcohol: 01 - Yes, 02 - No, 99 - Unknown<br>Alcohol Test Type: 01 - No Test Performed, 02 - Test Refused, 03 - Blood, 04 - Serum, 05 - Breath, 06 - Urine, 07 - Other, 99 - Unknown<br>If Alcohol Test performed other than Breath then form 902E will be required with results at a later date.  | Suspect Drugs: 01 - Yes, 02 - No, 99 - Unknown<br>Drug Test Type: 01 - No Test Performed, 02 - Test Refused, 03 - Blood, 04 - Serum, 05 - Urine, 06 - Other, 99 - Unknown<br>If Drug Test performed then form 902E will be required with results at a later date.                                   | DL Investigation: 01 - Yes, 02 - No, 99 - Unknown   |

Page 2

### Driver Information

| Driver's Action<br>(choose up to 4)   | Driver's Condition<br>(choose up to 2)  | Citations Issued<br>(choose up to 5)  |
|---|---|---|
| 01 - No Improper Driving<br>02 - Ran Off Road<br>03 - Failed to Yield ROW<br>04 - Disregarded Traffic Signs<br>05 - Ran Red Light<br>06 - Disregarded Other Road Marking<br>07 - Speeding<br>08 - Drove too Fast for Conditions<br>09 - Improper Turn or No Signal<br>10 - Improper Backing<br>11 - Improper Passing<br>12 - Improper Parking<br>13 - Wrong Side/Wrong Way<br>14 - Following too Close<br>15 - Failed to Keep Proper Lane<br>16 - Erratic/Reckless/Careless/Aggressive<br>17 - Avoiding an Object on Road<br>18 - Avoiding Animal<br>19 - Avoiding Non-Motorist<br>20 - Avoiding MV<br>21 - Swerve Due to Wind/Slippery Surface<br>22 - Over Corrected/Over Steered<br>23 - Evading Law Enforcement<br>24 - Other Improper Action<br>99 - Unknown | 01 - Apparently Normal<br>02 - Emotional (depressed, angry, disturbed...)<br>03 - ill (Sick)<br>04 - Fell Asleep, Fainted<br>05 - Fatigued<br>06 - Under Influence of Meds<br>07 - Physical Disability<br>08 - Suspected Drug Use<br>09 - Suspected Alcohol Use<br>10 - Other<br>99 - Unknown | 01 - None<br>02 - DWUI<br>03 - Drinking - (i.e., open container)<br>04 - Exceeding Speed Limit<br>05 - Speed too Fast<br>06 - Following too Close<br>07 - Wrong Side of Road<br>08 - Improper or No Signal<br>09 - Improper Lane Use<br>10 - Improper Turn<br>11 - Improper Passing<br>12 - Improper Starting Out<br>13 - Failed to Grant ROW to Ped<br>14 - Failed to Grant ROW to MV<br>15 - Disregard Officer<br>16 - Disregard Stop Light<br>17 - Disregard Stop Sign<br>18 - Disregard Other<br>19 - Improper Parking<br>20 - Reckless Driving<br>21 - Vehicular Homicide<br>22 - Driver's License Violation<br>23 - Improper Backing<br>24 - No Insurance<br>25 - Hit & Run<br>26 - Registration Violation<br>27 - Failure to Use Seat Belt<br>28 - Charges Pending<br>29 - Fed R & R Driver<br>30 - Fed R & R Vehicle<br>31 - Racing<br>32 - Careless<br>33 - Other (explain in narrative) |
| Suspect Alcohol: 01 - Yes, 02 - No, 99 - Unknown<br>Alcohol Test Type: 01 - No Test Performed, 02 - Test Refused, 03 - Blood, 04 - Serum, 05 - Breath, 06 - Urine, 07 - Other, 99 - Unknown<br>If Alcohol Test performed other than Breath then form 902E will be required with results at a later date.  | Suspect Drugs: 01 - Yes, 02 - No, 99 - Unknown<br>Drug Test Type: 01 - No Test Performed, 02 - Test Refused, 03 - Blood, 04 - Serum, 05 - Urine, 06 - Other, 99 - Unknown<br>If Drug Test performed then form 902E will be required with results at a later date.                             | DL Investigation: 01 - Yes, 02 - No, 99 - Unknown   |

Page 1

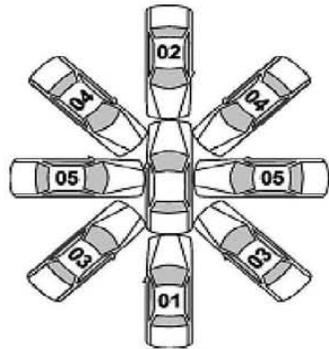
### Driver Information

| Driver's Action<br>(choose up to 4)   | Driver's Condition<br>(choose up to 2)  | Citations Issued<br>(choose up to 5)  |
|---|---|---|
| 01 - No Improper Driving<br>02 - Ran Off Road<br>03 - Failed to Yield ROW<br>04 - Disregarded Traffic Signs<br>05 - Ran Red Light<br>06 - Disregarded Other Road Marking<br>07 - Speeding<br>08 - Drove too Fast for Conditions<br>09 - Improper Turn or No Signal<br>10 - Improper Backing<br>11 - Improper Passing<br>12 - Improper Parking<br>13 - Wrong Side/Wrong Way<br>14 - Following too Close<br>15 - Failed to Keep Proper Lane<br>16 - Erratic/Reckless/Careless/Aggressive<br>17 - Avoiding an Object on Road<br>18 - Avoiding Animal<br>19 - Avoiding Non-Motorist<br>20 - Avoiding MV<br>21 - Swerve Due to Wind/Slippery Surface<br>22 - Over Corrected/Over Steered<br>23 - Evading Law Enforcement<br>24 - Other Improper Action<br>99 - Unknown | 01 - Apparently Normal<br>02 - Emotional (depressed, angry, disturbed...)<br>03 - ill (Sick)<br>04 - Fell Asleep, Fainted<br>05 - Fatigued<br>06 - Under Influence of Medication<br>07 - Physical Disability<br>08 - Suspected Drug Use<br>09 - Suspected Alcohol Use<br>10 - Other<br>99 - Unknown | 01 - None<br>02 - DWUI<br>03 - Drinking - (i.e., open container)<br>04 - Exceeding Speed Limit<br>05 - Speed too Fast<br>06 - Following too Close<br>07 - Wrong Side of Road<br>08 - Improper or No Signal<br>09 - Improper Lane Use<br>10 - Improper Turn<br>11 - Improper Passing<br>12 - Improper Starting Out<br>13 - Failed to Grant ROW to Ped<br>14 - Failed to Grant ROW to MV<br>15 - Disregard Officer<br>16 - Disregard Stop Light<br>17 - Disregard Stop Sign<br>18 - Disregard Other<br>19 - Improper Parking<br>20 - Reckless Driving<br>21 - Vehicular Homicide<br>22 - Driver's License Violation<br>23 - Improper Backing<br>24 - No Insurance<br>25 - Hit & Run<br>26 - Registration Violation<br>27 - Failure to Use Seat Belt<br>28 - Charges Pending<br>29 - Fed R & R Driver<br>30 - Fed R & R Vehicle<br>31 - Racing<br>32 - Careless<br>33 - Other (explain in narrative) |
| Suspect Alcohol: 01 - Yes, 02 - No, 99 - Unknown<br>Alcohol Test Type: 01 - No Test Performed, 02 - Test Refused, 03 - Blood, 04 - Serum, 05 - Breath, 06 - Urine, 07 - Other, 99 - Unknown<br>If Alcohol Test performed other than Breath then form 902E will be required with results at a later date.  | Suspect Drugs: 01 - Yes, 02 - No, 99 - Unknown<br>Drug Test Type: 01 - No Test Performed, 02 - Test Refused, 03 - Blood, 04 - Serum, 05 - Urine, 06 - Other, 99 - Unknown<br>If Drug Test performed then form 902E will be required with results at a later date.                                   | DL Investigation: 01 - Yes, 02 - No, 99 - Unknown   |

- 130. \*Driver's Action** - The actions of the driver that may have contributed to the crash. This data element is based upon the judgement of the investigating law enforcement officer and need not match Violations.
- 131. \*Driver's Condition** - Any relevant condition of the driver that may be directly related to the crash.
- 132. Driver's Distraction** - Distractions which may have influenced driver performance. Distractions can be inside the MV (internal) or from outside the vehicle (external).
- 133. Driver's Citation** – The number of ticketed violations, if any, that apply to this driver.
- 134. Suspect Alcohol** – Driver or non-motorist involved in the crash suspected by law enforcement to have used alcohol.
- 135. Alcohol Test Type** – Type of blood alcohol test given, if any, to the driver of this vehicle.
- 136. Alcohol Test Result** – Value resulting from BAC Testing.
- 137. Suspect Drugs** – Law enforcement suspects the driver in the crash to have used drugs.
- 138. Drug Test Type** - Indication of the drug test type given, if any, to this driver. Excludes drugs administered post-crash. See Drug Test Result to document drug name and value.
- 139. DL Investigation** - The investigating officer is requesting WYDOT Driver's Services to do a re-examination of the Driver's Skills Portion of a Driver's License Test. Also requires Vision and Medical Certification

### Base Information

| <b>FIRST HARMFUL EVENT</b><br><b>Non - Collision:</b><br>01 - Overturn/Rollover<br>02 - Fire/Explosion<br>03 - Immersion<br>04 - Jackknife<br>05 - Cargo/Equipment Loss or Shift<br>06 - Fell/Jumped from a motor vehicle<br>07 - Thrown or Falling Object<br>08 - Carbon Monoxide (CO) Poisoning<br>09 - Injuries by being thrown against part of the vehicle<br>10 - Other Non-Collision (Motorcycle Loss of Control)<br><br><b>Collision w/ Person, MV, or Non-Fixed Object:</b><br>11 - Pedestrian<br>12 - Motor Vehicle in Transport on Roadway<br>13 - Motor Vehicle on OTHER Roadway<br>14 - Parked Motor Vehicle<br>15 - Railway Vehicle<br>16 - Pedacycle<br>17 - Work Zone/Maintenance Equipment<br>18 - Work Zone Channeling Device<br>19 - Object Set in Motion by Another Vehicle<br>20 - Other NON-Fixed Object<br><br><b>Animals:</b><br>21 - Horse<br>22 - Cow<br>23 - Pig<br>24 - Sheep<br>25 - Other Domestic (Dog, Llama, etc)<br>26 - Elk<br>27 - Deer<br>28 - Moose<br>29 - Antelope<br>30 - Buffalo<br>31 - Other Wild (Bear, Coyote, Eagle)<br><br><b>Collision w/ Fixed Object</b><br>32 - Guardrail End<br>33 - Guardrail Face<br>34 - Impact Attenuator/Crash Cushion<br>35 - Bridge Pier or Support<br>36 - Bridge Overhead Structure<br>37 - Bridge Rail<br>38 - Concrete Traffic Barrier/Jersey Barrier<br>39 - Other Traffic Barrier (Includes temporary)<br>40 - Utility Pole/Light Support<br>41 - Traffic Signal Support<br>42 - Overhead Traffic Sign<br>43 - Sign Support Single Post<br>44 - Sign Support Multiple Post<br>45 - Other Traffic Sign Support<br>46 - Barricade<br>47 - Tree/Shrubbery<br>48 - Cut Slope<br>49 - Road Approach<br>50 - Rock, Boulder, Rock Slide<br>51 - End of Drainage Pipe/Structure/Culvert<br>52 - Building or Other Structure Wall<br>53 - Fence (Including Post)<br>54 - Raised Median or Curb<br>55 - Delineator Post<br>56 - Earth Embankment/Berm<br>57 - Ditch<br>58 - Snow Embankment<br>59 - Mail Box<br>60 - Tunnel<br>61 - Cattle Guard<br>62 - Fixed Object Other<br><br>99 - Unknown | <b>Location of FHE</b><br>01 - On Roadway<br>02 - Off Roadway<br>03 - Shoulder<br>04 - Median<br>05 - On OTHER Roadway<br>06 - Outside of ROW<br>07 - Gore<br>08 - Separator<br>09 - In Parking Lane/Zone<br>10 - Tunnel<br>11 - Bridge<br>12 - Port of Entry<br>13 - Rest Area<br>99 - Unknown   | <b>Weather</b><br>01 - Clear<br>02 - Raining<br>03 - Snowing<br>04 - Fog<br>05 - Blowing Dust/Sand/Dirt<br>06 - Severe Wind Only<br>07 - Blizzard<br>08 - Sleet/Hail/Freezing Rain<br>09 - Blowing Snow<br>10 - Cloudy, Overcast<br>11 - Smoke<br>12 - Other<br>99 - Unknown  | <b>Road</b><br>01 - Dry<br>02 - Wet<br>03 - Ice/Frost<br>04 - Snow<br>05 - Mud/Dirt/Gravel<br>06 - Slush<br>07 - Oil/Fuel<br>08 - Sand on Dry Pavement<br>09 - Sand on Icy Road<br>10 - Water standing/Running<br>11 - Other<br>99 - Unknown   | <b>Lighting</b><br>01 - Daylight<br>02 - Darkness Unlighted<br>03 - Darkness Lighted<br>04 - Dawn<br>05 - Dusk<br>06 - Other<br>99 - Unknown<br><br><b>School Bus Related</b><br>01 - No<br>02 - Yes, Directly Involved<br>03 - Yes, Indirectly Involved  |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
|--|---|---|--|---|----------------------|------------------|-------------------|-------------------|-------------------|-------------------|---------------------------|---------------------------|-----------------------|-----------|-------------------------|-------------------------|-----------------------------|--------------------------|------------------------|--|------------------------|--|------------|--|--|--|--------------------------------------|
|  | <b>Road Circumstance</b><br>choose up to 3<br>01 - None<br>02 - Road Surface Condition<br>03 - Debris, loose material on the surface<br>04 - Ruts, Holes, Bumps<br>05 - Work Zone/Construction Zone<br>06 - Worn or Polished Surface<br>07 - Obstruction in Roadway<br>08 - Traffic Control Device Missing<br>09 - Traffic Control Device Inoperative<br>10 - Traffic Control Device Obscured<br>11 - Shoulders (None, Low, Soft, High)<br>12 - Non-Highway Work<br>13 - Reduced Road Width<br>14 - Lane Markings Missing or Faded<br>15 - Obstructed by a Previous Crash<br>16 - Other<br>99 - Unknown | <b>Environmental Circumstance</b><br>choose up to 3<br>01 - Weather Conditions<br>02 - Visual Obstruction Buildings<br>03 - Visual Obstruction Other Vehicle<br>04 - Visual Obstruction Vegetation<br>05 - Visual Obstruction Hillcrest<br>06 - Visual Obstruction Embankment-Snow, Rock, etc<br>07 - Other Physical Obstruction<br>08 - Glare (Sun or Headlight)<br>09 - Animals in Roadway<br>10 - Other<br>11 - None<br>99 - Unknown | <b>Work Zone Related</b><br>01 - Yes 02 - No 99 - Unknown<br><br><b>Work Zone Workers Present</b><br><br><b>Work Zone Location</b><br>01 - Before the First Warning Sign<br>02 - Advance Warning Area<br>03 - Transition Area<br>04 - Activity Area<br>05 - Termination Area<br>99 - Unknown<br><br><b>Type of Work Zone</b><br>01 - Lane Closure<br>02 - Lane Shift or Crossover<br>03 - Work on Shoulder/Median<br>04 - Intermittent or Moving Work<br>05 - Other<br>99 - Unknown<br><br><b>Manner of Collision</b><br>*see diagram right<br>01 - Rear End (Front to Rear)<br>02 - Head On (Front to Front)<br>03 - Angle Same Direction (Front to Side)<br>04 - Angle (Front-to-Side), Opposing Direction<br>05 - Angle Right<br>(Front to Side, includes Broadside)<br>06 - Angle Direction not Specified<br>07 - Sideswipe Same Direction (Passing)<br>08 - Sideswipe Opposite Direction (Meeting)<br>09 - Rear to Side (Normally Backing)<br>10 - Rear to Rear (Normally Backing)<br>11 - Rear to Front (Normally Backing)<br>12 - Not a Collision w/2 Vehicles in Transport<br>13 - Other<br>99 - Unknown | <b>Relation to Junction</b><br><table border="1"> <tr> <th>Non-Interchange Area</th> <th>Interchange Area</th> </tr> <tr> <td>01 - Non-Junction</td> <td>12 - Thru Roadway</td> </tr> <tr> <td>02 - Intersection</td> <td>13 - Intersection</td> </tr> <tr> <td>03 - Intersection Related</td> <td>14 - Intersection Related</td> </tr> <tr> <td>04 - Driveway Related</td> <td>15 - Ramp</td> </tr> <tr> <td>05 - Entrance/Exit Ramp</td> <td>16 - Other Parts (Gore)</td> </tr> <tr> <td>06 - Railway Grade Crossing</td> <td>99 - Unknown Interchange</td> </tr> <tr> <td>07 - Crossover Related</td> <td></td> </tr> <tr> <td>08 - Business Entrance</td> <td></td> </tr> <tr> <td>09 - Alley</td> <td></td> </tr> <tr> <td>10 - Other Non-Interchange (ie. Bike, Snowmobile Trail, School Xing)</td> <td></td> </tr> <tr> <td>99 - Unknown (describe in narrative)</td> <td></td> </tr> </table> | Non-Interchange Area | Interchange Area | 01 - Non-Junction | 12 - Thru Roadway | 02 - Intersection | 13 - Intersection | 03 - Intersection Related | 14 - Intersection Related | 04 - Driveway Related | 15 - Ramp | 05 - Entrance/Exit Ramp | 16 - Other Parts (Gore) | 06 - Railway Grade Crossing | 99 - Unknown Interchange | 07 - Crossover Related |  | 08 - Business Entrance |  | 09 - Alley |  | 10 - Other Non-Interchange (ie. Bike, Snowmobile Trail, School Xing) |  | 99 - Unknown (describe in narrative) |
| Non-Interchange Area   | Interchange Area  |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 01 - Non-Junction  | 12 - Thru Roadway   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 02 - Intersection  | 13 - Intersection   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 03 - Intersection Related  | 14 - Intersection Related   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 04 - Driveway Related  | 15 - Ramp   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 05 - Entrance/Exit Ramp  | 16 - Other Parts (Gore)   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 06 - Railway Grade Crossing  | 99 - Unknown Interchange  |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 07 - Crossover Related   |   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 08 - Business Entrance   |   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 09 - Alley   |   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 10 - Other Non-Interchange (ie. Bike, Snowmobile Trail, School Xing)   |   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| 99 - Unknown (describe in narrative)   |   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |
| <b>Direction of Force</b><br>01 - Opposing (Opposite Direction within 15 degrees)<br>02 - Angle (force exceeds 15 degrees)<br>03 - Same (same direction within 15 degrees)<br>04 - Meeting (glancing collision from opposite direction)<br>05 - Passing (glancing collision from same direction)<br>99 - Unknown   | <b>Type of Intersection</b><br>01 - Not an Intersection<br>02 - Four (4) -Way Intersection<br>03 - T Intersection<br>04 - Y Intersection<br>05 - Five (5) Point or more<br><br>06 - Intersection as part of an Interchange<br>07 - Roundabout<br>99 - Unknown   |   |  |   |                      |                  |                   |                   |                   |                   |                           |                           |                       |           |                         |                         |                             |                          |                        |  |                        |  |            |  |  |  |                                      |



**Manner of Collision CLARIFICATION**

- 01 - Rear End (Front-to-Rear)
- 02 - Head-on (Front-to-Front)
- 03 - Angle (Front-to-Side), Same Direction
- 04 - Angle (Front-to-Side), Opposing Direction
- 05 - Angle (Front-to-Side), Right Angle/Broadside

- 140. \*First Harmful Event** - The first injury or damage-producing event that characterizes the crash type. Prior to 2005 this was the first injury or damage-producing event that met the reporting threshold required by law but with the new standards we have changed it to the First Harmful Event. See Most Harmful Event and Sequence of Events. This event may not be the first event as related to [Sequence of Events](#) , but should appear in the sequence for one of the vehicles. See appendix for additional information.
- 141. \*Location of First Harmful Event** – The location of the First Harmful Event as it relates to it's position within or outside of the trafficway. Trafficway: any land way open to the public as a matter of right or custom for moving persons or property from one place to another. [See appendix for additional information and graphics.](#)
- 142. \*Weather Conditions** - The prevailing atmospheric conditions that existed at the time of the crash. This element should be coded without regard to whether or not weather conditions contributed to the cause of the crash.
- 143. \*Road Conditions** - The roadway surface condition at the time and place of a crash.
- 144. \*Lighting Conditions** - The type/level of light that existed at the time of the motor vehicle crash.
- 145. \*School Bus Related** - Indicates if a school bus or motor vehicle functioning as a school bus for a school-related purpose is involved in the crash. The “school bus”, with or without a passenger on board, must be directly involved as a contact motor vehicle or indirectly involved as a non-contact motor vehicle (children struck when boarding or alighting from the school bus, two vehicles colliding as a result of the stopped school bus, etc.) Complete Bus Occupant Supplement.
- 146. Road Circumstance** - The Investigating Officer's opinion of the most apparent (1st) road circumstance that may have contributed to this crash. This field is similar to the old WARS adverse road conditions and is not to be confused with ROAD CONDITION. Which is the officers opinion of apparent conditions of the road which may have contributed to the crash.
- 147. Environmental Circumstance** - The Investigating Officer's opinion of the most apparent (1st) environmental circumstance that may have contributed to this crash.
- 148. \*Work Zone Related** - A crash occurs in or related to a construction, maintenance, or work zone, whether or not the workers were actually present at the time of the crash. Work Zone Related crashes may also include those MV's stopped or slowed because of the work zone, even if the event occurred before the first warning sign. Needs to be collected at the scene because work zones are short term or moving operations.
- 149. Work Zone Worker's Present** - Workers Present
- 150. \*Work Zone Location** - Location to the Crash.
- 151. Type of Work Zone** – Indicate work zone type.
- 152. \*Relation to Junction** - The location of the First Harmful Event in relation to a junction. Junction (From ANSI D-16) – either an intersection or the connection between a driveway access and a roadway other than a driveway access. In Wyoming we also collect junction information when a crash occurs at the junction of an alley, crossover, or business entrance. See appendix for examples and graphics.
- 153. \*Type of Intersection** - An intersection consists of two or more roadways that intersect at the same level. Would also include where the Interstate entrance and exit ramps intersect with the main line of the interstate. Linked to Highway Element.
- 154. \*Manner of Collision** - Identifies the manner in which two motor vehicles in transport initially came together without regard to the direction of force. See appendix for examples.
- 155. \*Direction of Force** - This is the direction of forces in which two motor vehicles in transport came together without regard to the position or attitude of the vehicles at the time of collision.

Page 8 **Diagram & Narrative** CASE NO. \_\_\_\_\_

156

157

158

Witnesses

1st First Name MI Last Name  
Street Number Street Name City State Zip Code  
Home Work Cell Phone and/or Home Work Cell Phone

2nd First Name MI Last Name  
Street Number Street Name City State Zip Code  
Home Work Cell Phone and/or Home Work Cell Phone

3rd First Name MI Last Name  
Street Number Street Name City State Zip Code  
Home Work Cell Phone and/or Home Work Cell Phone

**156. Crash Diagram** - A diagram of the crash scene. The diagram clarifies information that may be omitted in the description or the narrative and is extremely valuable for crash analysis. A picture is often worth a thousand words. For crashes with minor severity a simple diagram is all that is required. For severe crashes or fatal crashes a more detailed diagram is required. Investigating Officers are encouraged to always provide a diagram of the crash scene. *Always* provide the azimuth indicating the NORTH direction.

In rural locations describe the location to within .01 (one hundredth) of a mile. For Urban locations describe the location within 10 feet.

This manual will not include what or how to diagram a crash scene; recommend Investigating Officers refer to their agency policy and the Wyoming Law Enforcement Academy for assistance.

**157. Crash Narrative** - The Narrative section of the crash report.

It is NOT necessary to repeat information already included in the report, unless an item requires further explanation. Use this section to provide a simple, concise summary of the crash and include any relevant pre or post crash information.

If an "OTHER" selection was used in the report, then please use this section to explain.

If more space is required a supplemental traffic report may be used or required by your agency. Investigating Officers are encouraged to always provide a narrative of the crash.

**158. Witnesses** – Complete witness information.

# **SUPPLEMENTS**



### Supplemental Truck/CMV Information

CASE NO.

01 - Commercial Vehicle **159**  
 02 - Non-Commercial Vehicle  
 Vehicle Number 01 02 03 04 05..



|                           |            |
|---------------------------|------------|
| GVW<br>Combination GVW    | <b>160</b> |
| 01 - 10,000 lbs or less   |            |
| 02 - 10,001 to 26,000 lbs |            |
| 03 - More than 26,000 lbs |            |

Driver Last Name  Driver First Name  MI

Id (MC) No.  US DOT **162**

No. Axles **163**  
 02-98 or 99 for unknown

Carrier's Name  **164**

Carrier's Street Number  **165** Carrier's Street Name  Street Address or PO Box of Individual, Partnership, or Corporation  **166**

**167** City

**168** Zip Code  **169** Carrier's Country  **170**

|   |   |   |
|---|---|---|
| <b>Commercial Cargo Body Type</b><br>01 - No Cargo Body<br>02 - Van/Enclosed Box<br>03 - Hopper (grain/chips/Benonite)<br>04 - Pole<br>05 - Cargo Tank<br>06 - Flatbed<br>07 - Dump (Belly, Side, or Tail Dump)<br>08 - Concrete Mixer<br>09 - Auto Transporter<br>10 - Tow Truck<br>11 - Garbage/Refuse<br>12 - Snowplow<br>13 - Livestock<br>14 - Drilling Equipment<br>15 - Other Truck<br>16 - Logging<br>17 - Intermodal<br>99 - Unknown<br><b>171</b> | <b>Commercial Cargo</b><br>01 - Not Applicable (Light MV w/o HM Placard or Bobtail)<br>02 - General Freight<br>03 - Household Goods<br>04 - Heavy Machinery<br>05 - Motor Vehicles<br>06 - Gases in Bulk<br>07 - Livestock<br>08 - Solids in Bulk<br>09 - Liquids in Bulk<br>10 - Explosives<br>11 - Other Hazardous Materials<br>12 - Empty<br>13 - Refrigerated Foods<br>14 - Other<br>99 - Unknown<br><b>172</b> | <b>Commercial MV Configuration</b><br>01 - Passenger Vehicles Carrying Hazardous Materials<br>02 - Single-Unit Truck (2 axle and GVWR more than 10,000 lbs)<br>03 - Single-Unit Truck (3 or more axles)<br>04 - Truck Pulling Trailer(s)<br>05 - Truck Tractor Only (Bobtail)<br>06 - Truck Tractor/Semi-Trailer<br>07 - Truck Tractor/Double Trailer<br>08 - Truck Tractor/Triple Trailer (Illegal in WY)<br>09 - Truck - Can't Classify (More than 10,000 lbs GVWR)<br>99 - Unknown<br><b>173</b> |
|---|---|---|

|                                |                      |
|--------------------------------|----------------------|
| <b>HZ Materials Placard</b>    | <input type="text"/> |
| 01 - Yes, (If yes continue on) |                      |
| 02 - No                        |                      |
| 99 - Unknown                   |                      |
|                                | <b>174</b>           |

|                           |                      |
|---------------------------|----------------------|
| <b>HZ Materials Spill</b> | <input type="text"/> |
| 01 - Yes                  |                      |
| 02 - No                   |                      |
| 99 - Unknown              |                      |
|                           | <b>176</b>           |

|   |     |                      |
|---|-----|----------------------|
| <b>HZ Material Placard Class</b>                                | 1st | <input type="text"/> |
| 01 - Class 1 Explosives   | 2nd | <input type="text"/> |
| 02 - Class 2 Gases (Flammable, Non-Flammable, Poison and Toxic) | 3rd | <input type="text"/> |
| 03 - Class 3 Flammable Liquids                                  |     |                      |
| 04 - Class 4 Flammable Solids                                   |     |                      |
| 05 - Class 5 Oxidizers & Organic Peroxides                      |     |                      |
| 06 - Class 6 Poisonous & Toxic                                  |     |                      |
| 07 - Class 7 Radioactive Materials                              |     |                      |
| 08 - Class 8 Corrosives   |     |                      |
| 09 - Class 9 Miscellaneous Hazardous Materials                  |     |                      |
| 10 - Other Placards (Dangerous Mixed Loads, Hot Markings)       |     |                      |
| 11 - Not Applicable   |     |                      |
| 99 - Unknown  |     |                      |
|   |     | <b>177</b>           |



HZ Material Placard ID No. 1

HZ Material Placard ID No. 2  **175**

HZ Material Placard ID No. 3

- 159. Commercial Motor Vehicle** – Vehicle used for commercial purposes.
- 160. Gross Combination/Vehicle Weight Rating** - GVWR of the power unit of a combination-unit truck or a single unit truck. The amount recommended by the manufacture as the upper limit to the operational weight for a motor vehicle and any cargo to be carried. The Gross Combination Weight Rating (GCWR) is the sum of all the GVWRs for each unit in a combination-unit motor vehicle. Thus for single trucks there is no difference between GVWR and GCWR. For combination trucks (semi tractor trailers pulling single or multiple trailers or trucks pulling other motor vehicles) the GCWR is the total of the GVWRs of all units in the combination.
- 161. ICC/MC No.** – Identified on vehicle.
- 162. US DOT No.** – Identified on vehicle.
- 163. No. Axles** - The total number of axles on the truck or tractor trailer combination, including any auxiliary axles that may be lifted up and off the road surface.
- 164. Carrier's Name** - Name of individual, partnership or corporation. A motor carrier is the "business entity, individual, partnership, corporation, or religious organization responsible for the transport of goods, property or people." The preferred source of the carrier's name is the shipping manifest, the papers that the driver carries. The second source is the name on the side of the motor vehicle, and the third and least desirable source would be asking the driver for the company name.
- 165. Carrier's Street Number & City Street Name** – Address of Carrier.
- 166. Street Address or P O Box of Individual, Partnership or Corporation** – If different than above (#164).
- 167. City** – Carrier's city
- 168. State** – Carrier's state
- 169. Zip Code** – Carrier's zip code
- 170. Country** – Carrier's country
- 171. Commercial Body Type** – The type of body for buses and trucks more than 10,000 lbs GVWR.
- 172. Commercial Cargo** – Cargo carried by this motor vehicle.
- 173. Commercial MV Configuration** – Indicates the general configuration of this commercial motor vehicle. (See the chart displaying types of truck configurations.)
- 174. Hazardous Materials Placard** – Indication that a motor vehicle had a hazardous materials placard as required by federal and state regulations.
- 175. Hazardous Materials Placard ID Number** – Record the Placard Identification Number (either UN or NA) followed by a 4 digit number. The identification number may appear on the hazard class placard, orange panel or a white square-on-point configuration. ID numbers may not appear on Radioactive, Explosive, Dangerous or subsidiary placards. Some vehicles have multiple placards. Record all placard numbers.
- 176. Hazardous Materials Spill** – Release of hazardous materials from the cargo compartment. Does not include fuel from the motor vehicles own fuel tank. Hazardous materials that were released from the cargo compartment should be documented whether or not the motor vehicle displayed a placard.
- 177. Hazardous Materials Placard Class** - Record the DOT Placard Class Code. Located on the bottom of the diamond placard. This may be the most important number on the placard. Some older placards may not have a class number identification and status of the materials should be noted in the narrative section of the report.

CASE NO. \_\_\_\_\_



Supplemental NON-Motorist

Non Motorist Segment No: **178**

Vehicle No. 01 02 03... **179**

Last Name **180** First Name \_\_\_\_\_ MI \_\_\_\_\_ Age **181**

Gender: M, F, X **182** SSI (Fatal Only) **183** DOB (yyyy/mm/dd) **184**

Home  Work  Cell Phone and/or  Home  Work  Cell Phone **185**

EMS ID **186** EMS Run # **187** Medical Facility **188**

**Non Motorist Action Prior to Crash** **189**

01 - Entering/Crossing Road  
02 - Traveling along road w/ traffic  
03 - Traveling along road against traffic  
04 - Pushing a Motor Vehicle  
05 - Approaching or Leaving MV  
06 - Playing or Working On Motor Vehicle  
07 - Standing/Laying Down  
08 - In a parked MV (sitting, etc.)  
09 - Other  
99 - Unknown

**Non Motorist Pursuit** **193**

01 - Recreation Pursuit  
02 - Going to/from school  
03 - Non motorist commuter  
04 - Stranded Motorist  
05 - Working  
06 - Cycling  
07 - Other  
99 - Unknown

**Non Motorist Location at time of Crash** **195**

01 - Marked Crosswalk at Intersection  
02 - Intersection w/o Marked Crosswalk  
03 - Non-Intersection Crosswalk  
04 - Driveway Access Crosswalk  
05 - In Roadway (not in crosswalk or intersection)  
06 - Median (Not Shoulder)  
07 - Island  
08 - Shoulder  
09 - Sidewalk  
10 - Roadside  
11 - Outside of Traffic Way  
12 - Dedicated Bike Lane  
13 - Shared-Used Path or Trail  
14 - Inside Building  
15 - Other  
99 - Unknown

**Most Injured Area**

01 - Head  
02 - Face  
03 - Neck  
04 - Thorax (Chest)  
05 - Abdomen/Pelvis  
06 - Spine  
07 - Upper Extremity-(ie Arm)  
08 - Lower Extremity-(ie Leg)  
09 - No Injury  
99 - Unknown

**Injured Transported by** **191**

01 - Not Transported  
02 - EMS (Ground)  
03 - EMS (Air)  
04 - Law Enforcement  
05 - Other (Private MV)  
99 - Unknown

**Injury Description** **192**

01 - Severe Lacerations  
02 - Broken  
03 - Crushed  
04 - Unconsciousness  
05 - Internal Unknown  
06 - Lumps  
07 - Abrasions  
08 - Bruises  
09 - Minor Lacerations  
10 - Limping  
11 - Pain  
12 - Nausea  
13 - Other  
14 - No Injury  
99 - Unknown

**Non Motorist Type** **194**

03 - Pedestrian  
04 - Pedacyclist  
05 - Occupant of MV NOT in transport (parked)  
06 - Pedestrian Conveyance  
07 - Other Pedestrian (ie wheelchair)  
99 - Unknown type

**Non Motorist Condition at Time of Crash** **196**

01 - Apparently Normal  
02 - Emotional (ie, depressed, angry)  
03 - Ill (sick)  
04 - Fell Asleep, Fainted  
05 - Fatigued  
06 - Under Influence of Medication  
07 - Physical Disability  
08 - Suspected Drug Use  
09 - Suspected Alcohol Use  
10 - Other  
99 - Unknown

**Injury Classification** **197**

01 - Fatal (Not Documented)  
02 - Fatal (Autopsy)  
03 - Fatal (Medical Diagnosis)  
04 - Non-Fatal (hospitalized overnight or longer)  
05 - Non-Fatal (Treated and Released from Hospital)  
06 - First Aid Given at Scene  
07 - No Treatment  
08 - Refused Treatment  
99 - Unknown

**Non Motorist Action at Time of Crash (choose up to 2)** **198**

1st \_\_\_\_\_  
2nd \_\_\_\_\_

01 - No Improper Action  
02 - Improper Crossing  
03 - Daring  
04 - In Roadway  
05 - Failure to yield ROW  
06 - Not Visible (Dark Clothing)  
07 - Inattentive (talking, eating, etc.)  
08 - Disobey Traffic Signs, Officer, etc.  
09 - On Wrong Side of Road  
10 - Other Improper Action  
99 - Unknown

**Non Motorist Proximity** **199**

01 - Same city as report made  
02 - Lives 25 miles or less from crash scene  
03 - Lives greater than 25 miles from crash scene by within Wyoming  
04 - Does not have residence in Wyoming  
99 - Unknown

**Non Motorist Safety Equipment (choose up to 2)** **200**

1st \_\_\_\_\_  
2nd \_\_\_\_\_

01 - None  
02 - Helmet  
03 - Protective Pad (elbow, knee, etc.)  
04 - Reflective Clothing  
05 - Lighting  
06 - Other  
07 - Not Applicable  
99 - Unknown

**Suspect Alcohol on Non Motorist** **201**

01 - Yes  
02 - No  
99 - Unknown

If Alcohol Test performed other than Breath then form 902E will be required with results at a later date. **203**

**Alcohol Test Result** \_\_\_\_\_

**Alcohol Test Type** **202**

01 - No Test Performed  
02 - Test Refused  
03 - Blood  
04 - Serum  
05 - Breath  
06 - Urine  
07 - Other  
99 - Unknown

**Suspect Drugs on Non Motorist** **204**

01 - Yes  
02 - No  
99 - Unknown

If Drug Test performed then form 902E will be required with results at a later date.

**Drug Test Type** **205**

01 - No Test Performed  
02 - Test Refused  
03 - Blood  
04 - Serum  
05 - Urine  
06 - Other  
99 - Unknown

**Injury Status** **206**

01 - Fatal Injury  
02 - Incapacitating Injury  
03 - Non-Incapacitating Injury  
04 - Possible Injury  
05 - No Injury  
99 - Unknown

- 178. Non-Motorist Segment Number** – A unique sequential number assigned to each non-motorist involved in a crash.
- 179. Vehicle Number** – Vehicle segment number involved with the non-motorist.
- 180. Last, First & MI Name** – Last name must have a minimum of 2 characters and may be followed by a space and JR, SR, II, III, or IV. X is for Unknown. Combination names are separated by a hyphen. First name must have a minimum of 2 characters. Middle Initial is 1 character.
- 181. Age** – Age of the non-motorist
- 182. Gender** – The sex/gender of the person.
- 183. Social Security Number** – The nine digit number assigned by the Social Security Administration. It is available on most Wyoming Drivers Licenses and is utilized by a few States as the drivers license number. **Required for Fatalities only.**
- 184. Date of Birth (DOB)** - The year, month, and day of birth of this driver.
- 185. Phone** – Indicate home, work or cell phone number for non-motorist.
- 186. EMS ID Number** – Identity of unit providing transport to the medical facility receiving the patient.
- 187. EMS Run Number** – The EMS response run number.
- 188. Medical Facility** – The name of the Medical Facility receiving injured patient.
- 189. Non-Motorist Action (prior to crash)** – the action of the non-motorist prior to the crash.
- 190. Most Injured Area** – The primary or most obvious area of the person's body injured during the crash.
- 191. Injured Transported By** – Type of unit providing transport to the medical facility receiving the patient.
- 192. Injury Description** – Type of injury inflicted to the primary injury area.
- 193. Non-Motorist Pursuit** – the primary reason for the non-motorist being in, or in the vicinity of the roadway.
- 194. Non-Motorist Type** – Non-motorist is a non-occupant of a vehicle in transport that is involved in a crash.
- 195. Non-Motorist Location (at time of crash)** – The location with respect to the roadway at the time of crash.
- 196. Non-Motorist Condition at Time of Crash** – Actions that the non-motorist was undertaking at the time of the crash.
- 197. Injury Classification** - enter the code that is most appropriate for the treatment provided to classify Injury.
- 198. Non-Motorist Action (at time to crash)** – Actions that the non-motorist was undertaking at the time of the crash.
- 199. Non-Motorists Proximity** - The approximate distance in miles the Non-Motorist lives from the location of this crash.
- 200. Non-Motorist Safety Equipment** – The Safety Equipment(s) used by the Non-Motorist.
- 201. Suspect Alcohol** – Law enforcement suspects the Non-Motorist in the crash to have used alcohol.
- 202. Alcohol Test Type** – Type of blood alcohol test given, if any, to the Non-Motorist.
- 203. Alcohol Test Result** – Value resulting from BAC Testing.
- 204. Suspect Drugs** – Law enforcement suspects the Non-motorist in the crash to have used drugs.
- 205. Drug Test Type** – Indication of drug test type given to Non-motorist. Excludes drugs administered post-crash.
- 206. Injury Status** – The injury severity level for a person involved in a crash.



CASE NO. \_\_\_\_\_

**SUPPLEMENTAL BUS INFORMATION**

Vehicle No. 1 2 3... **207**

Carrier's Name \_\_\_\_\_

Carrier's Street Number \_\_\_\_\_

Carrier's City Street Name \_\_\_\_\_

Street Address or PO Box of Individual, Partnership, or Corporation \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip Code \_\_\_\_\_

ICC/MC No. \_\_\_\_\_

Carrier's Country \_\_\_\_\_

US DOT No. \_\_\_\_\_

**Occupant Data Required only for Fatal or Injured Occupants**

No. of Vehicle Occupants (01 to 50) \_\_\_\_\_

Layout A

|    |    |    |    |    |
|----|----|----|----|----|
| 54 | 53 | 52 | 51 | 50 |
| 49 | 48 | 47 | 46 | 45 |
| 44 | 43 | 42 | 41 | 40 |
| 39 | 38 | 37 | 36 | 35 |
| 34 | 33 | 32 | 31 | 30 |
| 29 | 28 | 27 | 26 | 25 |
| 24 | 23 | 22 | 21 | 20 |
| 19 | 18 | 17 | 16 | 15 |
| 14 | 13 | 12 | 11 | 10 |
| 9  | 8  | 7  | 6  | 5  |
| 4  | 3  | 2  | 1  | 0  |

Layout B

|    |    |    |    |    |    |
|----|----|----|----|----|----|
| 67 | 66 | 65 | 64 | 63 | 62 |
| 61 | 60 | 59 | 58 | 57 | 56 |
| 55 | 54 | 53 | 52 | 51 | 50 |
| 49 | 48 | 47 | 46 | 45 | 44 |
| 43 | 42 | 41 | 40 | 39 | 38 |
| 37 | 36 | 35 | 34 | 33 | 32 |
| 31 | 30 | 29 | 28 | 27 | 26 |
| 25 | 24 | 23 | 22 | 21 | 20 |
| 19 | 18 | 17 | 16 | 15 | 14 |
| 13 | 12 | 11 | 10 | 9  | 8  |
| 7  | 6  | 5  | 4  | 3  | 2  |

Layout C

|    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|
| 80 | 79 | 78 | 77 | 76 | 75 | 74 |
| 73 | 72 | 71 | 70 | 69 | 68 | 67 |
| 66 | 65 | 64 | 63 | 62 | 61 | 60 |
| 59 | 58 | 57 | 56 | 55 | 54 | 53 |
| 52 | 51 | 50 | 49 | 48 | 47 | 46 |
| 45 | 44 | 43 | 42 | 41 | 40 | 39 |
| 38 | 37 | 36 | 35 | 34 | 33 | 32 |
| 31 | 30 | 29 | 28 | 27 | 26 | 25 |
| 24 | 23 | 22 | 21 | 20 | 19 | 18 |
| 17 | 16 | 15 | 14 | 13 | 12 | 11 |
| 10 | 9  | 8  | 7  | 6  | 5  | 4  |
| 3  | 2  | 1  | 0  | 0  | 0  | 0  |

Layout D

|    |    |    |
|----|----|----|
| 15 | 14 | 13 |
| 12 | 11 | 10 |
| 9  | 8  | 7  |
| 6  | 5  | 4  |
| 3  | 2  | 1  |

**Commercial / Charter / School Bus Layouts**

**208**

A  B  C  Other Bus

D (Bus/Van 9-15 passengers)

**Seat Position**  
02-60 (see bus layout for passenger position)  
97-Riding on MV Exterior  
98-Other (explain in narrative)  
99-Unknown

**Person Type**  
02-Passenger  
99-Unknown  
If non-motorist, complete supplemental form

**MV #**  
01  
02  
03...

**Person Type:** \_\_\_\_\_

**Seat Position:** \_\_\_\_\_

**Seat Belt Usage:** \_\_\_\_\_

**Occupant Protection System Operation**  
01-Apparently Normal  
02-Failure/Malfunction  
03-Misuse  
99-Unknown

**Seat Belt Usage**  
01-None Used  
02-Not Available  
03-Shoulder & Lap belt  
04-Shoulder Belt Only  
05-Lap Belt Only  
06-P assive Restraint Only  
07-Restraint used-Type Unk.  
08-Forward Facing Child  
09-Rear Facing Child Restraint  
10-Booster Seat  
11-Child Restraint-Type Unk.  
12-Helm et Used  
13-Other  
99-Unknown

**Seat Belt Operation:** \_\_\_\_\_

**Ejection**  
01-Not Ejected  
02-Partially Ejected  
03-Totally Ejected  
04-Trapped & Extricated  
05-Not Applicable  
99-Unknown

**Ejection:** \_\_\_\_\_

**Injury Status**  
01-Fatal Injury  
02-Incapacitating Injury  
03-Non-Incapacitating Injury  
04-Possible Injury  
05-No Injury  
99-Unknown

**Most Injured Area**  
01-Head  
02-Face  
03-Neck  
04-Thorax (Chest)  
05-Abdomen/Pelvis  
06-Spine  
07-Upper Extremity (Arm...)  
08-Lower Extremity (Leg...)  
09-No Injury  
99-Unknown

**Injury Status:** \_\_\_\_\_

**Injury Area:** \_\_\_\_\_

**Injury Description:** \_\_\_\_\_

**Injury Classification:** \_\_\_\_\_

**Injured Transported by:** \_\_\_\_\_

**Injury Description**  
01-Severe Lacerations  
02-Broken  
03-Crushed  
04-Unconsciousness  
05-Internal Unknown  
06-Lumps  
07-Abrasions  
08-Bruises  
09-Minor Lacerations  
10-Limping  
11-Pain  
12-Nausea  
13-Other (explain in narrative)  
14- No Injury  
99-Unknown

**Injury Classification**  
01-Fatal (Not Documented)  
02-Fatal (Autopsy)  
03-Fatal (Medical Diagnosis)  
04-Non-Fatal (Hospitalized overnight or longer)  
05-Non-Fatal (Treated & Released from Hospital)  
06-First Aid Given at Scene  
07-No Treatment  
08-Refused Treatment  
99-Unknown

**Inj. Transported by**  
01-Not Transported  
02-EMS (Ground)  
03-EMS (Air)  
04-Law Enforcement  
05-Other (Private MV)  
99-Unknown

**EMS ID** \_\_\_\_\_

**EMS Run #** \_\_\_\_\_

➤ Last Name \_\_\_\_\_ First Name \_\_\_\_\_ MI \_\_\_\_\_ DOB \_\_\_\_\_ Age \_\_\_\_\_ Gender M, F, X

SSN (Fatals Only) \_\_\_\_\_

Home \_\_\_\_\_ Work \_\_\_\_\_ Cell Phone \_\_\_\_\_ and/or \_\_\_\_\_ Home \_\_\_\_\_ Work \_\_\_\_\_ Cell Phone \_\_\_\_\_

Medical Facility \_\_\_\_\_

➤ Last Name \_\_\_\_\_ First Name \_\_\_\_\_ MI \_\_\_\_\_ DOB \_\_\_\_\_ Age \_\_\_\_\_ Gender M, F, X

SSN (Fatals Only) \_\_\_\_\_

Home \_\_\_\_\_ Work \_\_\_\_\_ Cell Phone \_\_\_\_\_ and/or \_\_\_\_\_ Home \_\_\_\_\_ Work \_\_\_\_\_ Cell Phone \_\_\_\_\_

Medical Facility \_\_\_\_\_

**209**

- 207. Unit Number of MV Involved** - The Vehicle Segment Number assigned to identify the bus involved in the crash.
- 208. Bus Layout** – Identify the bus layout (A, B, C or D).
- 209. Bus Occupant Information** – See page 12 items 86 through 106.

### SUPPLEMENTAL BUS INFORMATION

| MV #                | Person Type:        | Seat Position       | Seat Belt Usage     | Seat Belt Operation | Ejection            | Injury Status       | Injury Area         | Injury Description  | Injury Classification | Injured             | Transported by      | EMS ID              | EMS Run #           |
|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-----------------------|---------------------|---------------------|---------------------|---------------------|
| » Last Name         | » Last Name         | » Last Name         | » Last Name         | » Last Name         | » Last Name         | » Last Name         | » Last Name         | » Last Name         | » Last Name           | » Last Name         | » Last Name         | » Last Name         | » Last Name         |
| » First Name        | » First Name        | » First Name        | » First Name        | » First Name        | » First Name        | » First Name        | » First Name        | » First Name        | » First Name          | » First Name        | » First Name        | » First Name        | » First Name        |
| » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only)   | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) | » SSN (FataIs Only) |
| » DOB               | » DOB               | » DOB               | » DOB               | » DOB               | » DOB               | » DOB               | » DOB               | » DOB               | » DOB                 | » DOB               | » DOB               | » DOB               | » DOB               |
| » Age               | » Age               | » Age               | » Age               | » Age               | » Age               | » Age               | » Age               | » Age               | » Age                 | » Age               | » Age               | » Age               | » Age               |
| » Gender            | » Gender            | » Gender            | » Gender            | » Gender            | » Gender            | » Gender            | » Gender            | » Gender            | » Gender              | » Gender            | » Gender            | » Gender            | » Gender            |
| » Home              | » Home              | » Home              | » Home              | » Home              | » Home              | » Home              | » Home              | » Home              | » Home                | » Home              | » Home              | » Home              | » Home              |
| » Work              | » Work              | » Work              | » Work              | » Work              | » Work              | » Work              | » Work              | » Work              | » Work                | » Work              | » Work              | » Work              | » Work              |
| » Cell Phone        | » Cell Phone        | » Cell Phone        | » Cell Phone        | » Cell Phone        | » Cell Phone        | » Cell Phone        | » Cell Phone        | » Cell Phone        | » Cell Phone          | » Cell Phone        | » Cell Phone        | » Cell Phone        | » Cell Phone        |
| » and/or            | » and/or            | » and/or            | » and/or            | » and/or            | » and/or            | » and/or            | » and/or            | » and/or            | » and/or              | » and/or            | » and/or            | » and/or            | » and/or            |
| » Medical Facility  | » Medical Facility  | » Medical Facility  | » Medical Facility  | » Medical Facility  | » Medical Facility  | » Medical Facility  | » Medical Facility  | » Medical Facility  | » Medical Facility    | » Medical Facility  | » Medical Facility  | » Medical Facility  | » Medical Facility  |

209



**SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS DRIVER**

Vehicle No. 01 02 03...

CASE NO.

Last Name  First Name  MI

**Alcohol Test Results**

|                     |            |
|---------------------|------------|
| Alcohol Test Result | <b>212</b> |
|---------------------|------------|

**Drug Test Results**

|  |            |
|--|------------|
| Drug Test Indication                         | <b>210</b> |
| P - Positive<br>N - Negative<br>99 - Unknown |            |

|   |                                 |
|---|---------------------------------|
| Drug Test Results<br>choose up to 4         | 1st choice <input type="text"/> |
|   | 2nd choice <input type="text"/> |
|   | 3rd choice <input type="text"/> |
|   | 4th choice <input type="text"/> |
| 01 - Marijuana                              |                                 |
| 02 - Cocaine                                |                                 |
| 03 - Opiate                                 |                                 |
| 04 - Amphetamine                            |                                 |
| 05 - PCP                                    |                                 |
| 06 - Other Controlled Substance             |                                 |
| 07 - Other Drug (excludes post crash drugs) |                                 |
|   | <b>211</b>                      |



**SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS NON-MOTORIST**

Vehicle No. 01 02 03...

CASE NO.

Last Name  First Name  MI

**Alcohol Test Results**

|                     |                      |
|---------------------|----------------------|
| Alcohol Test Result | <input type="text"/> |
|---------------------|----------------------|

**Drug Test Results**

|  |                      |
|--|----------------------|
| Drug Test Indication                         | <input type="text"/> |
| P - Positive<br>N - Negative<br>99 - Unknown |                      |

|   |                                 |
|---|---------------------------------|
| Drug Test Results<br>choose up to 4         | 1st choice <input type="text"/> |
|   | 2nd choice <input type="text"/> |
|   | 3rd choice <input type="text"/> |
|   | 4th choice <input type="text"/> |
| 01 - Marijuana                              |                                 |
| 02 - Cocaine                                |                                 |
| 03 - Opiate                                 |                                 |
| 04 - Amphetamine                            |                                 |
| 05 - PCP                                    |                                 |
| 06 - Other Controlled Substance             |                                 |
| 07 - Other Drug (excludes post crash drugs) |                                 |

PR-902E  
Revised 07/2/07

- 210. Drug Test Indication** – Indication of the drug test results, if any, for the appropriate person.
- 211. Drug Test Result** – The results of test performed to determine presence of drugs.
- 212. Alcohol Test Results** – Value resulting from test other than BAC.



|   |  |  |
|---|--|--|
| <b>Seat Position</b><br>1-Driver<br>2-Front Row Middle<br>3-Front Row Right<br>4-Passenger Front Row Left<br>(for foreign or postal vehicles)<br>5-Second Row Left<br>6-Second Row Middle<br>7-Second Row Right<br>8-Third Row Left<br>9-Third Row Middle<br>10-Third Row Right<br>11-Fourth Row Left<br>12-Fourth Row Middle<br>13-Fourth Row Right<br>14-Other Row (ie. Bus, Van)<br>15-Lying Down-Front Seat<br>16-Lying Down-Other Seat<br>17-MC Passenger<br>18-Sleeper Section of Cab<br>19-Other Enclosed Area<br>20-Unenclosed Cargo Area<br>21-Trailing Unit<br>22-Riding on MV Exterior<br>23-Other (explain in narrative)<br>X-Unknown | <b>Safety Equipment Usage</b><br>1-None Used<br>2-Not Available<br>3-Shoulder & Lap belt<br>4-Shoulder Belt Only<br>5-Lap Belt Only<br>6-Passive Restraint Only<br>7-Restraint used-Type Unk.<br>8-Forward Facing Child<br>9-Rear Facing Child Restraint<br>10-Booster Seat<br>11-Child Restraint-Type Unk.<br>12-Helmet Used<br>13-Other<br>X-Unknown | <b>Air Bag Deployed</b><br>1-Not Applicable<br>2-Not Deployed<br>3-Deployed Front<br>4-Deployed Side<br>5-Deployed Combination<br>6-Deployed Other<br>7-Deployment Unknown |
|---|--|--|

**Injury Status**  
 5-No Injury  
 If any injuries form 902 must be used

Please Attach More Sheets If Needed

1

**VEHICLE # 1**  
 Driver # 1

5

**PASSENGER INFORMATION FOR VEHICLE #1**

|           |            |    |     |                |   |
|-----------|------------|----|-----|----------------|---|
| Last Name | First Name | MI | AGE | Sex<br>M, F, X | 5 |
| Last Name | First Name | MI | AGE | Sex<br>M, F, X | 5 |
| Last Name | First Name | MI | AGE | Sex<br>M, F, X | 5 |

|   |  |  |
|---|--|--|
| <b>Driver's Action</b><br>(choose up to 4/ ie. 01, 10, 25)<br>01 - No Improper Driving<br>02 - Ran Off Road<br>03 - Failed to Yield ROW<br>04 - Disregarded Traffic Signs<br>05 - Ran Red Light<br>06 - Disregarded Other Road Marking<br>07 - Speeding<br>08 - Drove too Fast for Conditions<br>09 - Improper Turn or No Signal<br>10 - Improper Backing<br>11 - Improper Passing<br>12 - Improper Parking<br>13 - Wrong Side/Wrong Way<br>14 - Following too Close<br>15 - Failed to Keep Proper Lane<br>16 - Erratic/Reckless/Careless/Aggressive<br>17 - Avoiding an Object on Road<br>18 - Avoiding Animal<br>19 - Avoiding Non-Motorist<br>20 - Avoiding MV<br>21 - Swerve Due to Wind/Slippery Surface<br>22 - Over Corrected/Over Steered<br>23 - Evading Law Enforcement<br>24 - Other Improper Action<br>99 - Unknown | <b>Driver's Condition</b><br>(choose up to 2)<br>01 - Apparently Normal<br>02 - Emotional (depressed, angry, disturbed...)<br>03 - Ill (Sick)<br>04 - Fell Asleep, Fainted<br>05 - Fatigued<br>06 - Under influence of Medication<br>07 - Physical Disability<br>08 - Suspected Drug Use<br>09 - Suspected Alcohol Use<br>10 - Other<br>99 - Unknown | <b>Driver's Distraction</b><br>(choose one)<br>01 - Not Distracted<br>02 - Electronic Communication Device (cell, pager...)<br>03 - Other Electronic Device (palm, TV, computer...)<br>04 - Other Distraction Inside MV (passenger, pet...)<br>05 - Other Distraction Outside MV<br>99 - Unknown |
|---|--|--|

**Location of FHE**  
 01 - On Roadway  
 02 - Off Roadway  
 03 - Shoulder  
 04 - Median  
 05 - On OTHER Roadway  
 06 - Outside of ROW  
 07 - Gore  
 08 - Separator  
 09 - In Parking Lane/Zone  
 10 - Tunnel  
 11 - Bridge  
 12 - Port of Entry  
 13 - Rest Area  
 99 - Unknown

**DIAGRAM**  
 Please indicate direction of travel

**Narrative (Briefly describe the events of the crash)**  


---

---

---

---

---

---

---

---

---

---

# **GLOSSARY**

**ORDER BY:**

**BASE  
VEHICLE  
DRIVER  
PERSON**



## BASE INFORMATION

### City and County

|                             |                         |                             |
|-----------------------------|-------------------------|-----------------------------|
| AFTON, LINCOLN              | FORT LARAMIE, GOSHEN    | MEETEETSE, PARK             |
| ALBIN, LARAMIE              | FRANNIE, PARK           | MIDWEST, NATRONA            |
| ALPINE, LINCOLN             | GILLETTE, CAMPBELL      | MOORCROFT, CROOK            |
| BAGGS, CARBON               | GLENDO, PLATTE          | MOUNTAIN VIEW, UINTA        |
| BAIROIL, SWEETWATER         | GLENROCK, CONVERSE      | NEWCASTLE, WESTON           |
| BASIN, BIG HORN             | GRANGER, SWEETWATER     | OPAL, LINCOLN               |
| BEAR RIVER, UINTA           | GREEN RIVER, SWEETWATER | PAVILLION, FREMONT          |
| BIG PINEY, SUBLETTE         | GREYBULL, BIG HORN      | PINE BLUFFS, LARAMIE        |
| BUFFALO, JOHNSON            | GUERNSEY, PLATTE        | PINEDALE, SUBLETTE          |
| BURLINGTON, BIG HORN        | HANNA, CARBON           | PINE HAVEN, CROOK           |
| BURNS, LARAMIE              | HARTVILLE, PLATTE       | POWELL, PA RK               |
| BYRON, BIG HORN             | HUDSON, FREMONT         | RANCHESTER, SHERIDAN        |
| CASPER, NATRONA             | HULETT, CROOK           | RAWLINS, CARBON             |
| CHEYENNE, LARAMIE           | JACKSON, TETON          | RIVERSIDE, CARBON           |
| CHUGWATER, PLATTE           | KAYCEE, JOHNSON         | RIVERTON, FREMONT           |
| CLEARMONT, SHERIDAN         | KEMMERER, LINCOLN       | ROCK RIVER, ALBANY          |
| CODY, PARK                  | KIRBY, HOT SPRINGS      | ROLLING HILLS, CONVERSE     |
| COKEVILLE, LINCOLN          | LA BARGE, LINCOLN       | ROCK SPRINGS,<br>SWEETWATER |
| COWLEY, BIG HORN            | LA GRANGE, GOSHEN       | SARATOGA, CARBON            |
| DAYTON, SHERIDAN            | LANDER, FREMONT         | SHERIDAN, SHERIDAN          |
| DEAVER, BIG HORN            | LARAMIE, ALBANY         | SHOSHONI, FREMONT           |
| DIAMONDVILLE, LINCOLN       | LINGLE, GOSHEN          | SINCLAIR, CARBON            |
| DIXON, CARBON               | LOST SPRINGS, CONVERSE  | SUPERIOR, SWEETWATER        |
| DOUGLAS, CONVERSE           | LOVELL, BIG HORN        | SUNDANCE, CROOK             |
| DUBOIS, FREMONT             | LUSK, NIOBRARA          | TENSLEEP, WASHAKIE          |
| E. THERMOPOLIS, HOT SPRINGS | LYMAN, UINTA            | THAYNE, LINCOLN             |
| EDGERTON, NATRONA           | MANDERSON, BIG HORN     | THERMOPOLIS, HOT SPRINGS    |
| ELK MOUNTAIN, CARBON        | MANVILLE, NIOBRARA      | TORRINGTON, GOSHEN          |
| ENCAMPMENT, CARBON          | MARBLETON, SUBLETTE     | UPTON, WESTON               |
| EVANSTON, UI                | MEDICINE BOW, CARBON    |                             |

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

Daylight - Sun up to sun down. Lighting is checked against crash time but is NOT compensated for season. If the time is greater than 0729 hours or less than 1631, then lighting must be daylight, unless the crash occurred in a tunnel.

Darkness Unlighted - describes a condition where no "natural" light exists and no overhead "man-made" lighting is present on the roadway where the crash occurs.

Dark Lighted - describes a condition where no "natural" light exists but there is overhead "man-made" lighting on the roadway where the crash occurs. Lighted areas will generally include streets within cities/ towns and some interchange areas. This doesn't include lighting from store fronts, houses, parking lots, etc.

Dawn - the transition period going from "dark of night" to a daylight condition. This is typically the 30 minute period before the sun rises.

Dusk - the transition period going from a daylight condition to the "dark of night". This is typically

the 30 minute period after the sun sets.

Other - if the code "Other" is used it is recommended that it be explained in the narrative.

Unknown - If the Time or Date of the Crash is unknown then the Lighting can be unknown.

Note: If a Crash time is less than 0530 or greater than 2115 then Lighting must be Darkness (Lighted or unlighted), Dusk or Dawn.

**Road Condition** - The roadway surface condition at the time and place of a crash. The intent of this data element is to best describe the condition of the roadway at the crash scene. It should be coded WITHOUT regard to whether or not road surface conditions contributed to causing the crash.

Dry - describes a roadway surface that is dry.

Wet - describes a roadway surface that is covered with water from rain or melted snow.

Icy - would include a roadway surface covered with ice.

Snow - describes a roadway surface that is covered with snow or snow pack.

Mud, Dirt, Gravel - would indicate these substances presence on the surface of the roadway at the crash location, NOT the surface type of the roadway by design.

Slush - describes a roadway surface that is covered with melting snow.

Oil/Fuel - would include fuel spilled on the roadway.

Sand - would include sand on the roadway as a result of sand blown by wind, sand discharged on the roadway by highway trucks or snow plows.

Water (Standing or Running) - would describe a roadway surface that is covered with an excessive amount of water usually attributed to flooding or heavy rain and typically localized.

Other - would include spilled substances such as grain, wet leaves, and liquids other than those listed above. If the code "Other" is used it is recommended that it be explained in the narrative.

Unknown - the condition of the roadway at the time of the crash is Unknown it is recommended that it be explained in the narrative.

Note that the attributes recorded in Roadway Surface Condition in most cases should work in conjunction with Weather Conditions to describe the crash environment.

**Weather Condition** - The prevailing atmospheric conditions that existed at the time of the crash. This element should be coded without regard to whether or not weather conditions contributed to the cause of the crash.

Clear - includes partial cloudiness if sunlight is not diminished.

Raining - precipitation is falling as rain at the time of the crash.

Snowing - is used when precipitation is falling as snow at the time of the crash.

Fog - natural condition that causes reduced visibility.

Blowing Dust/Sand/Dirt - Dust, sand or dirt set aloft by wind that causes reduced visibility. (Dust Storm)

Severe Wind Only - Strong wind conditions on an otherwise clear or overcast day. Severe Wind takes precedence over Clear or Cloudy/Overcast if the wind contributed or may have contributed to the cause of the crash.

Blizzard - extreme winter conditions where there is both precipitation falling as snow and there is blowing snow, visibility is poor. White Out Conditions are possible.

Sleet/Hail/Freezing Rain (or drizzle) - this attribute would apply to conditions where precipitation is falling as ice (sleet/hail) or when it is falling as liquid (rain) and then freezing on the roadway.

Blowing Snow - applies to snow that has fallen to the ground and is set aloft by wind. Typically blowing across the roadway causing an otherwise dry road to have slick locations. Can reduce visibility



*This is a picture of blowing snow on an otherwise partly cloudy/clear day.*

Cloudy/Overcast - usually "overcast" but may include partial cloudiness if light is diminished.

Other - Would include any other natural or man made atmospheric condition not listed above. Would include smoke, or smog if they reduced visibility at the time of the crash. Also would include severe weather conditions such as severe thunderstorms or tornados. If the code "Other" is used it is recommended that it be explained in the narrative.

Unknown - Used if the weather conditions at the time of the crash are unknown it is recommended that it be explained in the narrative.

Note that the attributes recorded in Weather Conditions in most cases work in conjunction with Road Condition to describe the crash environment.

**Relation to Junction** - The location of the First Harmful Event in relation to a junction.

**Non Interchange Area:**

Junction (From ANSI D-16) – either an intersection or the connection between a driveway access and a roadway other than a driveway access. In Wyoming we also collect junction information when a crash occurs at the junction of an alley, crossover, or business entrance

Intersection Related - Location of the crash next to an intersection, on the approach to or the exit from an intersection, and results from an action related to the movement of traffic units through the intersection.

Driveway Related - The first harmful event of a crash occurs on the trafficway, or on the public portion of a driveway (See 10 foot Rule), and results from an activity, behavior or control related to the movement of traffic to or from the driveway. Driveway – a roadway providing access to non-commercial property adjacent to a trafficway. Driveway includes residential driveways, pasture or field access, and would include a vehicle crossing a trafficway from one driveway to another.

10' Foot Rule; If a crash occurs within 10 feet of the public street on a Driveway it is considered to be on the public portion of a driveway, Public Property and would be coded as the FHE event occurred on the trafficway.

Entrance / Exit Ramp – Crash is located on either the entrance or exit ramp. These are non-interstate ramps. See Interchange Area Ramp for interstate ramps.

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

Cross Over Related – Crash located in the area of the median of a divided trafficway where motor vehicles are permitted to cross the opposing lanes of traffic or do a U-turn. The crash has to be related to the use of the Cross Over.

Business Entrance Related - The first harmful event of the crash occurs on the trafficway, or the public portion of a business entrance (See 10 Foot Rule), and results from an activity, behavior, or control related to the movement of traffic to or from the business entrance. A business entrance is commercial access defined as an entrance or exit from any business, commercial development, cultural/institutional complex, public establishment, or government institution. This would include a vehicle crossing the trafficway from one business entrance to another.

Alley – The first harmful event of a crash occurs in an alley or entering/exiting an alley.

Other Non-Interchange - includes crossings for bikes, snowmobiles, school, etc. If the Other-Non Interchange is used explain in the narrative.

Unknown- Used if the Relation to the Junction is unknown, recommended if used it be explained in the narrative.

**Interchange Area:**

Thru Roadway – a crash would have this code when it is on the roadway in an interchange area and it does NOT occur: (1) On an Entrance / Exit ramp, or (2) In an intersection or related to an intersection or other junction.

Intersection (within an Interchange)– refers to the areas within an Interchange where roadways intersect. This would include the areas where the entrance and exit ramps meet the mainline and traffic must merge and the areas where the entrance and exit ramps intersect with the adjacent roadway. Any vehicle that strikes another vehicle during the merging to or from the mainline would be Intersection or Intersection related within an Interchange depending upon location.

Intersection-Related (within an Interchange) - Location of the crash next to an intersection and results from an action related to the movement of traffic units through the intersection. This would include any vehicle changing lanes to avoid merging traffic that strikes another vehicle or causes another vehicle to leave the roadway.

Ramp – Crash is located on either the entrance or exit ramp. (within the interchange) Does not include the areas where the ramps intersect with the main line.

Other Part of Interchange (from FARS coding manual): other part of interchange refers to crashes where the First Harmful Event occurs within the boundaries of the interchange in an area other than those covered by the other interchange attributes. This would include crashes that occur in the median, roadside, gore, and off-roadway locations that are not intersection or ramp-related. If used it is recommended that it be explained in the narrative.

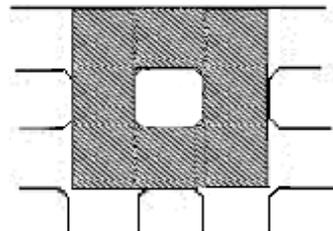
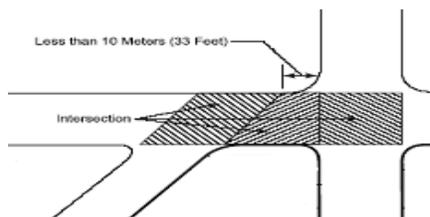
Unknown Interchange - is used if it is known that the crash occurred within the confines of an interchange however the Investigating Officer cannot determine where the FHE occurred. Strongly recommend an explanation in the narrative if used.

**Junction Non-Interchange Area**

Intersection – An area which 1) contains a crossing or connection of two or more roadways not classified as driveway access and 2) is embraced within the prolongation of the lateral curb lines, or if none, the lateral boundary lines of the roadways. Where the distance along a roadway between two areas meeting these criteria is less than 10m (33ft.), the two areas and the roadway connecting them are considered to be parts of a single intersection.

*INTERSECTIONS & Alley's - Less Than 10 Meters (33'); Same intersection*

Diagram A



Greater Than 10 Meters (33'); Separate Intersection

Diagram B

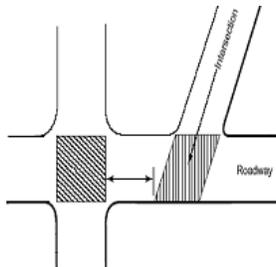


Diagram C

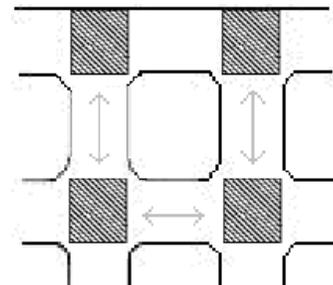


Diagram D

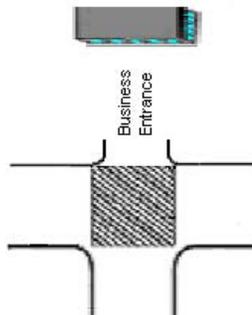
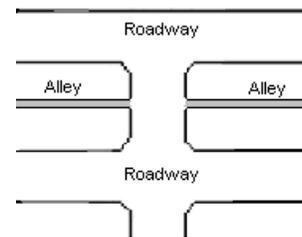


Diagram E



T Intersection with a Business Entrance

Alley

\*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition (Diagrams A & B).

**Type of Intersection** - An intersection consists of two or more roadways that intersect at the same level. Would also include where the Interstate entrance and exit ramps intersect with the main line of the interstate. The area embraced within the prolongation of connection of the lateral curb lines, or if none, then the lateral boundary of the roadway of two highways which join each other at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict;

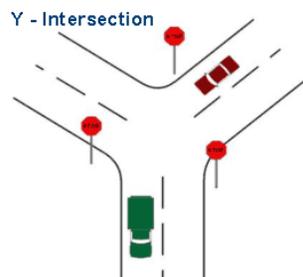
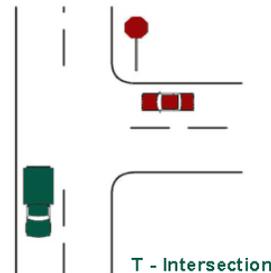
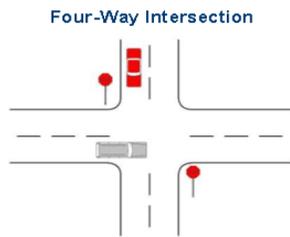
Not an Intersection - An area that does not meet the State Statute definition of an Intersection.

4-Way Intersection: Where two roadways intersect.

T Intersections - Intersection where two roadways connect and one roadway does not continue across the other. The crash involves activity, control, or behavior related to an intersection of three legs that intersect at approximately right angles (~ 90 degrees). The roadways form a "T".

Y Intersection - Intersection where three roadways connect and none of the roadways continue across the others. The roadways form a "Y". May also be called a 2 - Way Intersection.

5 Point or More - Where more than two roads intersect. An intersection with 5 or more legs.



Roundabout: Circular traffic patterns in which yield control is used on all entries, circulating vehicles have right of way, pedestrian access is allowed only across the legs of the roundabout behind the yield line and circulation is counter-clockwise and passes to the right of the central island.

**First Harmful Event (FHE)** - The first injury or damage-producing event that characterizes the crash type. Prior to 2005 this was the first injury or damage-producing event that met the reporting threshold required by law but with the new standards we have changed it to the First Harmful Event. See Most Harmful Event and Sequence of Events.

This event may not be the first event as related to [Sequence of Events](#) , but should appear in the sequence for one of the vehicles.

### NON-Collisions

Overturn / Rollover - a motor vehicle that has overturned at least 90 degrees to its side.



Fire / Explosion – A fire /explosion that was the cause or result of the crash. Fire/ Explosion as a First Harmful Event would only occur as the first injury or damage producing event of the crash.

Immersion - an object or person covered completely by liquid.

Jackknife – an uncontrolled articulation between a tractor and trailer(s) that occurs at any time during the crash sequence. Would also include uncontrolled articulation between pickup, SUV, or other vehicle towing a trailer (camp trailers, boat trailers, stock trailers etc).

Cargo/Equipment Loss or Shift ([From FARS Coding Manual](#)) - as a (First or Most) Harmful event, this code is only used for non-collision accidents. 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.

Fell/Jumped from Motor Vehicle ([from FARS Coding Manual](#)) – is used when a person falls or jumps (not suicide) from the vehicle. For example, a passenger of a motor vehicle in transport leans against the car door, it opens and the passenger falls out and is injured by the fall.

Thrown or Falling Object - Object that is thrown or falls on or near a motor vehicle in transport at the time of the crash. As a (first or most) harmful event, the thrown or falling object would have to strike a motor vehicle in transport and cause injury or damage. This attribute is also used in [Sequence of Events](#) and is not necessarily harmful in every crash.

Carbon Monoxide Poisoning – Driver overcome by CO. Situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport.

Injuries by being thrown against part of the vehicle – an injury as a result of being thrown against part of the vehicle could be caused by sudden stopping of the vehicle where no collision took place. Such as an unbelted passenger hits his or her head on the roof of a vehicle and is injured, when the vehicle travels over a sharp dip in the road.

Other Non-Collision – driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, This also includes when an occupant of a vehicle is run over by his/her own vehicle. When “Other” is used it is recommended that it be clarified in the narrative.

### Collision With Person, MV, or NON-Fixed Objects

**Pedestrian** - A person who is not an occupant of a motor vehicle in transport. Includes a person who is adjacent to the motor vehicle regardless of his/her actions. **Clarification** - If an occupant falls from a vehicle and is struck by his/her own vehicle this is not collision with a pedestrian. (See Other Non-collision)

**Motor Vehicle in Transport** - applied to motor vehicles, "in transport" means in motion or on a roadway. Inclusions: 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. 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.

**Motor Vehicle on OTHER Roadway** – a collision with a motor vehicle NOT traveling on its intended road of travel. The most common example of this FHE is a vehicle leaves its lane of travel on an interstate highway, crosses the median and crashes into a vehicle on the opposite roadway.

**Parked Motor Vehicle** - A transport motor vehicle that is not in motion or on a roadway. A motor vehicle, or any portion of the motor vehicle outline (excludes open doors, mirrors, etc.) parked on the roadway during periods when parking is prohibited is considered in transport.

**Railway Vehicle** - Any land vehicle (train, engine) that is (1) designed primarily 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. Would also include any railway maintenance vehicle traveling on the rail.

**Pedalcycle** - Includes bicycle, tricycle, unicycle, pedal car, etc. **Pedalcycle (from ANSI D16)**: Non-motorized vehicle propelled by pedaling.

**Work Zone / Maintenance Equipment** - Equipment related to the work zone or roadway maintenance. This would include construction/maintenance vehicles not in transportation on the roadway (Working Vehicles such as a snow plow, plowing snow or a street sweeper, sweeping the street).

**Work Zone Channeling Device** - This would include Traffic Barrels, Drums, Cones, Temporary Barricades, Temporary Barriers (Sand and Water Filled Barrier), Vertical Panels, Crash Cushions, Signs, Arrow Boards, Changeable Message Signs, etc that have been temporarily installed for short or long term Work Zones. It is critical that specific detail be described in the narrative. Concrete Traffic Barrier/Jersey Barriers are found under Fixed Objects.

**Object Set in Motion By Another Vehicle** – Any object on the roadway which was set in motion by another vehicle. Example: Semi strikes a rock on the road and sends it aloft into another vehicle causing enough damage to reach the reporting threshold.

**Other Non-Fixed Object** - A collision with an object other than a motor vehicle in transit, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedal cycle, an animal, or a fixed object. Includes fallen tree, already laying in roadway; objects on the roadway which had fallen from a passing vehicle and had come to rest before being hit. Animals being used as transportation. When "Other" is used, clarify it in the narrative.

### ANIMALS

Wyoming collects to the extent possible species specific crash data for both domestic and wild animals. When the species is known we collect it for Horses, Cows, Pigs, Sheep, Elk, Deer,

Moose, Antelope, Buffalo, Other Wild and Other domestic animals. When “Other” is used it is recommended that it be clarified in the narrative. Animals being used for transportation would be coded as **Other Non-Fixed Object** and explained in the narrative.

### Collision With FIXED Object

Guardrail End - the guardrail end is typically painted a warning color and may include a breakaway or redirection design feature not to be confused with an impact attenuator.

Guardrail Face – areas along a guardrail stretch other than the ends.

Impact Attenuator/Crash Cushion - A barrier at a spot location, less than 25ft. (7.6 m) away, designed to prevent an errant motor vehicle from impacting a fixed object hazard by gradually decelerating the motor vehicle to a safe stop or by redirecting the motor vehicle away from the hazard.



Bridge Rail - a barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians or other users. See picture for Guardrail.

Concrete Traffic Barrier – a vertical barrier constructed of concrete either poured in-place or pre-cast in sections used in either permanent or temporary locations to redirect errant vehicles from hitting an object that has greater crash severity potential than the barrier itself. Often used in work zones and for prevention of median crossovers. See Work Zone Channeling Device for Non Concrete barriers temporarily installed.

Other Traffic Barrier would include moveable barriers such as cones, chains, barrels, law enforcement vehicle, etc. not used for Work Zones. See Work Zone Channeling Device for barriers temporarily installed.

Utility Pole/Light Supports - Constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable.

Traffic Signal Support - Constructed for the primary function of supporting an Traffic Signal.

Overhead Traffic Sign Support - Seen in the picture above labeled Traffic Sign Support. Constructed for the primary function of supporting an overhead traffic sign.

Sign Support Single Post - Any sign mounted on a single post. The sign should be described in the narrative as a stop or yield or what ever type of sign it was.

Sign Support Multiple Post - Any sign mounted on more than one post other than overhead signs. The sign should be described in the narrative.

Other Traffic Sign Support- Constructed to support any other traffic sign. If “Other” is used it is recommended that the sign be described in the narrative.

Barricade - Wyoming has Road Closure Barricades that are constructed to close the road due to inclement weather. These road closure barricades can be struck open or closed, up or down. Barricade would also included permanent barricades that close a road or indicate a dead end of a street.

Tree/Shrubbery - Collision with this type of fixed object.

Cut Slope - an earth or often rock embankment that was cut away when the road was constructed.

Road Approach - an embankment that serves as the base for another roadway. Normally this involves a road base of a roadway, driveway, or access that is perpendicular "T" or "Y" to the roadway.

Rock, Boulder, or Rock Slide - Rocks or Boulders that are NOT on the roadway sufficient in size to produce a FHE.

End of Drainage Pipe/Structure/Culvert - An enclosed structure providing free passage of water under a roadway with a clear opening of less than twenty feet measured along the center of the roadway. Structures of greater than 20 feet are bridges.

Building or Other Structure Wall - a building or any other man made structure or wall that is not otherwise listed in the attributes of the FHE. It's recommended that this be explained in the narrative.

Fence - any type of fence or fence pole or post.

Raised Median or Curb - A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt, or wood and typically have a face height of less than 9 inches. But some curbs are constructed to prevent pedestrian crossing and may be higher.

Delineator Post - normally a steel post with a reflective button(s) and the top placed alongside the road shoulder to denote the road's edge. Used also to mark milepost at each structure and at each milepost. Sometimes used to mark access roads and driveway locations.

Earth Embankment/Berm - Any earthen feature on the roadside, except the cut slope, road approach or a wall. Embankment (from FARS Coding Manual) raised structures to hold back water, to carry or support a roadway, or the result of excavation or washout that may be faced with earth, rock, stone or concrete. An embankment can usually be differentiated from a wall by its incline, whereas a wall is usually vertical.

Ditch - Developed primarily to collect and move water. It is adjacent to a highway and is usually identified as the roadside.

Snow Embankment - Snow and/or ice that has been piled on the road edge by plows or by wind.

Mail Box - Mail Box or post.

Tunnel - A roadway conduit through or under an obstruction such as a mountain.

Cattle Guard - Metal Cattle Guard used to control cattle movements. (Open Range)

Fixed Object Other - any other fixed object not listed please explain fully in the narrative. One example was a semi pulling an over-height load crashed into overhead power lines. Fire Hydrants, electrical transformer boxes etc.

See Motor Vehicle Maneuver/Action, Driver Actions at Time of Crash, Sequence of Events and MOST Harmful Event.

**Location Of The First Harmful Event** - The location of the First Harmful Event as it relates to its position within or outside of the trafficway. **Trafficway**: any land way open to the public as a matter of right or custom for moving persons or property from one place to another. Clarification: A Trafficway's boundaries

are from property line to property line. It includes the Roadside, Roadways (travel lanes), Medians, Separators and Shoulders. The final resting place of the vehicle(s) is NOT a determining factor

**On Roadway** – That part of the trafficway designed, improved, and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. Bridle paths, bicycle paths, and shoulders are not included in this definition.

**Off Roadway** - Equals the Roadside in this picture. From the property line of the outermost part of the trafficway to the edge of the first road. Within the Right Of Way.

Clarification (from ANSI D16): the road is that part of a trafficway which includes both the roadway and any shoulder alongside the roadway.

**Shoulder** – That part of the trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and for lateral support of the roadway structure. Shoulders can be both on the inside and outside edges of some highways.

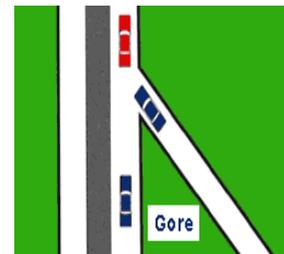
**Median** – An area of the trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide.



**On OTHER Roadway** - First Harmful Event Occurred on a different or separate roadway. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. Bridle paths, bicycle paths, and shoulders are not included in this definition.

**Outside Right-of-Way (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.

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



**Separator** – A separator is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road from other roads. **Clarification (from FARS Coding Manual):** A separator may be a physical barrier or a depressed, raised, flush or vegetated area between roads.

**In Parking Lane or Zone** – Crash location outside the roadway. **Parking Lane or Zone (from FARS Coding Manual):** Refers to a strip of road located on the roadway, or next to the roadway, on which parking is permitted. This includes curb-side and edge-of-roadway parking (for example, legal residential parking, city street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day and for regular travel at other hours. In that situation, this code would apply only during the hours when parking is permitted.

**Unknown** – Location of the actual FHE is unknown, recommended explanation in the narrative.

**Environmental Circumstances** - The Investigating Officer's opinion of the most apparent (1st) environmental circumstance that may have contributed to this crash. If applicable the Investigating Officer's opinion of the an additional or third apparent environmental circumstance used when there are multiple more than 2 circumstances that may have contributed to this crash. Always None if Environmental Circumstances 1 or 2 are None.

Weather Conditions - indication that the environmental conditions recorded in Weather Conditions contributed to the crash.

Visual Obstruction - Buildings - this would include any building that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Other Vehicle - this would include any other vehicle parked or in transport that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Vegetation - this would include any bush, tree, hedge, etc. that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Hillcrest - this would include any hillcrest that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Embankment (Snow, Rock, Dirt etc.) - this would include any embankment, berm, cut slope, that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Other Physical Obstruction(s) - refers to any other object that blocked sight or diminished visibility and thus contributed to the crash. (e.g. curve, bridge structure, etc. ) If "Other Physical" is used it is recommended that it be explained in the narrative.

Glare - a situation where: The angle of the sun greatly reduces visibility either from direct exposure or reflected light or the headlight exposure from another vehicle reduces visibility.

Animal(s) in Roadway ([from ANSI D-16](#)) - this would include live wild or domestic animals but would exclude animals pulling a conveyance or ridden animals.

Other - This is the catch all used for any other unusual condition that could diminished visibility, blocked sight and thus contributed to this crash. If "Other" is used it is strongly recommended that it be explained in the narrative.

None - this would indicate that in the Investigating Officer's opinion there were NO environmental circumstances that may have contributed to this crash.

Unknown - this would indicate that the Investigating Officer could not determine if there were environmental circumstances that may have contributed to this crash.

**Contributing Circumstances, Road** - Road Circumstance that may have contributed to this crash. The Investigating Officer's opinion of the most apparent (1st) road circumstance that may have contributed to this crash. This field is similar to the old WARS adverse road conditions and is not to be confused with ROAD CONDITION. Which is the officers opinion of apparent conditions of the road which may have contributed to the crash.

None - indication that there were no apparent road conditions or circumstances that contributed to this crash.

Road Surface Condition - indication that the road surface conditions recorded in Roadway Surface Condition contributed to the crash.

Debris - objects in the roadway that are not large enough to block travel but could cause damage or a loss of control. Items such as dislodged cargo, parts from a vehicle, tire tread, broken glass, or animal carcasses.

Ruts, Holes, Bumps - would include any pavement irregularity such as missing grates, speed bumps, surface raised, depressed, or previously washed out, sinkholes.

Work Zone/Construction Zone - an area of a highway with construction, maintenance, or utility work activities. A work zone is typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. (See Work Zone-Related). This includes construction created conditions such as; lane shift or merge, inadequate lane width, change in traffic patterns, speed limit reductions.

Worn or Polished Surface - this would include the surface of the travel portion of the roadway that is extremely worn or polished, resulting in a lower coefficient of friction than a normal surface of this type.

Obstruction in Roadway - a blockage in the roadway. The object would be large enough to completely or partially block a travel lane and should due to size or shape be avoided. Items such as a fallen tree, boulder, etc.

Traffic Control Device Missing - this would include traffic control devices that are missing, signs that are down or have been stolen, etc.

Traffic Control Device Inoperative - this would include traffic control devices that are disabled or not functioning properly, power outages, damaged by a previous crash etc.

Traffic Control Device Obscured - this would include traffic control devices that are covered by foliage, or have an object large enough to partially block or completely obscure them from vision such as a parked vehicle in front of them, etc.

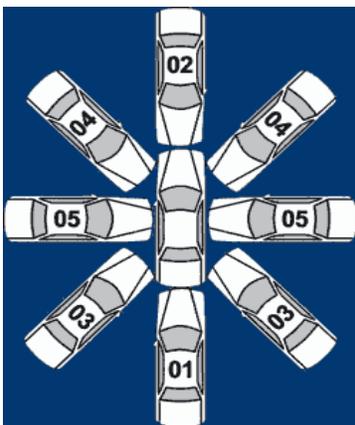
Shoulder (none, low, soft, high) - would include inadequate width, raised or not level shoulders.

Non-Highway Work - maintenance or other types of work occurring near or in the trafficway but not related to the trafficway. Reduced Road Width - this would include locations where the road width was temporary narrowed due to debris on the road, snow drifting, flooding etc. Does NOT include reduced road width for WORK ZONES.

Lane Markings Missing or Faded - this would include traffic control markings on the pavement that are barely visible, or have not been remarked since repair or construction.

Obstructed by Previous Crash - a blockage in the roadway caused by a previous crash. The object would be large enough to completely or partially block a travel lane and should due to size or shape be avoided. Items such as a trailer separated from its power unit or a vehicle(s) from a previous accident.

**Manner of Crash/Collision Impact** - Identifies 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.



- 01 Rear End (Front to Rear)
- 02 Head On (Front to Front)
- 03 Angle Same Direction (Front to Side)
- 04 Angle Opposite Direction (Front to Side)
- 05 Angle Right Angle (Front to Side, includes broadside)
- 06 Angle Direction Not Specified
- 07 Sideswipe Same Direction (Passing)
- 08 Sideswipe Opposite Directions (Meeting)
- 09 Rear to Side (Normally Backing)
- 10 Rear to Rear (Normally Backing)
- 11 Rear to Front (Normally Backing)
- 12 Other
- 13 Not a Collision Between Two Motor Vehicles in Transport
- 99 Unknown

Rear End

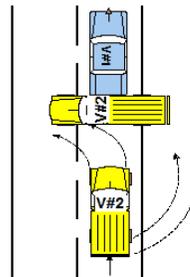
Rear End - A crash where the front of one motor vehicle impacts the rear of another motor vehicle. Also referred to as front-to-rear.



Rear End / Front-to-Rear Includes:

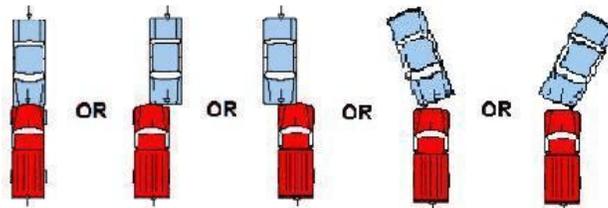
Exclusions to Rear End / Front-to-Rear:

EXCLUDES Example (This would be Rear-to-side)



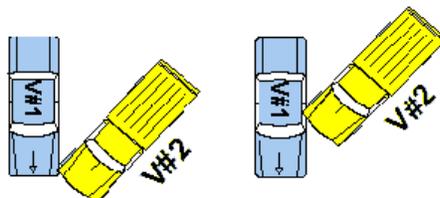
Head-On / Front-Front

Head-On: A crash where the front ends of two motor vehicles impact together. This also is referred to as front-to-front.



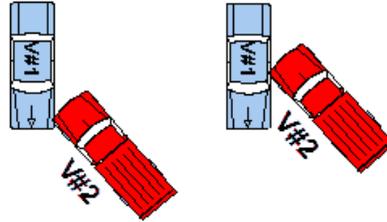
Angle Same Direction / Front-Side

Angle Manner of Impact - 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-Side Same Direction from FARS Coding Manual): angle crashes where the front of one vehicle contacts at any point along the side of another in the first harmful event and the orientation of the vehicles at impact is in the same direction. This does not include right angles or broadside crashes.



Angle Opposite Direction / Front-Side

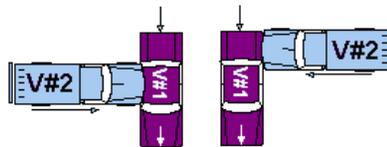
Angle Manner of Impact - A crash where two motor vehicles impact at an angle. For example, the front of one motor vehicle impacts the side of another motor vehicle. ([Front-to-Side Opposite Direction from FARS Coding Manual](#)): angle crashes where the front of one vehicle contacts at any point along the side of another in the first harmful event and the orientation of the vehicles at impact is in the opposite direction. This does not include right angles or broadside crashes.



Angle Right Angle / Front-Side (includes Broadside)

Angle Manner of Impact - 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.

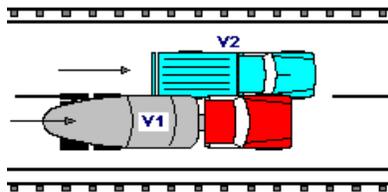
([Front-to-Side Right Angle from FARS Coding Manual](#)): is used for “Broadside” or “T-Bone” crashes in which front-to-side contact is made, and the vehicles are at a right-angle position. The front of one vehicle can make contact anywhere along the side of the other, not just at Clockpoints “03” or “09”.



Sideswipe – Same Direction

Sideswipe – Same Direction: Crashes where two motor vehicles are traveling the same direction and impact on the side.

([Sideswipe – Same Direction from FARS Coding Manual](#)): is used when 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. There is no pocketing of the impact in the suspension areas as the impact swipes along the surface of the vehicle parallel to the direction of travel. There is a low retardation of force along the surface of the vehicle. This must be true for both vehicles involved in the collision.

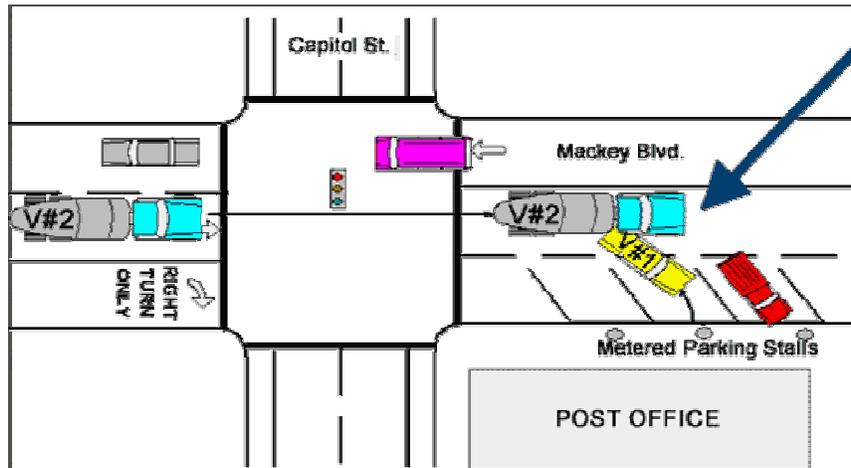


Sideswipe – Opposite Direction

Sideswipe – Opposite Direction: Crashes where two motor vehicles are traveling the opposite direction and impact on the side. ([Sideswipe – Opposite Direction from FARS Coding Manual](#)): is used when 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. There is no pocketing of the impact in the suspension areas as the impact swipes along the surface of the vehicle parallel to the direction of travel. There is a low retardation of force along the surface of the vehicle. This must be true for both vehicles involved in the collision.

Rear-to-Side

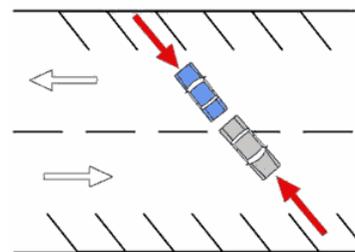
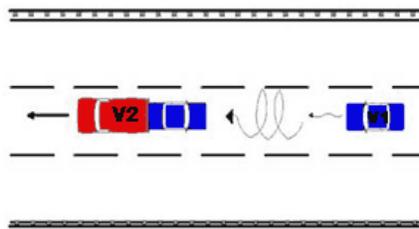
Rear-to-Side: A crash where the back of one motor vehicle impacts the side of another motor vehicle. vehicle #1 backing out of a parking space and striking vehicle #2 in the side



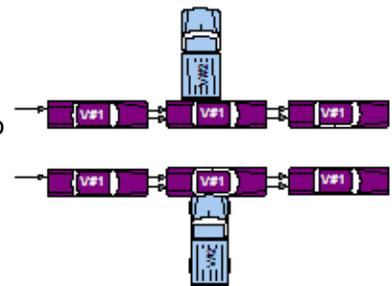
Rear-to-Rear

Rear-to-Rear: A crash where the backs of two motor vehicles impact together. This impact type could occur as in the first example below where the car loses control and spins 180 degrees impacting the rear of the truck.

Another possible scenario would be two vehicles backing from roadside parking and impacting rear-to-rear.



Other:



(Other from FARS Coding Manual): is used for collisions where one vehicle's end swipes (end-swipe) another vehicle instead of their sides swiping. Also, this attribute should be used for any collision between two motor vehicles where the collision is not described by the other attributes.

Examples include:

When one vehicle is airborne and makes contact with its front to the other vehicle's hood or top.

Cargo/load on one motor vehicle in transport shifts and lands or is thrown onto/into another vehicle.  
A vehicle occupant or motorcyclist falls or is thrown from a vehicle striking or is struck by another vehicle.

If "Other" is used it MUST be described in the narrative.

Not Collision between two Motor Vehicles in Transport - Used if there is not a collision between two Motor Vehicles.

Unknown - If there is a collision but the Manner of Collision cannot be determined, must be described in the narrative.

**Direction of Force** (Renamed/redesigned Collision Type WARS) - This is the direction of forces in which two motor vehicles in transport came together without regard to the position or attitude of the vehicles at the time of collision.

In the event of a stopped or parked motor vehicle on the roadway the position of the stopped vehicle will determine the direction of force. (Example if a parked MV is hit front to front by another MV it would be Opposing Direction of Force. A moving MV's front hits the back of a parked MV then this would be the Same Direction of Force.)

- Opposing (Opposite Direction within 15 degrees of the vector direction)
- Angle (vector forces exceeds 15 degrees)
- Same (vector forces in the same direction within 15 degrees)
- Meeting (glancing collision from opposite direction)
- Passing (glancing collision from same direction)
- Unknown

**School Bus Related** - Indicates if a school bus or motor vehicle functioning as a school bus for a school-related purpose is involved in the crash. The "school bus", with or without a passenger on board, must be directly involved as a contact motor vehicle or indirectly involved as a non-contact motor vehicle (children struck when boarding or alighting from the school bus, two vehicles colliding as a result of the stopped school bus, etc.)

A School Bus as defined by ANSI D-16 is considered as school bus with or without pupils on board. A motor vehicle is not a school bus while on trips which involve the transportation exclusively of other passengers or exclusively for other purposes. Example, a school bus being used to transport non-school pupils such as senior citizens or migrant workers.

Other vehicles that don't meet the ANSI D-16 definition of a school bus but are functioning as a school bus are only considered a school bus while transporting school aged children. The white passenger van seen in the picture below is an example of an other vehicle that is functioning as a school bus and would be considered a school bus if transporting any school pupil at or below the 12<sup>th</sup> grade level to or from public or private school or school-related activity.



The white passenger van in this picture is only considered a school bus while transporting any school pupils.

**School Bus Defined** (From ANSI D-16) - a motor vehicle used for the transportation of any school pupil at or below the 12th-grade level to or from a public or private school or school-related activity. A motor vehicle is not a school bus while on trips which involve the transportation exclusively of other passengers or exclusively for other purposes.



A motor vehicle is a school bus only if it is externally identifiable by the following characteristics:

- 1) It's color is yellow.
- 2) The words "school bus" appear on the front and rear.
- 3) Flashing red lights are located on the front and rear.
- 4) Lettering on both sides identifies the school or school district served or the company operating the bus.

This would include any automobile, bus, van, utility vehicle, truck or other vehicle which meets the above criteria. And any such vehicle going to pick up or returning from delivering school pupils.

NOTE: Other vehicles that don't meet the ANSI D-16 definition of a school bus but are functioning as a school bus are only considered a school bus while transporting school aged children to or from public or private school or school-related activity.

**School Bus Accident** (from ANSI D-16): A motor vehicle accident in which a school bus, with or without a pupil on board, is involved directly as a contact vehicle or a motor vehicle accident or an other-road-vehicle accident in which a school bus, with or without a pupil on board, is involved indirectly as a non-contact vehicle.

Includes: (Yes)

A collision involving a motor vehicle in transport in which one or more school buses strike(s) or are (is) struck by another road vehicle (directly involved).

A collision accident or non-collision accident involving a motor vehicle in transport passing a school bus, stopped and with its red lights flashing. (The school bus is a non-contact vehicle indirectly involved.)

Excludes: (No)

A collision accident or non-collision accident involving a motor vehicle which is normally used as a school bus, but is carrying only senior citizens when the collision occurs.

**Work Zone Related** - A crash occurs in or related to a construction, maintenance, or work zone, whether or not the workers were actually present at the time of the crash. Work Zone Related crashes may also include those MV stopped or slowed because of the work zone, even if the event occurred before the first warning sign. Needs to be collected at the scene because work zones are short term or moving operations.

Work Zone - Related  
(Construction/Maintenance/Utility)



**Definition: Work Zone**

**Work Zone** - An area of a trafficway with highway construction, maintenance or utility work activities. A work zone is typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. It extends from the first warning sign or flashing lights on a vehicle to the "END OF WORK" sign or the last traffic control device. A work zone may be for short or long durations and may include stationary or moving activities.

**Definition: Work Zone Crash**

**Work Zone Crash** - a traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior or control related to the movement of the traffic units through the work zone. Includes collision and non-collision crashes occurring within the signs or markings indicating a work zone or occurring on approach to, exiting from or adjacent to work zones that are related to the work zone.

**For example:**

An automobile on the roadway loses control within a work zone due to a shift or reduction in the travel lanes and Crashes into another vehicle in the work zone.

A van in an open travel lane strikes a highway worker in the work zone.

A highway construction vehicle working on the edge of the roadway is struck by a motor vehicle in transport in a construction zone.

A rear-end collision crash occurs before the signs or markings indicating a work zone due to vehicles slowing or stopped on the roadway because of the work zone activity.

A pickup in transport loses control in an open travel lane within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle which exited the work zone.

A tractor-trailer approaching an intersection where the other roadway has a work zone strikes a pedestrian outside the work zone because of lack of visibility caused by the work zone equipment.

Excludes single-vehicle crashes involving working vehicles not located in trafficway. Such as a highway maintenance truck strikes a highway worker inside the work site.

**Work Zone Related** - Was the crash in or near a construction, maintenance, or work zone? Yes, No, Unknown

#### **Work Zone Location**

Termination Area – traffic resumes normal path  
 Activity Area – where work takes place  
 Work Space – space for workers, equipment, and material storage  
 Buffer Space – provides protection for traffic and workers  
 Transition Area – moves traffic from normal path  
 Advance Warning Area – notifies traffic of what to expect ahead

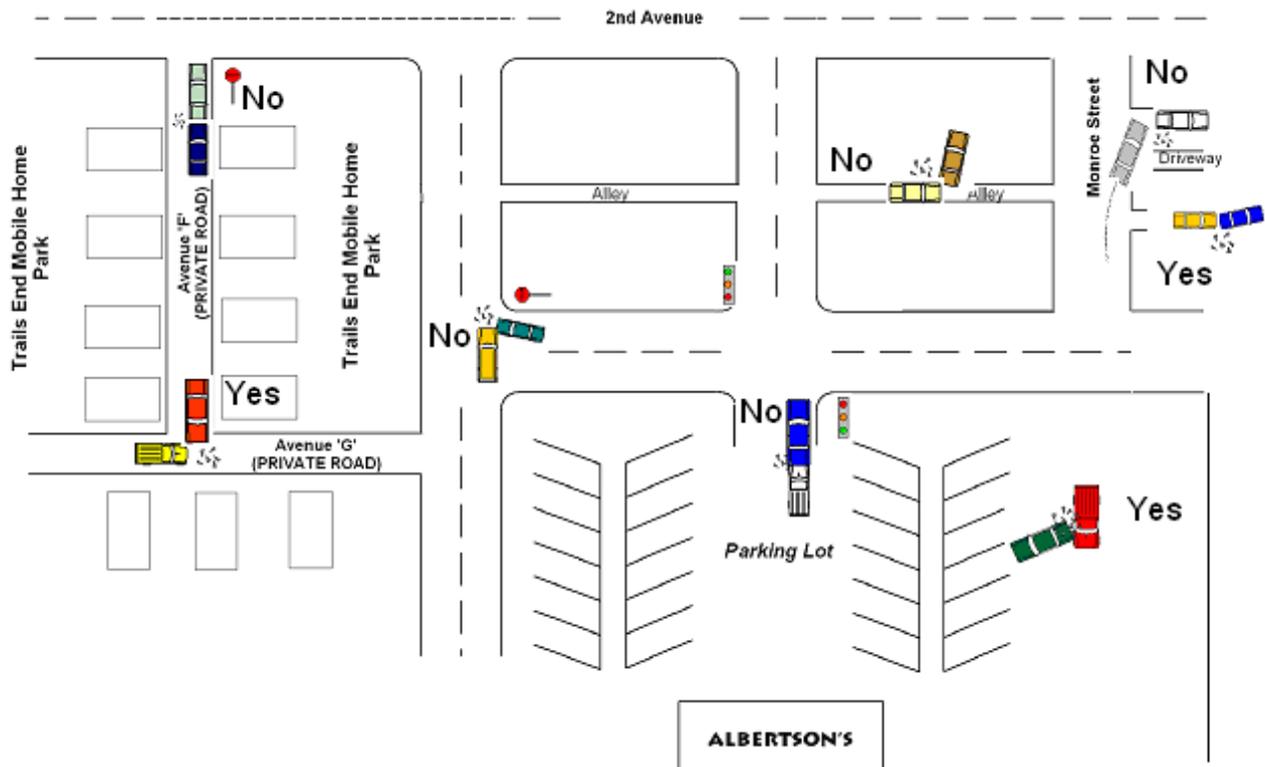
#### **Type of Work Zone**

Lane Closure  
 Lane Shift or Crossover  
 Work on Shoulder or Median  
 Intermittent or Moving Work  
 Other  
 Unknown

**Private Property** - Determination if the First Harmful Event of this crash occurred on public or private property. Yes for Private Property, No for Public Roads. Public roads are roads owned by the state, city, county, or federal governments, and are open to the general public as a trafficway for moving persons or property from one place to another. This excludes some government facilities such as Military Bases, Correctional Facilities, the Veterans Hospital etc.

The crash would be considered on Private Property if the FHE occurred outside of the Public Road or Street Right of Way, or beyond 10 feet of the road edge if the Right of Way is not known. If the loss of control event originated on the Public Road but terminated on Private Property mark the NO box. Some roads are open to the public but are owned privately and are therefore Private Property: Check the YES box. Crash Diagrams are extremely important for verification of this data element.

Yes if the FHE of the crash occurred on Private Property.  
 No if the FHE occurred on a Public Road.  
 Unknown should be described in the narrative.



## VEHICLE SEGMENT

**Motor Vehicle Identification Number (VIN)** - A unique combination of alphanumeric or numeric characters assigned to a specific motor vehicle that is designated by the manufacturer. Manufacturer assigned number.

The 17 digit code identifies the origin, make, model and attributes of cars, trucks, buses, and even trailers worldwide. Every car manufactured and sold in the United States since 1981 has a unique VIN number. Prior to 1981 there was not an industry standard for VINs.

In short the VIN is to vehicles what DNA is to humans. VIN Numbers are used to track recalls, registrations, warranty claims, thefts, and insurance coverage, and provides a history of every vehicle from the factory to the scrap yard.

VIN Numbers can be found on the drivers side of every late model car; on the dashboard or windshield post, on the safety certification label on the drivers door, and on the drivers side door jam. Locations vary on early models but typically the VIN is found on the windshield, drivers door, or post on the passenger side, the firewall, the left hand inner wheel arch, and/or on the steering column.

The first three characters are known as the WMI, for World Manufacturer Identifier.

The first character identifies the country in which the vehicle was manufactured: USA (1 or 4), Canada (2), Mexico (3), Brazil (9), France (F), Japan (J), Korea (K), Taiwan (L), England (S), Yugoslavia (V), Germany (W), Sweden (Y), Italy (Z).

The second character identifies the manufacturer; Audi (A), BMW (B), Buick (4), Cadillac(6), Chevrolet (1), Chrysler C, Dodge (B), Ford (F), GM Canada (7), General Motors (G), Honda (H), Jaguar (J), Lincoln (L), Mercedes Benz (D), Mercury (M), Nissan (N), Oldsmobile (3), Pontiac (2 or 5), Plymouth (P), Saturn (8), Toyota (T), VW (V), Volvo (V).

The third character identifies vehicle type or manufacturing division.

The 4<sup>th</sup> through 8<sup>th</sup> characters identify vehicle features such as body style, engine type, model series etc.

The 9<sup>th</sup> character is used to verify VIN accuracy.

The 10<sup>th</sup> character identifies model year:

|          |          |          |          |          |          |
|----------|----------|----------|----------|----------|----------|
| 1981 - B | 1986 - G | 1991 - M | 1996 - T | 2001 - 1 | 2006 - 6 |
| 1982 - C | 1987 - H | 1992 - N | 1997 - V | 2002 - 2 | 2007 - 7 |
| 1983 - D | 1988 - J | 1993 - P | 1998 - W | 2003 - 3 | 2008 - 8 |
| 1984 - E | 1989 - K | 1994 - R | 1999 - X | 2004 - 4 | 2009 - 9 |
| 1985 - F | 1990 - L | 1995 - S | 2000 - Y | 2005 - 5 | 2010 - A |
|          |          |          |          |          | 2011 - B |

The 11<sup>th</sup> character identifies the assembly plant.

Characters 12 - 17 identify the sequence of the vehicle of production as it rolled out of the manufactures assembly line.

**Motor Vehicle Registration** - The state, commonwealth, territory, Indian Nation, US Government, foreign country, etc., issuing the registration plate as indicated on the plate displayed on the motor vehicle. State and Province FIPS Codes.

## United States:

|       |                      |       |                |       |                     |
|-------|----------------------|-------|----------------|-------|---------------------|
| AL 01 | Alabama              | LA 22 | Louisiana      | PA 42 | Pennsylvania        |
| AK 02 | Alaska               | ME 23 | Maine          | RI 44 | Rhode Island        |
| AZ 03 | Arizona              | MD 24 | Maryland       | SC 45 | South Carolina      |
| AR 05 | Arkansas             | MA 25 | Massachusetts  | SD 46 | South Dakota        |
| CA 06 | California           | MI 26 | Michigan       | TN 47 | Tennessee           |
| CO 08 | Colorado             | MN 27 | Minnesota      | TX 48 | Texas               |
| CT 09 | Connecticut          | MS 28 | Mississippi    | UT 49 | Utah                |
| DE 10 | Delaware             | MO 29 | Missouri       | VT 50 | Vermont             |
| DC 11 | District of Columbia | MT 30 | Montana        | VA 51 | Virginia            |
| FL 12 | Florida              | NE 31 | Nebraska       | WA 53 | Washington          |
| GA 13 | Georgia              | NV 32 | Nevada         | WV 54 | West Virginia       |
| HI 15 | Hawaii               | NH 33 | New Hampshire  | WI 55 | Wisconsin           |
| ID 16 | Idaho                | NJ 34 | New Jersey     | WY 56 | Wyoming             |
| IL 17 | Illinois             | NM 35 | New Mexico     | DS 57 | Department of State |
| IN 18 | Indiana              | NY 36 | New York       |       |                     |
| IA 19 | Iowa                 | NC 37 | North Carolina |       |                     |
| KS 20 | Kansas               | ND 38 | North Dakota   | XX 00 | Unknown             |
| KY 21 | Kentucky             | OH 39 | Ohio           |       |                     |

## Canada:

|    |                        |    |                         |
|----|------------------------|----|-------------------------|
| AB | 01 Alberta             | ON | 08 Ontario              |
| BC | 02 British Columbia    | PE | 09 Prince Edward Island |
| MB | 03 Manitoba            | QC | 10 Quebec               |
| NB | 04 New Brunswick       | SK | 11 Saskatchewan         |
| NF | 05 Newfoundland        | YT | 12 Yukon Territory      |
| NT | 06 Northwest Territory | NU | 13 Nunavut              |
| NS | 07 Nova Scotia         |    |                         |

## Mexico:

|    |                          |    |                         |
|----|--------------------------|----|-------------------------|
| AG | 01 Aguascalientes        | MR | 17 Morelos              |
| BA | 02 Baja California Norte | NA | 18 Nayarit              |
| BJ | 03 Baja California Sur   | NL | 19 Nuevo Leon           |
| CM | 04 Campeche              | OA | 20 Oaxaca               |
| CI | 05 Chiapas               | PB | 21 Puebla               |
| CH | 06 Chihuahua             | QU | 22 Queretero de Arteaga |
| CU | 07 Coahuila de Zaragoza  | QR | 23 Quintana Roo         |
| CL | 08 Colima                | SL | 24 San Luis Potosi      |
| DF | 09 Distrito Federal      | SI | 25 Sinaloa              |
| DO | 10 Durango               | SO | 26 Sonora               |
| GT | 11 Guanajuato            | TB | 27 Tlaxcala             |
| GR | 12 Guerrero              | TA | 28 Tamaulipas           |
| HL | 13 Hidalgo               | TL | 29 Tlaxcala             |
| JL | 14 Jalisco               | VC | 30 Veracruz-Llave       |
| MX | 15 Mexico                | YU | 31 Yucatan              |
| MC | 16 Michoacan de Ocampo   | ZA | 32 Zacatecas            |

## Other Jurisdictions: (OT)

|    |                                   |    |  |
|----|-----------------------------------|----|--|
| AS | 60 American Samoa                 | PR | 72 Puerto Rico                               |
| PZ | 61 Panama Canal Zone              | UM | 74 US Minor Outlying Islands                 |
| FM | 64 Federated States of Micronesia | MH | 75 Marshall Islands                          |
| GU | 66 Guam                           | VI | 78 Virgin Islands                            |
| MP | 69 Northern Mariana Islands       | WK | 79 Wake Island                               |
| PW | 70 Palau                          | OT | 99 All Others (Includes Indian Reservations) |

**Vehicle Make** - The distinctive (coded) name applied to a group of motor vehicles by a manufacture. Could be derived from VIN. 99 is Unknown.

**Automobiles and Light Trucks**

|                    |                     |                |               |
|--------------------|---------------------|----------------|---------------|
| 55 Acura           | 68 Ferrari          | 72 Lotus       | 45 Rover      |
| 1 Alfa Romeo       | 18 Ford             | 73 Maserati    | 46 Saab       |
| 02 American Motors | 58 Geo 1989 to 1997 | 74 Maybach     | 63 Saturn     |
| 64 AM General      | 19 GMC              | 29 Mazda       | 76 Scion      |
| 65 Aston Martin    | 20 Honda            | 31 Mercedes    | 47 Studebaker |
| 78 Asuna           | 21 Hudson           | 30 Mercury     | 48 Subaru     |
| 03 Audi            | 69 Hummer           | 80 Merkur      | 49 Suzuki     |
| 05 Austin Healy    | 57 Hyundai          | 32 MG          | 50 Toyota     |
| 06 Bently          | 22 Imperial         | 75 Mini Cooper | 51 Truimph    |
| 07 BMW             | 59 Infiniti         | 33 Mitsubishi  | 52 Volkswagen |
| 08 Buick           | 23 International    | 34 Morgan      | 53 Volvo      |
| 09 Cadillac        | 24 Isuzu            | 35 Nash        | 77 Willy's    |
| 10 Checker         | 25 Jaguar           | 13 Nissan      | 83 Winnebago  |
| 11 Chevolet        | 26 Jeep             | 36 Oldsmobile  | 56 Yugo       |
| 12 Chrysler        | 81 Jenson           | 37 Opel        | 98 Other      |
| 66 Daewoo          | 70 KIA              | 38 Packard     | 99 Unknown    |
| 14 Delorean        | 82 Lada             | 39 Peugeot     |               |
| 15 Desoto          | 27 Lancia           | 40 Plymouth    |               |
| 79 Diahatsu        | 71 Lamborghini      | 41 Pontiac     |               |
| 16 Dodge           | 61 Land Rover       | 42 Porsche     |               |
| 67 Eagle           | 60 Lexus            | 43 Renault     |               |
| 17 Fiat            | 28 Lincoln          | 44 Rolls Royce |               |

**Motorcycles**

|  |                                     |            |
|--|-------------------------------------|------------|
| 16 Beta                                  | 19 Husqvarna                        | 12 Triumph |
| 1 BMW                                    | 20 Indian                           | 24 Ural    |
| 2 BSA (No Longer In Production)          | 7 Kawaski                           | 13 Vespa   |
| 17 Buell                                 | 21 Moto Guzzi                       | 14 Yamaha  |
| 3 Bultaco (1984 Last Year of Production) | 08 Norton (No Longer In Production) | 75 Other   |
| 18 Derbi                                 | 22 Polaris                          | 99 Unknown |
| 4 Ducati                                 | 09 Puch                             |            |
| 5 Harley Davidson                        | 11 Suzuki                           |            |
| 6 Honda                                  | 23 Titan                            |            |

**Large Trucks**

|                      |                  |                    |                 |
|----------------------|------------------|--------------------|-----------------|
| 19 Allvan            | 5 Dodge          | 10 Kenworth        | 13 Peterbuilt   |
| 20 American LaFrance | 26 Feterl        | 11 Mack            | 14 RIO          |
| 21 Autocar           | 07 Ford          | 32 Magnum          | 40 Sterling     |
| 22 Bering            | 06 Freightliner  | 33 Marmon          | 41 UD           |
| 23 Bluebird          | 27 FWD           | 12 Mercedes-Benz   | 15 Volvo        |
| 01 Brockway          | 08 GMC           | 34 Mitsubishi      | 16 Western Star |
| 24 Capacity          | 28 Grumman       | 35 Mitsubishi Fuso | 17 White        |
| 02 Catepillar        | 29 Hino          | 36 Navistar        | 42 White/GMC    |
| 25 CCC               | 09 International | 37 Oshkosh         | 75 Other        |
| 03 Chevrolet         | 30 Isuzu         | 38 Ottawa          | 99 Unknown      |
| 04 Diamond Reo       | 31 Iveco         | 39 PACCAR          |                 |

**Color of Vehicle** – Indicate the first three letters of color. If two-tone indicate the most prominent.

|                     |                |                |                 |
|---------------------|----------------|----------------|-----------------|
| Aluminum – SIL      | Beige-BGE      | Black-BLK      | Blue-BLU        |
| Blue,Dark-DBL       | Blue,Light-LBL | Bronze-BRZ     | Brown-BRO       |
| Burgundy-MAR        | Copper-CPR     | Cream-CRM      | Gold-GLD        |
| Grey-GRY            | Green-GRN      | Green,DARK-DGR | Green,Light-LGR |
| Ivory-CRM           | Lavendar-LAV   | Maroon-MAR     | Orange-ONG      |
| Pink-PNK            | Purple-PLE     | Red-Red        | Silver-SIL      |
| Stainless Steel-COM | Tan-TAN        | Turquoise-TRQ  | White-WHI       |
| Yellow-YEL          |                |                |                 |

Passenger Car - [Automobile \(from ANSI D-16.1\)](#) - a motor vehicle other than a motor cycle or utility vehicle consisting of a transport device designed to carry ten or fewer passengers.

#### **Passenger Car Body Types (from FARS Coding Manual)**

Convertible (excludes sun-roof, t-bar)  
 2-door sedan, hardtop, coupe  
 3-door/2-door hatchback  
 4-door sedan, hardtop  
 5-door/4-door hatchback  
 Station wagon (excluding van and truck based)

#### **Automobile Derivatives:**

Auto-based pickup (includes El Camino, Caballero, Ranchero, Chevrolet – SR; Subaru - Brat, Baha; Volkswagen - Rabbit Pickup)  
 Auto-based panel (cargo station wagon, auto-based ambulance or hearse)  
 Large limousine – more than four side doors or stretch chassis  
 Three-wheel automobile or automobile derivative

Sport Utility Vehicle - Any utility vehicle other than a “Pickup” body style.

(Sport) [Utility Vehicle \(from ANSI D-16.1\)](#): - A motor vehicle other than a motorcycle or bus consisting primarily of a transport device, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities, and designed to carry ten or fewer passengers. These vehicles are generally four-wheel-drive (4x4) and have increased ground clearance. Sizes range from mini, small, midsize, full-size and large. Four-wheel-drive automobiles are not considered utility vehicles.

#### **Sport Utility Vehicle Examples:**

Mini: Suzuki Sidekick  
 Small: [Toyota RAV 4](#)  
 Midsize: [Jeep Cherokee](#)  
 Full Size: [Chevy Suburban](#)  
 Large: [Hummer](#)

Passenger Van - (ANSI D-16.1) A motor vehicle consisting primarily of a transport device which has a GVWR of 10,000lbs or less and is basically a “box on wheels” that is identifiable by its enclosed passenger and/or cargo area, step-up floor, and relatively short (or nonexistent) hood. Vans are classified by size based on frame type and overall vehicle body width.

[Passenger Van](#) – a van body style that is configured to carry people.

Cargo Van (10, 000 lbs. or less) – Motor vehicle with a Van body style, having less than 10,000 lbs. GVWR, that is configured for transporting cargo.

\*Note - Vans with a GVWR greater than 10,000 lbs. would be classified as Medium/Heavy Trucks. The actual GVWR on this type of vehicle is between 16,000 to 19,000 lbs. This will be picked up under Cargo Body Type as Van/Enclosed Box.



Pickups - any utility vehicle identifiable by a body style consisting of an open cargo area “bed” behind the cab.

Pickup - Examples:  
 Small: Older Chevy S-10  
 Midsize: Nissan Frontier  
 Full Size: Ford F150, F250, F350  
 Large: Ford F450 Super Duty





**Ambulance (from the FARS Manuals):** - refers to vehicles: (1) whose sole purpose is to provide ambulance service and which is always presumed to be in special ambulance use at all times, or (2) vehicles serving dual purposes such as a hearse used for both funeral and emergency purposes, which is only coded when used for the latter purpose. This includes both publicly and privately owned vehicles.

**Fire Truck (from the FARS Coding Manual)** - refers to a vehicle which is owned by any local, county, state or fire protection agency. The vehicles are presumed to be in special use at all times.



**Military (from the FARS Coding Manual)** - refers to a vehicle which is owned by any of the Armed Forces. These vehicles are presumed to be in special military use at all times. This includes all military vehicles even if they are police, ambulance, or fire trucks.



**Snow Plow** - refers to a vehicle with a plow blade or a snow blower attached to the front of it for the purpose of removing snow. It may be a WYDOT snow plow, city, or privately owned vehicle (could even be a pickup truck with a blade being used to remove snow). Some of these vehicles are speciality vehicles made only to plow snow or spread sand and are presumed to be snow plows all the time, others often serve as multiple use vehicles and would be coded as special use only when being used as a Snow Plow (Pickup with a blade). See Vehicle Owner.

This is a picture of a WYDOT snowplow, it's actually a modified dump truck that has plows on the front and on the side, and a sand spreader on the rear not visible in this photo. In this configuration this vehicle is always considered a snow plow. Remove the blades and sand spreader and it's a dump truck.



This is an example of a multiple use vehicle a dump truck with a plow blade attached. Would be coded as a snow plow if plowing snow or traveling to or from snow plowing operations. Dump Truck Otherwise.

**Tow Truck** - refers to vehicles specially designed to tow other vehicles. Such vehicles can tow or carry other disabled vehicles, and come in a variety of sizes from a modified pickup truck to Semi Tractors modified to tow other Semi's. These vehicles are presumed to be in special uses at all times regardless if towing another vehicle or not at the time of the crash.



**Taxi** - refers to vehicles used during this trip (at the time of the accident) on a fee-for-hire basis to transport persons. 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 (e.g., Gypsy Cabs), are included here. Taxis and drivers who are off-duty at the time of the accident are considered "No Special Use."

**Vehicle Used as School Bus** - would apply to a motor vehicle being used by a public or private school or school system to transport children up to the 12th Grade to/from school or any other school function or activity. This includes chartered buses. The body type can be van-based. Does not have



to be the standard yellow school bus.



Vehicle Used as Other Bus - would apply to a vehicle that is functioning as a "Bus" by virtue of its configuration to carry more than 10 passengers including the driver. An example would be, a van-based shuttle bus, or a tour bus.

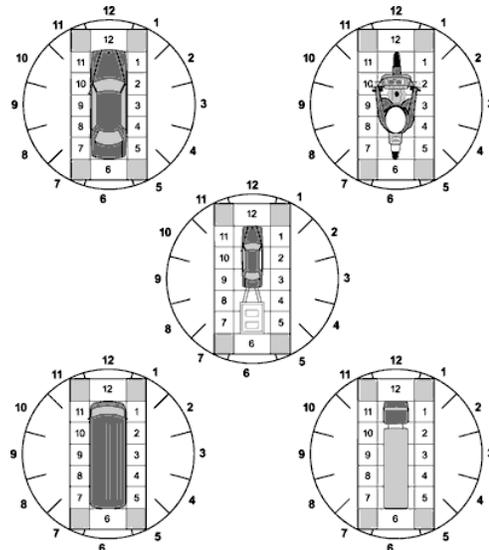
**Initial Impact Point** - The area of the motor vehicle that received the initial impact. Initial impact (FARS Coding Manual) refers to the first impact point that produced property damage or personal injury for each motor vehicle.

- 00 Non Collision (Overturn or Rollover)
- 1-12 12 Point Clock Diagram (See Appendix B)
- 13 Top (Roof)
- 14 Undercarriage
- 99 Unknown (Cannot Determine the Initial Point of Impact)

Attribute Details:

**Non-Collision** - Any motor vehicle crash not involving a collision. Includes overturn/rollover, fire/explosion, immersion, jackknife, cargo/equipment loss or shift, equipment failure, separation of units, ran off road right or left, cross median/centerline, downhill runaway, fell/jumped from motor vehicle, thrown or falling object. **Non-Collision related to Area of Impact** - The actual impact points would be coded if the vehicle incurred damage from impacting against a vehicle or object at any time during the accident, whether an overturn occurs or not. If the **only** event is an overturn, the accident is considered a non-collision. Hitting the ground is not regarded as an impact. Also included as Non-Collision would be crashes involving **only** a fire or jackknife.

**12 Point Diagram for Different Types of Vehicles:**



Top (Roof) - The Initial point of impact was on the top.

Undercarriage - The initial point of impact was on the undercarriage of the vehicle.

**Most Damaged Area** - The area that was most damaged in a crash. In many cases the Initial Point of Impact and the Most Damaged Area are the same. It's possible to have an Initial Point of Impact that leads to another Most Damaged Area. Example: Vehicle leaves the road striking a delineator post with the front of the vehicle, then over corrects and rolls on to it's top. The initial point of impact would be the front with the most damage occurring to the top. The Attribute Details for both Initial Point of Impact and Most Damaged Area are the same.

**Estimated Motor Vehicle Repair Cost** - This is the estimated repair cost as submitted from the Operator/Owner Crash Report Form 801. If an estimate is not submitted by the Owner/Operator then the Investigating Officers estimate is utilized (often only indicating that the damage was above or below the current legal reporting thresholds). Generally this data is missing or invalid for commercial trucks as final estimates to both the vehicle and the cargo are not available. **Clarification** - Law Enforcement Officers are NOT expected to be body shop repair estimators they need to merely indicate that the combined total of damage estimates to be \$1,000 or Greater. With today's market on repairs only a minimum amount of damage needs to be sustained to result in a total of \$1,000 or greater. Owner/Operators are required to submit damage estimates prepared by a garage or by an insurance company. How or even 'if' the vehicle is repaired is irrelevant to this estimate; our concern is the determination of a crash that exceeds the statutory dollar threshold value. IF THE AMOUNT IS QUESTIONABLE, REPORT THE CRASH.

The Damage Estimate includes all vehicles, public property and/or private property damaged in a crash. If one vehicle sustained an estimated \$500, there was a building, a sign, guardrail or an second vehicle involved that was estimated at \$500 then the threshold was met.

The importance of this item is to determine "IF" the statutory reporting threshold was met.

**Motor Vehicle Posted Speed Limit** -Posted (Authorized) speed limit for the motor vehicle at the time of the crash. May be indicated by posted speed limit signs, blinking signs, school zones, or temporary signs in construction zones, etc.

- 2N Posted Value (Miles Per Hour 10 - 75)
  - 00 Speed Limit Not Posted
  - 98 Not Applicable (example Snowmobiles or Working Vehicles on the Right of Way)
  - 99 Unknown

**Posted Speed Limit (Miles Per Hour)** - That is the Posted Speed Limit which would include school zones. It is the legal speed limit.

On a divided trafficway with different speed limits (e.g. Northbound 45mph Southbound 55mph) use the posted/displayed value for the travel lane on which the vehicle is traveling. When applicable, use the maximum speed limit designated for each vehicle type where the collision occurred (e.g. Truck/Bus Speed on a rural highway that is reduced to 45mph).



Advisory or Warning signs are NOT considered the Legal Speed limit (e.g. Yellow background ramp suggested speed signs) in these cases use the statutory speed limit for this roadway. This sign is NOT considered the Legal Speed Limit.



If there is a posted statute or regulation established for this type of street enter the value. In some cities there is a sign that says speed limit 25 mph unless otherwise posted. Each individual street may not be posted but if the statute is posted it applies as the Posted Speed Limit.

**NOT Posted** - This attribute applies when there is no posted speed limit. Many of our dirt roads are not Posted.

**NOT Applicable** - This attribute applies only when there is no posted speed limit and no law that governs the maximum speed that you can drive. (e.g. Private roads open to the public) This is not used for roadways with a posted advisory speed where the statutory limit is in effect but not posted. (e.g. Interchange Ramps)

**Unknown** - Used when the legal limit is unknown. This should be rare because one of the other attributes would apply.

**Estimated Speed of the Motor Vehicle** - The estimated speed of the motor vehicle at the time of the crash as determined by the Investigating Officer. Estimated speed may differ significantly from the authorized or posted speed limit. If only one vehicle is involved in the crash speed cannot be zero mph except under extremely rare circumstances. This is the Investigating Officers Opinion of the approximate speed of the vehicle prior to the crash. This speed may be based upon the evidence gathered at the scene, or from witness reports that are reasonable.

Attributes:

- 00 - 200 (if estimate of speed is 100 or greater have the system question are you sure.)
- X - Unknown

**Direction of Travel Before Crash** - The direction of the motor vehicle's travel on the roadway before the crash. Vehicle direction prior to turn or loss of control. Notice that this is a compass direction, of the direction consistent with the general direction of the roadway. For example, the Interstate 25 is a north-south roadway however a motor vehicle may have been traveling due east as the result of a segment of the highway having an east-west alignment or orientation. Local city streets are not all north-south or east-west roadways use a direction consistent with the general direction of the roadway.

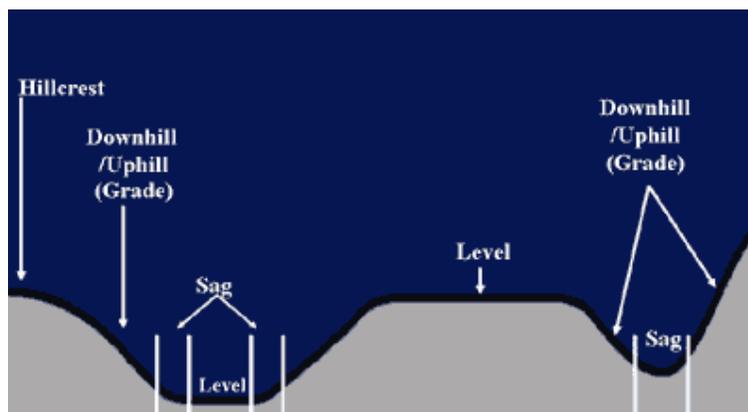
**Road Alignment** - The geometric layout characteristics of the roadway in the direction of travel for this vehicle.

- Straight
- Curve Left
- Curve Right
- Unknown

Rationale: Important to document the horizontal alignment of the roadway as it relates to a specific crash for evaluation purposes.

**Grade** - The geometric inclination characteristics of the roadway in the direction of travel for this vehicle.

- Level
- Hillcrest
- Uphill
- Downhill
- Sag (Bottom)
- Unknown



**Road Surface** - The road paving material at the crash scene, or the road from which this vehicle originated. Wyoming has numerous road surfaces. This is the surface type of the roadway, not the shoulders, or any other surface at the crash scene. In the event of two different roadways meeting select the surface from which this vehicle was traveling. Example at the intersection of a dirt and an asphalt road it's important to note that the dirt may have been the reason this vehicle couldn't stop. In a collision involving two motor vehicles at this intersection one vehicle would be dirt the other would be asphalt.

Concrete  
Dirt

Asphalt  
Brick/Stone

Gravel/Rock  
Unknown

**Traffic Control** - The type of traffic control device (TCD) applicable to this motor vehicle at the crash location. Describes the traffic control device at the scene of the accident that regulates this unit. Note that this data element is designed to collect information about traffic controls at the scene of the crash WITHOUT regard to whether or not a traffic control (or malfunction thereof) was related to the crash.

Often there are more than one type of traffic control present or applicable in any location. Which traffic control in the officers opinion, has the most bearing on the crash.

Warning Signs (From the Manual on Uniform Traffic Control Devices): are used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a highway or street. Regulatory Signs (From the Manual on Uniform Traffic Control Devices): Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.

None Present - This code should be used only in situations when no traffic controls are present. This excludes situations where existing controls are knocked down, obscured, or malfunctioning. Stop Sign- Eight sided Octagonal Sign is a Stop Sign Usually Red with White letters.

Yield Sign - Triangular Yield.

Flashing Traffic Control Signal - Controls traffic movements by flashing a red light for stop or yellow for caution. In some locations Traffic Control Signals flash after hours or during low periods of traffic (Flash Cycle).

Do Not Enter

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



Traffic Control Signal With Pedestrian Sign or Signals - Controls traffic movements by illuminating systematically a green, yellow or red light but also has Pedestrian Signs or Pedestrian Signals and a cross walk.



Traffic Control Signal With Pedestrian Signals AND Audible Signal for the BLIND Same as above only it also has an Audible Signal for the Blind and a cross walk.

Person as Traffic Control - Includes flagger, law enforcement personnel, crossing guard, etc.

Pedestrian Crossing



No Passing Zone





Warning Signs - signs that give notice to road users of a situation that might not be readily apparent. Warn traffic of existing or potentially hazardous conditions on or adjacent to a road.

Pavement Markings - Painted lines on the roadway that indicate such things as a Pedestrian Crosswalk or double lines for no passing.

Traffic Barrels / Cones - Barrels or Cones normally used in Work or Construction Zones.

Temporary Jersey Barrier - Many construction companies are using plastic water filled Jersey Barriers, but this can also be concrete Jersey Barriers installed for long term construction projects.

School Bus Flashing Stop Lamps State Law requires all vehicles to Stop for Buses with Flashing Stop Lamps Illuminated. See SCHOOL BUS Related.

School Zone Signs - Signs which change the speed limit on roads adjacent to a school on school days; signs which give advance warning of a school; and signs which warn of children crossing the road.



Railroad Crossing Signal



This is a Railroad Crossing Cross Buck sign with Flashing Signals. Warns of on-coming trains or train tracks crossing the roadway.



### Railroad Crossing Gate & Signal

Railroad Crossing Cross Buck Sign Only - This is a Railroad Crossing Cross Buck sign ONLY. It does not have any Signal Lights, Stop Sign or Yield Signs, just the Cross Buck. Does not warn of on-coming trains only that tracks are crossing the roadway.

RR Crossing Cross Buck with Stop Sign - This is a Railroad Crossing Cross Buck sign combined with an Octagon Stop Sign and requires all traffic to stop before crossing. Does not warn of on-coming trains only that tracks are crossing the roadway.

RR Crossing Cross Buck with Yield Sign This is a Railroad Crossing Cross Buck sign combined with an Yellow Triangle Yield Sign and requires all traffic to yield to an approaching train. Does not warn of on-coming trains only that tracks are crossing the roadway.

Other - Used for any other Traffic Control Device please describe in the narrative.



**Traffic Control Working Properly** - This is not to determine if the driver(s) obeyed the traffic control. Its to determine if the traffic control device at this location was working properly at the time of the crash. It's to determine power failure, or malfunctioning Traffic Control Signal. Would also include obscured, knocked down, damaged or missing traffic control devices.

Damaged Signs - signs can be damaged as a result of natural actions, crashes or vandalism. Signs 'may' be considered damaged if because of their retroreflective characteristics or orientation they cannot be seen at night. Natural actions such as long term exposure to sunlight can result in fading, discoloration and/or loss of retroreflectivity.

Previous crashes can result in bends or scrapes that can make the sign difficult to read.

Vandalized signs are usually sprayed over with paint or shot with bullet holes which can also make the sign difficult to read.

Note: If in the opinion of the investigating officer traffic control at this location is not working properly it normally requires description in the narrative. Judgement must be used to determine if signs are serviceable; legible both day and night.

**Rumble Strips Present** - To determine if rumble strips were present at the scene of the crash. It is best that this information be collected at the scene by the investigating officer. Note that this data element is designed to collect information about rumble strips at the scene of the crash **WITHOUT** regard to whether or not rumble strips were related to the crash.

- No Rumble Strips at this location
- Rumble Strips on Median Shoulder Only (Divided Highways)
- Rumble Strips on Both Shoulders (Median and Outside on Divided Highways)
- Rumbles Strips on Outside Shoulders Only
- Centerline Rumble Strips
- Transverse Rumble Strips (Intersection Approach)
- Both Centerline and Outside Shoulder Rumble Strips
- Unknown

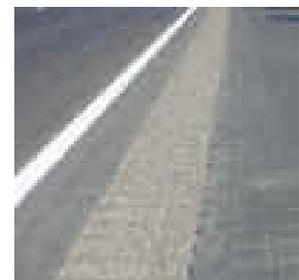
Rumble strips are grooves or rows of raised pavement markers placed perpendicular to the direction of travel to alert inattentive drivers. As a vehicle passes over the rumble strips, noise and vibration are produced, alerting the driver they are approaching a hazard.

The Wyoming Department of Transportation (WYDOT) currently uses Transverse Rumble Strips and Shoulder Rumble Strips (SRS) as a matter of policy. We are also experimenting with Centerline Rumble Strips in a few locations.

Transverse rumble strips are placed across the traveled way to alert drivers approaching a change of roadway condition or a hazard that requires substantial speed reduction or other maneuvering. Transverse rumble strips are supplementary traffic control devices that provide enhanced warning to motorists. The noise and vibration felt by the driver when the vehicle is driven over the rumble-strip portion of the roadway act as warnings to tired and inattentive drivers to reduce their speed and adjust to a new traffic situation.



Shoulder rumble strips are placed on the shoulders just beyond the traveled way to warn drivers they are entering a part of the roadway not intended for routine traffic use. WYDOT uses milled-in SRS as their standard design. Various patterns are used from continuous to intermittent.



Centerline Rumble Strips are placed on centerline of undivided highways to warn drivers they are leaving their intended lane of travel.

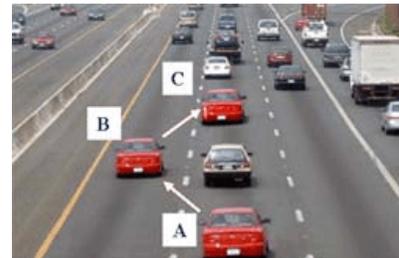
**Rumble Strips Applicable** - This data element is whether to not, in the officer's opinion, the rumble strips were related to the crash. There are crashes where the presence of rumble strips is not a factor or would not be a factor. Rumble Strips are designed to help prevent certain types of crashes. For example shoulder rumble strips help prevent run-off-the-road crashes, centerline rumble strips are designed to help prevent head-on crashes on undivided highways and transverse rumble strips warn of an upcoming stop or change in speed. So as an example the presence of centerline rumble strips in a location wouldn't necessarily be applicable if the crash was a run-off-the-roadway and rolled over.

Rumble strips are installed intermittently they do not cross for example Junctions with drive ways, business access, or other roadways. A vehicle can run off the road and never come in contact with the rumble strips. If the vehicle left the roadway in such a location where it missed the rumble strips this is what this element is looking for. In such a crash rumble strips although were installed would not be applicable.

**Motor Vehicle Maneuver/Action** - The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events. Choose the attribute that best describes the movement of the vehicle prior to the crash. The last action for this vehicle before the start of the unstabilized situation that begins the "crash."

Backing – a start from a parked or stopped position in the direction of the rear of the motor vehicle.

Changing Lanes – Shift from one traffic lane to another traffic lane moving in the same direction. Note that on an undivided highway moving into an opposing travel lane would not be changing lanes.



Overtaking/Passing - In the photo below the red car is in the process of overtaking or passing the white car. The arrows show the points where the red car was changing lanes.

Determination of whether this is changing lanes or passing would be by officer investigation.

Turning Right – used when in the actual process of executing a right turn at an intersection, interchange, driveway access, etc. This would include Right Turn on Red. This would not apply to a vehicle that is waiting to initiate a turn, see Stopped in Traffic.

Turning Left – used when in the actual process of executing a left turn at an intersection, interchange, driveway access, etc. This would not apply to a vehicle that is waiting to initiate a turn, see Stopped in Traffic.

Making a U Turn – used when in the actual process of executing a U-turn at an intersection, interchange, driveway access, etc.

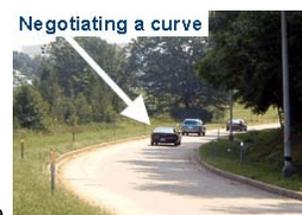
Leaving Traffic Lane – a motor vehicle or person moving outside the travel lane. This would also include a vehicle leaving the traffic lane to park.



Entering Traffic Lane – physical presence in trafficway. (Merging)

Slowing – applies to a vehicle which is slowing down on the trafficway in an area normally used for vehicle travel.

Negotiating a Curve - applies to vehicles traveling along curved trafficways. A motor vehicle in the process of moving along a curved travel lane. This is NOT a left or right turn.



Parked – a motor vehicle that is not in motion or on a roadway, legally parked. A motor vehicle, or any portion of the motor vehicle outline, parked on the roadway during periods when parking is prohibited is considered in transport, See Stopped In Traffic.

**Stopped in Traffic** – applies to a vehicle which is stopped on the trafficway in an area normally used for vehicle travel (i.e. outside a parking lane). It includes but is not limited to motor vehicles legally stopped for a stop sign or signal, motor vehicles stopped to turn PRIOR to initiating a turn, motor vehicles stopped in traffic due to a slow down in traffic ahead, and motor vehicles illegally stopped in a traffic lane.

**Driver Less Motor Vehicle** - A vehicle stopped in traffic may or may NOT have a driver and the vehicle engine may or may NOT be running, if the vehicle does NOT have a driver it is a driver less motor vehicle.. Most “double parked” vehicles are actually stopped in traffic Driver Less Motor Vehicles rather than parked.

**Traffic Way Maintenance** - indicates a working vehicle performing an operation such as mowing grass, plowing snow, paint striping etc.

**Other** - Used for any other controlled maneuver for this motor vehicle prior to the beginning of the sequence of events that lead up to this crash please describe in the narrative.

**Unknown** - Used if it's unknown what the the movement of the vehicle was prior to the crash.

**Sequence of Events First Events** - The events in sequence 1 - 4 related to this Motor Vehicle, including both non-collision as well as collision events. Up to four crash events: Same attributes Sequence of Events First Event. See Also First Harmful Event.

**Separation Of Units** - When the truck or truck tractor becomes separated from the semi-trailer and/or trailer(s) it is pulling. Would also apply to non-commercial vehicle pulling trailers.

**Ran Off Road (Right/Left)** - Failure of the driver to keep the motor vehicle on the roadway.

**Cross Median Centerline (from FARS Coding Manual)** – is used when a vehicle completely crosses the median and enters the shoulder or travel lane on the opposite side of a divided highway. It also includes crossing over the center line of a two-way, undivided highway.

**Down Hill Run Away** - Usually occurs with heavy trucks on a steep grade AFTER an Equipment Failure (Brakes). It's important to document down hill run away.

**Most Harmful Event of this Motor Vehicle** - The event that resulted in the most severe injury or if no injury the greatest property damage involving this motor vehicle.

See First Harmful Event, and Sequence of Events for attribute details. See also Motor Vehicle Maneuver/Action, and Driver Actions at Time of Crash.

**Underride/Override** - An Underride refers to this motor vehicle sliding under another motor vehicle during a crash. An Override refers to this motor vehicle riding up over or onto another motor vehicle. Either can occur with a parked motor vehicle.

Clarification from FARS Coding Manual: A vehicle straddling a guardrail, for example, is not coded as an Override. In cases in which two vehicles collide “head-on” and one vehicle ends up under the other, you must determine whether an Underride or Override has occurred. Underride is not applicable to motorcycles or snowmobiles. The reason for the exclusion of the these vehicles is that the element's intent is to measure the effect of size disparity pertaining to bumper compatibility research.

**Compartment Intrusion** - A breach of the occupant compartment as a result of a crash. (This can include damaged windshield or glass area to qualify.) FHWA has used penetration or significant inward deformation of the windshield as being compartment intrusion. It's one or the other NOT both. Underride, Override (from FARS Coding Manual): It is important to determine the vehicle performing the action. Two vehicles cannot be considered to Underride and Override simultaneously.

A car underriding the side of a truck would be coded for the car. You would not in-turn code override for

the truck.

A truck changes lanes and turns over a car traveling along side the truck, you would code override for the truck but would not in this case code underride for the car.



Underride, Compartment Intrusion: In this example, the car struck the trailer resulting in a breach of the passenger compartment as it traveled under the trailer.



Underride, No Compartment Intrusion: In this example, the car struck and went under the trailer but stopped short of damaging the passenger compartment.

Override motor vehicle in transport



Override, Motor Vehicle in Transport (from FARS Coding Manual): is used when a motor vehicle overrides another motor vehicle in transport.

**Extent of Damage** - Estimation of total damage to the motor vehicle from the crash. Disabling damage implies damage that is sufficient to require towing or being carried from the scene.

No Damage - No visible damage to this motor vehicle due to the crash.

Minor Damage – Damage which does not affect the operation of or disable the motor vehicle in transport.

Functional Damage – Damage that is not disabling, but affects the 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, or carried from the crash scene, or assisted by an emergency motor vehicle.

Unknown - Damage is Unknown.

**Attribute Inclusions/Examples from D16**

Functional Damage:

Doors, windows, hood, and trunk lids which will not operate properly

Broken glass which obscures vision

Any damage which would prevent the motor vehicle from passing an official motor vehicle inspection

Tire damage even though the tire may be changed at the scene

Bumpers which are loose

**Disabling Damage** - Vehicles which could be driven but would be further damaged thereby. At a distance, this appears to be only Functional Damage.



Closer inspection reveals that the damage has rendered the vehicle inoperable without further damaging it, thus it sustained Disabling Damage.

**Contributing Circumstances, Motor Vehicle** - Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash. Up to two motor vehicle contributing circumstances.

**Brakes** - Includes loss of brake fluid (or system error), faded brakes, or ineffective brakes due to a grossly overloaded vehicle. Excludes locked wheels.

**Steering** - Includes failure of manual or power steering mechanism, tie rod, kingpin, ball joint, etc.  
**Power Train** - Includes twisted or sheared driveline, or driveline that has become detached. Also includes universal joint, drive shaft, transmission, engine clutch, gas pedal, motorcycle chain, gears, etc.

**Suspension** - Includes springs, shock absorbers, MacPherson struts, axle bearing, control arms, etc. Modification to standard suspension (Suspension Lift Kit).

**Tires** - Defective tires, tread separation, sidewall failure, excessively worn, bubbled, or bald tires. Tires improperly sized for this vehicle. (Excludes: Tire damage produced in the crash (hitting pot hole, curb, etc.).)

**Wheels** - includes wheels that have collapsed or split, or bolts that have sheared, allowing the wheel to detach from the vehicle. Also includes hub caps, multiple-piece rings.

**Lights (Head, Signal, Tail)** - Defective/faulty/under-maintained as opposed to failure to use or misuse.

**Windows/Windshield** - severely cracked/pitted/chipped reducing visibility.

**Rain/Snow/Ice on Windshield** - reducing visibility (peep hole drivers).

**Windows** - tinted windows.

**Vehicle's Cargo Blocking Driver's View** - this could be cargo within the compartment such as boxes in the passenger seat or cargo outside the compartment that blocks visibility and contributed to the crash.

**Exhaust System** - CO2 Poisoning, fumes etc.

**Oversized Load** - Load too large or too heavy for the vehicle.

**Defroster** - a defroster that is inoperative or inadequate.

**Mirrors** - Includes missing mirrors.

**Wipers** - Defective/faulty/under-maintained as opposed to failure to use.

**Truck Coupling/Trailer Hitch/Safety Chains** - Defective trailer hitch denotes improperly adjusted trailer hitch, lack of safety chain, 5th wheel hitch, etc. Improper towing denotes towing without a hitch, towing by cable, rope, chain, etc.

**Other** - (if chosen should be explained in narrative) would include defects such as horn, restraint system (accidental air bag deployment), exhaust system failure, fuel system.

**Non Commercial Vehicle Trailer Style** - Any non-commercial vehicle pulling a trailer or multiple trailers, trailer style. Commercial Vehicle Trailer style if applicable will be recorded at Commercial Cargo Body Type.

Note: A trailer is part of one vehicle not a separate vehicle in itself.

Mobile Home - This is not a camping trailer it is a Mobile Home being trailed (pulled) non-commercially to some location.

Towed Vehicle - This is someone trailing, pulling or towing another vehicle non-commercially. For non-commercial purposes we combine towing and trailing.

Multiple Trailers - It's legal to pull multiple trailers in Wyoming. For example a pickup pulling a camper trailer followed by a boat trailer out for a weekend vacation. If multiple trailers are pulled it's recommended that it be explained in the narrative especially if the investigating officer feels that this contributed to the crash.

Other - For any other trailer style not listed please record in the narrative trailer style.

Unknown - We know that the vehicle was towing a trailer style was unknown.

### Commercial Vehicles

This section is for vehicles used for commercial purposes; A commercial motor vehicle is any motor vehicle used on a trafficway for the transportation of goods, property or people in interstate or intrastate commerce, would include Medium and Heavy Trucks, Buses, and any vehicle carrying Hazardous Materials.

**Carrier's Name** - Name of individual, partnership or corporation. A motor carrier is the "business entity, individual, partnership, corporation, or religious organization responsible for the transport of goods, property or people." The preferred source of the carrier's name is the shipping manifest, the papers that the driver carries. The second source is the name on the side of the motor vehicle, and the third and least desirable source would be asking the driver for the company name. *Identification of the true carrier can be complex.*

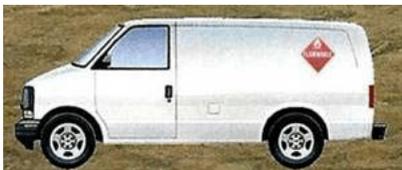
**Gross Vehicle or Combination Weight Rating** - The amount recommended by the manufacture as the upper limit to the operational weight for a motor vehicle and any cargo to be carried. The Gross Combination Weight Rating (GCWR) is the sum of all the GVWRs for each unit in a combination-unit motor vehicle. Thus for single trucks there is no difference between GVWR and GCWR. For combination trucks (semi tractor trailers pulling single or multiple trailers or trucks pulling other motor vehicles) the GCWR is the total of the GVWRs of all units in the combination.

Gross Vehicle Weight Rating - GVWR of the power unit of a combination-unit truck or a single unit truck:  
 10,000 lbs or less  
 10,001 to 26,000 lbs  
 More than 26,000 lbs

Gross Combination Weight Rating - GCWR of the power unit and towed units of a combination unit truck.  
 10,000 lbs or less  
 10,001 to 26,000 lbs  
 More than 26,000 lbs

Both GVWR and GCWR are Required by the Federal Motor Carrier Safety Administration.

**Commercial Motor Vehicle Configuration** - Indicates the general configuration of this commercial motor vehicle (See chart displaying types of truck configurations). This element is used in conjunction with Commercial Cargo Body Type and GVWR to describe the vehicle and determine appropriate regulations



Passenger Vehicles Carrying Hazardous Materials – this attribute would include the passenger car, light truck (cargo van, mini-van, utility truck, panel truck, pickup truck 10,000 lbs. or less GVWR), sport utility vehicle, motorcycle, motor home.

Single-Unit Truck (2-axle, and GVWR over 10,000 lbs) - 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 lbs.

Single-Unit Truck (3-or-more axles) - A power unit that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles.

**NOTE:** Large truck tractor-based tow trucks should not be confused with bobtails towing other vehicles as these single-unit trucks are not configured to pull a trailer.

**Truck Pulling Trailer(s)** - A motor vehicle combination consisting of a single-unit truck and a trailer. This attribute is not to be used for a Truck Tractor (Bobtail) pulling a trailer.

**Truck Tractor (Bobtail)** - A motor vehicle consisting of a single motorized transport device designed primarily for pulling semi-trailers.

**Truck Tractor / Semi-Trailer** - A truck tractor that is pulling a semi-trailer. "Semi-trailer" means every vehicle so designed and used in conjunction with a motor vehicle that some part of its own weight and that of its own load rests upon or is carried by another vehicle, except a pole trailer.

**Truck Tractor/ Double** - A truck tractor that is pulling a single semi-trailer and one full trailer or two semi trailers.

**Truck Tractor/ Triple** - A truck tractor that is pulling a single semi-trailer and two full trailers. Currently Illegal In Wyoming.

**Truck More Than 10,000 lbs. Cannot Classify** - this attribute would apply to vehicles that do not fit into any other category.

**Bus/Large Van (seats for 9-15 occupants, including driver)** - Smaller van-based buses qualify. e.g., commuter vans, van-based school buses, limousines.

**Bus/Large Van (seats for more than 15 occupants, including driver)** - A van-based bus qualifies for this code if it is configured to include more than 15 seats. A CDL is required for the driver of this bus.

(FARS Coding Manual): A vehicle towing another "motor vehicle" is NOT considered to be a "trailer" but is considered to be a "towed vehicle". An example would be a bobtail towing one or more other bobtails (Saddleback Mount). A vehicle towing another motor vehicle(s) is where the towed vehicle has two or more wheels on the ground. Towing does not apply to vehicles loaded on a flatbed trailer.

**Hazardous Materials Placard** - Indication that a motor vehicle had a hazardous materials placard as required by federal and state regulations.



See Appendix G Hazardous Materials & Placards.

**Attributes:**

- Y Yes (If yes continue on)
- N No
- X Unknown

**Clarification** - If the vehicle is displaying a Hazardous Material Placard indicate Yes. Shipping Manifest should be checked to determine vehicles cargo contents, if the shipping papers indicate that the cargo is hazardous and the vehicle was not placarded indicate No.

Shipping Papers Information (from USDOT Office of Hazardous Materials Safety) :  
All vehicles transporting hazardous materials must accurately describe and identify the hazardous materials being transported in this sequence:

Proper shipping name (Common Name)

Hazard class or division (Should match the 1-digit placard # from the bottom of the diamond)  
 Material ID Number (Should match the 4-digit placard number or name taken from the middle of the diamond or from the rectangular box)  
 Packaging Group  
 Total Quantity  
 Shipping papers must also accurately communicate the hazards of the materials being transported. (i.e. corrosive, flammable, toxic)  
 Should contain an emergency response telephone number

HM Placard ID Number - If this commercial motor vehicle has a hazardous materials placard as required by federal and state regulations record from the placard the Identification Number which is either UN or NA followed by a 4 digit number. The identification number may appear on the hazard class placard, orange panel or a white square-on-point configuration. ID numbers may not appear on Radioactive, Explosive, Dangerous or subsidiary placards. Some vehicles have multiple placards. Record all placard numbers.

Transport of several materials may require more than one placard. If more than three placards are required use the narrative section of the report.

Required by the Federal Motor Carrier Safety Administration.

**HM Placard Class** - If this commercial motor vehicle has a hazardous materials placard as required by federal and state regulations record from the placard the DOT Placard Class Code. The number located on the bottom of the diamond placard. This may be the most important number on the placard. Some older placards may not have a class number identification and status of the materials should be noted in the narrative section of the report.

**Attributes:**

- Class 1 Explosives
- Class 2 Gases (Flammable, Non Flammable, Poison and Toxic)
- Class 3 Flammable Liquids
- Class 4 Flammable Solids
- Class 5 Oxidizers & Organic Peroxides
- Class 6 Poisonous & Toxic
- Class 7 Radioactive Materials
- Class 8 Corrosives
- Class 9 Miscellaneous Hazardous Materials
- Other Placards (Dangerous Mixed Loads, Hot Markings)
- Not Applicable
- Unknown

The single digit number from the bottom of the diamond placard. If no number exist use Other, Not Applicable or Unknown and explain in the narrative.

Transport of several materials may require more than one placard. If more than three placards are required use the narrative section of the report.

Required by the Federal Motor Carrier Safety Administration - FMCSA devotes special attention to motor carriers that transport hazardous materials (HM), including imposing tighter regulation and conducting compliance reviews on a higher percentage of HM carriers. Getting good data on crashes involving trucks carrying HM and whether HM are spilled during the crashes helps FMCSA focus law enforcement efforts. This data element is collected at the scene because FMCSA requires reporting within 30-60 days.

Reportable Crashes to FMCSA - Crashes involving commercial motor vehicles and some non-commercial motor vehicles should be reported to the FMCSA. A commercial motor vehicle is any motor vehicle used on a trafficway for the transportation of goods, property or people in interstate or intrastate commerce.

## Driver Segment

A Driver is any occupant who is in actual physical control of a motor vehicle, or was in control before physical control was lost during the crash sequence. (See ANSI D16.1 Manual on Classification of Motor Vehicle Traffic Accidents.) This includes motorist operating any motor vehicle in transport. Excludes non-motorist such as pedacyclist, non-motorized; skateboards, scooters, wheel chairs etc. and pedestrians.

Driver Segment is to be completed for all vehicles that have a driver.

**Driver License Type** - The current type of drivers license for this driver. As seen on the title of a Wyoming Driver's License.

Not Licensed  
 Drivers License (Non CDL)  
 Driver Instruction Permit (Non-CDL Restricted Drivers License)  
 Commercial Drivers License (CDL)  
 Commercial Instruction Permit

Please use the information as provided on the Driver's License.

**Driver License Jurisdiction** - The geographic of political entity issuing the driver license. The state, commonwealth, territory, Indian Nation, US Government, or foreign country issuing the drivers license. If the driver does not have a license then the License Number and License CLASS are None and License STATUS and Jurisdiction are Unknown. When ever possible obtain this information from the driver license (via a bar code).

The state, commonwealth, territory, Indian Nation, US Government, foreign country, etc., issuing the Driver's License as indicated on the License. State and Province FIPS Codes.

Please use the information as provided on the Driver's License.

**Driver's License Restrictions** - Restrictions assigned to an individuals driver license by the licensing jurisdiction.

A None  
 B Corrective Lenses  
 C Mechanical Devices (special brakes, hand controls etc.)  
 D Prosthetic Aid  
 E Automatic Transmission  
 F Outside Mirrors  
 G Limited to Daylight Only  
 H Limited to Employment Only  
 I Limited Others  
 J Valid Without Photo  
 K CDL Interstate Only  
 L Motor Vehicles without Air Brakes and Non-CDL and A and B  
 M Except Class A Bus - CDL Only  
 N Except Class A and B Bus - CDL Only  
 O Except Tractor Trailer - CDL Only  
 R 4 Wheel Recreation Vehicle  
 Y Annual Vision  
 Z Annual Medical  
 P Must be Accompanied By an Adult  
 S Military Vehicles Only  
 U Farm Waiver  
 V Other

Multiple restrictions can apply to the driver, we provide space to collect up to 8 restrictions, beyond that please record it in the narrative.

**Commercial Motor Vehicle Endorsements** - Issued to drivers after successfully completing a specialized test that qualifies them to operate a specific type of commercial motor vehicle.

H - Required To Be Placarded For Hazardous Materials  
 N - Tank Vehicle (required Class A, B, or C liquid or gaseous material in a tank attached to the vehicle)  
 P - Passenger Vehicle (16 or more passenger drivers)  
 S - Preschool, elementary, or secondary school bus (Must be accompanied by the "P")

endorsement)  
 T - Double/Triple Trailer (Class A)  
 X - Combined Tank/ Haz-Mat  
 O - Other (state specific endorsements not covered above)

Please use the information as provided on the Driver's License.

**United States:**

|       |                      |       |                |       |                     |
|-------|----------------------|-------|----------------|-------|---------------------|
| AL 01 | Alabama              | LA 22 | Louisiana      | PA 42 | Pennsylvania        |
| AK 02 | Alaska               | ME 23 | Maine          | RI 44 | Rhode Island        |
| AZ 03 | Arizona              | MD 24 | Maryland       | SC 45 | South Carolina      |
| AR 05 | Arkansas             | MA 25 | Massachusetts  | SD 46 | South Dakota        |
| CA 06 | California           | MI 26 | Michigan       | TN 47 | Tennessee           |
| CO 08 | Colorado             | MN 27 | Minnesota      | TX 48 | Texas               |
| CT 09 | Connecticut          | MS 28 | Mississippi    | UT 49 | Utah                |
| DE 10 | Delaware             | MO 29 | Missouri       | VT 50 | Vermont             |
| DC 11 | District of Columbia | MT 30 | Montana        | VA 51 | Virginia            |
| FL 12 | Florida              | NE 31 | Nebraska       | WA 53 | Washington          |
| GA 13 | Georgia              | NV 32 | Nevada         | WV 54 | West Virginia       |
| HI 15 | Hawaii               | NH 33 | New Hampshire  | WI 55 | Wisconsin           |
| ID 16 | Idaho                | NJ 34 | New Jersey     | WY 56 | Wyoming             |
| IL 17 | Illinois             | NM 35 | New Mexico     | DS 57 | Department of State |
| IN 18 | Indiana              | NY 36 | New York       |       |                     |
| IA 19 | Iowa                 | NC 37 | North Carolina |       |                     |
| KS 20 | Kansas               | ND 38 | North Dakota   | XX 00 | Unknown             |
| KY 21 | Kentucky             | OH 39 | Ohio           |       |                     |

**Canada:**

|    |                        |    |                         |
|----|------------------------|----|-------------------------|
| AB | 01 Alberta             | ON | 08 Ontario              |
| BC | 02 British Columbia    | PE | 09 Prince Edward Island |
| MB | 03 Manitoba            | QC | 10 Quebec               |
| NB | 04 New Brunswick       | SK | 11 Saskatchewan         |
| NF | 05 Newfoundland        | YT | 12 Yukon Territory      |
| NT | 06 Northwest Territory | NU | 13 Nunavut              |
| NS | 07 Nova Scotia         |    |                         |

**Mexico:**

|    |                          |    |                         |
|----|--------------------------|----|-------------------------|
| AG | 01 Aguascalientes        | MR | 17 Morelos              |
| BA | 02 Baja California Norte | NA | 18 Nayarit              |
| BJ | 03 Baja California Sur   | NL | 19 Nuevo Leon           |
| CM | 04 Campeche              | OA | 20 Oaxaca               |
| CI | 05 Chiapas               | PB | 21 Puebla               |
| CH | 06 Chihuahua             | QU | 22 Queretaro de Arteaga |
| CU | 07 Coahuila de Zaragoza  | QR | 23 Quintana Roo         |
| CL | 08 Colima                | SL | 24 San Luis Potosi      |
| DF | 09 Distrito Federal      | SI | 25 Sinaloa              |
| DO | 10 Durango               | SO | 26 Sonora               |
| GT | 11 Guanajuato            | TB | 27 Tlaxcala             |
| GR | 12 Guerrero              | TA | 28 Tamaulipas           |
| HL | 13 Hidalgo               | TL | 29 Tlaxcala             |
| JL | 14 Jalisco               | VC | 30 Veracruz-Llave       |
| MX | 15 Mexico                | YU | 31 Yucatan              |
| MC | 16 Michoacan de Ocampo   | ZA | 32 Zacatecas            |

**Other Jurisdictions: (OT)**

|    |                                   |    |  |
|----|-----------------------------------|----|--|
| AS | 60 American Samoa                 | PR | 72 Puerto Rico                               |
| PZ | 61 Panama Canal Zone              | UM | 74 US Minor Outlying Islands                 |
| FM | 64 Federated States of Micronesia | MH | 75 Marshall Islands                          |
| GU | 66 Guam                           | VI | 78 Virgin Islands                            |
| MP | 69 Northern Mariana Islands       | WK | 79 Wake Island                               |
| PW | 70 Palau                          | OT | 99 All Others (Includes Indian Reservations) |

**Insurance** - Used to determine if the reporting officer indicated vehicle insurance on the report form for this motor vehicle? This is used to determine if proof of insurance was available.

Officer need only to say yes or no that proof of insurance was available. This does not prove that the vehicle was insured.

By State Statute the Operator or Owner of the Vehicle MUST file a traffic crash report with the Wyoming Department of Transportation in Cheyenne, within 10 calendar days of a crash. State Statute 31-5-1106. This includes the SR21 Wyoming Insurance Certificate which will be mailed to the insurance company to verify insurance coverage. So the SR21 must be filled out and signed.

If Driver's Services does not receive an SR21 or receives a negative verification from the insurance company, a suspension notice will be mailed to the driver, suspension will begin 30 days after notice.

**Driver's Proximity** - The approximate distance in miles that the driver lives from the location of this crash.

The Driver:

- 1 Resides in same city as this report made.
- 2 Lives 25 miles or less from accident scene.
- 3 Lives greater than 25 miles from this location, but within Wyoming
- 4 Does not have a residence within Wyoming
- X Unknown

This field indicates familiarity with the area; for the purpose of this data base, military personnel stationed locally are coded as Wyoming residents. Students attending college are also coded as Wyoming residents.

**Driver's Actions at the Time of Crash** - The actions of the driver that may have contributed to the crash. This data element is based upon the judgement of the investigating law enforcement officer and need not match Violations.

No Improper Driving – driver operated motor vehicle in an apparently correct manner. No Improper Driving would indicate that in the officer's judgment the driver took no improper driving actions at the time of the crash that contributed to the crash. Other circumstances contributing to the crash such as alcohol or cell phone use would be recorded under Driver Condition and Driver Distracted By respectively.

Ran Off Road - Failure of the driver to keep the motor vehicle on the roadway. An example of this would be a distracted driver crosses the fog line onto the gravel shoulder, loses control and swerves back into the travel lanes striking another vehicle.

Failed to Yield Right-of-Way - Driver failed to yield right-of-way to another motor vehicle or non-occupant as required.

Disregarded Traffic Signs – failing to obey traffic signs, such as stop signs, yield signs, and other regulatory or advisory signs. This does not include exceeding the posted speed limit or advisory speed.

Ran Red Light – Driver continues through yellow caution light shortly before or after it turns red. This driver action is not included in the list of violation codes.

Speeding - This code should be used when a vehicle was exceeding the legal Posted speed limit. The legal limit is **NOT** to be construed as advisory speed limits such as those posted on curve signs.

Drove Too Fast For Conditions - Traveling at a speed that was unsafe for the road, weather, traffic or other environmental conditions at the time. This code is also appropriate for vehicles exceeding advisory speed limits on curves, etc. but not the legal speed limit.

Improper Turn or No Signal – An illegal or improperly executed turn or U-turn; e.g., disregarding a NO TURN sign, making a U-turn in a NO U-TURN zone or without proper traffic clearance, turning from the wrong lane, etc. Includes failure to use turn signals. Does not include right-of-way violations when a proper turn is made.

Improper Backing– any vehicular backing maneuver that is not legal or proper under the given driving circumstances and/or location.

Improper Passing– any illegal or improper maneuver by which one vehicle passes another moving vehicle; e.g., crossing double yellow lines, passing within a NO PASSING zone, passing without assured traffic clearance, etc.

Improper Parking - any vehicular parking that is not legal or proper under the given driving circumstances and/or location.

Wrong Side or Wrong Way – any situation in which the driver is operating a vehicle within an opposing traffic lane. Does not include improper passing or failing to keep in proper lane. Wrong Way is for driving the wrong direction on a one-way roadway or the wrong way on a divided trafficway.

Followed Too Closely – 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.

Failed To Keep In Proper Lane – Driver did not maintain position in appropriate travel lane.

Erratic, Reckless, Careless, Negligent or Aggressive Driving -

Avoiding an Object in the Road - Defensive driver action to defend against an apparent danger (Object) on the roadway.

Avoiding an Animal - Defensive driver action to defend against a collision with an animal (Wild or Domestic) on the roadway.

Avoiding a Non-Motorist - Defensive driver action to defend against a collision with a Non-Motorists; pedestrian, pedacyclist, etc.

Avoiding a MV - Defensive driver action to defend against an apparent danger due to the presence of a motor vehicle, in order to avoid a crash.

Swerving due to wind, slippery surface - action due to the condition of the roadway.

Over-Correcting / Over-Steering – a steering maneuver which is too sharp or severe for the driving conditions or travel speed. This is not improper turning.

Evading Law Enforcement - any situation in which the driver is attempting to avoid or evade law enforcement.

Other Improper Action – any other improper action not listed. An example might be failure to maintain posted legal minimum speed.

Note: It's reasonable that there may be multiple actions of the driver that may have contributed to the crash. We collect up to 4. The investigating officer may use the narrative to further describe the events that lead up to this crash.

**Driver Condition at time of Crash** - Any relevant condition of the driver that may be directly related to the crash.

Apparently Normal - The investigating officer suspects nothing abnormal, NO apparent condition of the driver that may be directly related to the crash.

Emotional (from FARS Coding Manual) -depressed, angry, disturbed. Includes; fighting, disagreements, emotionally upset, road rage, etc.

Ill (Sick) (from FARS Coding Manual) - would include diabetic reactions, allergic reactions to medications/drugs, failure to take required medication, seizures, heart attack, high/low blood pressure.

Fell Asleep, Fainted - asleep at the wheel not due to other factors such as drugs, alcohol, or being ill.

Fatigued - weary, tired, exhausted resulting in temporary loss of control or lack of attention.

Under the Influence of Medications - suspected of being under the influence of any legal prescription drug or over-the-counter medication such as cough syrup.

Physical Disability - any relevant physical disability condition of the driver that may be directly related to the crash. Examples would be individuals missing a limb, an eye, legally blind or color

blind, hearing impairment/deaf.

Suspected Under the Influence of Drugs - suspected of being under the influence of illegal drugs of any type.

Suspected Under the Influence of Alcohol - suspected of being under the influence of alcohol.

Other - If this code is used it should be explained in the narrative.

**Violation #1-5** - All violations, if any, that apply to this driver. If the number of tickets is greater than zero, then there are violations that apply to this driver.

None  
 DWUI  
 Drinking - (i.e., open container)  
 Exceeding the Speed Limit  
 Speed too Fast  
 Following too Close  
 Wrong Side of Road  
 Improper or No Signal  
 Improper Lane Use  
 Improper Turn  
 Improper Passing  
 Improper Starting Out  
 Failure to Grant Right of Way to Pedestrian  
 Failure to Grant Right of Way to MV  
 Disregarded Officer  
 Disregarded Stop Light  
 Disregarded Stop Sign  
 Disregarded Other Traffic Control  
 Improper Parking  
 Reckless or Careless Driving  
 Vehicular Homicide  
 Driver's License Violation  
 Charges Pending  
 Improper Backing  
 No Insurance  
 Hit & Run  
 Registration Violation  
 Failure to use Seatbelt  
 Charges Pending  
 Fed R & R Driver  
 Fed R & R Vehicle  
 Racing  
 Other

Note: It's reasonable that there may have been multiple violations that apply to this driver that may have contributed to the crash. We collect up to 4. The investigating officer may use the narrative to further describe the events that lead up to this crash.

**Driver Distraction** - Distractions which may have influenced driver performance. Distractions can be inside the MV (internal) or from outside the vehicle (external).

Electronic Communication Devices - Includes cell phone, pager, two-way radio and other devices enabling the driver and/or occupants of the vehicle to communicate with others not located in the vehicle.

Other Electronic Device - Includes devices which are part of the vehicle such as a navigation device, radio, VCR/DVD/tape player, etc., and devices which are not part of the vehicle such as a palm pilot, computer, hand-held games, fax machines, heads-up display etc.

Other Inside the Vehicle - Other distractions inside the vehicle include eating, drinking, smoking, reading, disciplining/distracted by children, animals, applying make-up, shaving, grooming, etc.

Other Outside the Vehicle - Other distractions which occur outside of the vehicle, such as a crash in the next lane or on the other side of the median, automated highway signs, interesting objects in the sky, fire off the roadway, etc.

**Law Enforcement Suspects Alcohol/Drug Use** - Driver or non-motorist involved in the crash suspected by law enforcement to have used alcohol or drugs.

This element is reflective of the officer's opinion of the use (presence) of alcohol or drugs, not a judgment of quantity. The officer's opinion as to alcohol's or drug's contribution to the crash are recorded in the Driver and Non-Motorist Condition elements. It is based upon a factor or combination of factors such as:

- His or her on-scene evaluation (Observation, Behavioral/Field Sobriety Test, e.g. eye gaze/nystagmus, walking a line)
- BAC testing
- Other sources (witness statements, coroner's report)

Unknown (from FARS Coding Manual): unable to take a position as to involvement (officer still may order an evidential test).

**Blood Alcohol Test Type** - Type of blood alcohol test given, if any, to the driver of this vehicle.

**Type of Test:** (from FARS Coding Manual)

Blood - also called "Whole" blood test where blood is drawn to be tested.

Serum - includes blood plasma.

Breath - includes evidential breathalyzer or a Pre-Arrest Breath Test (PBT).

Other - includes Vitreous (fluid from the eye), Liver.

Unknown - would reflect that the type of test administered is unknown but that a test was given.

**Drug Test Type** - Indication of the drug test type given, if any, to this driver. Excludes drugs administered post-crash.

Blood - also called "Whole" blood test where blood is drawn to be tested.

Serum - includes blood plasma.

Urine

Other - includes Vitreous (fluid from the eye), Liver.

Unknown - would reflect that the type of test administered is unknown but that a test was given.

**Request Driver's License Investigation** - The investigating officer is requesting WYDOT Driver's Services to do a re-examination of the Driver's Skills Portion of a Driver's License Test. Also requires Vision and Medical Certification.

## Person Segment

The person data elements describe the characteristics, actions, and consequences of the persons involved in the crash.

A person includes any injured or non-injured occupant of an involved motor vehicle, and/or any injured non-motorist.

**Person Type** - Type of person involved in the crash.

**Note regarding Person Type (from the FARS Coding Manual):** An involved person in a crash should maintain Person Type during the crash. Once the unstabilized situation begins, a driver, passenger or non-motorist should not change Person Type until the crash stabilizes. If a person is entering or exiting a vehicle before the unstabilized situation begins, try to determine if the person has successfully changed type before control is lost. (i.e., a pedestrian getting into an automobile that begins to move, a passenger stepping off of a bus as it begins to pull away, etc.).

**Note:** 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 able to regain control, when all the persons and property are at rest.

**Driver** - An 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** - Occupant of motor vehicle other than the driver of the motor vehicle.

**Occupant (from ANSI D16)** - an occupant is any person who is part of a transport vehicle.

**Clarification:** This would include persons riding in the passenger or cargo compartment or on the vehicle exterior. Several examples are; someone riding in the open bed of a pickup, riding on the roof/hood of a vehicle, someone in the passenger compartment of a towed vehicle, or riding in a camper being pulled by a motor vehicle.

**Non-Motorists** - any person other than a motorist. Includes: Pedestrians, Pedacyclist, Occupants of motor vehicles not in transport (Parked Vehicles), occupants of transport vehicles other than motor vehicles (horse-drawn carriages, etc.).

**Occupant Protection System USE** - The restraint equipment in use by the occupant, or the helmet use by a motorcyclist, at the time of the crash.

**None Used** –Any occupant of the motor vehicle (driver, passenger) did not use a restraint or in the case of a motorcycle, did not use a helmet.

**Shoulder and Lap Belt Used** – use of occupant restraint system where both the shoulder belt and lap belt portions are connected to a buckle.

**Shoulder Belt Only Used** – in a two-part occupant restraint system, only the shoulder belt portion connected to a buckle is used.

**Lap Belt Only Used** – use of only a lap safety belt either because the motor vehicle is equipped only with a lap belt or because the shoulder belt is not in use.

**Passive Restraint Only Used** - in some older motor vehicles Passive Restraint Systems were employed where the shoulder belt would automatically secure itself. This field is for the occupant who didn't secure the other belt.

**Restraint Used Type Unknown** - it's known that the occupant was using restraints but it cannot be determined what type or if they were properly used, usually due to ejection.

**Child Restraint (Forward Facing)** – Child passenger faces forward in the child restraint system. This does not imply correct use or placement but requires the child to be buckled into the safety seat. This system is recommended for children who weigh over 20 up to about 40 pounds, and are over 1 year old.

**Child Restraint (Rear Facing)** – Child passenger faces the rear in the child restraint system. This

does not imply correct use or placement but requires the child to be buckled into the safety seat. This system is recommended for infants from birth to at least 1 year and at least 20 pounds.

Booster Seat – A "belt-positioning seat" that positions a child on a vehicle seat to improve the fit of the lap and shoulder seat belt system. This seat is recommended for children who weigh 40 pounds or more up to about 80 lbs.

Child Restraint Used - Type Unknown. If this field is used it's recommended that it be explained in the narrative.

Helmet Used (from FARS Coding Manual) – this attribute applies to helmets used by drivers and passengers of all motorized cycles (motorcycles, mopeds, minibikes, motor scooters, and all-terrain vehicles) This is not used for non-motorists such as bicycle and other pedalcycle riders and vehicle occupants other than motorized cycles.

Other - used if some other restraint system was in use must be explained in the narrative. Such as a 5 point racing harness.

Unknown - when it is unknown whether or not an occupant was using a restraint system should be explained in the narrative.

**Occupant Protection System Operation** - Determine any device failure or misuse.

Apparently Normal - the protection system in use apparently functioned normally.

Failure/Malfunction - The protection system failed or had some sort of malfunction examples might be a belt that did NOT stay secure, torn belts, etc.

Misuse - Misuse of the protection system.

Unknown - Occupant Protection System operation is unknown.

**Scenario's of Misuse:**

Shoulder belt cut, altered, or placed behind occupant's back while lap belt portion secured.

Shoulder belt only placed behind occupants back.

Lap belt only, buckled underneath person.

Unsecured seat other than child safety seat used.

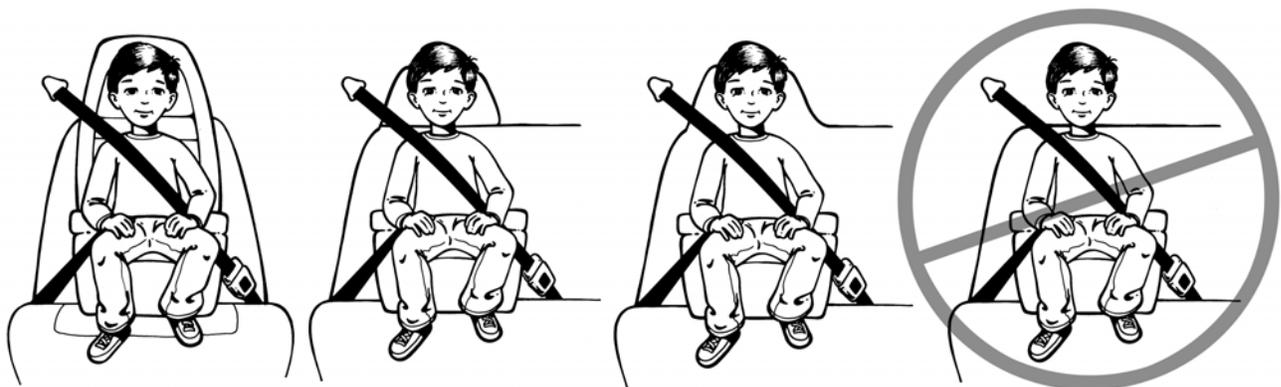
Shoulder, Lap, or Lap and Shoulder used to secure child requiring safety seat.

Improper installation of the child seat or booster.

Leaving an air bag system, that can be turned off in a pickup, turned on with an infant in the front seat. If this field is used is should be explained in the narrative.

| <b>GENERAL CHILD SEAT USE INFORMATION</b><br>Buckle Everyone. Children Age 12 and Under in Back! |  |   |  |
|--|--|---|--|
|  | AGE/WEIGHT   | SEAT TYPE/<br>SEAT POSITION   | USAGE TIPS   |
| <b>INFANTS</b>   | Birth to at least 1 year and at least 20 pounds.           | Infant-Only seat/rear-facing or Convertible Seat/rear-facing.<br><br>Seats should be secured to the vehicle by the safety belts <b>or</b> by the LATCH system.  | Never use in a front seat where an air bag is present.<br>Tightly install child seat in rear seat, facing the rear.<br><br>Child seat should recline at approximately a 45 degree angle.<br><br>Harness straps/slots at or below shoulder level (lower set of slots for most convertible child safety seats.)<br><br>Harness straps snug on child; harness clip at armpit level. |
|  | Less than 1 year/ 20-35 lbs                                | Convertible Seat/ used rear-facing (select one recommended for heavier infants.)<br><br>Seats should be secured to the vehicle by the safety belts <b>or</b> by the LATCH system.   | Never use in a front seat where an air bag is present.<br>Tightly install child seat in rear seat, facing the rear.<br><br>Child seat should recline at approximately a 45 degree angle.<br><br>Harness straps/slots at or below shoulder level (lower set of slots for most convertible child safety seats.)<br><br>Harness straps snug on child; harness clip at armpit level. |
| <b>PRESCHOOLER/<br/>TODDLER</b>  | 1 to 4 years/ at least 20 lbs.<br>To approximately 40 lbs. | Convertible Seat/ forward-facing <b>or</b> Forward-facing Only <b>or</b> High back Booster with Harness.<br><br>Seats should be secured to the vehicle with the safety belts <b>or</b> by the LATCH system.   | Tightly install child seat in rear seat, facing forward.<br><br>Harness straps/slots at or above child's shoulders (usually top set of slots for convertible child safety seat.)<br><br>Harness straps snug on child; harness clip at armpit level.  |
| <b>YOUNG CHILDREN</b>  | 4 to at least 8 years/ unless they are 4'9" (57") tall.    | No Back or a High Back Belt-Positioning Booster.<br><br><b>NEVER use with lap-only belts.</b> Belt-positioning boosters are always used with lap <b>AND</b> shoulder belts.<br><br>Provides protection for the <b>head</b> with either the vehicle seat back <b>or</b> the high back of the Belt-Positioning Booster. | Booster used with adult lap and shoulder belt in rear seat.<br><br>Shoulder belt should rest snugly across chest, rests on shoulder; and should <b>NEVER</b> be placed under the arm or behind the back.<br><br>Lap-belt should rest low, across the lap/upper thigh area—not across the stomach.  |

*Always fill out the registration card that comes with the seat in case of a recall.* (Source: NHTSA)  
 Provided By: WYDOT-Highway Safety Program & Partnering with Safe Kids of Wyoming 1-800-994-GROW. (5-2005)



High Back BPB

No Back BPB  
With adjustable head rest

No Back BPB  
With high vehicle seat

**NO HEAD PROTECTION  
DO NOT USE**

BPB=Belt-Positioning Booster

Air Bag System Turned OFF or Rendered Inoperative - New pickups have a switch to turn off air bags in the passenger seat for small occupants, and there are still those that will purposely disable an air bag system. If the officer can determine that this is the case this field should be used.

Air Bag Deployed - Deployment status of an air bag relative to the position in the vehicle for the occupant.

**Attributes:**

- Not Applicable (Older Vehicles Without Air Bags or Occupant Positions Without Air Bags)
- Not Deployed (Occupant Position with Air Bags that did NOT deploy)
- Deployed Front
- Deployed Side
- Deployed Combination (Front and Side or other combination)
- Deployed Other (Knee bags, air belts, etc.)
- Deployment Unknown

**Attribute Details:**

Not Applicable - this attribute would apply to any person who is: Not an occupant of a vehicle in transport (non-motorists). Occupants in seat positions that are not equipped with an air bag in vehicles that have air bags in some seat positions. Every seating position in vehicles that do not come equipped with air bags in any position (Examples are; motorcycles, early model passenger cars, some medium-heavy trucks and buses.). Identifies an air bag system that has been rendered inoperative (switched off) either intentionally or inadvertently during maintenance or an air bag previously deployed or stolen that has not been replaced.

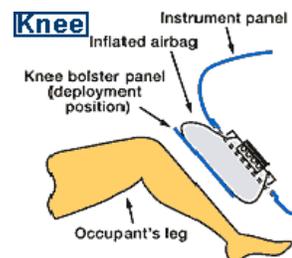
Not Deployed - an available air bag for any seat position that is not deployed out of its cover and protruding into driver compartment. Bag is not fully or partially inflated.

Deployed, Front - air bag for the driver or front seat passenger is deployed out of its cover and protruding into driver compartment. Bag is fully or partially deflated or inflated.



Deployed, Side - air bag on side of a motor vehicle is deployed out of its cover and protruding into occupant compartment. Bag is fully or partially deflated or inflated.

Deployed, Other - a knee air bag, air belt, impact curtain or other new air bag technology is deployed.



Deployed, Combination - more than one air bag deploys, including front and side, front and other, side and other, or front, side and other, etc.

Deployed, Unknown - not known if air bag deployed.

**Ejection** - Occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash.

Not Ejected - the occupant remained in the vehicle during the crash, and until post crash momentum had ceased.

Ejected, Partially - the occupants body was partially out of the vehicle when post crash momentum had ceased. Partial penetration may be through windshield, doors (open or closed), or the roof.

Ejected, Totally - the occupants body was thrown out of the vehicle during the crash or before post crash momentum had ceased. No part of the body remained in the vehicle.

Trapped and Extricated - the occupant was trapped and had to be extricated by EMS personnel.

Not Applicable - Ejection is not applicable to persons riding on the exterior of a vehicle, to motorcycle occupants, or to non-motorists. Exterior of vehicle includes running boards, roof, fenders and bumpers. This does NOT apply for occupants in the bed of pickup trucks, because they can be either partially or totally ejected.

Unknown - If used please explain in the narrative.

**Injury Status** - The injury severity level for a person involved in a crash.

Fatal Injury: Any injury that results in death *within a 30 day period* after the crash occurred. (Although recorded at the scene, any change in status should be picked up through data linkage and reflected in the derived element Crash Severity).

Incapacitating Injury: Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as “needing help from the scene”.

Non-Incapacitating Injury: Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. Examples: contusions (bruises), laceration, bloody nose.

Possible Injury: complaint of pain without visible injury.

Incapacitating Injury: Includes: severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness when taken from the accident scene.

Non-Incapacitating Injury: Includes- lump on head, abrasions, bruises, minor lacerations.

Possible Injury: Includes – momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria.

**Injury Classification** - Enter the code that is most appropriate for the treatment provided to classify Injury.

Fatal (Not Documented) - in rare and unusual cases where the person's body was NOT recovered due to vehicle being found in a river, lake, etc.

Fatal (Autopsy) - Indicates that an autopsy was performed on the fatality.

Fatal (Medical Diagnosis) - a person was pronounced dead by medical diagnosis.

Non-Fatal Hospitalized overnight or longer - Used for persons transported from the scene and hospitalized at least overnight.

Non-Fatal Treated and Released at a Medical Facility - Persons that were treated at a medical facility but were released within a 12 hour period - patient NOT required to stay overnight.

First Aid Given at the Scene - Basic First Aid provided at the scene of the crash by EMS, officer, or passerby.

No Treatment - No treatment was required by the person.

Refused Treatment - The person refused medical treatment.

### Non-Motorist

Non-Motorists- any person other than a motorist. Includes: Pedestrians, Pedacyclist, Occupants of motor vehicles not in transport (Parked Vehicles), occupants of transport vehicles other than motor vehicles (trains, horse-drawn carriages, etc.).

**Non-Motorist Type** - Non-motorist is a non-occupant of a vehicle in transport that is involved in a crash.

Pedestrian - A person who is not an occupant of a motor vehicle in transport. Includes a person who is adjacent to the motor vehicle regardless of his/her actions.

**Clarification** - Normally pedestrians are injured when struck by a motor vehicle: otherwise they are considered **witnesses** to the events of the crash. Pedestrians are persons involved in a crash who were **NOT** occupants of a motor vehicle. A person exiting or entering a vehicle with one foot on the ground is a pedestrian.

Pedestrians may be using other means of non motorized conveyance such as roller skates, wheel chairs, baby strollers, etc. and also may be in Pedestrian Vehicles. A pedestrian may also be a person asleep in his own bed in his home.

Pedacyclist - (ANSI D16) A pedacyclist is any occupant of a pedacycle in transport. A pedacycle is a non-motorized other road vehicle propelled by pedaling. (Bicycle, Tricycle, Unicycle, pedalcar and others) **Clarification** - Normally pedacyclist are injured when struck by a motor vehicle: otherwise they are considered witnesses to the events of the crash. Pedacyclist are **Non-Motorist**, persons involved in a crash who were NOT occupants of a motor vehicle. Occupants of any form of pedacycle injured or killed in a crash. *Does not include motor driven cyclist, motorized skate boards, pedestrian vehicles or Segways.*

Occupant of Motor Vehicle NOT in Transport - Occupant of a parked car.

Pedestrian Conveyance - a human-powered, non-motorized device not propelled by pedaling, such devices include: rollers skates, inline skates, skateboards, baby carriage, scooters, toy wagons, or toy car. Includes also Occupant of horse drawn carriage or a rail car.

This excludes devices for personal mobility assistance such as; Segway-style devices, motorized and non-motorized wheelchairs, handicapped scooters, golf carts and Low Speed Vehicles.

Other Pedestrian - wheelchair, person in a building. Persons riding Pedestrian Vehicles which are motorized wheel chairs, handicap scooters, power chairs, etc, person utilizing this type of conveyance are still considered Pedestrians.

**Non-Motorist Action at Time of Crash 1&2-** Actions that the non-motorist was undertaking at the time of the crash. Note: It's possible that the Non-motorist was undertaking several actions at the time of the crash. We record the investigating officer judgement. Up to two actions. The narrative may be used to explain further if necessary.

- No Improper Action
- Improper Crossing
- Darting
- In Roadway
- Failure to yield ROW
- Not Visible (dark clothing)
- Inattentive (talking, eating, etc.)
- Disobey Traffic Signs, Officer, etc.
- On Wrong Side of Road
- Other Improper Action
- Unknown

**Non-Motorist Action (prior to crash)** – The action of the non-motorist prior to the crash.

- Entering/Crossing Road
- Traveling along road with traffic
- Traveling along road against traffic
- Pushing a Motor Vehicle
- Approaching or Leaving MV
- Playing or Working on Motor Vehicle
- Standing/Laying Down
- In a Parked MV (sitting, etc.)
- Other
- Unknown

**Non-Motorist Condition at time of Crash** - Any relevant condition of the non-motorist that may be directly related to the crash.

Apparently Normal - The investigating officer suspects nothing abnormal, NO apparent condition of the Non-motorist that may be directly related to the crash.

Emotional -depressed, angry, disturbed. Includes; fighting, disagreements, emotionally upset, etc.

Ill (Sick) - would include diabetic reactions, allergic reactions to medications/drugs, failure to take required medication, seizures, heart attack, high/low blood pressure.

Fell Asleep, Fainted - asleep NOT due to other factors such as drugs, alcohol, or being ill.

Fatigued - weary, tired, exhausted, but not asleep.

Under the Influence of Medications - suspected of being under the influence of any legal prescription drug or over-the-counter medication such as cough syrup.

Physical Disability - any relevant physical disability condition of the Non-motorist that may be directly related to the crash. Examples would be individuals missing a limb, an eye, legally blind or color blind, hearing impairment/deaf.

Suspected Under the Influence of Drugs - suspected of being under the influence of illegal drugs of any type.

Suspected Under the Influence of Alcohol - suspected of being under the influence of alcohol.

Other - If this code is used it should be explained in the narrative.

**Non-Motorist Location at Time of Crash** - The non-motorist's location with respect to the roadway at the time of the crash. **Clarification** - This element provides detail for non-motorist crashes beyond the crash level element Location of First Harmful Event. This element provides a complete picture of the non-motorist's role in the crash when examined with Non-motorist Pursuit, Non-motorist Actions (Prior) & (at Time of Crash).

Marked Crosswalk at Intersection - An intersection that has been distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

At Intersection Without Marked Crosswalk - An intersection that lacks distinct lines or other markings on the surface of the roadway to indicate a Pedestrian crosswalk. An implied crosswalk without pavement markings.

Non-intersection Crosswalk - A portion of the roadway, not at an intersection, that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

Driveway Access Crosswalk - A crosswalk on roadway providing access to property adjacent to a trafficway.

In Roadway (not in crosswalk or intersection) - That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel. Bridle paths, bicycle paths, and shoulders are not included in this definition.

Median - An area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide.

Island - Cement or grassy area in the middle of a trafficway. Designed with the pedestrian in mind. **Clarification** - (from FHWA: Flexibility in Highway Design - Chapter 8): There are two basic types of islands: Corner islands that separate right turning vehicles and median or divisional islands that separate opposing traffic flows on an intersection approach. In general, islands provide a safe refuge for pedestrians.

Shoulder - that part of a trafficway contiguous with the roadway for emergency use, or accommodation of stopped motor vehicles, and lateral support of the roadway structure.

Side Walk- that portion of a street between the curb and the adjacent property, that is paved or improved and intended for use by pedestrians.

Roadside - From the property line of the outermost part of the trafficway to the edge of the first road.



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.

Bikeway - Any road, path, or way which is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles (Dedicated Bike Lane) or are to be shared with other transportation modes.

Shared-Use Path or Trail - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or an independent right-of-way. Shared use paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorized users.

**Non-Motorist Safety Equipment Used** - The Safety Equipment(s) used by the Non-Motorist.

Helmet Used - Safety helmet worn by non-motorist (bicyclist).

Protective Pads Used - Padded, shaped attachments to protect specific areas of the body (elbows, knees, shins, etc.) from injury, usually when skating.

Reflective Clothing - Clothing which reflects light and also returns most of that reflection back along the path of the incoming light.

Lighting - Non-motorist use of lights on his/her person or on a motor vehicle not in transport or transport vehicles other than motor vehicle as safety equipment.

**Law Enforcement Suspects Alcohol Use Non-Motorist** - Law enforcement suspects the Non-Motorist in the crash to have used alcohol.

This element is reflective of the officer's opinion of the use (presence) of alcohol, not a judgment of quantity. The officer's opinion as to alcohol's contribution to the crash is recorded in the Driver and Non-Motorist Condition elements. It is based upon a factor or combination of factors such as:

His or her on-scene evaluation (Observation, Behavioral/Field Sobriety Test, e.g. eye gaze/nystagmus, walking a line)

BAC testing  
 Other sources (witness statements, coroner's report)

Unknown (from FARS Coding Manual): unable to take a position as to involvement (officer still may order an evidential test).

**Blood Alcohol Test Type Non-Motorist** - Type of blood alcohol test given, if any, to the Non-Motorist.

Type of Test: (from FARS Coding Manual)

Blood - also called "Whole" blood test where blood is drawn to be tested.

Serum - includes blood plasma.

Breath - includes evidential breathalyzer or a Pre-Arrest Breath Test (PBT).

Urine

Other - includes Vitreous (fluid from the eye), Liver.

Unknown - would reflect that the type of test administered is unknown but that a test was given.

**Law Enforcement Suspects Drug Use Non-Motorist** - Law enforcement suspects the Non-motorist in the crash to have used drugs.

This element is reflective of the officer's opinion of the use of drugs. The officer's opinion as to drug's contribution to the crash is recorded in the Non-Motorist Condition elements. It is based upon a factor or combination of factors such as:

His or her on-scene evaluation (Observation, Behavioral/Field Sobriety Test, e.g. eye gaze/nystagmus, walking a line)  
 Drug testing  
 Other sources (witness statements, coroner's report)

Unknown (from FARS Coding Manual): unable to take a position as to involvement (still may order an evidential test).

**Drug Test Type Non-Motorist** - Indication of the drug test type given, if any, to this Non-motorist. Excludes drugs administered post-crash. See Drug Test Result to document drug name and value.

Type of Test: (from FARS Coding Manual)

Blood - also called "Whole" blood test where blood is drawn to be tested.

Serum - includes blood plasma.

Other - includes Vitreous (fluid from the eye), Liver.

Unknown - would reflect that the type of test administered is unknown but that a test was given.

**Non-Motorist Proximity** - The approximate distance in miles that the Non-Motorist lives from the location of this crash.

The Non-Motorist:

- 1 Resides in same city as this report made.
- 2 Lives 25 miles or less from accident scene.
- 3 Lives greater than 25 miles from this location, but within Wyoming
- 4 Does not have a residence within Wyoming
- X Unknown

**Clarification -**

This field indicates familiarity with the area; for the purpose of this data base, military personnel stationed locally are coded as Wyoming residents. Students attending college are also coded as Wyoming residents. Edit: PROXIMITY cannot be "1" if the accident is rural.

**ALPHABETICAL  
GLOSSARY**



**Air Bag Deployed** - Deployment status of an air bag relative to the position in the vehicle for the occupant.

- Not Applicable (Older Vehicles Without Air Bags or Occupant Positions Without Air Bags)
- Not Deployed (Occupant Position with Air Bags that did NOT deploy)
- Deployed Front
- Deployed Side
- Deployed Combination (Front and Side or other combination)
- Deployed Other (Knee bags, air belts, etc.)
- Deployment Unknown

**Attribute Details:**

Not Applicable - this attribute would apply to any person who is: Not an occupant of a vehicle in transport (non-motorists). Occupants in seat positions that are not equipped with an air bag in vehicles that have air bags in some seat positions. Every seating position in vehicles that do not come equipped with air bags in any position (Examples are; motorcycles, early model passenger cars, some medium-heavy trucks and buses.). Identifies an air bag system that has been rendered inoperative (switched off) either intentionally or inadvertently during maintenance or an air bag previously deployed or stolen that has not been replaced.

Not Deployed - an available air bag for any seat position that is not deployed out of its cover and protruding into driver compartment. Bag is not fully or partially inflated.

Deployed, Front - air bag for the driver or front seat passenger is deployed out of its cover and protruding into driver compartment. Bag is fully or partially deflated or inflated.



Deployed, Side - air bag on side of a motor vehicle is deployed out of its cover and protruding into occupant compartment. Bag is fully or partially deflated or inflated.

Deployed, Other - a knee air bag, air belt, impact curtain or other new air bag technology is deployed.



Deployed, Combination - more than one air bag deploys, including front and side, front and other, side and other, or front, side and other, etc.

Deployed, Unknown - not known if air bag deployed.

**Alcohol Test Type** – Type of blood alcohol test given.

Blood - also called "Whole" blood test where blood is drawn to be tested.

Serum - includes blood plasma.

Breath - includes evidential breathalyzer or a Pre-Arrest Breath Test (PBT).

Urine

Other - includes Vitreous (fluid from the eye), Liver.

Unknown - would reflect that the type of test administered is unknown but that a test was given.

**Alcohol Test Result** – Value resulting from BAC Testing.

**Amount of Damage (if known)** - Law Enforcement Officers are **NOT** expected to be estimators. If a dollar estimate is available please enter the amount. The importance of this item is to determine "IF" the statutory reporting threshold was met.

**At intersection with** - Identify the intersecting street, road, alley, county road, or highway.

**Badge Number** - Reporting Officer assigned badge Number.

**Bus Layout** – Identify the bus layout (A, B, C or D). See page 28.

**Carrier's Name** - Name of individual, partnership or corporation. A motor carrier is the "business entity, individual, partnership, corporation, or religious organization responsible for the transport of goods, property or people." The preferred source of the carrier's name is the shipping manifest, the papers that the driver carries. The second source is the name on the side of the motor vehicle, and the third and least desirable source would be asking the driver for the company name.

**Carrier's Street Number & City Street Name** – Address of Carrier.

**Case Number** - Unique agency crash identifier. If applicable to your jurisdiction, enter the Case Number in the space provided on all pages of the report.

**CDL Endorsements** - Issued to drivers after successfully completing a specialized test that qualifies them to operate a specific type of commercial motor vehicle.

**Citation #1-5** - All violations, if any, that apply to this driver. If the number of tickets is greater than zero, then there are violations that apply to this driver.

None

DWUI

Drinking - (i.e., open container)

Exceeding the Speed Limit

Speed too Fast

Following too Close

Wrong Side of Road

Improper or No Signal

Improper Lane Use

Improper Turn

Improper Passing

Improper Starting Out

Failure to Grant Right of Way to Pedestrian

Failure to Grant Right of Way to MV

Disregarded Officer

Disregarded Stop Light

Disregarded Stop Sign  
 Disregarded Other Traffic Control  
 Improper Parking  
 Reckless or Careless Driving  
 Vehicular Homicide  
 Driver's License Violation  
 Charges Pending  
 Improper Backing  
 No Insurance  
 Hit & Run  
 Registration Violation  
 Failure to use Seatbelt  
 Charges Pending  
 Fed R & R Driver  
 Fed R & R Vehicle  
 Racing  
 Other

Note: It's reasonable that there may have been multiple violations that apply to this driver that may have contributed to the crash. We collect up to 4. The investigating officer may use the narrative to further describe the events that lead up to this crash.

**City (Driver/Owner)** – City of residence at time of crash for driver/owner of vehicle.

**City (Crash Site)** – Identify the city/town where the crash occurred within the corporate or urban limits. Cities with a population of 5,000 or more have defined urban limits. Contact the WYDOT Planning Program for maps or milepost book.

**Color of Vehicle** – Indicate the first three letters of color. If two-tone indicate the most prominent.

|                     |                |                |                 |
|---------------------|----------------|----------------|-----------------|
| Aluminum – SIL      | Beige-BGE      | Black-BLK      | Blue-BLU        |
| Blue,Dark-DBL       | Blue,Light-LBL | Bronze-BRZ     | Brown-BRO       |
| Burgundy-MAR        | Copper-CPR     | Cream-CRM      | Gold-GLD        |
| Grey-GRY            | Green-GRN      | Green,DARK-DGR | Green,Light-LGR |
| Ivory-CRM           | Lavendar-LAV   | Maroon-MAR     | Orange-ONG      |
| Pink-PNK            | Purple-PLE     | Red-Red        | Silver-SIL      |
| Stainless Steel-COM | Tan-TAN        | Turquoise-TRQ  | White-WHI       |
| Yellow-YEL          |                |                |                 |

**Combined Total Damage Greater Than or Equal to \$1,000** - Total damage of crash including public or private property damage and/or vehicle damage. The importance of this item is to determine "IF" the statutory reporting threshold was met.

**Commercial Body Type** – The type of body for buses and trucks more than 10,000 lbs GVWR.

**Commercial Cargo** – Cargo carried by this motor vehicle.

**Commercial Motor Vehicle** – Is this vehicle used for commercial purposes. Complete TRUCK/COMMERCIALMOTOR VEHICLE Supplement.

**Commercial Motor Vehicle Configuration** – Indicates the general configuration of this commercial motor vehicle. (See the chart displaying types of truck configurations.)

**Commercial Motor Vehicle Endorsements** - Issued to drivers after successfully completing a specialized

test that qualifies them to operate a specific type of commercial motor vehicle.

- H - Required To Be Placarded For Hazardous Materials
- N - Tank Vehicle (required Class A, B, or C liquid or gaseous material in a tank attached to the vehicle)
- P - Passenger Vehicle (16 or more passenger drivers)
- S - Preschool, elementary, or secondary school bus (Must be accompanied by the "P" endorsement)
- T - Double/Triple Trailer (Class A)
- X - Combined Tank/ Haz-Mat
- O - Other (state specific endorsements not covered above)

Please use the information as provided on the Driver's License.

**Contributing Circumstances, Motor Vehicle** - Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash. Up to two motor vehicle contributing circumstances.

**Brakes** - Includes loss of brake fluid (or system error), faded brakes, or ineffective brakes due to a grossly overloaded vehicle. Excludes locked wheels.

**Steering** - Includes failure of manual or power steering mechanism, tie rod, kingpin, ball joint, etc.  
**Power Train** - Includes twisted or sheared driveline, or driveline that has become detached. Also includes universal joint, drive shaft, transmission, engine clutch, gas pedal, motorcycle chain, gears, etc.

**Suspension** - Includes springs, shock absorbers, MacPherson struts, axle bearing, control arms, etc. Modification to standard suspension (Suspension Lift Kit).

**Tires** - Defective tires, tread separation, sidewall failure, excessively worn, bubbled, or bald tires. Tires improperly sized for this vehicle. (Excludes: Tire damage produced in the crash (hitting pot hole, curb, etc.).)

**Wheels** - includes wheels that have collapsed or split, or bolts that have sheared, allowing the wheel to detach from the vehicle. Also includes hub caps, multiple-piece rings.

**Lights (Head, Signal, Tail)** - Defective/faulty/under-maintained as opposed to failure to use or misuse.

**Windows/Windshield** - severely cracked/pitted/chipped reducing visibility.

**Rain/Snow/Ice on Windshield** - reducing visibility (peep hole drivers).

**Windows** - tinted windows.

**Vehicle's Cargo Blocking Driver's View** - this could be cargo within the compartment such as boxes in the passenger seat or cargo outside the compartment that blocks visibility and contributed to the crash.

**Exhaust System** - CO2 Poisoning, fumes etc.

**Oversized Load** - Load too large or too heavy for the vehicle.

**Defroster** - a defroster that is inoperative or inadequate.

**Mirrors** - Includes missing mirrors.

**Wipers** - Defective/faulty/under-maintained as opposed to failure to use.

**Truck Coupling/Trailer Hitch/Safety Chains** - Defective trailer hitch denotes improperly adjusted trailer hitch, lack of safety chain, 5th wheel hitch, etc. Improper towing denotes towing without a hitch, towing by cable, rope, chain, etc.

**Other** - (if chosen should be explained in narrative) would include defects such as horn, restraint system (accidental air bag deployment), exhaust system failure, fuel system.

**Contributing Circumstances, Road** - Road Circumstance that may have contributed to this crash. The Investigating Officer's opinion of the most apparent (1st) road circumstance that may have contributed to this crash. This field is similar to the old WARS adverse road conditions and is not to be confused with ROAD CONDITION. Which is the officers opinion of apparent conditions of the road which may have contributed to the crash.

None - indication that there were no apparent road conditions or circumstances that contributed to this crash.

Road Surface Condition - indication that the road surface conditions recorded in Roadway Surface Condition contributed to the crash.

Debris - objects in the roadway that are not large enough to block travel but could cause damage or a loss of control. Items such as dislodged cargo, parts from a vehicle, tire tread, broken glass, or animal carcasses.

Ruts, Holes, Bumps - would include any pavement irregularity such as missing grates, speed bumps, surface raised, depressed, or previously washed out, sinkholes.

Work Zone/Construction Zone - an area of a highway with construction, maintenance, or utility work activities. A work zone is typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. (See Work Zone-Related). This includes construction created conditions such as; lane shift or merge, inadequate lane width, change in traffic patterns, speed limit reductions.

Worn or Polished Surface - this would include the surface of the travel portion of the roadway that is extremely worn or polished, resulting in a lower coefficient of friction than a normal surface of this type.

Obstruction in Roadway - a blockage in the roadway. The object would be large enough to completely or partially block a travel lane and should due to size or shape be avoided. Items such as a fallen tree, boulder, etc.

Traffic Control Device Missing - this would include traffic control devices that are missing, signs that are down or have been stolen, etc.

Traffic Control Device Inoperative - this would include traffic control devices that are disabled or not functioning properly, power outages, damaged by a previous crash etc.

Traffic Control Device Obscured - this would include traffic control devices that are covered by foliage, or have an object large enough to partially block or completely obscure them from vision such as a parked vehicle in front of them, etc.

Shoulder (none, low, soft, high) - would include inadequate width, raised or not level shoulders.

Non-Highway Work - maintenance or other types of work occurring near or in the trafficway but not related to the trafficway. Reduced Road Width - this would include locations where the road width was temporary narrowed due to debris on the road, snow drifting, flooding etc. Does NOT include reduced road width for WORK ZONES.

Lane Markings Missing or Faded - this would include traffic control markings on the pavement that are barely visible, or have not been remarked since repair or construction.

**Obstructed by Previous Crash** - a blockage in the roadway caused by a previous crash. The object would be large enough to completely or partially block a travel lane and should due to size or shape be avoided. Items such as a trailer separated from its power unit or a vehicle(s) from a previous accident.

**County** - The county in which the crash occurred.

|            |          |             |          |          |          |
|------------|----------|-------------|----------|----------|----------|
| Albany     | Big Horn | Campbell    | Carbon   | Converse | Crook    |
| Fremont    | Goshen   | Hot Springs | Johnson  | Laramie  | Lincoln  |
| Natrona    | Niobrara | Park        | Platte   | Sheridan | Sublette |
| Sweetwater | Teton    | Uinta       | Washakie | Weston   |          |

**Crash Diagram** - A diagram of the crash scene. The diagram clarifies information that may be omitted in the description or the narrative and is extremely valuable for crash analysis. A picture is often worth a thousand words. For crashes with minor severity a simple diagram is all that is required. For severe crashes or fatal crashes a more detailed diagram is required. Investigating Officers are encouraged to always provide a diagram of the crash scene. *Always* provide the azimuth indicating the NORTH direction. In rural locations describe the location to within .01 (one hundredth) of a mile. For Urban locations describe the location within 10 feet. This manual will not include what or how to diagram a crash scene; recommend Investigating Officers refer to their agency policy and the Wyoming Law Enforcement Academy for assistance.

**Crash Narrative** - Narrative section of the crash report. It is NOT necessary to repeat information already included in the report, unless an item requires further explanation. Use this section to provide a simple, concise summary of the crash and include any relevant pre or post crash information. If an "OTHER" selection was used in the report, then please use this section to explain. If more space is required a supplemental traffic report (from PR-803) may be used or required by your agency. Investigating Officers are encouraged to always provide a narrative of the crash.

**Date of Birth (DOB)** - The year, month, and day of birth of this driver or person.

**Date of Crash** - The date that the crash occurred; **NOT** the date that it was reported or the date that it was discovered.

**Day of Week** - The day of the week in which the crash occurred; derived from the Crash Date.

**Direction of Force** (Renamed/redesigned Collision Type WARS) - This is the direction of forces in which two motor vehicles in transport came together without regard to the position or attitude of the vehicles at the time of collision.

In the event of a stopped or parked motor vehicle on the roadway the position of the stopped vehicle will determine the direction of force. (Example if a parked MV is hit front to front by another MV it would be Opposing Direction of Force. A moving MV's front hits the back of a parked MV then this would be the Same Direction of Force.)

Opposing (Opposite Direction within 15 degrees of the vector direction)  
 Angle (vector forces exceeds 15 degrees)  
 Same (vector forces in the same direction within 15 degrees)  
 Meeting (glancing collision from opposite direction)  
 Passing (glancing collision from same direction)  
 Unknown

**Direction of Travel Before Crash** - The direction of the motor vehicle's travel on the roadway before the crash. Vehicle direction prior to turn or loss of control. Notice that this is a compass direction, of the

direction consistent with the general direction of the roadway. For example, the Interstate 25 is a north-south roadway however a motor vehicle may have been traveling due east as the result of a segment of the highway having an east-west alignment or orientation. Local city streets are not all north-south or east-west roadways use a direction consistent with the general direction of the roadway.

North Bound  
South Bound  
Unknown

Northeast Bound  
Southwest Bound

East Bound  
West Bound

Southeast Bound  
Northwest Bound

**Divided Highway** - Indicates if the roadway is physically divided, either by structure, curb, median etc.

**Driver's Action** - The actions of the driver that may have contributed to the crash. This data element is based upon the judgement of the investigating law enforcement officer and need not match Violations.

No Improper Driving – driver operated motor vehicle in an apparently correct manner. No Improper Driving would indicate that in the officer's judgment the driver took no improper driving actions at the time of the crash that contributed to the crash. Other circumstances contributing to the crash such as alcohol or cell phone use would be recorded under Driver Condition and Driver Distracted By respectively.

Ran Off Road - failure of the driver to keep the motor vehicle on the roadway. An example of this would be a distracted driver crosses the fog line onto the gravel shoulder, loses control and swerves back into the travel lanes striking another vehicle.

Failed to Yield Right-of-Way - Driver failed to yield right-of-way to another motor vehicle or non-occupant as required.

Disregarded Traffic Signs – failing to obey traffic signs, such as stop signs, yield signs, and other regulatory or advisory signs. This does not include exceeding the posted speed limit or advisory speed.

Ran Red Light – Driver continues through yellow caution light shortly before or after it turns red. This driver action is not included in the list of violation codes.

Speeding - This code should be used when a vehicle was exceeding the legal Posted speed limit. The legal limit is **NOT** to be construed as advisory speed limits such as those posted on curve signs.

Drove Too Fast For Conditions - Traveling at a speed that was unsafe for the road, weather, traffic or other environmental conditions at the time. This code is also appropriate for vehicles exceeding advisory speed limits on curves, etc. but not the legal speed limit.

Improper Turn or No Signal – An illegal or improperly executed turn or U-turn; e.g., disregarding a NO TURN sign, making a U-turn in a NO U-TURN zone or without proper traffic clearance, turning from the wrong lane, etc. Includes failure to use turn signals. Does not include right-of-way violations when a proper turn is made.

Improper Backing – any vehicular backing maneuver that is not legal or proper under the given driving circumstances and/or location.

Improper Passing– any illegal or improper maneuver by which one vehicle passes another moving vehicle; e.g., crossing double yellow lines, passing within a NO PASSING zone, passing without assured traffic clearance, etc.

Improper Parking - any vehicular parking that is not legal or proper under the given driving

circumstances and/or location.

**Wrong Side or Wrong Way** – any situation in which the driver is operating a vehicle within an opposing traffic lane. Does not include improper passing or failing to keep in proper lane. Wrong Way is for driving the wrong direction on a one-way roadway or the wrong way on a divided trafficway.

**Followed Too Closely** – 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.

**Failed To Keep In Proper Lane** – Driver did not maintain position in appropriate travel lane.

**Erratic, Reckless, Careless, Negligent or Aggressive Driving** -

**Avoiding an Object in the Road** - Defensive driver action to defend against an apparent danger (Object) on the roadway.

**Avoiding an Animal** - Defensive driver action to defend against a collision with an animal (Wild or Domestic) on the roadway.

**Avoiding a Non-Motorist** - Defensive driver action to defend against a collision with a Non-Motorists; pedestrian, pedacyclist, etc.

**Avoiding a MV** - Defensive driver action to defend against an apparent danger due to the presence of a motor vehicle, in order to avoid a crash.

**Swerving due to wind, slippery surface** - action due to the condition of the roadway.

**Over-Correcting / Over-Steering** – a steering maneuver which is too sharp or severe for the driving conditions or travel speed. This is not improper turning.

**Evading Law Enforcement** - any situation in which the driver is attempting to avoid or evade law enforcement.

**Other Improper Action** – any other improper action not listed. An example might be failure to maintain posted legal minimum speed.

**Note:** There may be multiple actions of the driver that may have contributed to the crash. We collect up to 4. The investigating officer may use the narrative to further describe the events that led up to crash.

**Driver's Citation** – The number of ticketed violations, if any, that apply to this driver.

**Driver's Condition** - Any relevant condition of the driver that may be directly related to the crash.

**Apparently Normal** - The investigating officer suspects nothing abnormal, NO apparent condition of the driver that may be directly related to the crash.

**Emotional** (from FARS Coding Manual) -depressed, angry, disturbed. Includes; fighting, disagreements, emotionally upset, road rage, etc.

**Ill (Sick)** (from FARS Coding Manual) - would include diabetic reactions, allergic reactions to medications/drugs, failure to take required medication, seizures, heart attack, high/low blood pressure.

Fell Asleep, Fainted - asleep at the wheel not due to other factors such as drugs, alcohol, or being ill.

Fatigued - weary, tired, exhausted resulting in temporary loss of control or lack of attention.

Under the Influence of Medications - suspected of being under the influence of any legal prescription drug or over-the-counter medication such as cough syrup.

Physical Disability - any relevant physical disability condition of the driver that may be directly related to the crash. Examples would be individuals missing a limb, an eye, legally blind or color blind, hearing impairment/deaf.

Suspected Under the Influence of Drugs - suspected of being under the influence of illegal drugs of any type.

Suspected Under the Influence of Alcohol - suspected of being under the influence of alcohol.

Other - If this code is used it should be explained in the narrative.

**Driver's Distraction** - Distractions which may have influenced driver performance. Distractions can be inside the MOTOR VEHICLE (internal) or from outside the vehicle (external).

Electronic Communication Devices - Includes cell phone, pager, two-way radio and other devices enabling the driver and/or occupants of the vehicle to communicate with others not located in the vehicle.

Other Electronic Device - Includes devices which are part of the vehicle such as a navigation device, radio, VCR/DVD/tape player, etc., and devices which are not part of the vehicle such as a palm pilot, computer, hand-held games, fax machines, heads-up display etc.

Other Inside the Vehicle - Other distractions inside the vehicle include eating, drinking, smoking, reading, disciplining/distracted by children, animals, applying make-up, shaving, grooming, etc.

Other Outside the Vehicle - Other distractions which occur outside of the vehicle, such as a crash in the next lane or on the other side of the median, automated highway signs, interesting objects in the sky, fire off the roadway, etc.

**Driver's License Class** - The appropriate driver's license class which indicates the type of vehicle(s) that may be operated by this driver. Whenever possible obtain this information from driver license (via bar code).

**Driver License Investigation** - The investigating officer is requesting WYDOT Driver's Services to do a re-examination of the Driver's Skills Portion of a Driver's License Test. Also requires Vision and Medical Certification.

**Driver's License Number** – A unique number assigned by the authorizing agent issuing a driver license to the individual. When ever possible obtain this information from the driver license (via a bar code).

**Driver's License Restrictions** - Restrictions assigned to an individuals driver license by the licensing jurisdiction.

- A None
- B Corrective Lenses
- C Mechanical Devices (special brakes, hand controls etc.)
- D Prosthetic Aid

|   |   |
|---|---|
| E | Automatic Transmission                                    |
| F | Outside Mirrors   |
| G | Limited to Daylight Only                                  |
| H | Limited to Employment Only                                |
| I | Limited Others  |
| J | Valid Without Photo                                       |
| K | CDL Interstate Only                                       |
| L | Motor Vehicles without Air Brakes and Non-CDL and A and B |
| M | Except Class A Bus - CDL Only                             |
| N | Except Class A and B Bus - CDL Only                       |
| O | Except Tractor Trailer - CDL Only                         |
| R | 4 Wheel Recreation Vehicle                                |
| Y | Annual Vision   |
| Z | Annual Medical  |
| P | Must be Accompanied By an Adult                           |
| S | Military Vehicles Only                                    |
| U | Farm Waiver   |
| V | Other   |

Multiple restrictions can apply to the driver, we provide space to collect up to 8 restrictions, beyond that please record it in the narrative.

**Driver License State** – State issuing the driver's license.

**Driver's License Status** – The status of the drivers license **if known** at the date of the crash and reported by the investigating officer. The field is most reliable for crashes involving fatalities because additional background information is gathered for all drivers involved.

**Driver's License Type** – The current type of drivers license for this driver. As seen on the title of a Wyoming Driver's License.

Not Licensed  
 Drivers License (Non CDL)  
 Driver Instruction Permit (Non-CDL Restricted Drivers License)  
 Commercial Drivers License (CDL)  
 Commercial Instruction Permit

Please use the information as provided on the Driver's License.

**Driver's Proximity** - The approximate distance in miles that the driver lives from the location of this crash.

The Driver:  
 1 Resides in same city as this report made.  
 2 Lives 25 miles or less from accident scene.  
 3 Lives greater than 25 miles from this location, but within Wyoming  
 4 Does not have a residence within Wyoming  
 X Unknown

This field indicates familiarity with the area; for the purpose of this data base, military personnel stationed locally are coded as Wyoming residents. Students attending college are also coded as Wyoming residents.

**Drug Test Type** – Indication of the drug test type given, if any, to this driver/Non-motorist. Excludes drugs administered post-crash. See Drug Test Result to document drug name and value.

Blood - also called "Whole" blood test where blood is drawn to be tested.

Serum - includes blood plasma.

Urine

Other - includes Vitreous (fluid from the eye), Liver.

Unknown - would reflect that the type of test administered is unknown but that a test was given.

**Ejection** – Occupant completely or partially thrown from the interior of the motor vehicle, **excluding motorcycles**, as a result of a crash.

Not Ejected - the occupant remained in the vehicle during the crash, and until post crash momentum had ceased.

Ejected, Partially - the occupants body was partially out of the vehicle when post crash momentum had ceased. Partial penetration may be through windshield, doors (open or closed), or the roof.

Ejected, Totally - the occupants body was thrown out of the vehicle during the crash or before post crash momentum had ceased. No part of the body remained in the vehicle.

Trapped and Extricated - the occupant was trapped and had to be extricated by EMS personnel.

Not Applicable - Ejection is not applicable to persons riding on the exterior of a vehicle, to motorcycle occupants, or to non-motorists. Exterior of vehicle includes running boards, roof, fenders and bumpers. This does NOT apply for occupants in the bed of pickup trucks, because they can be either partially or totally ejected.

Unknown - If used please explain in the narrative.

**Emergency Equipment Actuated** – No - is used if the emergency equipment was not actuated on an emergency response. Yes - is used if the emergency equipment was actuated on an emergency response, regardless of whether the emergency equipment was actuated. Unknown - is used if it cannot be determined if the emergency equipment was actuated while responding to an emergency at the time of the accident.

**Emergency Vehicle Use** - Indicates official motor vehicles that are involved in a crash while on an emergency response. Emergency refers to an official motor vehicle that is usually traveling with physical signals in use. Select “Yes” if the motor vehicle was on an emergency response, regardless of whether the emergency equipment was actuated.

**Employer** – Name of Company employing driver.

**EMS Hospital Arrival Time** - Time that EMS arrived with injured or fatalities at the hospital.

**EMS ID Number** – Identity of unit providing transport to the medical facility receiving the patient. The Number of the Company, or EMS.

**EMS Run Number** – The EMS response run number.

**Environmental Circumstances** - The Investigating Officer’s opinion of the most apparent (1st) environmental circumstance that may have contributed to this crash. If applicable the Investigating Officer’s opinion of the an additional or third apparent environmental circumstance used when there are multiple more than 2 circumstances that may have contributed to this crash. Always None if Environmental Circumstances 1 or 2 are None.

Weather Conditions - indication that the environmental conditions recorded in Weather Conditions contributed to the crash.

Visual Obstruction - Buildings - this would include any building that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Other Vehicle - this would include any other vehicle parked or in transport that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Vegetation - this would include any bush, tree, hedge, etc. that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Hillcrest - this would include any hillcrest that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Embankment (Snow, Rock, Dirt, etc.) - this would include any embankment, berm, cut slope, that blocked sight or diminished visibility and thus contributed to the crash.

Visual Obstruction - Other Physical Obstruction(s) - refers to any other object that blocked sight or diminished visibility and thus contributed to the crash (e.g. curve, bridge structure). If "Other Physical" is used it is recommended that it be explained in the narrative.

Glare - a situation where: The angle of the sun greatly reduces visibility either from direct exposure or reflected light or the headlight exposure from another vehicle reduces visibility.

Animal(s) in Roadway ([from ANSI D-16](#)) - this would include live wild or domestic animals but would exclude animals pulling a conveyance or ridden animals.

Other - This is the catch all used for any other unusual condition that could diminished visibility, blocked sight and thus contributed to this crash. If "Other" is used it is strongly recommended that it be explained in the narrative.

None - this would indicate that in the Investigating Officer's opinion there were NO environmental circumstances that may have contributed to this crash.

Unknown - this would indicate that the Investigating Officer could not determine if there were environmental circumstances that may have contributed to this crash.

**Estimated Motor Vehicle Repair Cost** - This is the estimated repair cost as submitted from the Operator/Owner Crash Report Form 801. If an estimate is not submitted by the Owner/Operator then the Investigating Officers estimate is utilized (often only indicating that the damage was above or below the current legal reporting thresholds). Generally this data is missing or invalid for commercial trucks as final estimates to both the vehicle and the cargo are not available. [Clarification](#) - Law Enforcement Officers are NOT expected to be body shop repair estimators they need to merely indicate that the combined total of damage estimates to be \$1,000 or Greater. With today's market on repairs only a minimum amount of damage needs to be sustained to result in a total of \$1,000 or greater. Owner/Operators are required to submit damage estimates prepared by a garage or by an insurance company. How or even 'if' the vehicle is repaired is irrelevant to this estimate; our concern is the determination of a crash that exceeds the statutory dollar threshold value. IF THE AMOUNT IS QUESTIONABLE, REPORT THE CRASH.

The Damage Estimate includes all vehicles, public property and/or private property damaged in a crash. If one vehicle sustained an estimated \$500, there was a building, a sign, guardrail or an second vehicle involved that was estimated at \$500 then the threshold was met. The importance of this item is to determine "IF" the statutory reporting threshold was met.

**Estimated Speed of the Motor Vehicle** - The estimated speed of the motor vehicle at the time of the crash as determined by the Investigating Officer. Estimated speed may differ significantly from the

authorized or posted speed limit. If only one vehicle is involved in the crash speed cannot be zero mph except under extremely rare circumstances. This is the Investigating Officers Opinion of the approximate speed of the vehicle prior to the crash. This speed may be based upon the evidence gathered at the scene, or from witness reports that are reasonable.

00 - 200 (if estimate of speed is 100 or greater have the system question are you sure.)

X – Unknown

**Extent of Damage** – Estimation of total damage to the motor vehicle from the crash. Disabling damage implies damage that is sufficient to require towing or being carried from the scene.

Minor Damage – Damage which does not affect the operation of or disable the motor vehicle in transport.

Functional Damage – Damage that is not disabling, but affects the 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, or carried from the crash scene, or assisted by an emergency motor vehicle.

Unknown - Damage is Unknown.

#### **Attribute Inclusions/Examples from D16**

Functional Damage:

Doors, windows, hood, and trunk lids which will not operate properly

Broken glass which obscures vision

Any damage which would prevent the motor vehicle from passing an official motor vehicle inspection

Tire damage even though the tire may be changed at the scene

Bumpers which are loose

**First Harmful Event (FHE)** - The first injury or damage-producing event that characterizes the crash type. Prior to 2005 this was the first injury or damage-producing event that met the reporting threshold required by law but with the new standards we have changed it to the First Harmful Event. See Most Harmful Event and Sequence of Events.

This event may not be the first event as related to [Sequence of Events](#), but should appear in the sequence for one of the vehicles.

#### **NON-Collisions**

Overturn / Rollover - a motor vehicle that has overturned at least 90 degrees to its side.



Fire / Explosion – A fire /explosion that was the cause or result of the crash. Fire/ Explosion as a First Harmful Event would only occur as the first injury or damage producing event of the crash.

Immersion - an object or person covered completely by liquid.

Jackknife – an uncontrolled articulation between a tractor and trailer(s) that occurs at any time during the crash sequence. Would also include uncontrolled articulation between pickup, SUV, or other vehicle towing a trailer (camp trailers, boat trailers, stock trailers etc).

Cargo/Equipment Loss or Shift ([From FARS Coding Manual](#)) - as a (First or Most) Harmful event, this code is only used for non-collision accidents. 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.

Fell/Jumped from Motor Vehicle ([from FARS Coding Manual](#)) – is used when a person falls or jumps (not suicide) from the vehicle. For example, a passenger of a motor vehicle in transport leans against the car door, it opens and the passenger falls out and is injured by the fall.

Thrown or Falling Object - Object that is thrown or falls on or near a motor vehicle in transport at the time of the crash. As a (first or most) harmful event, the thrown or falling object would have to strike a motor vehicle in transport and cause injury or damage. This attribute is also used in Sequence of Events and is not necessarily harmful in every crash.

Carbon Monoxide Poisoning – Driver overcome by CO. Situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport.

Injuries by being thrown against part of the vehicle – an injury as a result of being thrown against part of the vehicle could be caused by sudden stopping of the vehicle where no collision took place. Such as an unbelted passenger hits his or her head on the roof of a vehicle and is injured, when the vehicle travels over a sharp dip in the road.

Other Non-Collision – driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, This also includes when an occupant of a vehicle is run over by his/her own vehicle. When “Other” is used it is recommended that it be clarified in the narrative.

### **Collision With Person, MV, or NON-Fixed Objects**

Pedestrian - A person who is not an occupant of a motor vehicle in transport. Includes a person who is adjacent to the motor vehicle regardless of his/her actions. [Clarification](#) - If an occupant falls from a vehicle and is struck by his/her own vehicle this is not collision with a pedestrian. (See Other Non-collision)

Motor Vehicle in Transport - applied to motor vehicles, “in transport” means in motion or on a roadway. Inclusions: 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. 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.

Motor Vehicle on OTHER Roadway – a collision with a motor vehicle NOT traveling on its intended road of travel. The most common example of this FHE is a vehicle leaves its lane of travel on an interstate highway, crosses the median and crashes into a vehicle on the opposite roadway.

Parked Motor Vehicle - A transport motor vehicle that is not in motion or on a roadway. A motor vehicle, or any portion of the motor vehicle outline (excludes open doors, mirrors, etc.) parked on the roadway during periods when parking is prohibited is considered in transport.

**Railway Vehicle** - Any land vehicle (train, engine) that is (1) designed primarily 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. Would also include any railway maintenance vehicle traveling on the rail.

**Pedalcycle** - Includes bicycle, tricycle, unicycle, pedal car, etc. [Pedalcycle \(from ANSI D16\)](#): Non-motorized vehicle propelled by pedaling.

**Work Zone / Maintenance Equipment** - Equipment related to the work zone or roadway maintenance. This would include construction/maintenance vehicles not in transportation on the roadway (Working Vehicles such as a snow plow, plowing snow or a street sweeper, sweeping the street).

**Work Zone Channeling Device** - This would include Traffic Barrels, Drums, Cones, Temporary Barricades, Temporary Barriers (Sand and Water Filled Barrier), Vertical Panels, Crash Cushions, Signs, Arrow Boards, Changeable Message Signs, etc that have been temporarily installed for short or long term Work Zones. It is critical that specific detail be described in the narrative. Concrete Traffic Barrier/Jersey Barriers are found under Fixed Objects.

**Object Set in Motion by Another Vehicle** – Any object on the roadway which was set in motion by another vehicle. Example: Semi strikes a rock on the road and sends it aloft into another vehicle causing enough damage to reach the reporting threshold.

**Other Non-Fixed Object** - A collision with an object other than a motor vehicle in transit, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedal cycle, an animal, or a fixed object. Includes fallen tree, already laying in roadway; objects on the roadway which had fallen from a passing vehicle and had come to rest before being hit. Animals being used as transportation. When “Other” is used, clarify it in the narrative.

## ANIMALS

Wyoming collects to the extent possible species specific crash data for both domestic and wild animals. When the species is known we collect it for Horses, Cows, Pigs, Sheep, Elk, Deer, Moose, Antelope, Buffalo, Other Wild and Other domestic animals. When “Other” is used it is recommended that it be clarified in the narrative. Animals being used for transportation would be coded as [Other Non-Fixed Object](#) and explained in the narrative.

### Collision With FIXED Object

**Guardrail End** - the guardrail end is typically painted a warning color and may include a breakaway or redirection design feature not to be confused with an impact attenuator.

**Guardrail Face** – areas along a guardrail stretch other than the ends.

**Impact Attenuator/Crash Cushion** - A barrier at a spot location, less than 25ft. (7.6 m) away, designed to prevent an errant motor vehicle from impacting a fixed object hazard by gradually decelerating the motor vehicle to a safe stop or by redirecting the motor vehicle away from the hazard.



**Bridge Rail** - a barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians or other users. See picture for Guardrail.

**Concrete Traffic Barrier** – a vertical barrier constructed of concrete either poured in-place or pre-

cast in sections used in either permanent or temporary locations to redirect errant vehicles from hitting an object that has greater crash severity potential than the barrier itself. Often used in work zones and for prevention of median crossovers. See Work Zone Channeling Device for Non Concrete barriers temporarily installed.

Other Traffic Barrier would include moveable barriers such as cones, chains, barrels, law enforcement vehicle, etc. not used for Work Zones. See Work Zone Channeling Device for barriers temporarily installed.

Utility Pole/Light Supports - Constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable.

Traffic Signal Support - Constructed for the primary function of supporting an Traffic Signal.

Overhead Traffic Sign Support - Seen in the picture above labeled Traffic Sign Support. Constructed for the primary function of supporting an overhead traffic sign.

Sign Support Single Post - Any sign mounted on a single post. The sign should be described in the narrative as a stop or yield or what ever type of sign it was.

Sign Support Multiple Post - Any sign mounted on more than one post other than overhead signs. The sign should be described in the narrative.

Other Traffic Sign Support- Constructed to support any other traffic sign. If "Other" is used it is recommended that the sign be described in the narrative.

Barricade - Wyoming has Road Closure Barricades that are constructed to close the road due to inclement weather. These road closure barricades can be struck open or closed, up or down. Barricade would also included permanent barricades that close a road or indicate a dead end of a street.

Tree/Shrubbery - Collision with this type of fixed object.

Cut Slope - an earth or often rock embankment that was cut away when the road was constructed.

Road Approach - an embankment that serves as the base for another roadway. Normally this involves a road base of a roadway, driveway, or access that is perpendicular "T" or "Y" to the roadway.

Rock, Boulder, or Rock Slide - Rocks or Boulders that are NOT on the roadway sufficient in size to produce a FHE.

End of Drainage Pipe/Structure/Culvert - An enclosed structure providing free passage of water under a roadway with a clear opening of less that twenty feet measured along the center of the roadway. Structures of greater than 20 feet are bridges.

Building or Other Structure Wall - a building or any other man made structure or wall that is not otherwise listed in the attributes of the FHE. It's recommended that this be explained in the narrative.

Fence - any type of fence or fence pole or post.

Raised Median or Curb – A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt, or wood and typically have a face height of less than 9 inches. But some curbs

are constructed to prevent pedestrian crossing and may be higher.

**Delineator Post** - Normally a steel post with a reflective button(s) and the top placed alongside the road shoulder to denote the road's edge. Used also to mark milepost at each structure and at each milepost. Sometimes used to mark access roads and driveway locations.

**Earth Embankment/Berm** - Any earthen feature on the roadside, except the cut slope, road approach or a wall. Embankment (from FARS Coding Manual) raised structures to hold back water, to carry or support a roadway, or the result of excavation or washout that may be faced with earth, rock, stone or concrete. An embankment can usually be differentiated from a wall by its incline, whereas a wall is usually vertical.

**Ditch** - Developed primarily to collect and move water. It is adjacent to a highway and is usually identified as the roadside.

**Snow Embankment** - Snow and/or ice that has been piled on the road edge by plows or by wind.

**Mail Box** - Mail Box or post.

**Tunnel** - A roadway conduit through or under an obstruction such as a mountain.

**Cattle Guard** - Metal Cattle Guard used to control cattle movements. (Open Range)

**Fixed Object Other** - any other fixed object not listed please explain fully in the narrative. One example was a semi pulling an over-height load crashed into overhead power lines. Fire Hydrants, electrical transformer boxes etc.

See Motor Vehicle Maneuver/Action, Driver Actions at Time of Crash, Sequence of Events and MOST Harmful Event.

**GPS** - Crash Location is a route name and GPS (Global Positioning System)/GIS (Geographic Information System) locator, used in conjunction with the Linear Referencing System to locate where the crash occurred. Storage compatible with the State Standards. Accurate crash location is critical for problem identification, prevention, engineering evaluations, mapping and linkage purposes.

**Grade** - The geometric inclination characteristics of the roadway in the direction of travel for this vehicle.

|           |          |              |
|-----------|----------|--------------|
| Level     | Uphill   | Sag (Bottom) |
| Hillcrest | Downhill | Unknown      |

**Gross Combination Weight Rating** – GCWR of power unit and towed units of a combination unit truck.

**Gross Vehicle Weight Rating** - GVWR of the power unit of a combination-unit truck or a single unit truck. The amount recommended by the manufacture as the upper limit to the operational weight for a motor vehicle and any cargo to be carried. The Gross Combination Weight Rating (GCWR) is the sum of all the GVWRs for each unit in a combination-unit motor vehicle. Thus for single trucks there is no difference between GVWR and GCWR. For combination trucks (semi tractor trailers pulling single or multiple trailers or trucks pulling other motor vehicles) the GCWR is the total of the GVWRs of all units in the combination.

**Hazardous Materials Placard** – Indication that a motor vehicle had a hazardous materials placard as required by federal and state regulations. See Appendix for Hazardous Materials & Placards.

Y Yes (If yes continue on)                      N No                      X Unknown

**Clarification** - If the vehicle is displaying a Hazardous Material Placard indicate Yes. Shipping Manifest should be checked to determine vehicles cargo contents, if the shipping papers indicate that the cargo is hazardous and the vehicle was not placarded indicate No.

Shipping Papers Information (from USDOT Office of Hazardous Materials Safety) :

All vehicles transporting hazardous materials must accurately describe and identify the hazardous materials being transported in this sequence:

Proper shipping name (Common Name)

Hazard class or division (Should match the 1-digit placard # from the bottom of the diamond)

Material ID Number (Should match the 4-digit placard number or name taken from the middle of the diamond or from the rectangular box)

Packaging Group

Total Quantity

Shipping papers must also accurately communicate the hazards of the materials being transported. (i.e. corrosive, flammable, toxic)

Should contain an emergency response telephone number

**HM Placard ID Number** - If this commercial motor vehicle has a hazardous materials placard as required by federal and state regulations record from the placard the Identification Number which is either UN or NA followed by a 4 digit number. The identification number may appear on the hazard class placard, orange panel or a white square-on-point configuration. ID numbers may not appear on Radioactive, Explosive, Dangerous or subsidiary placards. Some vehicles have multiple placards. Record all placard numbers.

Transport of several materials may require more than one placard. If more than three placards are required use the narrative section of the report.

Required by the Federal Motor Carrier Safety Administration.

**Hazardous Materials Placard Class** - Record the DOT Placard Class Code. Located on the bottom of the diamond placard. This may be the most important number on the placard. Some older placards may not have a class number identification and status of the materials should be noted in the narrative section of the report.

If this commercial motor vehicle has a hazardous materials placard as required by federal and state regulations record from the placard the DOT Placard Class Code. The number located on the bottom of the diamond placard. This may be the most important number on the placard. Some older placards may not have a class number identification and status of the materials should be noted in the narrative section of the report.

Class 1 Explosives

Class 2 Gases (Flammable, Non Flammable, Poison and Toxic)

Class 3 Flammable Liquids

Class 4 Flammable Solids

Class 5 Oxidizers & Organic Peroxides

Class 6 Poisonous & Toxic

Class 7 Radioactive Materials

Class 8 Corrosives

Class 9 Miscellaneous Hazardous Materials

Other Placards (Dangerous Mixed Loads, Hot Markings)

Not Applicable

Unknown

The single digit number from the bottom of the diamond placard. If no number exist use Other, Not Applicable or Unknown and explain in the narrative.

Transport of several materials may require more than one placard. If more than three placards are required use the narrative section of the report.

Required by the Federal Motor Carrier Safety Administration - FMCSA devotes special attention to motor carriers that transport hazardous materials (HM), including imposing tighter regulation and conducting compliance reviews on a higher percentage of HM carriers. Getting good data on crashes involving trucks carrying HM and whether HM are spilled during the crashes helps FMCSA focus law enforcement efforts. This data element is collected at the scene because FMCSA requires reporting with in 30-60 days.

Reportable Crashes to FMCSA - Crashes involving commercial motor vehicles and some non-commercial motor vehicles should be reported to the FMCSA. A commercial motor vehicle is any motor vehicle used on a trafficway for the transportation of goods, property or people in interstate or intrastate commerce.

**Hazardous Materials Placard ID Number** – Record the Placard Identification Number (either UN or NA) followed by a 4 digit number. The identification number may appear on the hazard class placard, orange panel or a white square-on-point configuration. ID numbers may not appear on Radioactive, Explosive, Dangerous or subsidiary placards. Some vehicles have multiple placards. Record all placard numbers.

**Hazardous Materials Spill** – Release of hazardous materials from the cargo compartment. Does not include fuel from the motor vehicles own fuel tank. Hazardous materials that were released from the cargo compartment should be documented whether or not the motor vehicle displayed a placard.

**Highway Section Number** - Highway section is assigned by the WYDOT Planning Program; see the Wyoming Milepost System book. Historically, the section designation is rarely changed for a road segment; it is usually a reliable tool for reviewing the history of state road segments. Interstate highways can only be 01 or 03. See the Urban Accident Data Coordinator for urban M route codes.

**Highway/Street** – Identify the street, road, alley, county road, or highway where the crash occurred. Use the formal or correct name; local nicknames or old names may be included in the narrative. Emphasis is on the actual location of the first harmful event and not where the vehicles have come to rest. Diagrams are extremely helpful. County Road designations are available on county maps from the Highway Safety Branch.

**Hit & Run** – A crash may be considered hit and run if any driver involved in the event fled the scene, even if the driver later was apprehended or reported the crash at a later time. Exclusion would be Property Damage Only crashes that involve wild animals in rural areas which are reported after the fact.

**Horizontal Alignment** - The geometric layout characteristics of the roadway in the direction of travel for this vehicle.

|          |            |             |         |
|----------|------------|-------------|---------|
| Straight | Curve Left | Curve Right | Unknown |
|----------|------------|-------------|---------|

**ICC/MC No.** – Identified on vehicle.

**If NOT at Intersection** – Indicate the number of feet or miles away from the nearest street, highway, railroad crossing, bridge, city....

**Increasing/Decreasing** – Indicates which lanes the crash occurred in or originated from, in direction of increasing or decreasing milepost number. Mileposts generally increase from the southern border to north, and western border to the east. This field is blank if DIVIDED HIGHWAY is blank or "N", or if HIGHWAY SYSTEM is not an interstate highway. Note: vehicle DIRECTION OF TRAVEL provides

similar information.

**Initial Impact Point** - The area of the motor vehicle that received the initial impact. Initial impact (FARS Coding Manual) refers to the first impact point that produced property damage or personal injury for each motor vehicle.

- 00 Non Collision (Overturn or Rollover)
- 1-12 12 Point Clock Diagram (See Appendix B)
- 13 Top (Roof)
- 14 Undercarriage
- 99 Unknown (Cannot Determine the Initial Point of Impact)

**Non-Collision** - Any motor vehicle crash not involving a collision. Includes overturn/rollover, fire/explosion, immersion, jackknife, cargo/equipment loss or shift, equipment failure, separation of units, ran off road right or left, cross median/centerline, downhill runaway, fell/jumped from motor vehicle, thrown or falling object. **Non-Collision related to Area of Impact** - The actual impact points would be coded if the vehicle incurred damage from impacting against a vehicle or object at any time during the accident, whether an overturn occurs or not. If the **only** event is an overturn, the accident is considered a non-collision. Hitting the ground is not regarded as an impact. Also included as Non-Collision would be crashes involving **only** a fire or jackknife.

**Injured Transported By** – Type of unit providing transport to the medical facility receiving the patient. EMS-this also includes an Air Ambulance or “Lifeline”, or fire vehicle. Medical facility refers to an injury treatment facility.

**Injury Classification** – Enter the code that is most appropriate for the treatment provided to classify Injury.

Fatal (Not Documented) - in rare and unusual cases where the person’s body was NOT recovered due to vehicle being found in a river, lake, etc.

Fatal (Autopsy) - Indicates that an autopsy was performed on the fatality.

Fatal (Medical Diagnosis) - a person was pronounced dead by medical diagnosis.

Non-Fatal Hospitalized overnight or longer - Used for persons transported from the scene and hospitalized at least overnight.

Non-Fatal Treated and Released at a Medical Facility - Persons that were treated at a medical facility but were released within a 12 hour period - patient NOT required to stay overnight.

First Aid Given at the Scene - Basic First Aid provided at the scene of the crash by EMS, officer, or passerby.

No Treatment - No treatment was required by the person.

**Injury Description** – Type of injury inflicted to the primary injury area.

|                                  |                  |                   |
|----------------------------------|------------------|-------------------|
| Severe Lacerations               | Broken           | Crushed           |
| Unconsciousness                  | Internal Unknown | Lumps             |
| Abrasions                        | Bruises          | Minor Lacerations |
| Limping                          | Pain             | Nausea            |
| Other (explain in the narrative) | Unknown          |                   |

**Injury Status** – The injury severity level for a person involved in a crash.

**Fatal Injury:** Any injury that results in death *within a 30 day period* after the crash occurred. (Although recorded at the scene, any change in status should be picked up through data linkage and reflected in the derived element Crash Severity).

**Incapacitating Injury:** Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as "needing help from the scene".

**Non-Incapacitating Injury:** Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. Examples: contusions (bruises), laceration, bloody nose.

**Possible Injury:** complaint of pain without visible injury.

**Incapacitating Injury:** Includes: severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness when taken from the accident scene.

**Non-Incapacitating Injury:** Includes- lump on head, abrasions, bruises, minor lacerations.

**Possible Injury:** Includes – momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria

**Instructions** - These are additional instructions on how to complete this form correctly. Print in black or blue ink and in upper case letters. If 'Other' is selected, explain in the narrative. If there is a towed vehicle, describe towed vehicle in the narrative.

**Insurance** – Reporting officer indicates if there was insurance on this motor vehicle.

Officer need only to say yes or no that proof of insurance was available. This does not prove that the vehicle was insured.

By State Statute the Operator or Owner of the Vehicle MUST file a traffic crash report with the Wyoming Department of Transportation in Cheyenne, within 10 calendar days of a crash. State Statute 31-5-1106. This includes the SR21 Wyoming Insurance Certificate which will be mailed to the insurance company to verify insurance coverage. So the SR21 must be filled out and signed.

If Driver's Services does not receive an SR21 or receives a negative verification from the insurance company, a suspension notice will be mailed to the driver, suspension will begin 30 days after notice.

**Insurance Company** - The name of the insurance company with whom the vehicle is registered, not the agent or agency name, but the company name.

**Investigating Agency** – Identification of which Law Enforcement Agency Investigated this crash.

**DISTRICT - WHP ONLY** - The State is divided into five districts for management purposes: Each crash is assigned into one of the five districts.

**Investigated at Scene** - This field indicates if an investigator was physically at the crash location, rather than a "counter report" (driver makes accident report to law enforcement agency office).

**Last Name, First Name, & MI** – Driver/Owner last and first name must have a minimum of 2 characters and may be followed by a space and JR, SR, II, III, or IV. X is for Unknown. Combination names are separated by a hyphen. Middle Initial is first initial of their middle name. **Please use the driver's name as provided on the driver's license.**

**Law Enforcement Suspects Alcohol Use Non-Motorist** - Law enforcement suspects the Non-Motorist in the crash to have used alcohol.

This element is reflective of the officer's opinion of the use (presence) of alcohol, not a judgment of quantity. The officer's opinion as to alcohol's contribution to the crash is recorded in the Driver and Non-Motorist Condition elements. It is based upon a factor or combination of factors such as:

- His or her on-scene evaluation (Observation, Behavioral/Field Sobriety Test, e.g. eye gaze/nystagmus, walking a line)
- BAC testing
- Other sources (witness statements, coroner's report)
- Unknown (from FARS Coding Manual): unable to take a position as to involvement (officer still may order an evidential test).

**Law Enforcement Suspects Drug Use Non-Motorist** - Law enforcement suspects the Non-motorist in the crash to have used drugs.

This element is reflective of the officer's opinion of the use of drugs. The officer's opinion as to drug's contribution to the crash is recorded in the Non-Motorist Condition elements. It is based upon a factor or combination of factors such as:

- His or her on-scene evaluation (Observation, Behavioral/Field Sobriety Test, e.g. eye gaze/nystagmus, walking a line)
- Drug testing
- Other sources (witness statements, coroner's report)
- Unknown (from FARS Coding Manual): unable to take a position as to involvement (still may order an evidential test).

**License Plate Number** -The alphanumeric identifier, exactly as displayed, on the registration plate affixed to the motor vehicle. For combination trucks, the motor vehicle plate number is obtained from the power unit or tractor.

**Lighting Conditions** - The type/level of light that existed at the time of the motor vehicle crash.

Daylight - Sun up to sun down. Lighting is checked against crash time but is NOT compensated for season. If the time is greater than 0729 hours or less than 1631, then lighting must be daylight, unless the crash occurred in a tunnel.

Darkness Unlighted - describes a condition where no "natural" light exists and no overhead "man-made" lighting is present on the roadway where the crash occurs.

Dark Lighted - describes a condition where no "natural" light exists but there is overhead "man-made" lighting on the roadway where the crash occurs. Lighted areas will generally include streets within cities/ towns and some interchange areas. This doesn't include lighting from store fronts, houses, parking lots, etc.

Dawn - the transition period going from "dark of night" to a daylight condition. This is typically the 30 minute period before the sun rises.

Dusk - the transition period going from a daylight condition to the "dark of night". This is typically the 30 minute period after the sun sets.

Other - if the code "Other" is used it is recommended that it be explained in the narrative.

Unknown - If the Time or Date of the Crash is unknown then the Lighting can be unknown.

Note: If a Crash time is less than 0530 or greater than 2115 then Lighting must be Darkness (Lighted or unlighted), Dusk or Dawn.

**Location Of The First Harmful Event** - The location of the First Harmful Event as it relates to it's position within or outside of the trafficway. **Trafficway**: any land way open to the public as a matter of right or custom for moving persons or property from one place to another. Clarification: A Trafficway's boundaries are from property line to property line. It includes the Roadside, Roadways (travel lanes), Medians, Separators and Shoulders. The final resting place of the vehicle(s) is NOT a determining factor

On Roadway – That part of the trafficway designed, improved, and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. Bridle paths, bicycle paths, and shoulders are not included in this definition.

Off Roadway - From the property line of the outermost part of the trafficway to the edge of the first road. Within the Right Of Way.

Shoulder – That part of the trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and for lateral support of the roadway structure. Shoulders can be both on the inside and outside edges of some highways.

Median – An area of the trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide.

On OTHER Roadway - First Harmful Event Occurred on a different or separate roadway. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. Bridle paths, bicycle paths, and shoulders are not included in this definition.

Outside Right-of-Way (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.

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

Separator – A separator is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road from other roads. [Clarification \(from FARS Coding Manual\)](#): A separator may be a physical barrier or a depressed, raised, flush or vegetated area between roads.

In Parking Lane or Zone – Crash location outside the roadway. Parking Lane or Zone (from FARS Coding Manual): Refers to a strip of road located on the roadway, or next to the roadway, on which parking is permitted. This includes curb-side and edge-of-roadway parking (for example, legal residential parking, city street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day and for regular travel at other hours. In that situation, this code would apply only during the hours when parking is permitted.

Unknown – Location of the actual FHE is unknown, recommended explanation in the narrative

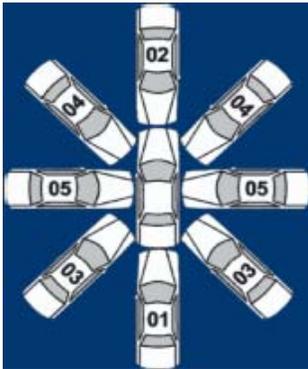
**LRS Number** - For use by Wyoming Highway Patrol only. Liner Referencing System Route no. used to

locate where the crash occurred. Eventually every street, highway, road in Wyoming will have a unique LRS route number.

**Mailing Address** – In some locations the Mailing Address may differ from the Street Address. It's always recommended that the investigating officer ask if the address on the license is the current Mailing Address. Record the current address if different than the driver's license.

**Make** – The distinctive (coded) name applied to a group of motor vehicles by a manufacture.

**Manner of Crash/Collision Impact** - Identifies 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.



- 01 Rear End (Front to Rear)
- 02 Head On (Front to Front)
- 03 Angle Same Direction (Front to Side)
- 04 Angle Opposite Direction (Front to Side)
- 05 Angle Right Angle (Front to Side, includes broadside)
- 06 Angle Direction Not Specified
- 07 Sideswipe Same Direction (Passing)
- 08 Sideswipe Opposite Directions (Meeting)
- 09 Rear to Side (Normally Backing)
- 10 Rear to Rear (Normally Backing)
- 11 Rear to Front (Normally Backing)
- 12 Other
- 13 Not a Collision Between Two Motor Vehicles in Transport
- 99 Unknown

**Medical Facility** – The name of the Medical Facility receiving injured patient.

**Milepost Marker** - Milepost Marker of any location with available milepost markings. We record the milepost to the nearest hundredth (.01) of a mile for locations with mileposting. This is best collected at the scene of the crash by the investigating officer. It may require measuring to/from the nearest milepost marker or structure.

**Most Damaged Area** - The area that was most damaged in a crash. In many cases the Initial Point of Impact and the Most Damaged Area are the same. It's possible to have an Initial Point of Impact that leads to another Most Damaged Area. Example: Vehicle leaves the road striking a delineator post with the front of the vehicle, then over corrects and rolls on to it's top. The initial point of impact would be the front with the most damage occurring to the top. The Attribute Details for both Initial Point of Impact and Most Damaged Area are the same.

**Most Harmful Event** – The event that resulted in the most severe injury or if no injury the greatest property damage involving this motor vehicle.

**Most Injured Area** – The primary or most obvious area of the person's body injured during the crash.

|                                |                                    |                |
|--------------------------------|------------------------------------|----------------|
| Head                           | Face                               | Neck           |
| Abdomen/Pelvis                 | Spine                              | Thorax (chest) |
| Lower Extremity (foot, leg...) | Upper Extremity (arm, shoulder...) | Unknown        |

**Motor Vehicle Contributing Circumstances (choose up to 2)** - Important for determining the significance of pre-existing problems, that could be useful in determining the need for improvements in manufacturing and consumer alerts.

Brakes - Includes loss of brake fluid (or system error), faded brakes, or ineffective brakes due to a grossly overloaded vehicle. Excludes locked wheels.

Steering - Includes failure of manual or power steering mechanism, tie rod, kingpin, ball joint, etc.  
Power Train - Includes twisted or sheared driveline, or driveline that has become detached. Also includes universal joint, drive shaft, transmission, engine clutch, gas pedal, motorcycle chain, gears, etc.

Suspension - Includes springs, shock absorbers, MacPherson struts, axle bearing, control arms, etc. Modification to standard suspension (Suspension Lift Kit).

Tires - Defective tires, tread separation, sidewall failure, excessively worn, bubbled, or bald tires. Tires improperly sized for this vehicle. (Excludes: Tire damage produced in the crash (hitting pot hole, curb, etc.).)

Wheels - includes wheels that have collapsed or split, or bolts that have sheared, allowing the wheel to detach from the vehicle. Also includes hub caps, multiple-piece rings.

Lights (Head, Signal, Tail) - Defective/faulty/under-maintained as opposed to failure to use or misuse.

Windows/Windshield - severely cracked/pitted/chipped reducing visibility.

Rain/Snow/Ice on Windshield - reducing visibility (peep hole drivers).

Windows - tinted windows.

Vehicle's Cargo Blocking Driver's View - this could be cargo within the compartment such as boxes in the passenger seat or cargo outside the compartment that blocks visibility and contributed to the crash.

Exhaust System - CO2 Poisoning, fumes etc.

Oversized Load - Load too large or too heavy for the vehicle.

Defroster - a defroster that is inoperative or inadequate.

Mirrors - Includes missing mirrors.

Wipers - Defective/faulty/under-maintained as opposed to failure to use.

Truck Coupling/Trailer Hitch/Safety Chains - Defective trailer hitch denotes improperly adjusted trailer hitch, lack of safety chain, 5th wheel hitch, etc. Improper towing denotes towing without a hitch, towing by cable, rope, chain, etc.

Other - (if chosen should be explained in narrative) would include defects such as horn, restraint system (accidental air bag deployment), exhaust system failure, fuel system.

**Motor Vehicle Damage Greater than or equal ( $\geq$ ) \$1,000** – Estimate of damage to vehicle greater than or equal to \$1,000.

**Motor Vehicle Identification Number (VIN)** - A unique combination of alphanumeric or numeric characters assigned to a specific motor vehicle that is designated by the manufacturer. Manufacturer assigned number.

The 17 digit code identifies the origin, make, model and attributes of cars, trucks, buses, and even trailers worldwide. Every car manufactured and sold in the United States since 1981 has a unique VIN number. Prior to 1981 there was not an industry standard for VINs.

In short the VIN is to vehicles what DNA is to humans. VIN Numbers are used to track recalls, registrations, warranty claims, thefts, and insurance coverage, and provides a history of every vehicle from the factory to the scrap yard.

VIN Numbers can be found on the drivers side of every late model car; on the dashboard or windshield post, on the safety certification label on the drivers door, and on the drivers side door jam. Locations vary on early models but typically the VIN is found on the windshield, drivers door, or post on the passenger side, the firewall, the left hand inner wheel arch, and/or on the steering column.

The first three characters are known as the WMI, for World Manufacturer Identifier.

The first character identifies the country in which the vehicle was manufactured: USA (1 or 4), Canada (2), Mexico (3), Brazil (9), France (F), Japan (J), Korea (K), Taiwan (L), England (S), Yugoslavia (V), Germany (W), Sweden (Y), Italy (Z).

The second character identifies the manufacturer; Audi (A), BMW (B), Buick (4), Cadillac(6), Chevrolet (1), Chrysler C, Dodge (B), Ford (F), GM Canada (7), General Motors (G), Honda (H), Jaguar (J), Lincoln (L), Mercedes Benz (D), Mercury (M), Nissan (N), Oldsmobile (3), Pontiac (2 or 5), Plymouth (P), Saturn (8), Toyota (T), VW (V), Volvo (V).

The third character identifies vehicle type or manufacturing division.

The 4<sup>th</sup> through 8<sup>th</sup> characters identify vehicle features such as body style, engine type, model series etc.

The 9<sup>th</sup> character is used to verify VIN accuracy.

The 10<sup>th</sup> character identifies model year:

|          |          |          |          |          |          |
|----------|----------|----------|----------|----------|----------|
| 1981 - B | 1986 - G | 1991 - M | 1996 - T | 2001 - 1 | 2006 - 6 |
| 1982 - C | 1987 - H | 1992 - N | 1997 - V | 2002 - 2 | 2007 - 7 |
| 1983 - D | 1988 - J | 1993 - P | 1998 - W | 2003 - 3 | 2008 - 8 |
| 1984 - E | 1989 - K | 1994 - R | 1999 - X | 2004 - 4 | 2009 - 9 |
| 1985 - F | 1990 - L | 1995 - S | 2000 - Y | 2005 - 5 | 2010 - A |
|          |          |          |          |          | 2011 - B |

The 11<sup>th</sup> character identifies the assembly plant.

Characters 12 - 17 identify the sequence of the vehicle of production as it rolled out of the manufactures assembly line.

**Motor Vehicle Maneuver/Action** - The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events. Choose the attribute that best describes the movement of the vehicle prior to the crash. The last action for this vehicle before the start of the unstabilized situation that begins the "crash."

Backing – a start from a parked or stopped position in the direction of the rear of the motor vehicle.

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

Note that on an undivided highway moving into an opposing travel lane would not be changing lanes.

Overtaking/Passing - In the photo below the red car is in the process of overtaking or passing the white car. The arrows show the points where the red car was changing lanes. Determination of whether this is changing lanes or passing would be by officer investigation.

Turning Right – used when in the actual process of executing a right turn at an intersection, interchange, driveway access, etc. This would include Right Turn on Red. This would not apply to a vehicle that is waiting to initiate a turn, see Stopped in Traffic.

Turning Left – used when in the actual process of executing a left turn at an intersection, interchange, driveway access, etc. This would not apply to a vehicle that is waiting to initiate a turn, see Stopped in Traffic.

Making a U Turn – used when in the actual process of executing a U-turn at an intersection, interchange, driveway access, etc.

Leaving Traffic Lane – a motor vehicle or person moving outside the travel lane. This would also include a vehicle leaving the traffic lane to park.

Entering Traffic Lane – physical presence in trafficway. (Merging)

Slowing – applies to a vehicle which is slowing down on the trafficway in an area normally used for vehicle travel.

Negotiating a Curve - applies to vehicles traveling along curved trafficways. A motor vehicle in the process of moving along a curved travel lane. This is NOT a left or right turn.

Parked – a motor vehicle that is not in motion or on a roadway, legally parked. A motor vehicle, or any portion of the motor vehicle outline, parked on the roadway during periods when parking is prohibited is considered in transport, See Stopped In Traffic.

Stopped in Traffic – applies to a vehicle which is stopped on the trafficway in an area normally used for vehicle travel (i.e. outside a parking lane). It includes but is not limited to motor vehicles legally stopped for a stop sign or signal, motor vehicles stopped to turn PRIOR to initiating a turn, motor vehicles stopped in traffic due to a slow down in traffic ahead, and motor vehicles illegally stopped in a traffic lane.

Driver Less Motor Vehicle - A vehicle stopped in traffic may or may NOT have a driver and the vehicle engine may or may NOT be running, if the vehicle does NOT have a driver it is a driver less motor vehicle.. Most “double parked” vehicles are actually stopped in traffic Driver Less Motor Vehicles rather than parked.

Traffic Way Maintenance - indicates a working vehicle performing an operation such as mowing grass, plowing snow, paint striping etc.

Other - Used for any other controlled maneuver for this motor vehicle prior to the beginning of the sequence of events that lead up to this crash please describe in the narrative.

Unknown - Used if it's unknown what the the movement of the vehicle was prior to the crash.

**Motor Vehicle Number** - The unique number assigned for this crash to the motor vehicle in which this person was an occupant. Sequential Vehicle Number (each vehicle is assigned a number) . This number

is **NOT** assigned to Pedestrians, Bicyclist or other Non-Motorist.

**Motor Vehicle Registration** - The state, commonwealth, territory, Indian Nation, US Government, foreign country, etc., issuing the registration plate as indicated on the plate displayed on the motor vehicle. State and Province FIPS Codes.

United States:

|       |                      |       |                |       |                     |
|-------|----------------------|-------|----------------|-------|---------------------|
| AL 01 | Alabama              | LA 22 | Louisiana      | PA 42 | Pennsylvania        |
| AK 02 | Alaska               | ME 23 | Maine          | RI 44 | Rhode Island        |
| AZ 03 | Arizona              | MD 24 | Maryland       | SC 45 | South Carolina      |
| AR 05 | Arkansas             | MA 25 | Massachusetts  | SD 46 | South Dakota        |
| CA 06 | California           | MI 26 | Michigan       | TN 47 | Tennessee           |
| CO 08 | Colorado             | MN 27 | Minnesota      | TX 48 | Texas               |
| CT 09 | Connecticut          | MS 28 | Mississippi    | UT 49 | Utah                |
| DE 10 | Delaware             | MO 29 | Missouri       | VT 50 | Vermont             |
| DC 11 | District of Columbia | MT 30 | Montana        | VA 51 | Virginia            |
| FL 12 | Florida              | NE 31 | Nebraska       | WA 53 | Washington          |
| GA 13 | Georgia              | NV 32 | Nevada         | WV 54 | West Virginia       |
| HI 15 | Hawaii               | NH 33 | New Hampshire  | WI 55 | Wisconsin           |
| ID 16 | Idaho                | NJ 34 | New Jersey     | WY 56 | Wyoming             |
| IL 17 | Illinois             | NM 35 | New Mexico     | DS 57 | Department of State |
| IN 18 | Indiana              | NY 36 | New York       |       |                     |
| IA 19 | Iowa                 | NC 37 | North Carolina | XX 00 | Unknown             |
| KS 20 | Kansas               | ND 38 | North Dakota   |       |                     |
| KY 21 | Kentucky             | OH 39 | Ohio           |       |                     |

Canada:

|    |                        |    |                         |
|----|------------------------|----|-------------------------|
| AB | 01 Alberta             | ON | 08 Ontario              |
| BC | 02 British Columbia    | PE | 09 Prince Edward Island |
| MB | 03 Manitoba            | QC | 10 Quebec               |
| NB | 04 New Brunswick       | SK | 11 Saskatchewan         |
| NF | 05 Newfoundland        | YT | 12 Yukon Territory      |
| NT | 06 Northwest Territory | NU | 13 Nunavut              |
| NS | 07 Nova Scotia         |    |                         |

Mexico:

|    |                          |    |                         |
|----|--------------------------|----|-------------------------|
| AG | 01 Aguascalientes        | MR | 17 Morelos              |
| BA | 02 Baja California Norte | NA | 18 Nayarit              |
| BJ | 03 Baja California Sur   | NL | 19 Nuevo Leon           |
| CM | 04 Campeche              | OA | 20 Oaxaca               |
| CI | 05 Chiapas               | PB | 21 Puebla               |
| CH | 06 Chihuahua             | QU | 22 Queretaro de Arteaga |
| CU | 07 Coahuila de Zaragoza  | QR | 23 Quintana Roo         |
| CL | 08 Colima                | SL | 24 San Luis Potosi      |
| DF | 09 Distrito Federal      | SI | 25 Sinaloa              |
| DO | 10 Durango               | SO | 26 Sonora               |
| GT | 11 Guanajuato            | TB | 27 Tabasco              |
| GR | 12 Guerrero              | TA | 28 Tamaulipas           |
| HL | 13 Hidalgo               | TL | 29 Tlaxcala             |
| JL | 14 Jalisco               | VC | 30 Veracruz-Llave       |
| MX | 15 Mexico                | YU | 31 Yucatan              |
| MC | 16 Michoacan de Ocampo   | ZA | 32 Zacatecas            |

Other Jurisdictions: (OT)

|    |                                   |    |  |
|----|-----------------------------------|----|--|
| AS | 60 American Samoa                 | PR | 72 Puerto Rico                               |
| PZ | 61 Panama Canal Zone              | UM | 74 US Minor Outlying Islands                 |
| FM | 64 Federated States of Micronesia | MH | 75 Marshall Islands                          |
| GU | 66 Guam                           | VI | 78 Virgin Islands                            |
| MP | 69 Northern Mariana Islands       | WK | 79 Wake Island                               |
| PW | 70 Palau                          | OT | 99 All Others (Includes Indian Reservations) |

**Motor Vehicle Unit Type – Motor Vehicle Type Category** - Indicates the general configuration or shape of a motor vehicle. A “motor vehicle” means every vehicle which is self propelled except vehicles moved solely by human power. A bicycle is not a motor vehicle, motorized bicycles are a moped.

**Non Commercial Vehicle Trailer Style** – Any non-commercial vehicle pulling a trailer or multiple trailers, trailer style. Commercial Vehicle Trailer style if applicable will be recorded at Commercial Cargo Body Type.

Note: A trailer is part of one vehicle not a separate vehicle in itself.

Mobile Home - This is not a camping trailer it is a Mobile Home being trailed (pulled) non-commercially to some location.

Towed Vehicle - This is someone trailing, pulling or towing another vehicle non-commercially. For non-commercial purposes we combine towing and trailing.

Multiple Trailers - It's legal to pull multiple trailers in Wyoming. For example a pickup pulling a camper trailer followed by a boat trailer out for a weekend vacation. If multiple trailers are pulled it's recommended that it be explained in the narrative especially if the investigating officer feels that this contributed to the crash.

Other - For any other trailer style not listed please record in the narrative trailer style.

Unknown - We know that the vehicle was towing a trailer style was unknown.

**Non-Motorist Action (at time to crash)** – Actions that the non-motorist was undertaking at the time of the crash.

- No Improper Action
- Improper Crossing
- Darting
- In Roadway
- Failure to yield ROW
- Not Visible (dark clothing)
- Inattentive (talking, eating, etc.)
- Disobey Traffic Signs, Officer, etc.
- On Wrong Side of Road
- Other Improper Action
- Unknown

**Non-Motorist Action (prior to crash)** – The action of the non-motorist prior to the crash.

- Entering/Crossing Road
- Traveling along road with traffic
- Traveling along road against traffic
- Pushing a Motor Vehicle
- Approaching or Leaving MV

Playing or Working on Motor Vehicle  
Standing/Laying Down  
In a Parked MV (sitting, etc.)  
Other  
Unknown

**Non-Motorist Condition at Time of Crash** – Actions that the non-motorist was undertaking at the time of the crash.

Apparently Normal - The investigating officer suspects nothing abnormal, NO apparent condition of the Non-motorist that may be directly related to the crash.

Emotional -depressed, angry, disturbed. Includes; fighting, disagreements, emotionally upset, etc.

Ill (Sick) - would include diabetic reactions, allergic reactions to medications/drugs, failure to take required medication, seizures, heart attack, high/low blood pressure.

Fell Asleep, Fainted - asleep NOT due to other factors such as drugs, alcohol, or being ill.

Fatigued - weary, tired, exhausted, but not asleep.

Under the Influence of Medications - suspected of being under the influence of any legal prescription drug or over-the-counter medication such as cough syrup.

Physical Disability - any relevant physical disability condition of the Non-motorist that may be directly related to the crash. Examples would be individuals missing a limb, an eye, legally blind or color blind, hearing impairment/deaf.

Suspected Under the Influence of Alcohol - suspected of being under the influence of alcohol.

Suspected Under the Influence of Drugs - suspected of being under the influence of illegal drugs of any type.

Other - If this code is used it should be explained in the narrative.

**Non-Motorist Location (at time of crash)** – The location with respect to the roadway at the time of crash.

Marked Crosswalk at Intersection - An intersection that has been distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

At Intersection Without Marked Crosswalk - An intersection that lacks distinct lines or other markings on the surface of the roadway to indicate a Pedestrian crosswalk. An implied crosswalk without pavement markings.

Non-intersection Crosswalk - A portion of the roadway, not at an intersection, that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

Driveway Access Crosswalk - A crosswalk on roadway providing access to property adjacent to a trafficway.

In Roadway (not in crosswalk or intersection) - That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel. Bridle paths, bicycle paths, and shoulders are not included in this definition.

**Median** - An area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide.

**Island** - Cement or grassy area in the middle of a trafficway. Designed with the pedestrian in mind. **Clarification** - (from FHWA: Flexibility in Highway Design - Chapter 8): There are two basic types of islands: Corner islands that separate right turning vehicles and median or divisional islands that separate opposing traffic flows on an intersection approach. In general, islands provide a safe refuge for pedestrians.

**Shoulder** - that part of a trafficway contiguous with the roadway for emergency use, or accommodation of stopped motor vehicles, and lateral support of the roadway structure.  
**Side Walk**- that portion of a street between the curb and the adjacent property, that is paved or improved and intended for use by pedestrians.

**Roadside** - From the property line of the outermost part of the trafficway to the edge of the first road.

**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.

**Bikeway** - Any road, path, or way which is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles (Dedicated Bike Lane) or are to be shared with other transportation modes.

**Shared-Use Path or Trail** - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or an independent right-of-way. Shared use paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorized users.

**Non-Motorist Proximity** - The approximate distance in miles that the Non-Motorist lives from the location of this crash.

- 1 Resides in same city as this report made.
- 2 Lives 25 miles or less from accident scene.
- 3 Lives greater than 25 miles from this location, but within Wyoming
- 4 Does not have a residence within Wyoming
- X Unknown

**Clarification** - This field indicates familiarity with the area; for the purpose of this data base, military personnel stationed locally are coded as Wyoming residents. Students attending college are also coded as Wyoming residents. Edit: PROXIMITY cannot be "1" if the accident is rural.

**Non-Motorist Pursuit** – The primary reason for the non-motorist being in, or in the vicinity of the roadway.

**Non-Motorist Safety Equipment** – The Safety Equipment(s) used by the Non-Motorist.

**Helmet Used** - Safety helmet worn by non-motorist (bicyclist).

**Protective Pads Used** - Padded, shaped attachments to protect specific areas of the body (elbows, knees, shins, etc.) from injury, usually when skating.

**Reflective Clothing** - Clothing which reflects light and also returns most of that reflection back

along the path of the incoming light.

Lighting - Non-motorist use of lights on his/her person or on a motor vehicle not in transport or transport vehicles other than motor vehicle as safety equipment.

**Non-Motorist Type** – Non-motorist is a non-occupant of a vehicle in transport that is involved in a crash.

Pedestrian - A person who is not an occupant of a motor vehicle in transport. Includes a person who is adjacent to the motor vehicle regardless of his/her actions.

**Clarification** - Normally pedestrians are injured when struck by a motor vehicle: otherwise they are considered **witnesses** to the events of the crash. Pedestrians are persons involved in a crash who were **NOT** occupants of a motor vehicle. A person exiting or entering a vehicle with one foot on the ground is a pedestrian.

Pedestrians may be using other means of non motorized conveyance such as roller skates, wheel chairs, baby strollers, etc. and also may be in Pedestrian Vehicles. A pedestrian may also be a person asleep in his own bed in his home.

Pedacyclist - (ANSI D16) A pedacyclist is any occupant of a pedacycle in transport. A pedacycle is a non-motorized other road vehicle propelled by pedaling. (Bicycle, Tricycle, Unicycle, pedalcar and others)

**Clarification** - Normally pedacyclist are injured when struck by a motor vehicle: otherwise they are considered witnesses to the events of the crash. Pedacyclist are **Non-Motorist**, persons involved in a crash who were NOT occupants of a motor vehicle. Occupants of any form of pedacycle injured or killed in a crash. *Does not include motor driven cyclist, motorized skate boards, pedestrian vehicles or Segways.*

Occupant of Motor Vehicle NOT in Transport - Occupant of a parked car.

Pedestrian Conveyance - a human-powered, non-motorized device not propelled by pedaling, such devices include: rollers skates, inline skates, skateboards, baby carriage, scooters, toy wagons, or toy car. Includes also Occupant of horse drawn carriage or a rail car.

This excludes devices for personal mobility assistance such as; Segway-style devices, motorized and non-motorized wheelchairs, handicapped scooters, golf carts and Low Speed Vehicles.

Other Pedestrian - wheelchair, person in a building. Persons riding Pedestrian Vehicles which are motorized wheel chairs, handicap scooters, power chairs, etc, person utilizing this type of conveyance are still considered Pedestrians.

**Number of Axles** - The total number of axles on the truck or tractor trailer combination, including any auxiliary axles that may be lifted up and off the road surface.

**Number of Driver(s)** - (ANSI D16) A driver is an occupant who is in actual physical control of a transport vehicle or, for an out-of-control vehicle, an occupant who was in control until the control was lost; persons entering or exiting a vehicle are NOT drivers. A child that has put a vehicle in motion is NOT a driver; a crash may have zero drivers. Bicyclist are not drivers, they are non-motorists.

**Number of Injured** – A non fatal injury is any injury as a result of a crash that does not result in death. An "injured" person may be a person suffering from shock, hysteria, momentary unconsciousness, limping, etc. to those critically injured; it does **NOT** include fatalities! The number killed plus the number

of injured cannot exceed the number of persons.

**Number of Killed** – A traffic accident fatality includes any person that dies of injuries sustained in the crash within 30 days of the date of the crash.

**Number of Occupants** – Number of occupants within the motor vehicle.

**Number of Pedestrians** – **A pedestrian is any person who is not an occupant.** Normally pedestrians are injured when struck by a motor vehicle, otherwise they are considered witnesses to the events of the crash. Pedestrians are persons involved in a crash who were NOT occupants of a motor vehicle. A person exiting or entering a vehicle with one foot on the ground is a pedestrian. Complete Non-Motorist Supplement.

Pedestrians may be using other means of non-motorized conveyance such as roller skates, wheelchairs, baby strollers, etc. and also may be in Pedestrian Vehicles. A pedestrian may also be a person asleep in his own bed in his home.

Persons on pedacycles (bicycles, tricycles etc.) are **NOT** Pedestrians they are Pedacyclist.

Persons on motorized vehicles: Motorized Skate Boards, Mopeds, Snowmobiles or other vehicles are **NOT** Pedestrians they are considered occupants, drivers or passengers. The exception would be persons riding Pedestrian Vehicles which are motorized wheelchairs, handicap scooters, power chairs, etc, person utilizing this type of conveyance are still considered Pedestrians.

**Number of Person(s)** – The total number of persons directly involved in the crash, including all vehicle occupants and injured pedestrians. This would include horseback riders or persons involved using some conveyance such as wheelchair, skis, skateboard, stagecoach, etc... It does NOT include witnesses, other bystanders, or non-injured pedestrians.

**Number of Roadway Lanes** - Total number of lanes in the roadway on which this motor vehicle was traveling. Exclude turn lanes.

**Number of Vehicles** – This is the number of motor vehicles directly involved in the crash; does not include any phantom or possibly involved vehicles. A motor vehicle is any motorized device that transports persons or property, this would include motorized Pedestrian Vehicles, Motorized Skate Boards etc. See [Motor Vehicle Type Category](#). Clarification - A vehicle is any device that transports persons or property, but excludes non motorized devices used by pedestrians (skateboards, wheelchairs, etc.); see the ANSI Manual on Classification of Motor Vehicle Traffic Accidents, and Wyoming State Statute, Title 31.

**NOTIFY** the Wyoming Highway Patrol of every traffic fatality and submit an Amended 'Investigator's Traffic Crash Report' of a death from a previously filed crash report.

**Occupant Protection System USE** - The restraint equipment in use by the occupant, or the helmet use by a motorcyclist, at the time of the crash.

None Used –Any occupant of the motor vehicle (driver, passenger) did not use a restraint or in the case of a motorcycle, did not use a helmet.

Shoulder and Lap Belt Used – use of occupant restraint system where both the shoulder belt and lap belt portions are connected to a buckle.

Shoulder Belt Only Used – in a two-part occupant restraint system, only the shoulder belt portion

connected to a buckle is used.

Lap Belt Only Used – use of only a lap safety belt either because the motor vehicle is equipped only with a lap belt or because the shoulder belt is not in use.

Passive Restraint Only Used - in some older motor vehicles Passive Restraint Systems were employed where the shoulder belt would automatically secure itself. This field is for if the occupant didn't secure the other belt.

Restraint Used Type Unknown - it's known that the occupant was using restraints but it cannot be determined what type or if they were properly used, usually due to ejection.

Child Restraint (Forward Facing) – Child passenger faces forward in the child restraint system. This does not imply correct use or placement but requires the child to be buckled into the safety seat. This system is recommended for children who weigh over 20 up to about 40 pounds, and are over 1 year old.

Child Restraint (Rear Facing) – Child passenger faces the rear in the child restraint system. This does not imply correct use or placement but requires the child to be buckled into the safety seat. This system is recommended for infants from birth to at least 1 year and at least 20 pounds.

Booster Seat – A "belt-positioning seat" that positions a child on a vehicle seat to improve the fit of the lap and shoulder seat belt system. This seat is recommended for children who weigh 40 pounds or more up to about 80 lbs.

Child Restraint Used - Type Unknown. If this field is used it's recommended that it be explained in the narrative.

Helmet Used (from FARS Coding Manual) – this attribute applies to helmets used by drivers and passengers of all motorized cycles (motorcycles, mopeds, minibikes, motor scooters, and all-terrain vehicles) This is not used for non-motorists such as bicycle and other pedalcycle riders and vehicle occupants other than motorized cycles.

Other - used if some other restraint system was in use must be explained in the narrative. Such as a 5 point racing harness.

Unknown - when it is unknown whether or not an occupant was using a restraint system should be explained in the narrative.

**Occupant Protection System Operation**– Additional fields used to determine any device failure/misuse.

Apparently Normal - the protection system in use apparently functioned normally.

Failure/Malfunction - The protection system failed or had some sort of malfunction examples might be a belt that did NOT stay secure, torn belts, etc.

Misuse - Misuse of the protection system.

Unknown - Occupant Protection System operation is unknown.

### **Scenario's of Misuse:**

Shoulder belt cut, altered, or placed behind occupant's back while lap belt portion secured.

Shoulder belt only placed behind occupants back.

Lap belt only, buckled underneath person.

Unsecured seat other than child safety seat used.

Shoulder, Lap, or Lap and Shoulder used to secure child requiring safety seat.  
Improper installation of the child seat or booster.

Leaving an air bag system, that can be turned off in a pickup, turned on with an infant in the front seat. If this field is used it should be explained in the narrative.

**Occupation** – The general type of work performed by this driver; choose the most applicable attribute. NOT the employers name.

**Officer Name & Rank** – Name & Rank of investigating officer.

**Passenger Car Body Types (from FARS Coding Manual) - Automobile (from ANSI D-16.1)** - a motor vehicle other than a motor cycle or utility vehicle consisting of a transport device designed to carry ten or fewer passengers.

Convertible (excludes sun-roof, t-bar)

2-door sedan, hardtop, coupe

4-door sedan, hardtop

Station wagon (excluding van and truck based)

3-door/2-door hatchback

5-door/4-door hatchback

#### **Automobile Derivatives:**

Auto-based pickup (includes El Camino, Caballero, Ranchero, Chevrolet – SR; Subaru - Brat, Baha; Volkswagen - Rabbit Pickup)

Auto-based panel (cargo station wagon, auto-based ambulance or hearse)

Large limousine – more than four side doors or stretch chassis

Three-wheel automobile or automobile derivative

Sport Utility Vehicle - Any utility vehicle other than a "Pickup" body style.

**(Sport) Utility Vehicle (from ANSI D-16.1):** - A motor vehicle other than a motorcycle or bus consisting primarily of a transport device, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities, and designed to carry ten or fewer passengers. These vehicles are generally four-wheel-drive (4x4) and have increased ground clearance. Sizes range from mini, small, midsize, full-size and large. Four-wheel-drive automobiles are not considered utility vehicles.

#### **Sport Utility Vehicle Examples:**

Mini: Suzuki Sidekick

Small: Toyota RAV 4

Midsize: Jeep Cherokee

Full Size: Chevy Suburban

Large: Hummer

**Passenger Van - (ANSI D-16.1)** A motor vehicle consisting primarily of a transport device which has a GVWR of 10,000lbs or less and is basically a "box on wheels" that is identifiable by its enclosed passenger and/or cargo area, step-up floor, and relatively short (or nonexistent) hood. Vans are classified by size based on frame type and overall vehicle body width.

**Passenger Van** – a van body style that is configured to carry people.

**Cargo Van (10, 000 lbs. or less)** – Motor vehicle with a Van body style, having less than 10,000 lbs. GVWR, that is configured for transporting cargo.

\*Note - Vans with a GVWR greater than 10,000 lbs. would be classified as Medium/Heavy Trucks. The actual GVWR on this type of vehicle is between 16,000 to 19,000 lbs. This will be picked up under Cargo

Body Type as Van/Enclosed Box.

Pickup - any utility vehicle identifiable by a body style consisting of an open cargo area “bed” behind the cab.

- Pickup - Examples:  
 Small: Older Chevy S-10  
 Midsize: Nissan Frontier  
 Full Size: Ford F150, F250, F350  
 Large: Ford F450 Super Duty

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

School Bus - Examples of this body style include full size and van-based school bus configurations. Also included are those without the standard “school bus” color and markings but still having this configuration. (e.g. – a full size school bus painted blue and used by a church.

Pedestrian Vehicle



Motorized Skate



Snowmobile



Board/Skooter

Low Speed Vehicle (LSV)

Low Speed Vehicle – Includes golf carts, go-carts, or other low speed motor vehicle used for transport.

Low Speed Vehicle (from NHTSA) - a vehicle having a top speed of 20 to 25 mph. Any golf cart or other four-wheeled motorized vehicle with a top speed in that range qualifies for the class.

Excluded from Low Speed Vehicle are Pedestrian Conveyances (See Person Type) such as: motorized wheelchairs, motorized skateboards, motorized handicapped scooters, and personal devices such as the Segway.



Segway - Personal Device

Other Vehicle - would apply to body styles that do not fit any other attribute, and would require description in the narrative.

**Pedestrian Proximity** - The approximate distance in miles the Non-Motorist lives from the location of this crash.

**Person Type** – Type of person involved in the crash. This would include persons riding in the passenger or cargo compartment or on the vehicle exterior. Several examples are; someone riding in the open bed of a pickup, riding on the roof/hood of a vehicle, someone in the passenger compartment of a towed vehicle, or riding in a camper being pulled by a motor vehicle

**Note regarding Person Type (from the FARS Coding Manual):** An involved person in a crash should maintain Person Type during the crash. Once the unstabilized situation begins, a driver, passenger or non-motorist should not change Person Type until the crash stabilizes. If a person is entering or exiting a vehicle before the unstabilized situation begins, try to determine if the person has successfully changed type before control is lost. (i.e., a pedestrian getting into an automobile that begins to move, a passenger stepping off of a bus as it begins to pull away, etc.).

**Note:** 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 able to regain control, when all the persons and property are at rest.

**Driver** - An 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** - Occupant of motor vehicle other than the driver of the motor vehicle.

**Occupant (from ANSI D16)** - an occupant is any person who is part of a transport vehicle.

**Clarification:** This would include persons riding in the passenger or cargo compartment or on the vehicle exterior. Several examples are; someone riding in the open bed of a pickup, riding on the roof/hood of a vehicle, someone in the passenger compartment of a towed vehicle, or riding in a camper being pulled by a motor vehicle.

**Non-Motorists** - any person other than a motorist. Includes: Pedestrians, Pedacyclist, Occupants of motor vehicles not in transport (Parked Vehicles), occupants of transport vehicles other than motor vehicles (horse-drawn carriages, etc.).

**Photo/Video** – Indicates if the investigation included photographs. In some cases, the reporting agency may NOT be the agency that took the photos; see the officer's report. If the photos were not taken by the investigating officer it is important to note the name, badge number, and agency of the officer who took the photos in the narrative.

**Police/EMS Notified/Arrival Date** (yyyy/mm/dd): The date at which the law enforcement/EMS agency was notified and arrived at the crash. May be different than the Crash Date.

**Police/EMS Notified/Arrival Time** – The time at which law enforcement/EMS personnel was notified and arrived at the scene of the crash (24 hour military clock).

**Policy Number** - Unique insurance policy number as shown on the Proof of Insurance Form.

**Posted Speed Limit** -Posted (Authorized) speed limit for the motor vehicle at the time of the crash. May be indicated by posted speed limit signs, blinking signs, school zones, or temporary signs in construction zones, etc.

2N Posted Value (Miles Per Hour 10 - 75)  
00 Speed Limit Not Posted

- 98 Not Applicable (example Snowmobiles or Working Vehicles on the Right of Way)  
 99 Unknown

On a divided trafficway with different speed limits (e.g. Northbound 45mph Southbound 55mph) use the posted/displayed value for the travel lane on which the vehicle is traveling. When applicable, use the maximum speed limit designated for each vehicle type where the collision occurred (e.g. Truck/Bus Speed on a rural highway that is reduced to 45mph).

Advisory or Warning signs are NOT considered the Legal Speed limit (e.g. Yellow background ramp suggested speed signs) in these cases use the statutory speed limit for this roadway. This sign is NOT considered the Legal Speed Limit.

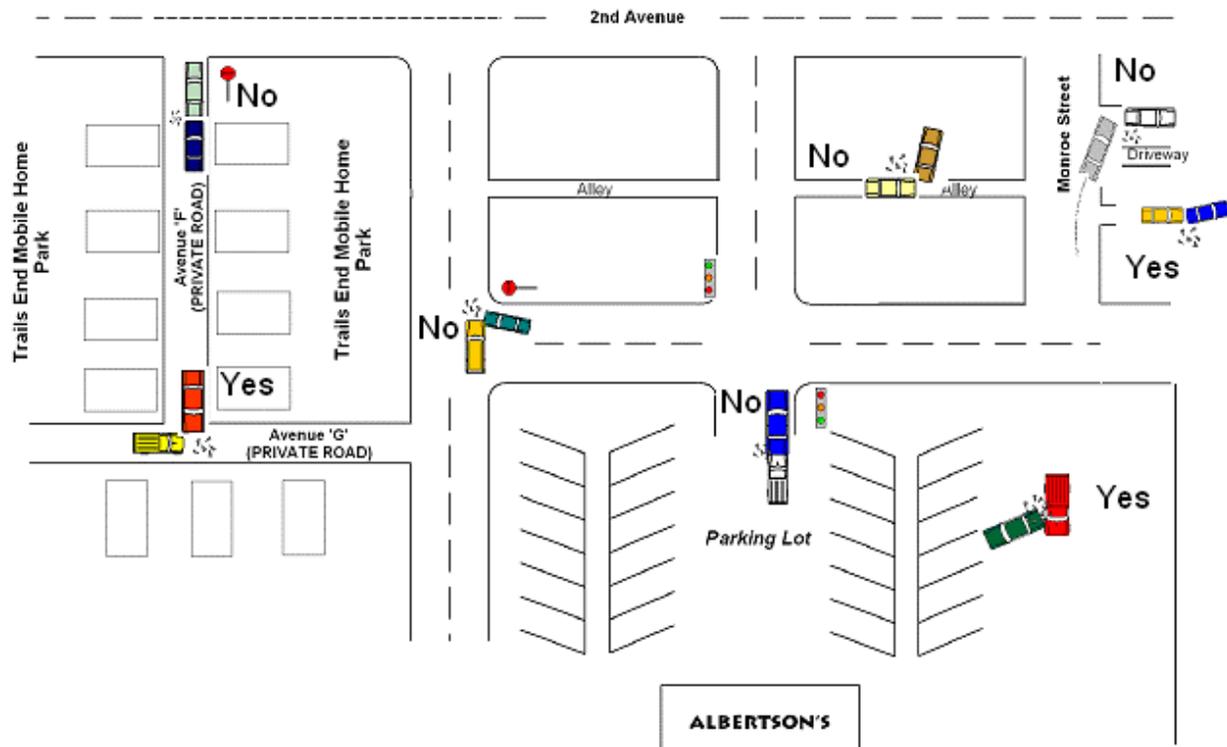
If there is a posted statute or regulation established for this type of street enter the value. In some cities there is a sign that says speed limit 25 mph unless otherwise posted. Each individual street may not be posted but if the statute is posted it applies as the Posted Speed Limit.

NOT Posted - This attribute applies when there is no posted speed limit. Many of our dirt roads are not Posted.

NOT Applicable - This attribute applies only when there is no posted speed limit and no law that governs the maximum speed that you can drive. (e.g. Private roads open to the public) This is not used for roadways with a posted advisory speed where the statutory limit is in effect but not posted. (e.g. Interchange Ramps)

Unknown - Used when the legal limit is unknown. This should be rare because one of the other attributes would apply.

**Private Property** – Determination if the First Harmful Event of this crash occurred on public or private property. 'Yes' for Private Property, 'No' for Public Roads. Public roads are roads owned by the state, city, county, or federal governments, and are open to the general public as a trafficway for moving persons or property from one place to another. This excludes some government facilities such as Military Bases, Correctional Facilities, the Veterans Hospital etc...



**Public/Private Property Damage** – Determination of whether or not damage was done to Public Property such as signs, guardrails, landscaping etc. Unknown - should be described in the narrative.

**Relation to Junction** - The location of the First Harmful Event in relation to a junction.

#### Non Interchange Area:

Junction (From ANSI D-16) – Either an intersection or the connection between a driveway access and a roadway other than a driveway access. In Wyoming we also collect junction information when a crash occurs at the junction of an alley, crossover, or business entrance.

Intersection Related - Location of the crash next to an intersection, on the approach to or the exit from an intersection, and results from an action related to the movement of traffic units through the intersection.

Driveway Related - The first harmful event of a crash occurs on the trafficway, or on the public portion of a driveway (See 10 foot Rule), and results from an activity, behavior or control related to the movement of traffic to or from the driveway. Driveway – a roadway providing access to non-commercial property adjacent to a trafficway. Driveway includes residential driveways, pasture or field access, and would include a vehicle crossing a trafficway from one driveway to another.

10' Foot Rule; If a crash occurs within 10 feet of the public street on a Driveway it is considered to be on the public portion of a driveway, Public Property and would be coded as the FHE event occurred on the trafficway.

Entrance / Exit Ramp – Crash is located on either the entrance or exit ramp. These are non-interchange ramps. See Interchange Area Ramp for interstate ramps.

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

Cross Over Related – Crash located in the area of the median of a divided trafficway where motor vehicles are permitted to cross the opposing lanes of traffic or do a U-turn. The crash has to be related to the use of the Cross Over.

Business Entrance Related - The first harmful event of the crash occurs on the trafficway, or the public portion of a business entrance (See 10 Foot Rule), and results from an activity, behavior, or control related to the movement of traffic to or from the business entrance. A business entrance is commercial access defined as an entrance or exit from any business, commercial development, cultural/institutional complex, public establishment, or government institution. This would include a vehicle crossing the trafficway from one business entrance to another.

Alley – The first harmful event of a crash occurs in an alley or entering/exiting an alley.

Other Non-Interchange - includes crossings for bikes, snowmobiles, school, etc. If the Other-Non Interchange is used explain in the narrative.

Unknown- Used if the Relation to the Junction is unknown, recommended if used it be explained in the narrative.

#### **Interchange Area:**

Thru Roadway – a crash would have this code when it is on the roadway in an interchange area and it does NOT occur: (1) On an Entrance / Exit ramp, or (2) In an intersection or related to an intersection or other junction.

Intersection (within an Interchange)– refers to the areas within an Interchange where roadways intersect. This would include the areas where the entrance and exit ramps meet the mainline and traffic must merge and the areas where the entrance and exit ramps intersect with the adjacent roadway. Any vehicle that strikes another vehicle during the merging to or from the mainline would be Intersection or Intersection related within an Interchange depending upon location.

Intersection-Related (within an Interchange) - Location of the crash next to an intersection and results from an action related to the movement of traffic units through the intersection. This would include any vehicle changing lanes to avoid merging traffic that strikes another vehicle or causes another vehicle to leave the roadway.

Ramp – Crash is located on either the entrance or exit ramp. (within the interchange) Does not include the areas where the ramps intersect with the main line.

Other Part of Interchange (from FARS coding manual): other part of interchange refers to crashes where the First Harmful Event occurs within the boundaries of the interchange in an area other than those covered by the other interchange attributes. This would include crashes that occur in the median, roadside, gore, and off-roadway locations that are not intersection or ramp- related. If used it is recommended that it be explained in the narrative.

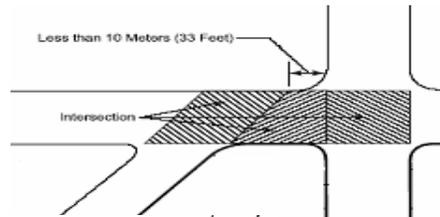
Unknown Interchange - is used if it is known that the crash occurred within the confines of an interchange however the Investigating Officer cannot determine where the FHE occurred. Strongly recommend an explanation in the narrative if used.

#### **Junction Non-Interchange Area**

Intersection – An area which 1) contains a crossing or connection of two or more roadways not classified as driveway access and 2) is embraced within the prolongation of the lateral curb lines, or if none, the lateral boundary lines of the roadways. Where the distance along a roadway between two areas meeting these criteria is less than 10m (33ft.), the two areas and the roadway connecting them are considered to be parts of a single intersection.

INTERSECTIONS & Alley's - Less Than 10 Meters (33'); Same intersection

Diagram A



Greater Than 10 Meters (33'); Separate Intersection

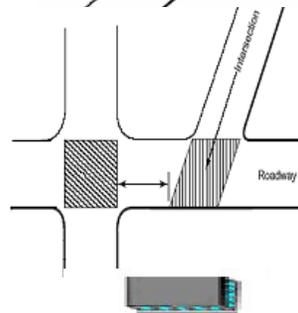


Diagram B

Diagram C

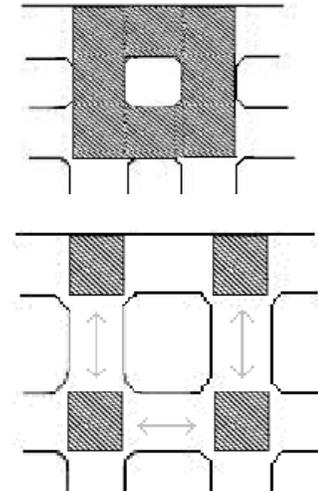


Diagram D

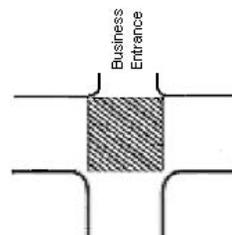
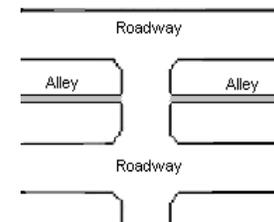


Diagram E



T Intersection with a Business Entrance

Alley

\*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition (Diagrams A & B).

**Report Date** – The actual Date that the Investigating Officer completed the report. May differ from the Crash Date and/or the date the crash was reported to law enforcement.

**Restrictions** – Restrictions assigned to an individuals driver license by the licensing jurisdiction.

**Road Alignment** - The geometric layout characteristics of the roadway in the direction of travel for this vehicle.

- Straight
- Curve Left
- Curve Right
- Unknown

Rationale: Important to document the horizontal alignment of the roadway as it relates to a specific crash for evaluation purposes.

**Road Circumstance** - The Investigating Officer's opinion of the most apparent (1st) road circumstance that may have contributed to this crash. This field is similar to the old WARS adverse road conditions and

is not to be confused with ROAD CONDITION, which is the officer's opinion of apparent conditions of the road which may have contributed to the crash.

**Road Conditions** - The roadway surface condition at the time and place of a crash.

Dry - describes a roadway surface that is dry.

Wet - describes a roadway surface that is covered with water from rain or melted snow.

Icy - would include a roadway surface covered with ice.

Snow - describes a roadway surface that is covered with snow or snow pack.

Mud, Dirt, Gravel - would indicate these substances presence on the surface of the roadway at the crash location, NOT the surface type of the roadway by design.

Slush - describes a roadway surface that is covered with melting snow.

Oil/Fuel - would include fuel spilled on the roadway.

Sand - would include sand on the roadway as a result of sand blown by wind, sand discharged on the roadway by highway trucks or snow plows.

Water (Standing or Running) - would describe a roadway surface that is covered with an excessive amount of water usually attributed to flooding or heavy rain and typically localized.

Other - would include spilled substances such as grain, wet leaves, and liquids other than those listed above. If the code "Other" is used it is recommended that it be explained in the narrative.

Unknown - the condition of the roadway at the time of the crash is Unknown it is recommended that it be explained in the narrative.

Note that the attributes recorded in Roadway Surface Condition in most cases should work in conjunction with Weather Conditions to describe the crash environment.

**Road Surface** - The road paving material at the crash scene, or the road from which this vehicle originated. Wyoming has numerous road surfaces. This is the surface type of the roadway, not the shoulders, or any other surface at the crash scene. In the event of two different roadways meeting select the surface from which this vehicle was traveling. Example at the intersection of a dirt and an asphalt road it's important to note that the dirt may have been the reason this vehicle couldn't stop. In a collision involving two motor vehicles at this intersection one vehicle would be dirt the other would be asphalt.

Concrete  
Dirt

Asphalt  
Brick/Stone

Gravel/Rock  
Unknown

**Rumble Strips** - To determine if rumble strips were present at the scene of the crash. It is best that this information be collected at the scene by the investigating officer. Note that this data element is designed to collect information about rumble strips at the scene of the crash WITHOUT regard to whether or not rumble strips were related to the crash.

**Rumble Strips Applicable** - This data element is whether to not, in the officer's opinion, the rumble strips were related to the crash. There are crashes where the presence of rumble strips is not a factor or would not be a factor. Rumble Strips are designed to help prevent certain types of crashes. For example shoulder rumble strips help prevent run-off-the-road crashes, centerline rumble strips are designed to

help prevent head-on crashes on undivided highways and transverse rumble strips warn of an upcoming stop or change in speed. So as an example the presence of centerline rumble strips in a location wouldn't necessarily be applicable if the crash was a run-off-the-roadway and rolled over.



Rumble strips are installed intermittently they do not cross for example Junctions with drive ways, business access, or other roadways. A vehicle can run off the road and never come in contact with the rumble strips. If the vehicle left the roadway in such a location where it missed the rumble strips this is what this element is looking for. In such a crash rumble strips although were installed would not be applicable.

**Rumble Strips Present** - To determine if rumble strips were present at the scene of the crash. It is best that this information be collected at the scene by the investigating officer. Note that this data element is designed to collect information about rumble strips at the scene of the crash **WITHOUT** regard to whether or not rumble strips were related to the crash.

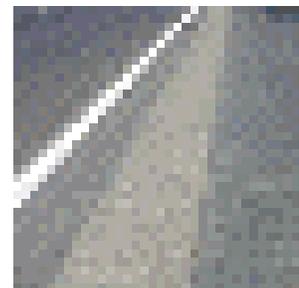
- No Rumble Strips at this location
- Rumble Strips on Median Shoulder Only (Divided Highways)
- Rumble Strips on Both Shoulders (Median and Outside on Divided Highways)
- Rumble Strips on Outside Shoulders Only
- Centerline Rumble Strips
- Transverse Rumble Strips (Intersection Approach)
- Both Centerline and Outside Shoulder Rumble Strips
- Unknown

Rumble strips are grooves or rows of raised pavement markers placed perpendicular to the direction of travel to alert inattentive drivers. As a vehicle passes over the rumble strips, noise and vibration are produced, alerting the driver they are approaching a hazard.

The Wyoming Department of Transportation (WYDOT) currently uses Transverse Rumble Strips and Shoulder Rumble Strips (SRS) as a matter of policy. We are also experimenting with Centerline Rumble Strips in a few locations.



Transverse rumble strips are placed across the traveled way to alert drivers approaching a change of roadway condition or a hazard that requires substantial speed reduction or other maneuvering. Transverse rumble strips are supplementary traffic control devices that provide enhanced warning to motorists. The noise and vibration felt by the driver when the vehicle is driven over the rumble-strip portion of the roadway act as warnings to tired and inattentive drivers to reduce their speed and adjust to a new traffic situation.



Shoulder rumble strips are placed on the shoulders just beyond the traveled way to warn drivers they are entering a part of the roadway not intended for routine traffic use. WYDOT uses milled-in SRS as their standard design. Various patterns are used from continuous to intermittent.

Centerline Rumble Strips are placed on centerline of undivided highways to warn drivers they are leaving their intended lane of travel.

**School Bus Related** - Indicates if a school bus or motor vehicle functioning as a school bus for a school-related purpose is involved in the crash. The "school bus", with or without a passenger on board, must be directly involved as a contact motor vehicle or indirectly involved as a non-contact motor vehicle (children

struck when boarding or alighting from the school bus, two vehicles colliding as a result of the stopped school bus, etc.) Complete Bus Occupant Supplement.

**Seat Belt Usage** – The restraint equipment in use by the occupant, or the helmet use by a motorcyclist, at the time of the crash.

**Seat Position** – The location for this occupant in, on or outside of the motor vehicle prior to the first event. More than one person may have the same seating position. For example, a child being held in the lap of another occupant or a person sitting in front of the driver of a motorcycle.

**Sequence of Events** – The events in sequence 1 - 4 related to this Motor Vehicle, including both non-collision as well as collision events. Up to four crash events. Same attributes Sequence of Events First Event. See Also First Harmful Event. (i.e.)

Attributes are grouped as:

Non-Collision Events

Collision with Person, Motor Vehicle, or Non-Fixed Object

Collision with Fixed Object

Unknown

**Non-Collision:**

- 01 Overturn/Rollover
- 02 Fire/Explosion
- 03 Immersion
- 04 Jackknife
- 05 Cargo/Equipment Loss or Shift
- 06 Equipment Failure (Blown Tire, Brake Failure etc.)
- 07 Separation of Units
- 08 Ran Off The Road Right
- 09 Ran Off The Road Left
- 10 Cross Median or Centerline
- 11 Downhill Runaway
- 12 Fell or Jumped from the Motor Vehicle
- 13 Thrown or Falling Object
- 14 Avoiding an Object on the Road
- 15 Avoiding an Animal on the Road
- 16 Other Non-Collision (Motorcycle Loss of Control)

**Collision with Person, Motor Vehicle,  
or Non-Fixed Object:**

- 17 Pedestrian
- 18 Pedalcycle
- 19 Railway Vehicle (Train, Engine or other vehicle on the railway)
- 20 Animal (Note: Species in FHE or Most Harmful Event)
- 21 Motor Vehicle in Transport
- 22 Parked Motor Vehicle
- 23 Struck by Falling, Shifting Cargo or Anything set in motion by Motor Vehicle
- 24 Work Zone/Maintenance Equipment
- 25 Work Zone Channeling Device
- 26 Other Non-Fixed Object

**Collision with Fixed Object:**

- 27 Impact Attenuator/Crash Cushion
- 28 Bridge Overhead Structure

- 29 Bridge Pier or Support
- 30 Bridge Rail
- 31 Culvert
- 32 Ditch
- 33 Embankment
- 34 Guardrail Face
- 35 Guardrail End
- 36 Concrete Traffic Barrier
- 37 Other Traffic Barrier
- 38 Tree
- 39 Utility Pole/Light Support
- 40 Traffic Sign Support
- 41 Traffic Signal Support
- 42 Other Post/Pole/Support
- 43 Fence
- 44 Mailbox
- 45 Tunnel
- 46 Cattleguard
- 47 Other Fixed Object (Wall, Building, etc.)
- 99 Unknown

**Sex** - The sex/gender of the driver or person

**Signature** – Reporting officer’s signature.

**Social Security Number (SSN)** – The nine digit number assigned by the Social Security Administration. It is available on most Wyoming Drivers Licenses and is utilized by a few States as the drivers license number.

**Special Function of Motor Vehicle in Transport** - The type of special function being served by this vehicle regardless of whether the function is marked on the vehicle.

Police ([from the FARS Coding Manual](#)): refers to a vehicle which is owned by any local, county, state or federal police agency. The vehicles are presumed to be in special police use at all times. Personal vehicles (not owned by the agency) that are used by officers or agents (e.g., undercover) are excluded.

Ambulance ([from the FARS Manuals](#)): - refers to vehicles: (1) whose sole purpose is to provide ambulance service and which is always presumed to be in special ambulance use at all times, or (2) vehicles serving dual purposes such as a hearse used for both funeral and emergency purposes, which is only coded when used for the latter purpose. This includes both publicly and privately owned vehicles.

Fire Truck ([from the FARS Coding Manual](#)) - refers to a vehicle which is owned by any local, county, state or fire protection agency. The vehicles are presumed to be in special use at all times.



Military ([from the FARS Coding Manual](#)) - refers to a vehicle which is owned by any of the Armed Forces. These vehicles are presumed to be in special military use at all times. This includes all military vehicles even if they are police, ambulance, or fire trucks.

Snow Plow - refers to a vehicle with a plow blade or a snow blower attached to the front of it for the purpose of removing snow. It may be a WYDOT snow plow, city, or privately owned vehicle (could even

be a pickup truck with a blade being used to remove snow). Some of these vehicles are speciality vehicles made only to plow snow or spread sand and are presumed to be snow plows all the time, others often serve as multiple use vehicles and would be coded as special use only when being used as a Snow Plow (Pickup with a blade). See Vehicle Owner.



This is a picture of a WYDOT snowplow, it's actually a modified dump truck that has plows on the front and on the side, and a sand spreader on the rear not visible in this photo. In this configuration this vehicle is always considered a snow plow. Remove the blades and sand spreader and it's a dump truck.

This is an example of a multiple use vehicle a dump truck with a plow blade attached. Would be coded as a snow plow if plowing snow or traveling to or from snow plowing operations. Dump Truck Otherwise.



Tow Truck - refers to vehicles specially designed to tow other vehicles. Such vehicles can tow or carry other disabled vehicles, and come in a variety of sizes from a modified pickup truck to Semi Tractors modified to tow other Semi's. These vehicles are presumed to be in special uses at all times regardless if towing another vehicle or not at the time of the crash.

Taxi - refers to vehicles used during this trip (at the time of the accident) on a fee-for-hire basis to transport persons. 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 (e.g., Gypsy Cabs), are included here. Taxis and drivers who are off-duty at the time of the accident are considered "No Special Use."

Vehicle Used as School Bus - would apply to a motor vehicle being used by a public or private school or school system to transport children up to the 12th Grade to/from school or any other school function or activity. This includes chartered buses. The body type can be van-based. Does not have to be the standard yellow school bus.

Vehicle Used as Other Bus - would apply to a vehicle that is functioning as a "Bus" by virtue of its configuration to carry more than 10 passengers including the driver. An example would be, a van-based shuttle bus, or a tour bus.

**State** – State of Residence for driver/owner.

**Street Address** – The driver/owner street address as provided on the driver's license. On many driver's license the P.O. Box is the only address provided.

**Street Address or P O Box of Individual, Partnership or Corporation** – If different than above (Number164).

**Street Number & Name** – It's always recommended that the investigating officer ask if the address on the license is the current Mailing Address. Record the current address if different than the driver's license.

**Supplemental Reports Attached** – Indicate if any additional forms are included with this crash report. The supplemental reports available are as follows:

Additional Vehicle Supplement  
Additional Vehicle Occupant Supplement

Truck/Commercial Vehicle Supplement  
 Non-Motorist Supplement  
 Bus Occupant Supplement

**Surface** -The road paving material at the crash scene, or the road from which this vehicle originated. Wyoming has numerous road surfaces. Grade - The geometric inclination characteristics of the roadway in the direction of travel for this vehicle.

**Suspects Alcohol/Drug Use** - Driver or non-motorist involved in the crash suspected by law enforcement to have used alcohol or drugs.

This element is reflective of the officer's opinion of the use (presence) of alcohol or drugs, not a judgment of quantity. The officer's opinion as to alcohol's or drug's contribution to the crash are recorded in the Driver and Non-Motorist Condition elements. It is based upon a factor or combination of factors such as:

His or her on-scene evaluation (Observation, Behavioral/Field Sobriety Test,  
 e.g. eye gaze/nystagmus, walking a line)

BAC testing

Other sources (witness statements, coroner's report)

Unknown ([from FARS Coding Manual](#)): unable to take a position as to involvement (officer still may order an evidential test).

**Telephone Number 1 & 2** – Driver's Home Phone Number including area code. Indicate which phone (home, work, cell).

**Time of Crash** – This is the approximate time of the crash; NOT the time of discovery or the time the crash was reported. Use the 24 hour clock, starting at 0001 and ending at 2400.

**Traffic Control** - The type of traffic control device (TCD) applicable to this motor vehicle at the crash location. Describes the traffic control device at the scene of the accident that regulates this unit. Note that this data element is designed to collect information about traffic controls at the scene of the crash WITHOUT regard to whether or not a traffic control (or malfunction thereof) was related to the crash.

Often there are more than one type of traffic control present or applicable in any location. Which traffic control in the officers opinion, has the most bearing on the crash.

Warning Signs (From the Manual on Uniform Traffic Control Devices): are used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a highway or street. Regulatory Signs (From the Manual on Uniform Traffic Control Devices): Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.

None Present - This code should be used only in situations when no traffic controls are present. This excludes situations where existing controls are knocked down, obscured, or malfunctioning.

Stop Sign- Eight sided Octagonal Sign is a Stop Sign Usually Red with White letters.

Yield Sign - Triangular Yield.

Flashing Traffic Control Signal - Controls traffic movements by flashing a red light for stop or yellow for caution. In some locations Traffic Control Signals flash after hours or during low periods of traffic (Flash Cycle).

Do Not Enter

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

Traffic Control Signal With Pedestrian Sign or Signals - Controls traffic movements by illuminating systematically a green, yellow or red light but also has Pedestrian Signs or Pedestrian Signals and a cross walk.

Traffic Control Signal With Pedestrian Signals AND Audible Signal for the BLIND - Same as above only it also has an Audible Signal for the Blind and a cross walk.

Person as Traffic Control - Includes flagger, law enforcement personnel, crossing guard, etc.

Pedestrian Crossing

No Passing Zone

Warning Signs - signs that give notice to road users of a situation that might not be readily apparent. Warn traffic of existing or potentially hazardous conditions on or adjacent to a road.

Pavement Markings - Painted lines on the roadway that indicate such things as a Pedestrian Crosswalk or double lines for no passing.

Traffic Barrels / Cones - Barrels or Cones normally used in Work or Construction Zones.

Temporary Jersey Barrier - Many construction companies are using plastic water filled Jersey Barriers, but this can also be concrete Jersey Barriers installed for long term construction projects.

School Bus Flashing Stop Lamps State Law requires all vehicles to Stop for Buses with Flashing Stop Lamps Illuminated. See SCHOOL BUS Related.

School Zone Signs - Signs which change the speed limit on roads adjacent to a school on school days; signs which give advance warning of a school; and signs which warn of children crossing the road.

**Railroad Crossing Signal**

Railroad Crossing Gate & Signal

Railroad Crossing Cross Buck Sign Only - It does not have any Signal Lights, Stop Sign or Yield Signs, just the Cross Buck. Does not warn of on-coming trains only that tracks are crossing the roadway.

RR Crossing Cross Buck with Stop Sign - Railroad Crossing Cross Buck sign combined with an Octagon Stop Sign and requires all traffic to stop before crossing. Does not warn of on-coming trains only that tracks are crossing the roadway.

RR Crossing Cross Buck with Yield Sign - Railroad Crossing Cross Buck sign combined with an Yellow Triangle Yield Sign and requires all traffic to yield to an approaching train. Does not warn of on-coming trains only that tracks are crossing the roadway.

Other - Used for any other Traffic Control Device please describe in the narrative.

**Traffic Control Working Properly** - This is not to determine if the driver(s) obeyed the traffic control. Its to determine if the traffic control device at this location was working properly at the time of the crash. It's to determine power failure, or malfunctioning Traffic Control Signal. Would also include obscured, knocked down, damaged or missing traffic control devices.

Damaged Signs - signs can be damaged as a result of natural actions, crashes or vandalism. Signs 'may' be considered damaged if because of their retroreflective characteristics or orientation they cannot be seen at night. Natural actions such as long term exposure to sunlight can result in fading, discoloration and/or loss of retroreflectivity.

Previous crashes can result in bends or scrapes that can make the sign difficult to read.

Vandalized signs are usually sprayed over with paint or shot with bullet holes which can also make the sign difficult to read.

Note: If in the opinion of the investigating officer traffic control at this location is not working properly it normally requires description in the narrative. Judgement must be used to determine if signs are serviceable; legible both day and night.

**Trafficway Description** - Indication of whether or not the trafficway for this vehicle is divided and whether it serves as one way or two way traffic (A divided trafficway is one on which roadways for travel in opposite directions are physically separated by a median or barrier).

|                                      |  |
|--------------------------------------|--|
| Two-Way, Undivided                   | Two-Way, Undivided, with a Continuous Left Turn Lane |
| Two-Way, Divided, Unprotected Median | Two-Way, Divided, Positive Median Barrier            |
| One-Way                              | Unknown  |

**Type of Intersection** - An intersection consists of two or more roadways that intersect at the same level. Would also include where the Interstate entrance and exit ramps intersect with the main line of the interstate. The area embraced within the prolongation of connection of the lateral curb lines, or if none, then the lateral boundary of the roadway of two highways which join each other at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict;

Not an Intersection - An area that does not meet the State Statute definition of an Intersection.

4-Way Intersection: Where two roadways intersect.

T Intersections - Intersection where two roadways connect and one roadway does not continue across the other. The crash involves activity, control, or behavior related to an intersection of three legs that intersect at approximately right angles (~ 90 degrees). The roadways form a "T".

Y Intersection - Intersection where three roadways connect and none of the roadways continue across the others. The roadways form a "Y". May also be called a 2 - Way Intersection.

5 Point or More - Where more than two roads intersect. An intersection with 5 or more legs.

**Type of Work Zone**

|                             |                         |                            |
|-----------------------------|-------------------------|----------------------------|
| Lane Closure                | Lane Shift or Crossover | Work on Shoulder or Median |
| Intermittent or Moving Work | Other                   | Unknown                    |

**Underride/Override** - An Underride refers to this motor vehicle sliding under another motor vehicle during a crash. An Override refers to this motor vehicle riding up over or onto another motor vehicle. Either can

occur with a parked motor vehicle.

Clarification from FARS Coding Manual: A vehicle straddling a guardrail, for example, is not coded as an Override. In cases in which two vehicles collide “head-on” and one vehicle ends up under the other, you must determine whether an Underride or Override has occurred. Underride is not applicable to motorcycles or snowmobiles. The reason for the exclusion of these vehicles is that the element’s intent is to measure the effect of size disparity pertaining to bumper compatibility research.

Compartment Intrusion - A breach of the occupant compartment as a result of a crash. (This can include damaged windshield or glass area to qualify.) FHWA has used penetration or significant inward deformation of the windshield as being compartment intrusion. It’s one or the other NOT both. Underride, Override (from FARS Coding Manual): It is important to determine the vehicle performing the action. Two vehicles cannot be considered to Underride and Override simultaneously.

A car underriding the side of a truck would be coded for the car. You would not in-turn code override for the truck.

**Unit Number of MOTOR VEHICLE Involved** - The Vehicle Segment Number assigned to identify the motor vehicle involved in the crash with Non-Motorist or Bus. The vehicle struck or came in contact with this non-motorist.

**US DOT No.** – Identified on vehicle.

**Vehicle Identification Number (VIN)** – A unique combination of alphanumeric or numeric characters assigned to a specific motor vehicle that is designated by the manufacturer. Manufacturer assigned number.

The 17 digit code identifies the origin, make, model and attributes of cars, trucks, buses, and even trailers worldwide. Every car manufactured and sold in the United States since 1981 has a unique VIN number. Prior to 1981 there was not an industry standard for VINs.

In short the VIN is to vehicles what DNA is to humans. VIN Numbers are used to track recalls, registrations, warranty claims, thefts, and insurance coverage, and provides a history of every vehicle from the factory to the scrap yard.

VIN Numbers can be found on the drivers side of every late model car; on the dashboard or windshield post, on the safety certification label on the drivers door, and on the drivers side door jam. Locations vary on early models but typically the VIN is found on the windshield, drivers door, or post on the passenger side, the firewall, the left hand inner wheel arch, and/or on the steering column.

The first three characters are known as the WMI, for World Manufacturer Identifier.

The first character identifies the country in which the vehicle was manufactured: USA (1 or 4), Canada (2), Mexico (3), Brazil (9), France (F), Japan (J), Korea (K), Taiwan (L), England (S), Yugoslavia (V), Germany (W), Sweden (Y), Italy (Z).

The second character identifies the manufacturer; Audi (A), BMW (B), Buick (4), Cadillac(6), Chevrolet (1), Chrysler C, Dodge (B), Ford (F), GM Canada (7), General Motors (G), Honda (H), Jaguar (J), Lincoln (L), Mercedes Benz (D), Mercury (M), Nissan (N), Oldsmobile (3), Pontiac (2 or 5), Plymouth (P), Saturn (8), Toyota (T), VW (V), Volvo (V).

The third character identifies vehicle type or manufacturing division.

The 4<sup>th</sup> through 8<sup>th</sup> characters identify vehicle features such as body style, engine type, model series etc.

The 9<sup>th</sup> character is used to verify VIN accuracy.

The 10<sup>th</sup> character identifies model year:

|          |          |          |          |          |          |
|----------|----------|----------|----------|----------|----------|
| 1981 - B | 1986 - G | 1991 - M | 1996 - T | 2001 - 1 | 2006 - 6 |
| 1982 - C | 1987 - H | 1992 - N | 1997 - V | 2002 - 2 | 2007 - 7 |
| 1983 - D | 1988 - J | 1993 - P | 1998 - W | 2003 - 3 | 2008 - 8 |
| 1984 - E | 1989 - K | 1994 - R | 1999 - X | 2004 - 4 | 2009 - 9 |
| 1985 - F | 1990 - L | 1995 - S | 2000 - Y | 2005 - 5 | 2010 - A |
|          |          |          |          |          | 2011 - B |

The 11<sup>th</sup> character identifies the assembly plant.

Characters 12 - 17 identify the sequence of the vehicle of production as it rolled out of the manufactures assembly line.

**Vehicle Make** - The distinctive (coded) name applied to a group of motor vehicles by a manufacture. Automobiles and Light Trucks

|                 |                  |             |             |
|-----------------|------------------|-------------|-------------|
| Acura           | Fiat             | Lexus       | Pontiac     |
| Alfa Romeo      | Ferrari          | Lincoln     | Porsche     |
| American Motors | Ford             | Lotus       | Renault     |
| AM General      | Geo 1989 to 1997 | Maserati    | Rolls Royce |
| Aston Martin    | GMC              | Maybach     | Rover       |
| Asuna           | Honda            | Mazda       | Saab        |
| Audi            | Hudson           | Mercedes    | Saturn      |
| Austin Healy    | Hummer           | Mercury     | Scion       |
| Bently          | Hyundai          | Merkur      | Studebaker  |
| BMW             | Imperial         | MG          | Subaru      |
| Buick           | Infiniti         | Mini Cooper | Suzuki      |
| Cadillac        | International    | Mitsubishi  | Toyota      |
| Checker         | Isuzu            | Morgan      | Triumph     |
| Chevolet        | Jaguar           | Nash        | Volkswagen  |
| Chrysler        | Jeep             | Nissan      | Volvo       |
| Daewoo          | Jenson           | Oldsmobile  | Willy's     |
| Delorean        | KIA              | Opel        | Winnebago   |
| Desoto          | Lada             | Packard     | Yuqo        |
| Diahatsu        | Lancia           | Peugeot     | Other       |
| Dodge           | Lamborghini      | Plymouth    | Unknown     |
| Eagle           | Land Rover       |             |             |

#### Motorcycles

|    |  |    |                                  |    |         |
|----|--|----|----------------------------------|----|---------|
| 16 | Beta                                   | 19 | Husqvarna                        | 12 | Triumph |
| 1  | BMW                                    | 20 | Indian                           | 24 | Ural    |
| 2  | BSA (No Longer In Production)          | 7  | Kawaski                          | 13 | Vespa   |
| 17 | Buell                                  | 21 | Moto Guzzi                       | 14 | Yamaha  |
| 3  | Bultaco (1984 Last Year of Production) | 08 | Norton (No Longer In Production) | 75 | Other   |
| 18 | Derbi                                  | 22 | Polaris                          | 99 | Unknown |
| 4  | Ducati                                 | 09 | Puch                             |    |         |
| 5  | Harley Davidson                        | 11 | Suzuki                           |    |         |
| 6  | Honda                                  | 23 | Titan                            |    |         |

#### Large Trucks

## Alpha Glossary

|    |                   |    |               |    |                 |    |              |
|----|-------------------|----|---------------|----|-----------------|----|--------------|
| 19 | Allvan            | 5  | Dodge         | 10 | Kenworth        | 13 | Peterbuilt   |
| 20 | American LaFrance | 26 | Feterl        | 11 | Mack            | 14 | RIO          |
| 21 | Autocar           | 07 | Ford          | 32 | Magnum          | 40 | Sterling     |
| 22 | Bering            | 06 | Freightliner  | 33 | Marmon          | 41 | UD           |
| 23 | Bluebird          | 27 | FWD           | 12 | Mercedes-Benz   | 15 | Volvo        |
| 01 | Brockway          | 08 | GMC           | 34 | Mitsubishi      | 16 | Western Star |
| 24 | Capacity          | 28 | Grumman       | 35 | Mitsubishi Fuso | 17 | White        |
| 02 | Catepillar        | 29 | Hino          | 36 | Navistar        | 42 | White/GMC    |
| 25 | CCC               | 09 | International | 37 | Oshkosh         | 75 | Other        |
| 03 | Chevrolet         | 30 | Isuzu         | 38 | Ottawa          | 99 | Unknown      |
| 04 | Diamond Reo       | 31 | Iveco         | 39 | PACCAR          |    |              |

**Vehicle Maneuver/Action** - The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events. Choose the attribute that best describes the movement of the vehicle prior to the crash. The last action for this vehicle before the start of the unstabilized situation that begins the "crash."

**Backing** – a start from a parked or stopped position in the direction of the rear of the motor vehicle.

**Changing Lanes** – Shift from one traffic lane to another traffic lane moving in the same direction. Note that on an undivided highway moving into an opposing travel lane would not be changing lanes.

**Overtaking/Passing** - In the photo below the red car is in the process of overtaking or passing the white car. The arrows show the points where the red car was changing lanes. Determination of whether this is changing lanes or passing would be by officer investigation.

**Turning Right** – used when in the actual process of executing a right turn at an intersection, interchange, driveway access, etc. This would include Right Turn on Red. This would not apply to a vehicle that is waiting to initiate a turn, see Stopped in Traffic.

**Turning Left** – used when in the actual process of executing a left turn at an intersection, interchange, driveway access, etc. This would not apply to a vehicle that is waiting to initiate a turn, see Stopped in Traffic.

**Making a U Turn** – used when in the actual process of executing a U-turn at an intersection, interchange, driveway access, etc.

**Leaving Traffic Lane** – a motor vehicle or person moving outside the travel lane. This would also include a vehicle leaving the traffic lane to park.

**Entering Traffic Lane** – physical presence in trafficway. (Merging)

**Slowing** – applies to a vehicle which is slowing down on the trafficway in an area normally used for vehicle travel.

**Negotiating a Curve** - applies to vehicles traveling along curved trafficways. A motor vehicle in the process of moving along a curved travel lane. This is NOT a left or right turn.

**Parked** – a motor vehicle that is not in motion or on a roadway, legally parked. A motor vehicle, or any portion of the motor vehicle outline, parked on the roadway during periods when parking is prohibited is considered in transport, See Stopped In Traffic.

**Stopped in Traffic** – applies to a vehicle which is stopped on the trafficway in an area normally

used for vehicle travel (i.e. outside a parking lane). It includes but is not limited to motor vehicles legally stopped for a stop sign or signal, motor vehicles stopped to turn PRIOR to initiating a turn, motor vehicles stopped in traffic due to a slow down in traffic ahead, and motor vehicles illegally stopped in a traffic lane.

Driver Less Motor Vehicle - A vehicle stopped in traffic may or may NOT have a driver and the vehicle engine may or may NOT be running, if the vehicle does NOT have a driver it is a driver less motor vehicle.. Most “double parked” vehicles are actually stopped in traffic Driver Less Motor Vehicles rather than parked.

Traffic Way Maintenance - indicates a working vehicle performing an operation such as mowing grass, plowing snow, paint striping etc.

Other - Used for any other controlled maneuver for this motor vehicle prior to the beginning of the sequence of events that lead up to this crash please describe in the narrative.

Unknown - Used if it's unknown what the movement of the vehicle was prior to the crash.

**Vehicle Model** – The manufacturer assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction.

**Vehicle Owner** – This identifies the Type of vehicle owner.

**Vehicle Registration** - The state, commonwealth, territory, Indian Nation, US Government, foreign country, etc., issuing the registration plate as indicated on the plate displayed on the motor vehicle. State and Province FIPS Codes.

United States:

|       |                      |       |                |       |                     |
|-------|----------------------|-------|----------------|-------|---------------------|
| AL 01 | Alabama              | LA 22 | Louisiana      | PA 42 | Pennsylvania        |
| AK 02 | Alaska               | ME 23 | Maine          | RI 44 | Rhode Island        |
| AZ 03 | Arizona              | MD 24 | Maryland       | SC 45 | South Carolina      |
| AR 05 | Arkansas             | MA 25 | Massachusetts  | SD 46 | South Dakota        |
| CA 06 | California           | MI 26 | Michigan       | TN 47 | Tennessee           |
| CO 08 | Colorado             | MN 27 | Minnesota      | TX 48 | Texas               |
| CT 09 | Connecticut          | MS 28 | Mississippi    | UT 49 | Utah                |
| DE 10 | Delaware             | MO 29 | Missouri       | VT 50 | Vermont             |
| DC 11 | District of Columbia | MT 30 | Montana        | VA 51 | Virginia            |
| FL 12 | Florida              | NE 31 | Nebraska       | WA 53 | Washington          |
| GA 13 | Georgia              | NV 32 | Nevada         | WV 54 | West Virginia       |
| HI 15 | Hawaii               | NH 33 | New Hampshire  | WI 55 | Wisconsin           |
| ID 16 | Idaho                | NJ 34 | New Jersey     | WY 56 | Wyoming             |
| IL 17 | Illinois             | NM 35 | New Mexico     | DS 57 | Department of State |
| IN 18 | Indiana              | NY 36 | New York       |       |                     |
| IA 19 | Iowa                 | NC 37 | North Carolina | XX 00 | Unknown             |
| KS 20 | Kansas               | ND 38 | North Dakota   |       |                     |
| KY 21 | Kentucky             | OH 39 | Ohio           |       |                     |

Canada:

|    |                        |    |                         |
|----|------------------------|----|-------------------------|
| AB | 01 Alberta             | ON | 08 Ontario              |
| BC | 02 British Columbia    | PE | 09 Prince Edward Island |
| MB | 03 Manitoba            | QC | 10 Quebec               |
| NB | 04 New Brunswick       | SK | 11 Saskatchewan         |
| NF | 05 Newfoundland        | YT | 12 Yukon Territory      |
| NT | 06 Northwest Territory | NU | 13 Nunavut              |
| NS | 07 Nova Scotia         |    |                         |

Mexico:

|    |                          |    |                         |
|----|--------------------------|----|-------------------------|
| AG | 01 Aguascalientes        | CI | 05 Chipas               |
| BA | 02 Baja California Norte | CH | 06 Chihuahua            |
| BJ | 03 Baja California Sur   | CU | 07 Coahuila de Zaragoza |
| CM | 04 Campeche              | CL | 08 Colmia               |

|    |                        |    |                         |
|----|------------------------|----|-------------------------|
| DF | 09 Distrito Federal    | MR | 17 Moreios              |
| DO | 10 Durango             | NA | 18 Nayarit              |
| GT | 11 Guanajuato          | NL | 19 Nuevo Leon           |
| GR | 12 Guerrero            | OA | 20 Oaxaca               |
| HL | 13 Hidalgo             | PB | 21 Puebla               |
| JL | 14 Jalisco             | QU | 22 Queretero de Arteaga |
| MX | 15 Mexico              | QR | 23 Quintana Roo         |
| MC | 16 Michoacan de Ocampo | SL | 24 San Luis Potosi      |
|    |                        | SI | 25 Sinaloa              |
|    |                        | SO | 26 Sonora               |
|    |                        | TB | 27 Tobasco              |
|    |                        | TA | 28 Tamaulipas           |
|    |                        | TL | 29 Tlaxcala             |
|    |                        | VC | 30 Veracruz-Llava       |
|    |                        | YU | 31 Yucatan              |
|    |                        | ZA | 32 Zacatecas            |

## Other Jurisdictions: (OT)

|    |                                   |    |  |
|----|-----------------------------------|----|--|
| AS | 60 American Samoa                 | PR | 72 Puerto Rico                               |
| PZ | 61 Panama Canal Zone              | UM | 74 US Minor Outlying Islands                 |
| FM | 64 Federated States of Micronesia | MH | 75 Marshall Islands                          |
| GU | 66 Guam                           | VI | 78 Virgin Islands                            |
| MP | 69 Northern Mariana Islands       | WK | 79 Wake Island                               |
| PW | 70 Palau                          | OT | 99 All Others (Includes Indian Reservations) |

**Vehicle Registration Expiration Date** – Date of expiration on registration.

**Vehicle State** – The state, commonwealth, territory, Indian Nation, US Government, foreign country, etc., issuing the registration plate as indicated on the plate displayed on the motor vehicle. State and Province FIPS Codes.

**Vehicle Towed** – Used to determine if the vehicle was towed from the scene.

**Vehicle Towed BY** – Company Name

**Vehicle Towed TO** – Location to which the vehicle is taken after the crash.

**Vehicle Type** – Indicates the general configuration or shape of a motor vehicle. A “motor vehicle” means every vehicle which is self propelled except vehicles moved solely by human power. A bicycle is not a motor vehicle, motorized bicycles are a moped.

- Passenger Car
- Sport Utility Vehicle
- Passenger Van
- Cargo Van (10,000 lbs or less)
- Pickup Truck
- Motor Home (Both Class A and Class C)
- School Bus
- Transit Bus (a.k.a. Motorcoach)
- Other Bus
- Light Truck (Commercial Trucks 10,000 lbs GVWR or less)
- Medium Truck (Commercial Trucks 10,001 to 26,000 lbs GVWR)
- Heavy Truck (Semi Tractor/Trailer or more than 26,000 lbs GVWR)
- Construction Vehicle
- Farm Equipment (Tractor, Combine etc.)
- Motorcycle with greater than 150 cc engine size (2 or 3 wheels)
- Motor-Driven Cycle (any street legal motorcycle with 150 cc or less engine)
- Off Road Motorcycle (Dirt Bike, Mini-Bike, Pocket Bike, all 2 wheeled off road or not street legal motorcycles)
- ATV (3 or more wheeled off road motor-driven vehicles even if licensed.)
- Motorized Skateboards/Scooters (Gasoline or electric motors)
- Moped (Gasoline or Electric Motorized Bicycle)
- Pedestrian Vehicle (Motorized Wheel Chair, Handicap Scooters, Power Chairs etc.)

Snowmobile  
 Low Speed Vehicle (Golf Cart, etc.)  
 Segway  
 Other Vehicles (All other motorized vehicles please describe in the narrative)  
 Unknown

**Vehicle Underride/Override** – An Underride refers to this motor vehicle sliding under another motor vehicle during a crash. An Override refers to this motor vehicle riding up over or onto another motor vehicle. Either can occur with a parked motor vehicle.

**Vehicle Year of Manufacture** – The year which is assigned to a motor vehicle by the manufacturer.

**Violation #1-5** - All violations, if any, that apply to this driver. If the number of tickets is greater than zero, then there are violations that apply to this driver.

None  
 DWUI  
 Drinking - (i.e., open container)  
 Exceeding the Speed Limit  
 Speed too Fast  
 Following too Close  
 Wrong Side of Road  
 Improper or No Signal  
 Improper Lane Use  
 Improper Turn  
 Improper Passing  
 Improper Starting Out  
 Failure to Grant Right of Way to Pedestrian  
 Failure to Grant Right of Way to MV  
 Disregarded Officer  
 Disregarded Stop Light  
 Disregarded Stop Sign  
 Disregarded Other Traffic Control  
 Improper Parking  
 Reckless or Careless Driving  
 Vehicular Homicide  
 Driver's License Violation  
 Charges Pending  
 Improper Backing  
 No Insurance  
 Hit & Run  
 Registration Violation  
 Failure to use Seatbelt  
 Charges Pending  
 Fed R & R Driver  
 Fed R & R Vehicle  
 Racing  
 Other

Note: It's reasonable that there may have been multiple violations that apply to this driver that may have contributed to the crash. We collect up to 4. The investigating officer may use the narrative to further describe the events that lead up to this crash.

**Weather Conditions** - The prevailing atmospheric conditions that existed at the time of the crash. This element should be coded without regard to whether or not weather conditions contributed to the cause of the crash.

Clear - includes partial cloudiness if sunlight is not diminished.

Raining - precipitation is falling as rain at the time of the crash.

Snowing - is used when precipitation is falling as snow at the time of the crash.

Fog - natural condition that causes reduced visibility.

Blowing Dust/Sand/Dirt - Dust, sand or dirt set aloft by wind that causes reduced visibility. (Dust Storm)

Severe Wind Only - Strong wind conditions on an otherwise clear or overcast day. Severe Wind takes precedence over Clear or Cloudy/Overcast if the wind contributed or may have contributed to the cause of the crash.

Blizzard - extreme winter conditions where there is both precipitation falling as snow and there is blowing snow, visibility is poor. White Out Conditions are possible.

Sleet/Hail/Freezing Rain (or drizzle) - this attribute would apply to conditions where precipitation is falling as ice (sleet/hail) or when it is falling as liquid (rain) and then freezing on the roadway.

Blowing Snow - applies to snow that has fallen to the ground and is set aloft by wind. Typically blowing across the roadway causing an otherwise dry road to have slick locations. Can reduce visibility



*This is a picture of blowing snow on an otherwise partly cloudy/clear day.*

Cloudy/Overcast - usually "overcast" but may include partial cloudiness if light is diminished.

Other - Would include any other natural or man made atmospheric condition not listed above. Would include smoke, or smog if they reduced visibility at the time of the crash. Also would include severe weather conditions such as severe thunderstorms or tornados. If the code "Other" is used it is recommended that it be explained in the narrative.

Unknown - Used if the weather conditions at the time of the crash are unknown it is recommended that it be explained in the narrative.

Note that the attributes recorded in Weather Conditions in most cases work in conjunction with Road Condition to describe the crash environment.

**Witnesses** – Complete witness information.

**Work Zone Crash** - a traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior or control related to the movement of the traffic units through the work zone. Includes collision and non-collision crashes occurring within the signs or markings indicating a work zone or occurring on approach to, exiting from or adjacent to work zones that are related to the work zone.

**For example:**

An automobile on the roadway loses control within a work zone due to a shift or reduction in the travel lanes and Crashes into another vehicle in the work zone.

A van in an open travel lane strikes a highway worker in the work zone.

A highway construction vehicle working on the edge of the roadway is struck by a motor vehicle in transport in a construction zone.

A rear-end collision crash occurs before the signs or markings indicating a work zone due to vehicles slowing or stopped on the roadway because of the work zone activity.

A pickup in transport loses control in an open travel lane within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle which exited the work zone.

A tractor-trailer approaching an intersection where the other roadway has a work zone strikes a pedestrian outside the work zone because of lack of visibility caused by the work zone equipment.

Excludes single-vehicle crashes involving working vehicles not located in trafficway. Such as a highway maintenance truck strikes a highway worker inside the work site.

### **Work Zone Location**

- Termination Area – traffic resumes normal path
- Activity Area – where work takes place
- Work Space – space for workers, equipment, and material storage
- Buffer Space – provides protection for traffic and workers
- Transition Area – moves traffic from normal path
- Advance Warning Area – notifies traffic of what to expect ahead

**Work Zone Related** - A crash occurs in or related to a construction, maintenance, or work zone, whether or not the workers were actually present at the time of the crash. Work Zone Related crashes may also include those MOTOR VEHICLE stopped or slowed because of the work zone, even if the event occurred before the first warning sign. Needs to be collected at the scene because work zones are short term or moving operations.

**Work Zone Worker's Present** - Workers Present

**Zip Code** – Zip Code for driver/owner of the vehicle.

# APPENDIX



## Speed Estimation

Determining the pre-collision speed of a vehicle can be a challenge for even the most skilled investigator or reconstructionist. Fortunately, for most crashes, speed is not a significant factor in the crash and the estimates of the involved drivers are usually satisfactory. If there is a concern about the accuracy of their estimates, other sources for speed determination should be sought. Witnesses can often be a source of speed estimates. However, always keep in mind that most people overestimate the approaching speed of small vehicles and underestimate the speed of larger vehicles.

Collision damage can also provide general guidance for speed estimation. If a vehicle showed little evidence of pre-collision braking and still did little damage, its pre-collision speed was likely slow. The reverse is obviously also true. There are computer programs and books available that estimate collision speed based on damage. These range from relatively simple to very sophisticated, with ultimate accuracy usually increasing with increasing complexity of the program and variables that it can take into account.

These approaches still only show speed at impact. If there is braking or other pre-collision maneuvers, then the speed lost there must be combined with impact speed to determine speed before the crash sequence began. These speeds ARE NOT additive. For example, if skid evidence shows a vehicle lost 20 mph in skidding, and damage analysis shows an impact speed of 40 mph, the pre-crash speed of the vehicle was not 60 mph. Rather, a mathematical formula must be used to do such combined speeds.

Skid mark evidence only shows speed lost while skidding. In a special case, such as a vehicle skidding and striking a pedestrian and then skidding to a halt without a break in the skid, then the skid mark evidence can show the speed of the vehicle prior to the crash sequence. Such situations are uncommon. Usually, a vehicle skids for some distance and then strikes another vehicle, fixed object, etc. The skid mark can only show speed lost while skidding and usually this is just a portion of the pre-crash speed.

Determining speed lost from skidding uses a simple formula:  $S = \sqrt{30df}$ , where

**S** = speed in mph

**30** = a constant which adjusts the equation to units of measurement used

**d** = the length of the skid mark in feet

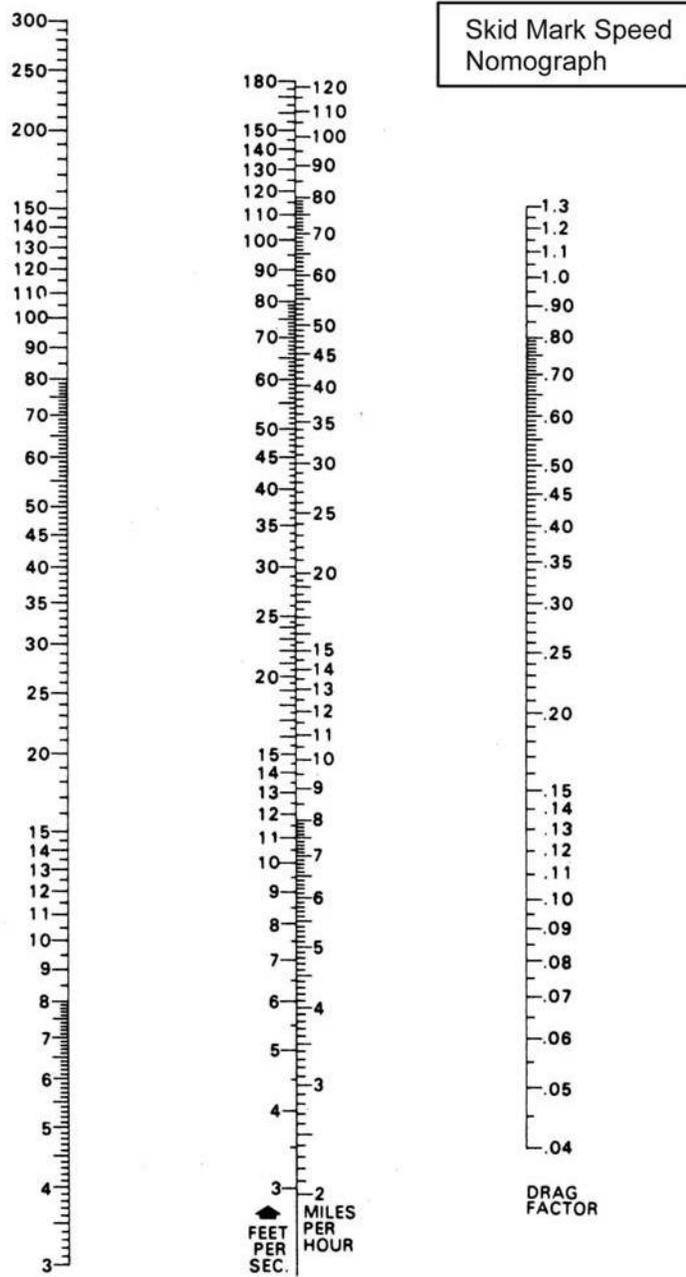
**f** = the coefficient of friction (drag factor) of the road surface

$\sqrt{\quad}$  = take the square root of the product of the three factors

The coefficient of friction can be found from making test skids or by checking reference books. Speed from skid marks can also be determined through use of a nomograph such as the one on the following page. The nomograph does the mathematics of determining speed if the "d" and "f" factors are known. Running a straight edge from the skid distance to the coefficient of friction will show the speed on the middle scale.

It is also possible to determine from marks other than skid marks. Yaw marks made while a vehicle is in a sideways, loss-of-control skid (without brake application) are one example of this. Marks made by a vehicle involved in a flip or vault can also be used to determine speed.

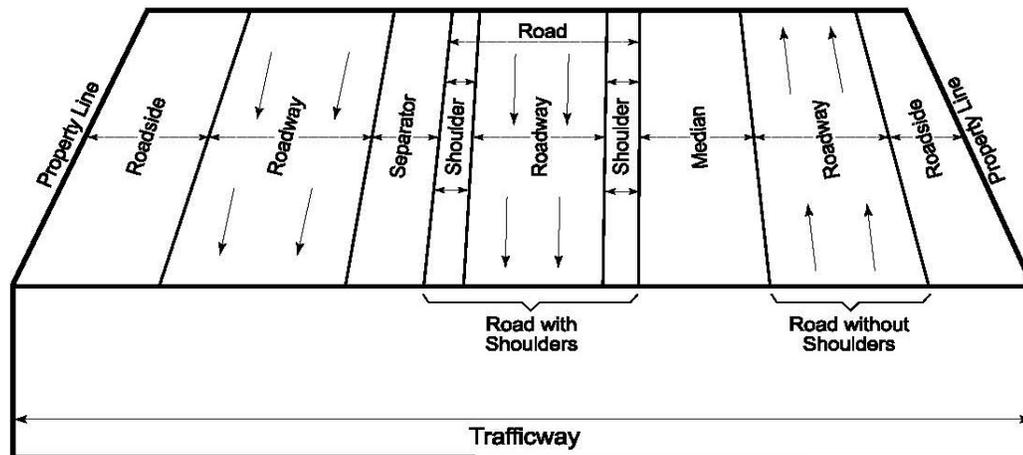
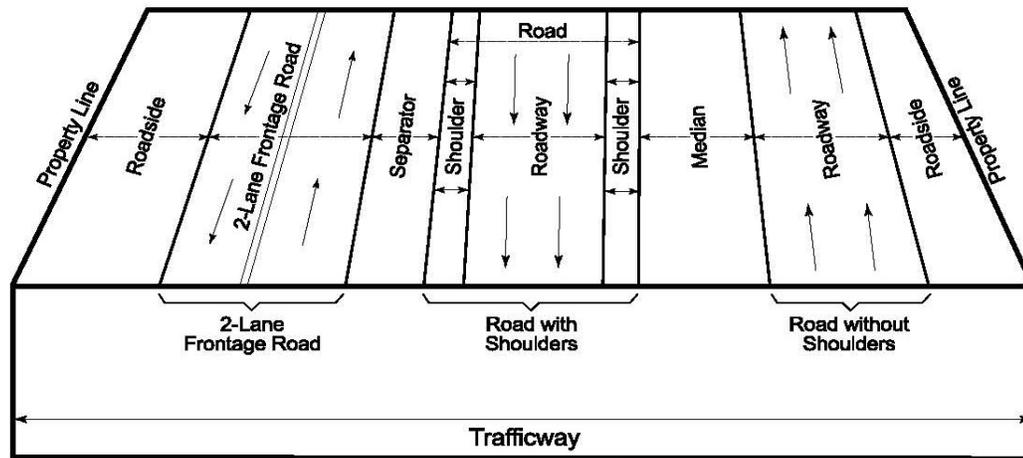
For more information on determining pre-collision speed, the investigator should consult an agency-designated investigator or a reference such as the Northwestern University Center for Public Safety's *Traffic Collision Investigation Manual*.



## Possible Ranges of Pavement Drag Factor

| DESCRIPTION OF ROAD SURFACE | DRY                     |      |                     |      | WET                 |      |                     |      |      |
|-----------------------------|-------------------------|------|---------------------|------|---------------------|------|---------------------|------|------|
|                             | Less Than 30 m.p.h.     |      | More Than 30 m.p.h. |      | Less Than 30 m.p.h. |      | More Than 30 m.p.h. |      |      |
|                             | From                    | To   | From                | To   | From                | To   | From                | To   |      |
| <b>Concrete</b>             | <i>New, Sharp</i>       | 0.80 | 1.00                | 0.70 | 0.85                | 0.50 | 0.80                | 0.40 | 0.75 |
|                             | <i>Travelled</i>        | 0.60 | 0.80                | 0.60 | 0.75                | 0.45 | 0.70                | 0.45 | 0.65 |
|                             | <i>Traffic Polished</i> | 0.55 | 0.75                | 0.50 | 0.65                | 0.45 | 0.65                | 0.45 | 0.60 |
| <b>Asphalt or Tar</b>       | <i>New, Sharp</i>       | 0.80 | 1.00                | 0.65 | 0.70                | 0.50 | 0.80                | 0.45 | 0.75 |
|                             | <i>Travelled</i>        | 0.60 | 0.80                | 0.55 | 0.70                | 0.45 | 0.70                | 0.40 | 0.65 |
|                             | <i>Traffic Polished</i> | 0.55 | 0.75                | 0.45 | 0.65                | 0.45 | 0.65                | 0.40 | 0.60 |
|                             | <i>Excess Tar</i>       | 0.50 | 6.00                | 0.35 | 0.60                | 0.30 | 0.60                | 0.25 | 0.55 |
| <b>Brick</b>                | <i>New, Sharp</i>       | 0.75 | 0.95                | 0.60 | 0.85                | 0.50 | 0.75                | 0.45 | 0.70 |
|                             | <i>Traffic Polished</i> | 0.60 | 0.80                | 0.55 | 0.75                | 0.40 | 0.70                | 0.40 | 0.60 |
| <b>Stone Block</b>          | <i>New, Sharp</i>       | 0.75 | 1.00                | 0.70 | 0.90                | 0.65 | 0.90                | 0.60 | 0.85 |
|                             | <i>Traffic Polished</i> | 0.50 | 0.70                | 0.45 | 0.65                | 0.30 | 0.50                | 0.25 | 0.50 |
| <b>Gravel</b>               | <i>Packed, Oiled</i>    | 0.55 | 0.85                | 0.50 | 0.80                | 0.40 | 0.80                | 0.40 | 0.60 |
|                             | <i>Loose</i>            | 0.40 | 0.70                | 0.40 | 0.70                | 0.45 | 0.75                | 0.45 | 0.75 |
| <b>Cinders</b>              | <i>Packed</i>           | 0.50 | 0.70                | 0.50 | 0.70                | 0.65 | 0.75                | 0.65 | 0.75 |
| <b>Rock</b>                 | <i>Crushed</i>          | 0.55 | 0.75                | 0.55 | 0.75                | 0.55 | 0.75                | 0.55 | 0.75 |
| <b>Ice</b>                  | <i>Smooth</i>           | 0.10 | 0.25                | 0.07 | 0.20                | 0.05 | 0.10                | 0.05 | 0.10 |
| <b>Snow</b>                 | <i>Packed</i>           | 0.30 | 0.55                | 0.35 | 0.55                | 0.30 | 0.60                | 0.30 | 0.60 |
|                             | <i>Loose</i>            | 0.10 | 0.25                | 0.10 | 0.20                | 0.30 | 0.60                | 0.30 | 0.60 |
| <b>Metal Grid</b>           | <i>Open</i>             | 0.70 | 0.90                | 0.55 | 0.75                | 0.25 | 0.45                | 0.20 | 0.35 |

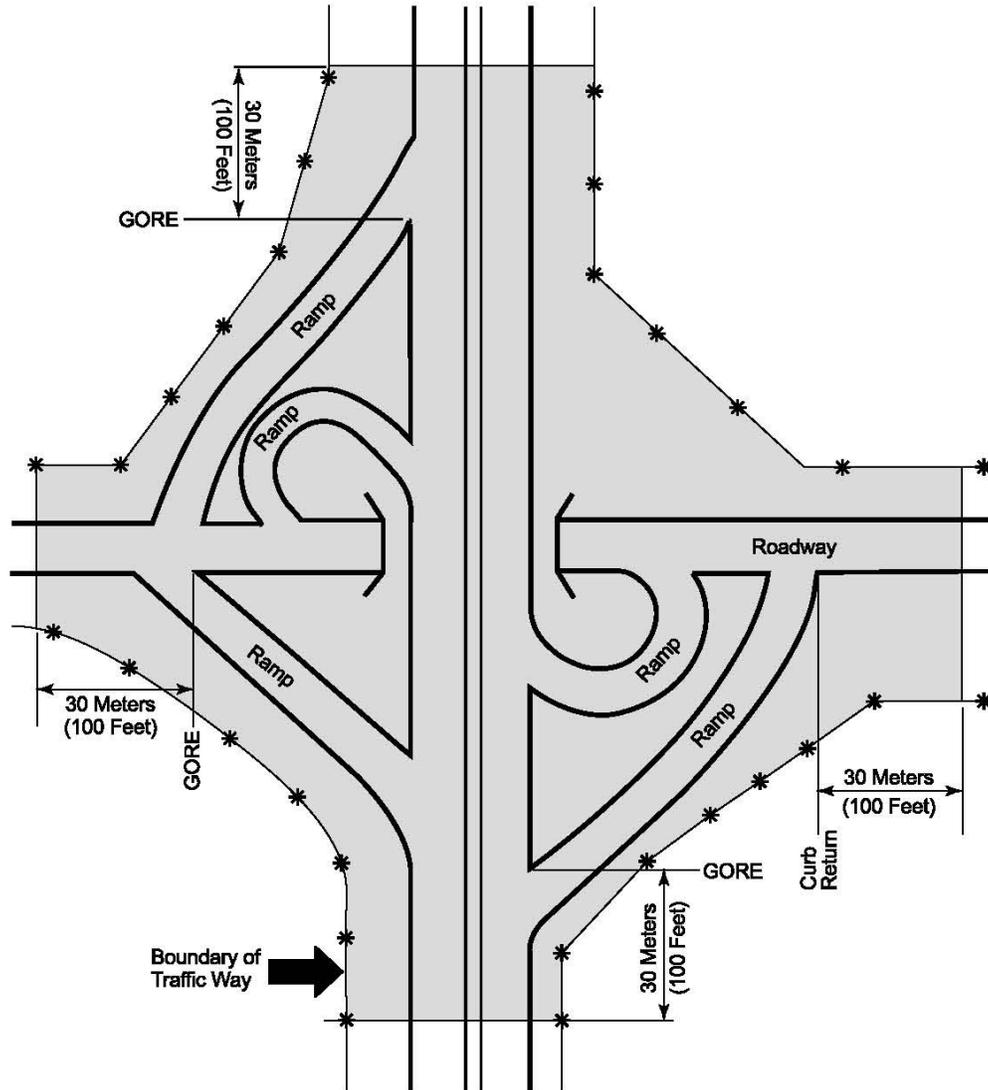
**DIAGRAM OF THE TRAFFICWAY\***



\*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition.

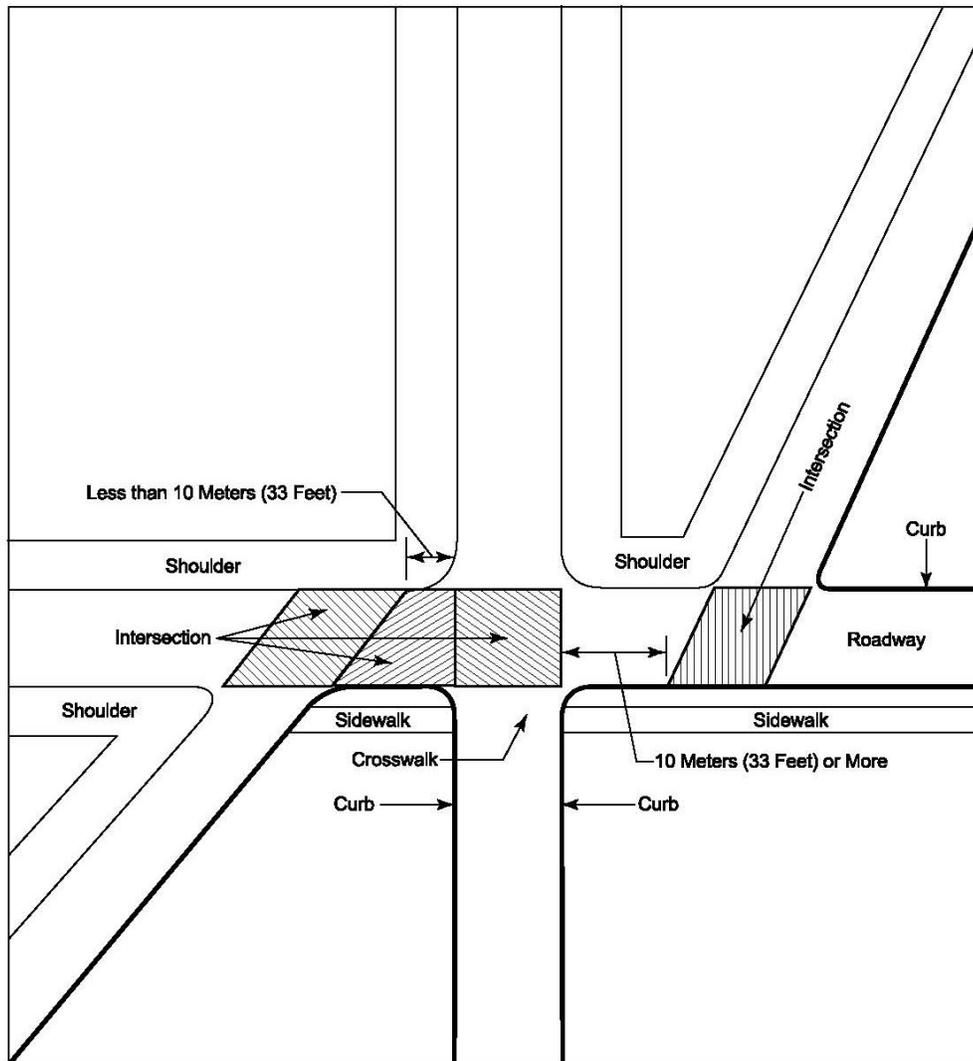
**DIAGRAM OF AN INTERCHANGE\***

Crashes which occur within the shaded areas are Interchange Crashes.



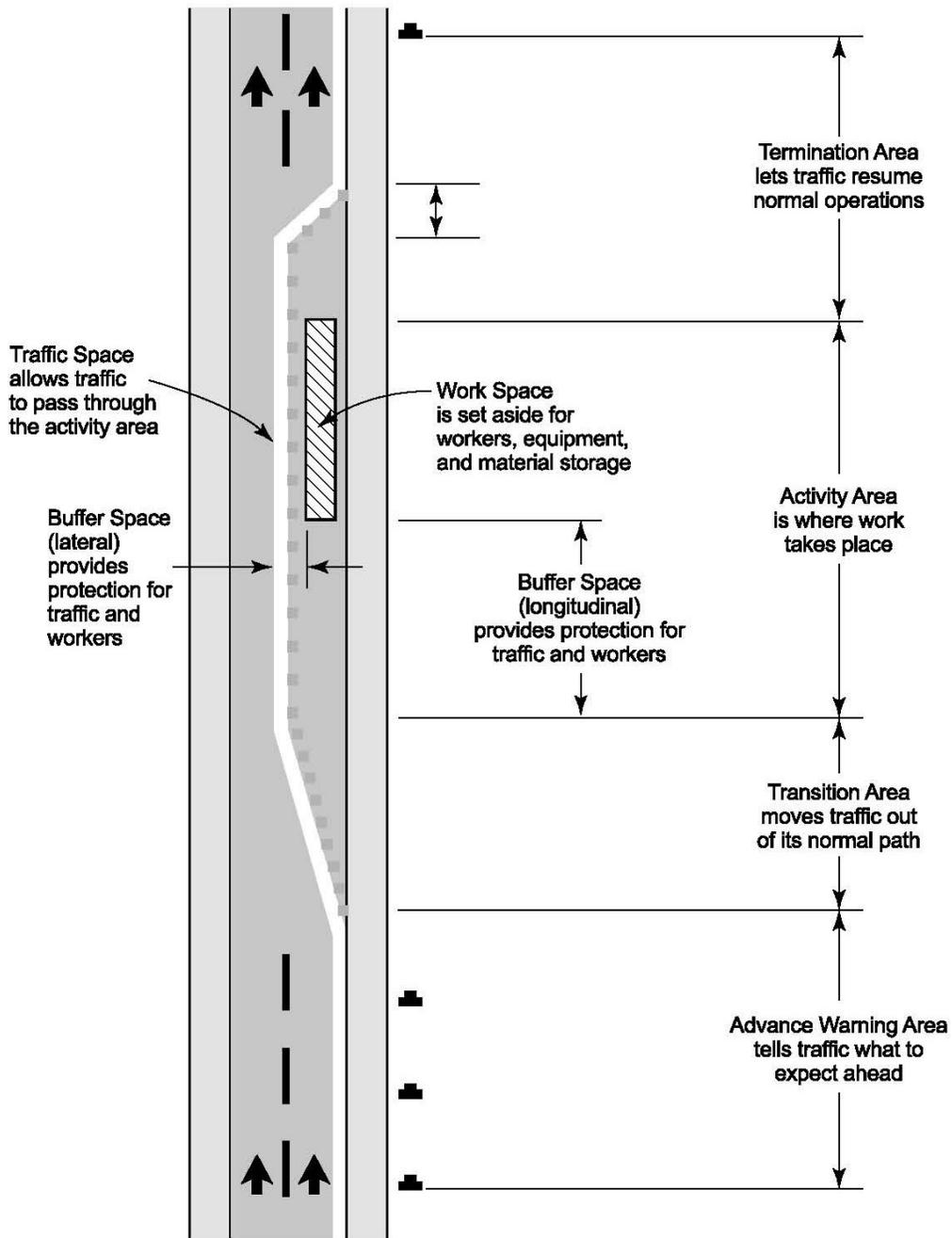
\*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition.

**DIAGRAM OF AN INTERSECTION\***



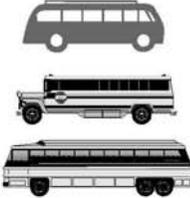
\*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition.

**DIAGRAM OF A WORK ZONE AREA\***



\*Source: FHWA.

DEFINITIONS FOR TRUCK CONFIGURATIONS AND PLACARDS\*

| DEFINITIONS  |  |  |
|--|--|--|
| <p><b>Truck</b> — A motor vehicle designed, used or maintained primarily for the transportation of property. For the purpose of this form the vehicle must also meet one of the following criteria:</p> <ul style="list-style-type: none"> <li>■ Have a gross vehicle weight rating or gross combination weight rating of 10,001 lbs. or more; OR</li> <li>■ Display a Hazardous Material Placard.</li> </ul>  | <p><b>Bus</b> — A motor vehicle providing seats for 16 or more persons including the driver and used primarily for the transportation of persons.</p> <p><b>Bus/Large Van</b> — A motor vehicle providing seats for 9–15 passengers including the driver and used primarily for the transportation of persons.</p> <p><b>Trailer</b> — A non-power vehicle towed by a motor vehicle.</p> |  |
| <p><b>Reportable Truck Accident</b> A highway related incident normally investigated by a police office and reported on a standard accident report form involving one or more trucks or buses (as defined above) which results in:</p> <ul style="list-style-type: none"> <li>■ One or more fatalities; OR</li> <li>■ One or more non-fatal injuries requiring transportation for the purpose of obtaining immediate medical treatment; OR</li> <li>■ One or more of the vehicles being removed from the scene as a result of disabling damage; OR</li> <li>■ One or more vehicles requiring intervening assistance before proceeding under it's own power.</li> </ul> |  |  |
| TYPICAL VEHICLE SILHOUETTES  |  |  |
| <p>1. Bus</p>   | <p>2. Single Unit Truck — 2 Axles</p>   | <p>3. Single Unit Truck — 3 Axles or More</p>  |
| <p>4. Truck with Trailer</p>    | <p>5. Truck Tractor (Bobtail)</p>   | <p>6. Tractor with Semi-Trailer</p>           |
| <p>7. Tractor with Double Trailers</p>    | <p>8. Tractor with Triple Trailers</p>   |  |
| TYPICAL HAZARDOUS MATERIALS PLACARDS   |  |  |
|    |  |  |

\*Source: FMCSA

## HAZARDOUS MATERIALS PLACARDS

### Class 1 Explosives



1.1



1.2



1.3



1.4



1.5



1.6

### Class 2 Compressed Gasses



2.1



2.2



2.2



2.3

### Class 3 Flammable Liquids



3



3



3



3

### Class 4 Flammable Solids



4.1



4.2



4.3

**Class 5 Oxidizers**



5.1



5.2

**Class 6 Poisons**



6.1



6.1



6.1



6.1

**Class 7 Radioactive Materials**



7

**Class 8 Corrosive Liquids**



8

**Class 9 Miscellaneous**



9



9

Copyright 1995 - 2004 - Kenneth L Barbalace (KLBProductions.com - website & database design)  
About KLBProductions.com

## Classification of Hazardous Materials

The DOT has broad authority to regulate hazardous materials that are in transport, including the discretion to determine which materials shall be classified as "hazardous". These materials are placed in one of nine categories, based on their chemical and physical properties. Based on the classification of the material, the DOT is also responsible for determining the appropriate packaging materials for shipping or transport. Finally, also based on the material classification, strict guidelines are furnished for proper labeling/markings of packages of hazardous materials offered for transport, and for placarding of transport vehicles.

- Class 1: Explosives
  - Division 1.1 Explosives with a mass explosion hazard
  - Division 1.2 Explosives with a projection hazard
  - Division 1.3 Explosives with predominantly a fire hazard
  - Division 1.4 Explosives with no significant blast hazard
  - Division 1.5 Very insensitive explosives
  - Division 1.6 Extremely insensitive explosive articles
- Class 2: Gases
  - Division 2.1 Flammable gases
  - Division 2.2 Nonflammable gases
  - Division 2.3 Poison gas

### Division 2.4 Corrosive gases

- Class 3: Flammable liquids.
  - Division 3.1 Flashpoint below -18°C (0°F)
  - Division 3.2 Flashpoint -18°C and above, but less than 23°C (73°F)

### Division 3.3 Flashpoint 23°C and up to 61°C (141°F)

- Class 4: Flammable solids; spontaneously combustible materials; and materials that are dangerous when wet
  - Division 4.1 Flammable solids
  - Division 4.2 Spontaneously combustible materials
  - Division 4.3 Materials that are dangerous when wet
- Class 5: Oxidizers and organic peroxides
  - Division 5.1 Oxidizers
  - Division 5.2 Organic peroxides

- Class 6: Poisons and etiologic materials
  - Division 6.1 Poisonous materials
  - Division 6.2 Etiologic (infectious) materials
- Class 7: Radioactive materials
  - Any material, or combination of materials, that spontaneously gives off ionizing radiation. It has a specific activity greater than 0.002 microcuries per gram.
- Class 8: Corrosives
  - A material, liquid or solid, that causes visible destruction or irreversible alteration to human skin or a liquid that has a severe corrosion rate on steel or aluminum.
- Class 9: Miscellaneous
  - A material which presents a hazard during transport, but which is not included in any other hazard class (such as a hazardous substance or a hazardous waste).
- ORM-D: Other regulated material
  - A material which, although otherwise subjected to regulations, presents a limited hazard during transportation due to its form, quantity and packaging.

## Trauma Coordinator List

### AFTON: Star Valley Hospital

Tod Ponciano, RN  
 Trauma Coordinator  
 Star Valley Hospital  
 110 Hospital Lane  
 Afton, WY 83110  
 (307) 885-5800  
[tap4work@hotmail.com](mailto:tap4work@hotmail.com)

Scott Bender, MD

### BASIN: South Big Horn County Critical Access Hospital

Jim Thomas, RN  
 Trauma Coordinator  
 South Big Horn County Critical Access Hospital  
 388 South US Highway 20  
 Basin, WY 82410  
[jamesT@midwayclinic.com](mailto:jamesT@midwayclinic.com)  
 (307) 568-3312  
 Fax (307) 568-2139

Dumar Hill, MD  
 Trauma Director

### BUFFALO: Johnson County Memorial Hospital

Mary Litzel, RN  
 Trauma Coordinator  
 Johnson County Memorial Hospital  
 497 West Lott  
 Buffalo, WY 82834  
 (307) 684-5521  
[marylitz@yahoo.com](mailto:marylitz@yahoo.com)

Ron Gardner, MD  
 Trauma Director

Karen Cross  
 Registrar

### CASPER: Wyoming Medical Center

Connie Jacobson, RN  
 Trauma Coordinator  
 Wyoming Medical Center  
 1233 E 2nd Street  
 Casper, WY 82601  
 (307) 577-2723  
 Fax (307) 577-2265  
[cjacobson@wmcnet.org](mailto:cjacobson@wmcnet.org)

Jim Anderson, MD  
 Trauma Director

**CHEYENNE: United Medical Center**

Terry Dimon, RN, CEN  
Trauma Coordinator  
United Medical Center  
214 East 23<sup>rd</sup> Street  
Cheyenne, WY 82001  
(307) 633-3564  
[tdimon@umcwy.org](mailto:tdimon@umcwy.org)

Rick Fermelia, MD  
Trauma Director  
[r.fermelia@attbi.com](mailto:r.fermelia@attbi.com)

Gail Tooke, RN  
[Gtooke@umcwy.org](mailto:Gtooke@umcwy.org)  
Rosely Anderson, RN  
Registrar

**CODY: West Park Hospital**

Rebecca Frye, RN  
Trauma Coordinator  
West Park Hospital  
707 Sheridan Avenue  
Cody, WY 82414  
(307) 527-7501  
[traumadog\\_82414@yahoo.com](mailto:traumadog_82414@yahoo.com)

Kirk Bollinger, MD  
Trauma Director

**DOUGLAS: Memorial Hospital of Converse County**

Robynn Scheehle, RN  
Trauma Coordinator  
Memorial Hospital of Converse County  
111 South 5<sup>th</sup> Street  
Douglas, WY 82633  
(307) 358-2122  
[ernurse104@hotmail.com](mailto:ernurse104@hotmail.com)

Corki Bergen  
Registrar

**EVANSTON: Evanston Regional Hospital**

Mardi Mohler, RN  
Trauma Coordinator  
Evanston Regional Hospital  
190 Arrowhead Drive  
Evanston, WY 82390  
(307) 789-3636  
[mardi\\_mohler@chs.net](mailto:mardi_mohler@chs.net)

Kevin O'Meara, MD  
Trauma Director

**GILLETTE: Campbell County Memorial Hospital**

Julie Norlin, RN  
Trauma Coordinator  
Campbell County Memorial Hospital  
501 Burma Road  
P.O. Box 3011  
Gillette, WY 82717  
(307) 682-8811 or 1-800-687-5381  
[norlinjj@ccmh.net](mailto:norlinjj@ccmh.net)

Jon Hayden, MD  
Trauma Director

**JACKSON: St. John's Hospital**

Pat Burroughs, RN  
Trauma Coordinator  
St. John's Hospital  
625 E. Broadway  
P.O. Box 428  
Jackson, WY 83001  
(307) 733-3636  
[pburroughs@tetonhospital.org](mailto:pburroughs@tetonhospital.org)

James Balliro, MD  
Trauma Director

Karen Lisenby  
Registrar

**KEMMERER: South Lincoln Medical Center**

Tammy Krell, RN  
Trauma Coordinator  
South Lincoln Medical Center  
711 Onyx  
P.O. Box 390  
Kemmerer, WY 83101  
(307) 877-4401 x3105  
[krellslmc@hotmail.com](mailto:krellslmc@hotmail.com)

Chris Krell, MD  
Trauma Director  
[ChrisKrell@hotmail.com](mailto:ChrisKrell@hotmail.com)

**LANDER: Lander Valley Medical Center**

Tina Harrenga, RN  
Trauma Coordinator  
Lander Valley Medical Center  
1320 Bishop Randall Drive  
Lander, WY 82520  
(307) 332-4420 x6365  
[Tina.Harrenga@LifePointHospitals.com](mailto:Tina.Harrenga@LifePointHospitals.com)

Greg Clifford, MD  
Trauma Director

**LARAMIE: Ivinson Memorial Hospital**

Diann Honeyman, RN  
Trauma Coordinator  
Ivinson Memorial Hospital  
255 North 30<sup>th</sup> Street  
Laramie, WY 82070  
(307) 742-2141  
[DiannH@IvinsonHospital.ORG](mailto:DiannH@IvinsonHospital.ORG)

Don Cantway, MD  
Trauma Director

Tary Stayton, RN  
[Tarys@IvinsonHospital.org](mailto:Tarys@IvinsonHospital.org)

**LOVELL: North Big Horn Hospital**

Becky Hetland, RN  
Trauma Coordinator  
North Big Horn Hospital  
1115 Lane 12  
Lovell, WY 82431  
(307) 548-2771  
[bhetland@nbhh.com](mailto:bhetland@nbhh.com)

David Hoffman, MD  
Trauma Director

**NEWCASTLE: Weston County Medical Services**

Piper Orsborn  
Trauma Coordinator  
Weston County Health Services  
1124 Washington Blvd.  
Newcastle, WY 82701  
(307) 746- 4491  
**no e-mail address**

Chuck Franklin, MD  
Trauma Director

**POWELL: Powell Hospital**

David Giles, RN  
Trauma Coordinator  
Powell Valley Healthcare  
777 Avenue H  
Powell, WY 82435  
(307) 754-2267  
[dgiles@pvhc.org](mailto:dgiles@pvhc.org)

Nick Morris, MD  
Trauma Director

**RAWLINS: Memorial Hospital of Carbon County**

Rayetta Barrego, RN  
Trauma Coordinator  
Memorial Hospital of Carbon County  
2221 West Elm Street  
Rawlins, WY 82301  
(307) 324-2221  
[rborrego@imhcc.com](mailto:rborrego@imhcc.com)

Duane Abels, DO  
Trauma Director

**RIVERTON: Riverton Memorial Hospital**

Beverly Voigt  
Trauma Coordinator  
Columbia-Riverton Memorial Hospital  
2100 West Sunset Drive  
Riverton, WY 82501  
(307) 856-4161  
[Beverly.Voigt@lifepointhospitals.com](mailto:Beverly.Voigt@lifepointhospitals.com)

**ROCK SPRINGS: Memorial Hospital of Sweetwater County**

Sandy Tuft, RN  
Trauma Coordinator  
Memorial Hospital of Sweetwater County  
1200 College Drive - P.O. Box 1359  
Rock Springs, WY 82902  
(307) 362-3711  
[stuft@wyo.com](mailto:stuft@wyo.com)

**SHERIDAN: Memorial Hospital of Sheridan County**

Dee Neavill, RN  
Trauma Coordinator  
Memorial Hospital of Sheridan County  
1401 West 5<sup>th</sup> Street  
Sheridan, WY 82801  
(307) 672-1000, ext. 3239

Richard Cole, MD  
Trauma Director

**SUNDANCE: Crook County Medical Services District**

Carol Schanefelt, RN  
Trauma Coordinator  
Crook County Memorial Hospital  
713 Oak Street  
P.O. Box 517  
Sundance, WY 82729  
(307) 283-3501

Cynthia Casey, MD  
Trauma Director

**THERMOPOLIS: Hot Springs County Memorial Hospital**

Connie Hart, RN  
Trauma Coordinator  
Hot Springs County Memorial Hospital  
150 East Arapahoe  
Thermopolis, WY 82443  
(307) 864-3121  
[Connie.Hart@mail.hscmh.org](mailto:Connie.Hart@mail.hscmh.org)

Vern Miller, MD  
Trauma Director

Jenifer Lapp  
Registrar

**TORRINGTON: Community Hospital**

Vaneta Kerns, RN  
Trauma Coordinator  
Community Hospital  
2000 Campbell Drive  
Torrington, WY 82240  
(307) 532-4181  
[vaneta.kerns@bannerhealth.com](mailto:vaneta.kerns@bannerhealth.com)

Doug Schmitz, MD  
Trauma Director

**WHEATLAND: Platte County Memorial Hospital**

Connie Marker, RN  
Trauma Coordinator  
Platte County Memorial Hospital  
201 14<sup>th</sup> Street  
P.O. Drawer 848  
Wheatland, WY 82201  
(307) 322-3636  
[cmarker@bannerhealth.com](mailto:cmarker@bannerhealth.com)

Doug Schmitz, MD  
Trauma Director

**WORLAND: Washakie Memorial Hospital**

Evonne Charles, RN  
Trauma Coordinator  
Washakie Memorial Hospital  
P.O. Box 700  
Worland, WY 82401  
(307) 347-3221

Vern Miller, MD  
Trauma Director

Updated 6-2006

# INDEX



# INDEX

## A

Air Bag, 13, G48  
Alcohol Test Type, 18-19, 26-27, A2  
Alcohol Test Result, 18-19, 26-27, A2  
Alley, G4, G5  
Ambulance, G25  
Amount of Damage, 3, A2  
Angle (collision/impact), G14, G15  
Animals, G8-9, G12  
At intersection with, 7  
Automobile Derivatives, G23  
Avoiding Object, G42

## B

Backing, G32  
Badge Number, 7, A2  
Barricade, G9  
Bikeway, G52  
Blizzard, G3  
Blood Test Type, G44 G53  
Blowing Dust/Sand/Dirt, G3  
Blowing Snow, G3  
Body Types, G23  
Booster Seat, G47  
Boulder, G10  
Brakes, G35  
Bridge Rail, G9  
Building/Wall, G10  
Bumps in Road, G12  
Bus, G37  
Bus Occupant Information, 28-29  
Bus Layout, 28-29, A2  
Business Entrance Related, G4, G5

## C

Carbon Monoxide Poisoning, G7  
Cargo Blocking View, G35  
Cargo/Equipment Loss/Shift, G7  
Cargo Van, G23  
Carrier's Name, 24-25, G36, A1  
Carrier's Street Number & City Street Name,  
24-25, A2  
Case Number, 3, A2  
Cattle Guard, G10  
CDL Endorsements, 9, A2  
Changing Lanes, G32  
Child Restraint, G45, G47  
City (Driver/Owner), 9, 11, 26-27, A3  
City (Crash Site), 5, G1, A3  
Clear, G2  
Cloudy/Overcast, G3

Color (Vehicle), 11, A2  
Combined Total Damage  $\geq$  \$1,000, 3, A3  
Commercial Body Type, 24-25, A3  
Commercial Cargo, 24-25, A3  
Commercial Motor Vehicle, 15, G36-39, A3  
Commercial Motor Vehicle Configuration, 24-25, A3  
Concrete Traffic Barrier, G9  
Condition at Time of Crash, 18, G42, A8-9  
Construction Zone, G13  
County, 5, G1, A6  
Crash Diagram, 22, A6  
Crash Narrative, 22, A6  
Cross Median Centerline, G33  
Cross Over Related, G4  
Cut Slope, G10

## D

Dark Lighted, G1  
Darkness Unlighted, G1  
Date of Birth (DOB), 13, 41, 26-27, A6  
Date of Crash, 3, A6  
Dawn, G1  
Day of Week, 3, A6  
Daylight, G1  
Debris, G12  
Decreasing, 7  
Delineator Post, G10  
Direction of Force, 20-21, G17, A6  
Direction of Travel, 11, G28, A7  
Disabling Damage, G34  
Disregarded Traffic Signs, G41  
Ditch, G-10  
Divided Highway, 7, A7  
Downhill Runaway, G33  
Driver, G45  
Driver Action, 18-19, 41, A7-8  
Driver Citation, 18-19, A8  
Driver Condition, 18-19, A8-9  
Driver Distraction, 18-19, G43, A9  
Driver License Class, 9, A9  
Driver License Investigation, 18-19, G44, A9  
Driver License Jurisdiction, G39  
Driver License Number, 9, A9  
Driver License Restrictions, 9, G39, A10  
Driver License State, 9, G40, A10  
Driver License Status, 9, A10  
Driver License Type, 9, G39, A10  
Driver Proximity, G41, A10  
Driverless Motor Vehicle, G33  
Driveway Access Crosswalk, G51  
Driveway Related, G4  
Drug Test Type, 18-19, 26-27, G44 G52, A11

## E

Earth Embankment, G10, G12  
Ejection, 13, G49, A11  
Electronic Communication Devices, G43  
Emergency Equipment Actuated, 15, A11  
Emergency Vehicle Use, 15, A11  
Employer, 9, A11  
EMS Hospital Arrival Time, 3, A11  
EMS ID Number, 13, 26-27, A11  
EMS Run Number, 13, 26-27, A11  
End of Drainage Pipe/Structure/Culvert, G10  
Entrance/Exit Ramp, G4  
Environmental Circumstance, 20-21, G11-12, A11-12  
    Weather Conditions,  
    Visual Obstructions  
    Glare  
    Animals  
Erratic Driving, G42  
Estimated MV Repair Cost, G27, A12  
Estimated Speed, 9, G28, A13  
Evading Law Enforcement, G42  
Exhaust System, G35  
Exit Ramp, G4  
Extent of Damage, 11, G34, A13

## F

Failed to Keeping in Proper Lane, G42  
Failed to Yield Right-of-Way, G41  
Falling Object, G7  
Fatal Injury, G49  
Fatigue, G42  
Fell/Jumped from MV, G7  
Fence, G10  
Fire/Explosion, G7  
Fire Truck, G25  
First Harmful Event, 20-21, G7, A13  
Fixed Object, G9-10  
Flashing Traffic Control Signal, G29  
Fog, G2  
Follow Too Closely, G42  
Four-way Intersection, G6  
Freezing Rain, G3  
Functional Damage, G34

## G

Glare, G12  
Gore, G11  
GPS, 7, A17  
Grade, 15, G28, A18  
Gravel, G2  
Gross Combination Weight Rating, 24-25, A18  
Gross Vehicle Weight Rating, 24-25, G36, A18  
Guardrail Face, G9  
Guardrail End, G9

## H

Hail, G3  
Hazardous Materials Placard, 24-25, G37, A18  
Hazardous Materials Placard Class, 24-25, G38, A18  
Hazardous Materials Placard ID Number, 24-25, A19  
Hazardous Materials Spill, 24-25, A19  
Head On, G14  
Helmet, G46 G52  
Highway Section Number, 7, A19  
Highway/Street, 7, A19  
Hillcrest, G12  
Hit & Run, 3, A20  
Holes, G12  
Horizontal Alignment, 15, A20

## I

ICC/MC No., 24-25, A20  
Ice/Icy, G2, G35  
If NOT at Intersection, 7, A20  
Ill/Sick, G42  
Immersion, G7  
Impact Attenuator/Crash Cushion, G9  
Improper Backing, G41  
Improper Parking, G42  
Improper Passing, G41  
Improper Turn, G41  
Incapacitating Injury, G49  
Increasing/Decreasing, 7, A20  
Initial Impact Point, 11, G26, A20  
Injured Transported By, 13, 26-27, A20  
Injuries by being thrown against part of vehicle, G7  
Injury Classification, 13, 26-27, G49, A20  
Injury Description, 13, 26-27, A21  
Injury Status, 13, 26-27, G49, A21  
Instructions, IV, A21  
Insurance, 11, A21  
Insurance Company, 11, A22  
Interchange Area, G4, G5, Appendix  
Intersection, G4, G5, Appendix  
Intersection Related, G3, G4  
Investigated at Scene, 7  
Investigated at Scene, 3, A22  
Investigating Agency, 6-7, A22  
Island, G52

## J

Jackknife, G7  
Jersey Barrier, G30  
Jumped from Vehicle, G7  
Junction, G3

## L

Lane Markings Missing or Faded, G13  
Lap Belt Only, G45  
Last Name, First Name, & MI, 9, 11, 13, 26-27, A22  
Leaving Traffic Lane, G32  
License Plate Number, 11, A23

Lighting Conditions, 20-21, A23  
Light Supports, G9  
Lights, G35  
Location of First Harmful Event, 20-21, G10-11, A23  
Low Speed Vehicle, G24  
LRS Number, 7, A24

## M

Mail Box, G10  
Mailing Address, 9, A24  
Maintenance Equipment, G8  
Make, 11, 24-25, A24  
Manner of Collision, 20-21, G13-16, A24  
Marked Crosswalk at Intersection, G51  
Median, G11, G52  
Medical Facility, 13, 26-27, A24  
Medication, G42, G51  
Milepost Marker, 7, A24  
Military, G25  
Minor Damage, G34  
Mirrors, G35  
Model, 24-25, A5  
Most Damaged Area, 11, G27, A25  
Most Harmful Event, 15, G33, A25  
Most Injured Area, 13, 26-27, A25  
Motor Home, G24  
Motor Vehicle Configuration, G36  
Motor Vehicle Contributing Circumstances, 15, A25  
Motor Vehicle Damage ( $\geq$ ) \$1,000, 11, A26  
Motor Vehicle In Transport, G8  
Motor Vehicle Identification Number, 11, G20, A26  
Motor Vehicle Maneuver/Action, G32, A27  
Motor Vehicle Number, 13, A28  
Motor Vehicle On Other Roadway, G8  
Motor Vehicle Posted Speed Limit, G27  
Motor Vehicle Registration, G21, A28  
Motor Vehicle Unit Type, 15, A29  
Motorized Skate Board/Skooter, G24

## N

Name, 9, 25-27, A22  
Negligent Driving, G42  
Negotiating a curve, G32  
No Improper Driving, G41  
No Signal, G41  
No Treatment, G49  
Non-Collision, G26  
Non-Commercial Trailer Style, 15, A29  
Non-Fatal, G49  
Non-Highway Work, G13  
Non-Incapacitating Injury, G49  
Non-Interchange Area, G3  
Non-Intersection Crosswalk, G51  
Non-Motorist Action (at time to crash),  
26-27, G50, A30  
Non-Motorist Action (prior to crash), 26-27, A30  
Non-Motorist Condition at Time of Crash,  
26-27, G50, A30

Non-Motorist Location (at time of crash),  
26-27, G51, A31

Non-Motorist Proximity, G53, A31  
Non-Motorist Pursuit, 26-27, A32  
Non-Motorist Safety Equipment, 26-27, A32  
Non-Motorist, G45 G50  
Non-Motorist Type, 26-27, G50, A32  
Number of Axles, 24-25, A33  
Number of Driver(s), 5, A33  
Number of Injured, 5, A33  
Number of Killed, 5, A33  
Number of Occupants, 9, A33  
Number of Pedestrians, 5, A33  
Number of Person(s), 5, A33  
Number of Roadway Lanes, 15, A33  
Number of Vehicles, 5, A34

## O

Object Set in Motion by Another MV, G8  
Obstruction by Previous Crash, G13  
Obstruction in Roadway, G13  
Occupant, G45  
Occupant Protection System Operation, 13, G46, A34  
Occupation, 9, A35  
Officer Name & Rank, 7, A35  
Oil/Fuel, G2  
Off Roadway, G11  
On Other Roadway, G11  
On Roadway, G11  
Other Non-Collision, G7  
Other Non-Fixed Object, G8  
Other Non-Interchange Area, G4  
Other Part of Interchange, G5  
Other Traffic Barrier, G9  
Outside of Right of Way, G11  
Outside Trafficway, G52  
Overcast, G3  
Overcorrecting, G42  
Overhead Traffic Sign Support, G9  
Override, 15, G33  
Oversized Load, G35  
Overtaking/Passing, G32

## P

Parked Motor Vehicle, G8, G32  
Parking Lane, G11  
Passenger, G45  
Passenger Car, G23, A35  
Passenger Van, G23, A36  
Passing, G32  
Passive Restraint, G45  
Pavement Markings, G30  
Pedacycle, G8, G50  
Pedestrian, G8, G50  
Pedestrian Conveyance, G50  
Pedestrian Crossing, G29  
Pedestrian Proximity, 26-27, A37  
Pedestrian Vehicle, G24

Person as Traffic Control, G29  
Person Type, 13, G45, A37  
Phone Number 1 & 2, 9, 13, 26-27  
Photo/Video, 3, A38  
Physical Disability, G42 G51  
Pickups, G23  
Plate No., 24-25, A7  
Police (Special Function), G24  
Police/EMS Notified/Arrival Date, 3, A38  
Police/EMS Notified/Arrival Time, 3, A387  
Policy Number, 11, A387  
Polished Surface, G13  
Possible Injury, G49  
Posted Speed Limit, 9, G27, G28, A38  
Private Property, 3, G19, G20, Appendix, A39  
Protective Pads, G52  
Public/Private Property Damage, 3, A39

## R

Railroad Crossing Signal, G30  
Railway Grade Crossing, G4. G30  
Railway Vehicle, G8  
Rain, G2, G35  
Raised Median/Curb, G10  
Ramp, G4  
Ran Off Road, G33, G41  
Ran Red Light, G41  
Rear End, G14  
Rear to Rear, G16  
Rear to Side, G16  
Reflective Clothing, G52  
Relation to Junction, 20-21, G3, A39  
Report Date, 7, A41  
Restrictions, A41  
Road Alignment, G28, A41  
Road Circumstance, 20-21, G12, G13, A42  
    Road Surface Condition  
        Debris  
        Ruts, Holes, Bumps  
        Work Zone/Construction Zone  
        Worn/Polished Surface  
        Obstruction in Roadway  
        Traffic Control Device Missing  
        Traffic Control Device Inoperative  
        Traffic Control Device Obscured  
        Shoulder  
        Non-Highway Work  
        Lane Markings Missing or Faded  
        Obstructed by Previous Crash  
Road Conditions, 20-21, A42  
Road Surface, G29, A42  
Road Surface Conditions, G12  
Roadside, G52  
Roadway, G5, G52  
Rock/Boulder/Rock Slide, G10  
Roundabout, G6  
Rumble Strips, 17, G31, A42  
Rumble Strips Applicable, 17, G32, A42  
Rumble Strips Present, 17, G31, A42

Ruts/Holes/Bumps, G12

## S

Safety Chains, G35  
Safety Equipment, 12-13, G45-G48  
Safety Equipment (Non-Motorist), G52  
School Bus, G24, G26  
School Bus Related, 20-21, G17, G18, A44  
School Zone Signs, G30  
Seat Belt Usage, 13, A8, G45-46, A44  
Seat Position, 13, A44  
Segway, G24  
Separation of Units, G33  
Separator, G11  
Sequence of Events, 15, G33, A44  
Serum, G53  
Sex, 9, 13, 26-27, A45  
Shoulder, G11, G13, G52  
Shoulder and Lap Belt Used, G45  
Shoulder Belt Only, G45  
Shrubbery, G10  
Sideswipe, G15  
Sign Support, G9  
Signature, 7, A45  
Sleet, G3  
Slowing, G32  
Slush, G2  
Snow/Snowing, G2, G35  
Snow Embankment, G10  
Snowmobile, G24  
Snowplow, G25  
Social Security Number (SSN), 9, 13, A45  
Special Function of MV in Transport, 15, G24, A45  
Speeding, G41  
Sport Utility Vehicle, G23  
State, 9, 11, 26-27, A46  
State Statutes, II-III  
Steering, G35  
Stopped in Traffic, G33  
Street Address, 9, 11, A46  
Street Address/PO Box of Partnership or Corp.,  
24-25, A46  
Street Number & Name, 26-27, A46  
Supplemental Reports Attached, 5, A47  
Surface, 15, A47  
Suspect Alcohol, 18-19, 26-27, G43 G51 G52, A47  
Suspect Drugs, 18-19, 26-27, G43 G51 G52, A47  
Suspension, G35  
Swerving, G42

## T

T intersection, G5, G6  
Taxi, G25  
Telephone Number 1-2, 9, 13, 26-27, A47  
Thrown/Falling Object, G7  
Thru Roadway, G4  
Time of Crash, 3, A47  
Tinted Windows, G35

Tires, B35  
Tow Truck, G25  
Traffic Barrels, G30  
Traffic Control, 17, G29, A47  
Traffic Control Signal, G9, G29  
Traffic Control Working Properly, 17, G13, G31, A49  
Traffic Signal Support, G9  
Trafficway Description, 17, Appendix, A49  
Trafficway Maintenance, G33  
Trailer Hitch, G35  
Trailer Style, G36  
Trailer Year, 24-25  
Tree/Shrubbery, G10  
Truck Coupling, G35  
Truck Tractors, G37  
Tunnel, G10  
Turning, G32  
Type of Intersection, 20-21, G6, A49  
Type of Work Zone, 20-21, G19, A49

Disregarded Officer  
Disregarded Stop Light  
Disregarded Stop Sign  
Disregarded Other Traffic Control  
DWI  
Improper Parking  
Reckless or Careless Driving  
Vehicular Homicide  
License Violation  
Charges Pending  
Improper Backing  
No Insurance  
Hit & Run  
Registration Violation  
Failure to use seatbelt  
Other  
Unknown

Visual Obstruction, G12

## U

U Turn, G32  
Underride, 15, G33, A50  
Unit Number of MOTOR VEHICLE Involved,  
26-27, 28-29, A50  
US DOT Number, 24-25, A50  
Utility Pole/Light Supports, G9

## V

Vegetation, G12  
Vehicle Configuration, G36  
Vehicle Identification Number, 11, 24-25, G20, A50  
Vehicle Make, 11, G22, A51  
Vehicle Manuever, 15, A52  
Vehicle Model, 11, A53  
Vehicle Owner, 15, A53  
Vehicle Registration Expiration Date, 11, A54  
Vehicle State, 11, A54  
Vehicle Towed, 11, A54  
Vehicle Towed BY, 11, A54  
Vehicle Towed TO, 11, A54  
Vehicle Type, 15, G23-G26, A54  
Vehicle Underride/Override, A55  
Vehicle Year of Manufacture, 11, A55  
VIN, 24-25, G21, A50  
Violations, G43, A56  
    Had Been Drinking Alcohol  
    Exceeding the Speed Limit  
    Speed Too Fast,  
    Following Too Close  
    Improper Lane Use  
    Improper or No Signal  
    Improper Turn  
    Improper Passing  
    Improper Start from a Parked Position  
    Failure to Grant ROW to Pedestrian  
    Failure to Grant ROW to MV

## W

Warning Signs, G29, G30  
Water, G2  
Weather Conditions, 20-21, G12, a56  
Wet, G2  
Wheels, G35  
Wind, G3  
Windows, G35  
Wipers, G35  
Witnesses, 22, A57  
Work Zone, G8, G13, G18, a57Appendix  
Work Zone Channeling Device, G8  
Work Zone Location, 20-21, G19, A57  
Work Zone Related, 20-21, G18, G19, A57  
Work Zone Worker's Present, 20-21, A57  
Worn/Polished Surface, G13  
Wrong Way/Wrong Side, G42

## Y

Y intersection, G6  
Yield Sign, G29

## Z

Zip Code, 9, 11, A58

# **HIGHWAY SAFETY**



**For additional copies or questions, contact:**

**Wyoming Department of Transportation  
Highway Safety Program  
5300 Bishop Blvd.  
Cheyenne, WY 82009  
(307) 777-4450**