

Wyoming



INVESTIGATOR'S TRAFFIC CRASH REPORTING MANUAL



OCTOBER 2018

State of Wyoming Uniform Motor Vehicle Traffic Crash Report Manual

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WIGLS Quick Start



1. **In Report Beam:** Click in the County box. The F12 button will appear along with the list of counties. Choose the county you need.
2. **Press the F12 button to launch WIGLS and see the map.**
3. **Navigate to the crash location** by panning across the map interface, or fill in the search field to move the map view close to the location, then **press the blue 'Locate Incident' Button**.
4. **Select the location type** in the information window.
5. Click the map to **drop a pin where the crash occurred**.
6. **Select applicable junction relations**
7. **Press the green accept button** to record the incident location.



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) Repealed By Laws 2013, Ch. 102, § 3.

(b) Repealed By Laws 2013, Ch. 102, § 3.

(c) Every police officer who investigates a motor vehicle accident resulting in bodily injury to or death of a person or total property damage to an apparent extent of one thousand dollars (\$1,000.00) or more, 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) Repealed By Laws 2013, Ch. 102, § 3.

(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) Repealed By Laws 2013, Ch. 102, § 3.

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 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) Repealed By Laws 2013, Ch. 102, § 3.

(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) Repealed By Laws 2013, Ch. 102, § 3.

(b) Supplemental information to a crash report 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. The 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 a crash 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 crash 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 crash, the names and addresses of the drivers, the owners of the vehicles involved and the investigating officers.

GENERAL INSTRUCTIONS

INSTRUCTIONS									
TO ENSURE ACCURACY 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 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.

Characteristics of Motor Vehicle Traffic Crashes

Motor vehicle crashes have a number of characteristics that are used to distinguish between motor vehicle traffic crashes and other events such as non-crashes, aircraft or railway crashes and other motor vehicles, cataclysms and non-traffic crashes. Wyoming Department of Transportation (WYDOT) Highway Safety administrative policy has established that for the purposes of traffic crash reporting, our interpretation of §31-5-103 in conjunction with other requirements of Title 31 and ANSI D16.1, **shall require a motor vehicle traffic crash be reported** if the answer to each of the questions below is “yes”:

- Did the incident include one or more occurrences of injury or damage?
- Was there at least one occurrence of injury or damage which was not a direct result of a cataclysm?
- Did the incident involve one or more motor vehicles?
- Of the motor vehicles involved, was at least one in-transport?
- Was the incident an unstabilized situation?
- Did the unstabilized situation originate on a trafficway or did injury or damage occur on a trafficway?
- If the incident involved a railway train in-transport, did a motor vehicle in-transport become involved prior to any injury or damage involving the train?
- Is it true that neither an aircraft in transport nor a watercraft in transport was involved in the incident?
- The event occurred on any public roadway or any places open to the use of the public for vehicular travel?

The policy excludes any private road where permission has not been expressed or implied by the owner and is therefore not open to the general public (in lieu of wording in §31-5-103 that would have required a report that occurs “upon highways and elsewhere throughout the state”.)

Your agency policy will dictate acceptance of this policy, or the use of the statute strictly as written, which requires investigation and reporting of a motor vehicle crash anywhere in the State. Motor vehicle crash reports are accepted and filed regardless of location; private property reports are NOT added to statewide motor vehicle traffic crash assessments.

WYDOT will only accept crashes that involve at least one motor vehicle in transport as reportable traffic crashes. When a police agency chooses to investigate a non-reportable traffic crash, it will not be necessary for a crash report be forwarded to WYDOT.

Note! Because determination of whether or not an incident qualifies as a state reportable motor vehicle crash is an extremely complex question, there will be situations when an understanding of the definitions and examples will not provide an answer. If there is any question as to whether or not a particular incident qualifies as a motor vehicle traffic crash, a crash report should be filed and WYDOT will make the final determination.

Not Considered a Traffic Crash (Examples)

- When an All Terrain Vehicle (ATV) driven off-road (outside of right of way) has a crash.
- When a snowmobile is driven off-road and has a crash resulting in injury or damage.
- A person riding a horse down the road and the horse gets startled and throws the rider.
- A person operating a riding lawn mower (motorized conveyance) on the road, runs off the road and hits a tree.
- Person riding a bicycle crashes not hitting any motor vehicle in transport or hits a parked motor vehicle.

Considered a Traffic Crash (Examples)

- When a motor vehicle in transport experiences tire failure which causes \$1000 or more in damage or is subsequently involved in a crash, i.e. running off the road causing more damage.
- When a snowmobile, driven on a trafficway, is involved in a crash with a motor vehicle in transport.
- When a snowmobile, driven on a trafficway, is involved in a crash which causes injury or death.
- A snowmobile traveling in the ditch of a state highway impacts a drainage culvert which causes injury to the driver.
- A motor vehicle in transport driven on a trafficway catches fire which causes \$1000 or more in damage, injury or death.
- A bicycle crash involving a stopped motor vehicle (motor vehicle in transport).
- A driver loses control of a vehicle while backing from a garage on private property. The vehicle travels out of the driveway and impacts a car properly parked along the curb on the opposite side of the street.

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.). The person is the type of person they are at the start of the crash; they don't change during the crash.

- Example:
 - If a person is getting into a vehicle (even with one foot in the car) and gets hit, they are considered a pedestrian as they were a pedestrian at the start of the crash.
 - If a person is getting out of a vehicle (even with one foot on the ground) and gets hit, they are considered a non-motorist of a parked vehicle as that is what they were at the start of the crash.

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 in transport 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.); requires the Non-Motorist Supplemental to be added.

General Instructions

Aircraft

A plane attempts to make an emergency landing on a roadway and crashes. These events are classified as an air transportation crash. This is not a reportable crash even if the plane collides with a motor vehicle. These aviation occurrences should be report to the Federal Aviation Administration.

Bicycles

A bicycle crash by itself is not considered a motor vehicle crash regardless of injury or damage unless it involves a motor vehicle in transport. Bicycles hitting a parked vehicle or a pedestrian are also not considered a crash. A bicycle hitting a stopped motor vehicle, a vehicle in a lane of travel, would be considered a crash if it meets the reporting thresholds.

Cataclysm

A cataclysm is an avalanche, landslide/mudslide, hurricane, cyclone, downburst, flood, torrential rain, cloudburst, lighting, tornado, tidal wave, earthquake or volcanic eruption. For the crash to be non-reportable, the crash is a direct result of a cataclysm event where the timing is such that the cataclysm is occurring at the time of the crash (i.e. vehicle taken out by an avalanche). If the cataclysm event has ended and a vehicle crashes into the debris, this would be a reportable crash.

- Reportable Crash Examples
 - Motor vehicle driven into water after a hurricane or flood because a bridge was washed out by the hurricane or flood (after a cataclysm has ended).
 - Motor vehicle driven into fallen materials covering a roadway after a landslide or avalanche (after a cataclysm has ended).

- Motor vehicle driven into fallen tree in roadway after a tornado or hurricane (after a cataclysm has ended).
- After an earthquake, a motor vehicle in-transport drives into a hazard created by buckled or collapsed features of the roadway left behind after the earthquake is over (after a cataclysm has ended).
- Non-Reportable Crash Examples
 - Motor vehicle is swept away while a bridge it was crossing is washed out during a hurricane or flood (crash directly results from a cataclysm).
 - Motor vehicle is struck and damaged by falling materials (rock and earth or snow) of significant size or amount to be a landslide or avalanche (crash directly results from a cataclysm).
 - Motor vehicle on roadway is struck by a windblown tree during a tornado (crash directly results from a cataclysm).
 - A motor vehicle in-transport suffers damage because of structures collapsing, buckling or shifting during an earthquake (crash directly results from a cataclysm).
 - A motor vehicle in-transport suffers damage from golf-ball-sized hail during a tornado.

Closed roads

A trafficway temporarily closed to travel and marked by signing or barriers which are in conformance with applicable standards is not a trafficway even though used by authorized vehicles, such as maintenance vehicles, or when intentionally or inadvertently used by unauthorized vehicles. These closed roads could be a result of a construction or maintenance project or a closure during winter months (i.e. no winter maintenance). Crashes which occur on a closed road are not reportable crashes. If the road is open to local traffic only or restricted to one lane, the road is not considered closed and any crash is considered a reportable crash.

- Non-Reportable Crash Example
 - A snow machine is operating on a closed section of mountain roadway and has a crash resulting in damage, injury or death.
 - A road is entirely closed to all traffic with the placement of barriers due to construction. A vehicle intentionally drives around the barriers and while in the construction area, has a crash (i.e. drives into a construction vehicle or large hole in the roadway).

Crashes and Pregnancy

Abortions, miscarriages, death of a live-born baby resulting from prenatal motor vehicle crash injury, or still birth resulting from a motor vehicle crash IS NOT classified as a motor vehicle traffic crash fatality.

Crashes involving a train

Crashes involving a train should be reported when involved in a crash with a motor vehicle. The train information, along with the train driver (occupants), should be included in the narrative of the crash report. If the crash occurred at a crossing, include the DOT number for the crossing in the narrative. A train hitting a pedestrian or a bicyclist would not be considered a motor vehicle crash.

Death preceding a crash

If an individual is found dead after a crash and there is evidence that the death was the result of disease or a medical event, the death WILL NOT be reported as a fatality crash if the attending Medical Examiner confirms that death preceded the crash.

- Example
 - A driver of a vehicle was determined by the Coroner to have suffered a heart attack which caused the vehicle to crash. The driver crashed and died as a result of the medical event. The driver will need to be listed as having no injuries even though during the crash he may have suffered some visible injuries.

Deliberate intent

The classification given to the cause of an event which occurs when a person acts deliberately to cause the event or deliberately refrains from prudent acts which would prevent occurrence of the event. Includes suicide, self-inflicted injury, homicide, injury, or damage purposely inflicted. Crashes that result from deliberate intent are not reportable.

- Examples
 - When a driver intentionally kills or injures himself with a motor vehicle, by driving it against a fixed object or into a body of water, for example, the driver's death or injury is a result of deliberate intent.
 - When a driver intentionally kills or injures another person with a motor vehicle, by running into a pedestrian, for example, the death or injury is a result of deliberate intent.
 - When a driver intentionally causes damage with a motor vehicle, by ramming another vehicle, for example, the damage is a result of deliberate intent.

Ejected occupants struck by other vehicles

If a person is ejected from a motor vehicle and is struck or run over by another vehicle, it will depend on if the person was deceased prior to the vehicle strike on how the event is coded.

- Example
 - An occupant of a motor vehicle is ejected as a result of a roll over crash and lands in the roadway. The occupant is in the roadway for an undetermined amount of time. The occupant was determined to be deceased prior to another vehicle coming along and running over the occupant. This event causes damage to the vehicle. This would be two separate crashes; one for the rollover event and one for the run over event. Since the occupant is deceased and the first crash event has stabilized, they are considered a 26 (Other Non-Fixed Object) and not a pedestrian.
 - An occupant of a motor vehicle is ejected and is only injured. The injured person is unable to move and is hit by another vehicle. Since the injured person is alive and the first crash event has stabilized, the injured person is considered a pedestrian (19). This is two separate crashes.
 - An occupant of a motor vehicle, vehicle 1, is ejected and impacts another vehicle, vehicle 2, in motion. This is a single crash since the crash event had not stabilized prior

to the occupant striking the other vehicle. The sequence of events for vehicle 2 is 25 (Struck by Falling, Shifting, Cargo or Anything Else Set in Motion by Motor Vehicle (>1 Vehicle Crash) and 22 (Motor Vehicle in Transport); since the occupant is considered part of vehicle 1.

Fall from a motor vehicle

If a person falls from a moving motor vehicle and is injured or causes damage, the event would be classified as a reportable crash. If a person intentionally jumps from a moving motor vehicle, regardless of the effects, the event is not a reportable crash. If you are unable to determine without a reasonable doubt that the person intentionally jumped, the crash should be reported.

Fire

Fire that is caused by the motion of the moving motor vehicle and which results in damage or injury is classified as a reportable crash.

- Example
 - A vehicle in transport has oil leaking on the exhaust which results in a fire while the vehicle is moving.
 - A commercial vehicle in transport is experiencing brake problems and one brake overheats and ignites.
 - A driver, while operating a vehicle in transport, notices smoke or a mechanical issue with the vehicle. The driver pulls the vehicle to the shoulder and it catches fire, this would be considered a reportable crash.

Injury to non-occupant

If a person, not an occupant of a motor vehicle, is injured as a result of contact with any part of the moving motor vehicle, or any object carried on the moving motor vehicle, or by an object set in motion by the moving motor vehicle, the crash is classified as a motor vehicle traffic crash. For example: a crash is classified as a motor vehicle traffic crash if a pedestrian is struck by the motor vehicle; or is injured as a result of his clothes catching on a moving motor vehicle; or becomes entangled in a rope dragging behind a moving motor vehicle; or is struck by an overhanging load on a moving motor vehicle; or if through physical contact with a moving motor vehicle, the pedestrian is crushed against a wall, forced over a cliff, etc.

Legal intervention

Legal intervention is a category of deliberate intent in which the person who acts or refrains from acting is a law-enforcing agent or other official. Crashes that result from legal intervention are not reportable.

- Examples
 - If a lawbreaker crashes either intentionally or unintentionally into a road block set up by police to stop him, the crash is considered a result of legal intervention. If a driver other than the lawbreaker crashes into the road block, the crash is not considered to be a result of legal intervention.

- If a police car is intentionally driven into another vehicle, the crash is considered to result from legal intervention. If a lawbreaker being pursued by the police loses control of his vehicle and crashes, the crash is not considered to result from legal intervention unless the police intended that the lawbreaker crash.
- If during the course of the pursuit, the police vehicle strikes a road vehicle other than the subject of the pursuit, a non-motorist or property, then that harmful event is not legal intervention.

Mechanical failure

Breakage of any part of a motor vehicle in motion that results in injury, death, or damage in the apparent amount of \$1000 or more is a reportable crash.

Multiple crashes at one location

Sometimes, in the same location and within a short time, several motor vehicles may be involved in crashes. In chain reaction crashes, it is sometimes difficult to determine whether the event was one crash or several crashes, with a moment of stabilization between separate crashes. For purposes of uniformity, consider such chain reaction crashes to be a single motor vehicle crash, unless a stabilized situation can be established between several events. When a chain of events is definitely broken by time or place, the events should be reported as separate crashes.

- Example
 - A car strikes a parked car, stabilizes the situation by gaining control of the vehicle, then drives down the road for some distance and hits another vehicle. Such crashes should be reported as separate crashes on separate crash reports.

Object falling from a motor vehicle

If an object falls from a motor vehicle in motion and causes injury or damage, the event would be classified as a reportable crash.

Originating on a trafficway

If a motor vehicle leaves the trafficway prior to sustaining damage or causing injury or death, the event is still classified as a reportable crash.

Parked trailer hit on side of road (not attached to vehicle)

When a trailer parked on the side of the road, with no motor vehicle attached, is hit by another vehicle in transport, this would be considered a one vehicle crash. The trailer is considered an Other NON-Fixed Object (26) and the trailer information needs to be listed in the narrative.

Parked vehicles

A parked motor vehicle is a motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and **not located on the roadway**. Any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g. tires, bumpers, fenders) and

load, if any, is not within the travel lane. Occupants in a parked motor vehicle are considered Non-Motorists and a Non-Motorist Supplemental form will need to be added for each occupant.

- **Parked Example**
 - A motionless vehicle on the shoulder, median or roadside.
 - A car stopped in a private driveway.
 - A legally parked motor vehicle.

- **Exclusions**
 - A driver of vehicle stopped curbside on a city street opens his door into the travel lane.
 - A truck stopped on the shoulder where only the extended side-view mirror overhangs the roadway edge line.
 - A motor vehicle in motion anywhere within the trafficway boundaries or any vehicle that has any portion of its primary outline or load, if any, overlapping or falling completely within the roadway.
 - A motor vehicle left unattended on a roadway, where parking is always prohibited.

- **Exclusion Examples**
 - A vehicle driving down the road shoulder, median or roadside.
 - A driverless motor vehicle without engine power starts in motion from a stopped position on the shoulder.
 - A stopped vehicle partially on the shoulder with two tires on the roadway.
 - A tractor trailer with part of its load extending over the roadway edge line.
 - A delivery service leaves his truck stopped at the curb of a street marked with “no parking at any time” signs while making his delivery.

Private property

A motor vehicle crash occurring on the driveway of a private home, duplex, apartment complex, in an industrial yard, on a racetrack, in a field, on the ice of a lake, or at any other location not customarily used by the public, is classified as a non-reportable crash.

Terminating on a trafficway

If a crash begins on private property, but collision, damage or injury (or death) occurs while crossing (on) a trafficway, the event would be classified as a reportable crash.

Thrown/Falling object

A motor vehicle is struck by falling, shifting cargo or anything else set in motion by a motor vehicle. The vehicle's load is considered part of the motor vehicle.

Trailer/Vehicles in tow

When a trailer or other vehicle is being towed by a vehicle, the vehicle/trailer or vehicle/vehicle is considered one unit. This includes towed units that become detached from the vehicle. Damage to the combined unit (vehicle/trailer or vehicle/vehicle) should be included in the officer's determination of the cost of the total damage. Damages to the towed trailer/towed vehicle, in addition to any other

relevant information specific to the towed trailer/vehicle (i.e. VIN, plate number, etc.), should be included in the narrative of the crash report. The towed unit (vehicle or trailer) should not be recorded as a separate vehicle. Any occupant in a towed trailer or vehicle is listed on the towing vehicle's occupant page.

- Example
 - A wrecker is stopped with the winch cable attached to a vehicle off the roadway. A vehicle in-transport comes along and either impacts the wrecker or goes off the roadway and impacts the vehicle the cable is attached to. This would be a two vehicle crash. The vehicle with the cable attached is considered a trailer for the wrecker and this vehicle information would be listed in the narrative of the crash report. Any occupants would be listed on the wrecker's occupant page.
 - A vehicle is towing another vehicle with a tow strap. The strap breaks and the towed vehicle crashes into an object. This crash would be considered a one vehicle crash which was caused by the separation of the units. The towed vehicle's information would be listed in the narrative of the crash report (considered a trailer). The occupant would be listed on the towing vehicle's occupant page.

Unstabilized Events

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 persons and property are at rest.

- Example
 - While coming to a stop, a vehicle has a live wire dropped upon it. At his point, the occupants are safe and the situation is stabilized, no traffic crash has occurred. Any subsequent attempt to leave the vehicle becomes part of a new unstabilized event, and if injury occurs, then this is a crash.
 - A truck carrying explosives catches fire while traveling down a highway. The driver is able to stop the truck and safely get away from the burning truck. This is a reportable crash and the situation is stabilized. Any subsequent attempt (including damage or injury) to put out the fire and prevent the explosives from igniting becomes a new unstabilized situation.
 - Two vehicles are traveling down a road. The first (vehicle 1) crashes, then vehicle 2 crashes into vehicle 1:
 - If vehicle 1 is still in motion, or if debris from the first crash has not come to rest, the entire event is ONE crash.
 - If vehicle 1 came to rest in the road, along with any debris, before the second crash, then report as TWO separate crashes.

Vehicles that do not make physical contact

A vehicle that did not make physical contact with another vehicle should be reported in the narrative of the crash report (if known), if its operation contributed to or caused the crash.

Crash Sequence of Events Examples

Two Vehicle Crash with No Direct Contact

Two vehicles are involved in a crash but have no direct contact with each other, however, each vehicle has a First Harmful Event and there is no stabilized situation between events.

Vehicle 1 lost control and Vehicle 2 swerves to miss Vehicle 1 and collides with a cable barrier in the median. Vehicle 1 also collides with the cable barrier in the median. Vehicle 1 and Vehicle 2 never make direct contact with each other. However, they each have a First Harmful Event of 73 (cable barrier) and it happens consecutively, therefore making it one crash. The Sequence of Events for Vehicle 1 and Vehicle 2 would be 09 (ran off the road left) and 73 (cable barrier) with the Most Harmful Event of 73.

Note: If Vehicle 1 lost control and Vehicle 2 swerves to miss Vehicle 1 but Vehicle 2 doesn't hit anything, it would only be a one vehicle crash. There is no harmful event to Vehicle 2 and Vehicle 2 would drive away.

Driverless Motor Vehicle

When a reportable crash is caused by a driverless motor vehicle in motion, even though the motor vehicle had been properly parked before, the event is classified as a motor vehicle crash.

A driver stops a vehicle at the side of the road to check an unusual noise in the engine compartment. The engine is left running and the car is in park. After the driver raises the hood, the transmission jumps out of park and the driver is killed when the vehicle runs over him. The vehicle is considered a driverless motor vehicle. The Sequence of Events would be 19 (pedestrian) and the Most Harmful Event is 19.

A vehicle impacts a deer in the roadway and the driver stops the vehicle. The driver gets out and attempts to push the vehicle out of the roadway. The vehicle starts to roll and leaves the roadway where it strikes a fence. This would be a driverless motor vehicle crash. This event would require two crash reports. The first crash with the deer can be reported on the PR-903 and the second driverless motor vehicle crash is reported on the PR-902.

Multiple Vehicle Contact

Vehicle 1 is stopped at a red light waiting to turn left. Vehicle 2 is stopped directly behind Vehicle 1. Vehicle 3 comes along and impacts the rear of Vehicle 2. This causes Vehicle 2 to move forward and impact the rear of Vehicle 1. The Sequence of Events for Vehicle 1 would be 22 (motor vehicle in transport on roadway) and the Most Harmful Event is 22. The Sequences of Events for Vehicle 2 is 22 and 22 and the Most Harmful Event is 22. The Sequence of Events for Vehicle 3 is 22 and the Most Harmful Event is 22.

Vehicle 1, passenger car, is attempting to pass Vehicle 2, a commercial vehicle, when the driver of Vehicle 1 loses control. This loss of control causes Vehicle 1 to impact the tractor of Vehicle 2. Vehicle 1 spins off of and impacts the trailer of Vehicle 2 (two separate collisions). The Sequence of

events for Vehicle 1 would be 22 and 22 and the Most Harmful Event is 22. The Sequence of Events for Vehicle 2 would be 22 and 22 and the Most Harmful Event is 22.

Parked Motor Vehicle

Vehicle 1 loses control and leaves the roadway where it comes to rest in the median off the roadway. There is no damage to Vehicle 1. The driver of Vehicle 1 exits the vehicle and the passenger remains in the vehicle. Driver 1 walks to the front of the vehicle when Vehicle 2 comes along, loses control and impacts Vehicle 1. Vehicle 1 is considered a parked motor vehicle and the Sequence of Events will be 22 (motor vehicle in transport on roadway) and the Most Harmful Event is 22. The Sequence of Events for Vehicle 2 would be 09 (ran off the road left) and 24 (parked motor vehicle) and the Most Harmful Event is 24. The driver of Vehicle 1 would be listed as a witness and the passenger still inside Vehicle 1 would be listed on a Non-Motorist form.

Motor Vehicle on OTHER Roadway (23)

A vehicle must cross over a median, the area between the highway and the service road, another street or from an overpass down to another street. Variable 23 is generally only used on the interstate and service roads.

Vehicle 1 was going southbound on I-25 when it lost control and crossed the median hitting vehicle 2 in the northbound lanes. The Sequence of Events for Vehicle 1 is 09 (ran off the road left), 10 (cross median) and 23 (motor vehicle on OTHER roadway) and the Most Harmful Event for Vehicle 1 is 23. The Sequence of Event and Most Harmful Event for Vehicle 2 is 22 (motor vehicle in transport on roadway) as this vehicle stayed on the same roadway.

Another Example of 23: Vehicle 1 is a truck carrying gravel on an overpass. Gravel from the truck falls out and hits Vehicle 2 on the highway below. The FHE would be 23 and the Sequence of Events for Vehicle 1 would be 05 (cargo/equipment loss or shift) and 23. Sequence of Events for Vehicle 2 would be 25 (struck by falling, shifting, cargo or anything else set in motion by motor vehicle) and 22 with the Most Harmful Event as 22.

Please Note: Variable 23 is only used if two or more vehicles are involved. If a vehicle crosses the median and hits a delineator post or rolls, then that variable is picked as a FHE or Sequence of Event.

Struck by Falling, Shifting, Cargo or Anything Else Set in Motion by Motor Vehicle (>1 Vehicle Crash) (25)

Vehicle 1 is hauling a brown couch. The brown couch is considered part of vehicle 1. The couch falls out of Vehicle 1 and Vehicle 2 hits it immediately. There is no time to remove the couch from the roadway. The First Harmful Event is 22 (motor vehicle in transport on roadway) because part of the load (couch), of vehicle 1 hit vehicle 2. The Sequence of Events for Vehicle 1 is 05 (cargo/equipment loss or shift) and 22 with the Most Harmful Event as 22. The Sequence of Events for Vehicle 2 is 25 (Struck by Falling, Shifting, Cargo or Anything Else Set in Motion by Motor Vehicle) and 22 with the Most Harmful Event as 22.

If the vehicle hauling the couch had dropped the couch and enough time has passed for someone to remove it (even though it wasn't), and another vehicle came and hit it, this would be a one

vehicle crash. The Sequence of Events for this vehicle would be 26 (other non-fixed object) with the Most Harmful Event as 26.

This crash is a deer crash, however it involves 2 vehicles because the deer hit the windshield of Vehicle 1 then flew into the windshield of Vehicle 2. The First Harmful Event is 36 (deer) and the Sequence of Events and Most Harmful Event for Vehicle 1 is 36 (deer). The Sequence of Events for Vehicle 2 is 25 (Struck by Falling, Shifting, Cargo or Anything Else Set in Motion by Motor Vehicle) and 36 (deer). It needs to be shown that the deer was thrown into Vehicle 2, which was impacted by anything else set in motion by motor vehicle, by Vehicle 1.

If Vehicle 1 runs over an object in the trafficway and there is damage to the vehicle, it is a First Harmful Event to the vehicle, and then the object flies up and hits another vehicle. The Sequence of Events for Vehicle 1 would be 26 (other non-fixed object) and the Most Harmful Event as 26. The Sequence of Events for Vehicle 2 would be 25 (Struck by Falling, Shifting, Cargo or Anything Else Set in Motion by Motor Vehicle) and the Most Harmful Event is 25. This is a two vehicle crash.

Vehicle 1 gets hit by rocks that fall off a dump truck (Vehicle 2). The Sequence of Events for Vehicle 1 would be 25 and 22 and the Most Harmful Event is 22. The Sequence of Events for Vehicle 2 would be 05 and 22 and the Most Harmful Event is 22.

Vehicle 1 runs off the road to the right and impacts a light post which causes the post to fall onto another vehicle in transport. This is a two vehicle crash. The Sequence of Events for Vehicle 1 would be 08 (Ran off the Road Right) and 49 (Utility Pole/Light Support) and the Most Harmful Event is 49. The Sequence of Events for Vehicle 2 is 25 (Struck by Falling, Shifting, Cargo or Anything Else Set in Motion by Motor Vehicle) and the Most Harmful Event is 25.

Please note: Variable 25 is only used with two vehicle crashes. If a vehicle sets an object in motion and there is no damage to the vehicle, this is a one vehicle crash, see Object Set in Motion by Another Vehicle (29).

Other Non-Fixed Object (26)

Vehicle 1 loses control, leaves the roadway to the right and impacts a trailer off the roadway which is not attached to a vehicle. This is considered a one vehicle crash. The Sequence of Events for Vehicle 1 would be 08 (ran off the road right) and 26 (other non-fixed object) and the Most Harmful Event is 26.

Vehicle 1 loses control, overturns ejecting the driver. The driver comes to rest in the roadway and is deceased. Another vehicle comes along, not seeing the driver in the roadway, and runs over the driver. This is two separate crashes. The driver is not considered a pedestrian since he started out as the driver of vehicle 1. The driver's fatality would be listed on the first crash report and the driver would be coded as an Other Non-Fixed Object on the second crash report. Reporting the driver as a fatality in both crash reports would add an additional fatal to the number count.

Object Set in Motion by Another Vehicle (1 Vehicle Crash) (29)

If a vehicle in transport runs over an object in the trafficway and there is no damage to that vehicle, but the object flies up and hits another vehicle, then the First Harmful Event is 29 (Object Set in

Motion by Another Vehicle) and the Sequence of Event and Most Harmful Event is 29. This is a one vehicle crash since there is no damage to the vehicle which set the object in motion.

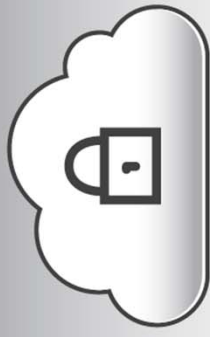
Vehicle 1 hits two traffic barrels which cause them to go into the oncoming lane of travel and vehicle 2 impacts them causing damage. Vehicle 1 continues on and it is assumed no damage occurred to vehicle 1. This is a one vehicle crash involving only vehicle 2. The first harmful event and sequence of event for vehicle 2 is 29.

Please note: Variable 29 is only used in a one vehicle crash. The vehicle which sets the object in motion cannot have damage as a result of setting the object in motion.

Wyoming (Map-Based)
Incident Geo-Locating Service

WIGLS USER GUIDE

ITIS Corporation and
Wyoming Dept. of Transportation



Updated 04/09/2018

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Things to Know Before You Get Started



The WIGLS application was designed to:

- Accurately mark a crash's location
- Identify the type of location
- Identify the junction relation
- Return the information to Report Beam

- **You will need Internet connectivity** before you're able to submit the crash location using the new system.
- **If you don't have Internet service at the crash location**, enter the lat/long or location description in the notes field in Report Beam; use the notes to help locate the crash in WIGLS once you're connected to the internet again.

Launching the WIGLS Application

In Report Beam: Click in the County box. The F12 button will appear along with the list of counties. Choose the county you need.

Click the F12 button to launch WIGLS and see the map.

County

City

Crash Occurred on: *Highway/Street:*

At Intersection with: *Highway/Street:*

Related intersection: *Highway/Street:*

GPS Latitude

GPS Longitude

Milepost Marker

Highway LRS #

CAT.										DIR
------	--	--	--	--	--	--	--	--	--	-----

Occurred on Divided RDway if yes **↑**

No Yes **Incr / Decr**

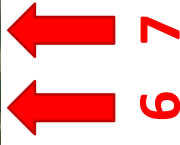
Incr Decr Unknown

Get to Know the WIGLS User Interface

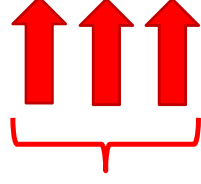


- 1) **Map View Zoom In / Out**
- 2) **Map Layers / Base Map Display Options**
- 3) **Return Button** (returns to Report Beam and closes WIGLS)
- 4) **Locate Incident Button** (opens information window)
- 5) **Location Search Bar** (jumps to an area on map interface)

Get to Know the WIGLS User Interface



8



6) Accept Location Button

(records location info in Report Beam)

7) Clear Button (clears location pin

marker / resets session)

8) Roadway Lines

(computers recognize the red lines as the roadway)

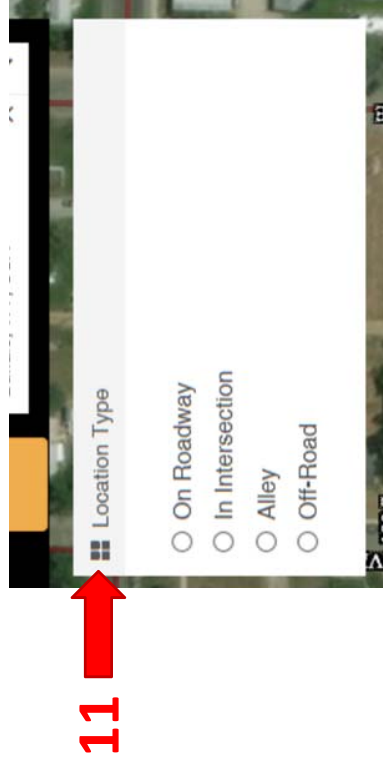
NOTE: Some roads may not yet be named; we are working on it. Please help ID those needing names by reporting an issue (see slide 8 for issue reporting).

Get to Know the WIGLS User Interface



- 8) Incident Location Pin Maker**
(where the crash occurred)
- 9) Related Intersection Marker**
(an optional junction relation)
- 10) Mile Marker** (for location reference)

Get to Know the WIGLS User Interface



11

11) Crash's Location Type Window (select one)

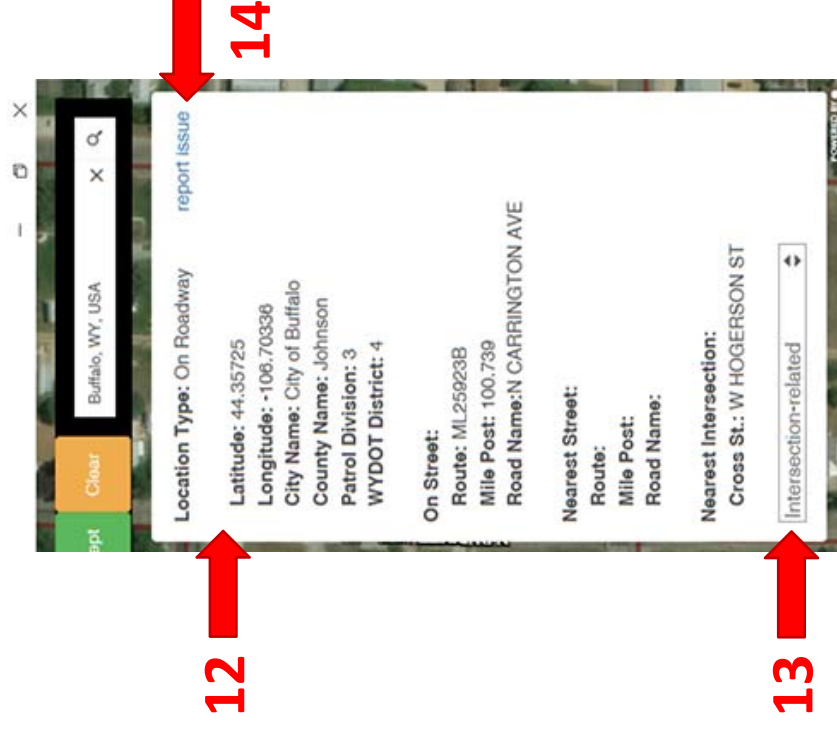
12) Location Information Window

(crash location info)

13) Junction Relation Options (select one)

14) Report Issue Link

(if you notice something is wrong, click the report issue link and fill in the form)



12

14

13

How to Use the Map Interface



To zoom in on a location -

Click the + or - at the upper-left corner - **OR** - move mouse over map interface, use mouse wheel to zoom in and out.

NOTE: Depending on the zoom level of the map, you may or may not see new areas of construction or new roadways. Try zooming in or out to see more recent landmarks.

To pan around the map – Click and hold the mouse button, then drag the base map to find a location

Locating & Recording a Crash with WIGLS - Overview

The WIGLS map will automatically zoom to your current location when connected to the Internet. If you're not physically at the crash site, **find the crash's location inside the WIGLS app.**

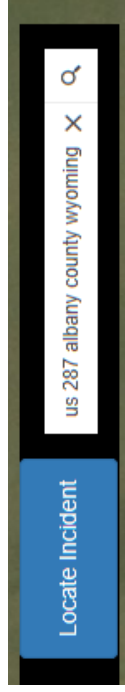


1. **Type the general crash location in the search field**
(ex. Hogerson, Buffalo, WY)

You can also search using lat/long, address, business name, or landmark.

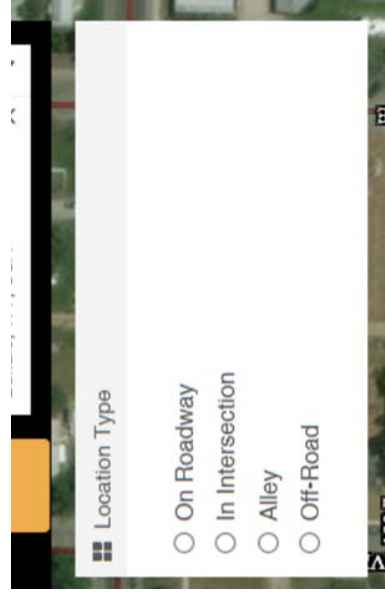
Locating & Recording a Crash with WIGLS - Overview

2 



2) Click the Locate button once you can see the crash location on the map

3 



3) Select the crash's location type

Locating & Recording a Crash with WIGLS - Overview



4

4) Click the **map** at the crash location to drop a red marker pin.



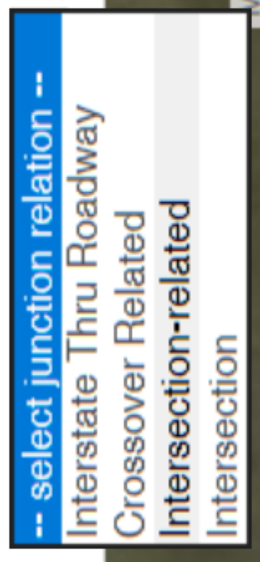
5

5) When the pin drops, the **Location Info window will display the related information.**

If you need to move the pin to a more accurate location, grab the pin and drag it to a new location; you will see the Location Info window's data update to display the new location.

Locating & Recording a Crash with WIGLS - Overview

6. When you are satisfied with the location of the crash, **select the appropriate junction relation** from the drop down menu.



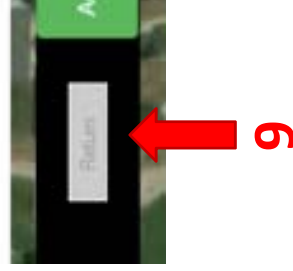
Choosing the junction relation here will fill in the junction relation field on the crash report.

- *The available junction relations will change based on the crash's location.*
- *Some junction relations require that a crash location sub-type be set; you may need to scroll down in the Info Window to see the sub-type and junction relations (hold mouse over info window and scroll with mouse wheel to view entire window).*

Locating & Recording a Crash with WIGLS - Overview



7. After the junction relation(s) have been selected, **click the green Accept Button**.
8. **If you need to start over, press the yellow Clear Button** to clear out all the information.
9. After you have accepted the crash location, **click the grey Return Button at the top of the screen** to close WIGLS and return to the crash report.



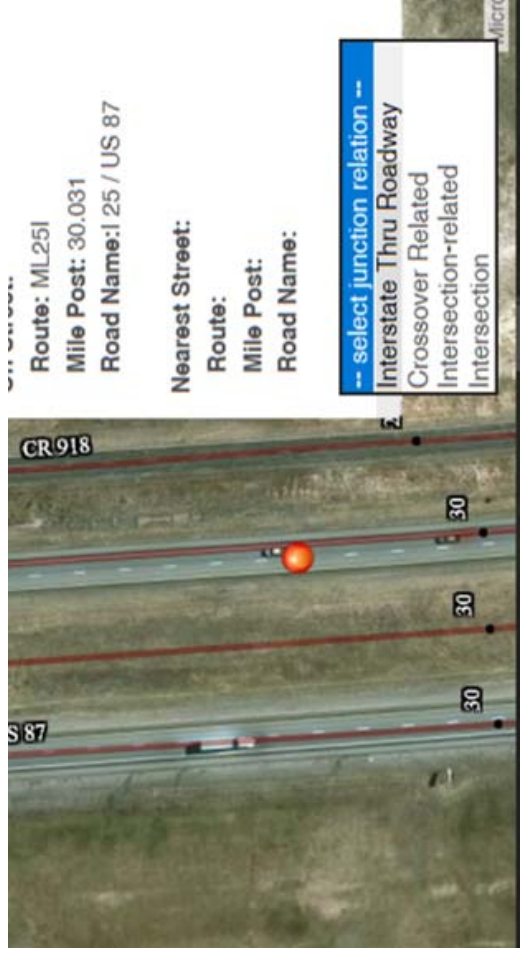
Locating & Recording a Crash with WIGLS - Overview

GPS Latitude	4	1	4	0	8	8	0	3	9	
GPS Longitude	1	0	5	5	9	9	8	6	6	4
Milepost Marker	3	2	1	6	1	9				
CAT.	M	L	2	3						
Highway LRS #										B
DIR										
Occurred on Divided RDway	No <input type="radio"/>		Yes <input checked="" type="radio"/>							
if yes			↑							
Incr / Decr					Incr <input type="radio"/>		Decr <input type="radio"/>		Unknown <input type="radio"/>	

The location information you set in WIGLS will automatically be filled in on the crash report.

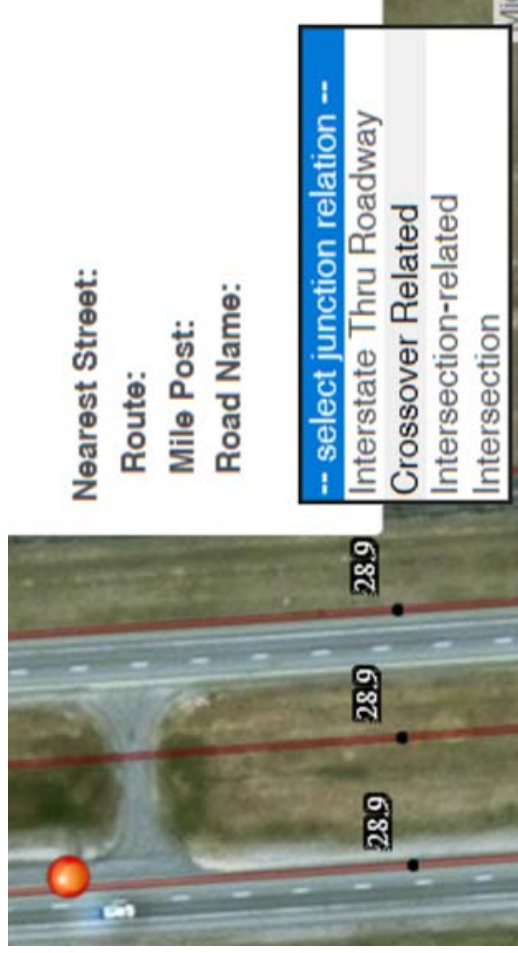
Double check, verify all the location information looks correct.

Location Type: On Roadway, Interstate thru Roadway



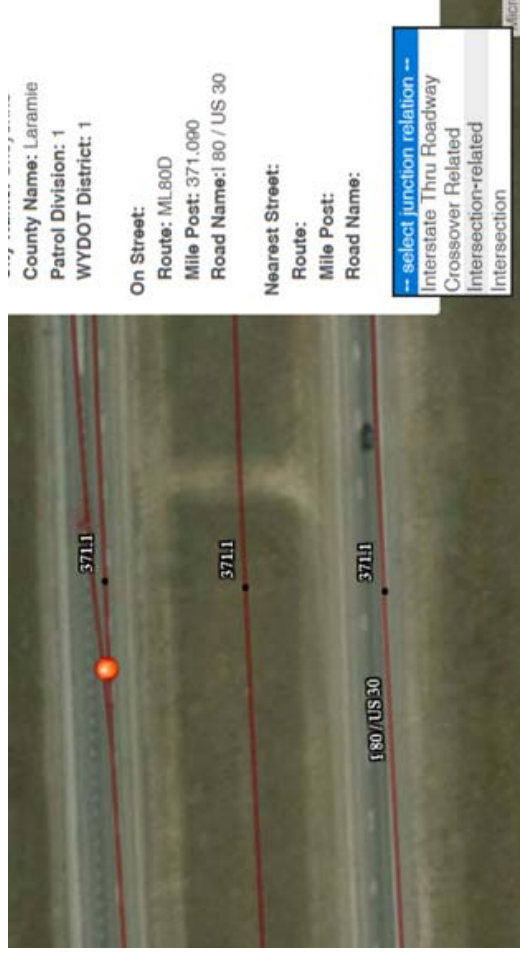
1. **Set Location Type** to “**On Roadway**”.
2. **Locate the crash by milestone** on the Interstate (ensure that the Increasing or Decreasing side of the Interstate is correct).
3. **Drop the location pin** and ensure the information in the Location Info window is correct.
4. **Set the junction relation to “Interstate Thru Roadway”**.
5. **Accept the location** and return to the Crash Form.

Location Type: On Roadway, Interstate Crossover



1. **Set Location Type** to “On Roadway”.
2. **Locate the crash by milepost** on the Interstate (ensure that the Increasing or Decreasing side of the Interstate is correct).
3. **Drop the location pin** and ensure the information in the Location Info window is correct.
4. **Set the junction relation to “Crossover Related”**.
5. **Accept the location** and return to the Crash Form.

Location Type: On Roadway, Interstate Intersection-Related



*To be an **Intersection** crash, the crash must be at the point where the Ramp and the Interstate meet.*

*All other crashes will be **Intersection-Related**.*

1. **Set Location Type** to “**On Roadway**”.
2. **Locate the crash by milestone** on the Interstate (ensure that the Increasing or Decreasing side of the Interstate is correct).
3. **Drop the location pin** and ensure the information in the Location Info window is correct.
4. **Set the junction relation to “**Interstate Intersection Related**”.**
5. **Accept the location** and return to the Crash Form.

Location Type: On Roadway, Interstate, Ramp



1. Set **Location Type** to “**On Roadway**”.
2. Locate the crash on the **Interstate Ramp**.
3. Drop the **location pin** and ensure the information in the **Location Info** window is correct.
4. Set the **junction relation** to “**Ramp**”.
5. **Accept the location** and return to the **Crash Form**.

*Use “**Ramp**” when the crash would have happened whether or not the intersection was there.*

*If not, set the **junction relation** to “**Intersection-Related**”.*

Location Type: On Roadway, Rural (Highways & County Roads)



1. **Set Location Type** to “On Roadway”.
2. **Locate the crash by milepost.**
3. **Drop the location pin** and ensure the information in the Location Info window is correct.
4. **Set the junction relation.**
5. **Accept the location** and return to the Crash Form.

Don't use the **Intersection/Intersection Related** junction option unless there are two roads. Driveways, private roads, business entrances, rest areas, and ports of entry are not considered roads.

Location Type: Off-Road, Interstate



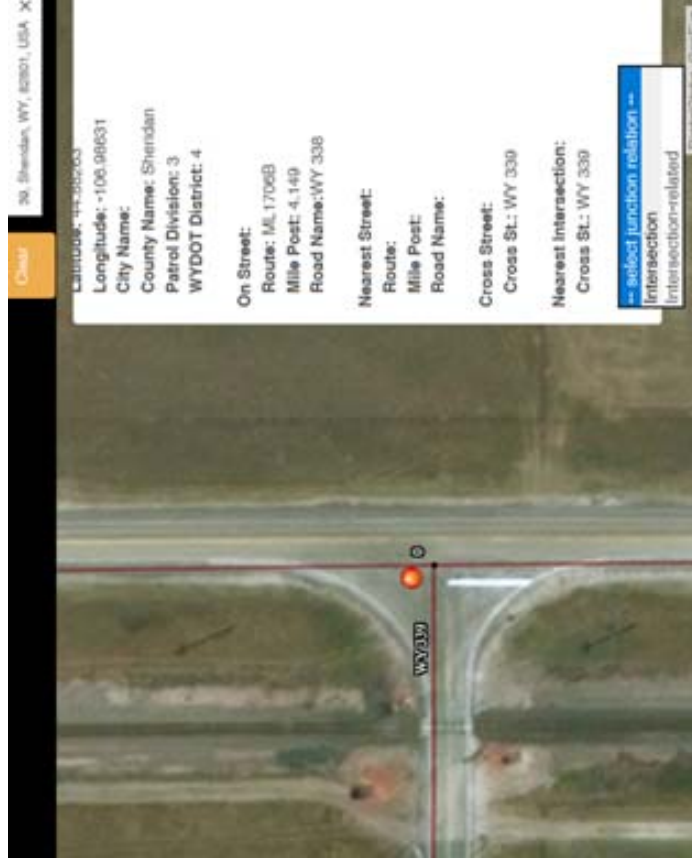
1. **Set Location Type** to “Off-Road”.
2. **Locate the crash.**
3. **Drop the location pin.** The lat/long will come up under the Location Info, however no roadway name will appear because it is an off roadway crash.
4. **Set the junction relation.**
5. **Accept the location** and return to the Crash Form.

Location Type: Off-Road, Rural Area



1. **Set Location Type to “Off-Road”**
2. **Locate the crash**
3. **Drop the location pin.** The lat/long will come up under the Location Info, and roadway name will populate with location subtype set in step 4.
4. **Set the location subtype.**
5. **Set the distance from the known roadway (red line).**
6. **Accept the location and return to the Crash Form**

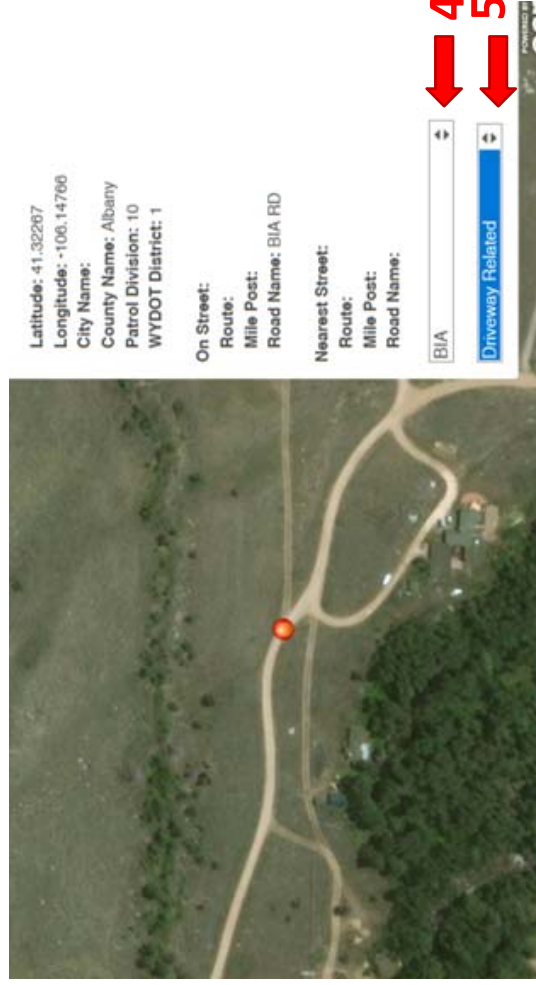
Location Type: In Intersection, Rural, Intersection/Intersection Related



1. Set Location Type to “In Intersection”.
2. Locate the crash on the highway or county road.
3. Drop the location pin and ensure the information in the Location Info window is correct.
4. Set the junction relation.
5. Accept the location and return to the Crash Form.

*Junction relation is only **intersection** if the crash happened directly on the roadway, within the box of the intersection, otherwise it will be an **intersection-related** crash.*

Location Type: On Roadway, Rural, BLM, BIA, Forest Svc., Park Svc., Other



1. **Set Location Type** to “On Roadway”.
2. **Locate the crash** by county and the closest highway or county road.
3. **Drop the location pin** and ensure the information in the Location Info window is correct.
4. **Set the location subtype.**

5. **Set the junction relation.**
6. **Accept the location** and return to the Crash Form.

The crash street name on the crash form will not display a street name, only “Forest Service Rd”, “Park Service Rd”, “BLM Rd”, or “BIA Rd”, along with the lat/long, county, patrol division and district.

Location Type: Off-Road, Rural, BLM, BIA, Forest Svc., Park Svc., Other

1. Set **Location Type** to “Off-Road”.
2. **Locate the crash** by searching for the county and the closest highway or county road.
3. **Drop the location pin** and ensure the lat/long and county information in the Location Info window is correct – this is what gets returned to the crash report.
4. **Set the junction relation only if options are relevant. If not, do not make a selection, simply proceed to step 5.**
5. **Accept the location** and return to the Crash Form.



Location Type: On Roadway, Urban Area (Not Intersection-Related)



1. **Set Location Type** to “On Roadway”
2. **Locate the crash** in the city by address, landmark, or cross streets.
3. **Drop the location pin** and ensure the information in the Location Info window is correct.
4. **Set the junction relation.**
5. **Accept the location** and return to the Crash Form

Location Type: In Intersection, Urban, Intersection/Intersection Related



*Junction relation is only **intersection** if the crash happened directly on the roadway, within the box of the intersection of two streets, otherwise it will be an **intersection-related** crash.*

1. **Set Location Type** to “**In Intersection**”
2. **Locate the crash** in the city by address, landmark, or cross streets.
3. **Drop the location pin** and ensure the information in the Location Info window is correct.
4. **Set the junction relation.**
5. **If junction relation = Intersection-Related, click the map to drop a yellow ‘X’** marking the crash’s related intersection.
6. **Accept the location** and return to the Crash Form.

Location Type: On Roadway, Urban, Intersection-Related (Part 1)



This example crash illustrates when the crash happened on the roadway, between streets or near a street, but the crash is related to an intersection that is further away than the nearest intersection.

On Street:
Route: ML 13883B
Mile Post: 99.816
Road Name: W 8TH AVE

Nearest Street:
Route:
Mile Post:
Road Name:

Nearest Intersection:
Cross St.: PIONEER AVE

Intersection-related

Intersection Info:
Intersection: MOORE AVE @ W 8TH AVE

1. Set Location Type to “On Roadway”.
2. Locate the crash in the city by address, landmark, or cross streets.
3. Drop the location pin. ***Remaining steps on next page...***

Location Type: On Roadway, Urban, Intersection-Related (Part 2)



This example crash illustrates when the crash happened on the roadway, between streets or near a street, but the crash is related to an intersection that is further away than the nearest intersection.

On Street:
Route: ML 13883B
Mile Post: 99.816
Road Name: W 8TH AVE

Nearest Street:
Route:
Mile Post:
Road Name:

Nearest Intersection:
Cross St.: PIONEER AVE

Intersection-related:

Intersection Info:
Intersection: MOORE AVE@W 8TH AVE

4. Set the junction relation.
5. If junction relation = Intersection-Related, click the map to drop a yellow 'X' marking the crash's related intersection. Info window will show the cross street and the nearest intersection to the crash (which may not always be the same as the related intersection).
6. Ensure location info is correct, accept the location and return to the Crash Form.

Location Type: Alley, Urban, Less than 10' from Roadway Edge



1. Set Location Type to “Alley”
2. Locate the crash.
3. Drop the location pin and ensure the information in the Location Info window is correct.
4. Set the distance from the roadway edge to less than 10’.
5. Set the Junction relation.
6. Verify location information is correct, accept the location and return to the Crash Form.

If you select <10 ft (less than 10 ft) from edge of roadway, it becomes an intersection or related-intersection crash. You will see the Nearest Street and Intersection information populate in the info window.

Location Type: Alley, Urban, Greater than 10' from Roadway Edge



1. **Set Location Type to “Alley”**
2. **Locate the crash.**
3. **Drop the location pin** and ensure the information in the Location Info window is correct.
4. **Set the distance from the roadway edge** to greater than or equal to 10’.
5. **Set the Junction relation.**
6. **Verify location information is correct,** accept the location and return to the Crash Form.

For Questions

If you have questions about the WIGLS app, please contact Stacey or Lori

Stacey R. Gierisch

Records Data Management Analyst, Supervisor

(307) 777-4194

stacey.gierisch@wyo.gov

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Highway Safety, WYDOT

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THE CRASH FORM PR-902



The * in front of a variable indicates additional information is located in the Glossary.

Drivers are no longer required to submit an Owner/Operator report form to Crash Records.

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. In cases where the exact date of the crash may be in question (e.g. crashes occurring near midnight or crashes not found for sometime), officer judgment should be used. If the date of the crash is unknown and cannot be reasonably estimated, use the date the crash was discovered and explain this in the narrative.
3. **Time of Crash** – This is the approximate time of the crash. In cases where the exact time of the crash may be in question, officer judgment should be used. 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. ***Crash Resulted from Previous Crash** - Also referred to as a “Secondary Crash”, a crash occurring as a result of a previous crash.
11. **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).
12. **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.
13. ***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...
14. **Public/Private Property Damage** – Determination of whether or not damage was done to Public Property such as signs, guardrails, landscaping, fences, etc. Unknown - should be described in the narrative. **This does not include damage to motorized vehicles.** Included would be a trailer parked with no towing unit attached.
15. **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. **This does not include damage to motorized vehicles.**



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. [REDACTED]

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

Police Notified: [REDACTED] Date: yyyy/mm/dd [REDACTED] Time (24 hr) [REDACTED]
 Arrived: [REDACTED] EMS Notified: [REDACTED] Arrived: [REDACTED]

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

Occurred on Private Property: Yes No Public/Private Property Damage: Yes No Estimated Amount of Non-Vehicle Property Damage: \$ [REDACTED]

EMS Hospital Arrival Time: [REDACTED]

# Vehicle(s)	# Driver(s)	# Person(s)	# non Motorists	# Injured	# Killed
01	00	00	00	00	00

County: [REDACTED] GPS Latitude: [REDACTED]
 City: [REDACTED] GPS Longitude: [REDACTED]

Crash Occurred on: Highway/Street: [REDACTED] Milepost Marker: [REDACTED] Highway LRS #: [REDACTED]
 At Intersection with: Highway/Street: [REDACTED] CAT: [REDACTED] ID #: [REDACTED] DIR: [REDACTED]
 Related Intersection: Highway/Street: [REDACTED] Occurred on Divided RDway: No Yes if yes: Incr Decr Unknown

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: [REDACTED] Division (WHP only)

01 - City PD 02 - Sheriff 03 - BIA 04 - Forest Service 05 - Campus Police 06 - WHP 07 - Other

Badge #: [REDACTED] Officer Name & Rank: [REDACTED]
 First: [REDACTED] MI: [REDACTED] Last: [REDACTED] Rank: [REDACTED]
 Report Date (yyyy/mm/dd): [REDACTED]

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: [REDACTED] Report Number: [REDACTED]

Highway District: [REDACTED] Crash Type: G ≥ \$1,000 M - Missing Location N ≤ \$1,000 I - Industrial Crash P - Private D - Deliberate

PR902 Revised 01/08/2014

# Vehicle(s)	# Driver(s)	# Person(s)	# non Motorists	# Injured	# Killed
16	17	18	19	20	21

16. **# 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.
17. **# 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.
18. **# 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.
19. **# 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.

20. **# 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.
21. **# 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.
22. **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.
23. **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 then 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**)

CASE NO. [Redacted]



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

Please click on the link below to see the online m Traffic Crash Reporting Manual

Date of Crash (yyyy/mm/dd) [Redacted] Time (24 hr) [Redacted] Day of Week Su Mo Tu We Th Fr Sa Sun

Police Notified: [Redacted] Date: yyyy/mm/dd [Redacted] Time (24 hr) [Redacted]
 Arrived: [Redacted]
 EMS Notified: [Redacted] Arrived: [Redacted]
 EMS Hospital Arrival Time: [Redacted]

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

Occurred on Private Property: Yes No
 Public/Private Property Damage: Yes No
 Estimated Amount of Non-Vehicle Property Damage: \$ [Redacted] # Vehicles: [Redacted] # Drivers: [Redacted] # Persons: [Redacted] # non-Motorists: [Redacted] # Injured: [Redacted] # Killed: [Redacted]

County: [Redacted] GPS Latitude: [Redacted]
 City: [Redacted] GPS Longitude: [Redacted]

Crash Occurred on: Highway/Street: [Redacted] Milepost Marker: [Redacted] Highway LRS #: CAT: [Redacted] ID #: [Redacted] DIR: [Redacted]
 At Intersection with: Highway/Street: [Redacted]
 Related Intersection: Highway/Street: [Redacted]

Occurred on Divided RDway if yes: No Yes Incr / Decr: Incr Decr Unknown

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

mark if attached **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

33 01 - City PD 02 - Sheriff 03 - BIA 04 - Forest Service 05 - Campus Police 06 - WHP 07 - Other Division (WHP only)

Badge # [Redacted] Officer Name & Rank [Redacted]

First [Redacted] Last [Redacted] Rank [Redacted]

34 [CLICK HERE TO INSERT SIGNATURE](#) **37** **36** Report Date (yyyy/mm/dd) [Redacted]

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: [Redacted] Report Number: [Redacted]
 Crash Type: G \geq \$1,000 M - Missing Location N \leq \$1,000 I - Industrial Crash P - Private D - Deliberate
 Highway District: [Redacted]

PR902 Revised 01/08/2018

County: [Redacted] **24** GPS Latitude: [Redacted]

City: [Redacted] **25** GPS Longitude: [Redacted]

Crash Occurred on: Highway/Street: [Redacted] **26** Milepost Marker: [Redacted] Highway LRS #: CAT: [Redacted] ID #: [Redacted] DIR: [Redacted] **28**

At Intersection with: Highway/Street: [Redacted] **27**

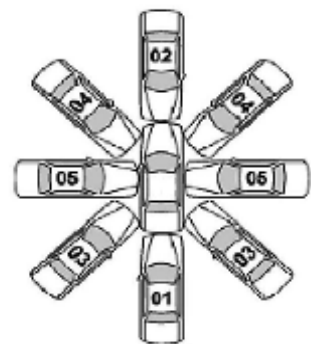
Related Intersection: Highway/Street: [Redacted] **29**

Occurred on Divided RDway if yes: No Yes **30** Incr / Decr: Incr Decr Unknown **31**

- 24. County** - The county in which the crash occurred.
- Albany, Big Horn, Campbell, Carbon, Converse, Crook, Fremont, Goshen, Hot Springs, Johnson, Laramie, Lincoln, Natrona, Niobrara, Platte, Sheridan, Sublette, Sweetwater, Teton, Uinta, Washakie and Weston.
- 25. *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.
- 26. 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.
- 27. At intersection with** - Identify the intersecting street, road, alley, county road, or highway.
- 28. Highway LRS #** - will auto populate - Linear Referencing System Route number used to locate where the crash occurred. Eventually every street, highway, road in Wyoming will have a unique LRS route number.
- 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 mileposts. 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. 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.
- 33. 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.
- 34. Badge #** - Reporting Officer assigned badge #.
- 35. Officer Name & Rank** – Name & Rank of investigating officer.
- 36. Report Date** – The actual Date that the Investigating Officer completed the report and was submitted. May differ from the Crash Date and/or the date the crash was reported to law enforcement.
- 37. Signature** – Reporting officer's signature.

Base Information

FIRST HARMFUL EVENT		Location of FHE		Weather		Road		Lighting	
Non - Collision: 01 - Overturn/Rollover 02 - Fire/Explosion 03 - Immersion 04 - Jackknife 05 - Cargo/Equipment Loss or Shift 06 - Equipment Failure 12 - Fell/Jumped from a motor vehicle 13 - Thrown or Falling Object 16 - Carbon Monoxide (CO) Poisoning 17 - Injuries by being thrown against part of the vehicle 18 - Other Non-Collision (Motorcycle Loss of Control)		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		01 - Clear 02 - Raining 03 - Snowing 04 - Fog 05 - Blowing Dust/Sand/Dirt 06 - Severe Wind Only 07 - Blizzard 08 - Sleet/Hail/Freezing Rain 09 - Blowing Snow 10 - Cloudy/Overcast 11 - Smoke 99 - Unknown		01 - Dry 02 - Wet 03 - Ice/Frost 04 - Snow 05 - Mud/Dirt/Gravel 06 - Slush 07 - Oil/Fuel 08 - Sand on Dry Pavement 09 - Sand on Icy Road 10 - Water standing/Running 11 - Other 99 - Unknown		01 - Daylight 02 - Darkness Unlighted 03 - Darkness Lighted 04 - Dawn 06 - Dusk 06 - Other 99 - Unknown	
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 on OTHER Roadway 24 - Parked 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 (Single Vehicle Crash)		Road Circumstance choose up to 3 01 - None 02 - Road Surface Condition 03 - Debris, loose material on the surface 04 - Ruts, Holes, Bumps 05 - Work Zone/Construction Zone 06 - Worn or Polished Surface 07 - Obstruction in Roadway 08 - Traffic Control Device Missing 09 - Traffic Control Device Inoperative 10 - Traffic Control Device Obscured 11 - Shoulders (None, Low, Soft, High) 12 - Non-Highway Work 13 - Reduced Road Width 14 - Lane Markings Missing or Faded 15 - Obstructed by a Previous Crash 16 - Other 99 - Unknown		Environmental Circumstance choose up to 3 11 - None 01 - Weather Conditions 02 - Visual Obstruction Buildings 03 - Visual Obstruction Other Vehicle 04 - Visual Obstruction Vegetation 05 - Visual Obstruction Hillcrest 06 - Visual Obstruction Embankment-Snow, Rock, etc 07 - Other Physical Obstruction 08 - Glare (Sun or Headlight) 09 - Animals in Roadway 10 - Other 99 - Unknown		School Bus Related 01 - No 02 - Yes, Directly Involved 03 - Yes, Indirectly Involved			
Animals: 30 - Horse 31 - Cow 32 - Pig 33 - Sheep 34 - Other Domestic (Dog, Llama, etc) 35 - Elk 36 - Deer 37 - Moose 38 - Antelope 39 - Buffalo 40 - Other Wild (Bear, Coyote, Eagle)		Work Zone Related 01 - Yes 02 - No 99 - Unknown		Relation to Junction Non-Interstate 01 - Non-Junction 02 - Intersection 03 - Intersection Related 04 - Driveway Related 05 - Entrance/Exit Ramp 06 - Railway Grade Crossing 07 - Crossover Related 08 - Business Entrance 09 - Alley 10 - Other Non-Interchange (ie. Bike, Snowmobile Trail, School Xing) 11 - Private Road Junction 99 - Unknown (describe in narrative)		Interstate 12 - Thru Roadway 13 - Intersection 14 - Intersection Related 15 - Ramp 16 - Other Parts (Gore) 99 - Unknown Interchange 07 - Crossover Related			
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 - Fixed Object Other 73 - Cable Barrier 99 - Unknown		Work Zone Workers Present 01 - Yes 02 - No 99 - Unknown		Type of Intersection 01 - Not an Intersection 02 - Four (4) -Way Intersection 03 - T Intersection 04 - Y Intersection 05 - Five (5) Point or more 06 - Intersection as part of an Interchange 07 - Roundabout 08 - L Intersection 09 - Diverging Diamond 99 - Unknown		Type of Work Zone 01 - Lane Closure 02 - Lane Shift or Crossover 03 - Work on Shoulder/Median 04 - Intermittent or Moving Work 05 - Other 99 - Unknown			
Manner of Collision *see diagram right 01 - Rear End (Front to Rear) 02 - Head On (Front to Front) 03 - Angle Same Direction (Front to Side) 04 - Angle (Front-to-Side), Opposing Direction 05 - Angle Right (Front to Side, includes Broadside) 06 - Angle Direction not Specified 07 - Sideswipe Same Direction (Passing) 08 - Sideswipe Opposite Direction (Meeting) 09 - Rear to Side (Normally Backing) 10 - Rear to Rear (Normally Backing) 11 - Rear to Front (Normally Backing) 12 - Not a Collision w/2 Vehicles in Transport 13 - Other 99 - Unknown		Direction of Force 01 - Opposing (Opposite Direction within 15 degrees) 02 - Angle (force exceeds 15 degrees) 03 - Same (same direction within 15 degrees) 04 - Meeting (glancing collision from opposite direction) 05 - Passing (glancing collision from same direction) 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					



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

- 38. ***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.
- 39. ***Location of 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. [See appendix for additional information and graphics.](#)
- 40. ***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.
- 41. ***Road Conditions** - The roadway surface condition at the time and place of a crash.
- 42. ***Lighting** - The type/level of light that existed at the time of the motor vehicle crash.
- 43. ***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.
- 44. ***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.
- 45. ***Environmental Circumstance** - The Investigating Officer’s opinion of the most apparent (1st) environmental circumstance that may have contributed to this crash.
- 46. ***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.
- 47. **Work Zone Worker’s Present** - Workers present when the crash occurred.
- 48. ***Work Zone Location** - Location to the crash as it relates to the work zone.
- 49. ***Type of Work Zone** – Indicate work zone type.
- 50. ***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.
- 51. ***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.
- 52. ***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.
- 53. ***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.

1st event Sequence choose up to 4.

2nd event

3rd event **54** Most Harmful Event choose 1.

4th event **55**

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
 11 - Cross Centerline
 12 - Downhill Runaway
 13 - Fell/Jumped from a MV
 14 - Thrown or Falling Object
 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 (Multi Vehicle Crash)
 26 - Other NON-Fixed Object
 27 - Work Zone/Maintenance Equipment
 28 - Work Zone Channeling Device
 29 - Object Set in Motion by Another Vehicle (Single Vehicle Crash)

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
 73 - Cable Barrier
 99 - Unknown

Motor Vehicle Unit Type

01 - Motor Vehicle in Transport **56**
 02 - Parked Motor Vehicle
 03 - Working Vehicle/Equipment

Commercial Motor Vehicle or HM Placard

01 - Yes 02 - No 99 - Unknown **57**
 if yes, complete CMV supplement

Vehicle Owner

01 - Same as Driver
 02 - Other **58**
 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 (Not a SUV)
 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
 13 - Other Vehicle
 14 - SUV
 15 - Cargo Van
 16 - Motor Home
 17 - Light Truck (≥ 10K)
 18 - Medium Truck (>10K - 26K)
 19 - Heavy Truck (>26K)
 20 - Farm Equipment
 21 - Construction Vehicle
 22 - MC <150 cc
 23 - Moped **59**
 24 - Snowmobile
 25 - ATV
 26 - MPV
 99 - Unknown

Non-Commercial Trailer Style **60**

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 **61**

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

Emergency Vehicle Use **62**

01 - Yes 02 - No 99 - Unknown

Emergency Equipment Activated **63**

01 - Yes 02 - No 99 - Unknown

Special Function of MV in Transport

01 - None **64**
 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
 99 - Unknown

Contributing Circumstance **65**

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 **66**

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 **67**

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

Grade **68**

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

Horizontal Alignment **69**

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

Total No. Lanes **70**

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, Not Divided
 02 - Two-Way, Not Divided w/ Continuous Left Turn Lane
 03 - Two-Way, Divided, Unprotected (Painted, >4 Ft) Median
 04 - Two-Way, Divided, Positive Median Barrier
 05 - One-Way Trafficway
 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 Apprch)
 05 - Both Shoulders
 06 - Both Centerline and Outside Shoulder
 07 - Outside Shoulders Only
 99 - Unknown

- 54. *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.
- 55. *Most Harmful Event** – The event that resulted in the most severe injury or if no injury the greatest property damage involving this motor vehicle.
- 56. *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.
- 57. Commercial Motor Vehicle** – Is this vehicle used for commercial purposes. Complete CMV Supplement.
- 58. Vehicle Owner** – This identifies the Type of vehicle owner.
- 59. *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.
- 60. *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.
- 61. *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. Only one vehicle is coded as an Underride or Override.
- 62. 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.
- 63. 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.
- 64. *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.
- 65. *MV Contributing Circumstances** - Important for determining the significance of pre-existing problems, that could be useful in determining the need for improvements in manufacturing and consumer alerts.
- 66. *Vehicle Action/Maneuver Prior to Crash** - 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.
- 67. *Road 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.
- 68. *Grade** - The geometric inclination characteristics of the roadway in the direction of travel for this vehicle.
- 69. Horizontal Alignment** - The geometric layout characteristics of the roadway in the direction of travel for this vehicle.
- 70. *Number of Roadway Lanes** - Total number of lanes in the roadway on which this motor vehicle was traveling. Exclude turn lanes.

Page 5 Vehicle No. 01 02 03... 01

Vehicle Information

PR902A
Revised 03/07/2017

<p>1st event <input type="text"/></p> <p>2nd event <input type="text"/></p> <p>3rd event <input type="text"/></p> <p>4th event <input type="text"/></p> <p style="text-align: center;">Non-Collision</p> <p>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 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)</p> <p style="text-align: center;">Collision w/ Person, MV, or Non-Fixed Object</p> <p>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 (Multi Vehicle Crash) 26 - Other NON-Fixed Object 27 - Work Zone/Maintenance Equipment 28 - Work Zone Channeling Device 29 - Object Set in Motion by Another Vehicle (Single Vehicle Crash)</p> <p style="text-align: center;">Animals</p> <p>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</p> <p style="text-align: center;">Collision w/ Fixed Object</p> <p>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 73 - Cable Barrier 99 - Unknown</p>	<p style="text-align: center;">Motor Vehicle Unit Type</p> <p>01 - Motor Vehicle in Transport 02 - Parked Motor Vehicle 03 - Working Vehicle/Equipment</p> <p style="text-align: center;">Commercial Motor Vehicle or HM Placard</p> <p>01 - Yes 02 - No 99 - Unknown if yes, complete CMV supplement</p> <p style="text-align: center;">Vehicle Owner</p> <p>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</p> <p>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</p> <p style="text-align: center;">Vehicle Type</p> <p>01 - Passenger (Not a SUV) 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 13 - Other Vehicle 14 - SUV 15 - Cargo Van 16 - Motor Home</p> <p>17 - Light Truck (≥ 10K) 18 - Medium Truck (>10K - 26K) 19 - Heavy Truck (>26K) 20 - Farm Equipment 21 - Construction Vehicle 22 - MC <150 cc 23 - Moped 24 - Snowmobile 26 - ATV 27 - MPV 99 - Unknown</p> <p style="text-align: center;">Non-Commercial Trailer Style</p> <p>01 - No Trailer 02 - Camping Trailer 03 - Mobile Home 04 - Utility Trailer 05 - Boat/Jet Ski Trailer 06 - Towed Vehicle</p> <p>07 - Horse/Stock Trailer 08 - Motorcycle Trailer 09 - Multiple Trailers 10 - Other (ie. Bicycle) 99 - Unknown</p> <p style="text-align: center;">Underride/Override</p> <p>01 - No Underride or Override 02 - Underride-Compartment Intrusion 03 - Underride-No Compartment Intrusion 04 - Underride-Compartment Intrusion Unknown 05 - Override-Motor Vehicle in Transport 06 - Override-Other Motor Vehicle 99 - Unknown if Underride or Override</p> <p style="text-align: center;">Emergency Vehicle Use</p> <p>01 - Yes 02 - No 99 - Unknown</p> <p style="text-align: center;">Emergency Equipment Activated</p> <p>01 - Yes 02 - No 99 - Unknown</p> <p style="text-align: center;">Special Function of MV in Transport</p> <p>01 - None 02 - Police 03 - Ambulance/EMS 04 - Fire Truck 05 - Military 06 - Snow Plow 07 - Tow Truck</p> <p>08 - MV used as School Bus 09 - MV used as Other Bus 10 - Construction Equipment 11 - Farm Equipment 12 - Taxi 99 - Unknown</p> <p style="text-align: center;">Contributing Circumstance</p> <p>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</p> <p>22 - Other 99 - Unknown</p>	<p style="text-align: center;">Vehicle Maneuver/Action prior to crash</p> <p>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</p> <p style="text-align: center;">Road Surface</p> <p>01 - Concrete 02 - Asphalt 03 - Gravel/Rock 04 - Dirt 05 - Brick/Stone 99 - Unknown</p> <p style="text-align: center;">Grade</p> <p>01 - Level 02 - Hillcrest 03 - Uphill 04 - Downhill 05 - Sag (Bottom) 99 - Unknown</p> <p style="text-align: center;">Horizontal Alignment</p> <p>01 - Straight 02 - Curve Right 03 - Curve Left 99 - Unknown</p> <p style="text-align: center;">Total No. Lanes</p> <p>01 - 06, 99 = Unknown (exclude turn lanes)</p> <p style="text-align: center;">Traffic Control Working Properly</p> <p>01 - Yes 02 - No 99 - Unknown 71</p> <p style="text-align: center;">Traffic Control</p> <p>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</p> <p style="text-align: center;">Trafficway Description</p> <p>01 - Two-Way, Not Divided 02 - Two-Way, Not Divided w/ Continuous Left Turn Lane 03 - Two-Way, Divided, Unprotected (Painted, >4 Ft) Median 04 - Two-Way, Divided, Positive Median Barrier 05 - One-Way Trafficway 99 - Unknown</p> <p style="text-align: center;">Rumble Strips Present</p> <p>01 - Yes 02 - No 99 - Unknown 74</p> <p style="text-align: center;">Rumble Strips Applicable</p> <p>01 - Yes 02 - No 99 - Unknown 75</p> <p style="text-align: center;">Rumble Strips</p> <p>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 76</p>
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- 71. *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.
- 72. *Traffic Control** - The type of traffic control device (TCD) applicable to this motor vehicle at the crash location.
- 73. *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).
- 74. Rumble Strips Present** – Indicate if rumble strips were present at the scene of the crash.
- 75. *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.
- 76. *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.

Driver/Vehicle Information CASE NO.

Vehicle No. 01 02 03... 0 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 _____ Age

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

Phone _____ - _____ - _____ Emp Phone _____ - _____ - _____

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 2 - Driver License 3 - Instruction Permit 4 - I2 Permit-Intermediate	5 - CDL 6 - CDL Permit 7 - No License Required 8 - Restricted License	1 - Clear 2 - Expired 3 - Canceled or Denied 4 - Revoked 5 - Suspended 99 - Unknown	0 0
			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

Insurance E-Verified Company _____ Policy # _____

Vehicle Towed Y-Yes N-No

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

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

Direction of Travel Prior to Crash

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

12	1
11	2
10	3
9	4
8	5
7	6
6	7

Initial Impact Point Most Damaged Area

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

79

Last Name 77 _____ First Name _____ MI _____ Gender 78 DOB (yyyy/mm/dd) 79

Street Number _____ Street Name _____

Mailing Address (PO Box Number) _____ City _____ State 80 Zip Code _____

Occupation _____ Employer _____ Age 81

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

Phone _____ - _____ - _____ Emp Phone _____ - _____ - _____

Driver's License Number _____ State (FIPS) 82 Restrictions 83 CDL Endorsement 84

DL Type	DL Class	DL Status	No. of Vehicle Occupants (01 to 50)
1 - Not Licensed 2 - Driver License 3 - Instruction Permit 4 - I2 Permit-Intermediate	5 - CDL 6 - CDL Permit 7 - No License Required 8 - Restricted License	1 - Clear 2 - Expired 3 - Canceled or Denied 4 - Revoked 5 - Suspended 99 - Unknown	85 86 87 88 89 90 91 92 93 94 95 96 97 98 99
			Posted Speed _____ Estimated Speed _____

77. **Last Name, First Name, & MI** – Driver's last and first name may be followed by a space and JR, SR, II, III, or IV. 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.**
78. **Gender** - The sex gender of the driver
79. **Date of Birth (DOB)** - The year, month, and day of birth of this driver.
80. **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.
81. **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.
82. **City** – City of Residence
83. **State** – State of Residence
84. **Zip Code** – Zip Code
85. **Occupation** – The general type of work performed by this driver; choose the most applicable attribute. NOT the employers name.
86. **Employer** – Name of Company employing driver.
87. **Drivers Phone** – Driver's Phone Number including area code.
88. **Employer Phone** – Employer Phone Number including area code.
89. **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.**
90. **Driver's License Number** – A unique number assigned by the authorizing agent issuing a driver license to the individual. Whenever possible obtain this information from the driver license (via a bar code).
91. **State** – State issuing the driver's license.
92. **Restrictions** – Restrictions assigned to an individual's driver license by the licensing jurisdiction.
93. **CDL Endorsements** - Issued to drivers after successfully completing a specialized test that qualifies them to operate a specific type of commercial motor vehicle.
94. **Driver's License Type** – The current type of drivers license for this driver.
95. **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 the driver license.
96. **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.
97. **Number of Occupants** – Number of occupants within the motor vehicle.
98. ***Posted Speed Limit** – Posted speed limit as indicate by sign (in increments of 5 mph), lane markings, statue, etc. (NP - Not Posted, UK - Unknown)
99. ***Estimated Speed** - Indicate the estimate vehicle speed. (UK - Unknown)

Driver/Vehicle Information

CASE NO.

Vehicle No. 01 02 03...

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

Street Number Street Name City State Zip Code

Mailing Address (PO Box Number) City State Zip Code

Occupation Employer Age

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

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 2 - Driver License 3 - Instruction Permit 4 - I2 Permit-intermediate 5 - CDL 6 - CDL Permit 7 - No License Required 8 - Restricted License	1 - A 2 - B 3 - C 4 - M 5 - Improper or No Endorsement 6 - Other 7 - None	1 - Clear 2 - Expired 3 - Canceled or Denied 4 - Revoked 5 - Suspended 99 - Unknown	<input type="text"/> <input type="text"/>
			Posted Speed <input type="text"/> Estimated Speed <input type="text"/>

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

Insurance E-Verified Y-Yes N-No Company Policy #

Vehicle Towed Y-Yes N-No By To

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

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

Direction of Travel Prior to Crash

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

12	1	00 Non-Collision (Overturn/Rollover)
11	2	01-12 (Use 12 Point Clock Diagram)
10	3	13 Top (Roof)
9	4	14 Undercarriage
8	5	99 Unknown (Can't determine)
7	6	

Initial Impact Point Most Damaged Area

Vehicle Owner same as driver

Last Name (100) First Name MI

Street Number (101) Street Name (102) City (103) State (104) Zip Code

Make (ie, Chevrolet, Dodge, Toyota) (105) Model (ie, Silverado, Dakota, Solara) (106) Year (107) Expir. Date (mm/yy) (108)

Vehicle Identification Number (111) License Plate No. (112) State (FIPS) (113) Color (114)

Insurance E-Verified (115) Y-Yes N-No Company (116) Policy # (117)

Vehicle Towed (118) Y-Yes N-No By (119) To (120)

Extent of Damage (122) 01 - None 02 - Functional 03 - Minor 04 - Disabling 99 - Unknown

MV Damage (123) ≥\$1,000 01-Yes 02-No 99-Unk.

Direction of Travel Prior to Crash (121)

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

12	1	00 Non-Collision (Overturn/Rollover)
11	2	01-12 (Use 12 Point Clock Diagram)
10	3	13 Top (Roof)
9	4	14 Undercarriage
8	5	99 Unknown (Can't determine)
7	6	

Initial impact Point (109) Most Damaged Area (110)

- 100. Last Name, First Name and MI** – Same as for driver but for owner of the vehicle.
- 101. Street Address** – Same as driver but for owner of the vehicle.
- 102. City** - Same as driver but for owner of the vehicle.
- 103. State** - Same as driver but for owner of the vehicle.
- 104. Zip Code** - Same as driver but for owner of the vehicle.
- 105. Make** – The distinctive (coded) name applied to a group of motor vehicles by a manufacture.
- 106. Vehicle Model** – The manufacturer assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction.
- 107. *Vehicle Year of Manufacture** – The year which is assigned to a motor vehicle by the manufacturer.
- 108. Vehicle Registration Expiration Date** – Date of expiration on registration.
- 109. *Initial Impact Point** - The area of the motor vehicle that received the initial impact.
- 110. *Most Damaged Area** – The area that was most damaged in a crash.
- 111. *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.
- 112. *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.
- 113. 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.
- 114. *Color of Vehicle** – Indicate the first three letters of color. If two-tone indicate the most prominent.
- 115. Insurance (E- Verified)** – Indicates if electronic insurance verification was used to determine insurance status.
- 116. Insurance Company** - The name of the insurance company with whom the vehicle is registered, not the agent or agency name, but the company name.
- 117. Policy #** - Unique insurance policy number as shown on the Proof of Insurance Form.
- 118. Vehicle Towed** – Used to determine if the vehicle was towed from the scene.
- 119. Vehicle Towed BY** – Company Name
- 120. Vehicle Towed TO** – Location to which the vehicle is taken after the crash (City, Town, repair site address...).
- 121. *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.
- 122. *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.
- 123. *MV Damage Greater than or equal (>=) \$1,000** – Estimate of damage to vehicle greater than or equal to \$1,000.

Driver's Action (Officer Opinion Only)		1st choice <input type="checkbox"/> <input type="checkbox"/> 2nd choice <input type="checkbox"/> <input type="checkbox"/> 3rd choice <input type="checkbox"/> <input type="checkbox"/> 4th choice <input type="checkbox"/> <input type="checkbox"/>	Driver's Condition (Officer Opinion Only)		1st choice <input type="checkbox"/> <input type="checkbox"/> 2nd choice <input type="checkbox"/> <input type="checkbox"/>	Citations Issued choose up to 5		1st choice <input type="checkbox"/> <input type="checkbox"/> 2nd choice <input type="checkbox"/> <input type="checkbox"/> 3rd choice <input type="checkbox"/> <input type="checkbox"/> 4th choice <input type="checkbox"/> <input type="checkbox"/> 5th choice <input type="checkbox"/> <input type="checkbox"/>
01 - No Improper Driving 02 - Ran Off Road 03 - Failed to Yield ROW 04 - Disregarded Traffic Signs (e.g. Stop Sign) 05 - Ran Red Light 06 - Disregarded Other Road Marking 07 - Speeding 08 - Drove too Fast for Conditions 09 - Improper Turn or No Signal 10 - Improper Backing 11 - Improper Passing 12 - Improper Parking 13 - Wrong Side/Wrong Way 14 - Following too Close 15 - Failed to Keep Proper Lane 16 - Erratic/Reckless/Careless/Aggressive 17 - Avoiding an Object on Road 18 - Avoiding Animal 19 - Avoiding Non-Motorist 20 - Avoiding MV 21 - Swerve Due to Wind/Slippery Surface 22 - Over Corrected/Over Steered 23 - Evading Law Enforcement 24 - Other Improper Action 99 - Unknown		124	01 - Apparently Normal 02 - Emotional (depressed, angry, disturbed...) 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 11 - Driver Inattention 99 - Unknown		125	01 - None 02 - DWUI 03 - Drinking - (i.e., open container) 04 - Exceeding Speed Limit 05 - Speed too Fast 06 - Following too Close 07 - Wrong Side of Road 08 - Improper or No Signal 09 - Improper Lane Use 10 - Improper Turn 11 - Improper Passing 12 - Improper Starting Out 13 - Failed to Grant ROW to Ped 14 - Failed to Grant ROW to MV 15 - Disregard Officer 16 - Disregard Stop Light 17 - Disregard Stop Sign 18 - Disregard Other 19 - Improper Parking 20 - Reckless Driving 21 - Vehicular Homicide 22 - Driver's License Violation 23 - Improper Backing 24 - No Insurance 25 - Hit & Run 26 - Registration Violation 27 - Failure to Use Seat Belt 28 - Charges Pending 29 - Fed R & R Driver 30 - Fed R & R Vehicle 31 - Racing 32 - Careless 33 - Other (explain in narrative)		127
Suspect Alcohol		128	Driver's Distraction (Officer Opinion Only)		126	DL Investigation		133
01 - Yes 02 - No 03 - Test Requested 99 - Unknown		129	01 - Not Distracted 02 - Electronic Communication Device (cell, pager...) 03 - Other Electronic Device (palm, TV, computer...) 04 - Other Distraction Inside MV (passenger, pet...) 05 - Other Distraction Outside MV 99 - Unknown		131	01 - Yes 02 - No 03 - Test Requested 99 - Unknown		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.		Alcohol Test Type	Suspect Drugs		132	If Drug Test performed then form 902E will be required with results at a later date.		PR-902A Revised 01/12/2018
01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum 05 - Breath 06 - Urine 07 - Other 99 - Unknown		130	01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum 05 - Urine 06 - Other 99 - Unknown		132	01 - Yes 02 - No 99 - Unknown		
Alcohol Test Result		130	Drug Test Type		132	01 - Yes 02 - No 99 - Unknown		

- 124. ***Driver's Action** - The actions of the driver that may have contributed to the crash. This data element is based upon the judgment of the investigating law enforcement officer and need not match Violations.
- 125. ***Driver's Condition** - Any relevant condition of the driver that may be directly related to the crash.
- 126. ***Driver's Distraction** - Distractions which may have influenced driver performance. Distractions can be inside the MV (internal) or from outside the vehicle (external).
- 127. ***Driver's Citation** – The number of ticketed violations, if any that apply to this driver only.
- 128. ***Suspect Alcohol** – Driver involved in the crash suspected by law enforcement to have used alcohol.
- 129. ***Alcohol Test Type** – Type of blood alcohol test given, if any, to the driver of this vehicle.
- 130. **Alcohol Test Result** – Value resulting from BAC testing. (Breath test only. Any other test result will need to be added on the Supplement Alcohol or Drug Test Results.)
- 131. ***Suspect Drugs** – Law enforcement suspects the driver in the crash to have used drugs.
- 132. ***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.
- 133. ***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. Only valid for Wyoming licensed drivers.

- 134. 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.
- 135. 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
- 136. *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.
- 137. *Seat Belt Usage** – The restraint equipment in use by the occupant, or the helmet use by a motorcyclist, at the time of the crash.
- 138. *Occupant Protection System Operation** – Additional fields used to determine any device failure or misuse.
- 139. *Air Bag Deployed** - Deployment status of an air bag relative to the position in the vehicle for the occupant.
- 140. *Ejection** – Occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash. **For motorcycles, select 05 - Not Applicable.**
- 141. *Injury Status** – The injury severity level for a person involved in a crash.
- 142. Most Injured Area** – The primary or most obvious area of the person’s body injured during the crash.
- 143. *Injury Description** – Type of injury inflicted to the primary injury area.
- 144. *Injury Classification** – Enter the code that is most appropriate for the treatment provided to classify Injury.
- 145. *Injured Transported By** – Type of unit providing transport to the medical facility receiving the patient. EMS - this also includes an Air Ambulance or “Life flight”, or fire vehicle. Medical facility refers to an injury treatment facility. **Deceased individuals taken from the scene by the Coroner are coded as 01 – Not Transported.**
- 146. EMS ID** – Identity of unit providing transport to the medical facility receiving the patient. The Number of the Company, or EMS.
- 147. EMS Run #** - The EMS response run number.
- 148. Medical Facility** – The name of the Medical Facility receiving injured patient.
- 149. 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.**
- 150. Date of Birth (DOB, Age)** – The year, month, and day of birth of this person or the age or both.
- 151. Gender** – The sex/gender of the person.
- 152. 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.**
- 153. Phone Number (first)** – Driver’s Phone Number including area code. Indicate which phone (home, work, cell).
- 154. Phone Number (second)** – Same as above.

155

CLICK HERE TO INSERT DIAGRAM

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 **156** State: Zip Code
Street Number Street Name City:
 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

155. 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 and an indication if the diagram is not too scale.

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.

156. Witnesses – Complete witness information.

Page 4

NARRATIVE PAGE

CASE NO.

157

If narrative is longer than what fits in the viewing area, please add an additional narrative page and continue there. PRR-904

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.



Supplemental Truck/CMV Information

CASE NO.

01 - Commercial Vehicle **158**
 02 - Non-Commercial Vehicle
 Vehicle Number 01 02 03 04 05..



GVW	Combination GVW
01 - 10,000 lbs or less	<input type="text"/>
02 - 10,001 to 26,000 lbs	<input type="text"/>
03 - More than 26,000 lbs	<input type="text"/>

159

Driver Last Name Driver First Name MI

160 ICC/MC No. **161** US DOT No.

No. Axles **162**
 02-98 or 99 for unknown

Carrier's Name **163**

Carrier's Street Number Carrier's Street Name **164** Street Address or PO Box of Individual Partnership, or Corporation **165**

166 City

167 State **168** Zip Code **169** Carrier's Country

Commercial Cargo Body Type	Commercial Cargo	Commercial MV Configuration
01 - No Cargo Body 02 - Van/Enclosed Box 03 - Hopper (grain/chips/Benonite) 04 - Pole 05 - Cargo Tank 06 - Flatbed 07 - Dump (Belly, Side, or Tail Dump) 08 - Concrete Mixer 09 - Auto Transporter 10 - Tow Truck 11 - Garbage/Refuse 170 12 - Snowplow 13 - Livestock 14 - Drilling Equipment 15 - Other Truck 16 - Logging 17 - Intermodal 99 - Unknown	01 - Not Applicable (Light MV w/o HM Placard or Bobtail) 02 - General Freight 171 03 - Household Goods 04 - Heavy Machinery 05 - Motor Vehicles 06 - Gases in Bulk 07 - Livestock 08 - Solids in Bulk 09 - Liquids in Bulk 10 - Explosives 11 - Other Hazardous Materials 12 - Empty 13 - Refrigerated Foods 14 - Other 99 - Unknown	01 - Passenger Vehicles Carrying Hazardous Materials 02 - Single-Unit Truck (2 axle and GVWR more than 10,000 lbs) 03 - Single-Unit Truck (3 or more axles) 172 04 - Truck Pulling Trailer(s) 05 - Truck Tractor Only (Bobtail) 06 - Truck Tractor/Semi-Trailer 07 - Truck Tractor/Double Trailer 08 - Truck Tractor/Triple Trailer (illegal in WY) 09 - Truck - Can't Classify (More than 10,000 lbs GVWR) 99 - Unknown

HZ Materials Placard
01 - Yes, (If yes continue on)
02 - No
99 - Unknown 173

HZ Materials Spill
01 - Yes 175
02 - No
99 - Unknown

HZ Material Placard Class	1st	2nd	3rd
01 - Class 1 Explosives	<input type="text"/>	<input type="text"/>	<input type="text"/>
02 - Class 2 Gases (Flammable, Non-Flammable, Poison and Toxic)	<input type="text"/>	<input type="text"/>	<input type="text"/>
03 - Class 3 Flammable Liquids	<input type="text"/>	<input type="text"/>	<input type="text"/>
04 - Class 4 Flammable Solids	<input type="text"/>	<input type="text"/>	<input type="text"/>
05 - Class 5 Oxidizers & Organic Peroxides 176	<input type="text"/>	<input type="text"/>	<input type="text"/>
06 - Class 6 Poisonous & Toxic	<input type="text"/>	<input type="text"/>	<input type="text"/>
07 - Class 7 Radioactive Materials	<input type="text"/>	<input type="text"/>	<input type="text"/>
08 - Class 8 Corrosives	<input type="text"/>	<input type="text"/>	<input type="text"/>
09 - Class 9 Miscellaneous Hazardous Materials	<input type="text"/>	<input type="text"/>	<input type="text"/>
10 - Other Placards (Dangerous Mixed Loads, Hot Markings)	<input type="text"/>	<input type="text"/>	<input type="text"/>
11 - Not Applicable	<input type="text"/>	<input type="text"/>	<input type="text"/>
99 - Unknown	<input type="text"/>	<input type="text"/>	<input type="text"/>



HZ Material Placard ID No. 1
 HZ Material Placard ID No. 2 **174**
 HZ Material Placard ID No. 3

- 158. *Commercial Motor Vehicle** – Vehicle used for commercial purposes.
- 159. *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.
- 160. *ICC/MC No.** – Identified on vehicle.
- 161. *US DOT No.** – Identified on vehicle.
- 162. Number 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.
- 163. *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.
- 164. *Carrier's Street Number & City Street Name** – Address of Carrier.
- 165. Street Address or P O Box of Individual, Partnership or Corporation** – If different than above (#164).
- 166. City** – Carrier’s city
- 167. State** – Carrier’s state
- 168. Zip Code** – Carrier’s zip code
- 169. Country** – Carrier’s country; USA, Canada or Mexico.
- 170. *Commercial Cargo Body Type** – The type of body for buses and trucks more than 10,000 lbs GVWR.
- 171. Commercial Cargo** – Cargo carried by this motor vehicle.
- 172. *Commercial MV Configuration** – Indicates the general configuration of this commercial motor vehicle. (See the chart displaying types of truck configurations.)
- 173. *Hazardous Materials Placard** – Indication that a motor vehicle had a hazardous materials placard as required by federal and state regulations.
- 174. *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.
- 175. Hazardous Materials Spill** – Release of hazardous materials from the cargo compartment. **Does not include fuel from the motor vehicles own fuel tank or engine oil.** Hazardous materials that were released from the cargo compartment should be documented whether or not the motor vehicle displayed a placard.
- 176. *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.



Supplemental NON-Motorist

CASE NO. 1

Non Motorist Segment No: 01

Vehicle No. 01 02 03... 177

Last Name 178 First Name MI Age 179
 Gender: M, F, X 180 SN (Fatal Only) 181 DOB (yyyymm/dd) 182
 Home Work Cell Phone and/or Home Work Cell Phone
 EMS ID EMS Run # 185 Medical Facility 186

Non Motorist Action Prior to Crash 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 187	Non Motorist Type 03 - Pedestrian 04 - Pedacyclist 05 - Occupant of MV NOT in transport (Park...) 06 - Pedestrian Conveyance 07 - Other Pedestrian (i.e. Wheelchair) 99 - Unknown type 191	Most Injured Area 01 - Head 02 - Face 03 - Neck 04 - Thorax (Chest/Back) 05 - Abdomen/Pelvis 06 - Spine 07 - Upper Extremity (i.e. Arm) 08 - Lower Extremity (i.e. Leg) 09 - No Injury 99 - Unknown 195	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 14 - No Injury 99 - Unknown 196
Non Motorist Pursuit 01 - Recreation Pursuit 02 - Going to/from school 03 - Non motorist commuter 04 - Stranded Motorist 05 - Working 06 - Cycling 07 - Other 99 - Unknown 188	Non Motorist Transport 10 - Motorized Skateboard/Scooter 11 - Pedestrian Vehicle 12 - Low Speed Vehicle 25 - Segway 28 - Bicycle Trailer 99 - None 192	Injury Classification 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 197	
Non Motorist Location at time of Crash 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 189	Non Motorist Condition at Time of Crash 01 - Apparently Normal 02 - Emotional (i.e. 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 193	Injured Transported by 01 - Not Transported 02 - EMS (Ground) 03 - EMS (Air) 04 - Law Enforcement 05 - Other (Private MV) 99 - Unknown 198	
Non Motorist Proximity 01 - Same city as report made 02 - Lives 25 miles or less from crash scene 03 - Lives greater than 25 miles from crash scene within Wyoming 04 - Does not have residence in Wyoming 99 - Unknown 190	Non Motorist Action at Time of Crash (choose up to 2) 01 - No Improper Action 02 - Improper Crossing 03 - Darting 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 194	Non Motorist Safety Equipment (choose up to 2) 01 - None 02 - Helmet 03 - Protective Pad (Elbow, Knee, etc.) 04 - Reflective Clothing 05 - Lighting 06 - Other 07 - Not Applicable 99 - Unknown 199	
Suspect Alcohol on Non Motorist 01 - Yes 02 - No 99 - Unknown 201	Alcohol Test Type 01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum 05 - Breath 06 - Urine 07 - Other 99 - Unknown 202	Suspect Drugs on Non Motorist 01 - Yes 02 - No 99 - Unknown 204	Drug Test Type 01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum 05 - Urine 06 - Other 99 - Unknown 205
Alcohol Test Result 203	Injury Status 01 - Fatal Injury 02 - Incapacitating Injury 03 - Non-Incapacitating Injury 04 - Possible Injury 05 - No Injury 99 - Unknown 200		

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177. **Vehicle Number** – Vehicle number involved with the non-motorist. The vehicle number the non-motorist occupied or the vehicle number which struck the non-motorist.

- 178. 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.
- 179. Age** – Age of the non-motorist
- 180. Gender** – The sex/gender of the person.
- 181. 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.**
- 182. Date of Birth (DOB)** - The year, month, and day of birth of this driver.
- 183. Phone** – Indicate home, work or cell phone number for non-motorist.
- 184. EMS ID Number** – Identity of unit providing transport to the medical facility receiving the patient.
- 185. EMS Run Number** – The EMS response run number.
- 186. Medical Facility** – The name of the Medical Facility receiving injured patient.
- 187. *Non-Motorist Action (prior to crash)** – the action of the non-motorist prior to the crash.
- 188. Non-Motorist Pursuit** - the primary reason for the non-motorist being in, or in the vicinity of the roadway.
- 189. *Non-Motorist Location (at time of crash)** – The location with respect to the roadway at the time of crash.
- 190. *Non-Motorists Proximity** - The approximate distance in miles the Non-Motorist lives from the location of this crash.
- 191. *Non- Motorist Type** – Non-motorist is a non-occupant of a vehicle in transport that is involved in a crash.
- 192. *Non-Motorist Transport** – The type of device the non-motorist was utilizing.
- 193. *Non-Motorist Condition at Time of Crash** – Actions that the non-motorist was undertaking at the time of the crash.
- 194. *Non-Motorist Action (at time to crash)** – Actions that the non-motorist was undertaking at the time of the crash.
- 195. Most Injured Area** – The primary or most obvious area of the person's body injured during the crash.
- 196. Injury Description** – Type of injury inflicted to the primary injury area.
- 197. *Injury Classification** - enter the code that is most appropriate for the treatment provided to classify Injury.
- 198. *Injured Transported By** – Type of unit providing transport to the medical facility receiving the patient
- 199. *Non-Motorist Safety Equipment** – The Safety Equipment(s) used by the Non-Motorist.
- 200. *Injury Status** – The injury severity level for a person involved in a crash.
- 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 breath 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

SUPPLEMENTAL BUS INFORMATION

CASE NO. _____

Vehicle No. 1 2 3... _____

Carrier's Name _____

Carrier's Street Number _____

Carrier's City Street Name _____

City _____ State _____ Zip Code _____

Street Address or PO Box of Individual, Partnership, or Corporation _____

Carrier's Country _____

ICC/MC No. _____

US DOT No. _____

Occupant Data Required only for Fatal or Injured Occupants

No. of Vehicle Occupants (01 to 50)

209

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

Commercial / Charter / School Bus Layouts

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.

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-Passive 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-Helmet Used
 13-Other
 99-Unknown

Ejection

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

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 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

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 # _____

208

Last Name _____ First Name _____ MI _____ DOB: ____/____/____ Age _____

SSN (Fatals Only) _____

Home _____ Work _____ Cell Phone _____ and/or _____

Medical Facility _____

Last Name _____ First Name _____ MI _____ DOB: ____/____/____ Age _____

SSN (Fatals Only) _____

Home _____ Work _____ Cell Phone _____ and/or _____

Medical Facility _____

- 206. Unit Number of MV Involved** - The Vehicle Segment Number assigned to identify the bus involved in the crash.
- 207. Bus Layout** – Identify the bus layout (A, B, C or D).
- 208. Bus Occupant Information** – See page 12 items 86 through 106. Occupant Data only for Fatal or Injured Occupants.
- 209. Number of Vehicle Occupants** - Total number of occupants on the bus excluding the driver.

SUPPLEMENTAL BUS INFORMATION

IMV #	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 #
208	Last Name		First Name		DOB		Age		Gender				
	SSN (Fatals Only)		MI		/ /		/ /		M, F, X				
<input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone and/or <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone		Medical Facility											
Last Name		First Name		DOB		Age		Gender					
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SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS DRIVER

Vehicle No. 01 02 03...

CASE NO.

Last Name

First Name MI

Alcohol Test Results 212

Alcohol Test Result	<input type="text"/>
<input type="radio"/> Results Pending	

Drug Test Results

Drug Test Indication <input type="text"/>	
P - Positive N - Negative 98 - Results Pending (Add Results Later) 99 - Unknown	
Drug Test Type <input type="text"/>	
01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum	05 - Serum 06 - Other 99 - Unknown

Drug Test Results 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 211	
02 - Cocaine	
03 - Opiate	
04 - Amphetamine	
05 - PCP	
06 - Other Controlled Substance	
07 - Other Drug (excludes post crash drugs)	



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"/>
<input type="radio"/> Results Pending	

Drug Test Results

Drug Test Indication <input type="text"/>	
P - Positive N - Negative 98 - Results Pending (Add Results Later) 99 - Unknown	
Drug Test Type <input type="text"/>	
01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum	05 - Serum 06 - Other 99 - Unknown

Drug Test Results 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 11/19/14

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 breath.

The Investigator's PDO/Single Vehicle Animal Crash Form (PR-903) is to be used only when there is a single vehicle crash involved with an animal and there are no injuries to anyone and/or no driver impairment. The vehicle must only impact the animal and have no other collision or damaging event. The contact information for owners of livestock should be listed in the narrative.



INVESTIGATOR'S PDO/SINGLE VEHICLE ANIMAL CRASH ONLY

PR-903
Revised 03/13/2018

CASE NO. [Redacted] BUSES EXCLUDED

Highway Safety Office Use Only

Crash Type: G ≥ \$1,000 N < \$1000

P - Private

Investigating Agency

<input type="checkbox"/> 01 - City PD	<input type="checkbox"/> 02 - Sheriff	<input type="checkbox"/> 03 - BIA	<input type="checkbox"/> 07 - Other
<input type="checkbox"/> 04 - Forest Service	<input type="checkbox"/> 05 - Campus Police	<input type="checkbox"/> 06 - WHP	

Division (WHP only)

Badge # [Redacted] Officer's Last Name [Redacted]

County [Redacted]

City [Redacted]

Crash Occurred on: Highway/Street: _____

Related Intersection: Highway/Street: _____

Date of Crash [Redacted] / [Redacted] / [Redacted] Time (24h) [Redacted] : [Redacted]

Vehicles 0 1

Drivers 0 1

Persons 0 1

Investigated at Scene by Law Enforcement: Yes No

Insurance Verified: Yes No

Vehicle Towed: Yes No

GPS Latitude [Redacted]

GPS Longitude [Redacted]

Milepost Marker [Redacted]

Highway LRS # CAT ID # DIR

DRIVER INFORMATION

Driver's Last Name [Redacted] First Name [Redacted] MI [Redacted] Gender [Redacted] DOB (yyyy/mm/dd) [Redacted]

Street Number [Redacted] Street Name [Redacted] City [Redacted] State [Redacted] Zip Code [Redacted]

Driver's License Number [Redacted] State (FIPS) [Redacted] Age [Redacted] Home Phone [Redacted] Work Phone [Redacted] Cell Phone [Redacted]

Vehicle owner same as driver

Vehicle Owner's Last Name [Redacted] First Name [Redacted] MI [Redacted] Posted Speed [Redacted] Est. Speed [Redacted]

Street Number [Redacted] Street Name [Redacted] City [Redacted] State [Redacted] Zip Code [Redacted]

Make (example: Chevrolet, Dodge, Toyota) [Redacted] Model (example: Silverado, Dakota, Solara) [Redacted] Year [Redacted] Was Commercial Vehicle Involved? YES NO

Vehicle Identification Number (VIN - 17 Digits) [Redacted] License Plate No. [Redacted] State (FIPS) [Redacted] If yes, fill out supplement PR-902B

Insurance Company [Redacted] Policy # [Redacted]

VEHICLE INFORMATION

Most Harmful Event (Animal)

<input type="checkbox"/> 30 - Horse	<input type="checkbox"/> 32 - Pig	<input type="checkbox"/> 34 - Other Domestic (Dog, Llama,...)	<input type="checkbox"/> 36 - Deer
<input type="checkbox"/> 31 - Cow	<input type="checkbox"/> 33 - Sheep	<input type="checkbox"/> 35 - Elk	<input type="checkbox"/> 37 - Moose
			<input type="checkbox"/> 38 - Antelope
			<input type="checkbox"/> 39 - Buffalo
			<input type="checkbox"/> 40 - Other Wild

Weather

<input type="checkbox"/> 1 - Clear	<input type="checkbox"/> 7 - Blizzard
<input type="checkbox"/> 2 - Raining	<input type="checkbox"/> 8 - Sleet/Hail/Freezing Rain
<input type="checkbox"/> 3 - Snowing	<input type="checkbox"/> 9 - Blowing Snow
<input type="checkbox"/> 4 - Fog	<input type="checkbox"/> 10 - Cloudy/Overcast
<input type="checkbox"/> 5 - Blowing Dust/Sand/Dirt	<input type="checkbox"/> 11 - Smoke
<input type="checkbox"/> 6 - Severe Wind Only	<input type="checkbox"/> 12 - Other
	<input type="checkbox"/> 99 - Unknown


Road

<input type="checkbox"/> 1 - Dry	<input type="checkbox"/> 7 - Oil/Fuel
<input type="checkbox"/> 2 - Wet	<input type="checkbox"/> 8 - Sand on Dry Pavement
<input type="checkbox"/> 3 - Icy/Frost	<input type="checkbox"/> 9 - Sand on Icy Road
<input type="checkbox"/> 4 - Snow	<input type="checkbox"/> 10 - Water standing/running
<input type="checkbox"/> 5 - Mud/Dirt/Gravel	<input type="checkbox"/> 11 - Other
<input type="checkbox"/> 6 - Slush	<input type="checkbox"/> 99 - Unknown

Trailer Style [Redacted]

<input type="checkbox"/> 1 - No Trailer	<input type="checkbox"/> 1 - Straight Ahead
<input type="checkbox"/> 2 - Camping Trailer	<input type="checkbox"/> 2 - Backing
<input type="checkbox"/> 3 - Mobile Home	<input type="checkbox"/> 3 - Changing Lanes
<input type="checkbox"/> 4 - Utility Trailer	<input type="checkbox"/> 4 - Overtaking/Passing
<input type="checkbox"/> 5 - Boat/Jet Ski Trailer	<input type="checkbox"/> 5 - Turning Right
<input type="checkbox"/> 6 - Towed Vehicle	<input type="checkbox"/> 6 - Turning Left
<input type="checkbox"/> 7 - Horse/Stock Trailer	<input type="checkbox"/> 7 - Make U-Turn
<input type="checkbox"/> 8 - Motorcycle Trailer	<input type="checkbox"/> 8 - Leaving a Traffic Lane/Parking
<input type="checkbox"/> 9 - Multiple Trailers	<input type="checkbox"/> 9 - Entering a Traffic Lane
<input type="checkbox"/> 10 - Other (ie. Bicycle)	<input type="checkbox"/> 10 - Slowing
<input type="checkbox"/> 99 - Unknown	<input type="checkbox"/> 11 - Negotiating a Curve
	<input type="checkbox"/> 12 - Parked
	<input type="checkbox"/> 13 - Stopped in Traffic
	<input type="checkbox"/> 14 - Driverless Motor Vehicle
	<input type="checkbox"/> 15 - Trafficway Maintenance
	<input type="checkbox"/> 16 - Other
	<input type="checkbox"/> 99 - Unknown

Vehicle #1 Damage Estimate

Front  [Redacted]

Shade number next to the area damaged on your vehicle

Lighting

<input type="checkbox"/> 1 - Daylight	<input type="checkbox"/> 3 - Darkness/Lighted	<input type="checkbox"/> 99 - Unknown
<input type="checkbox"/> 2 - Darkness/Unlighted	<input type="checkbox"/> 4 - Dawn	<input type="checkbox"/> 5 - Dusk

<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Seat Position</th> </tr> </thead> <tbody> <tr><td>1-Driver</td><td>12-Fourth Row Middle</td></tr> <tr><td>2-Front Row Middle</td><td>13-Fourth Row Right</td></tr> <tr><td>3-Front Row Right</td><td>14-Other Row (ie. Bus, Van)</td></tr> <tr><td>4-Passenger Front Row Left (for foreign or postal vehicles)</td><td>15-Lying Down-Front Seat</td></tr> <tr><td></td><td>16-Lying Down-Other Seat</td></tr> <tr><td></td><td>17-MC Passenger</td></tr> <tr><td>5-Second Row Left</td><td>18-Sleeper Section of Cab</td></tr> <tr><td>6-Second Row Middle</td><td>19-Other Enclosed Area</td></tr> <tr><td>7-Second Row Right</td><td>20-Unclosed Cargo Area</td></tr> <tr><td>8-Third Row Left</td><td>21-Trailing Unit</td></tr> <tr><td>9-Third Row Middle</td><td>27-Riding on MV Exterior</td></tr> <tr><td>10-Third Row Right</td><td>28-Other (explain in narrative)</td></tr> <tr><td>11-Fourth Row Left</td><td>29-Unknown</td></tr> </tbody> </table>	Seat Position		1-Driver	12-Fourth Row Middle	2-Front Row Middle	13-Fourth Row Right	3-Front Row Right	14-Other Row (ie. Bus, Van)	4-Passenger Front Row Left (for foreign or postal vehicles)	15-Lying Down-Front Seat		16-Lying Down-Other Seat		17-MC Passenger	5-Second Row Left	18-Sleeper Section of Cab	6-Second Row Middle	19-Other Enclosed Area	7-Second Row Right	20-Unclosed Cargo Area	8-Third Row Left	21-Trailing Unit	9-Third Row Middle	27-Riding on MV Exterior	10-Third Row Right	28-Other (explain in narrative)	11-Fourth Row Left	29-Unknown	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Safety Equipment Usage</th> </tr> </thead> <tbody> <tr><td>1-None Used</td></tr> <tr><td>2-Not Available</td></tr> <tr><td>3-Shoulder & Lap belt</td></tr> <tr><td>4-Shoulder Belt Only</td></tr> <tr><td>5-Lap Belt Only</td></tr> <tr><td>6-Passive Restraint Only</td></tr> <tr><td>7-Restraint used-Type Unk.</td></tr> <tr><td>8-Forward Facing Child</td></tr> <tr><td>9-Rear Facing Child Restraint</td></tr> <tr><td>10-Booster Seat</td></tr> <tr><td>11-Child Restraint-Type Unk.</td></tr> <tr><td>12-Helmet Used</td></tr> <tr><td>13-Other</td></tr> <tr><td>99-Unknown</td></tr> </tbody> </table>	Safety Equipment Usage	1-None Used	2-Not Available	3-Shoulder & Lap belt	4-Shoulder Belt Only	5-Lap Belt Only	6-Passive Restraint Only	7-Restraint used-Type Unk.	8-Forward Facing Child	9-Rear Facing Child Restraint	10-Booster Seat	11-Child Restraint-Type Unk.	12-Helmet Used	13-Other	99-Unknown	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Air Bag Deployed</th> </tr> </thead> <tbody> <tr><td>1-Not Applicable</td></tr> <tr><td>2-Not Deployed</td></tr> <tr><td>3-Deployed Front</td></tr> <tr><td>4-Deployed Side</td></tr> <tr><td>5-Deployed Combination</td></tr> <tr><td>6-Deployed Other</td></tr> <tr><td>7-Deployment Unknown</td></tr> </tbody> </table>	Air Bag Deployed	1-Not Applicable	2-Not Deployed	3-Deployed Front	4-Deployed Side	5-Deployed Combination	6-Deployed Other	7-Deployment Unknown																																																																																																																				
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Disregarded Other Road Marking</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>07 - Speeding</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>08 - Drove too Fast for Conditions</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>09 - Improper Turn or No Signal</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>10 - Improper Backing</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>11 - Improper Passing</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>12 - Improper Parking</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>13 - Wrong Side/Wrong Way</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>14 - Following too Close</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>15 - Failed to Keep Proper Lane</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>16 - Erratic/Reckless/Careless/Aggressive</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>17 - Avoiding an Object on Road</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>18 - 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Officer's Signature

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Date

GLOSSARY

ORDER BY:

FRONT (COVER) PAGE

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BASE INFORMATION

(Page 85)

VEHICLE INFORMATION

(Page 113)

DRIVER/VEHICLE INFORMATION

(Page 139)

VEHICLE OCCUPANT INFORMATION

(Page 146)

SUPPLEMENTAL TRUCK/CMV INFORMATION

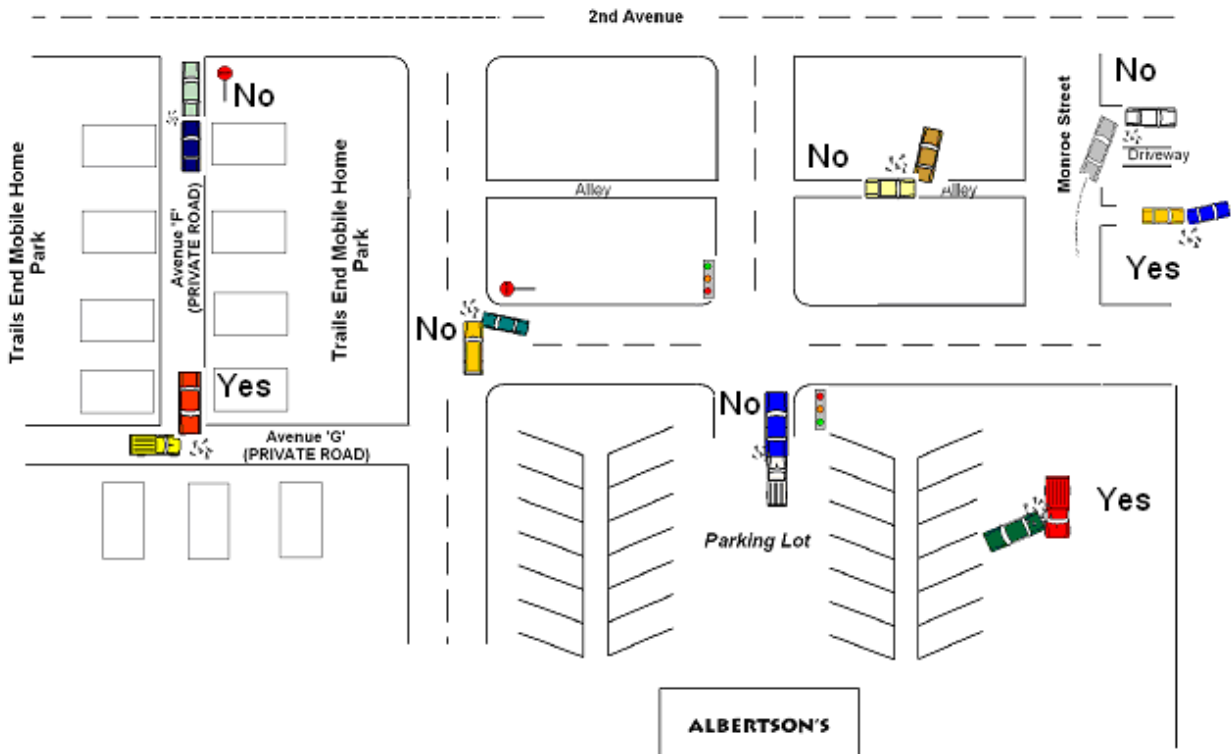
(Page 151)

SUPPLEMENTAL NON-MOTORIST

(Page 158)

FRONT PAGE

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...



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, UNITA
BAIROIL, SWEETWATER	GLENROCK, CONVERSE	NEWCASTLE, WESTON
BASIN, BIG HORN	GRANGER, SWEETWATER	OPAL, LINCOLN
BEAR RIVER, UNITA	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, PARK
BYRON, BIG HORN	HUDSON, FREMONT	RANCHESTER, SHERIDAN
CASPER, NATRONA	HULETT, CROOK	RAWLINS, CARBON
CHEYENNE, PLATTE	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, 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, UNITA	THAYNE, LINCOLN
EDGERTON, NATRONA	MANDERSON, BIG HORN	THERMOPOLIS, HOT SPRINGS
ELK MOUNTAIN, CARBON	MANVILLE, NIOBRARA	TORRINGTON, GOSHEN
ENCAMPLMENT, CARBON	MARBELTON, SUBLETTE	UPTON, WESTON
EVANSTON, UNITA	MEDICINE BOW, CARBON	

Crash Resulting from Previous Crash - Also referred to as a “Secondary Crash”, a crash occurring as a result of a previous crash. Secondary crashes are those that occur with the time of detection of the primary incident where a collision occurs, either a) within the incident scene or b) with the queue, including the opposite direction, resulting from the original event.

BASE INFORMATION

First Harmful Event (FHE) - The first harmful event is the first point of injury, death or damage in the sequence of events. See also 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 (01) - a motor vehicle that has overturned at least 90 degrees to its side.



Fire / Explosion (02) – 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 (03) - Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.

Jackknife (04) – 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 (05) - 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.

Equipment Failure (06) – Mechanical failures of a vehicle's parts such as a tire blowout, broken fan belt, broken drive shaft, or broken axle are not considered harmful events but can start the unstabilized situation and begin or occur as part of the sequence of events.

Fell/Jumped from Motor Vehicle (12) – 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 (13) - 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 (16) – 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 (17) – 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 (18) – 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 or her own vehicle; 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; and situations where a passenger is sickened or dies due to carbon monoxide fumes leading from a motor vehicle in transport. When "Other" is used it is recommended that it be clarified in the narrative.

Collision With Person, MV, or NON-Fixed Objects

Pedestrian (19) - 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 as long as there are not impacted or injured during the crash. 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)

Pedalcycle (20) - Includes bicycle, tricycle, unicycle, pedal car, etc. Pedalcycle (from ANSI D16): Non-motorized vehicle propelled by pedaling.

Railway Vehicle (21) - 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.

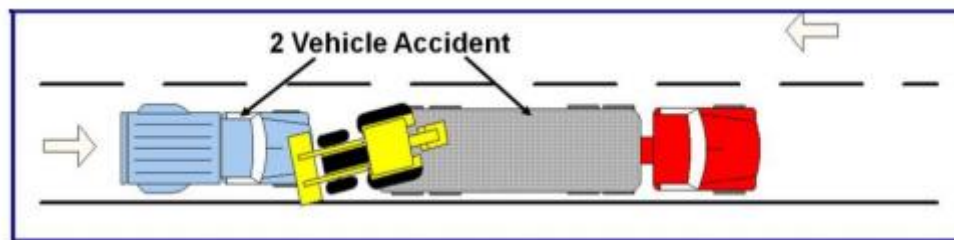
Motor Vehicle in Transport (22) - applied to motor vehicles, "in transport" means in motion or on a roadway. Inclusions: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc. In roadway lanes 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 (23) – 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 (24) - A transport motor vehicle that is not in motion or on a roadway. A motor vehicle or any portion of the motor vehicle's outline (excludes open doors, mirrors, etc.) parked on the roadway during periods when parking is prohibited is considered in transport.

Struck by Falling, Shifting Cargo or Anything Else Set in Motion by Motor Vehicle (>1 vehicle crash) (25) – Motor vehicle or non-motorist is struck by cargo or other object that was set in motion by a motor vehicle. Examples include logs falling off or coming loose from a truck and striking a vehicle behind the truck, or a motor vehicle striking a parked car and pushing it into a passing pedestrian.



Other Non-Fixed Object (26) - 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 the 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.

Work Zone / Maintenance Equipment (27) - 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 (28) - 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 (1 vehicle crash) (29) - In crashes involving harmful events caused by objects set-in-motion by a motor vehicle in transport which impacts another motor vehicle. There cannot be damage to the vehicle which set the object in motion.

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 (41) - 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 (42) – areas along a guardrail stretch other than the ends.



Impact Attenuator/Crash Cushion (43) - 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 Overhead Structure (44) - Any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck.

Bridge Pier or Support (45) - Support for a bridge structure including the ends (abutments).



Bridge Rail (46) - 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 (47) – 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 (48) - 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 (49) - Constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable.

Traffic Signal Support (50) - Constructed for the primary function of supporting a Traffic Signal.

Traffic Sign Support (51) – A pole, post or other type of support for a traffic sign.

Overhead Traffic Sign Support (52) - Seen in the picture above labeled Traffic Sign Support. Constructed for the primary function of supporting an overhead traffic sign.

Sign Support Single Post (53) - Any sign mounted on a single post. The sign should be described in the narrative as a stop or yield or whatever type of sign it was.

Sign Support Multiple Post (54) - Any sign mounted on more than one post other than overhead signs. The sign should be described in the narrative.

Other Traffic Sign Support (55) - Constructed to support any other traffic sign. If “Other” is used it is recommended that the sign be described in the narrative.

Barricade (56) - 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 (57) - Collision with this type of fixed object.

Cut Slope (58) - an earth or often rock embankment that was cut away when the road was constructed.

Road Approach (59) - 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 (60) - Rocks or Boulders that are NOT on the roadway sufficient in size to produce a FHE.

End of Drainage Pipe/Structure/Culvert (61) - 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 (62) - 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 (63) - any type of fence or fence pole or post.

Raised Median or Curb (64) - 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 (65) - 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 (66) - 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 (67) – Developed primarily to collect and move water. It is adjacent to a highway and is usually identified as the roadside

Snow Embankment (68) - Snow and/or ice that has been piled on the road edge by plows or by wind.

Mail Box (69) - Mail Box or post.

Tunnel (70) - A roadway conduit through or under an obstruction such as a mountain.

Cattle Guard (71) - Metal Cattle Guard used to control cattle movements. (Open Range)

Fixed Object Other (72) - 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.

Cable Barrier (73) – Refers to a flexible barrier system which uses several cables typically supported by steel posts. These can be used on the roadside or as a median barrier. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.



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. This is 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.



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 or it 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.

Smoke - Smoke that causes reduced visibility.

Other - Would include any other natural or manmade atmospheric condition not listed above. 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.

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.

Ice/Frost - 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.

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.

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 another vehicle that is functioning as a school bus and would be considered a school bus if transporting any school pupil at or below the 12th 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.

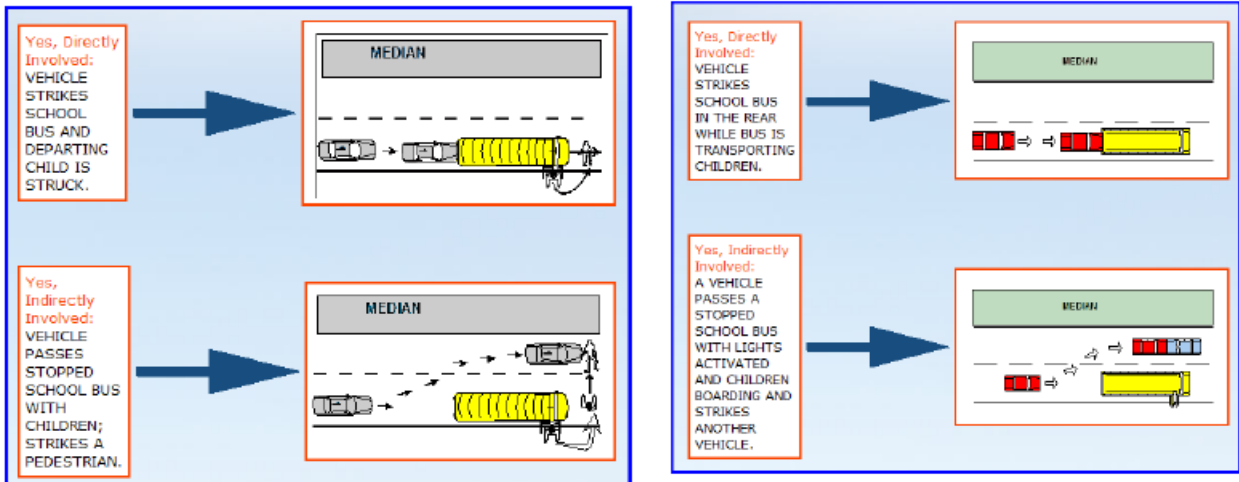
This would include any automobile, bus, van, utility vehicle, truck or other vehicle which meets the above criteria and any such vehicle going to pick up or returning from delivering school pupils.

School Bus Crash (from ANSI D-16): A motor vehicle crash in which a school bus, with or without a pupil on board, is involved directly as a contact vehicle or a motor vehicle crash or another-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)

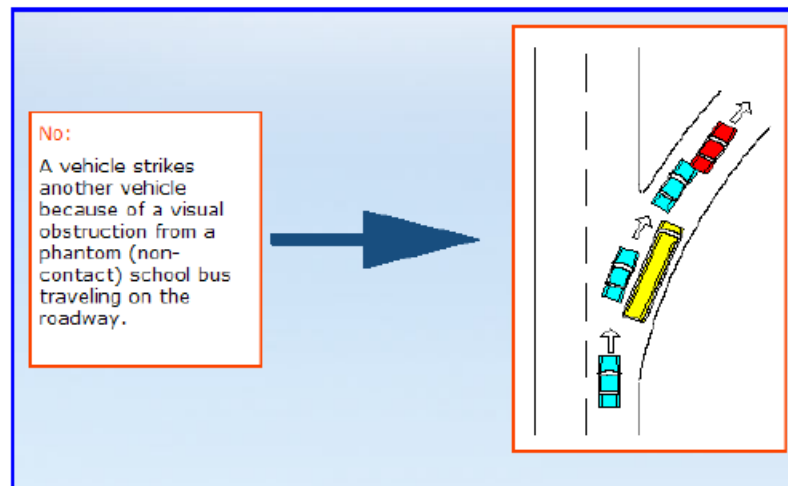
A collision involving a motor vehicle in transport in which one or more school buses strike(s) or are (is) struck by another road vehicle (directly involved).

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.



Road Circumstance - 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 officer's 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.

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 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.

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.

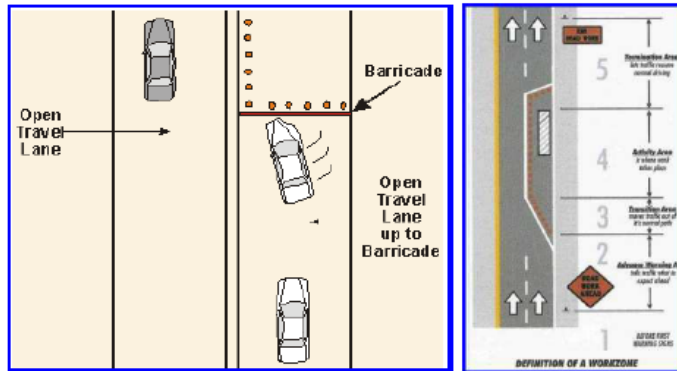
For example:

- 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.

Practical Example 1: The unstabilized situation begins on a portion of the trafficway open to the public and the first event occurs in the construction area closed by barricades or cones.



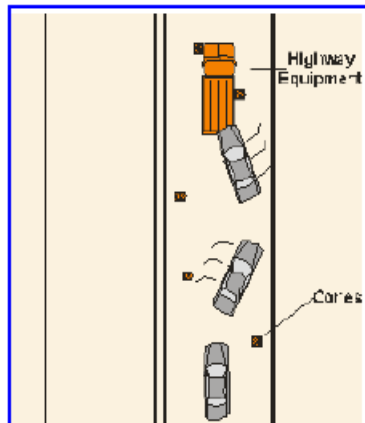
Motor Vehicle Crash? YES

Work Zone Crash? YES

Location? Activity Area

Type? Lane Closure

Practical Example 2: An unstabilized situation begins on a portion of the trafficway open to the public and the first event occurs in a construction area closed by barricades or cones.



Motor Vehicle Crash? YES

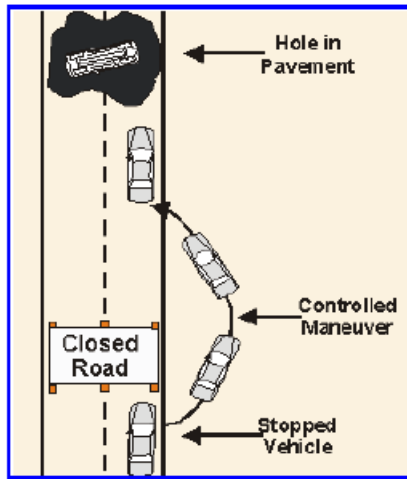
Work Zone Crash? YES

Location? Activity Area

Type? Lane Closure

Practical Example 3:

An unstabilized situation begins on a portion of the trafficway closed to public due to construction and the first event occurs in the construction area closed by barricades or cones.



Motor Vehicle Crash? NO

Work Zone Crash? NO

Location? Not Applicable

Type? Not Applicable

Work Zone Location

Termination Area – traffic resumes normal path

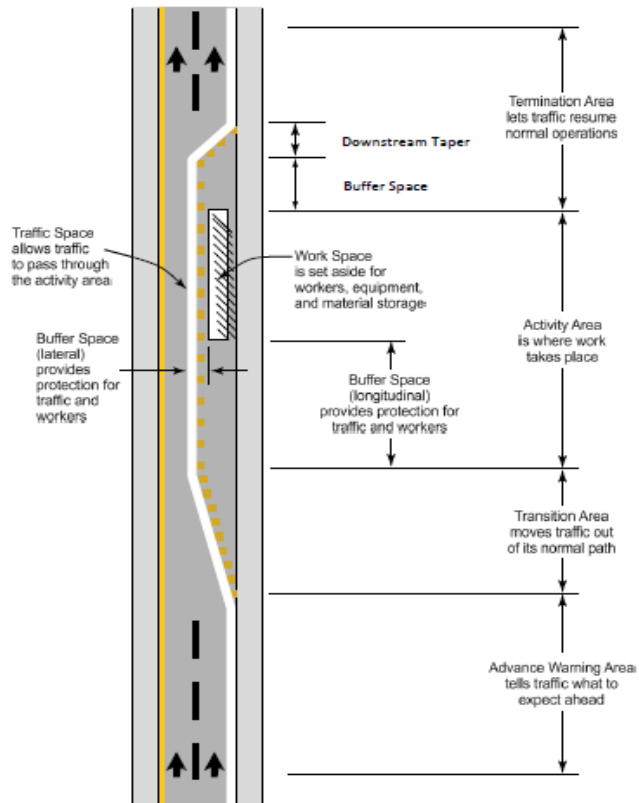
Activity Area – where work takes place

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 Area**Type of Work Zone**

Lane Closure – A travel lane is completely blocked.

Lane Shift or Crossover – Traffic is forced to merge to an adjacent or opposite lane.

Work on Shoulder or Median – Work is being done off travel portion of the roadway but a portion of the travel lane is blocked.

Intermittent or Moving Work – The work zone location is not fixed and is constantly moving (lane marking, pothole repair, mowing etc.).

Other – Only select “other” if none of the other listed “type of work zone” descriptions are appropriate.

Unknown

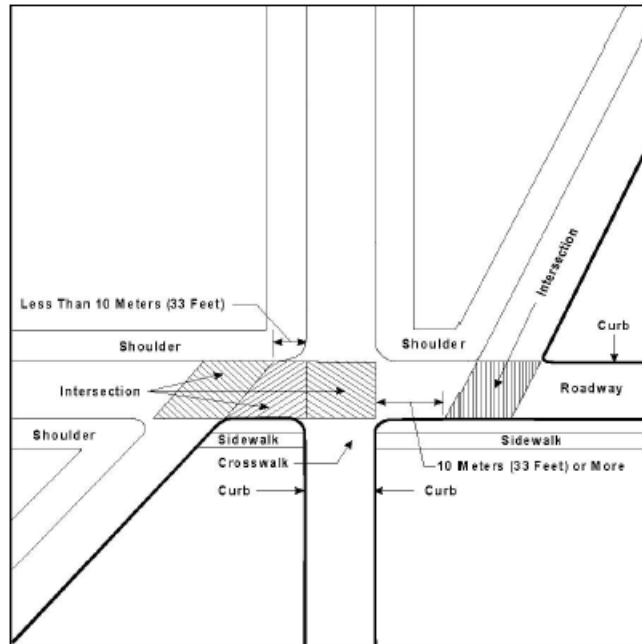
Relation to Junction - The location of the First Harmful Event in relation to a junction.

Non-Interstate

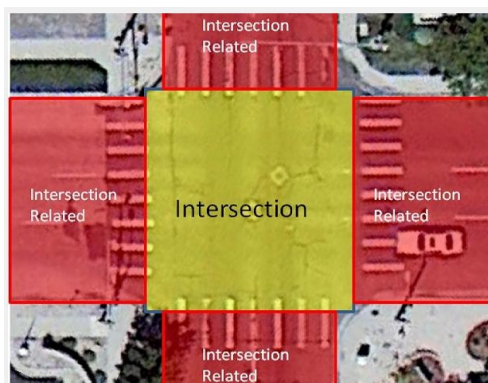
Non-Junction –A non-junction crash is that which does not occur at an intersection or is related to an intersection.

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 – 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.



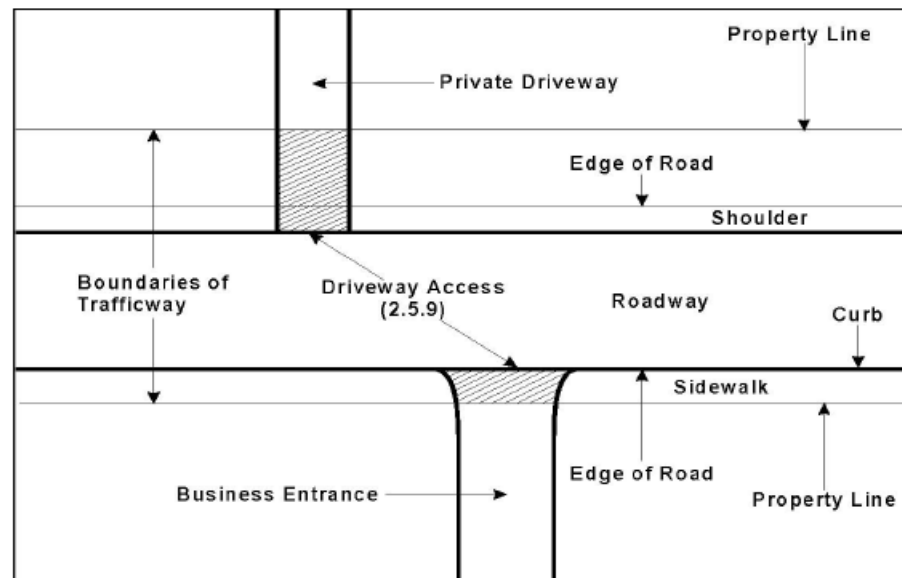
Intersection Related - Location of the crash next to an intersection, on the approach to or the exit from an intersection, and results from an action related to the movement of traffic units through the intersection.



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).

Crossover 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.

Interstate

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.

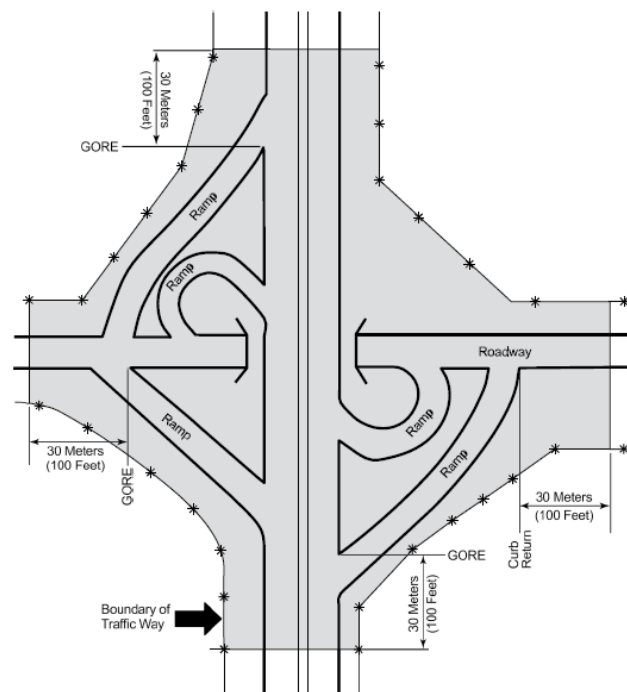
Ramp – Crash is located on either the entrance or exit ramp. (within the interchange) Does not include the areas where the ramps intersect with the main line.

Other Part of Interchange - 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.

Type of Intersection - An intersection consists of two or more roadways that intersect at the same level. This 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;

Diagram of an Interchange



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

Four (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" and may also be called a 2-way intersection.

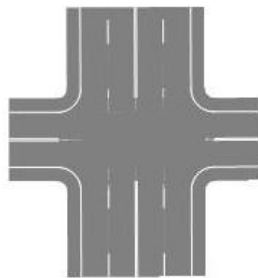
Five (5) Point or More - An intersection with 5 or more intersecting legs.

Intersection as part of 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.

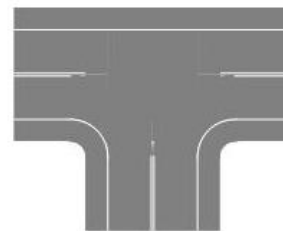
Roundabout - Circular traffic patterns in which yield control is used on all entries, circulating vehicles have right of way, pedestrian access is allowed only across the legs of the roundabout behind the yield line and circulation is counter-clockwise and passes to the right of the central island.

L Intersection - An intersection where two separately named roads come together at a 90 degree angle.

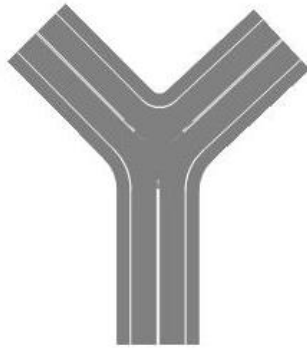
Diverging Diamond - Also called a double cross over, this is a type of interchange in which the two directions of traffic on the non-interstate road cross to the opposite side on both sides of the bridge at the freeway.



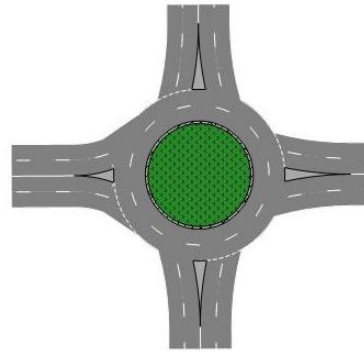
Four (4) –Way Intersection



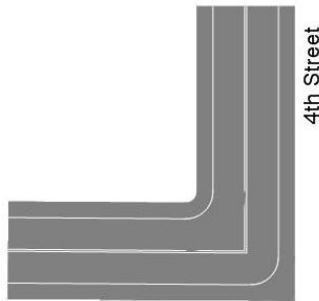
T-Way Intersection



Y Intersection



Roundabout

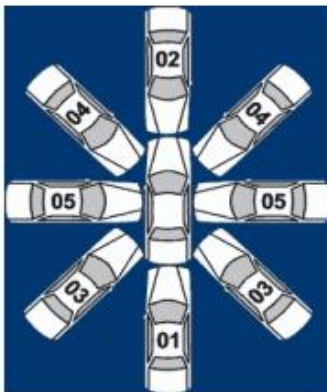


A Street
L Intersection



Diverging Diamond
Only the red area is coded as a Diverging Diamond intersection.

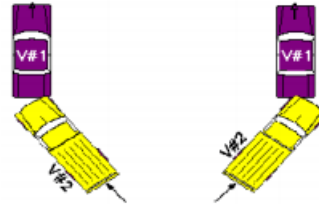
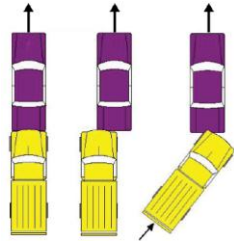
Manner of Crash/Collision Impact - Identifies the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport.



- 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, Broadside)
- 06 – Angle Direction, Not Specified
- 07 – Sideswipe Same Direction (Passing)
- 08 – Sideswipe Opposite Direction (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

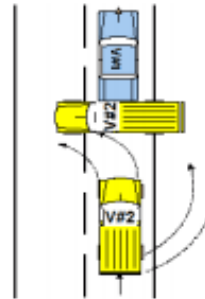
Rear End (Front to Rear)

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.



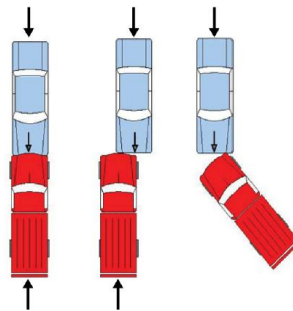
Exclusions to Rear End / Front-to-Rear:

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



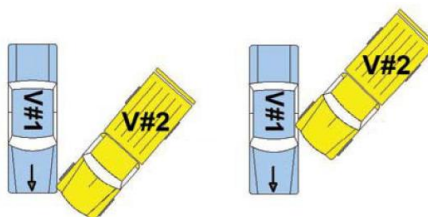
Head-On (Front to Front)

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



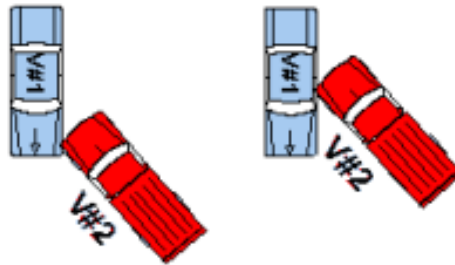
Angle Same Direction (Front to Side)

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 are in the same direction. This does not include right angles or broadside crashes.



Angle Opposite Direction (Front to Side)

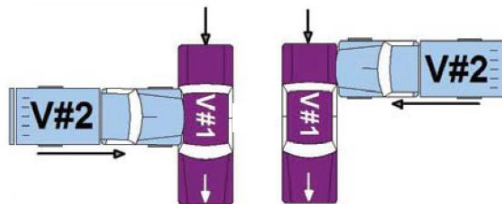
Angle Manner of Impact - A crash where two motor vehicles impact at an angle. For example, the front of one motor vehicle impacts the side of another motor vehicle. (Front-to-Side Opposite Direction from FARS Coding Manual): angle crashes where the front of one vehicle contacts at any point along the 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 to 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 Clock points “03” or “09”.

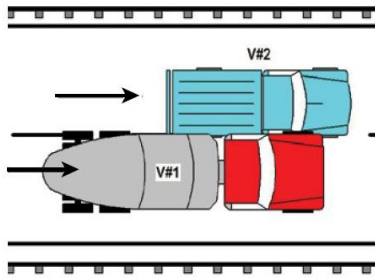


Sideswipe (Same Direction Passing)

Sideswipe (Same Direction Passing) - 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

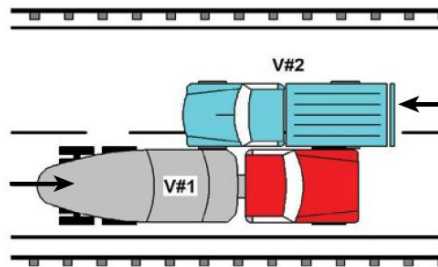
impact swipes along the surface of the vehicle parallel to the direction of travel. There is a low retardation of force along the surface of the vehicle. This must be true for both vehicles involved in the collision.



Sideswipe (Opposite Direction Meeting)

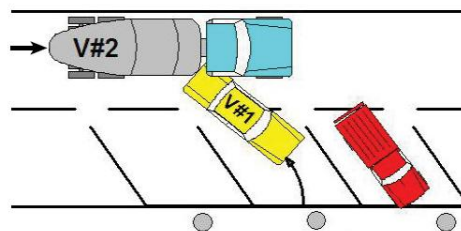
Sideswipe (Opposite Direction Meeting) - Crashes where two motor vehicles are traveling the opposite direction and impact on the side.

(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.



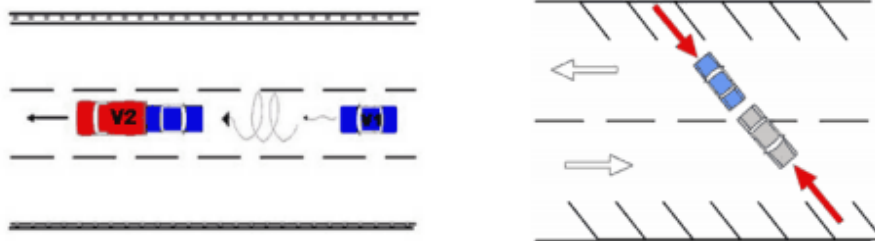
Rear to Side (Normally Backing)

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.



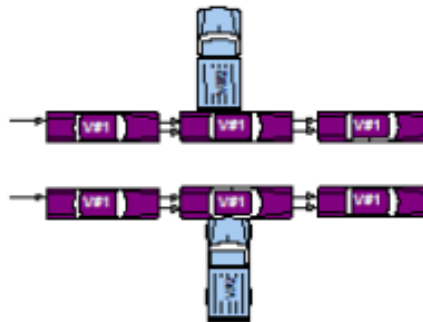
Rear to Rear

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 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 - 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

VEHICLE INFORMATION

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

NON-Collisions

Overturn / Rollover (01) - a motor vehicle that has overturned at least 90 degrees to its side.



Fire / Explosion (02) – 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 (03) - Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.

Jackknife (04) – 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 (05) (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.

Equipment Failure (06) – If an equipment failure led to the crash or an event of the crash (blown tire, brake failure etc.)

Separation of Units (07) - 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 vehicles pulling trailers.

Ran off Road (Right (08)/Left (09)) - Failure of the driver to keep the motor vehicle on the roadway. For vehicles traveling straight through a “T” intersection, use Ran off Road Right, as it would be departing the right side of the roadway at the top of the “T”.

Cross Median (10) - is used when a vehicle completely crosses the median and enters the shoulder or travel lane on the opposite side of a divided highway.

Cross Centerline (74) – Is used for a vehicle that crosses over the center line of a two-way, undivided highway

Downhill Runaway (11) – When a parked vehicle is set in motion due to grade or vehicle malfunction, or, when a malfunction causes a vehicle transversing a grade to lose control. Usually occurs with heavy trucks on a steep grade AFTER an Equipment Failure (Brakes).

Fell/Jumped from Motor Vehicle (12) – 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 (13) - Object that is thrown or falls on or near a motor vehicle in transport at the time of the crash.

Avoiding an Object on Road (14) – Driver makes an evasive maneuver to avoid an object in the road.

Avoiding an Animal on Road (15) - Driver makes an evasive maneuver to avoid an animal in the road.

Carbon Monoxide Poisoning (16) – 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 (17) – 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 (18) – 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 or

her own vehicle; 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; and situations where a passenger is sickened or dies due to carbon monoxide fumes leading from a motor vehicle in transport. When "Other" is used it is recommended that it be clarified in the narrative.

Collision With Person, MV, or NON-Fixed Objects

Pedestrian (19) - 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 as long as there are not impacted or injured during the crash. 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)

Pedalcycle (20) - Includes bicycle, tricycle, unicycle, pedal car, etc. Pedalcycle (from ANSI D16): Non-motorized vehicle propelled by pedaling.

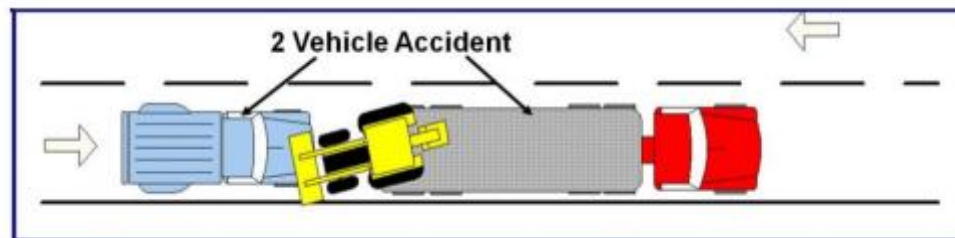
Railway Vehicle (21) - Any land vehicle (train, engine) that is (1) designed primarily for moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway. Would also include any railway maintenance vehicle traveling on the rail.

Motor Vehicle in Transport (22) - 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 (23) – 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 (24) - A transport motor vehicle that is not in motion or on a roadway. A motor vehicle or any portion of the motor vehicle's outline (excludes open doors, mirrors, etc.) parked on the roadway during periods when parking is prohibited is considered in transport.

Struck by Falling, Shifting Cargo or Anything Else Set in Motion by Motor Vehicle (<1 vehicle crash) (25) – Motor vehicle or non-motorist is struck by cargo or other object that was set in motion by a motor vehicle. Examples include logs falling off or coming loose from a truck and striking a vehicle behind the truck, or a motor vehicle striking a parked car and pushing it into a passing pedestrian.



Other Non-Fixed Object (26) - 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. This includes a fallen tree, already lying in the 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.

Work Zone / Maintenance Equipment (27) - 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 (28) - 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 (1 vehicle crash) (29) - In crashes involving harmful events caused by objects set-in-motion by a motor vehicle in transport which impacts another motor vehicle. There cannot be damage to the vehicle which set the object in motion.

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 (41) - 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 (42) – areas along a guardrail stretch other than the ends.



Impact Attenuator/Crash Cushion (43) - 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 Overhead Structure (44) - Any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck.

Bridge Pier or Support (45) - Support for a bridge structure including the ends (abutments).



Bridge Rail (46) - 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 (47) – 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 (48) - 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 (49) - Constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable.

Traffic Signal Support (50) - Constructed for the primary function of supporting a Traffic Signal.

Traffic Sign Support (51) – A pole, post or other type of support for a traffic sign.

Overhead Traffic Sign Support (52) - Seen in the picture above labeled Traffic Sign Support. Constructed for the primary function of supporting an overhead traffic sign.

Sign Support Single Post (53) - Any sign mounted on a single post. The sign should be described in the narrative as a stop or yield or whatever type of sign it was.

Sign Support Multiple Post (54) - Any sign mounted on more than one post other than overhead signs. The sign should be described in the narrative.

Other Traffic Sign Support (55) - Constructed to support any other traffic sign. If “Other” is used it is recommended that the sign be described in the narrative.

Barricade (56) - 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 (57) - Collision with this type of fixed object.

Cut Slope (58) - an earth or often rock embankment that was cut away when the road was constructed.

Road Approach (59) - an embankment that serves as the base for another roadway. Normally this involves the road base of a roadway, driveway, or access that is perpendicular “T” or “Y” to the roadway.

Rock, Boulder, or Rock Slide (60) - Rocks or Boulders that are NOT on the roadway sufficient in size to produce a FHE.

End of Drainage Pipe/Structure/Culvert (61) - 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 (62) - 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 (63) - any type of fence or fence pole or post.

Raised Median or Curb (64) - 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 (65) - 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 (66) - 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 (67) – Developed primarily to collect and move water. It is adjacent to a highway and is usually identified as the roadside

Snow Embankment (68) - Snow and/or ice that has been piled on the road edge by plows or by wind.

Mail Box (69) - Mail Box or post.

Tunnel (70) - A roadway conduit through or under an obstruction such as a mountain.

Cattle Guard (71) - Metal Cattle Guard used to control cattle movements. (Open Range)

Fixed Object Other (72) - 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.

Cable Barrier (73) – Refers to a flexible barrier system which uses several cables typically supported by steel posts. These can be used on the roadside or as a median barrier. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.



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.

Motor Vehicle Unit Type

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

Parked Motor Vehicle – A parked motor vehicle is a motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and not located in the roadway or lane of travel.

In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle should be considered to be in-transport during periods when parking is forbidden.

Inclusions:

- Any stopped motor vehicle where the entirety of the vehicle’s primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within a travel lane (roadway).

Inclusion Examples:

- A driver of vehicle stopped curbside on a city street opens his door into the travel lane.
- A truck stopped on the shoulder where only the extended side-view mirror overhangs the roadway edge line.
- A motionless vehicle on the shoulder, median or roadside.
- A truck stopped at a gas pump.
- A car stopped in a private driveway.
- A van parked in a metered parking lane, even when the meter time has expired.

Exclusions:

- A motor vehicle in motion anywhere within the trafficway boundaries or any vehicle that has any portion of its primary outline or load, if any, overlapping or falling completely within a travel lane (roadway).
- A motor vehicle left unattended on a roadway, where parking is always prohibited.
- A motor vehicle stopped or left unattended in a lane of travel.

Exclusion Examples:

- A vehicle driving down the road shoulder, median or roadside.
- A driverless motor vehicle without engine power starts in motion from a stopped position on the shoulder.
- A stopped vehicle partially on the shoulder with two tires in a travel lane.
- A tractor trailer with part of its load extending over the roadway edge line.
- A delivery service leaves his truck stopped at the curb of a street marked with “no

parking at any time" signs while making his delivery.

Working Vehicle/Equipment - Is a motor vehicle in the act of performing construction, maintenance or utility work related to the trafficway. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries.

Inclusions:

- Vehicle at work in a marked work zone.
- Vehicle at work on the median, shoulder or roadside.
- Mobile maintenance convoy.
- A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

Inclusion Examples:

- Asphalt roller working in a highway construction zone.
- State highway maintenance crew moving grass on roadside.
- Utility truck performing maintenance on the power line along the roadway.
- A private excavating company contracted by the state digging the foundation for a new overpass.

Exclusions:

- Vehicle performing a private construction/maintenance activity.
- Law enforcement vehicle performing other work activities, such as traffic stops, accident investigation, patrolling and traffic control, which is not related to construction, maintenance or utility work on the trafficway.
- Vehicle performing a work activity other than highway construction, maintenance or utility work.
- Construction, maintenance, utility vehicle while moving from one job site to another.

Exclusion Examples:

- An excavation company digging a foundation for a new building.
- Garbage truck, delivery truck, taxi, emergency vehicle, tow truck, etc.

Vehicle Type - The category indicating the general configuration or shape of a motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line. 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 (Not a SUV) - 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

Passenger Van - 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. A van body style that is configured to carry people.



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

Examples:

- Small: Older Chevy S-10
- Midsize: Nissan Frontier
- Full Size: Ford F150, F250, F350 (includes dual wheeled pickups)
- Large: Ford F450 Super Duty (includes dual wheeled pickups)

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.



Other Bus - A vehicle designed/converted to carry eight or more people with a body type other than that of a school bus, motor coach, or transit bus. Includes vehicles such as: Vans specially configured as bus body type such as; Cab-chassis seating greater than 8 people, specially configured buses (tour buses). Also includes buses used for long-distance passenger transportation between cities over fixed routes with regular schedules (e.g. Greyhound or Trailways bus).



Transit Bus - A government entity or private company providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas. (For example; inner-city mass transit bus service.) A transit bus is designed for public transportation typically within a city.



Charter Bus - A charter bus is a bus providing contract service for a group tour or outing, usually on a round-trip basis. Would also include a limousine designed for carrying nine or more persons, including the driver.



Motorcycle (MC) >150cc - A two or three wheeled motor vehicle designed to transport one or two people, has a seat or a saddle for the use of the rider and has a motor with a cylinder capacity of more than 150cc.



Off Road Motorcycle (MC) - A two or three wheeled motor vehicle designed to transport one or two people, has a seat or a saddle for the use of the rider and is primarily designed to be driven off-road.



Other Vehicle - would apply to body styles that do not fit any other attribute, and would require description in the narrative.



Sport Utility Vehicle (SUV) - 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.

Examples:

- Mini: Suzuki Sidekick
- Small: Toyota RAV 4
- Midsize: Jeep Cherokee
- Full Size: Chevy Suburban
- Large: Hummer

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 vehicle is between 16,000 to 19,000 lbs.



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.



Light Truck (10,000 lbs or less) - A light truck is a truck which has a gross vehicle weight rating (GVWR) of 10,000 pounds or less. **NOTE: This does not include sport utility vehicles, vans (passenger/cargo) or pickups.**



Medium Truck (>10,000 lbs and < 26,000 lbs) - A medium truck is a truck which has a gross vehicle weight rating (GVWR) of more than 10,000 pounds and less than or equal to 26,000 pounds.



Heavy Truck (>26,000 lbs) - A heavy truck is a truck which has a gross vehicle weight rating (GVWR) of more than 26,000 pounds.



Farm Equipment - A vehicle designed and used primarily as a farm implement, for drawing

plows, mowing machines, and other implements of husbandry.



Construction Vehicle - A vehicle designed and used primarily as a construction vehicle.



Motorcycle (MC) <150cc - A two or three wheeled motor vehicle designed to transport one or two people, has a seat or a saddle for the use of the rider and has a motor with a cylinder capacity of less than 150cc.

Moped - A speed-limited motor-driven cycle (motorcycle) which may be propelled by pedaling. Excludes motor scooters and motorized or motor-assisted bicycles.



Snowmobile - Snowmobile means a vehicle propelled by mechanical power that is primarily designed to travel over ice or snow and is supported in part by skis, belts or cleats.



ATV (All Terrain Vehicle) - A motor-driven, off road, recreational vehicle capable of cross-country travel on land, snow, ice, marsh, swampland or other natural terrain. Includes riding lawn mowers and tractors that are not farm equipment.



MPV (Multi-Purpose Vehicle) - A vehicle that is registered as a multi-purpose vehicle and is being operated on a public roadway.

Non-Commercial Trailer Style - Any non-commercial vehicle pulling a trailer or multiple trailers.
 Note: A trailer is part of one vehicle and not a separate vehicle in itself. Trailer information needs to be documented in the narrative.

Camping Trailer - Trailer designed for occupancy and primarily used for temporary accommodation for recreation, camping or seasonal use.



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



Utility Trailer - A trailer designed to be pulled by a motor vehicle which is used to carry property or equipment.



Boat/Jet Ski Trailer - These are trailers designed to transport boats and jet skis.



Towed Vehicle - This is someone trailing, pulling or towing another vehicle non-commercially.



Horse or Stock Trailer - Trailer designed to transport horses, livestock or animals.



Motorcycle Trailer - A trailer designed to be pulled by a motorcycle.



Multiple Trailers - It's legal to pull multiple trailers in Wyoming. For example, a pickup pulling a camping trailer followed by a boat trailer. 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 (i.e. Bicycle) - For any other trailer style not listed and describe this trailer style in the narrative.

Unknown - We know that the vehicle was towing a trailer but the trailer style was 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 elements'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 alongside 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 - is used when a motor vehicle overrides another motor vehicle in transport.



Special Function of MV in Transport

Police - 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/EMS - Refers to vehicle: (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 propose. This includes both publicly and privately owned vehicles.

Fire Truck - 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 - 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 behind used to remove snow).

Some of these vehicles are specialty vehicles made only to plow snow or spread sand and are presumed to be snow plows all the time, other often serve as multiple use vehicles and would be coded as special use only when being used as a snow plow.



This is a picture of a WYDOT snow plow; it's actually a modified dump truck that has plows on the front and on the side and a sand spreader on the rear. In this configuration, this vehicle is always considered a snow plow. Remove the blades and sand spreader and it's a dump truck.

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 sized from a modified pickup truck to semi tractors to tow other semis. These vehicles are presumed to be in special use at all times regardless if towing another vehicle or not at the time of the crash.



MV (Motor 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 or from school or any other school function or activity. This includes chartered buses. The body type can be van-based and does not have to be the standard yellow school bus.



MV (Motor 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.



Construction Vehicle - A vehicle designed and used primarily as a construction vehicle. These vehicles are presumed to be in special construction use at all times.



Farm Equipment - A vehicle designed and used primarily as a farm implement, for drawing plows, mowing machines, and other implements of husbandry. These vehicles are presumed to be in special construction use at all times.



Taxi - Refers to vehicles used during this trip (at the time of the crash) 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 crash are considered "no special use".

Contributing Circumstance - Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

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

Trailer Brakes - Includes air loss, faded brakes or ineffective brakes due to a grossly overloaded vehicle.

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, modification to standard suspension (suspension lift kit), etc.

Tires - Defective tires, tread separation, sidewall failure, excessively worn, bubbled, or bald tires. Tire improperly sized for this vehicle. (Excludes: Tire damage produced in the crash (hitting pot hold, 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 or Tail) - Defective, faulty or under-maintained as opposed to failure to use or misuse.

Windows/Windshield - Severely cracked, pitted or chipped which reduces visibility.

Rain/Snow/Ice on Windshield - Reducing visibility of the driver (peep hole drivers).

Tinted Windows - Tinted windows which reduced visibility.

Vehicle Cargo Blocking 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 - A leaking exhaust system which resulted in CO₂ poisoning or fumes into the occupant compartment.

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

Defroster - A defroster that is inoperative or inadequate.

Mirrors - Includes missing mirror(s) or mirror(s) obstructed by the vehicle load to adequately see to the rear of the vehicle.

Wipers - Defective, faulty or under-maintained as opposed to failure to use.

Truck Coupling/Trailer Hitch/Safety Chain - 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.

Stalled Vehicle - A vehicle which is stalled and inoperable in the roadway, not parked.

Cruise Control - Defective cruise control which caused vehicle run away or failed to deactivate.

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

Vehicle Action/Maneuver Prior to Crash - 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."

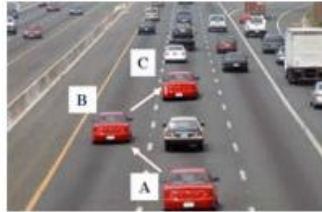
Straight Ahead - Vehicle is moving forward along the roadway in the proper travel lane.

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 - A motor vehicle that moves from behind a motor vehicle to in front of the same motor vehicle. 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 U-Turn - Used when in the actual process of executing a U-turn at an intersection, interchange, driveway access, etc.

Leaving a Traffic Lane/Parking - A motor vehicle or person moving outside the travel lane. This would also include a vehicle leaving the traffic lane to park. This vehicle could be “exiting” a travel lane to; utilize a ramp, enter the shoulder or roadside, enter a curbside parking position, etc.

Entering a Traffic Lane - A motor vehicle merging into a lane of travel. Used for a vehicle that is “entering” a travel lane by; merging from a ramp, entering after being stopped on the shoulder or roadside, leaving a curbside parking position, etc.

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 and in a lane of travel). 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 slowdown in traffic ahead, and motor vehicles illegally stopped in a traffic lane.

Driverless 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 driverless motor vehicle. Most “double parked” vehicles are actually stopped in traffic and are driverless motor vehicles rather than parked.

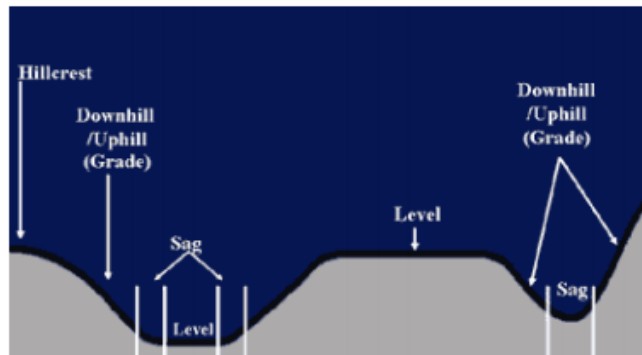
Traffic Way Maintenance - Indicates a working vehicle performing an operation such as mowing grass, plowing snow, paint striping etc.

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.

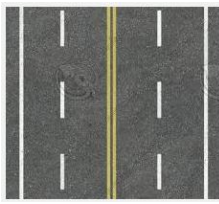
Unknown - Used if it's unknown what the movement of the vehicle was prior to the crash

Road Surface - The road paving material at the crash scene, or the road from which this vehicle originated. 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.

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



Number of Lanes - The total number of lanes in the roadway on which this motor vehicle was traveling. For undivided trafficways, it is the total number of “thru” lanes in both directions excluding designated turn lanes. For divided trafficways, it's the total “thru” lanes for the roadway on which the vehicle under consideration was traveling. (Example: I-25 southbound usually only has 2 lanes.)



4 “thru” Lanes



2 “thru” Lanes



Traffic Control Working Properly - This is not to determine if the driver(s) obeyed the traffic control. It's 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 retro reflective 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 retro reflectivity.

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. Judgment must be used to determine if signs are serviceable; legible both day and night.

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 crash 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 is more than one type of traffic control present or applicable in any location. Which traffic control in the officer's opinion has the most bearing on the crash?

Stop Sign - An eight sided octagonal sign is a stop sign usually red with white letters.

Yield Sign - Triangular yield sign.

Flashing Traffic 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 Sign - Square sign with red circle and do not enter lettering.

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

Traffic Signal w/Pedestrian - Controls traffic movement by illuminating systematically a green, yellow or red light but also has pedestrian signs or signals and a cross walk.

Traffic Signal w/Pedestrian & Audible Signals - Controls traffic movement by illuminating systematically a green, yellow or red light but also has pedestrian signs or signals and a cross walk with audible signal for the blind.

Person (Officer/Flagger, Xing Guard, etc.) - Includes law enforcement, flaggers, crossing guard, etc.

Pedestrian Crossing - A crosswalk which is marked with a pedestrian sign.



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 indicates 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 - Plastic water filled jersey barrier or a concrete jersey barrier installed for long term construction projects.



School Bus Flashing Stop Lamps - Flashing yellow or red stop lamps on school buses and can also include flip out stop signs.



School Zone Crossing - Yellow pedestrian sign with school indication used to warn traffic of a school crosswalk.



RR (Railroad) Crossing Signal - A railroad crossing cross buck sign with flashing signals which warns of on-coming trains or train tracks crossing the roadway.



RR (Railroad) Crossing Signal & Gate - A railroad crossing cross buck sign with flashing signals and a gate.



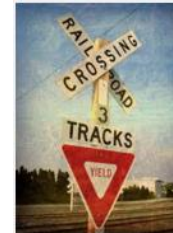
RR (Railroad) Crossing Cross Buck Sign Only



RR (Railroad) Crossing Cross Buck with Stop Sign



RR (Railroad) Crossing Cross Buck with Yield Sign



Other - Used for any other traffic control device, please describe in the narrative.

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 with roadways for travel in opposite directions is physically separated by a median or barrier. Roads (interstates) divided by a grassy median are considered Two-Way, Divided, Positive Median Barrier.

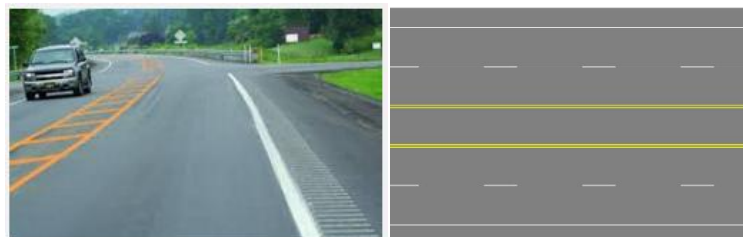
Two-Way, Not Divided



Two-Way, Not Divided with Continuous Left Turn Lane



Two-Way, Divided, Unprotected (Painted, >4 Ft) Median



**Two-Way, Divided, Positive
Median Barrier**



One-Way Trafficway



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.

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 - 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.

Shoulder Rumble Strips



Centerline Rumble Strips



Transverse Rumble Strips



DRIVER/VEHICLE INFORMATION

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. 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.

Posted Speed Limit - The Manual on Uniform Traffic Control Devices (MUTCD) states a Regulatory or Statutory speed limit sign is one that contains a white background with a black legend (daytime) or black background with a white legend (nighttime). The speed warning signs as defined by MUTCD contain a yellow background with a black legend. These warning signs are not considered regulatory or statutory speed limits and should not be selected as such. If a speed warning sign exists in the crash area it should be noted in the traffic control devices field by selecting "Warning Signs". 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).

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)

Estimated Speed - 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.

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.

Motor Vehicle Registration - The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to the motor vehicle. For combination trucks, motor vehicle plate number is obtained from the power unit or tractor. 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.

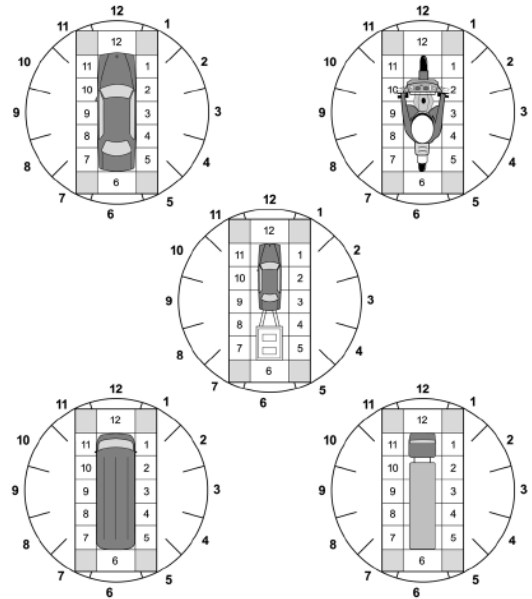
Color of Vehicle – Indicate the first three letters of color. If two-tone indicate the most prominent.

Aluminum - SIL	Gold - GLD	Maroon - MAR	Tan - TAN
Beige - BGE	Grey - GRY	Orange - ORG	Turquoise - TRQ
Black - BLK	Green - GRN	Pink - PNK	White - WHI
Blue - BLU	Green Dark - DGR	Purple - PLE	Yellow - YEL
Blue Dark - DBL	Green Light - LGR	Red - RED	
Copper - CPR	Ivory - CRM	Silver - SIL	
Cream - CRM	Lavender - LAV	Stainless Steel - COM	

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.

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 or centerline, downhill runaway, fell/jumped from motor vehicle and 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 crash, whether an overturn occurs or not. If the only event is an overturn, the crash 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 or roof of the vehicle.

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 its 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.

Direction of Travel Before Crash - The direction of the motor vehicle's travel on the roadway before the crash 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.

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. (Bumpers which are loose; doors, windows, hood and truck lids which will not operate properly; broken glass which obscures vision; tire damage even though the tire may

be changed at the scene; and any damage which would prevent the motor vehicle from passing an official motor vehicle inspection.

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.

Motor Vehicle (MV) Damage \geq \$1000 - 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. 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.

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 judgment 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. This includes failure to use turn signals. This 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/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 Close – 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/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 (Motor Vehicle) - 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 - 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 - depressed, angry, disturbed. Includes; fighting, disagreements, emotionally upset, road rage, 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 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 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.

Citations Issued - 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. 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.

Law Enforcement Suspects Alcohol/Drug Use - Driver 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: the officer's on-scene evaluation (observation, behavioral/field sobriety tests), BAC testing or other sources (witness statements or coroner's reports).

Unknown - 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.

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.

Driver License (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. This only applies to drivers with Wyoming drivers licenses. It is recommended the officer still complete and submit a driver re-exam form.

VEHICLE OCCUPANT INFORMATION

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.

Occupant Protection System USE - The restraint equipment in use by the occupant, 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 its recommended that it be explained in the narrative.

Helmet Used – 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 seat.

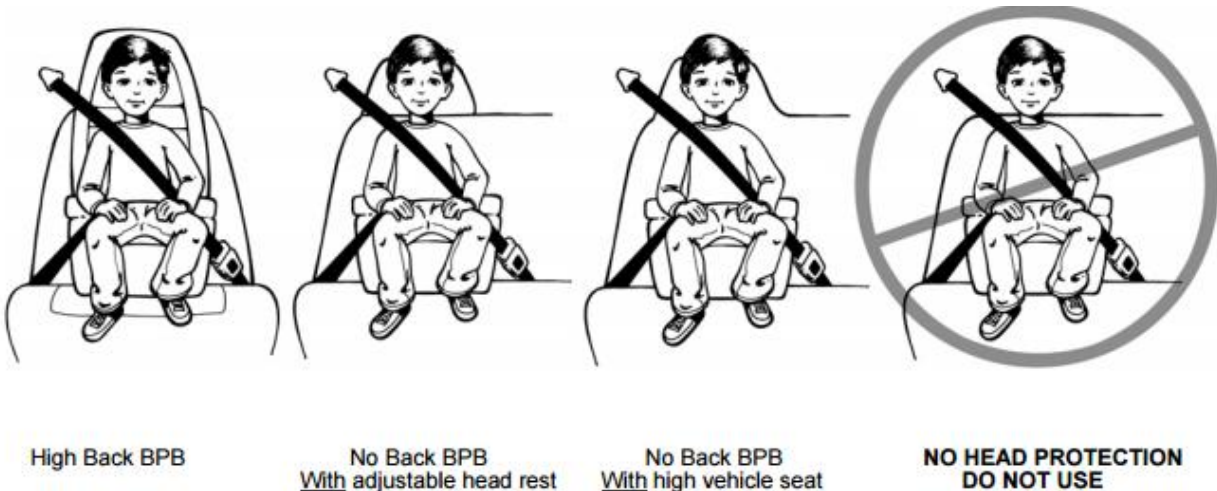
Leaving an air bag system, that can be turned off in a pickup, turned on with an infant in the front seat. If this field is used is should be explained in the narrative.

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.

GENERAL CHILD SEAT USE INFORMATION			
Buckle Everyone. Children Age 12 and Under in Back!			
	AGE/WEIGHT	SEAT TYPE/ SEAT POSITION	USAGE TIPS
INFANTS	Birth to at least 1 year and at least 20 pounds.	Infant-Only seat/rear-facing or Convertible Seat/rear-facing. Seats should be secured to the vehicle by the safety belts or by the LATCH system.	Never use in a front seat where an air bag is present. Tightly install child seat in rear seat, facing the rear. Child seat should recline at approximately a 45 degree angle. Harness straps/slots at or below shoulder level (lower set of slots for most convertible child safety seats.) 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.) Seats should be secured to the vehicle by the safety belts or by the LATCH system.	Never use in a front seat where an air bag is present. Tightly install child seat in rear seat, facing the rear. Child seat should recline at approximately a 45 degree angle. Harness straps/slots at or below shoulder level (lower set of slots for most convertible child safety seats.) Harness straps snug on child; harness clip at armpit level.
PRESCHOOLER/ TODDLER	1 to 4 years/ at least 20 lbs. To approximately 40 lbs.	Convertible Seat/ forward-facing or Forward-facing Only or High back Booster with Harness. Seats should be secured to the vehicle with the safety belts or by the LATCH system.	Tightly install child seat in rear seat, facing forward. Harness straps/slots at or above child's shoulders (usually top set of slots for convertible child safety seat.) Harness straps snug on child; harness clip at armpit level.
YOUNG CHILDREN	4 to at least 8 years/ unless they are 4'9" (57") tall.	No Back or a High Back Belt-Positioning Booster. NEVER use with lap-only belts. Belt-positioning boosters are always used with lap AND shoulder belts. Provides protection for the head with either the vehicle seat back or the high back of the Belt-Positioning Booster.	Booster used with adult lap and shoulder belt in rear seat. Shoulder belt should rest snugly across chest, rests on shoulder; and should NEVER be placed under the arm or behind the back. 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.



Air Bag Deployed - Air Bag Deployed - Deployment status of an air bag relative to the position in the vehicle for the occupant.

Not Applicable - This attribute would apply to any person who is: Not an occupant of a vehicle in transport (non-motorists) and occupants in seat positions that are not equipped with an air bag in vehicles that have air bags in other 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.



Deployment Unknown - Not known if an air bag was deployed.

Ejection - Occupant completely or partially thrown from the interior of the motor vehicle, **excluding motorcycles and ATVs**, as a result of a crash.

Not Ejected - the occupant remained in the vehicle during the crash and until post crash momentum had ceased.

Partially Ejected - The occupant's 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.

Totally Ejected - The occupant's 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 & Extricated - the occupant was trapped and had to be extricated by rescue personnel.

Not Applicable - Ejection is not applicable to persons riding on the exterior of a vehicle, to motorcycle (ATV) 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. The determination of which attribute to assign should be based on the latest information available at the time the report is completed.

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

Suspected Serious Injury (A) - A suspected serious injury is any injury other than fatal which results in one or more of the following:

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

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

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

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

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 from Hospital) - 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.

Inj. (Injured) Transported By - Type of unit providing transport to the medical facility for evaluation and treatment of injuries.

Not Transported - is used for victims who are dead on the scene and for those who are not taken (or do not go) to a treatment facility or hospital for treatment. For example, this would be used for an uninjured occupant who rides along with an injured person to a treatment facility.

SUPPLEMENTAL TRUCK/CMV INFORMATION

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.

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.

A commercial vehicle is defined by W.S. § 31-18-101 (a) (iii).



GVWR 25,960 lbs



GCWR > 26,000 lbs



GVWR < 10,000 lbs



GVWR 80,000 lbs



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.*

ICC/MC No. - Federal Motor Carrier Safety Administration operating authority is also referred to as an "MC", "FF", or "MX" number, depending on the type of authority that is granted. Unlike the US DOT number application process, a company may need to obtain multiple operating authorities to support its planned business operations. Operating authority dictates the type of operation a company may run, the cargo it may carry, and the geographical area in which it may legally operate.

U.S. DOT No. (Carrier Identification Number) - Used to identify the United States Department of Transportation (US DOT) identification number assigned to the motor carrier. A US DOT number is issued to private fleet and for-hire vehicles involved in interstate commerce. The US DOT identification number is found only on vehicles of interstate private carriers (those trucks operating in the furtherance of any commercial enterprise). The identification number is always preceded by the abbreviation US DOT.

GVW (Gross Vehicle Weight Rating) - The value specified by the manufacturer as the recommended maximum loaded weight of a single motor vehicle. This rating includes the maximum rated capacity of a vehicle, including the base vehicle, mounted equipment and any cargo and passengers. Most of the time, the GVWR is the sum of the maximum rated capacity of the axles of the vehicle.

GCW (Gross Combination Weight Rating) - The value specified by the manufacturer(s) as the recommended maximum loaded weight of a combination (articulated) motor vehicle. This is for truck tractors and single-unit trucks pulling a trailer(s). GCWR is the sum of the gross vehicle weight ratings (GVWR) of all units, power unit and its trailer(s).

Example:

For a truck weighing 7,000 lbs. (GVWR) and a trailer weighing 4,000 lbs. (GVWR), the Combination Weight Rating (GCWR) would be 11,000 lbs

Commercial Cargo Body Type - The type of body for buses and trucks more than 10,000 lbs. GVWR / GCWR. In situations where a single-unit truck is pulling a trailer with a different cargo body type, it is suggested that the cargo body type of the power unit be used.

Dump



Van Enclosed Box



No Cargo Body - A single-unit truck, bobtail, light motor vehicle with hazardous materials placard fire truck, etc.



Bus - Any vehicle transporting eight (8) or more passengers, including the driver.



Van/Enclosed Box - A single-unit truck, truck/trailer, or tractor-trailer having an enclosed body integral to the frame of the motor vehicle



Hopper (grain/chips/benonite) - Trailer designed to haul grain for agricultural type products.



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



Cargo Tank - A single-unit truck, truck/trailer, or tractor semi-trailer having a cargo body designed to transport dry bulk (fly, ash, etc.), liquid bulk (gasoline, milk, etc.), gas bulk (propane, etc.).



Flatbed - The cargo body is without side or roof, with or without readily removable stakes with may be tied together with chains, slats, or panels.



Note: These 'stake body' trucks are best recorded as flatbed cargo body types as the sides are readily removable. (See photos and definition above.)

Dump (Belly, Side, or Trailer Dump) - A cargo body designed to be tilted or otherwise manipulated to discharge its load by gravity.



Concrete Mixer - A single-unit truck having a body specifically designed to mix or agitate concrete.



Auto Transporter - A cargo body designed specifically to transport other motor vehicles.



Tow Truck - A single-unit truck that is designed to tow other vehicles.



Garbage/Refuse - A single-unit truck having a body specifically designed to collect and transport garbage or refuse. This includes both conventional rear loading and over-the-top bucket loading garbage trucks.



Snowplow - A single-unit truck with a plow blade or a snow blower attached to the front of it for the purpose of removing snow.



Livestock - A single-unit truck, truck/trailer, or tractor semi-trailer having a cargo body designed to transport animals or livestock.



Drilling Equipment - A single-unit truck, truck/trailer, or tractor semi-trailer having a cargo body designed to transport drilling equipment.



Other Truck - A single-unit truck, truck/trailer, or tractor semi-trailer having a cargo body not otherwise listed.

Logging - A single-unit truck, truck/trailer, or tractor semi-trailer having a cargo body designed to forestry products.



Intermodal - A cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis. These should not be confused with van/enclosed box cargo body types. Intermodal containers may also be mounted on a flatbed trailer, in which case, "flatbed" is the cargo body type.



Commercial Motor Vehicle Configuration - Indicates the general configuration of this commercial motor vehicle. 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 with is carrying hazardous materials.

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 Trailer - A truck tractor that is pulling a single semi-trailer and one full trailer or two semi trailers.

Truck Tractor/ Triple Trailer - A truck tractor that is pulling a single semi-trailer and two full trailers; currently illegal in Wyoming.

Truck Can't Classify (More Than 10,000 lbs.) - This attribute would apply to vehicles that do not fit into any other category.

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 and Placards

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.

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.

SUPPLEMENTAL 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 Action Prior To Crash – The action of the non-motorist immediately prior to the crash. This includes pedestrians, bicyclists and other cyclists, occupants of other motor vehicles not in transport (parked) and occupants of transport vehicles other than motor vehicles.

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 - A driveway access is a portion of the sidewalk which crosses the end of a driveway.

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.

Sidewalk - That portion of a street between the curb and the adjacent property which 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.



Inside Building - The person was inside of a building or structure.

Non-Motorist Proximity - The approximate distance in miles that the Non-Motorist lives from the location of this crash. 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.

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 - 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, pedal car 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 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 Transport - Type of device the non-motorist was utilizing.

Motorized Skateboard/Scooter



Pedestrian Vehicle



Low Speed Vehicle - A low speed vehicle (LSV) is a motor vehicle with four or more wheels whose top speed is greater than 20 miles per hour, but not greater than 25 miles per hour and is less than 3,000 pounds in unloaded weight. Any golf cart or other four-wheeled motorized vehicle with a top speed in that range qualifies for the class.



Segway



Bicycle Trailer



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 (i.e. Depressed, Angry) - 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 Drug Use - Suspected of being under the influence of illegal drugs of any type.

Suspected Alcohol Use - Suspected of being under the influence of alcohol.

Other - If this code is used it should be explained in the narrative.

Non-Motorist Action At Time of Crash - 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 judgment. The narrative may be used to explain further if necessary.

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 from Hospital) - 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.

Injured Transported By - Type of unit providing transport to the medical facility for evaluation of injuries. Occupants declared deceased on scene and later removed from the scene by the coroner are coded at 01-Not Transported.

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.

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". Examples: severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness when taken from the crash 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. Includes- lump on head, abrasions, bruises, minor lacerations.

Possible Injury - Complaint of pain without visible injury. Examples: momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, or hysteria.

Law Enforcement Suspects Alcohol/Drug Use - 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: the officer's on-scene evaluation (observation, behavioral/field sobriety tests), BAC testing or other sources (witness statements or coroner's reports).

Unknown - 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.

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.

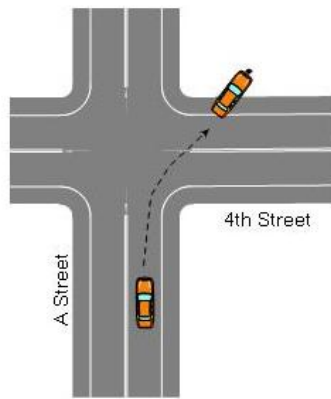
Serum - includes blood plasma.

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.

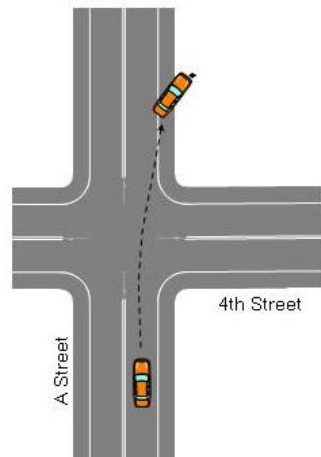
Crash Examples



Driver loses control of vehicle while making a right turn. The vehicle crosses 4th Street and impacts a fire hydrant.

Crash Occurred On: A Street
 At/Related Intersection: 4th Street
 If Not at Intersection: 25 feet East of A Street
 Location of First Harmful Event: 02
 First Harmful Event: 72
 Relation to Junction: 03
 Type of Intersection: 02
 Sequence of Events: 09, 72

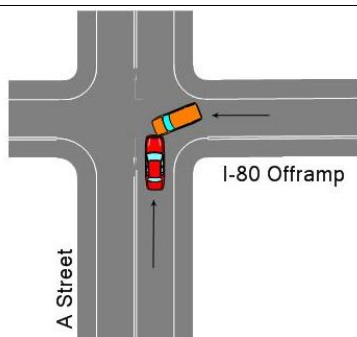
Crash involves an intersection because of the turning movement.



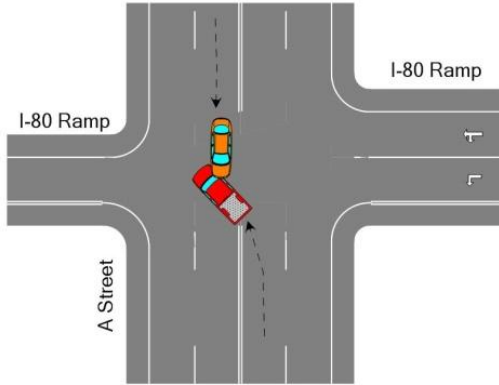
Driver loses control and leaves the roadway impacting a fire hydrant.

Crash Occurred On: A Street
 If Not at Intersection: 100 feet North of 4th Street
 Location of First Harmful Event: 02
 First Harmful Event: 72
 Relation to Junction: 01
 Type of Intersection: 01
 Sequence of Events: 08, 72

Since the crash would have occurred even if there was no intersection, the crash is coded as a non-intersection crash. The crash did not occur as movement in relation to the intersection (i.e. turning or slowing).

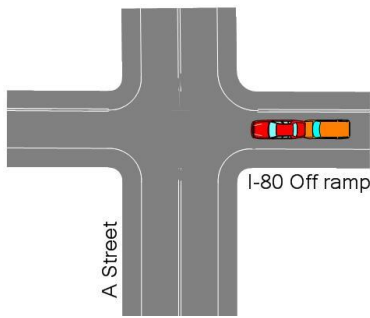


Crash Occurred On: A Street
 At/Related Intersection: I-80 Off ramp
 Location of First Harmful Event: 01
 Relation to Junction: 02
 Type of Intersection: 06
 Red Vehicle Trafficway Description: 01
 Red Vehicle Number of Lanes: 02
 Orange Vehicle Trafficway Description: 05
 Orange Vehicle Number of Lanes: 01

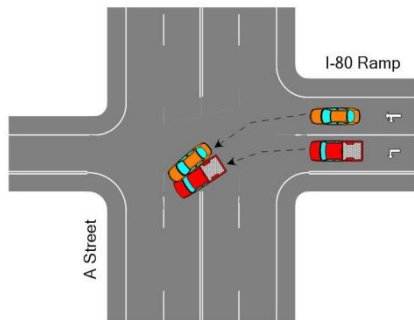


Crash occurred while the red pickup was attempting to turn onto the I-80 on ramp.

Crash Occurred On: A Street
 At/Related Intersection: I-80 On ramp
 Location of First Harmful Event: 01
 Relation to Junction: 02
 Type of Intersection: 06
 Red Vehicle Trafficway Description: 01
 Red Vehicle Number of Lanes: 04
 Orange Vehicle Trafficway Description: 01
 Orange Vehicle Number of Lanes: 04
 Red Vehicle Action/Maneuver Prior to Crash: 06
 Orange Vehicle Action/Maneuver Prior to Crash: 01
 Manner of Collision: 04

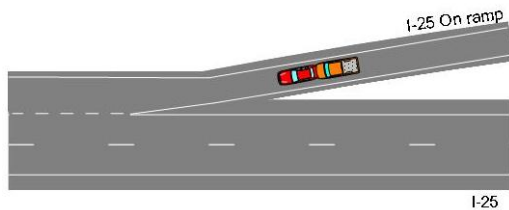


Crash Occurred On: I-80 Off ramp
 At/Related Intersection: A Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 14
 Type of Intersection: 06
 Trafficway Description: 05
 Number of Lanes: 01

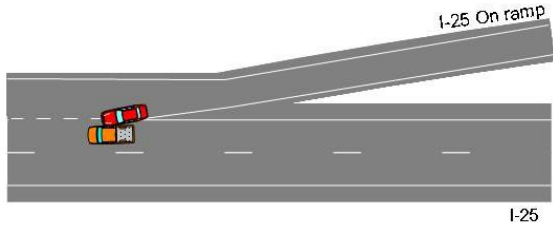


Crash occurred while both vehicles were turning left onto A Street from the I-80 Ramp.

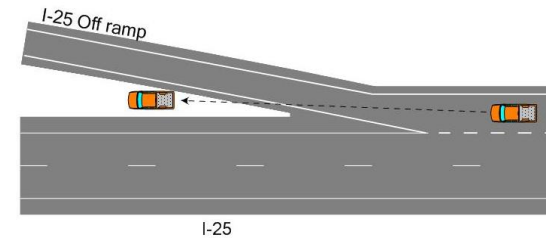
Crash Occurred On: I-80 Off ramp
 At/Related Intersection: A Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 13
 Type of Intersection: 06
 Trafficway Description: 05
 Number of Lanes: 01



Crash Location: I-25 On ramp
 At/Related Intersection: I-25
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 14
 Type of Intersection: 06
 Trafficway Description: 05
 Number of Lanes: 01

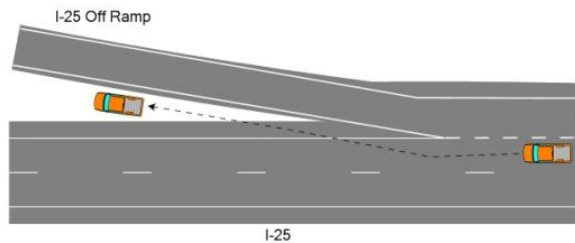


Crash Location: I-25
 At/Related Intersection: I-25 On ramp
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 13
 Type of Intersection: 06



Driver loses control as he was attempting to exit the interstate and impacts a sign.

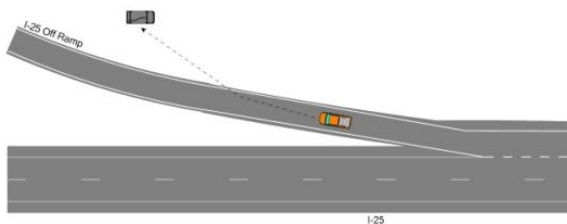
Crash Location: I-25
 At/Related Intersection: I-25 Off ramp
 Location of First Harmful Event: 07 (gore)
 First Harmful Event: 54
 Relation to Junction: 14
 Type of Intersection: 06
 Sequence of Events: 08, 54



Driver loses control while driving down the interstate. The driver was not attempting to take the exit and impacts a sign.

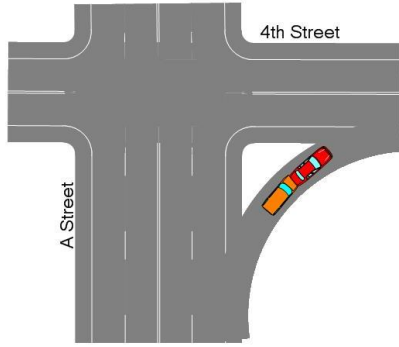
Crash Location: I-25
 If Not at Intersection: 25 feet North I-25 Exit
 Location of First Harmful Event: 07 (gore)
 First Harmful Event: 54
 Relation to Junction: 12
 Type of Intersection: 01
 Sequence of Events: 08, 54

Since the crash would have occurred even if there was no intersection, the crash is coded as a non-intersection crash. The crash did not occur as movement in relation to the intersection (i.e. turning or slowing).



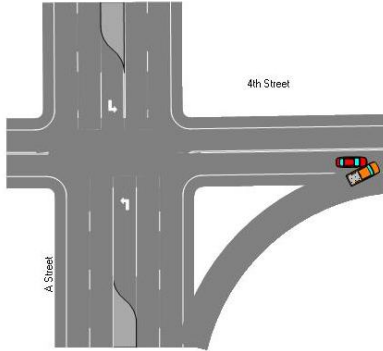
Driver loses control while on the off ramp.

Crash Location: I-25 Off Ramp
 If Not at Intersection: 800 feet North I-25
 Location of First Harmful Event: 02
 First Harmful Event: 01
 Relation to Junction: 15
 Type of Intersection: 01
 Sequence of Events: 08, 01

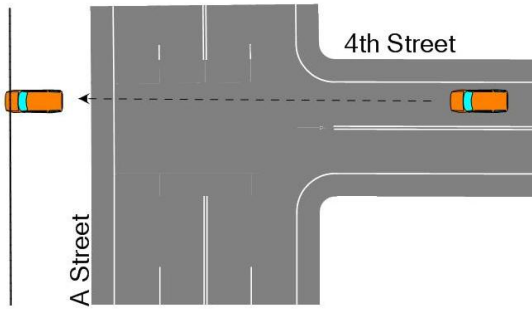


Crash Occurred On: A Street
 At/Related Intersection: 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 03
 Type of Intersection: 02
 Trafficway Description: 01
 Number of Lanes: 04

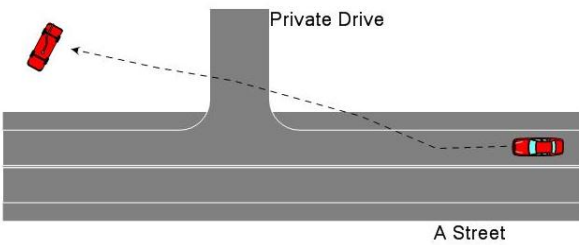
These are considered turn lanes and are not counted in the total number of lanes.



Crash Occurred On: 4th Street
 At/Related Intersection: A Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 02
 Type of Intersection: 03
 Trafficway Description: 01
 Red Vehicle Number of Lanes: 02
 Orange Vehicle Number of Lanes: 04

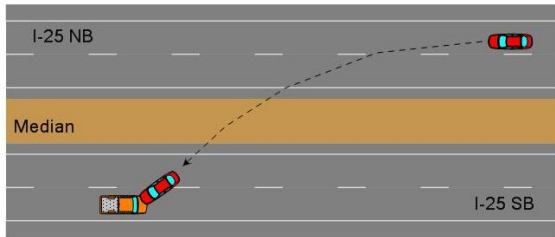


Crash Occurred On: 4th Street
 At/Related Intersection: A Street
 Location of First Harmful Event: 02
 First Harmful Event: 63
 Relation to Junction: 03
 Type of Intersection: 03
 Trafficway Description: 01
 Number of Lanes: 02
 Sequence of Events: 08, 63 (fence)



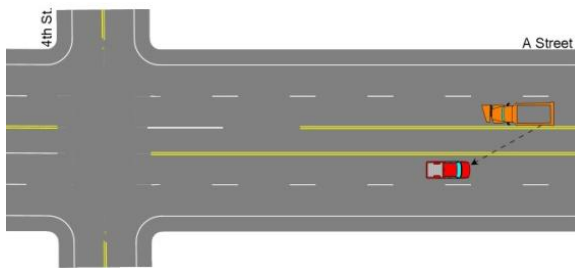
Crash Occurred On: A Street
 Location of First Harmful Event: 02
 First Harmful Event: 59
 Relation to Junction: 01
 Type of Intersection: 01
 Sequence of Events: 08, 59, 01

Since the crash would have occurred even if there was no intersection, the crash is coded as a non-intersection crash. The crash did not occur as movement in relation to the intersection (i.e. turning or slowing).



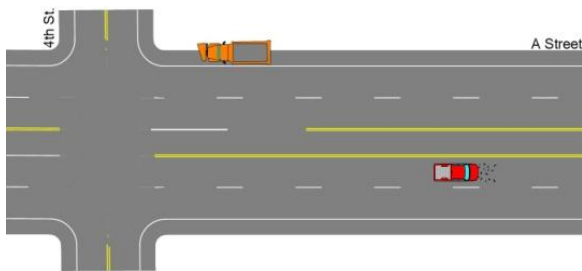
Crash location is recorded on the roadway where the vehicles collided. Since the roadways are divided by a grassy median, they are considered two separate roadways.

Crash Occurred On: I-25 SB
 Location of First Harmful Event: 01
 First Harmful Event: 23
 Relation to Junction: 12
 Trafficway Description: 04
 Number of Lanes: 02 (for both vehicles)
 Red Vehicle Sequence of Events: 09, 10, 23
 Orange Vehicle Sequence of Events: 22



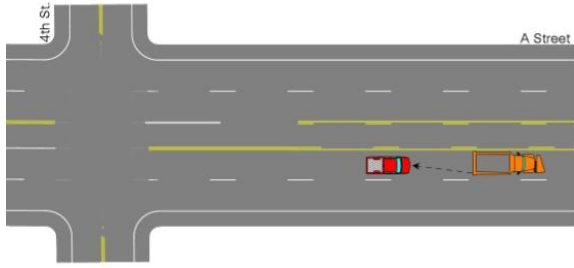
Orange vehicle's driveline separates from the vehicle and impacts the red vehicle. This is a two vehicle crash.

Crash Occurred On: A Street
 If Not at Intersection: 900 feet East of 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 01
 Trafficway Description: 03 (Since it is not a designed center turn lane)
 Number of Lanes: 04
 Orange Vehicle Sequence of Events: 06, 05, 22 w/MHE 06
 Red Vehicle Sequence of Events: 25, 22 w/MHE 22
 Orange Vehicle Contributing Circumstance: 05



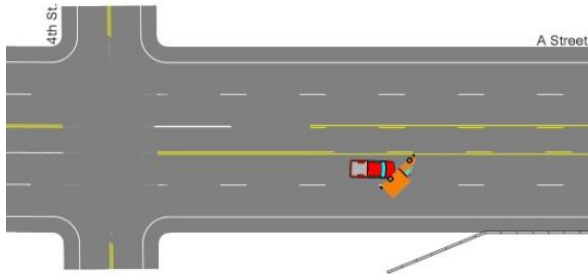
Orange vehicle's driveline separates from the vehicle and the vehicle pulls to the side of the road. Around 5 minutes has passed and the driver fails to remove the driveline from the roadway. The red vehicle impacts the driveline. This is a one vehicle crash since there was time for the driver to remove the driveline from the roadway. The orange vehicle's information can be listed in the narrative.

Crash Occurred On: A Street
 If Not at Intersection: 900 feet East of 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 26
 Relation to Junction: 01
 Trafficway Description: 03 (Since it is not a designed center turn lane)
 Number of Lanes: 04
 Red Vehicle Sequence of Events: 26 w/MHE 26



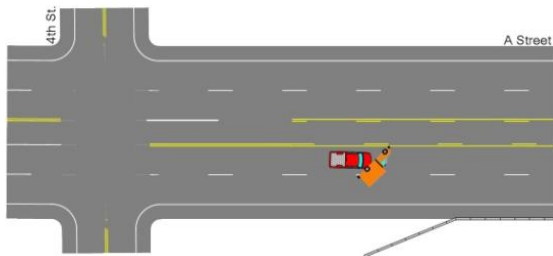
Orange vehicle drives over a board in the road causing it to fly up and impact the red vehicle. There is no damage to the orange vehicle. This is a one vehicle crash.

Crash Occurred On: A Street
 If Not at Intersection: 900 feet East of 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 29
 Relation to Junction: 01
 Trafficway Description: 02
 Number of Lanes: 04
 Red Vehicle Sequence of Events: 29 w/MHE 29



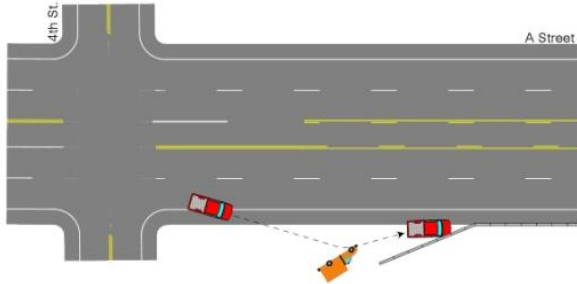
Orange vehicle had previously crashed and all the occupants had exited the vehicle. The red vehicle comes along and impacts the orange vehicle. The orange vehicle is considered a motor vehicle in transport and a driverless motor vehicle. Since no occupants were in the orange vehicle, they would be listed as witnesses if they saw the crash. The crash involving the orange vehicle overturning will need to be reported as a separate crash.

Crash Occurred On: A Street
 If Not at Intersection: 900 feet East of 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 01
 Trafficway Description: 02
 Number of Lanes: 04
 Red Vehicle Sequence of Events: 22 w/MHE 22
 Orange Vehicle Sequence of Events: 22 w/MHE 22
 Red Vehicle Maneuver/Action Prior to Crash: 01
 Orange Vehicle Maneuver/Action Prior to Crash: 14



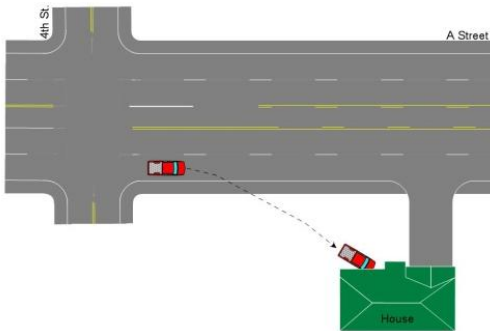
Orange vehicle had previously crashed and the driver is still in the vehicle. The orange vehicle is considered a motor vehicle in transport and stopped in traffic. The driver will be listed as a driver for the vehicle. The crash involving the orange vehicle overturning will need to be reported as a separate crash.

Crash Occurred On: A Street
 If Not at Intersection: 900 feet East of 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 01
 Trafficway Description: 02
 Number of Lanes: 04
 Red Vehicle Sequence of Events: 22 w/MHE 22
 Orange Vehicle Sequence of Events: 22 w/MHE 22
 Red Vehicle Maneuver/Action Prior to Crash: 01
 Orange Vehicle Maneuver/Action Prior to Crash: 13



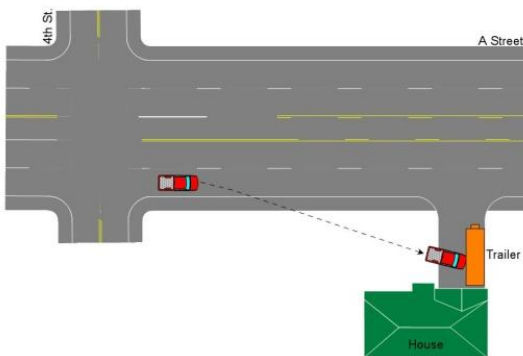
Orange vehicle had previously crashed and the driver is still in the vehicle. The orange vehicle is considered a parked motor vehicle because it is not in a lane of travel. The driver and any occupants in the orange vehicle will be listed on a non-motorist supplemental form. The crash involving the orange vehicle overturning will need to be reported as a separate crash.

Crash Occurred On: A Street
 If Not at Intersection: 750 feet East of 4th Street
 Location of First Harmful Event: 02
 First Harmful Event: 24
 Relation to Junction: 01
 Trafficway Description: 02
 Number of Lanes: 04
 Red Vehicle Sequence of Events: 08, 24, 42 w/MHE 24
 Orange Vehicle Sequence of Events: 22 w/MHE 22
 Red Vehicle Maneuver/Action Prior to Crash: 01
 Orange Vehicle Maneuver/Action Prior to Crash: 12



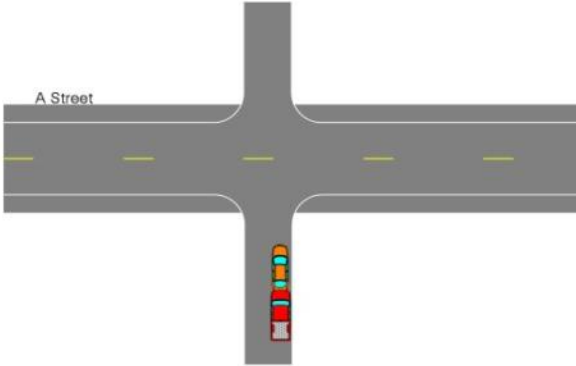
Red vehicle leaves the roadway and crashes into a house.

Crash Occurred On: A Street
 If Not at Intersection: 900 feet East of 4th Street
 Location of First Harmful Event: 06 (Outside of ROW)
 First Harmful Event: 62
 Relation to Junction: 01
 Trafficway Description: 02
 Number of Lanes: 04
 Red Vehicle Sequence of Events: 08, 62 w/MHE 62
 Red Vehicle Maneuver/Action Prior to Crash: 01



Red vehicle leaves the roadway and crashes into a camper trailer. This is a one vehicle crash since the camper trailer has no engine and it is not considered a motor vehicle. The trailer information can be listed in the narrative.

Crash Occurred On: A Street
 If Not at Intersection: 900 feet East of 4th Street
 Location of First Harmful Event: 06 (Outside of ROW)
 First Harmful Event: 26
 Relation to Junction: 01
 Trafficway Description: 02
 Number of Lanes: 04
 Red Vehicle Sequence of Events: 08, 26 w/MHE 26
 Red Vehicle Maneuver/Action Prior to Crash: 01



Both vehicles are on a dirt access road to A Street. The driver of the red vehicle was stopped behind the orange vehicle and the driver had exited the vehicle to close a gate. The driver of the orange vehicle had exited and was accessing the trunk. The driver failed to put the red vehicle in park. The red vehicle rolls forward and impacts the orange stopped vehicle pinning the orange driver between the vehicles. The orange driver is now a pedestrian and will need to be reported on a non-motorist supplemental form. Any additional occupants in the orange vehicle (parked) will need to be listed on a non-motorist supplemental form.

Crash Occurred On: A Street
 If Not at Intersection: XX feet from nearest location
 Location of First Harmful Event: 02
 First Harmful Event: 19
 Relation to Junction: 01
 Trafficway Description: 01
 Number of Lanes: 02
 Red Vehicle Sequence of Events: 19, 22 w/MHE 19
 Red Vehicle Maneuver/Action Prior to Crash: 14
 Orange Vehicle Sequence of Events: 22 w/MHE 22
 Orange Vehicle Maneuver/Action Prior to Crash: 12



Orange vehicle failed to grant right of way to the red vehicle.

Crash Occurred On: A Street
 At/Related Intersection: 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 02
 Type of Intersection: 07
 Red Vehicle Trafficway Description: 01
 Orange Vehicle Trafficway Description: 01
 Red Vehicle Number of Lanes: 02
 Orange Vehicle Number of Lanes: 02



Red vehicle makes a lane change and impacts the orange vehicle.

Crash Occurred On: A Street
 At/Related Intersection: 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 03
 Type of Intersection: 07
 Trafficway Description: 01
 Number of Lanes: 04
 Manner of Collision: 07



Both vehicles collide in the intersection of College Drive on a Diverging Diamond interchange.

Crash Occurred On: College Drive
 At/Related Intersection: I-80 On Ramp
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 02
 Type of Intersection: 09
 Trafficway Description: 01
 Number of Lanes: 01
 Manner of Collision: 05



Crash Occurred On: College Drive
 At/Related Intersection: I-80 Off Ramp
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 02
 Type of Intersection: 06
 Trafficway Description: 01
 Number of Lanes: 01
 Manner of Collision: 05



Crash Occurred On: I-80 Off Ramp
 At/Related Intersection: College Drive
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 14
 Type of Intersection: 06
 Trafficway Description: 05
 Number of Lanes: 01
 Manner of Collision: 01



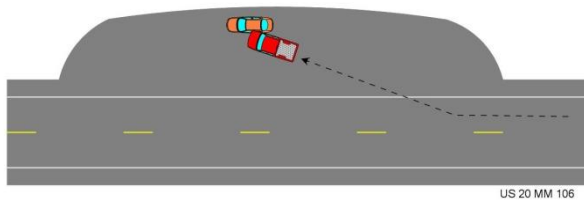
Crash Occurred On: College Drive
 At/Related Intersection: I-80 Off Ramp
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 02
 Type of Intersection: 06
 Trafficway Description: 01
 Number of Lanes: 01
 Manner of Collision: 05

The red vehicle cuts the corner and impacts the orange vehicle in the "L" Intersection.



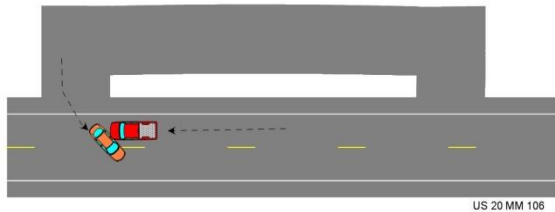
Crash Occurred On: A Street
 At/Related Intersection: 4th Street
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 02
 Type of Intersection: 08
 Trafficway Description: 01
 Number of Lanes: 02
 Manner of Collision: 02
 Red Vehicle Action/Maneuver Prior to Crash: 06
 Orange Vehicle Action/Maneuver Prior to Crash: 05

The orange vehicle is parked in a roadside pull out, the driver is seated in the vehicle and it is impacted by the red vehicle. The orange vehicle is considered a parked motor vehicle since it is not in a lane of travel. The driver and any occupants in the orange vehicle will be listed on a non-motorist supplemental form. The driver of the red vehicle turned into the pullout and failed to stop before impacting the orange vehicle.



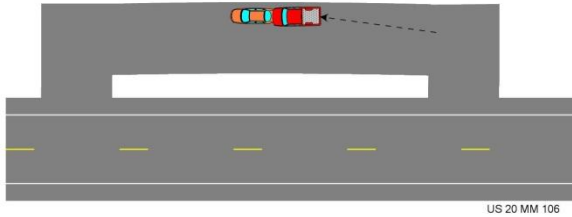
Crash Occurred On: US 20
 If Not at Intersection: XX feet or miles from MM 106
 Location of First Harmful Event: 09
 First Harmful Event: 24
 Relation to Junction: 01
 Type of Intersection: 01
 Trafficway Description: 01
 Number of Lanes: 02
 Orange Vehicle Action/Maneuver Prior to Crash: 12
 Red Vehicle Action/Maneuver Prior to Crash: 08

The orange vehicle was turning right out of a roadside pull out when it was impacted by the red vehicle. Since the pull out is separated from the roadway by separate accesses, these will be coded as driveway accesses.



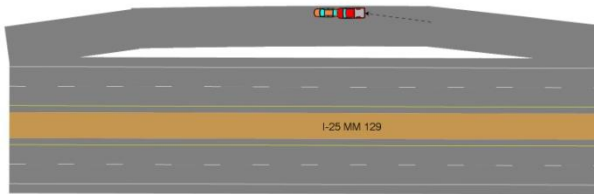
Crash Occurred On: US 20
 If Not at intersection: XX feet or miles from MM 106
 Location of First Harmful Event: 01
 First Harmful Event: 22
 Relation to Junction: 04
 Trafficway Description: 01
 Number of Lanes (for both vehicles): 02
 Orange Vehicle Action/Maneuver Prior to Crash: 06
 Red Vehicle Action/Maneuver Prior to Crash: 01

The orange vehicle is parked in a roadside pull out, there are no occupants in the vehicle and it is impacted by the red vehicle. The orange vehicle is considered a parked motor vehicle since it is not in a lane of travel. The driver of the red vehicle turned into the pullout and failed to stop before impacting the orange vehicle.



Crash Occurred On: US 20
 If Not at intersection: XX feet or miles from MM 106
 Location of First Harmful Event: 09
 First Harmful Event: 24
 Relation to Junction: 01
 Type of Intersection: 01
 Trafficway Description: 01
 Number of Lanes (for both vehicles): 02
 Manner of Collision: 01
 Orange Vehicle Action/Maneuver Prior to Crash: 12
 Red Vehicle Action/Maneuver Prior to Crash: 01

The orange vehicle is parked in a roadside pull out, there are no occupants in the vehicle and it is impacted by the red vehicle. The orange vehicle is considered a parked motor vehicle since it is not in a lane of travel. The driver of the red vehicle turned into the pullout and failed to stop before impacting the orange vehicle.



Crash Occurred On: I-25
 If Not at intersection: XX feet or miles from MM 129
 Location of First Harmful Event: 09
 First Harmful Event: 24
 Relation to Junction: 12
 Type of Intersection: 01
 Trafficway Description: 04
 Number of Lanes (for both vehicles): 02
 Manner of Collision: 01
 Orange Vehicle Action/Maneuver Prior to Crash: 12
 Red Vehicle Action/Maneuver Prior to Crash: 01

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

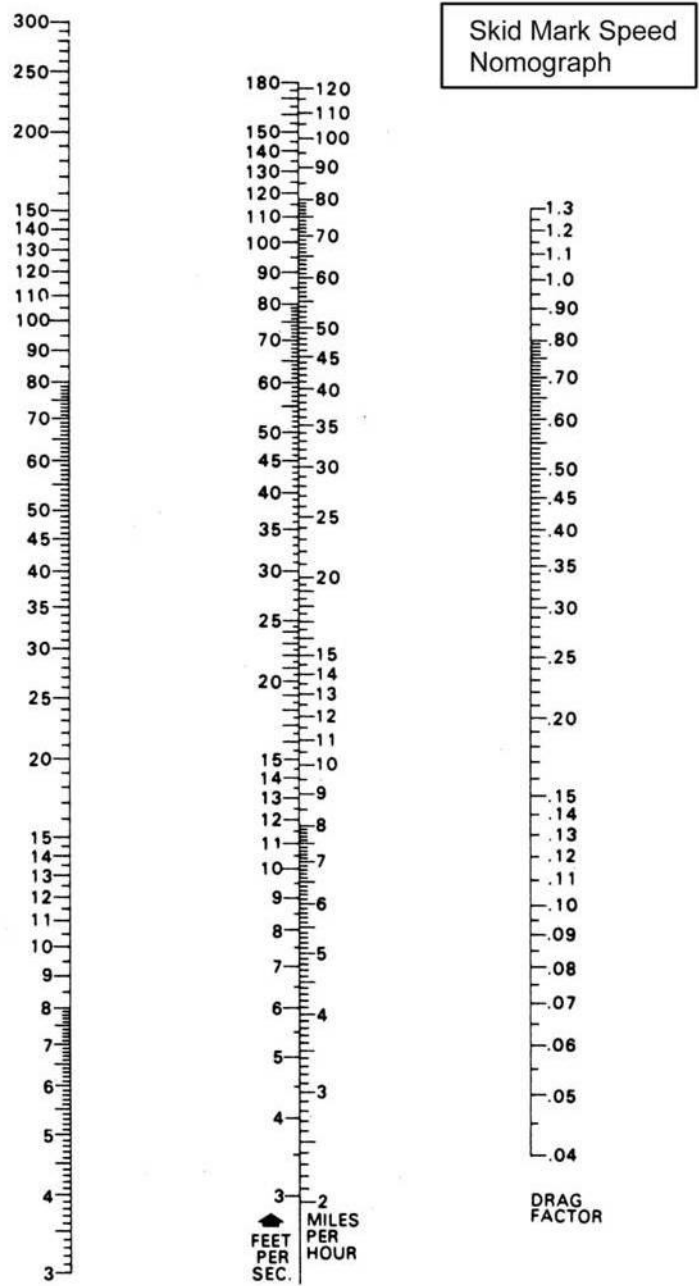
$\sqrt{\quad}$ = take the square root of the product of the three factors

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*.

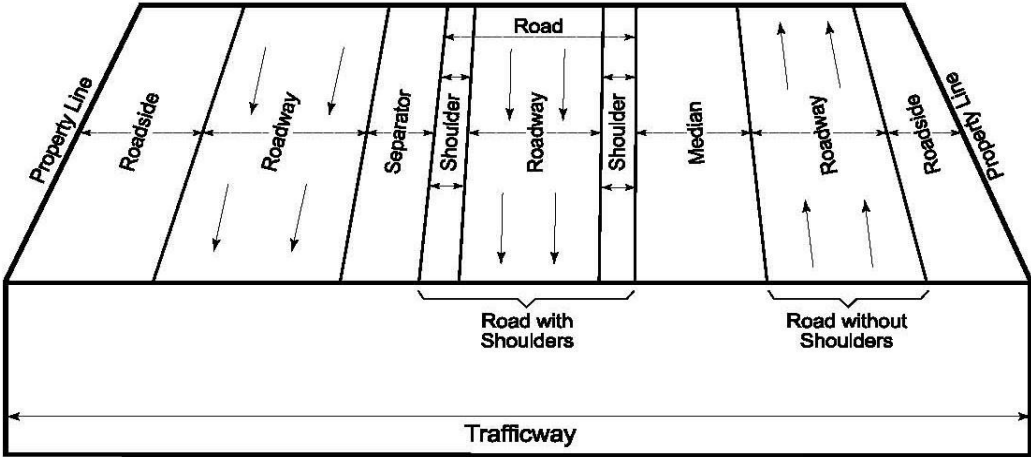
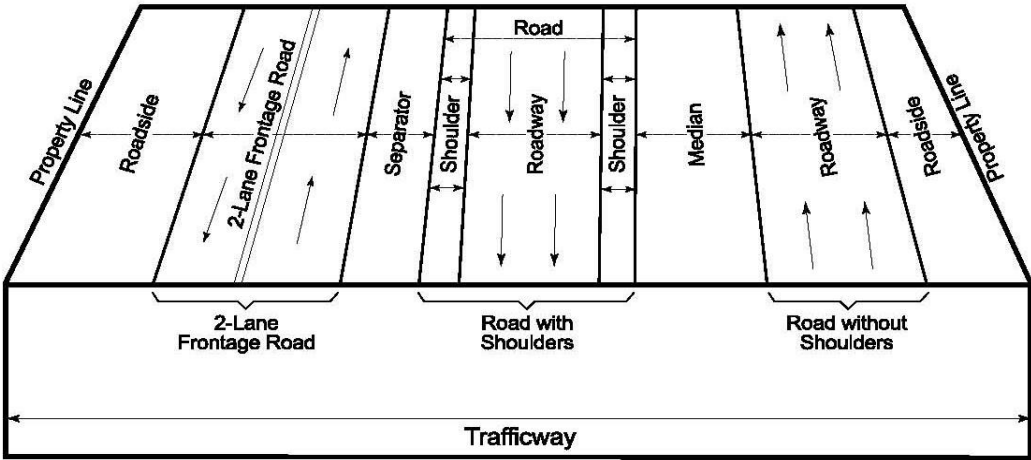
© Northwestern University for Public Safety



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	
Concrete									
<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	
Asphalt or Tar									
<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	
Brick									
<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	
Stone Block									
<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	
Gravel									
<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	
Cinders									
<i>Packed</i>	0.50	0.70	0.50	0.70	0.65	0.75	0.65	0.75	
Rock									
<i>Crushed</i>	0.55	0.75	0.55	0.75	0.55	0.75	0.55	0.75	
Ice									
<i>Smooth</i>	0.10	0.25	0.07	0.20	0.05	0.10	0.05	0.10	
Snow									
<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	
Metal Grid									
<i>Open</i>	0.70	0.90	0.55	0.75	0.25	0.45	0.20	0.35	

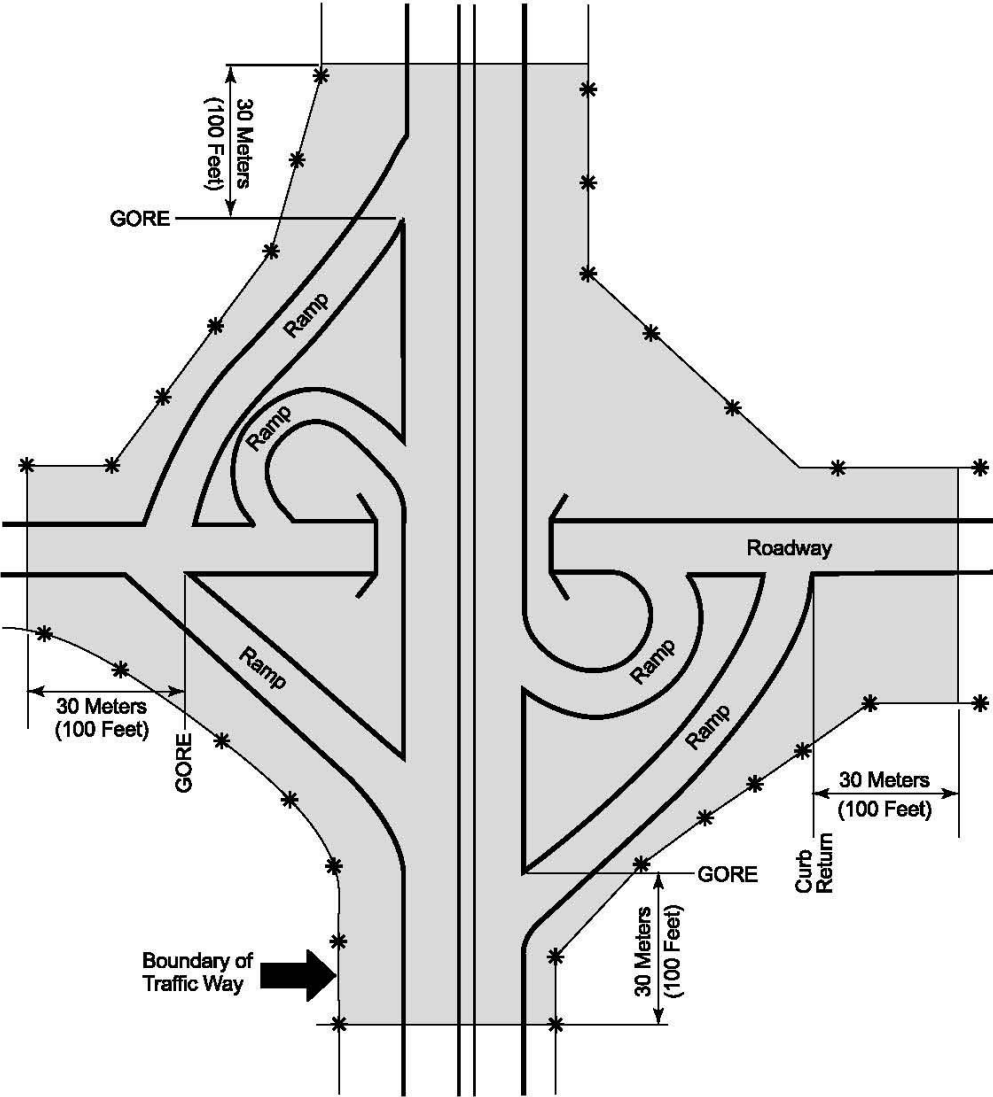
DIAGRAM OF THE TRAFFICWAY*



*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition.

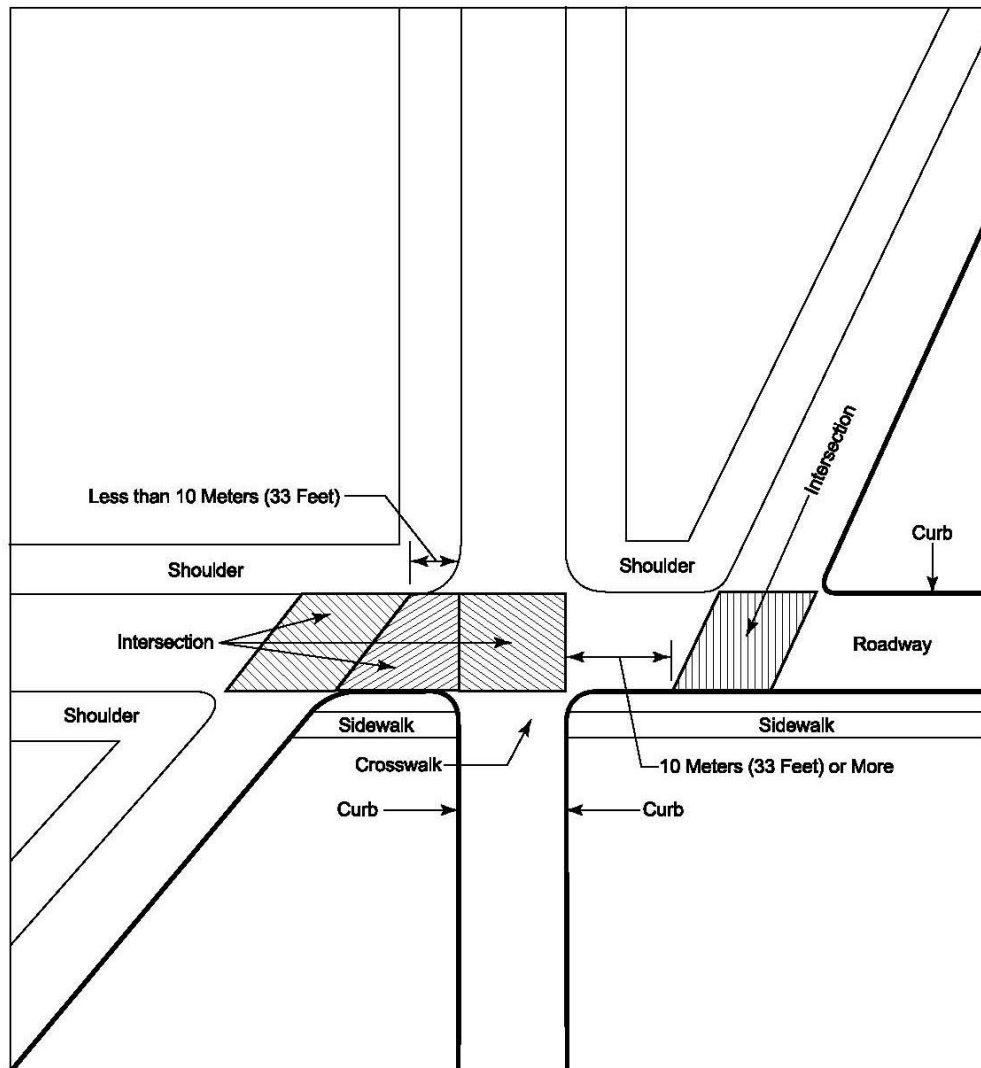
DIAGRAM OF AN INTERCHANGE*

Crashes which occur within the shaded areas are Interchange Crashes.



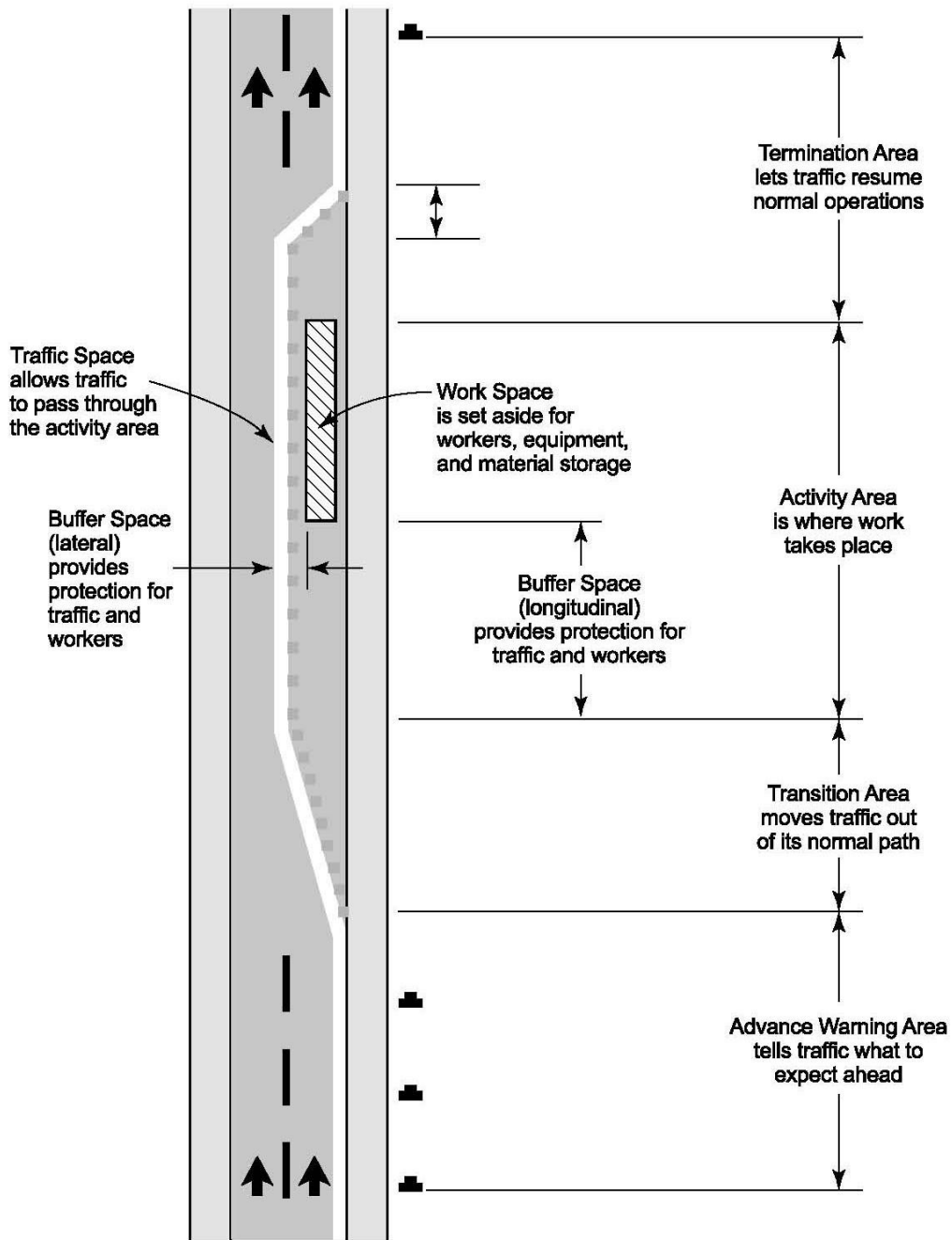
*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition.

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*

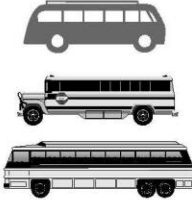










Legend:

➔ Direction of travel

*Source: FHWA.

DEFINITIONS FOR TRUCK CONFIGURATIONS AND PLACARDS*

DEFINITIONS		
<p>Truck — 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"> ■ Have a gross vehicle weight rating or gross combination weight rating of 10,001 lbs. or more; OR ■ Display a Hazardous Material Placard. 	<p>Bus — A motor vehicle providing seats for 16 or more persons including the driver and used primarily for the transportation of persons.</p> <p>Bus/Large Van — A motor vehicle providing seats for 9-15 passengers including the driver and used primarily for the transportation of persons.</p> <p>Trailer — A non-power vehicle towed by a motor vehicle.</p>	
<p>Reportable Truck Accident 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"> ■ One or more fatalities; OR ■ One or more non-fatal injuries requiring transportation for the purpose of obtaining immediate medical treatment; OR ■ One or more of the vehicles being removed from the scene as a result of disabling damage; OR ■ One of more vehicles requiring intervening assistance before proceeding under it's own power. 		
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



Class 2 Compressed Gasses



Class 3 Flammable Liquids



Class 4 Flammable Solids



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

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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.



For additional copies or questions, contact:

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