TENNESSEE INTEGRATED TRAFFIC ANALYSIS NETWORK

TITAN

TITAN eCrash Manual



TN Department of Safety & Homeland Security

Table of Contents

01 Introduction, Levels of Reporting, Crash Report Form, Levels of Reporting

02 Dashboard - Submitter and Reviewer, New Crash, Quick Capture

03 Crash Level/QC

04 Crash Interview

05 Units, Occupants

06 Non-Occupants

07 Table of Measures

08 Attachments

09 Crash Data, Dashboards, GIS Maps

01



Introduction

Levels of Reporting

Crash Report Form

01 Introduction

The adequacy of any crash records system is dependent on the role of the enforcement agencies and must rely on the full participation of state, county, and local law enforcement personnel. A high standard of reporting is required to maintain accurate crash records.

The primary objective of this manual is to encourage statewide uniformity reporting of motor vehicle crashes on all roadways in the State of Tennessee. This manual is intended to be used as a reference to assist law enforcement officers in preparing complete, accurate, and consistent crash reports. The instructions have been prepared to assist law enforcement personnel to effectively complete the eCrash Report. The eReport was developed to meet MMUCC, FMCSA, and FARS recommendations.

The primary purpose of crash investigation and reporting is to determine and properly document the causal factors associated with motor vehicle crashes. Information from crash reports is used to develop programs and activities to reduce the number and severity of motor vehicle crashes. National, State, and local agencies rely on this data to set funding priorities and safety program development. State agencies such as Tennessee Department of Safety and Tennessee Department of Transportation use information from the crash reports to develop and implement programs that directly influence the lives of Tennesseans and all those who travel Tennessee roadways.

The comprehensive data housed in Tennessee's Integrated Traffic Analysis Network (TITAN) is the foundation of highway safety in Tennessee. The information serves as a performance measurement tool that reflects Tennessee's efforts to improve highway safety.

TITAN traffic crash information is used to:

- Award and target federal highway safety funding
- Conduct problem identification and the development of resolutions for safety programs
- Create and implement effective, integrated safety programs and initiatives
- Make key legislative decisions that impact citizen safety on our roadways
- Targeting local and state law enforcement efforts
- Make engineering and construction improvements to our roadways
- Work with partnering organizations to develop coordinated, innovative approaches to improve highway safety

01

INTRODUCTION Continued

The motor vehicle laws of Tennessee under TCA 55-10-108 (b) require law enforcement to submit a crash report to the state for all reportable crashes within 7 days after the completion of the investigation. Effective on January 1, 2015, TCA 55-10-111 requires every crash report to be transmitted to the state in an electronic format approved and according to the standards established by the Department of Safety. The State does accept imports from 3rd party vendors following approval.

This training content covers the MMUCC Data Elements Collected at the Scene. It can be accessed from the menus by using (1) the keyword search field available in the upper corner or (2) an index of elements from the guideline organized into the Crash, Vehicle and Person sub-groups. Each menu bar can be expanded or closed by clicking on the section of interest .

General Instructions:

When completing the TITAN eCrash report, read each question carefully and fill in all the information completely and accurately. Enabled fields or "Elements" require information to be entered into the field, manually or chosen from a list. Disabled fields or "Elements" are shaded and do not require information to be entered. Investigating law enforcement personnel and reviewing personnel should ensure the report is completed in its entirety and that the report is consistent.

Accurately collecting and competently analyzing this information and changes will challenge your skills as an investigator. It requires you to investigate the event and not just report it. The information stored in any crash record system is only as good as the reports from which the information is acquired. For quality, there are business and processing rules to reduce errors, increase accuracy and efficiency.

The eCrash report is considered "submitted" to the state only after the report has been accepted by the TITAN system.


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Nashville, TN 37243


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01 Levels of Reporting

FOR TITAN Client Users: The investigating officer will answer the questions below in the Preliminary page of the report. The responses will determine the required fields and pages to be collected.

NOTE: the volume of information to be reported is different for each level.

Level 1
Property damage under $1500
No fatal
No injury
No vehicle towed away
No school bus involved
No alcohol and/or drugs involved
No arrestable offenses

Level 2
Property damage over $1500 or Government Property damage over $400.
No fatal
No injury
No vehicle towed away
No school bus involved
No alcohol and/or drugs involved
No arrestable offenses

Level 3
Property damage over $1500
Any fatal
Any injury
Any vehicle towed away
School bus involved – YES
Any alcohol and/or drugs involved
Any arrestable offenses

01 Crash Report Form

Accepted Date
Generated Date 11/20/2023 8:25 PM
Report Form Level 3

Master Record Number	
Type Of Crash	
Approved By	

Tennessee Electronic Traffic Crash Report

Incident Information

Date of Crash	Day Of Crash	Local Agency Number	Reporting Agency Name							Agency Tracking Number	
Time of Crash	Time Notified	Time Arrived	County							City	
Total Vehicles	Total Occupants	Total Non-Occupants	Total Killed					Total Injured		Total UnInjured	
Hit and Run	Solved	Police Pursuit	School Bus Involved	Photos Taken	By	Photographer Name					
Area		Interchange Related	Intersection Type								
Block Number	Roadway Number	Roadway Name							Suffix	Mile Marker	
Estimated Distance	Distance Type	Direction	From Highway/Intersection						Suffix	Intersect Number	
Roadway Local Id			Intersect Local Id								
Relation To Junction			Relation to Roadway							Route Signing	
Work Zone			Construction Zone								
Construction Location			Workers Present								
First Harmful Event			Trafficway Type								
Weather Conditions	Light conditions			Latitude		Longitude				Rail Crossing Id	
Manner of Collision											
1st Collision Factor		2nd Collision Factor				3rd Collision Factor					

Incident Management

Secondary Crash	Secondary Crash Type							Blockage Occurred			
Roadway / Lanes Blocked			Roadway Lanes/ Cleared								
Lanes Blocked											
Incident Started			Incident Cleared								

Investigating Officer Details

Investigation Complete	Rank	First Name				Middle Initial	Last Name				Suffix
Badge Number	District/Zone	Car Number	Report Date								

Assisting Officers

Rank	First Name	Middle Name	Last Name								Suffix
Badge Number	District / Zone	Car Number	Report Signed	Report Date							

Vehicle Number	Number of Occupants	Driver Presence
1		

Driver Information

First Name	Middle Initial	Last Name	Suffix	Date Of Birth	Age

Address Line 1	Address Line 2	City	State	Zip Code

Phone Number	Race	Ethnicity	Gender

Drivers License Number	Drivers License State	Expiration Date	Drivers License Class	Drivers License Status

Safety Equipment	Airbag	Seat Position

Endorsement 1	Complied With	Endorsement 2	Complied With	Endorsement 3	Complied With

Restriction 1	Complied With	Restriction 2	Complied With	Restriction 3	Complied With

Ejected	Ejection Path	Trapped/Extricated

Injury Code	Medical Transport	Ambulance/Hospital	EMS Run#

Incident Responder?	Incident Responder Type

Driver Conditions and Actions

Hit and Run	Driver/Vehicle Maneuver	Distraction Action	Distraction Source

Driver's 1st Condition	Driver's 2nd Condition	Driver's 3rd Condition

Driver's 1st Action	Drivers 2nd Action

Driver's 3rd Action	Driver's 4th Action	Driver's 5th Action

Alcohol and Drugs

Officer Suspect Alcohol Use	Determination Method	Alcohol Test Status

1st Alcohol Test Type	1st Alcohol Test Result	2nd Alcohol Test Type	2nd Alcohol Test Result

Officer Suspect Drug Use	Determination Method	Drug Test Status

1st Drug Test Type	1st Drug Test Result	2nd Drug Test Type	2nd Drug Test Result	3rd Drug Test Type	3rd Drug Test Result

Driver Violations

1st Violation	1st Violation Category	1st Violation Description	1st Violation Statute
2nd Violation	2nd Violation Category	2nd Violation Description	2nd Violation Statute
3rd Violation	3rd Violation Category	3rd Violation Description	3rd Violation Statute
4th Violation	4th Violation Category	4th Violation Description	4th ViolationStatute
5th Violation	5th Violation Category	5th Violation Description	5th ViolationStatute

Vehicle Information

Owner First Name	Owner Middle Name	Owner Last Name			Owner Suffix
Address Line 1	Address Line 2	City	State	Zip Code	Phone Number
Vehicle Year	Vehicle Make	Vehicle Model	Color		
VIN	License Plate Number	State	Plate Expiration	Body Style	
HAZMAT?	FMCSA Reportable?	Unit Type			
Gross Weight	Vehicle Configuration				
Vehicle Operation Type	Cargo Body Type				
1st Factor	2nd Factor	3rd Factor			
Vehicle Special Use	Type of Special Use	Emergency Use			
Towed	Towed Location				
1st Trailer	1st Trailer License Plate Information	2nd Trailer	2nd Trailer License Plate Information		
Insurance 1	Insurance 1 Type	Insurance 1 Carrier	Insurance 1 Start Date	Insurance 1 End Date	
Insurance 2	Insurance 2 Type	Insurance 2 Carrier	Insurance 2 Start Date	Insurance 2 End Date	
Insurance 3	Insurance 3 Type	Insurance 3 Carrier	Insurance 3 Start Date	Insurance 3 End Date	

Vehicle Damage and Roadway Characteristics

Most Harmful Event			Fire in Vehicle
Events 1	Events 2	Events 3	
Events 4	Events 5	Events 6	
Point of First Impact	Extent of Damage	Officer Damage Estimate	
Areas of Vehicle Damage			
Travel Direction	Traveling On		
Trafficway Flow	Roadway Surface Type	Number of Travel Lanes	
Trafficway Hazards			
Traffic Control Devices	Traffic Control Device Functioning	Roadway Route Signing	
Roadway Surface Conditions	Roadway Character Alignment	Roadway Character Profile	
Speed Limit	Access control		

Occupants

Person Type					
First Name	Middle Name	Last Name	Suffix	Date Of Birth	Age
Address Line 1	Address Line 2	City	State	Zip Code	
Phone Number	Gender	Seating Position			
Airbag	Safety Equipment				
Ejected	Ejection Path	Trapped/Extricated			
Injury Code	Medical Transport	Ambulance/Hospital			
Incident Responder?	Incident Responder Type				

Alcohol and Drugs

Officer Suspect Alcohol Use	Determination Method	Alcohol Test Status			
1st Alcohol Test Type	1st Alcohol Test Result	2nd Alcohol Test Type	2nd Alcohol Test Result		
Officer Suspect Drug Use	Determination Method	Drug Test Status			
1st Drug Test Type	1st Drug Test Result	2nd Drug Test Type	2nd Drug Test Result	3rd Drug Test Type	3rd Drug Test Result

Violations

1st Violation	1st Violation Category	1st Violation Description	1st Violation Statute
2nd Violation	2nd Violation Category	2nd Violation Description	2nd Violation Statute
3rd Violation	3rd Violation Category	3rd Violation Description	3rd Violation Statute
4th Violation	4th Violation Category	4th Violation Description	4th Violation Statute
5th Violation	5th Violation Category	5th Violation Description	5th Violation Statute

Commercial Carrier Information

US DOT	Carrier Name	Carrier Type	ICC MC	TN DOS		
Total Axles #	Address Line 1	Address Line 2	City	State	Zip Code	Phone Number

1st Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released
2nd Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released
3rd Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released

Vehicle Number	Number of Occupants	Driver Presence
2		

Driver Information

First Name	Middle Initial	Last Name	Suffix	Date Of Birth	Age

Address Line 1	Address Line 2	City	State	Zip Code

Phone Number	Race	Ethnicity	Gender

Drivers License Number	Drivers License State	Expiration Date	Drivers License Class	Drivers License Status

Safety Equipment	Airbag	Seat Position

Endorsement 1	Complied With	Endorsement 2	Complied With	Endorsement 3	Complied With

Restriction 1	Complied With	Restriction 2	Complied With	Restriction 3	Complied With

Ejected	Ejection Path	Trapped/Extricated

Injury Code	Medical Transport	Ambulance/Hospital	EMS Run#

Incident Responder?	Incident Responder Type

Driver Conditions and Actions

Hit and Run	Driver/Vehicle Maneuver	Distraction Action	Distraction Source

Driver's 1st Condition	Driver's 2nd Condition	Driver's 3rd Condition

Driver's 1st Action	Drivers 2nd Action

Driver's 3rd Action	Driver's 4th Action	Driver's 5th Action

Alcohol and Drugs

Officer Suspect Alcohol Use	Determination Method	Alcohol Test Status

1st Alcohol Test Type	1st Alcohol Test Result	2nd Alcohol Test Type	2nd Alcohol Test Result

Officer Suspect Drug Use	Determination Method	Drug Test Status

1st Drug Test Type	1st Drug Test Result	2nd Drug Test Type	2nd Drug Test Result	3rd Drug Test Type	3rd Drug Test Result

Driver Violations

1st Violation	1st Violation Category	1st Violation Description	1st Violation Statute
2nd Violation	2nd Violation Category	2nd Violation Description	2nd Violation Statute
3rd Violation	3rd Violation Category	3rd Violation Description	3rd Violation Statute
4th Violation	4th Violation Category	4th Violation Description	4th ViolationStatute
5th Violation	5th Violation Category	5th Violation Description	5th ViolationStatute

Vehicle Information

Owner First Name	Owner Middle Name	Owner Last Name			Owner Suffix
Address Line 1	Address Line 2	City	State	Zip Code	Phone Number
Vehicle Year	Vehicle Make	Vehicle Model	Color		
VIN	License Plate Number	State	Plate Expiration	Body Style	
HAZMAT?	FMCSA Reportable?	Unit Type			
Gross Weight	Vehicle Configuration				
Vehicle Operation Type	Cargo Body Type				
1st Factor	2nd Factor	3rd Factor			
Vehicle Special Use	Type of Special Use	Emergency Use			
Towed	Towed Location				
1st Trailer	1st Trailer License Plate Information	2nd Trailer	2nd Trailer License Plate Information		
Insurance 1	Insurance 1 Type	Insurance 1 Carrier	Insurance 1 Start Date	Insurance 1 End Date	
Insurance 2	Insurance 2 Type	Insurance 2 Carrier	Insurance 2 Start Date	Insurance 2 End Date	
Insurance 3	Insurance 3 Type	Insurance 3 Carrier	Insurance 3 Start Date	Insurance 3 End Date	

Vehicle Damage and Roadway Characteristics

Most Harmful Event			Fire in Vehicle
Events 1	Events 2	Events 3	
Events 4	Events 5	Events 6	
Point of First Impact	Extent of Damage	Officer Damage Estimate	
Areas of Vehicle Damage			
Travel Direction	Traveling On		
Trafficway Flow	Roadway Surface Type	Number of Travel Lanes	
Trafficway Hazards			
Traffic Control Devices	Traffic Control Device Functioning	Roadway Route Signing	
Roadway Surface Conditions	Roadway Character Alignment	Roadway Character Profile	
Speed Limit	Access control		

Commercial Carrier Information

US DOT	Carrier Name		Carrier Type		ICC MC	TN DOS
Total Axles #	Address Line 1	Address Line 2	City	State	Zip Code	Phone Number
1st Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released	
2nd Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released	
3rd Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released	

Non-Motorist Information

Person Type					
First Name	Middle Name	Last Name	Suffix	Date Of Birth	Age
Address Line 1	Address Line 2	City	State	Zip Code	
Phone Number	Gender	Race	Ethnicity	Seating Position	
Safety Equipment			Incident Responder?	Incident Responder Type	
Injury Code	Medical Transport	Ambulance/Hospital		EMS Run#	

Alcohol and Drugs

Officer Suspect Alcohol Use	Determination Method	Alcohol Test Status	
1st Alcohol Test Type	1st Alcohol Test Result	2nd Alcohol Test Type	2nd Alcohol Test Result
Officer Suspect Drug Use	Determination Method	Drug Test Status	

1st Drug Test Type	1st Drug Test Result	2nd Drug Test Type	2nd Drug Test Result	3rd Drug Test Type	3rd Drug Test Result

Conditions and Actions

Vehicle Striking Non-Motorist	Non-Motorist Location
Condition 1	Condition 2
Condition 3	
Prior Action	Worker Type
Action 1	Action 2
Action 3	Action 4

Collision Witnesses

First Name	Middle Name	Last Name	Suffix	Date Of Birth	
Address Line 1	Address Line 2	City	State	Zip Code	
Phone Number					

Property Owner Information

Other Property Damages	Property Description		
First Name	Middle Name	Last Name	Suffix
Address Line 1	Address Line 2	City	State	Zip Code
Phone Number				

Narrative

02



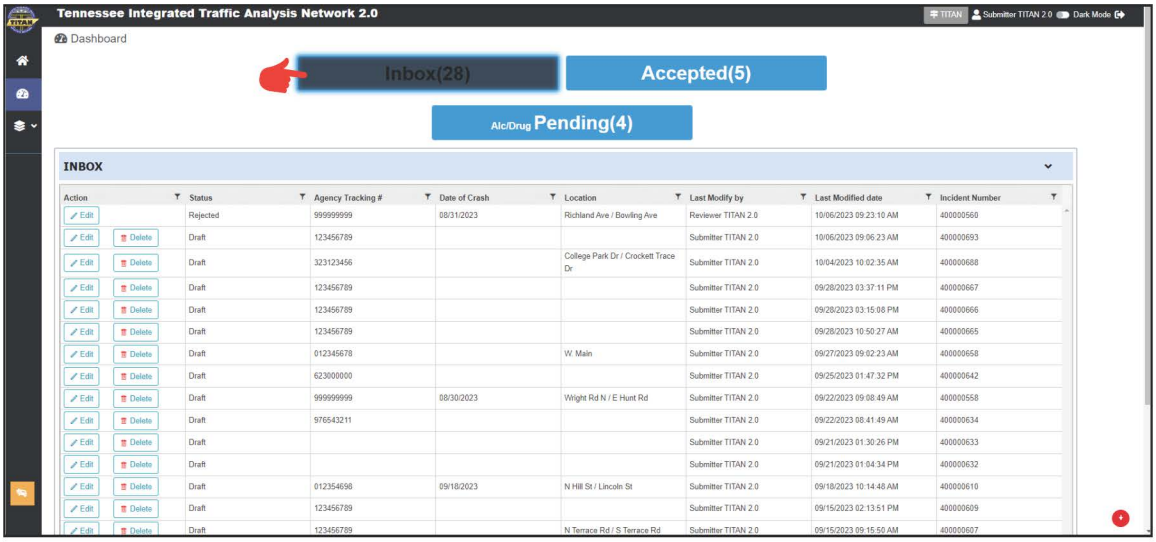
TITAN 2.0 Dashboard

New Crash

Quick Capture

02 TITAN 2.0 Dashboard

Submitter Dashboard



INBOX TAB

Inbox includes crash reports in Draft, Accept Pending or Rejected reports.

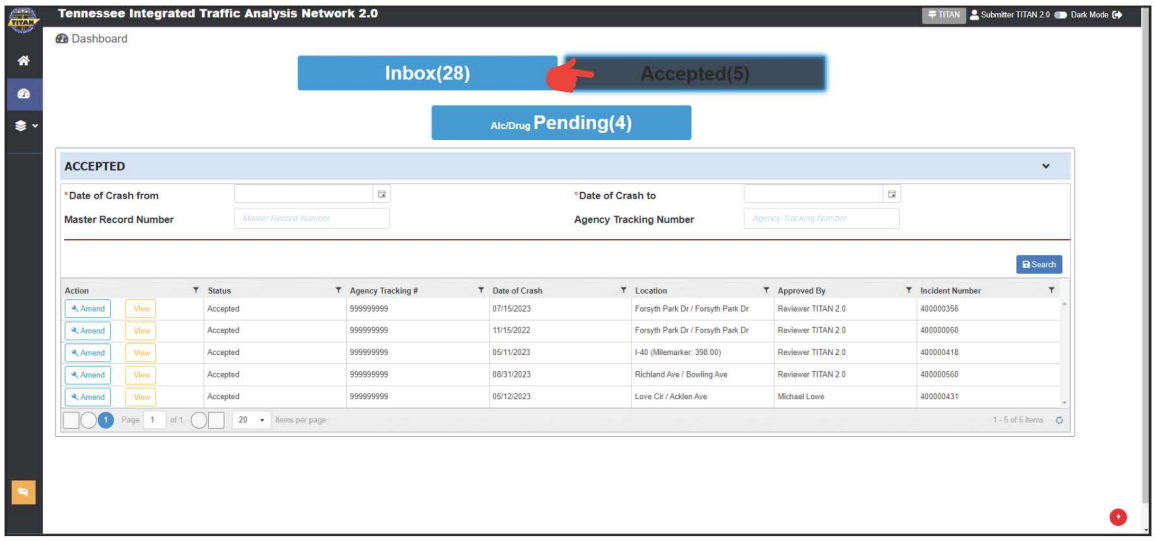
Attributes:

DRAFT STATUS
This status is present when a report is in process. A Draft can be deleted as long as it has never been "Submitted."

REJECTED STATUS
This status is present when a report has been rejected by the supervisor. The report will go to and stay at the top of the Inbox until the report is corrected and resubmitted.

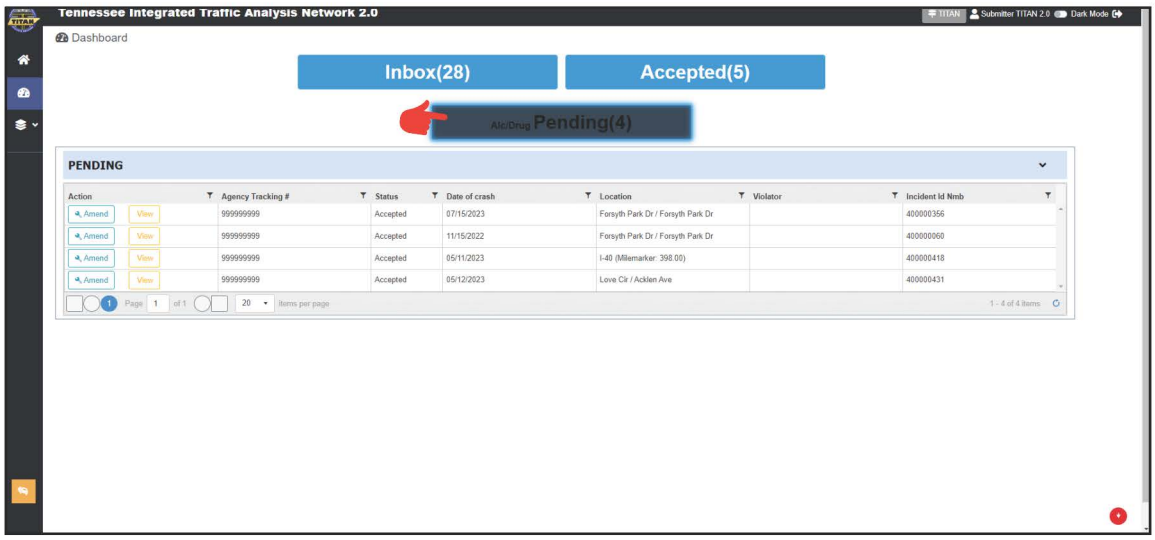
ACCEPT PENDING STATUS
This status is present when a report has been submitted and is waiting for a supervisor to remove the report. The Submitter will be able to see if and which supervisor has pulled in the report for review. Reports in an Accept Pending status can be edited if a supervisor has not reviewed the report yet by clicking on the Edit button. The edit button will no longer be available if the supervisor has pulled in the report for review.

02



ACCEPTED TAB

Once a report is approved, it will move to and will remain available in the Accepted tab provided there are no pending toxicology reports.

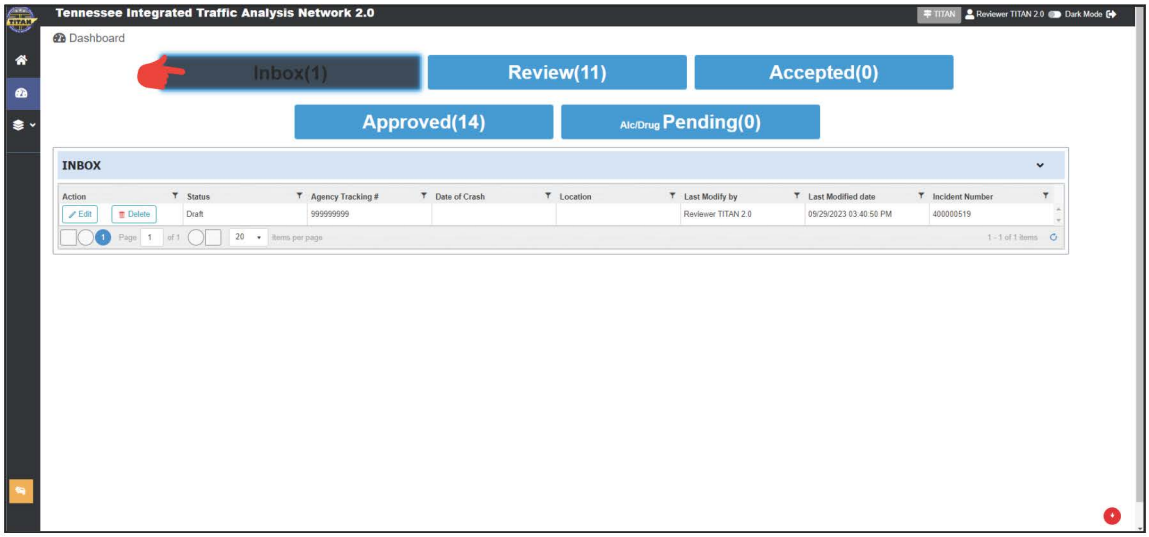


ALC/DRUG PENDING TAB

Accepted reports with any toxicology listed as pending on the report will show in the Alc/Drug Pending tab. Once the pending toxicology has been updated on the report, the report will then move to the Accepted tab.

02

Reviewer Dashboard



INBOX TAB

Inbox includes crash reports in Draft, Accept Pending or Rejected reports.

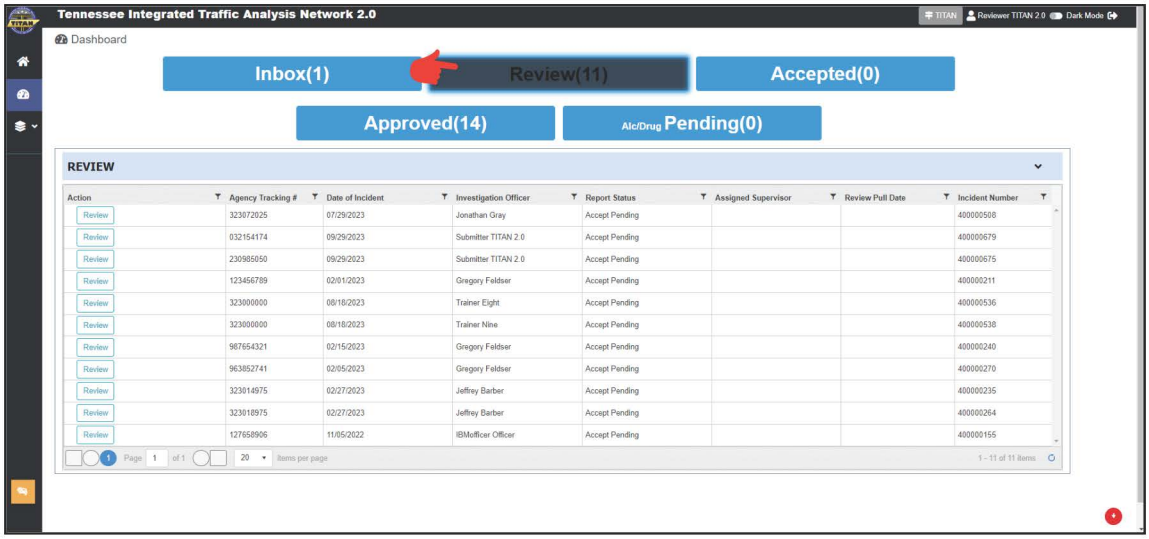
Attributes:

DRAFT STATUS
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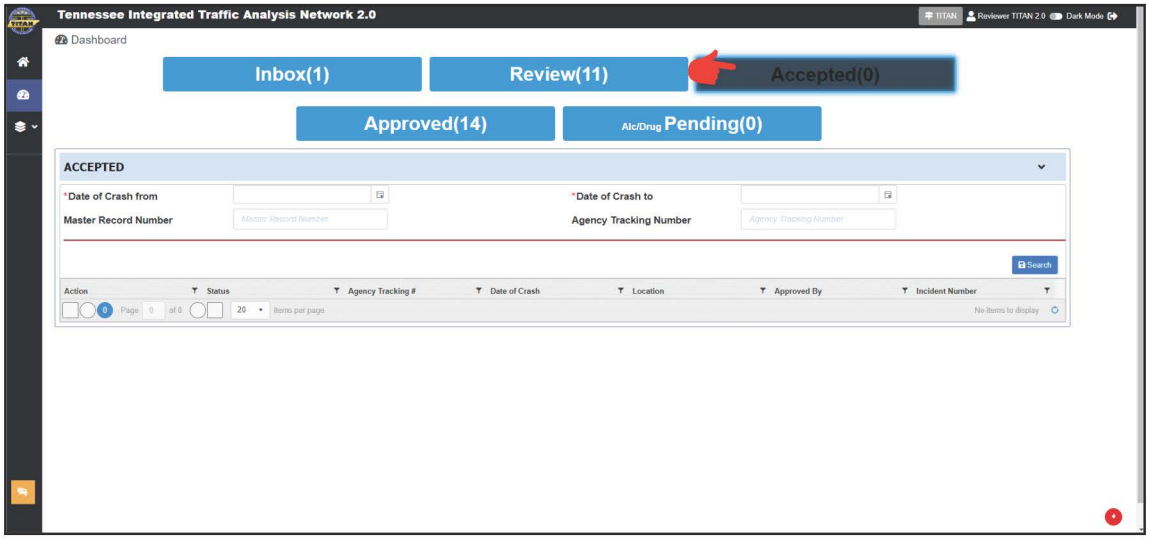
ACCEPT PENDING STATUS
This status is present when a report has been submitted and is waiting for a supervisor to remove the report. The Submitter will be able to see if and which supervisor has pulled in the report for review. Reports in an Accept Pending status can be edited if a supervisor has not reviewed the report yet by clicking on the edit button. The edit button will no longer be available if the supervisor has pulled in the report for review.

02



REVIEW TAB

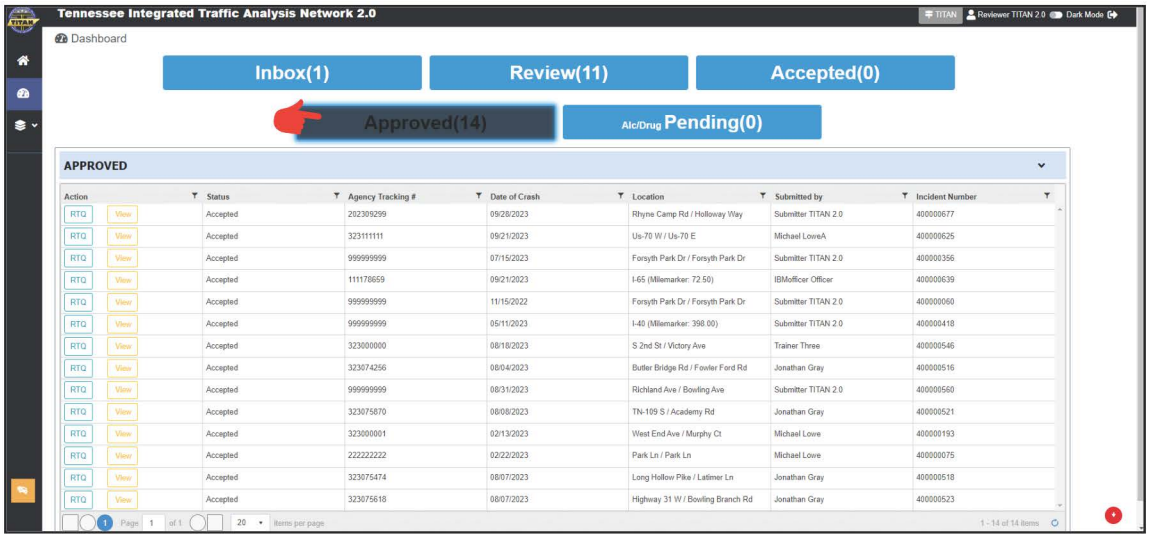
The Review Box has any reports that have been submitted and are available to review.



ACCEPTED TAB

Once a report is approved, it will move to and will remain available in the Accepted tab provided there are no pending toxicology reports.

02



APPROVED TAB

In the Approved tab, reports that have been previously approved will be found. The RTQ button is available and if selected the report can be sent back to the Review tab to start the edit/review/approve process again.

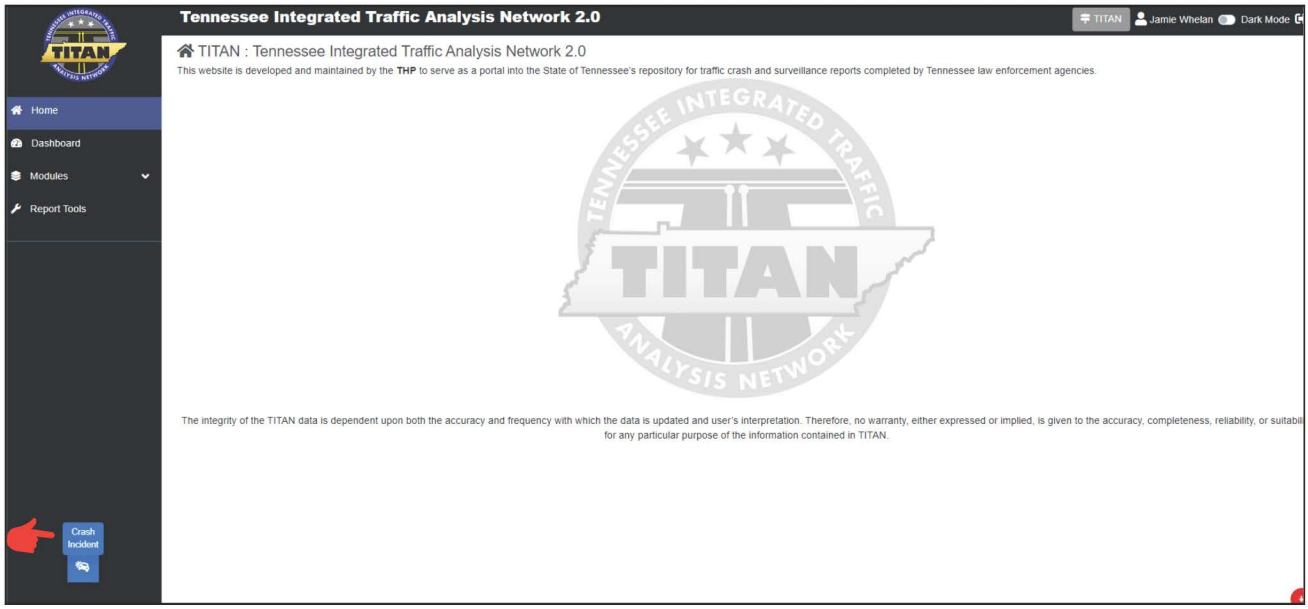


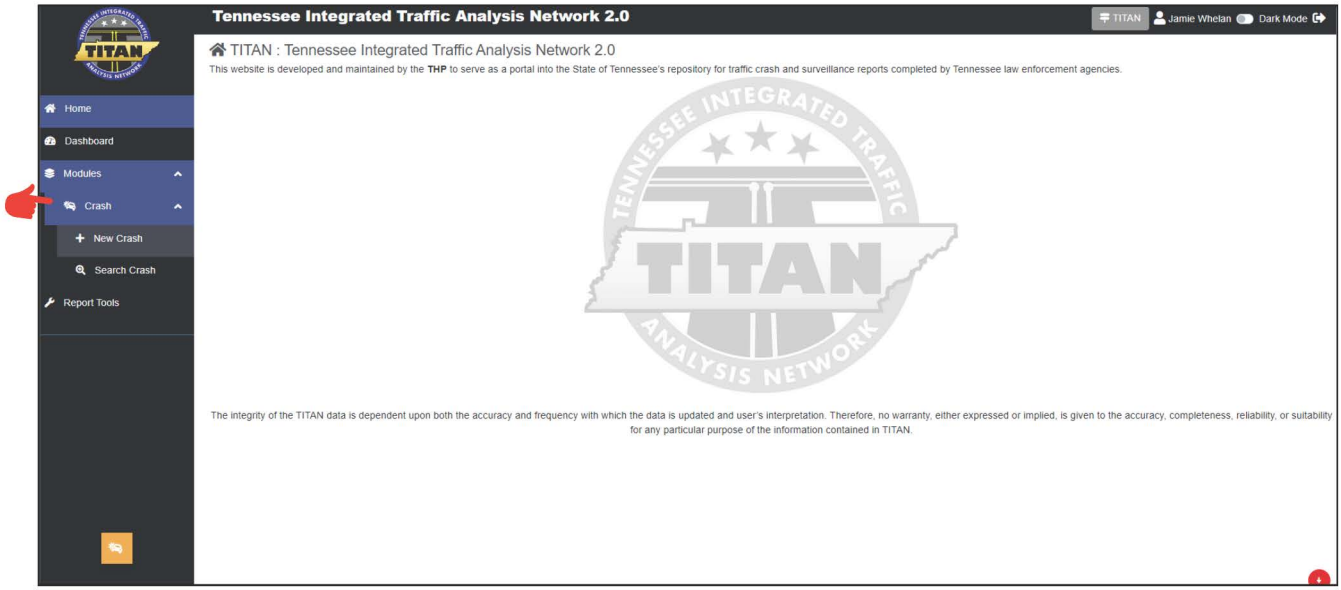
ALC/DRUG PENDING TAB

Definition:

Accepted reports with any toxicology listed as pending on the report will show in the Alc/Drug Pending tab. Once the pending toxicology has been updated on the report, the report will then move to the Accepted tab.

02 New Crash

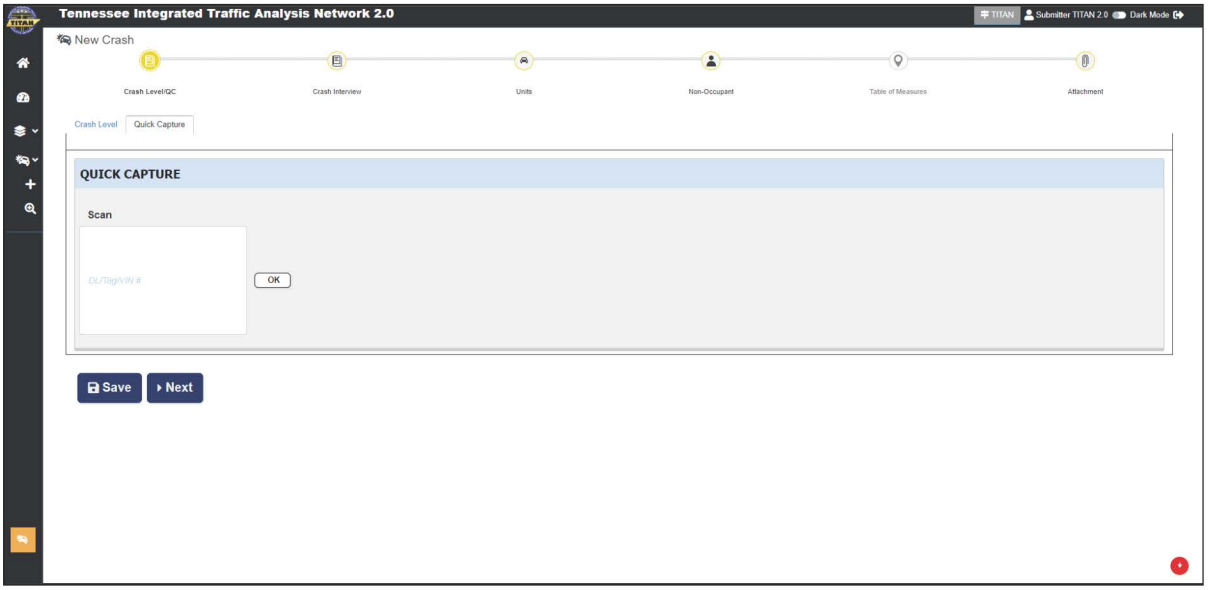




STARTING A NEW CRASH

A new crash can be started by clicking on the Crash Incident button (top image) or under Modules. Click Crash and then + New Crash (bottom image).

02 Quick Capture



Quick Capture

Definition: A tool utilized to capture driver and vehicle information using a barcode scanner to quickly capture the information on scene. A crash report can then be generated based on the scanned information at a later time.

INSTRUCTION:

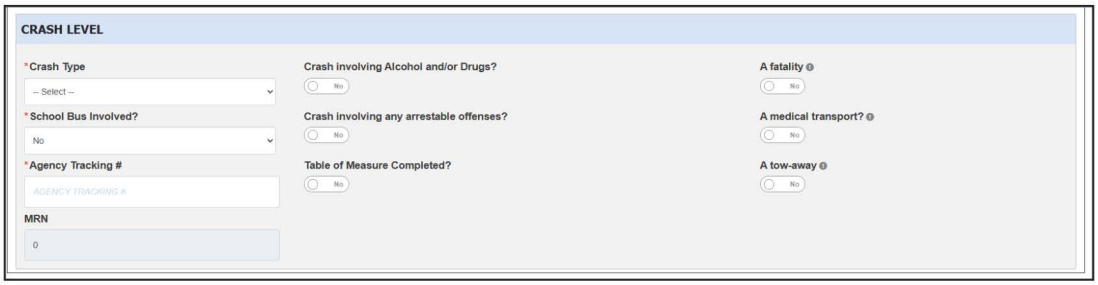
Use a scanner that is in keyboard mode to scan the bar-code on the back of the Tennessee drivers license or the bar-code on the registration paperwork. Or click in the scan box and type the drivers license number, tag, or Vin number. Click OK and if available it will provide a return from A-list or the Department of Revenue for the information you entered. Once it returns the information you entered you will confirm it and it will move the Drivers license or vehicle entered into the units page.

03



Crash Level/QC

03 Crash Level/QC



CRASH TYPE

Definition: 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, except as described below for fatal Injuries.

Choose one Attribute to indicate the Type of Crash (Severity of the Crash).

Source: MMUCC, TITAN, FARS

Attributes:

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

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

POSSIBLE INJURY
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.

CRASH TYPE Continued

PROPERTY DAMAGE (OVER $1500.00)
Indicate if the crash is a property damage crash and the estimated vehicle damage or other property damage is OVER $1500.00 Damage within the vehicle is included in the estimate. It also includes property within or on trailing units. It is based on a reasonable officer's best estimate at the time of the investigation.

PROPERTY DAMAGE UNDER (UNDER $1500.00)
Indicate if the crash is a property damage crash and the estimated vehicle damage or other property damage is UNDER $1500.00. Damage within the vehicle is included in the estimate. It also includes property within or on trailing units. It is based on a reasonable officer's best estimate at the time of the investigation.

UNKNOWN

SCHOOL BUS INVOLVED?

Definition: Indicates whether 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 the result of the stopped school bus, etc.).

Source: MMUCC, ANSI D.16

Attributes:

NO
Is used when there is no indication of a school bus, or motor vehicle functioning as a school bus, being involved in the crash.

YES - DIRECTLY
Is used when there is no indication of a school bus, or motor vehicle functioning as a school bus, being involved in the crash.

YES - INDIRECTLY
Is used when a school bus, or vehicle functioning as a school bus, is involved in any component of the crash as a non-contact vehicle (i.e. the bus did not have a harmful event but the crash is somehow related to it).

» EXAMPLES:

- A school bus stops on the roadway. Subsequently an approaching motor vehicle swerves to avoid the stopped bus and contacts another motor vehicle head-on
- A child exited a school bus and was crossing in front of the stopped bus when a vehicle passed the bus on the left side and struck the child
- A line of cars is stopped for a school bus which is discharging passengers. A motor vehicle approaches and is unable to stop in time and strikes the last stopped motor vehicle in the line.

03

AGENCY TRACKING

Definition: A unique identifier generated by the individual agency that identifies a crash within a given year.

Source: TITAN

Attributes: Number is typically generated through an agencies Computer Aided Dispatch (CAD) System or derived from a varied set of structured identifiers for an event. i.e., YYYYMMDDHHMM, YYYYDDMMSS, etc.

MRN

Definition:
Master Record Number (MRN) is a unique TITAN system generated record number for each crash entered into the TITAN system.

Source: TITAN

Attributes: Nine numerical identifiers will be assigned.

CRASH INVOLVING ALCOHOL AND/OR DRUGS?

Definition: Law enforcement suspected or documented that at least one driver or non-motorist involved in the crash had used alcohol, regardless of legal limit, and/or drugs.

Source: MMUCC

Attributes: Select **YES** or **NO** to indicate whether or not Alcohol and/or Drugs were suspected to be involved in the crash.

A FATALITY?

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

Source: MMUCC

Attributes: Select **YES** or **NO** to indicate whether or not a fatality was involved in the crash.

CRASH INVOLVING ANY ARRESTABLE OFFENSES?

Definition: An offense for which someone can be arrested without a warrant from a judge. Examples include DUI, leaving the scene of an accident, driving on revoked or suspended license, vehicle assault, vehicle homicide.

Source: TITAN

CRASH INVOLVING ANY ARRESTABLE OFFENSES? Continued

Attributes: Select **YES** or **NO** to indicate whether or not an arrestable offense was involved in the crash.

A MEDICAL TRANSPORT?

Definition: Was an occupant or non-occupant (pedestrian) involved in the accident transported away from the scene directly to a hospital or other medical facility to receive immediate medical treatment? This should only include persons who received non-fatal injuries. If an individual dies or is pronounced dead at the scene prior to medical transport, DO NOT record as a Medical Transport. The body may be taken away from the scene by EMS to a facility; however, this is not recorded as a Medical Transport.

Any type of vehicle (i.e., EMS, fire vehicle, police vehicle, personal vehicle, air ambulance etc.) may be used to transport an injured person from the accident scene to the treatment facility. Injuries include only those sustained as a result of the crash from the beginning of the unstabilized situation until all persons or property come to rest.

Source: TITAN

Attributes: Select **YES** or **NO** to indicate whether any person involved (non-fatal) was transported away from the scene.

TABLE OF MEASURE COMPLETED?

Definition: There are currently many types of technologies used for traffic crash investigation and reconstruction. The basic method involves the use of measuring tapes, rolling measuring devices, levels and formula calculations to determine the course of events and the cause of a crash. This method is currently in use in the majority of law enforcement agencies throughout the United States.

Source: FHWA

Attributes: Select **YES** or **NO** to indicate whether or not a Table of Measures was completed for the crash.

A TOW-AWAY?

Definition: Identifies whether a vehicle involved in a crash is removed from the scene. Towing assistance without removal of the vehicle from the scene, such as pulling a vehicle out of a ditch, is not considered to be “towed” for the purposes of this element.

Source: MMUCC

Attributes: Select **YES** or **NO** to indicate whether any vehicles were towed away from the scene.

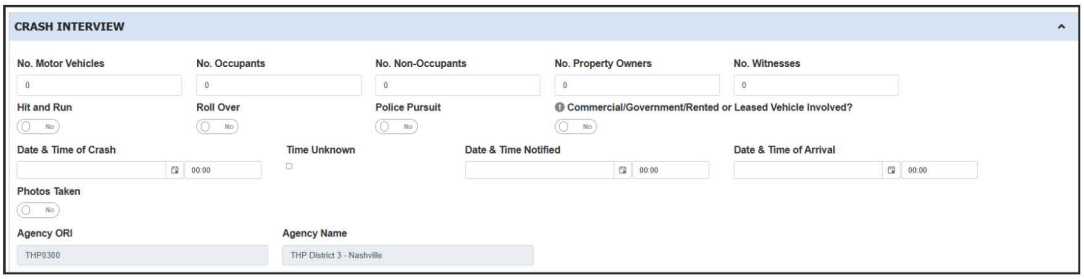
04



Crash Interview

Crash Information

04 Crash Interview



No. Motor Vehicles

Definition: Identifies the number of vehicles involved in the crash. Only include vehicles that were involved in the crash from the beginning of the unstabilized situation until all persons or property have come to rest.

NOTE: Unit information will need to be completed for each vehicle involved. Adding a Unit can be found under the Unit section.

Source: TITAN

Attributes: Enter in the numeric value for the number of vehicles involved in the crash.

No. Occupants

Definition: Identifies the number of vehicle occupants involved in the crash. Only include occupants that were involved in the crash from the beginning of the unstabilized situation until all persons or property have come to rest.

NOTE: Occupant information will need to be completed for each vehicle involved. Adding an occupant can be found after a Unit has been added under the respective Unit card.

Source: TITAN

Attributes: Enter in the numeric value for the number of vehicle occupants involved in the crash.

No. Non-Occupants

Definition: Identifies the number of non-occupants (pedestrians) involved in the crash. Only include non-occupants that were involved in the crash from the beginning of the unstabilized situation until all persons or property have come to rest.

NOTE: Non-Occupant information will need to be completed for each vehicle involved. This can be found under the Non-Occupant section.

Source: TITAN

Attributes: Enter in the numeric value for the number of non-occupants involved in the crash.

No. Property Owners

Definition: Identifies the number of property owners involved in the crash. Only include property owners that were involved in the crash from the beginning of the unstabilized situation until all persons or property have come to rest.

» NOTE: Property owner information will need to be completed for each property owner involved. This can be found under the Non-Occupant section.

Source: TITAN

Attributes: Enter in the numeric value for the number of property owners involved in the crash.

No. Witnesses

Definition: Identifies the number of witnesses of the crash.

» NOTE: Witness information will need to be completed for each witness of the crash. This can be found under the Non-Occupant section.

Source: TITAN

Attributes: Enter in the numeric value for the number witnesses of the crash.

Hit and Run

Definition: Indicates whether one of the vehicles in the crash had rolled over completely of partially, side to side, or end to end.

Source: TITAN, FARS, MMUCC

Attributes: Select **YES** or **NO** to indicate whether or not the Hit and Run was solved.

Hit and Run Solved

Definition: Hit and Run refers to a crash where a vehicle makes contact with an object, another vehicle, and/or non-motorists and the driver willfully leaves the location of the crash to avoid prosecution and/or reporting the crash. This includes the driver fleeing on foot or by other mode of transportation. If the driver leaves the crash location only to seek medical help, the crash is NOT A HIT AND RUN. A solved hit and run crash is one in which the driver of the HIT and RUN vehicle has been identified as of the date the report is filed. If the crash is not SOLVED on the date the report is filed, an AMENDED REPORT must be filed when the crash is SOLVED.

Source: TITAN, FARS, MMUCC

Attributes: Select **YES** or **NO** to indicate whether or not the Hit and Run was solved.

04

Rollover

Definition: Indicates whether one of the vehicles in the crash had rolled over completely of partially, side to side, or end to end.

NOTE: Not applicable to some motored cycles. See the attribute description.

Source: MMUCC, FARS

Attributes: Select **YES** or **NO** to indicate whether or not a vehicle in this crash overturned during the crash. Rollover can occur anytime during the un-stabilized situation. Rollover is used when a vehicle rotates 90 degrees or more, side to side, or end to end, producing the first damage or injury event.





NOTE: Rollover is not applicable to motorcycles, mopeds, motor scooters, minibikes, or other 2 wheeled or 3 wheeled motored cycles. Rollover does apply to 3 wheeled or 4 wheeled ATV's.

Police Pursuit

Definition: A police pursuit is an event that is initiated when a law enforcement officer, operating an authorized emergency vehicle, gives notice to stop to a motorist the officer is attempting to contact, and that motorist fails to comply with the signal by either maintaining his/her speed, increasing speed, or taking other evasive action to elude the officer's continued attempts to stop the motorist. This notice needs to be either through the use of visual or audible emergency signals, including alternating flashing headlights, or a combination of emergency devices. A pursuit is terminated when the motorist stops or when the attempt to apprehend is discontinued.

Source: ANSI D.16

Attributes: Select **YES** or **NO** to indicate whether or not a pursuit was involved or related to this crash.

Commercial/Government/Rented or Leased Vehicle Involved?

Definition:
Commercial - The definition of commercial vehicle for the purposes of this standard relates to vehicle use. Federal Code defines Commercial Motor Vehicles in Part 390.5 as follows:
"Commercial motor vehicle means any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle—
1.) Has a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR), or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or

Commercial/Government/Rented or Leased Vehicle Involved? Continued

2.) Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
3.) Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
4.) Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, chapter I, subchapter C."

Government – Government vehicles, as related to vehicle titling and registration, refer to vehicles owned or leased by a government entity at the local, state or federal level.

In addition, eligibility for issuance of government service plates is also extended to vehicles owned by the following:

- Tennessee Community Action Agencies registering any van owned by such community action agencies and used exclusively for agencies' activities.
- Tennessee Development Districts.
- Tennessee Human Resource Agencies.
- The American Red Cross, State of Tennessee Attorney General's Opinion dated July 28, 1947.
- Senior Citizens Service Centers which meet the standards set by the Commission on Aging for eligibility to receive state funds, registering any van owned by the centers and used exclusively for the centers' activities.

Rented or Leased – Rented is the hiring of an automobile for relatively short periods. Leased is to grant the temporary possession or use of to another, usually for compensation at a fixed rate.

Source: MMUCC; TN Vehicle Services County Clerk Guide; Dictionary.com

Attributes: Select **YES** or **NO** to indicate whether or not a commercial/government/rented or leased vehicle was involved in the crash.

Any vehicle having a gross weight rating of more than 10,000 pounds or gross combination weight rating over 10,000 pounds used on public highway?

Attributes: Select **YES** or **NO** to indicate whether or not any vehicle having a gross weight rating of more than 10,000 pounds or a gross combination weight rating over 10,000 pounds used on public highways was involved in the crash.

Any motor vehicle with seating to transport 9 or more, including driver?

Attributes: Select **YES** or **NO** to indicate whether or not a motor vehicle with seating to transport 9 or more, including driver was involved in the crash.

04

Any vehicle displaying a hazardous materials placard (regardless of weight) (GVWR value 1 indicates a vehicle 10,000 pounds or less displaying hazmat placard)?

Attributes: Select **YES** or **NO** to indicate whether or not any vehicle displaying a hazardous materials placard (regardless of weight) (GVWR value 1 indicates a vehicle 10, 000 pounds or less displaying hazmat placard) was involved in the crash.

Date & Time of Crash

Definition: The date (MM/DD/YYYY) and time (00:00-23:59) at which the crash occurred.

Source: MMUCC, FARS, ANSI D-16

Attributes:

DATE & TIME
(MMDDYYYY) In rare situations the date and time can be unknown. For example, a fatal crash that occurs and is discovered and investigated the following morning or at a later date, where no involved persons are available to interview may have an "unknown" time. In these circumstances it is recommended that as much detail as can be established as to the correct date and time be established through investigation of the incident.

» NOTE: This should represent the time the crash occurred not the time of notification of law enforcement or EMS.

» NOTE: How to Code Midnight, End of Day and Beginning of Day:

- Midnight -In general, code midnight as "00:00." However, there may be confusion over which day midnight falls into. It is key to remember, midnight or 00:00 is taken to be the beginning of a new day, and never the end of a day.
- End of Day - If you're talking about the end of that day, when you give the time of the accident, then you should code CRASH TIME as "23:59."
- Beginning of Day: If your sources give a CRASH DATE and are consistent in referring to the beginning or early moments of that day when they give an accident time, code midnight as "00:00." Code midnight as "00:00." If unknown minutes, code the actual hour and "99" for the minutes. One minute after midnight is coded "00:01.

Time Unknown

Attributes: If the Date & Time of Crash is Unknown, please check the Time Unknown box to reflect Date & Time of Crash Unknown.

Date and Time - Notified

Definition: This is the date (MM/DD/YYYY) and time (00:23) of day the law enforcement agency received notification of this crash.

04

Date and Time - Arrival

Definition: This is the Date (MM/DD/YYYY) and Time (00:24) of day the investigating officer arrived on the scene of this crash.

Photos Taken

Attributes: Select **YES** or **NO** to indicate if photographs were taken at the crash scene.

Photos Taken By

Attributes:

NOT APPLICABLE

POLICE

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

BOTH

UNKNOWN

Agency ORI

Definition: Agency ORI (Originating Agency Identifier)

Source: TITAN, TBI

Attributes: Assigned number by TBI. This is autogenerated based on an agencies TITAN profile.

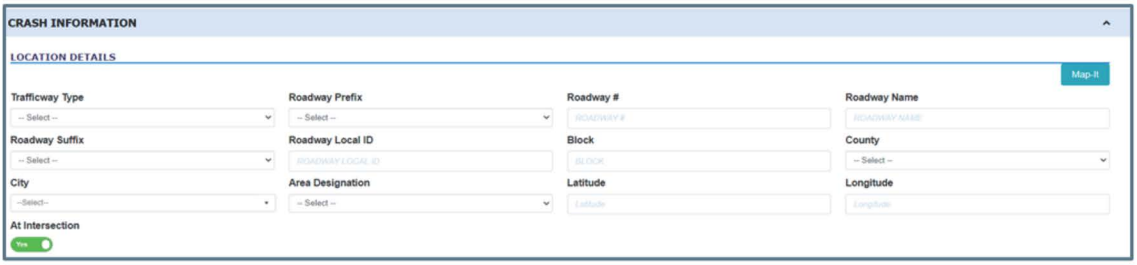
Agency Name

Definition: System generated based on user profile.

Source: TITAN

Attributes: Agency name will display on official crash report.

04 Crash Information

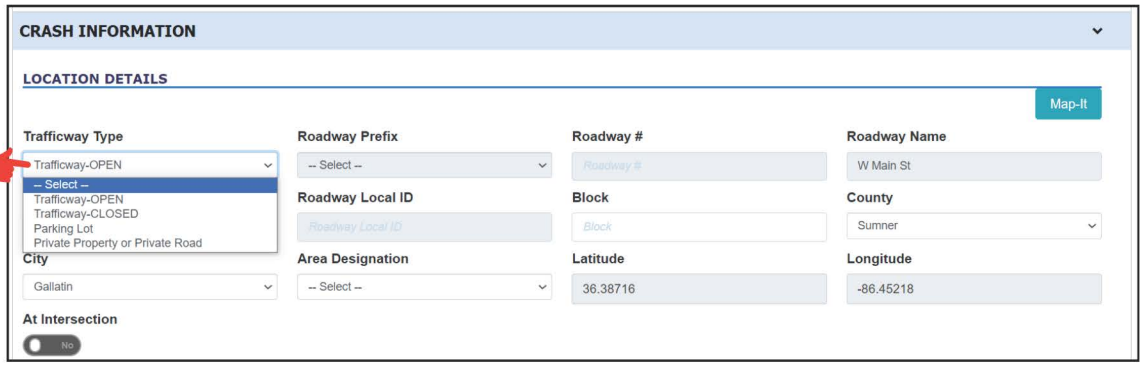


Location Details

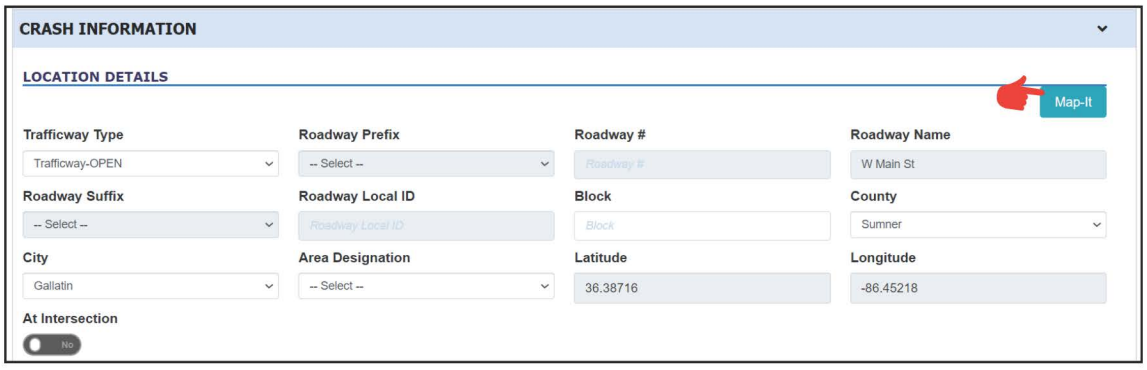
Map-It

INSTRUCTION:

Step 1: Select the Trafficway Type.



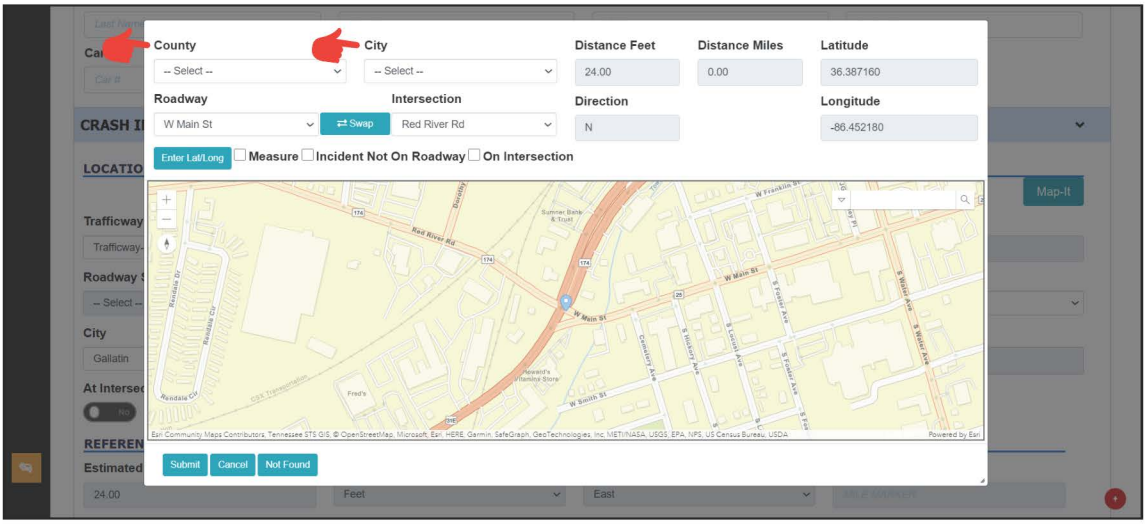
Step 2: Click on the Map-It button to open the Map-It Tool.



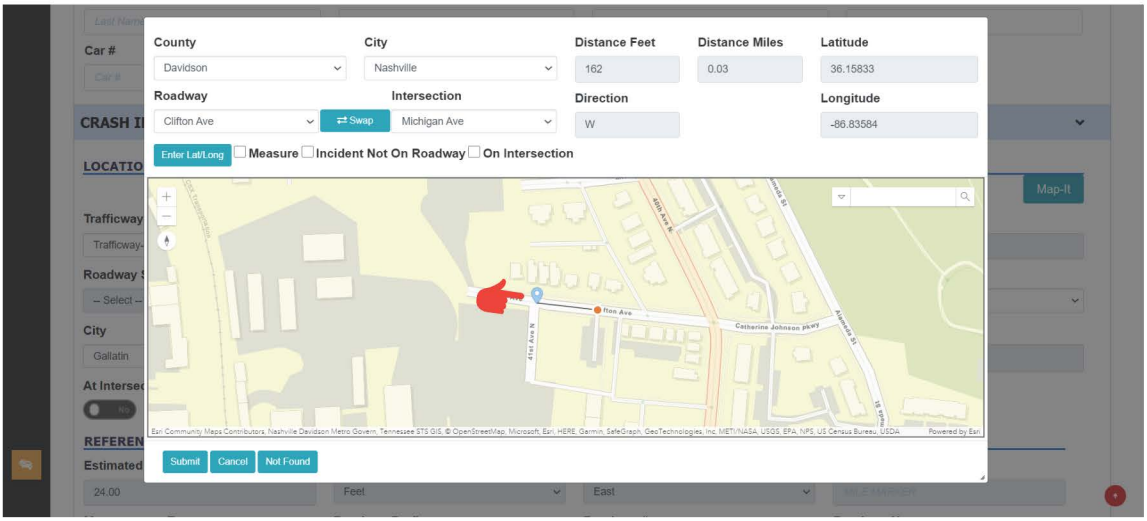
04

Map-It Continued

Step 3: Select the County and City for the crash location.



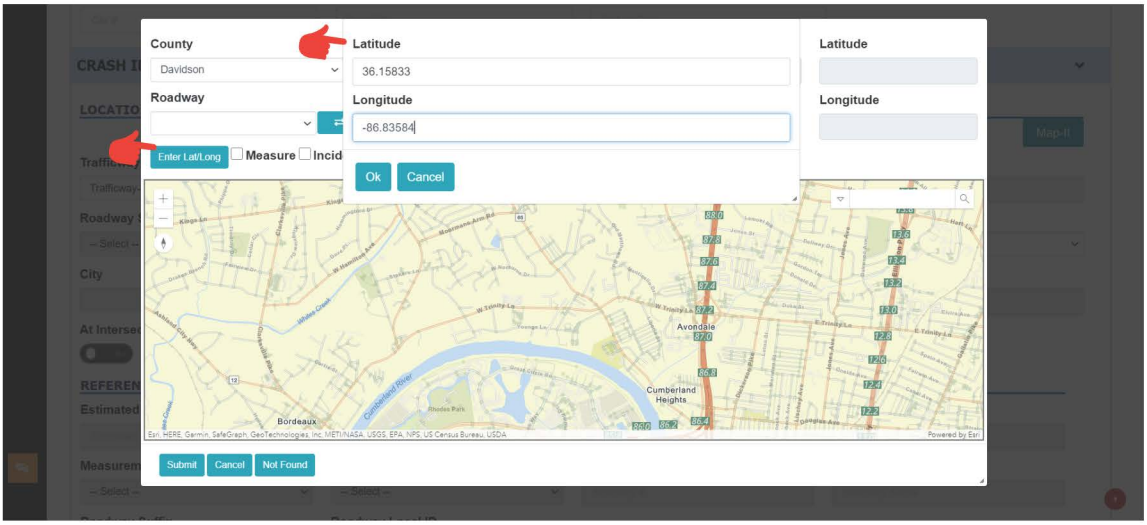
Step 4: Option 1 - On the map, locate the roadway the crash was located. Left click on the roadway and it will drop a blue marker in that location. Map-It will then measure to the nearest intersection and populate the distance, latitude, and longitude of the marker.



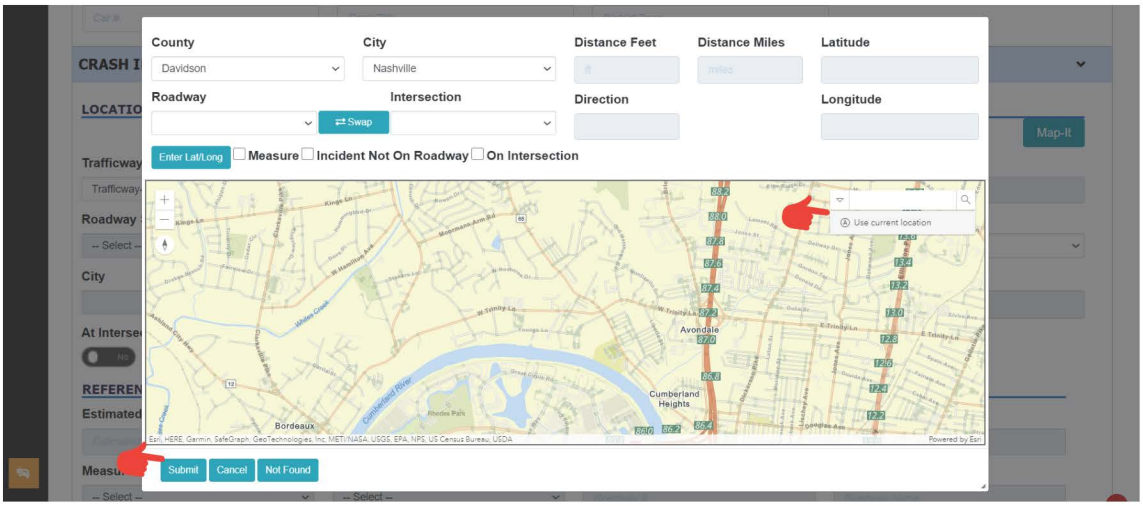
04

Map-It Continued

Option 2 - If entering the Latitude and Longitude from the in-car camera or cellphone, click on the Lat/Long button and a box will open to enter the coordinates.



Option 3 - Click on the drop down arrow in the search box and click Use current location or enter the address of the location in the search box.



Option 4 - If the roadway is new and cannot be located on the map, please select the Not Found button at the bottom of the screen. This will allow the user to manually fill in the roadway and cross street on the crash interview page.



- Click submit at the bottom of the map screen once the correct location has been located.

04

Trafficway Type

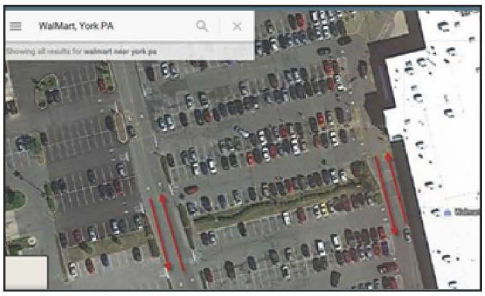
Definition: Indicates the location of the crash.

Source: Ansi-D16, MMUCC

Attributes:

Trafficway-OPEN
Any land way open to the public for travel for the purposes of moving persons or property from one place to another.





INCLUSIONS:

- Within areas with guarded entrances, such as military posts or private residential developments, land ways are trafficways if the guards customarily admit public traffic.
- Privately constructed and/or maintained road open to the public for moving persons or property for transportation purposes.
- Local road in a residential development, which is open to the public.
- Land way providing vehicular access and/or circulation from a trafficway to a business open to the public.
- Access roads providing direct access at one or both ends to and from shopping centers are considered traffic-ways.

EXAMPLES:

- Land way within a gated community when the gate are open to the public.
- Circulating system of roadways in the land way of a shopping center or shopping mall which provides public access to the parking lots.
- A road providing access to the public from the trafficway to the parking lot of a major chain store.
- A road with unrestricted access in a private retirement community.

Trafficway-CLOSED
Not open to the public as a matter of right or custom for moving people or property.





EXAMPLES:

- Portion of the trafficway closed for construction.
- A road in a gated community that is only open to residents and their guests.
- Driveway to a residence or business.
- Military base or gated community with restricted access.
- Parking aisle providing entry to parking spaces or stalls.

Trafficway Type Continued

PARKING LOT
Parking lot is an area used primarily for parking road vehicles. When paved and marked, it commonly includes the following areas:



- Parking stalls — areas reserved primarily for parked road vehicles.
- Parking lot aisles — areas used primarily for vehicular access to parking stalls. Parking lot aisles are not trafficways.
- Parking lot ways.

Private Property or Private Road
Used for a crash that occurs and is entirely contained within a location that is not owned by the public. Do not use this selection for crashes that originate on private property where a harmful event occurs on public property. That circumstance should be classified as "public property." For example, a crash where a driver loses control of their vehicle backing from their private driveway and impacts a vehicle on the roadway should be classified as "public property."



NOTE: Crashes are classified as PRIVATE PROPERTY or PARKING LOT when the unstabilized situation begins off the trafficway and the first harmful event occurs off the roadway.

Roadway Prefix

Definition: A descriptive term that denotes the direction or special designation of a Roadway.

Source: Federal Definitions

Attributes:

INTERSTATE
Part of the National Highway System that has a distinct naming convention usually beginning with 'I' followed by a number and cardinal direction.

STATE ROUTE
A road numbered by the state or province, or a road maintained by the state or province, including both nationally numbered highways and un-numbered state highways. Depending on the state, state highway may be used for one meaning and state road or state route for the other.

US ROUTE
An integrated network of roads and highways numbered within a nationwide grid in the contiguous United States. As the designation and numbering of these highways were coordinated among the states, they are sometimes called Federal Highways.

04

Roadway

Definition: A unique Identifying Number assigned to an Interstate, State Route, or US Route.

Roadway Name

Definition: Formally accepted name for a roadway. It is strongly recommended a standardized listing of roadway names be used.

Roadway Suffix

Definition: A word that follows the name of a street to further describe that street. Usually abbreviated. (Ex. Alley, Street, Avenue, Parkway, Circle, Drive)

Roadway Local ID

Definition: Local name or designation given to a road that already has a name such as an interstate Highway. (Ex. Tennessee State Route 374 is also known as '101st Airborne Division Parkway' and 'Warfield Blvd' in some sections.)

Block

Definition: Describes the area of the location of the crash.

Attributes: If applicable: Enter the identification of the block the crash occurred in. i.e. 1200. 1170, Green Belt, etc.

» NOTE: This may enhance search and identity of problematic areas.

County

Definition: The county in which the crash occurred.

City

Definition: The city/place (political jurisdiction) in which the crash occurred.

Area Designation

Definition: Used to further describe the surroundings of the location of the crash.

Source: FARS

Attributes:

NOT APPLICABLE
The area is open country or location and not in one of the other categories.

Area Designation Continued

BUSINESS
The central area or commercial area of a town or city or location. The section of an area, generally consisting of retail, office, hotel, entertainment and usually has high traffic/ pedestrian density.



RESIDENTIAL
A residential area is an area in which housing predominates, as opposed to industrial and commercial areas. Housing may vary significantly between, and through, residential areas. These include single-family housing, multi-family residential, or mobile homes.



SCHOOL
Areas signed or marked as "School Zone" This may or may not be school bus related. School Zones are zones near or at a school that exist during months and hours when zone signing is in effect.



» NOTE: School Zone takes priority over Business and Residential areas.

Latitude

Definition: A geographic coordinate system that specifies a point on the earth's surface.

Attributes: A geographic coordinate that specifies the north-south position of a point on the Earth's surface. Latitude is an angle which ranges from 0° at the Equator to 90° (North or South) at the poles. Lines of constant latitude, or parallels, run east–west as circles parallel to the equator.

Longitude

Definition: A geographic coordinate system that specifies a point on the earth's surface.

Attributes: A geographic coordinate that specifies the east-west position of a point on the Earth's surface. Longitude is measured as the angle east or west from the Prime Meridian, ranging from 0° at the Prime Meridian to +180° eastward and -180° westward.

At Intersection

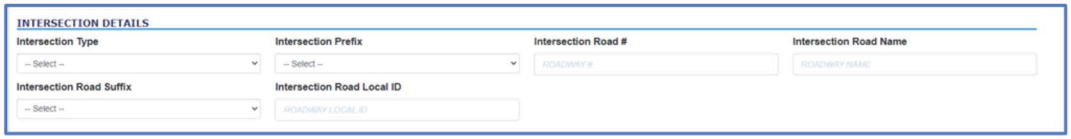
Definition: An area that contains a crossing or connection of two or more roadways not classified as driveway access.

Source: MMUCC

Attributes: Select **YES** or **NO** to indicate if the crash occurred at an intersection.

04

Intersection Details



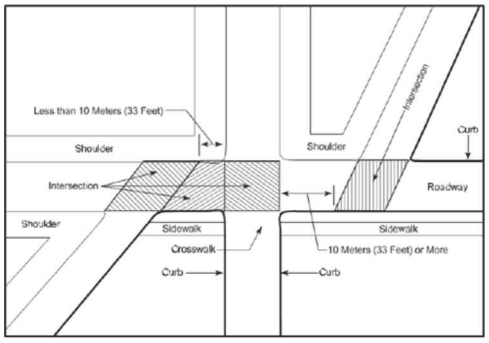
Intersection Type

Definition: An intersection consists of two or more roadways that intersect at the same level.

Source: MMUCC, FARS

Attributes:

NOT AT INTERSECTION
Identifies that this crash was not intersection or intersection-related.



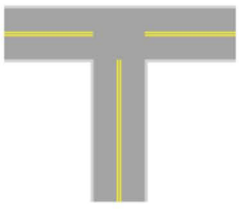
NOTE: An intersection-related crash would occur outside the boundaries of the intersection but would occur: (1) on an approach to or exit from an intersection and (2) results from an activity, behavior or control related to the movement of traffic units through the intersection.

FOUR-WAY
Where two roadways cross or connect.



Cross-Intersection (four legs)

T-INTERSECTION
An intersection where two roadways connect in a perpendicular manner and one roadway does not continue across the other roadway. The roadways form a "T."

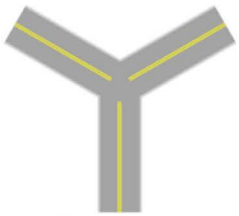


T-Intersection

04

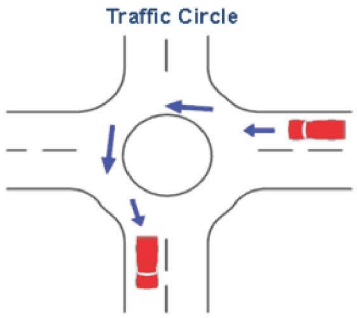
Intersection Type Contributed

Y-INTERSECTION
An intersection where three roadways connect and none of the roadways continue across the other roadways. The roadways form a "Y."


Y-Intersection

TRAFFIC CIRCLE
An intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road. Must meet the following criteria:

- Entering traffic is controlled by a stop sign, traffic signal, or by no traffic control.
- Parking is allowed within the circle.
- Pedestrians are allowed access to the central island.



ROUNDABOUT
Circular traffic patterns in which yield control is used on all entries, circulating vehicles have the right of way, pedestrian access is allowed only across the legs of the roundabout behind the yield line and circulation is counterclockwise and passes to the right of the central island.Must meet the following criteria:

- Entering traffic is controlled by a yield sign only.
- Circulating traffic has the right of way.
- Pedestrian access is allowed behind the yield sign line.
- No parking is allowed in the circle.


Roundabout

FIVE POINT OR MORE
Refers to an intersection where more than two roadways cross or connect.


Five or more legs and not circular

OTHER
Refers to an intersection design not captured under one of the other attributes. (From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

Intersection Prefix

Definition: A descriptive term that denotes the direction or special designation of a Roadway.

Intersection Road

Definition: Number given to an interstate, state route, or US route.

Intersection Road Name

Definition: Formally accepted name for a roadway.

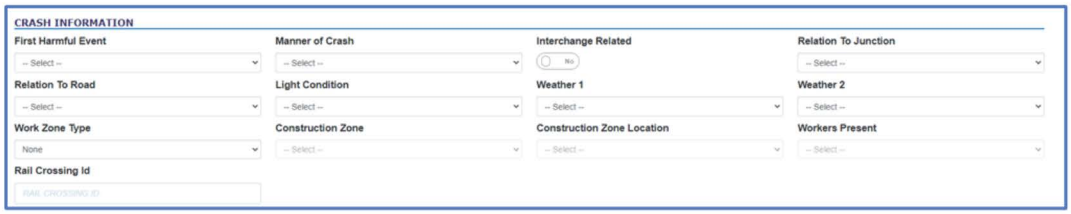
Intersection Road Suffix

Definition: A word that follows the name of a street to further describe that street. Usually abbreviated. (Ex. Alley, Street, Avenue, Parkway, Circle, Drive).

Intersection Road Local ID

Definition: Local name or designation given to a road that already has a name such as an interstate Highway. (Ex. Tennessee State Route 374 is also known as '101st Airborne Division Parkway' and 'Warfield Blvd' in some sections).

↳ Crash Information



First Harmful Event

Definition: The first injury or damage-producing event that characterizes the crash type.

Source: MMUCC, ANSI D16, FARS

Attributes:

MOTOR VEHICLE IN-TRANSPORT ON SAME ROADWAY
Motor Vehicle In-Transport on Same Roadway is used this when one motor vehicle in-transport collides with another motor vehicle in-transport on an undivided highway or the same side of a divided highway.

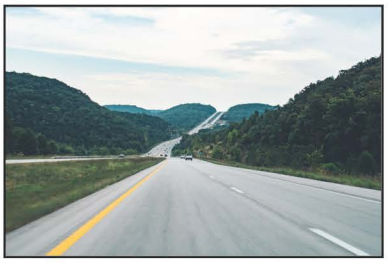


» INCLUSIONS: Motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.

» NOTE: 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.

First Harmful Event Continued

MOTOR VEHICLE IN-TRANSPORT ON DIFFERENT ROADWAY



Motor Vehicle In-Transport on Different Roadway differs from Motor Vehicle In-Transport on Same Roadway in that it applies to events where a motor vehicle in-transport leaves one roadway and enters a different roadway, having a collision with a motor vehicle in-transport on that roadway.

» EXAMPLES:

- One motor vehicle in-transport travels across the median of a divided highway, enters oncoming traffic and is struck.
- A motor vehicle in-transport traveling on an overpass leaves the trafficway and strikes or is struck by a motor vehicle in-transport traveling on a trafficway below.
- A motor vehicle crosses over onto the other roadway striking another motor vehicle.

» 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.

» NOTES:

- 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.
- Motor Vehicle In-Transport on Different Roadway should NOT be used in an at intersection crash (where the First Harmful Event occurs in the intersection).

BOULDER



A rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact.

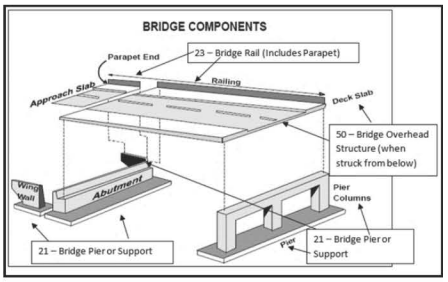
BRIDGE RAIL



A barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians or other users.

» NOTE: A "bridge rail" may be constructed of various materials including metal, concrete, stone, wood, and/or combinations of these materials. For example a longitudinal barrier along the on top of a bridge that is faced with "guardrail" material should still be coded as "Bridge Rail".

BRIDGE/OVERHEAD STRUCTURE



Is used when striking the bottom of a bridge while traveling underneath it.

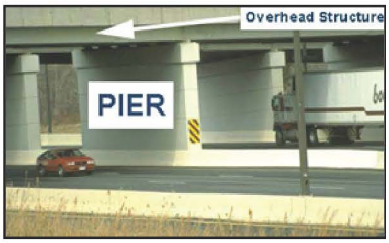
» NOTE: The support structures in the middle of the bridge (piers or columns) and at the ends (abutments) are captured under attribute "Bridge Pier or Support".

First Harmful Event Continued

BRIDGE/PARAPET END
A wooden, brick, stone, concrete or metal fence-like structure which runs along the outermost edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.



BRIDGE/PIER ABUTMENT
Is a square or round column of stone, concrete, brick, steel, or wood for supporting a bridge between abutments. This attribute includes the bridge abutments that are supporting the ends of a bridge. Abutments are generally designed for retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick, or wood (includes the wingwalls).



BUILDING
Used when the vehicle strikes a roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.



CABLE BARRIER
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.



CARGO EQUIP LOSS/SHIFT
Refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, causing damage and/or injury to the vehicle, its occupants, its parts, trailing unit, or the cargo itself. Harm can be measured in loss of monetary value from unrecoverable cargo loss as well as physical damage. This attribute should never be used to refer to a “collision” event.

EXAMPLES:

- A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.
- Unsecured cargo shifts inside a box truck and bursts through the wall of the trailer.
- Pallets of beehives on a flatbed truck fall off the truck on a sharp curve causing the hives to open and the bees to fly away.

First Harmful Event Continued

CONCRETE TRAFFIC BARRIER

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

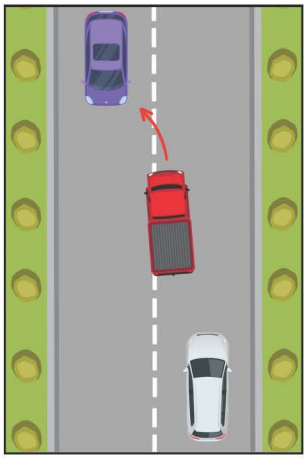




» NOTE: Concrete walls (vertical side surfaces) such as the walls of a tunnel do not apply here; see Other Fixed Object.

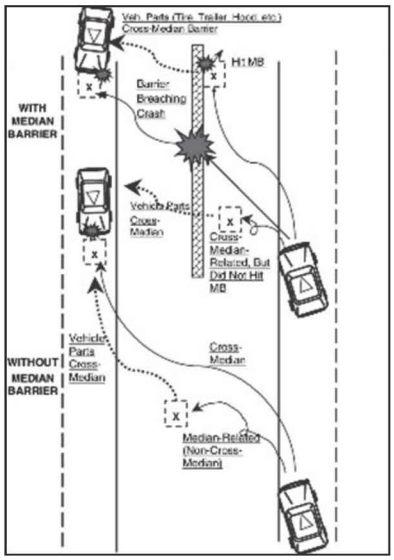
CROSS CENTER LINE

Used when a vehicle crosses over the centerline of a two-way, undivided highway. The centerline must be delineated with paint or raised markers. This is also used for unstabilized situations involving vehicles that depart from their initial travel lane(s) and enter the continuous left-turn lane, having a harmful event that is located within the marked boundaries of the continuous left-turn lane. This attribute also applies to vehicles that traverse the continuous left-turn lane area, having a harmful event that is located in the opposing travel lane(s).



CROSS MEDIAN

Used when a vehicle departs its roadway and traverses the median and enters the shoulder or travel lanes on the opposite side of a divided highway.



» NOTE: In the example diagram, V1 would be recorded with the Sequence of Events items identified below. The initial roadway departure to the left into the median and final rest off the roadway would be eliminated if only recording 4 events.

First Harmful Event Continued

CULVERT
An enclosed structure providing free passage of water under a roadway with a clear opening of less than twenty feet measured along the center of the roadway.



CURB
A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt or wood typically have a face height of less than 9 inches.



DEER
Indicates impact with a deer in the roadway.



DITCH
Includes any manmade structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert. A collision with the sides of a ditch ("ditch bank" or "ditch embankment") should be coded as a ditch rather than an embankment.



DOWN HILL-RUN AWAY
Refers to any vehicle that cannot decelerate on a downhill grade. This does not apply to a vehicle that cannot slow down due to lack of surface friction (due to ice, snow, etc.).



EMBANKMENT EARTH
Earthen structure used to support a channel or roadway.



First Harmful Event Continued

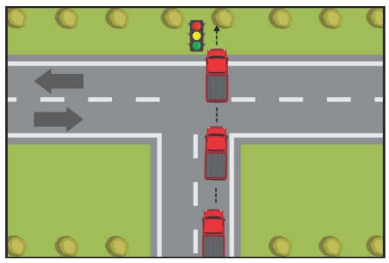
EMBANKMENT MATERIAL UNKNOWN

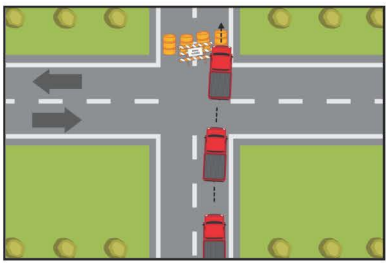
EMBANKMENT ROCK/STONE/CONCRETE
Is a raised structure to hold back water, to carry a roadway, or the result of excavation or washout (including erosion) that may be faced with earth (or rock, stone, or concrete).



END DEPARTURE
Is used if the vehicle leaves the roadway by traveling straight through the top of a “T-intersection” of a two-way trafficway or top of an intersection one-way roadway.

» NOTE: This code should also apply to vehicles traveling off the end of dead-end roadways or into the barrier of a closed trafficway.





EQUIPMENT FAILURE

Blown tire, brake failure, etc.

» NOTE: This attribute should not be used to describe damage resulting from a collision event.

FELL/JUMPED FROM VEHICLE
Motor vehicle occupant either involuntarily fell or intentionally leapt 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.

FENCE
This attribute includes fence posts. A fence can be made of wood, chain link, stone, etc. This would exclude shrubs or hedges serving as containment for property. Shrubs or hedges would be coded as "Other Fixed Objects".



First Harmful Event Continued

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



FIRE, EXPLOSION
A fire or explosion that was the cause or result of the crash. A fire/explosion is a non- collision harmful event.



GAS INHALATION
Injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

GUARD RAIL END
Is coded if a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end of an expanse of guardrail face.

NOTE: As in the photo, 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.

GUARD RAIL FACE
As in the photo, guardrail face is the surface area of the guardrail other than the end.



HIGHWAY TRAFFIC SIGN POST
A pole, post or structure constructed to support a highway sign.



IMMERSION
Immersion, Full or Partial -Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.



First Harmful Event Continued



NOTE:

- In immersion injuries/fatalities the injury to the person may be noted as "drowning".
- For Immersion/Drowning type cases UNLESS the investigating officer can establish the person reached a "position of safety" that ended the un-stabilized situation and then took some other action(s) (i.e. attempt to reach shore OR attempts by others to rescue the person) that resulted in death, the fatal injury is counted as a motor vehicle crash fatality. Injury to a person from an "immersion" event is drowning and drowning doesn't occur like an impact injury where the harm/death is immediate. A person trapped or inside a vehicle underwater or in a vehicle that is sinking is not in a position of safety. If they manage to exit the vehicle but not reach safety before death caused by drowning, then it is reasonable to record the fatality as a motor vehicle fatality that resulted from an immersion harmful event. ref; ANSI D 16.1 2.4.4.

IMPACT ATTENUATOR CRASH CUSHION

A barrier at a spot location, less than 25 ft. (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. Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc.





EXAMPLES:

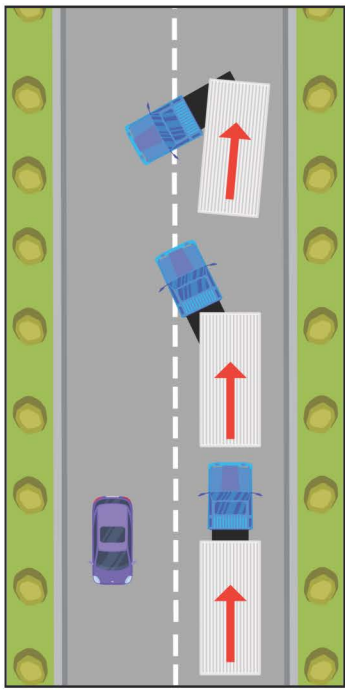
- Barrels filled with water or sand.
- Plastic collapsible structures.

INJURED IN VEHICLE

Used when an occupant is injured during an unstabilized situation without a collision, excluding cargo/equipment loss or shift. Examples: Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

First Harmful Event Continued

JACKNIFE



This element identifies if this vehicle experienced a "jackknife" anytime during the unstabilized situation. Jackknife applies to a condition that occurs to a combination vehicle while in motion. A Jackknife occurs when there is an uncontrolled articulation between the power unit and the trailers(s) in which the trailer does not follow directly behind the power unit (tracking), and the driver did not initiate the non-tracking situation. The condition reflects a loss of control of the vehicle by the driver in which the trailer's normal straight-line path behind the power unit is not maintained.

» NOTE: A Jackknife can occur at any time during the crash sequence. This element is applicable for all power unit/trailer combinations (truck tractor or single-unit truck with one or more trailers, car pulling a boat on a trailer, light utility vehicle/trailer combination, etc.).

LUMINAIRE LIGHT SUPPORT



Refers to supports for highway lighting systems, not including other private lighting systems (e.g., parking lot lights).

MAILBOX



Refers to a private residence mail/newspaper box including the post. A cluster of private mailboxes is included in this attribute.

» NOTE: This attribute does not include U.S. Mailboxes, which are typically blue and are for general public use. Code a U.S. Mailbox as Other Fixed Object.

MOTOR VEHICLE-IN-MOTION OUTSIDE TRAFFICWAY

Used when the injury- or damage producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash.

» EXAMPLE:
A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the parking lot.

First Harmful Event Continued

NON-MOTORIST PERSONAL CONVEYANCE
Used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions

Rideable toys:
- Roller skates, in-line skates
- Skateboards
- Skates
- Baby carriage
- Scooters
- Toy wagons

Motorized rideable toys:
- Motorized skateboard
- Motorized toy car
- Motorized kick scooter

Devices for personal mobility assistance:
- Self-balancing personal conveyance (e.g., Segway-style device)
- Motorized and non-motorized wheelchair
- Mobility aid scooters

Exclusions

- Golf cart
- Low-speed vehicles (LSVs)
- Go-carts
- Minibike
- “Pocket” motorcycles
- Motor scooters
- Moped

OCCUPANT STRUCK BY OWN VEHICLE
When an occupant of a vehicle is run over by his/her own vehicle.

OTHER ANIMAL
This attribute is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device (see Other Non-motorist) other than a Deer.

» NOTE: A dead animal (carcass) should be entered as "Other Non-Fixed Objects". Default to this choice if it cannot be determined if the struck animal was alive or dead at the time of the crash.

First Harmful Event Continued

OTHER FIXED OBJECT
Used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes.

» NOTE: This attribute excludes collisions with curbing that forms raised islands, medians, or separators.

» EXAMPLES:
- Bus shelters.
- Pedestrian walkways.
- Toll booths.
- Guy wires supporting utility poles.
- U.S. Mailbox for public use.

OTHER NON-COLLISION

» EXAMPLES:
- Driving off a cliff where damage is not the result of an overturn or a collision with a fixed object.
- 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.
- Situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport.
- When an occupant of a vehicle is run over by his/her own vehicle after falling from the vehicle

OTHER NON-FIXED OBJECT
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OTHER POST/POLE SUPPORT
Post, pole or support that does not include a highway safety sign.

OTHER TRAFFIC BARRIER
Longitudinal barriers other than guardrails, concrete traffic barriers, or cable barriers. They may be composed of material such as wood or rock.

OVERTURN, ROLL OVER
A motor vehicle that has overturned at least 90 degrees to its side.





First Harmful Event Continued

OVERHEAD SIGN SUPPORT
Traffic Sign Support A pole, post or other type of support for a traffic sign.



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





PAVED SURFACE-IRREGULAR
Is used when the pavement surface irregularity is on a paved surface. Other examples include indication of contact with a dip, depression, low spot, trough, etc.

PEDAL-CYCLE
Includes bicycles, tricycles, unicycles, pedal cars, etc.

» NOTE: This attribute is used only for occupied pedalcycles. A bicycle in the roadway without a rider that is struck would be an "Other Non-Fixed Object".



PEDESTRIAN
A person who is not an occupant of a motor vehicle in transport or a pedalcyclist. Includes a person who is adjacent to the motor vehicle regardless of their actions.





First Harmful Event Continued

RAILWAY TRAIN
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.



NOTE: A train is not considered a motor vehicle.

RAN OFF ROAD - LEFT
If any part of the vehicle runs off the left side of the roadway.

NOTE: The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use Run Off Roadway, left as it would be departing to the left side of the trafficway at the top of the "T".

RAN OFF ROAD - RIGHT
If any part of the vehicle runs off the right side of the roadway.

NOTE: The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use Run Off Roadway, left as it would be departing to the left side of the trafficway at the top of the "T".

RE-ENTERING ROADWAY
Is used when a vehicle that departed the roadway portion of the trafficway returns to the same roadway (e.g., a motor vehicle in-transport runs off the roadway right, strikes the guardrail face, then re-enters the roadway and collides with another motor vehicle in-transport).

RIDDEN ANIMAL/DRAWN CONVEYANCE
Includes person's riding an animal (e.g. person on horseback), and person's in or on an animal drawn conveyance and the device itself when occupied (e.g. a horse and buggy).



SEPARATION OF UNITS
Is used when a trailing unit separates from its power unit or another trailing unit(s). This applies to truck tractors with trailer(s), single-unit trucks with a trailer, and other vehicles pulling a trailer (e.g., car pulling a boat or motor home).

First Harmful Event Continued

STRUCK AN OBJECT AT REST FROM OR SET IN MOTION BY OTHER MOTOR VEHICLE
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 pushes it into a passing pedestrian.

» EXAMPLES:
- If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, this is treated as a two-vehicle crash.
- Logs falling off or coming loose from a truck and striking a vehicle behind the truck.
- A motor vehicle striking a parked car and pushes it into a passing pedestrian.

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



SNOW BANK
Used when snowfall and/or road plowing creates essentially fixed barriers of snow/ice which are not snow-covered earth or rock embankments.



STANDING TREE
Is used when a vehicle strikes a standing tree. This includes impacts from overhanging branches, tree stumps, or large cactus (Saguaro).



THROWN OR FALLING OBJECT
A non-collision event where an Object is thrown or falls on or near a motor vehicle in transport at the time of the crash.

» EXAMPLE: Falling trees/tree limbs or large rocks from a hillside that fall on a vehicle.



» NOTE: In the event a fatal injury occurs, the FARS Unit will determine if the case meets the guidelines for recording in the FARS Federal Database.

First Harmful Event Continued

TRAFFIC SIGNAL SUPPORT
Is used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport.



NOTE: Use Traffic Signal Support for railroad crossing arm/gate.

UNKNOWN

UTILITY POLE
Constructed for the primary function of supporting an electric line, telephone line or other electrical/electronic transmission line or cable.



VEHICLE AIRBORNE
Must only be used if the officer indicates by narrative or diagram that the vehicle left the ground (excludes vehicles going airborne during a rollover event).

EXAMPLES:
- The vehicle drove off a cliff.
- The vehicle was launched into the air after striking another vehicle or after traversing a berm.

WALL
Primarily a vertical structure composed of concrete, metal, timber or stone that is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway.



WORKING MOTOR VEHICLE
Is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance, or utility work related to the trafficway when it became an involved unit. The vehicle should be known to be in the act of performing work. 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.



First Harmful Event Continued



NOTE: This code does not include private construction/ maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

EXAMPLES:

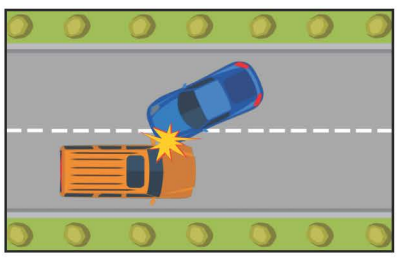
- Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
- State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
- Utility truck or a "cherry picker," performing maintenance on power lines along the roadway or maintaining a traffic signal.
- A private excavating company contracted by the State digging the foundation for a new overpass.
- A State, county, or privately owned snowplow, plowing ice/snow as part of a highway maintenance activity.
- Street sweeper sweeping the street.
- A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
- A law enforcement vehicle that is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling, or calming influence.

MANNER OF CRASH

Definition: The identification of the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport.

Source: MMUCC, FARS

Attributes:



ANGLE

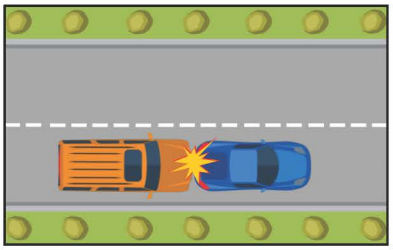
A crash where two motor vehicles impact at an angle. For example, the front of one motor vehicle impacts the side of another motor vehicle.

NOTE: If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must not be front to front, front to back, back-to-back, or back to side.

MANNER OF CRASH Continued

FRONT TO REAR

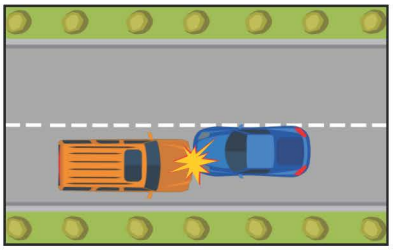
Is used when a collision occurs between the rear of one vehicle and the front of another vehicle.



» NOTE: If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must be front to back.

HEAD-ON

Is used when a collision occurs between the front end of one vehicle and the front end of another vehicle.



» NOTE: If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be front.

OTHER

From State Police Instruction Manuals: if the code "Other" is used it is recommended that it be explained in the narrative.

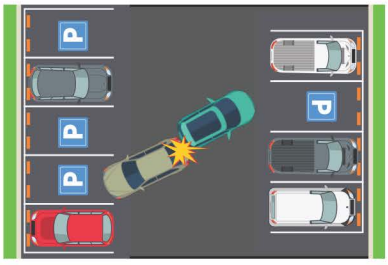
» NOTE: Other from FARS Coding Manual is used for collisions where one vehicle's end swipes (end-swipe) another vehicle instead of their sides swiping. Also, this attribute should be used for any collision between two motor vehicles where the collision is not described by the other attributes.

» EXAMPLES:

- When one vehicle is airborne and makes contact with its front to the other vehicle's hood or top.
- Cargo or other load on one motor vehicle in transport shifts an 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.

REAR TO REAR

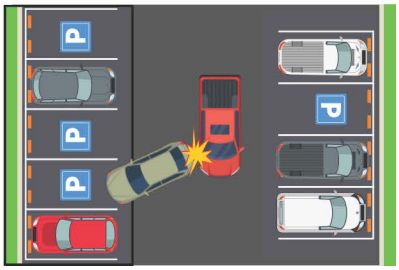
Is used when a collision occurs between the rear of one vehicle and the rear of another vehicle.



» NOTE: If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be back.

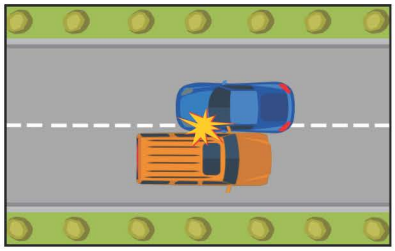
MANNER OF COLLISION Continued

REAR TO SIDE
Is used when a collision occurs between the rear of one vehicle and the side of another vehicle.

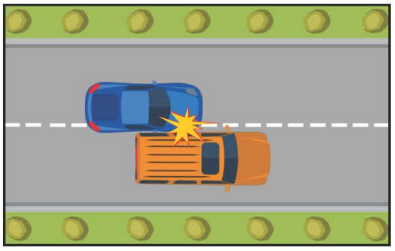


NOTE: If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must be back for one and side for the other.

SIDESWIPE, OPPOSITE DIRECTION
Is used when a sideswipe occurred while the two vehicles were traveling in opposite directions and the initial engagement has no significant involvement of the front or rear surface areas where the impact swipes along the side surfaces of the vehicles parallel to their direction of travel.



SIDESWIPE, SAME DIRECTION
Is used when a sideswipe occurred while the two vehicles were traveling in the same direction and the initial engagement has no significant involvement of the front or rear surface areas where the impact swipes along the side surfaces of the vehicles parallel to their direction of travel.



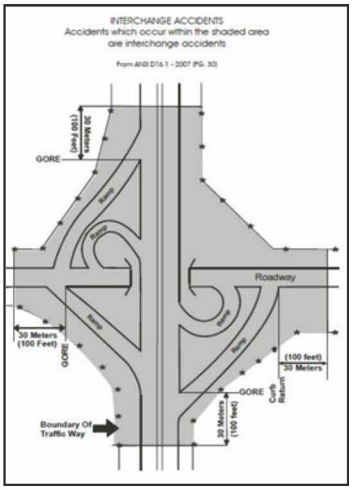
UNKNOWN

INTERCHANGE RELATED

Definition: Identifies the location of the First Harmful Event when the crash occurs within the intersection of a ramp and the surface roadway. An interchange is a system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Source: MMUCC, FARS

Attributes: Select **YES** or **NO** to indicate if the location of the crash is within an interchange area.



04

RELATION TO JUNCTION

Definition: The coding of this data element is based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in a junction or proximity to components typically in junction or interchange areas.

Source: MMUCC, FARS

Attributes:

NON-JUNCTION
Roadway that is not an intersection or a connection between a driveway access and a roadway other than a driveway access.

NOTE: This attribute is used for crashes where the first harmful event occurs outside an interchange area and does not occur in or related to a junction, ramp, rail grade crossing crossover, or shared-use path or trail. The attributes "Through Roadway" and "Other Location Within an Interchange Area" are used for non-junction crashes in an Interchange Area. "Non-junction" is also used for crashes that occur on a parking lot way (access road) at the connection of a parking aisle.

ACCELERATION/DECELERATION LANE
A lane in the roadway that is designated for vehicles to either increase vehicle speed to reach traffic speed, or to reduce speed.

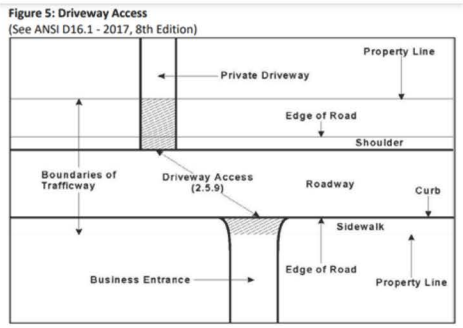


CROSSOVER-RELATED
A crash on approach to or exit from a crossover related to the movement of traffic units through the crossover.

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



DRIVEWAY, ALLEY ACCESS, ETC.
A driveway is a private way which provides vehicular access to the public from a trafficway to property, parking, or loading areas outside the boundaries of the trafficway, but is considered to be not open to the public for transportation purposes as a trafficway. A driveway is outside the trafficway and is typically not provided an official identification name or number.



RELATION TO JUNCTION Continued

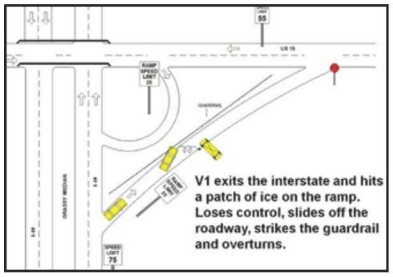
NOTE: Is used when the first harmful event (1) occurs on a driveway access or (2) involves a road vehicle entering or leaving by way of a driveway access where at least one traffic unit (vehicle, pedalcyclist, or pedestrian is physically on the driveway access within the trafficway. This attribute includes crashes occurring on sidewalks within the driveway access.

EXAMPLES:

- A car turning into a private residence driveway strikes a bicyclist riding on the sidewalk that crosses over the driveway access.
- A tractor trailer backing out of a business entrance onto the trafficway, while partially on the driveway access, is struck by a car on the roadway.

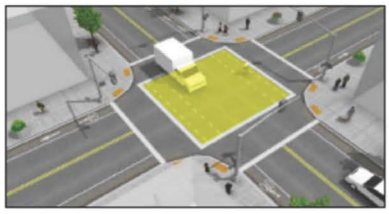
ENTRANCE/EXIT RAMP RELATED

Crash occurs on an approach to or exit from a roadway or results from an activity, behavior or control related to the movement of traffic units entering or exiting a ramp.



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.



NOTE: The last sentence of the definition refers to channelized intersections, traffic circles, and roundabouts.

INTERSECTION-RELATED

A traffic accident in which the first harmful event (1) occurs on an approach to or exit from an intersection and (2) results from an activity, behavior or control related to the movement of traffic units through the intersection.

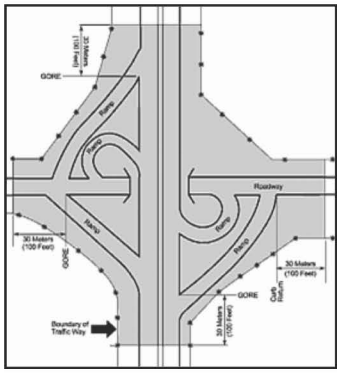


NOTE:

- For crashes where the first harmful event occurs in a crosswalk at an intersection area, use intersection-related.
- For traffic circles and roundabouts, enter intersection when the first harmful event occurs within the area formed by the prolongation of curb or edge lines of the approach legs of the intersection, regardless of whether or not the collision was in any way related to an intersection. Use intersection-related if the first harmful event occurs in the central island or any directional island that serves the rotary intersection.

RELATION TO JUNCTION Continued

OTHER LOCATION

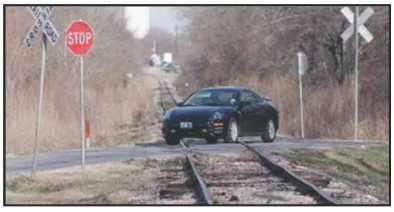


NOTE: This attribute is used when the first harmful event occurs within an interchange area, off of the roadway (e.g. median, shoulder, roadside) and is not related to the use of or the entry onto a ramp.

EXAMPLES:

- A vehicle on the Through Roadway portion of the interchange departs the roadway and overturns in the median.
- A vehicle leaves the Through Roadway portion of the interchange and strikes a vehicle parked on the shoulder.

RAIL GRADE CROSSING



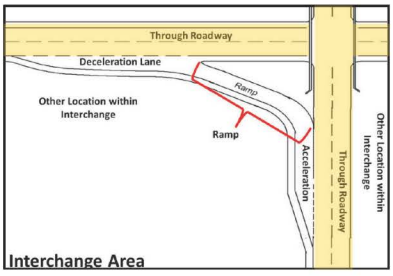
Is used when the first harmful event occurred in the area formed by the at-grade connection of a railroad bed and a roadway. Crashes occurring outside a railway grade crossing due to traffic congestion associated with a railway grade crossing are considered non-junction.

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.
A shared-use path is not a sidewalk, and where a shared-use path crosses another land way is similar to, but not, a crosswalk. A shared-use path crossing may overlap/coincide with a crosswalk.

THROUGH ROADWAY



Is used when the first harmful event occurs on the roadway in an interchange area on an auxiliary or speed-change lane that allows vehicles to accelerate to highway speeds before entering the through roadway or decelerate to safe speeds to negotiate a ramp without interrupting traffic flow on the the through roadway exited.

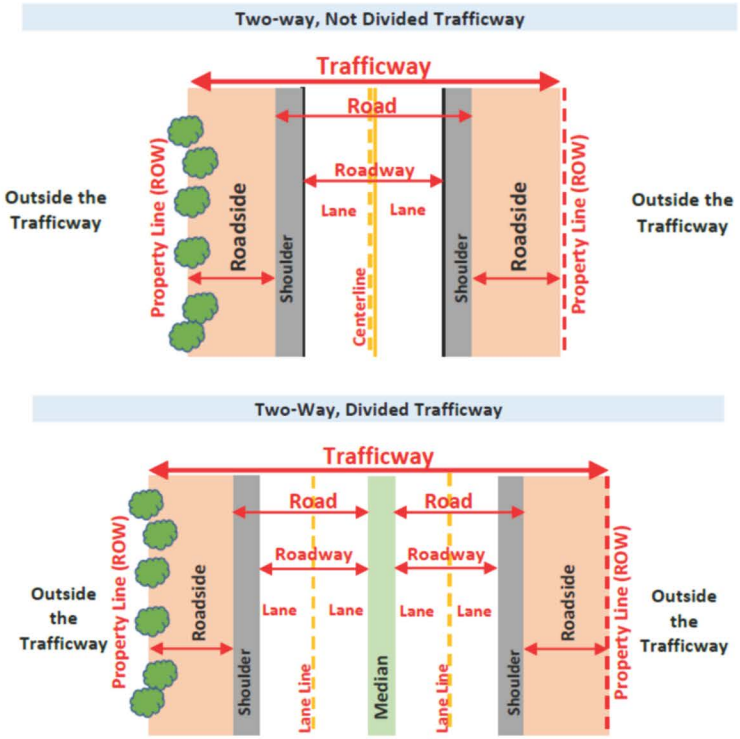
UNKNOWN

RELATION TO ROAD

Definition: This element identifies the location of the crash as it relates to its position within or outside the trafficway based on the first harmful event.

Source: MMUCC, FARS

Attributes:



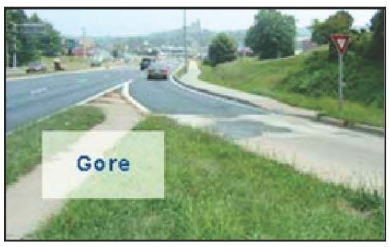
ON ROADWAY

The roadway is that part of a 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. Roadway may be noted as the "travel lanes" and, if present, includes the area between the painted "fog lines." Bridle paths and bicycle paths are not included in this definition.

» NOTE: A driveway access area is considered part of the roadway of the trafficway to which it connects. This attribute may also be used for cases involving a parked vehicle opening a door into moving traffic, extended mirrors into the travel lane.

GORE

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



RELATION TO ROAD Continued

IN PARKING LANE OR ZONE
An auxiliary lane primarily intended for the parking of motor vehicles.



NOTE:

- An auxiliary lane primarily for the parking of motor vehicles.
- In Parking Lane refers to a strip of road located on the roadway, or next to the roadway, on which parking is permitted in marked or unmarked spaces. 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 (parking lane) and for regular travel at other hours (travel lane). This code should not be used during hours when parking is NOT permitted.

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



NOTE: Medians may be depressed, raised or flush. Flush medians can be as little as 4-feet wide between roadway edge lines. Painted roadway edge lines four (4) or more feet wide denote medians. Medians of lesser width must have a barrier to be considered a median. Continuous Left-turn Lanes are not considered Medians (see On Roadway).

OFF ROADWAY-LOCATION UNKNOWN
First harmful event is off the roadway but the location of the property line is unknown.

ON SHOULDER, LEFT SIDE OR RIGHT SIDE
That part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and for lateral support of the roadway structure. A shoulder should be improved or maintained for these purposes. Not all roadway's have shoulders.

NOTE: The roadside is the area beyond the shoulder to the trafficway boundary line. For trafficways without shoulders, the roadside begins beyond the roadway edge line.

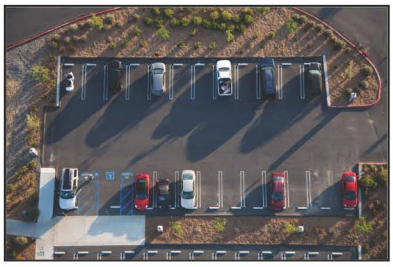
RELATION TO ROAD Continued

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

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

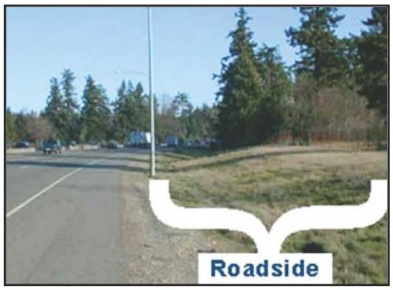


PARKING LOT OR PRIVATE PROPERTY
Outside of trafficway boundaries.



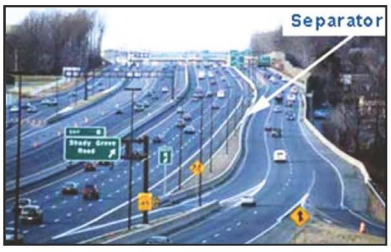
» EXAMPLES:
- Vehicle in motion in a parking lot aisle.
- Vehicle pulling up to a pump in a gas station.

ROADSIDE-LEFT OR RIGHT
The outermost part of the trafficway from the property line to other boundary in to the edge of the first road.



» NOTE: Use this attribute if the first harmful event occurs in a raised or painted center island (directional or channeling) of a traffic circle, roundabout or junction. The roadside is the area beyond the shoulder to the trafficway boundary line. For trafficways without shoulders, the roadside begins beyond the roadway edge line.

SEPARATOR/TRAFFIC ISLAND
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.





RELATION TO ROAD Continued

TWO WAY CONTINUOUS LEFT TURN LANE
This attribute is used whenever the trafficway has a two-way left turn lane positioned between opposing straight-through travel lanes. It is designed to allow left turns to driveways, shopping centers, businesses, etc., while at the same time providing a separation of opposing straight-through travel lanes.



UNKNOWN

LIGHT CONDITION

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

Source: MMUCC

Attributes:

DARK-LIGHTED
The scene of the crash is illuminated at night, or another period of darkness, by street lamps or other man-made light sources.

DARK-NOT LIGHTED
The scene of the crash is not illuminated at night, or another period of darkness, by street lamps or other man-made light sources.

DARK-UNKNOWN LIGHTING
It is known that the crash occurred at night or during another period of darkness, but it is not known if the crash scene was illuminated by a man-made light source.

DAWN
The time that marks the beginning of the twilight before sunrise.

DAYLIGHT
Whenever the sun is above the horizon at a given location.

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
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

UNKNOWN

04

WEATHER 1 & 2

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

Source: MMUCC

Attributes:

CLEAR
Includes partial cloudiness if sunlight is not diminished.

BLOWING SAND/SOIL/DIRT
Earthen particles being blown about by the wind, reducing visibility.

BLOWING SNOW
Wind-driven snow that reduces visibility. Blowing snow can be falling snow or snow that has already accumulated but is picked up and blown by strong winds.

CLOUDY
Usually "overcast" but may include partial cloudiness if light is diminished.

FOG
A thick cloud of tiny water droplets suspended in the atmosphere at or near the earth's surface which obscures or restricts visibility.

FREEZING RAIN/FREEZING DRIZZLE
A fine mist or rain passing from a liquid to a solid state due to temperature drop.

OTHER
This attribute would be used for a condition that is not addressed by the previous attribute options. (From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

RAIN
This refers to precipitation other than snow, hail or sleet, or freezing rain. Precipitation falling as "mist" should be coded as "Rain".

SEVERE CROSS-WIND
Strong air flow perpendicular to the intended path of travel.

» NOTE: In order to be considered a "cataclysm" and therefore not a crash the winds would have to be at or above the minimum speed associated with a category one hurricane (75 mph or more).

SLEET/HAIL
This attribute would apply to conditions where precipitation is falling as ice (sleet/hail). For precipitation falling as liquid (rain) and then freezing on the roadway see "Freezing Rain or Freezing Drizzle".

WEATHER 1 & 2 Continued

SMOG/SMOKE

SNOW
This attribute describes a roadway surface that is covered with snow.

UNKNOWN

WORK ZONE TYPE

Definition: This data element captures that this was a “Work Zone Crash” as defined in ANSI D16.1, 8th Edition. If the crash qualifies as a “Work Zone Crash” then the type of work activity is identified

Source: FARS, ANSI D16.1

Attributes:

NONE

CONSTRUCTION ZONE
A crash that occurs in or related to a construction zone whether or not workers were actually present at the time of the crash. "Construction zone-related" crashes may also include those involving motor vehicles slowed or stopped because of the construction zone, even if the first harmful event occurred before the first warning sign.

MAINTENANCE ZONE
A crash that occurs in or related to a maintenance zone, whether or not workers were actually present at the time of the crash. "Maintenance zone-related" crashes may also include those involving motor vehicles slowed or stopped because of the maintenance zone, even if the first harmful event occurred before the first warning sign. These zones are usually temporary in nature.

UNKNOWN

UTILITY ZONE
A crash that occurs in or related to a utility work zone, whether or not workers were actually present at the time of the crash. "Utility zone-related" crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

WORK ZONE
A crash that occurs in or related to a work zone, whether or not workers were actually present at the time of the crash. "Work zone-related" crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

04

CONSTRUCTION (WORK) ZONE

Definition: 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.

Source: MMUCC, FARS

Attributes:

INTERMITTENT MOVING WORK

This is a work zone where the work activity results in the re-routing of vehicles through a lane shift where the number of lanes is maintained and those lanes are shifted several feet to one side to enable more workspace by using the shoulder to carry traffic.



LANE SHIFT-CROSSOVER

This is a work zone where the work activity results in the re-routing of vehicles through a lane shift where the number of lanes is maintained and those lanes are shifted several feet to one side to enable more workspace by using the shoulder to carry traffic.



LANE CLOSURE

This is a work zone where the work activity results in the closure of a travel lane in one direction resulting in the re-routing of vehicles to a different lane for travel in that direction.



OTHER TYPE OF WORK ZONE

(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

EXAMPLES:

- Rolling road blocks.
- Complete road closures utilizing detour routes for maintenance of traffic.

UNKNOWN

WORK ON SHOULDER OR MEDIAN

This is a work zone where the work activity is occurring on the shoulder or median adjacent to the travel lanes. This type of work zone would not require a closure of a lane or shift of vehicle travel.



04

CONSTRUCTION ZONE LOCATION

Definition: A work zone crash is 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.

Source: MMUCC

Attributes:

ACTIVITY AREA

Located adjacent to actual work area, whether workers and equipment were present or not. This is the area within a work zone where the work activity associated with the marked work zone takes place. This attribute applies when the First Harmful Event of the crash occurs inside the work zone in the area where the work activity is taking place. All work zones will have Activity Areas.

ADVANCED WARNING AREA

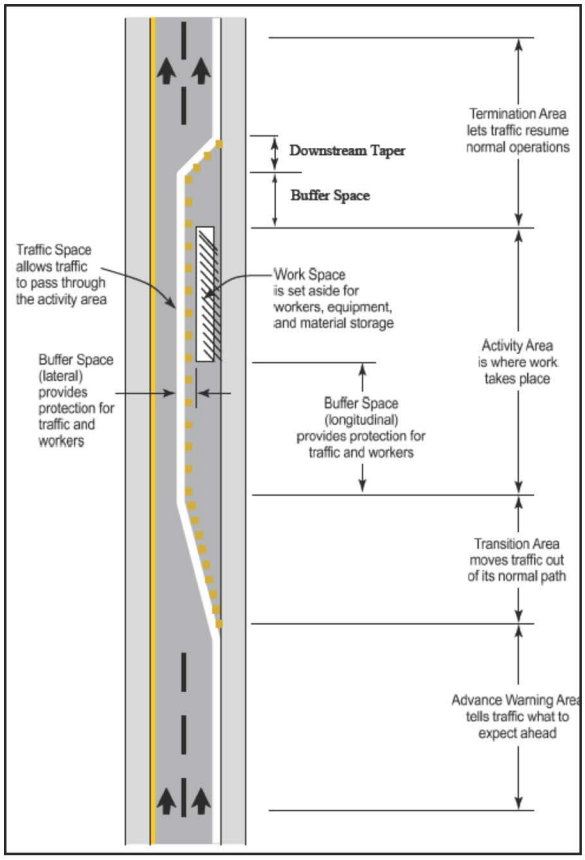
Located after the first warning sign but before the work area. This is the area within a work zone where motorists are warned of changes in the flow of traffic as a result of the work zone. This attribute applies when the First Harmful Event of the crash occurs inside the work zone (after) the first warning sign, signal, or indicator marking the start of the work zone but before any change in the flow of traffic by restriction, re-routing, or closure of travel lanes. Not all work zones will have Advance Warning Areas.

BEFORE FIRST WARNING AREA

This is an area before the start of the actual marked work zone. This attribute applies when the First Harmful Event of the crash occurs outside (before) the first warning sign, signal, or indicator marking the start of the work zone but is related to the movement of the traffic units through or entry into the work zone area.

TERMINATION AREA

Located adjacent to actual work area, whether workers and equipment were present or not. This is the area within a work zone where the work activity associated with the marked work zone takes place. This attribute applies when the First Harmful Event of the crash occurs inside the work zone in the area where the work activity is taking place. All work zones will have Activity Areas.



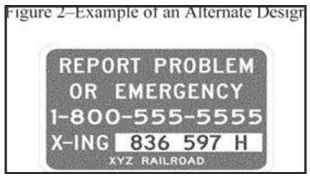
04

RAIL CROSSING ID Continued

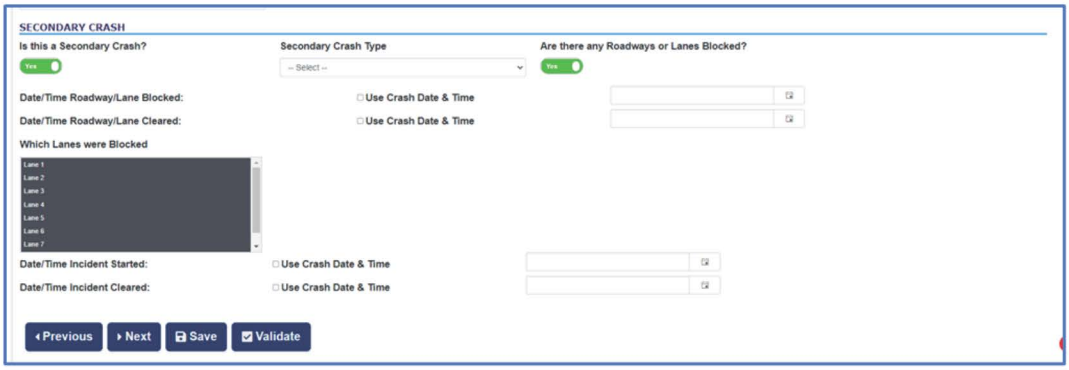
Attributes: Enter the unique number assigned to the RR Crossing.The ID must be recorded as 6 numbers followed by a letter.



Figure 2–Example of an Alternate Design



Secondary Crash



IS THIS CRASH A SECONDARY EVENT OF ANOTHER TRAFFIC INCIDENT?

Definition: A traffic incident is an unplanned randomly occurring traffic event that adversely effects normal traffic operation. A secondary crash is a crash occurring within an incident scene or within a traffic backup (queue), including the opposite direction, resulting from an original incident. The original incident does not have to be a collision; it could be a disabled vehicle, vehicles on the side of the road, construction /maintenance zone, a traffic stop by law enforcement or any other unusual circumstance related to traffic backup or change in traffic flow as long as it played a role in distracting the driver or the causation in the collision.

Source: TIMS

Attributes:

NO
If this is NOT a Secondary Crash due to an traffic incident that impedes the normal flow of traffic, indicate **NO**.

YES
If this is a Secondary crash due to an traffic incident that impedes the normal flow of traffic, indicate **YES**.

NOTE: If YES is indicated, a Secondary Type (original traffic incident) is required.

04

TYPE OF INCIDENT

Definition: The original incident does not have to be a collision; it could be a disabled vehicle, vehicles on the side of the road, construction /maintenance zone, a traffic stop by law enforcement or any other unusual circumstance related to traffic backup or change in traffic flow as long as it played a role in distracting the driver or the causation in the collision.

Source: TIMS

Attributes:

ABANDONED VEHICLE
Indicates an abandoned vehicle caused a change in traffic patterns or required a reduction of speed.

EXAMPLES:
- Vehicles left on the shoulder
- Vehicles on the roadway absent a driver.

CONGESTION
Indicates that traffic congestion caused a change in traffic patterns or a required reduction of speed.

CONSTRUCTION
Indicates a construction zone causes a change in traffic patterns or requires reduction in traffic speed. Construction Zone activities on the roadway that result in physical changes to the highway environment. These changes may include a reduction in the number or width of travel lanes, lane "shifts," lane diversions, reduction, or elimination of shoulders, and even temporary roadway closures.

CRASH
A recent crash scene nearby indicates a previous crash causes a change in traffic patterns, an obstruction on the roadway, requires reduction in traffic speed, leaves occupants and or vehicles on the roadway.

DEBRIS IN ROADWAY
Any roadway obstruction that is not a vehicle, that caused a reduction in speed or a change in the traffic flow.

DISABLED VEHICLE
A disabled vehicle on the roadway that caused a change in traffic flow, evasive actions, or a reduction of speed.

EMERGENCY VEHICLE(S)
Indicates a Law Enforcement or other emergency vehicle's action caused a change in traffic patterns or required reduction in traffic speed.

FLOODING
Roadway obstruction caused by flooding that changes the flow of traffic.

TYPE OF INCIDENT? Continued

MAINTENANCE/WORK
Indicates a maintenance zone causes a change in traffic patterns or requires reduction in traffic speed.
Maintenance or Short-Term Zone activities on the roadway that result in physical changes to the highway environment. These changes may include a reduction in the number or width of travel lanes, lane "shifts," lane diversions, reduction, or elimination of shoulders, and even temporary roadway closures.

OTHER (NARRATIVE)
Indicates Other actions causes a change in traffic patterns or requires reduction in traffic speed. (From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

SPECIAL EVENT
Any event, such as a festival, that impedes the flow of traffic and causes congestion and reduced speed.

TOW/RECOVERY
A tow or recovery of a vehicle on the roadway that changes the pattern of traffic or causes reduction in speeds.

VEHICLE FIRE
A burning vehicle on or near the roadway that causes a change in traffic patterns, a reduction in speed, or an obstruction.

ARE THERE ANY ROADWAYS OR LANES BLOCKED?

Definition: The disruption in traffic flow caused by some sort of physical restriction or blockage of the roadway or travel lanes, which in turn causes vehicles to merge into other lanes of traffic or prevents vehicle passage. Indicate Yes or NO if roadway lane(s) are blocked at every crash scene, regardless if a secondary crash has occurred or not.

Source: TIMS

Attributes:

NO
Indicates NO disruption in traffic flow caused by some sort of physical restriction or blockage of the roadway or travel lanes, which in turn causes vehicles to merge into other lanes of traffic or prevents vehicle passage.

YES
Indicates a disruption in traffic flow HAS OCCURED which caused some sort of physical restriction or blockage of the roadway or travel lanes, which in turn causes vehicles to merge into other lanes of traffic or prevents vehicle passage. If YES is indicated, Roadway / Lane Blockage information is required to be collected.

DATE/TIME ROADWAY/LANE BLOCKED

Definition: If yes was answered for data field ARE THERE ANY ROADWAYS OR LANES BLOCKED?, this subfield will open to document the date/time the roadway/lane was blocked.

DATE/TIME ROADWAY/LANE CLEARED

Definition: If yes was answered for data field ARE THERE ANY ROADWAYS OR LANES BLOCKED?, this subfield will open to document the date/time the roadway/lane was cleared.

WHICH LANES WERE BLOCKED?

Definition: If yes was answered for data field ARE THERE ANY ROADWAYS OR LANES BLOCKED?, this subfield will open to document which lanes were blocked.

» NOTE: You can select multiple lanes by holding down the CTRL button and clicking on the appropriate lane numbers.

DATE/TIME INCIDENT STARTED

Definition: If yes was answered for data field ARE THERE ANY ROADWAYS OR LANES BLOCKED?, this subfield will open to document the date/time the incident started.

DATE/TIME INCIDENT CLEARED

Definition: If yes was answered for data field ARE THERE ANY ROADWAYS OR LANES BLOCKED?, this subfield will open to document the date/time the incident was cleared.



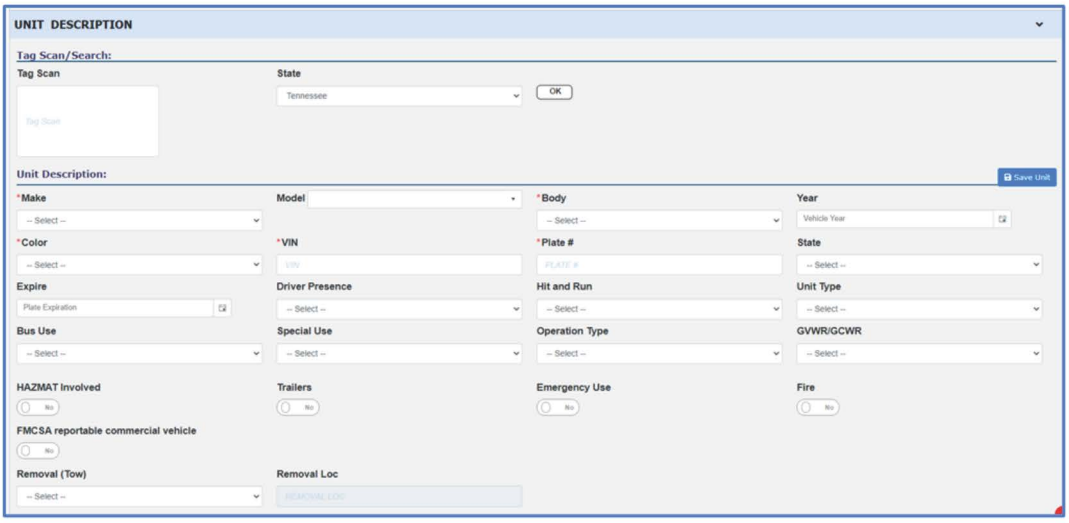
05



Units

Occupants

05 Units

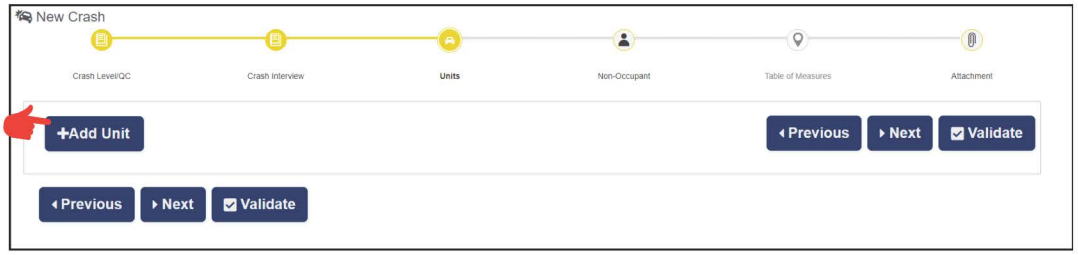


+ADD UNIT / UNIT DESCRIPTION

TAG SCAN/SEARCH

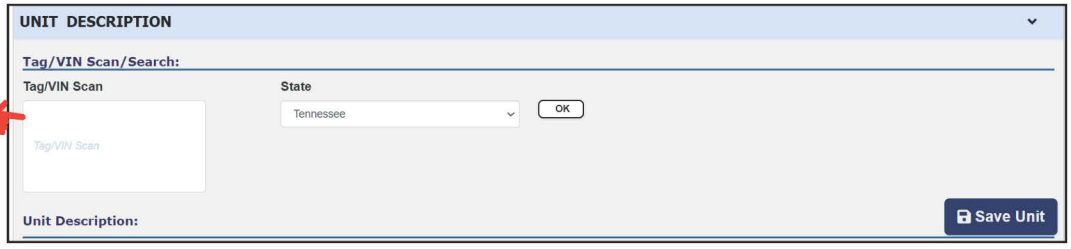
INSTRUCTION:

Step 1: Select add unit: Unit must be added before a Driver can be added.



Step 2: Use a scanner to scan the Tennessee registration barcode or type in a Tennessee vehicle license plate or VIN number into the Tag/VIN Scan box. Once the info is entered, the data will populate any of the Unit Description data fields available from TN Department of Revenue.

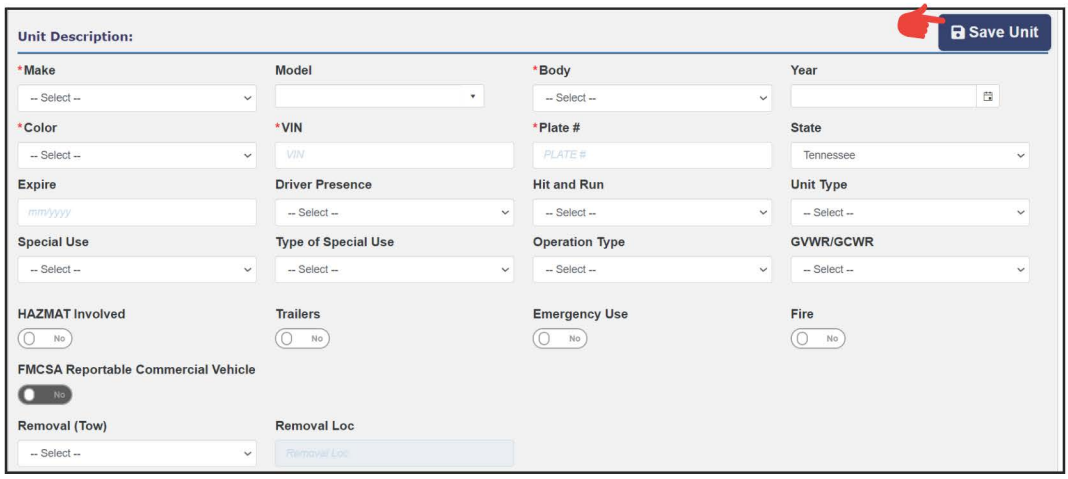
NOTE: If the Unit is registered out of state, you will have to manually enter the data into the Unit Description section as only TN tags and VIN numbers can auto populate.



05

+ADD UNIT Continued

Step 3: Fill in any blanks and once the required data is entered for the vehicle, click Save Unit.



Step 4: Department of Revenue will bring an owner card over with the tag info if using Tennessee Registration. You can use the owner card info or delete it if you don't need to use it. However, you will need to add an owner or make the driver the owner. If using the owner card, you will need to open it and edit additional info in that box as well.

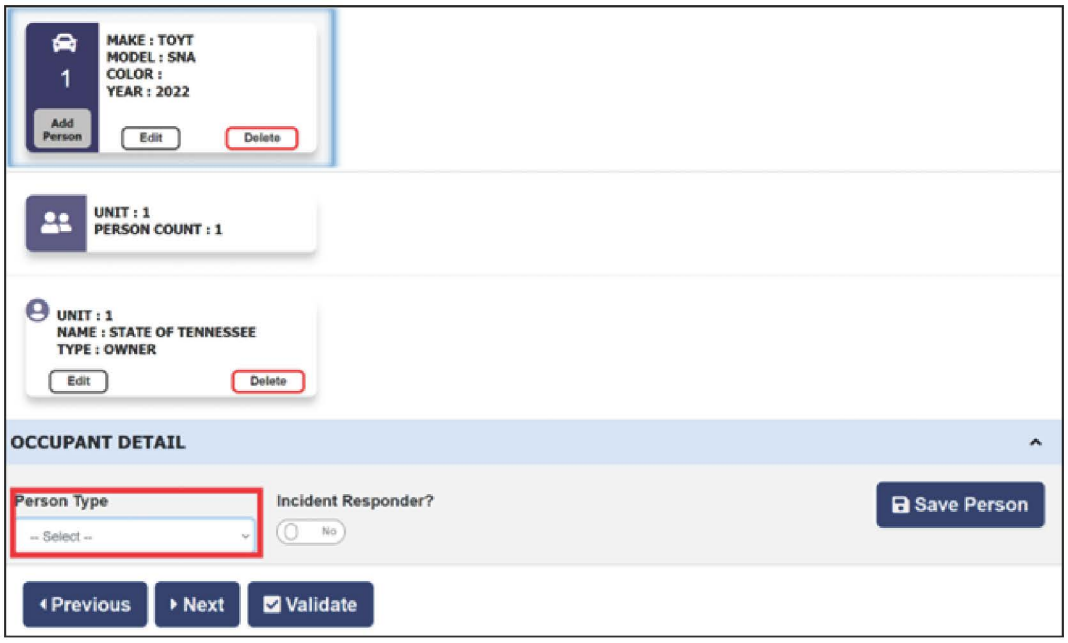


Step 5: Once the vehicle is added select the Add Person on the unit you have entered.

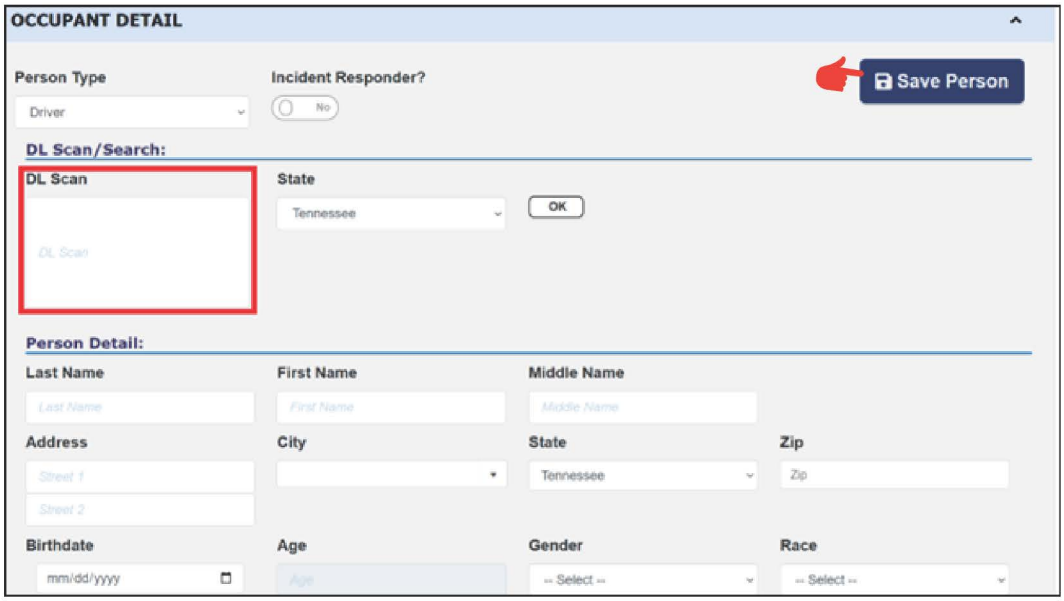


+ADD UNIT Continued

Step 6: Select person Type in drop down box.



Step 7: Scan or enter Tennessee Drivers license. Again, if using out of state this box will not be used, you will have to enter all data manually for out of state license. Once you have entered the Drivers license fill out data below and select Save Person.



+ADD UNIT Continued

Step 8: The system will create a driver's card and then you can edit or delete this card as needed. If you need to add passengers to this vehicle select add person on the unit scroll and select passenger and follow the same instructions as with the driver.



UNIT DESCRIPTION

MAKE

Definition: The manufacturer-assigned, coded name applied to a group of motor vehicles.

EXAMPLES: Chevrolet, Ford, Dodge, International, Freightliner, etc.

Source: MMUCC

MODEL

Definition: The manufacturer-assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction, such as body, chassis, etc. (The model is assigned by the motor vehicle manufacturer and obtained from the vehicle registration.)

Source: MMUCC

EXAMPLES: Chevrolet is the Make and the Models are Corvette, Equinox, Tahoe, Traverse, etc.

BODY

Definition: 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.

NOTE: Personal conveyances - such as skateboards, motorized toy cars, and wheelchairs - are not considered motor vehicles.

Source: MMUCC

BODY Continued

Attributes:

AUTOMOBILES

- Convertible
- Two-Door Sedan Hardtop Coupe
- Three-Door, 2-Door Hatchback
- Four-Door Sedan Hardtop
- Five-Door, 4-Door Hatchback
- Station-Wagon
- Hatchback, Doors Unknown
- Other Or Unknown Automobile Type

AUTOMOBILE DERIVATIVE

- Auto-Based Pickup
- Auto-Based Panel
- Large Limousine
- Three-Wheel Automobile Or Derivatives

UTILITY VEHICLES

- Compact Utility
- Large Utility
- Utility Station-Wagon
- Utility Unknown Body Type

VAN BASED LIGHT TRUCKS (GVWR <= 10,000 lbs)

- Minivan or Passenger Van (< 9 seats)
- Large Van
- Step-Van or Walk-In Van
- Cargo Van
- 9- or 12-Passenger Van
- 15-Passenger Van
- Other Van Type
- Unknown Van Type

LIGHT CONVENTIONAL TRUCKS (pickup-style cab, GVWR <= 10,000 lbs)

- Compact Pickup
- Standard Pickup
- Pickup With Slide In Camper
- Convertible Pickup
- Unknown Pickup Style

OTHER LIGHT CONVENTIONAL TRUCKS (pickup-style cab GVWR <= 10,000 lbs)

- Cab Chassis Based
- Truck Based Panel
- Other Light Conventional Truck Type
- Other Light Conventional Truck Type
- Unknown Light Truck Type
- Unknown Light Vehicle Type

BODY Continued

BUSES (excludes van-based)

- School Bus
- Cross Country Intercity Bus
- Transit Bus
- Other Bus Type 9-to-15 Seats
- Unknown Bus Type

HEAVY/MEDIUM VEHICLES (GVWR > 10,000 lbs)

- Step Van
- Single Unit Straight Truck 10K-19.5
- Single Unit Straight Truck 19.5K-26
- Single Unit Straight Truck GT 26K
- Single Unit Straight Truck GVWR Unknown
- Truck-Tractor (Cab only or any number of trailing units)
- Medium Heavy Pickup
- Unknown Single Or Combo 10-26K
- Unknown Single Or Combo GT 26K
- Unknown Medium Heavy Truck Type
- Unknown Light Medium Heavy Truck Type

MOTOR HOMES

- Light Truck Van Pickup Motor Home
- Medium Heavy Truck Based Motor Home
- Camper Or Motor Home Unknown Truck Type

MOTORCYCLES, MOPEDS, ALL-TERRAIN VEHICLES/CYCLES

- Motorcycle
- Moped Motorized Bicycle
- Three-Wheel Motorcycle Or Moped Not-ATV
- Off-Road Motorcycle Two-Wheel
- Recreational Off-Highway Vehicle
- Other Motored Cycle Type
- ATV 3 or 4 Wheels
- Unknown Motored Cycle Type

OTHER VEHICLES

- GOLF CART, GO-KART
- Snowmobile
- Farm Equipment Other Than Truck
- Construction Equipment Other Than Truck
- Low Speed Vehicle
- Other Vehicle Type
- Unknown Body Type

05

YEAR

Definition: The year that is assigned to a motor vehicle by the manufacturer.

Source: MMUCC

Attributes: YYYY as assigned by motor vehicle manufacturer and obtained from the vehicle registration.

COLOR

Definition: Indicates the color of the vehicle.

VIN

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

Source: MMUCC

Attributes: Manufacturer assigned number (permanently affixed to the motor vehicle).

NOTE: Enter the VIN from the vehicle, usually available from the driver's side dashboard near the windshield. The Standard VIN should have 17 alphanumeric characters for vehicles manufactured after 1981 and later. Older VINs may be shorter. If the VIN is less than 17-characters long (pre-1981 VIN), leave the remaining characters blank. If the state will not allow transmittal of a complete standard VIN, code the right-most four characters as numeric zeros. Leave the VIN blank of vehicles that do not require a registration (farm tractors, go-carts, etc.) DO NOT copy the VIN from the vehicle registration; typographical errors may exist, or the plates may be on the wrong vehicle.

The VIN is normally located in several locations on a car, but the most common places are:

- On the door frame/door post of the front doors (usually driver's but sometimes passenger's). ·
- On the dash near the windshield.
- On the engine itself (machined pad on front of engine).
- On the car's firewall · In the left-hand inner wheel arch.
- On the steering wheel/steering column.
- On the radiator support bracket.

PLATE

Definition: 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.

Source: MMUCC

PLATE # Continued

Attributes: The registered plate number assigned by the State, foreign country, U.S. Government, or Indian Nation.

NOTE: If the vehicle does not have a plate enter "NONE" in the filed name. The State and Expiration fields can be left blank in this instance.

STATE

Definition: The State, commonwealth, territory, Indian nation, U.S. Government, foreign country, etc., issuing the registration plate as indicated on the registration plate displayed on the motor vehicle.

Source: MMUCC

EXPIRE

Attributes:

Enter the two digit month (ex. January = 01) and four digit year (ex. 14=2014) the registration certificate will expire. i.e. 122014.

NOTE: If the vehicle is a government vehicle or the registration is permanent and does not expire enter "PERM" in the field name.

DRIVER PRESENCE

Definition: This element identifies whether or not a driver was present in this vehicle at the onset of the unstabilized situation.

Attributes:

DRIVER OPERATED
This choice is used when there is a person who is physically controlling the vehicle at the onset of the unstabilized situation for this crash.

NOTES:

- Do not use this attribute for a child sitting in the driver's seat unless the case materials indicate the child was in control of the vehicle.
- Hit-and run drivers are included in this attribute. A driver under medical distress would be included.
- This attribute includes when it is known there was a driver but it is unknown which occupant was the driver at the time of the crash.

DRIVER OPERATED NON-CONTACT
This choice is used for an individual in physical control of a vehicle that did not directly contact another vehicle.

DRIVER PRESENCE Continued

DRIVER OPERATED GOVERNMENT VEHICLE
Indicates an individual in physical control of a motor vehicle that is legally authorized to operated a government owned vehicle. Any government vehicle whether it is operated by the local, state, or federal government.

DRIVERLESS VEHICLE
This choice is used when there is no person who was controlling this vehicle at the time of the crash.

» SCENARIO: A driver of a motor vehicle (V1) is involved in a crash that results in the drivers death. Another vehicle (V2) collides with (V1) which results in a secondary crash. V1 would be recorded in the second crash report, however, V1 is recorded as a driverless vehicle.

HIT AND RUN

Definition: Refers to cases where the vehicle or the driver of the vehicle in transport is a contact vehicle in the crash and departs the scene without stopping to render aid or report the crash.

Source: MMUCC

Attributes:

NO HIT AND RUN

DRIVER AND VEHICLE LEFT SCENE

DRIVER LEFT SCENE VEHICLE REMAINED

OTHER INVOLVED PERSON LEFT SCENE

UNIT TYPE

Definition: Motor vehicle unit type and number assigned to uniquely identify each motor vehicle involved in the crash. This number is not assigned to pedestrians or bicyclists.

Source: MMUCC, FARS

Attributes:

MOTOR VEHICLE IN-TRANSPORT
A motor vehicle in transport is used to indicate that this is a motor vehicle in transport. It is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, "in-transport" means any part of the vehicle's primary outline as defined by the four sides of the vehicle3 is within the roadway (travel lanes) or the vehicle is in motion anywhere within or outside the traffic way boundaries.



UNIT TYPE Continued

INCLUSIONS:

- Motor vehicle in traffic on a highway.
- Driverless motor vehicle in traffic way.
- Motor vehicle on roadway stopped at traffic signal.
- Motor vehicle driving or in motion on the shoulder, median, or roadside.
- Motor vehicle outside trafficway boundaries, (parking lot aisle).
- Motionless motor vehicle abandoned on a roadway.
- Disabled motor vehicle on a roadway, etc.

MOTOR VEHICLE NOT IN-TRANSPORT OUTSIDE THE TRAFFICWAY

Motor Vehicle Not In-Transport Outside the Trafficway is used to indicate that this is a motor vehicle not in-transport located outside the trafficway boundaries when it became an involved unit by being struck by a motor vehicle in-transport.



EXAMPLES:

- Motor vehicle parked in a private driveway, parking lot space, or other private property (outside the trafficway boundaries).
- Any vehicle used for private construction occurring outside the trafficway boundaries.

MOTOR VEHICLE NOT IN-TRANSPORT WITHIN THE TRAFFICWAY

Motor Vehicle Not In-Transport Within the Trafficway is used to indicate that this is a motor vehicle not in-transport located within the trafficway boundaries when it became an involved unit. The trafficway boundaries are
from property line to property line.



EXAMPLES:

- Motor vehicle parked in designated curbside parking lane.
- Motor vehicle parked in designated curbside parking lane with an open door crossing into the travel lane.
- Motor vehicle stopped completely on the shoulder, median or roadside.

WORKING MOTOR VEHICLE, HIGHWAY CONSTRUCTION, MAINTENANCE, UTILITY ONLY

A vehicle not intended for highway transport being used for construction, maintenance or utility work related to the trafficway. The "work" may be located within open or closed portions of the trafficway, and the vehicle performing these activities can be within or outside the trafficway.



UNIT TYPE Continued

EXAMPLES:

- Asphalt/steamroller paving or flattening a roadway.
- A highway maintenance crew painting lane lines on the road or mowing grass.
- A street sweeping vehicle, and a utility truck performing maintenance on power lines along the roadway.

NOTE: When not in the act of performing "WORK" and involved in a crash, these Working Vehicles / Equipment, Maintenance, or Utility vehicles can be In Transport.

SPECIAL USE

Definition: This element identifies if a special use is applicable to this vehicle at the time it was involved in the crash.

Source: FARS, MMUCC, TDOT, FMCSA
Attributes:

NO SPECIAL FUNCTION

AMBULANCE
Is used for any readily identifiable (lights or markings) vehicles designed to transport sick or injured people.



CRASH ATTENUATOR TRUCK
Attenuator trucks are highway safety vehicles equipped with an impact attenuating crash cushion intended to reduce the risks of injuries and fatalities resulting from crashes in construction work zones.



FARM VEHICLE
Tractor, combine harvester, etc.



SPECIAL USE Continued

FIRE
Is used for any readily identifiable (lights or markings) vehicles specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This attribute includes medium and heavy vehicles such as engines, pumpers, ladder, platform aerial apparatus, heavy rescue vehicles, water tenders or tankers, brush or wilderness firefighting vehicles, etc.



HIGHWAY/MAINTENANCE
A vehicle not intended for highway transport being used for Construction, maintenance or utility work related to the trafficway. The "work" may be located within open or closed portions of the trafficway, and the vehicle performing these activities can be within or outside the trafficway.



» Examples of working vehicles include: asphalt/steam roller paving or flattening a roadway, a highway maintenance crew painting lane lines on the road or mowing grass, a street sweeping vehicle, and a utility truck performing maintenance on power lines along the roadway.

HWY INCIDENT RESPONSE
Is used for special units that patrol highways to provide temporary traffic control for emergency situations, assistance with disabled vehicles, traffic incident scene management, and emergency response.



MAIL CARRIER
Is used when the case materials indicate this vehicle was a U.S. Postal Service (USPS) authorized mail carrier at the time of the crash.







» NOTE:
- Includes personal vehicles being used as rural USPS-authorized mail carriers.
- This attribute excludes other delivery services (e.g., FedEx, UPS).
- Excludes medium and heavy trucks.

MILITARY
Is used for any vehicle which is owned by any of the Armed Forces regardless of body type including military police vehicles, military ambulances, military hearses, and military fire vehicles.



SPECIAL USE Continued

OTHER BUS USE

Is used when a motor vehicle is designed for transporting nine or more persons including the driver and does not satisfy the above "school bus" criteria.



» EXAMPLE: Body type code "School Bus" transporting senior citizens to an activity.

OTHER SPECIAL FUNCTION

POLICE

Is used for a vehicle equipped with police emergency devices (lights and siren) that is owned or subsidized by any local, county, State, or Federal Government entity.



» NOTE: Vehicles not owned by a government entity that are used by law enforcement officers (e.g., undercover) are excluded.

PUBLIC UTILITY

An entity that provides goods or services such as electric, gas, water, heat, etc.



TAXI (Not Uber/Lyft Rideshare)

Is used when this vehicle was being 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 which are used as taxis, even though they are not registered, are included here. Passengers do not have to be present at the time of the crash. Taxis and drivers which are off-duty at the time of the crash are coded as (No Special Use). If it is unknown whether or not the taxi is on-duty, use (Taxi).



TOWING

Tow truck pulling a wrecked or disabled vehicle.



UNKNOWN

SPECIAL USE Continued

USED AS A COMMUTER 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.)



USED AS A SHUTTLE BUS

Private companies providing transportation services for their own employees, non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections). (Examples include transporting people from airports, hotels, rental car companies, and business facility to facility.)



USED AS PRIVATE SCHOOL BUS

USED AS PUBLIC SCHOOL BUS

This attribute would be used for vehicle that meets the definition of a bus and is being used by a public or private school or district or contracted carrier operation on behalf of the entity, providing transport for school children (up to the 12th grade) to/from school or any other school function or activity.





USED AS SCHEDULED SERVICE BUS

USED AS TOUR OR CHARTER BUS

A company providing transportation on a for-hire basis and demand-response basis, usually round-trip service for a tour group or outing.



VEHICLE USED AS SCHOOL BUS UNKNOWN

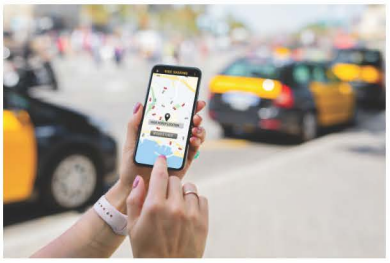
VEHICLE USED FOR DAY CARE

Vehicles used to transport groups of school children to/from school or any other school function or activity. These can include school-sponsored chartered tours and trips to school athletic events. This can involve school-sponsored Head Start Programs (also see Related Factors –Vehicle Level code Transporting Children to/from Head Start/Day Care).



SPECIAL USE Continued

VEHICLE USED FOR ELECTRONIC RIDE HAILING (UBER/LYFT IN USE)



TYPE OF SPECIAL USE

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

Source: FARS, MMUCC

Attributes:

EMERGENCY OPERATION, EMERGENCY WARNING EQUIPMENT IN USE
The authorized emergency vehicle has been dispatched to an incident or has initiated an emergency operation and is using an audible siren and/or has illuminated its emergency lighting devices. The emergency vehicle operator is using or is prepared to use emergency vehicle maneuvers as allowed by State law.

EMERGENCY OPERATION, EMERGENCY WARNING EQUIPMENT NOT IN USE
The authorized emergency vehicle has been dispatched to an incident or has initiated an emergency operation and has no emergency lighting or audible siren in use. The emergency vehicle operator may be using emergency vehicle maneuvers as allowed under State law. Examples: a police car in the last mile approaching a bank robbery; transport of a patient in an ambulance for which lights and sirens are not used per protocol.

NON-EMERGENCY TRANSPORT
The authorized emergency vehicle has been dispatched to an incident or has initiated a transport related operation in a non-emergency mode. The emergency vehicle operator is not using emergency lighting, audible siren or emergency vehicle maneuvers. Example: transport of a suspect from one location to another or interfacility transport of a patient in an ambulance to a nursing home.

NON-EMERGENCY, NON-TRANSPORT
The authorized emergency vehicle has been dispatched to an incident or has initiated operation in a non-emergency mode and is not transporting passengers, such as patients or suspects. The emergency vehicle operator is not using emergency lighting, audible siren or emergency vehicle maneuvers.

UNKNOWN

05

OPERATION TYPE

Definition: Determines the vehicle's primary use.

Source: Common

Attributes:

PERSONALLY OWNED/USED
The vehicle is personally owned and is not used for public or private sector operations.

COMMERCIALLY OWNED/USED
The vehicle is owned by a public sector business and is used in the operation of that business.

GOVERNMENT OWNED/USED
The vehicle is owned by a governmental body and is used in the operation of that government.

RENTAL OR LEASED
The vehicle is owned by another party that rents or leases it to customers.

GVWR/GCWR

Definition: GVWR/GCWR descriptions GVWR and GCWR are manufacturer designated weight ratings, not the loaded weights from the bill of lading or the scaled weight of the vehicle. The Gross Vehicle Weight Rating (GVWR) is the value specified by the manufacturer as the recommended loaded weight of a single motor vehicle. The Gross Combination Weight Rating (GCWR) is the value specified by the manufacturer(s) as the recommended 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 all GVWRs for each unit in a combination-unit motor vehicle. Thus, for single-unit trucks there is no difference between the GVWR and the GCWR. For combination trucks (truck tractors pulling a single semi-trailer, truck tractors pulling double or triple trailers, trucks pulling trailers, and trucks pulling other motor vehicles) the GCWR is the total of the GVWRs of all units in the combination. The use of GCWR to determine selection becomes especially important when vehicles that would NOT qualify by GVWR alone are involved in crashes when pulling a trailer. Often, the addition of the trailer's GVWR to that of the power unit establishes a GCWR within the qualifying range.

Source: FMCSA

Attributes:

10000 OR LESS-NO HAZ-8 OR LESS
Should be used for vehicles 10,000 lbs. or less, not displaying a hazardous materials placard, for buses less than 9 seats (including driver), and for all motor homes.

10000 OR LESS-NO HAZ-9 OR MORE
0,000 lbs. or less - Should be used for passenger cars and light trucks with 10,000 lbs GVWR or less when displaying a hazardous materials placard or for buses with 9 or more seats (including driver) with 10,000 lbs. GVWR or less.

GVWR/GCWR Continued

10001 TO 26000
The value specified by the manufacturer.

26001 TO GREATER
The value specified by the manufacturer.

UNKNOWN
Unknown should only be used in cases where the GVWR cannot be determined at the time the report is submitted.

EXAMPLE:
- Hit and Run.







05

HAZMAT INVOLVED

Definition: Indicates if Hazardous Material(s) were being transported in one or more of the vehicles involved in this crash. “Hazardous Material” refers to any substance or material which has been determined to be capable of posing an unreasonable risk to health, safety and property when transported in commerce. Vehicles transporting hazardous materials should have a diamond-shaped placard affixed indicating the material carried. Fuel or oil carried by the vehicle for its own use is NOT considered cargo and should not be reported in this section.

Source: MMUCC, FMCSA

Attributes: Select YES or NO the presence of Hazardous Material(s) were being transported in one or more of the vehicles in this crash. Mark YES even though the Hazardous Materials may or may not be properly placarded or identified.

TRAILERS

Definition: Determines if a trailer was directly involved with the crash. A trailer is a road vehicle designed to be drawn by another road vehicle.

Source: ANSI D16

Attributes: Select **YES** or **NO** to the presence of a trailer related to the crash.

EMERGENCY USE

Definition: Indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck, or ambulance while actually engaged in such response. Select "Yes" only if the motor vehicle involved in the crash was on an emergency response, regardless of whether the emergency warning equipment was in use.

Source: MMUCC

Attributes: Select **YES** or **NO** if the motor vehicle involved in the crash was on an emergency response

NO
The authorized emergency vehicle has been dispatched to an incident or has initiated operation in a non-emergency mode and is not transporting passengers, such as patients or suspects. The emergency vehicle operator is not using emergency lighting, audible siren or emergency vehicle maneuvers.

YES
The authorized emergency vehicle has been dispatched to an incident or has initiated an emergency operation and is using an audible siren and/or has illuminated its emergency lighting devices. The emergency vehicle operator is using or is prepared to use emergency vehicle maneuvers as allowed by state law.

FIRE

Definition: A fire or explosion that was the cause or result of the crash. A fire/explosion is a non-collision harmful event.

Source: MMUCC

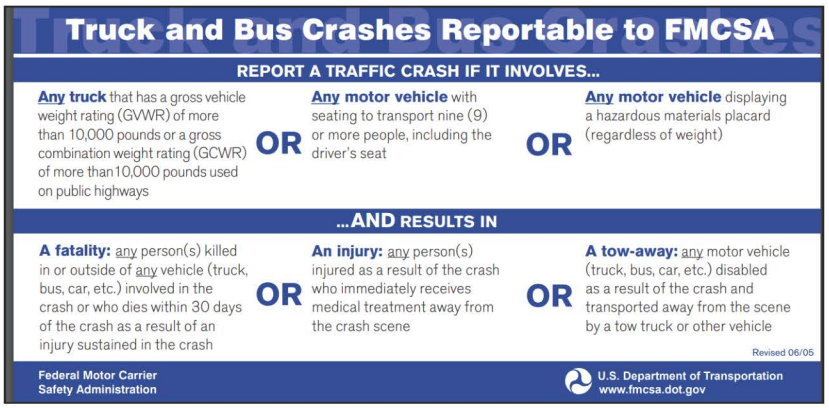
Attributes: Select **YES** or **NO** the presence of fire resulting from or causing the crash.

FMCSA REPORTABLE COMMERCIAL VEHICLE

Definition: Define and provide information and examples for FMCSA related crash data collected and reported through the State Official Crash Report. Crashes involving commercial motor vehicles and some non-commercial motor vehicles should be reported on the TITAN eCrash Report and to the FMCSA.

Source: MMUCC, FMCSA

Attributes: Select **YES** or **NO** if this is an FMCSA reportable commercial vehicle.



Truck and Bus Crashes Reportable to FMCSA

REPORT A TRAFFIC CRASH IF IT INVOLVES...

Any truck that has a gross vehicle weight rating (GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) of more than 10,000 pounds used on public highways

OR

Any motor vehicle with seating to transport nine (9) or more people, including the driver's seat

OR

Any motor vehicle displaying a hazardous materials placard (regardless of weight)

...AND RESULTS IN

A fatality: any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash

OR

An injury: any person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene

OR

A tow-away: any motor vehicle (truck, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle

Revised 06/05

Federal Motor Carrier Safety Administration

U.S. Department of Transportation www.fmcsa.dot.gov

Crashes involving commercial motor vehicles and some non-commercial motor vehicles must be reported on a State's crash report and to the FMCSA. A commercial motor vehicle is any motor vehicle that is used on a trafficway for the transportation of goods, property, or people in interstate or intrastate commerce.

INCLUDED:

Here are some examples of commercial and non-commercial operations that, when involved in a crash, should be included if they meet the criteria on the front of this card.

Examples:

1. A trucking company or individual owner/operator hauling the goods of a business for a fee.
2. A manufacturing company hauling its own products to retail stores, or a retail store delivering products to its buyers.
3. A farm hauling its produce to market.
4. A motorcoach, airport shuttle, or hotel-owned shuttle bus or limousine service transporting passengers.
5. A government-owned truck or bus.
6. A school bus transporting students to/from school or school-related activities.
7. A rented or leased truck used to transport either commercial or personal goods.
8. A truck or truck tractor owned and operated for commerce being used for a personal trip or to transport personal goods.

EXCLUDED:

Here are some examples of non-commercial operations that, when involved in a crash, should not be included.

Examples:

1. A non-commercial horse owner transporting hay bales from his pasture on one side of the road to his stables on the other side of the road in a truck with a GVWR greater than 10,000 pounds.
2. A homeowner carrying recyclables to a drop-off point in a personally owned pickup truck with a GVWR greater than 10,000 pounds.
3. A family of 10 persons taking a trip in the family's 12-person van.
4. A personally owned pickup truck hauling a boat, horse or utility trailer with a GCWR greater than 10,000 pounds not operating in commerce or as part of a business.
5. A family operating a personally owned and registered recreational vehicle or motor home.

REMOVAL (TOW)

Definition: This data element identifies whether the vehicle was towed from the scene of the crash.

Source: FARS, MMUCC

05

REMOVAL (TOW)

Attributes:

TOWED DUE TO VEHICLE DAMAGE
This implies disabling damage to the vehicle that is sufficient to require the vehicle to be towed or carried from the scene. Towed Due to Disabling Damage identifies if a vehicle involved in a crash is removed from the scene due to damage incurred. Damage which precludes departure of a motor vehicle from the scene in its usual manner in daylight after simple repairs. Towing assistance without removal of the vehicle from the scene, such as pulling a vehicle out of a ditch, is not considered to be "towed" for the purposes of this element.

» INCLUDE: A tractor semi-trailer strikes the bridge overhead structure with its trailer and the trailer is disabled and must be towed. The truck tractor is not damaged and is driven off. The vehicle would still be considered to be "towed" as it is considered one unit in the crash.
Exclude vehicles that are towed due to any other reason other than disabling damage. Example: Due to arrest, Driver emotionally upset, etc.

» EXCLUDE: Vehicles that are towed due to any other reason other than disabling damage. Example: Due to arrest, Driver emotionally upset, etc.

DRIVEN FROM SCENE
Implies the vehicle was able to leave the scene under its own power and driven by an individual.

REMAINED AT SCENE
This implies the vehicle was left at the scene of the crash and not removed by any means including personal or private methods.

TOWED DUE TO OTHER THAN DAMAGE
This implies the vehicle was towed, but not due to disabling damage. Towed away from the scene for other reasons.

» EXAMPLE:
- Driver arrested.
- Does not have a required CDL
- Vehicle placed out of service
- Driver emotionally upset
- Windshield broken, blown tires, etc.

REMOVAL LOC

Definition: Identifies the location disposition of the vehicle removed from the crash scene.

Source: TITAN

Attributes: Enter the name of the garage or the location to which the vehicle was towed. If necessary, use the narrative to provide more information.

05

CRASH EVENT DETAILS

EVENT 1, 2, 3, 4, 5 AND 6

Definition: The events for the vehicle in the order in which they occur, time wise, including both non-collision as well as collision events. Ability to capture up to 6 events per unit.

Source: MMUCC, FARS

Attributes:

MOTOR VEHICLE IN-TRANSPORT ON SAME ROADWAY



Motor Vehicle In-Transport on Same Roadway is used this code when one motor vehicle in-transport collides with another motor vehicle in-transport on an undivided highway or the same side of a divided highway.

» NOTE: 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. 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.

MOTOR VEHICLE IN-TRANSPORT ON DIFFERENT ROADWAY



Motor Vehicle In-Transport on Different Roadway differs from Motor Vehicle In-Transport on Same Roadway in that it applies to events where a motor vehicle in-transport leaves one roadway and enters a different roadway, having a collision with a motor vehicle in-transport on that roadway.

» EXAMPLE: one motor vehicle in-transport travels across the median of a divided highway, enters oncoming traffic and is struck; or, a motor vehicle in-transport traveling on an overpass leaves the trafficway and strikes or is struck by a motor vehicle in-transport traveling on a trafficway below. Choose Motor Vehicle In-Transport on Different Roadway over Motor Vehicle In-Transport on Same Roadway when a motor vehicle crosses over onto the other roadway striking another motor vehicle. Motor Vehicle In-Transport on Different Roadway should NOT be used in an at intersection crash (where the First Harmful Event occurs in the intersection).

» NOTE: 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. 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.

EVENT 1, 2, 3, 4, 5 AND 6 Continued

BOULDER
A rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact.



BRIDGE RAIL
A barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians or other users.

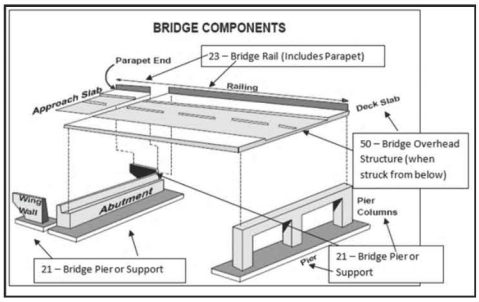


» NOTE: A "bridge rail" may be constructed of various materials including metal, concrete, stone, wood, and/or combinations of these materials. For example a longitudinal barrier along the on top of a bridge that is faced with "guardrail" material should still be coded as "Bridge Rail".

BRIDGE/OVERHEAD STRUCTURE
Is used when striking the bottom of a bridge while traveling underneath it.

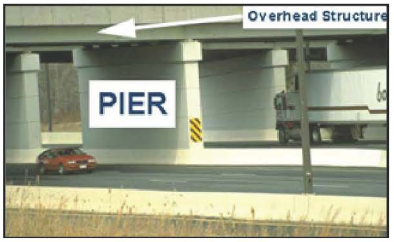
» NOTE: The support structures in the middle of the bridge (piers or columns) and at the ends (abutments) are captured under attribute "Bridge Pier or Support".

BRIDGE/PARAPET END
A wooden, brick, stone, concrete or metal fence-like structure which runs along the outermost edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.



BRIDGE/PIER ABUTMENT
Is a square or round column of stone, concrete, brick, steel, or wood for supporting a bridge between abutments. This attribute includes the bridge abutments that are supporting the ends of a bridge. Abutments are generally designed for retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick, or wood (includes the wingwalls).





EVENT 1, 2, 3, 4, 5 AND 6 Continued

BUILDING

Used when the vehicle strikes a roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.



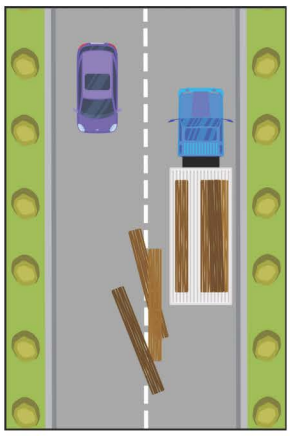
CABLE BARRIER

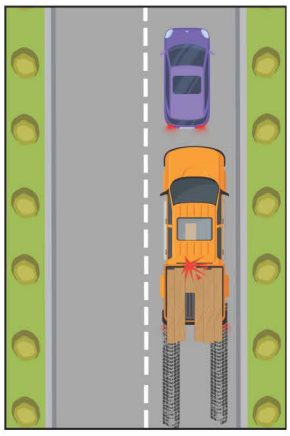
Refers to a flexible barrier system which uses several cables typically supported by steel posts. These can be used on the roadside or as a median barrier. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.



CARGO EQUIP LOSS/SHIFT

Refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, causing damage and/or injury to the vehicle, its occupants, its parts, trailing unit, or the cargo itself. Harm can be measured in loss of monetary value from unrecoverable cargo loss as well as physical damage. This attribute should never be used to refer to a “collision” event.





EXAMPLES:

- A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.
- Unsecured cargo shifts inside a box truck and bursts through the wall of the trailer.
- Pallets of beehives on a flatbed truck fall off the truck on a sharp curve causing the hives to open and the bees to fly away.

EVENT 1, 2, 3, 4, 5 AND 6 Continued

CONCRETE TRAFFIC BARRIER

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

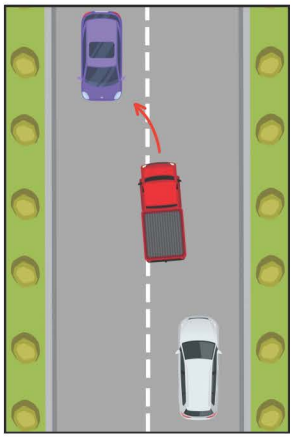




NOTE: Concrete walls (vertical side surfaces) such as the walls of a tunnel do not apply here; see Other Fixed Object.

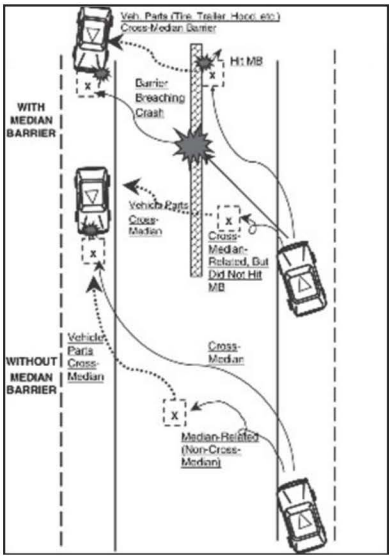
CROSS CENTER LINE

Used when a vehicle crosses over the centerline of a two-way, undivided highway. The centerline must be delineated with paint or raised markers. This is also used for unstabilized situations involving vehicles that depart from their initial travel lane(s) and enter the continuous left-turn lane, having a harmful event that is located within the marked boundaries of the continuous left-turn lane. This attribute also applies to vehicles that traverse the continuous left-turn lane area, having a harmful event that is located in the opposing travel lane(s).



CROSS MEDIAN

Used when a vehicle departs its roadway and traverses the median and enters the shoulder or travel lanes on the opposite side of a divided highway.



NOTE: In the example diagram below, V1 would be recorded with the Sequence of Events items identified below. The initial roadway departure to the left into the median and final rest off the roadway would be eliminated if only recording 4 events.

EVENT 1, 2, 3, 4, 5 AND 6 Continued

CULVERT
An enclosed structure providing free passage of water under a roadway with a clear opening of less than twenty feet measured along the center of the roadway.



CURB
A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt or wood typically have a face height of less than 9 inches.



DEER
Indicates impact with a deer in the roadway.



DITCH
Includes any manmade structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert. A collision with the sides of a ditch ("ditch bank" or "ditch embankment") should be coded as a Ditch rather than an embankment.



DOWN HILL-RUN AWAY
Refers to any vehicle that cannot decelerate on a downhill grade. This does not apply to a vehicle that cannot slow down due to lack of surface friction (due to ice, snow, etc.).



EMBANKMENT EARTH
Earthen structure used to support a channel or roadway.



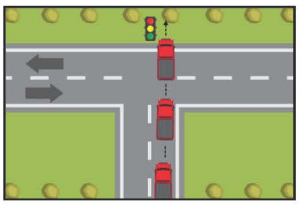
EMBANKMENT MATERIAL UNKNOWN

EVENT 1, 2, 3, 4, 5 AND 6 Continued

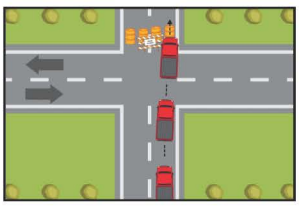
EMBANKMENT ROCK/STONE/CONCRETE
Is a raised structure to hold back water, to carry a roadway, or the result of excavation or washout (including erosion) that may be faced with earth (or rock, stone, or concrete).



END DEPARTURE
Is used if the vehicle leaves the roadway by traveling straight through the top of a "T-intersection" of a two-way trafficway or top of an intersection one-way roadway.



NOTE: This code should also apply to vehicles traveling off the end of dead-end roadways or into the barrier of a closed trafficway.



EQUIPMENT FAILURE
Blown tire, brake failure, etc.

NOTE: This attribute should not be used to describe damage resulting from a collision event.

FELL/JUMPED FROM VEHICLE
Motor vehicle occupant either involuntarily fell or intentionally leapt 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.

FENCE
This attribute includes fence posts. A fence can be made of wood, chain link, stone, etc. This would exclude shrubs or hedges serving as containment for property. Shrubs or hedges would be coded as "Other Fixed Objects".



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



FIRE, EXPLOSION
A fire or explosion that was the cause or result of the crash. A fire/explosion is a non- collision harmful event.



EVENT 1, 2, 3, 4, 5 AND 6 Continued

GAS INHALATION
Injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

GUARD RAIL END
Is coded if a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end of an expanse of guardrail face.



NOTE: As in the photo below, 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.

GUARD RAIL FACE
Surface area of the guardrail other than the end.

HIGHWAY TRAFFIC SIGN POST
A pole, post or structure constructed to support a highway sign.



IMMERSION
Immersion, Full or Partial -Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.





NOTES:

- In immersion injuries/fatalities the injury to the person may be noted as "drowning"
- Immersion/Drowning: For these type cases UNLESS the investigating officer can establish the person reached a "position of safety" that ended the un-stabilized situation and then took some other action(s) (i.e. attempt to reach shore or attempts by others to rescue the person) that resulted in death, the fatal injury is counted as a motor vehicle crash fatality. Injury to a person from an "immersion" event is drowning and drowning doesn't occur like an impact injury where the harm/death is immediate. A person trapped or inside a vehicle underwater or in a vehicle that is sinking is not in a position of safety. If they manage to exit the vehicle but not reach safety before death caused by drowning, then it is reasonable to record the fatality as a motor vehicle fatality that resulted from an immersion harmful event. ref; ANSI D 16.1 2.4.4.

EVENT 1, 2, 3, 4, 5 AND 6 Continued

IMPACT ATTENUATOR CRASH CUSHION

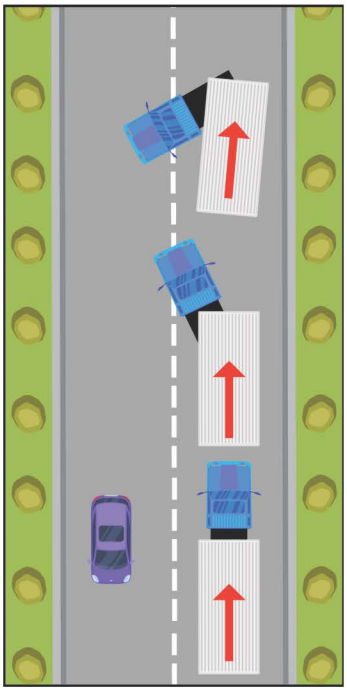


A barrier at a spot location, less than 25 ft. (7.6 m) away, designed to prevent an errant motor vehicle from impacting a fixed object hazard by gradually decelerating the motor vehicle to a safe stop or by redirecting the motor vehicle away from the hazard. Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include barrels filled with water or sand, and plastic collapsible structures.

INJURED IN VEHICLE

Used when an occupant is injured during an unstabilized situation without a collision, excluding cargo/equipment loss or shift. Examples: Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

JACKKNIFE



This element identifies if this vehicle experienced a "jackknife" anytime during the unstabilized situation. Jackknife applies to a condition that occurs to a combination vehicle while in motion. A jackknife occurs when there is an uncontrolled articulation between the power unit and the trailers(s) in which the trailer does not follow directly behind the power unit (tracking), and the driver did not initiate the non-tracking situation. The condition reflects a loss of control of the vehicle by the driver in which the trailer's normal straight-line path behind the power unit is not maintained.

» NOTE: A Jackknife can occur at any time during the crash sequence. This element is applicable for all power unit/trailer combinations (truck tractor or single-unit truck with one or more trailers, car pulling a boat on a trailer, light utility vehicle/trailer combination, etc.).

LUMINAIRE LIGHT SUPPORT



Refers to supports for highway lighting systems, not including other private lighting systems (e.g., parking lot lights).

EVENT 1, 2, 3, 4, 5 AND 6 Continued

MAIL BOX



Refers to a private residence mail/newspaper box including the post. A cluster of private mailboxes is included in this attribute. NOTE: This attribute does not include U.S. Mailboxes, which are typically blue and are for general public use. Code a U.S. Mailbox as Other Fixed Object.

MOTOR VEHICLE-IN-MOTION OUTSIDE TRAFFICWAY

Used when the injury- or damage producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash.

EXAMPLE:

- A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the parking lot.

NON-MOTORIST PERSONAL CONVEYANCE

Used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions

Rideable toys:

- Roller skates, in-line skates
- Skateboards
- Skates
- Baby carriage
- Scooters
- Toy wagons

Motorized rideable toys:

- Motorized skateboard
- Motorized toy car
- Motorized kick scooter

Devices for personal mobility assistance:

- Self-balancing personal conveyance (e.g., Segway-style device)
- Motorized and non-motorized wheelchair
- Mobility aid scooters

Exclusions

- Golf cart
- Low-speed vehicles (LSVs)
- Go-carts
- Minibike
- “Pocket” motorcycles
- Motor scooters
- Moped

OCCUPANT STRUCK BY OWN VEHICLE

When an occupant of a vehicle is run over by his/her own vehicle.

EVENT 1, 2, 3, 4, 5 AND 6 Continued

OTHER ANIMAL
This attribute is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device (see Other Non-motorist) other than a Deer.

» NOTE: A dead animal (carcass) should be entered as "Other Non-Fixed Objects". Default to this choice if it cannot be determined if the struck animal was alive or dead at the time of the crash.

OTHER FIXED OBJECT
Used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes.

» NOTE: This attribute excludes collisions with curbing that forms raised islands, medians, or separators.

» EXAMPLES:
- Bus shelters
- Pedestrian walkways
- Toll booths
- Guy wires supporting utility poles
- U.S. Mailbox for public use

OTHER NON-COLLISION

» EXAMPLES:
- Driving off a cliff where damage is not the result of an overturn or a collision with a fixed object.
- 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.
- Situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport.
- When an occupant of a vehicle is run over by his/her own vehicle after falling from the vehicle.

OTHER NON-FIXED OBJECT
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OTHER POST/POLE SUPPORT
Post, pole or support that does not include a highway safety sign.

OTHER TRAFFIC BARRIER
Longitudinal barriers other than guardrails, concrete traffic barriers, or cable barriers. They may be composed of material such as wood or rock.

EVENT 1, 2, 3, 4, 5 AND 6 Continued

OVERTURN, ROLL OVER
A motor vehicle that has overturned at least 90 degrees to its side.




OVERHEAD SIGN SUPPORT
Traffic Sign Support A pole, post or other type of support for a traffic sign.



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




PAVED SURFACE-IRREGULAR
(Is used when the pavement surface irregularity is on a paved surface. Other examples include indication of contact with a dip, depression, low spot, trough, etc.)

PEDAL-CYCLE
Includes bicycles, tricycles, unicycles, pedal cars, etc.

» NOTE: This attribute is used only for occupied pedalcycles. A bicycle in the roadway without a rider that is struck would be an "Other Non-Fixed Object".



PEDESTRIAN
A person who is not an occupant of a motor vehicle in transport or a pedalcyclist. Includes a person who is adjacent to the motor vehicle regardless of their actions.




EVENT 1, 2, 3, 4, 5 AND 6 Continued

RAILWAY TRAIN
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.



» NOTE: A train is not considered a motor vehicle.

RAN OFF ROAD - LEFT
If any part of the vehicle runs off the left side of the roadway.

» NOTE: The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use Run Off Roadway, left as it would be departing to the left side of the trafficway at the top of the "T".

RAN OFF ROAD - RIGHT
If any part of the vehicle runs off the right side of the roadway.

» NOTE: The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use Run Off Roadway, left as it would be departing to the left side of the trafficway at the top of the "T".

REENTERING ROADWAY
Is used when a vehicle that departed the roadway portion of the trafficway returns to the same roadway (e.g., a motor vehicle in-transport runs off the roadway right, strikes the guardrail face, then re-enters the roadway and collides with another motor vehicle in-transport).

RIDDEN ANIMAL/DRAWN CONVEYANCE
Includes person's riding an animal (e.g. person on horseback), and person's in or on an animal drawn conveyance and the device itself when occupied (e.g. a horse and buggy).



SEPERATION OF UNITS
Is used when a trailing unit separates from its power unit or another trailing unit(s). This applies to truck tractors with trailer(s), single-unit trucks with a trailer, and other vehicles pulling a trailer (e.g., car pulling a boat or motor home).

EVENT 1, 2, 3, 4, 5 AND 6 Continued

STRUCK AN OBJECT AT REST FROM OR SET IN MOTION BY OTHER MOTOR VEHICLE

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 pushes it into a passing pedestrian.

» EXAMPLES:

- If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, this is treated as a two-vehicle crash.
- Logs falling off or coming loose from a truck and striking a vehicle behind the truck.
- A motor vehicle striking a parked car and pushes it into a passing pedestrian.

SHRUBBERY

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



SNOW BANK

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



STANDING TREE

Is used when a vehicle strikes a standing tree. This includes impacts from overhanging branches, tree stumps, or large cactus (Saguaro).



THROWN OR FALLING OBJECT

A non-collision event where an Object is thrown or falls on or near a motor vehicle in transport at the time of the crash.

» EXAMPLE: Falling trees/tree limbs or large rocks from a hillside that fall on a vehicle.



» NOTE: In the event a fatal injury occurs, the FARS Unit will determine if the case meets the guidelines for recording in the FARS Federal Database.

EVENT 1, 2, 3, 4, 5 AND 6 Continued

TRAFFIC SIGNAL SUPPORT
Is used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport.



» NOTE: Use Traffic Signal Support for railroad crossing arm/gate.

UNKNOWN

UTILITY POLE
Constructed for the primary function of supporting an electric line, telephone line or other electrical/electronic transmission line or cable.



VEHICLE AIRBORNE
Must only be used if the officer indicates by narrative or diagram that the vehicle left the ground (excludes vehicles going airborne during a rollover event).

» EXAMPLES:
- The vehicle drove off a cliff.
- The vehicle was launched into the air after striking another vehicle or after traversing a berm.

WALL
Primarily a vertical structure composed of concrete, metal, timber or stone that is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway.



WORKING MOTOR VEHICLE
Is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance, or utility work related to the trafficway when it became an involved unit. The vehicle should be known to be in the act of performing work. 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.



» NOTE: This code does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

EVENT 1, 2, 3, 4, 5 AND 6 Continued

EXAMPLES:

- Asphalt/steamroller working in a highway construction zone paving the roadway or flattening dirt.
- State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
- Utility truck or a "cherry picker," performing maintenance on power lines along the roadway or maintaining a traffic signal.
- A private excavating company contracted by the State digging the foundation for a new overpass.
- A State, county, or privately owned snowplow, plowing ice/snow as part of a highway maintenance activity.
- Street sweeper sweeping the street.
- A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
- A law enforcement vehicle that is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling, or calming influence.

MOST HARMFUL EVENT

Definition: This element identifies the event that resulted in the most severe injury, the greatest property damage involving this motor vehicle.

Source: FARS

Attributes:

MOTOR VEHICLE IN-TRANSPORT ON SAME ROADWAY
Motor Vehicle In-Transport on Same Roadway is used this code when one motor vehicle in-transport collides with another motor vehicle in-transport on an undivided highway or the same side of a divided highway.



Note: 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. 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.

MOTOR VEHICLE IN-TRANSPORT ON DIFFERENT ROADWAY
Motor Vehicle In-Transport on Different Roadway differs from Motor Vehicle In-Transport on Same Roadway in that it applies to events where a motor vehicle in-transport leaves one roadway and enters a different roadway, having a collision with a motor vehicle in-transport on that roadway.



MOST HARMFUL EVENT Continued

EXAMPLE: One motor vehicle in-transport travels across the median of a divided highway, enters oncoming traffic and is struck; or, a motor vehicle in-transport traveling on an overpass leaves the trafficway and strikes or is struck by a motor vehicle in-transport traveling on a trafficway below. Choose Motor Vehicle In-Transport on Different Roadway over Motor Vehicle In-Transport on Same Roadway when a motor vehicle crosses over onto the other roadway striking another motor vehicle. Motor Vehicle In-Transport on Different Roadway should NOT be used in an at intersection crash (where the First Harmful Event occurs in the intersection).

NOTE: 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. 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.

BOULDER
A rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact.



BRIDGE RAIL
A barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians or other users.

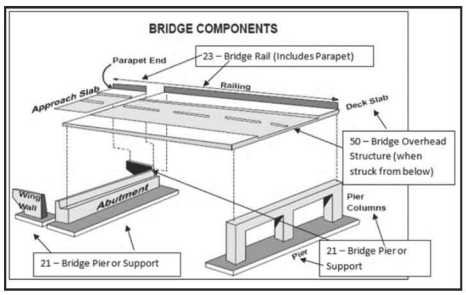


NOTE: A "bridge rail" may be constructed of various materials including metal, concrete, stone, wood, and/or combinations of these materials. For example a longitudinal barrier along the on top of a bridge that is faced with "guardrail" material should still be coded as "Bridge Rail".

BRIDGE/OVERHEAD STRUCTURE
Is used when striking the bottom of a bridge while traveling underneath it.

NOTE: The support structures in the middle of the bridge (piers or columns) and at the ends (abutments) are captured under attribute "Bridge Pier or Support".

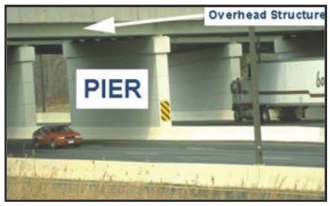
BRIDGE/PARAPET END
A wooden, brick, stone, concrete or metal fence-like structure which runs along the outermost edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.



MOST HARMFUL EVENT Continued

BRIDGE/PIER ABUTMENT
Is a square or round column of stone, concrete, brick, steel, or wood for supporting a bridge between abutments. This attribute includes the bridge abutments that are supporting the ends of a bridge. Abutments are generally designed for retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick, or wood (includes the wingwalls).





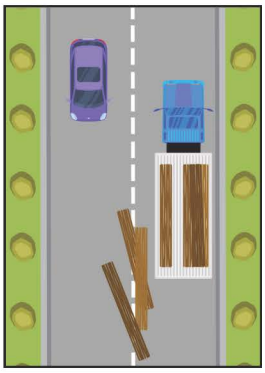
BUILDING
Used when the vehicle strikes a roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.



CABLE BARRIER
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.

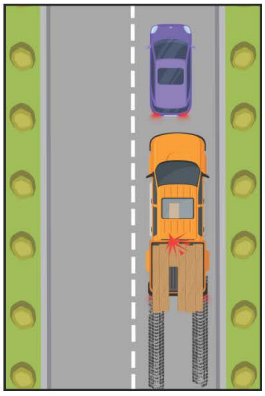


CARGO EQUIP LOSS/SHIFT
Refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, causing damage and/or injury to the vehicle, its occupants, its parts, trailing unit, or the cargo itself. Harm can be measured in loss of monetary value from unrecoverable cargo loss as well as physical damage. This attribute should never be used to refer to a “collision” event.



EXAMPLES:

- A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.
- Unsecured cargo shifts inside a box truck and bursts through the wall of the trailer.
- Pallets of beehives on a flatbed truck fall off the truck on a sharp curve causing the hives to open and the bees to fly away.



MOST HARMFUL EVENT Continued

CONCRETE TRAFFIC BARRIER

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

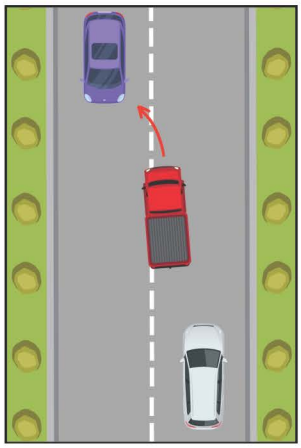




» NOTE: Concrete walls (vertical side surfaces) such as the walls of a tunnel do not apply here; see Other Fixed Object.

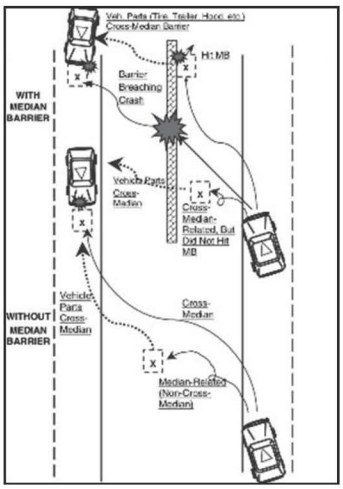
CROSS CENTER LINE

Used when a vehicle crosses over the centerline of a two-way, undivided highway. The centerline must be delineated with paint or raised markers. This is also used for unstabilized situations involving vehicles that depart from their initial travel lane(s) and enter the continuous left-turn lane, having a harmful event that is located within the marked boundaries of the continuous left-turn lane. This attribute also applies to vehicles that traverse the continuous left-turn lane area, having a harmful event that is located in the opposing travel lane(s).



CROSS MEDIAN

Used when a vehicle departs its roadway and traverses the median and enters the shoulder or travel lanes on the opposite side of a divided highway.



» NOTE: In the example diagram below, V1 would be recorded with the Sequence of Events items identified below. The initial roadway departure to the left into the median and final rest off the roadway would be eliminated if only recording 4 events.

CULVERT

An enclosed structure providing free passage of water under a roadway with a clear opening of less than twenty feet measured along the center of the roadway.



MOST HARMFUL EVENT Continued

CURB
A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt or wood typically have a face height of less than 9 inches.



DEER
Indicates impact with a deer in the roadway.



DITCH
Includes any manmade structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert. A collision with the sides of a ditch ("ditch bank" or "ditch embankment") should be coded as a Ditch rather than an embankment.



DOWN HILL-RUN AWAY
Refers to any vehicle that cannot decelerate on a downhill grade. This does not apply to a vehicle that cannot slow down due to lack of surface friction (due to ice, snow, etc.).



EMBANKMENT EARTH
Earthen structure used to support a channel or roadway.

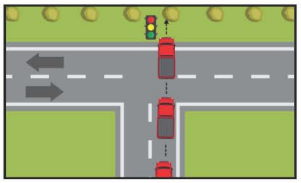


EMBANKMENT MATERIAL UNKNOWN

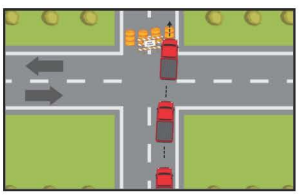
EMBANKMENT ROCK/STONE/CONCRETE
Is a raised structure to hold back water, to carry a roadway, or the result of excavation or washout (including erosion) that may be faced with earth (or rock, stone, or concrete).



END DEPARTURE
Is used if the vehicle leaves the roadway by traveling straight through the top of a “T-intersection” of a two-way trafficway or top of an intersection one-way roadway.



NOTE: This code should also apply to vehicles traveling off the end of dead-end roadways or into the barrier of a closed trafficway.



MOST HARMFUL EVENT Continued

EQUIPMENT FAILURE

Blown tire, brake failure, etc.

NOTE: This attribute should not be used to describe damage resulting from a collision event.

FELL/JUMPED FROM VEHICLE

Motor vehicle occupant either involuntarily fell or intentionally leapt 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.

FENCE

This attribute includes fence posts. A fence can be made of wood, chain link, stone, etc. This would exclude shrubs or hedges serving as containment for property. Shrubs or hedges would be coded as "Other Fixed Objects".



FIRE HYDRANT

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



FIRE, EXPLOSION

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



GAS INHALATION

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

GUARD RAIL END

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

NOTE: As in the photo below, 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.



GUARD RAIL FACE

Surface area of the guardrail other than the end.

MOST HARMFUL EVENT Continued

HIGHWAY TRAFFIC SIGN POST

A pole, post or structure constructed to support a highway sign.



IMMERSION

Immersion, Full or Partial -Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.





NOTES:

- In immersion injuries/fatalities the injury to the person may be noted as "drowning"
- Immersion/Drowning: For these type cases UNLESS the investigating officer can establish the person reached a "position of safety" that ended the un-stabilized situation and then took some other action(s) (i.e. attempt to reach shore OR attempts by others to rescue the person) that resulted in death, the fatal injury is counted as a motor vehicle crash fatality. Injury to a person from an "immersion" event is drowning and drowning doesn't occur like an impact injury where the harm/death is immediate. A person trapped or inside a vehicle underwater or in a vehicle that is sinking is not in a position of safety. If they manage to exit the vehicle but not reach safety before death caused by drowning, then it is reasonable to record the fatality as a motor vehicle fatality that resulted from an immersion harmful event. ref; ANSI D 16.1 2.4.4.

IMPACT ATTENUATOR CRASH CUSHION

A barrier at a spot location, less than 25 ft. (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. Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include barrels filled with water or sand, and plastic collapsible structures.

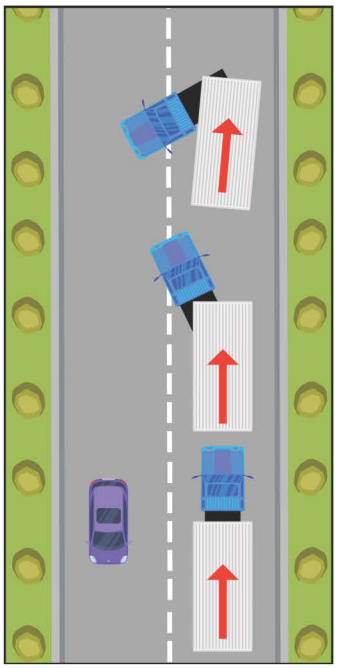


INJURED IN VEHICLE

Used when an occupant is injured during an unstabilized situation without a collision, excluding cargo/equipment loss or shift. Examples: Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

MOST HARMFUL EVENT Continued

JACKNIFE



This element identifies if this vehicle experienced a "jackknife" anytime during the unstabilized situation. JACKKNIFE applies to a condition that occurs to a combination vehicle while in motion. A JACKKNIFE occurs when there is an uncontrolled articulation between the power unit and the trailers(s) in which the trailer does not follow directly behind the power unit (tracking), and the driver did not initiate the non-tracking situation. The condition reflects a loss of control of the vehicle by the driver in which the trailer's normal straight-line path behind the power unit is not maintained.

» NOTE: A JACKKNIFE can occur at any time during the crash sequence. This element is applicable for all power unit/trailer combinations (truck tractor or single-unit truck with one or more trailers, car pulling a boat on a trailer, light utility vehicle/trailer combination, etc.).

LUMINAIRE LIGHT SUPPORT



Refers to supports for highway lighting systems, not including other private lighting systems (e.g., parking lot lights).

MAILBOX



Refers to a private residence mail/newspaper box including the post. A cluster of private mailboxes is included in this attribute.

» NOTE: This attribute does not include U.S. Mailboxes, which are typically blue and are for general public use. Code a U.S. Mailbox as Other Fixed Object.

MOTOR VEHICLE-IN-MOTION OUTSIDE TRAFFICWAY

Used when the injury- or damage producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash.

» EXAMPLE: A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the parking lot.

MOST HARMFUL EVENT Continued

NON-MOTORIST PERSONAL CONVEYANCE

Used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions

Rideable toys:
- Roller skates, in-line skates
- Skateboards
- Skates
- Baby carriage
- Scooters
- Toy wagons

Motorized rideable toys:
- Motorized skateboard
- Motorized toy car
- Motorized kick scooter

Devices for personal mobility assistance:
- Self-balancing personal conveyance (e.g., Segway-style device)
- Motorized and non-motorized wheelchair
- Mobility aid scooters

Exclusions

- Golf cart
- Low-speed vehicles (LSVs)
- Go-carts
- Minibike
- “Pocket” motorcycles
- Motor scooters
- Moped

OCCUPANT STRUCK BY OWN VEHICLE

When an occupant of a vehicle is run over by his/her own vehicle.

OTHER ANIMAL

This attribute is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device (see Other Non-motorist) other than a Deer.

» NOTE: A dead animal (carcass) should be entered as "Other Non-Fixed Objects". Default to this choice if it cannot be determined if the struck animal was alive or dead at the time of the crash.

OTHER FIXED OBJECT

Used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes.

» NOTE: This attribute excludes collisions with curbing that forms raised islands, medians, or separators.

MOST HARMFUL EVENT Continued

EXAMPLES:

- Bus shelters
- Pedestrian walkways
- Toll booths
- Guy wires supporting utility poles
- U.S. Mailbox for public use

OTHER NON-COLLISION

EXAMPLES:

- Driving off a cliff where damage is not the result of an overturn or a collision with a fixed object.
- 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.
- Situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport.
- When an occupant of a vehicle is run over by his/her own vehicle after falling from the vehicle.

OTHER NON-FIXED OBJECT
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OTHER POST/POLE SUPPORT
Post, pole or support that does not include a highway safety sign.

OTHER TRAFFIC BARRIER
Longitudinal barriers other than guardrails, concrete traffic barriers, or cable barriers. They may be composed of material such as wood or rock.

OVERTURN, ROLL OVER
A motor vehicle that has overturned at least 90 degrees to its side.





OVERHEAD SIGN SUPPORT
Traffic Sign Support A pole, post or other type of support for a traffic sign.



MOST HARMFUL EVENT Continued

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





PAVED SURFACE-IRREGULAR

(Is used when the pavement surface irregularity is on a paved surface. Other examples include indication of contact with a dip, depression, low spot, trough, etc.)

PEDAL-CYCLE

Includes bicycles, tricycles, unicycles, pedal cars, etc.

» NOTE: This attribute is used only for occupied pedalcycles. A bicycle in the roadway without a rider that is struck would be an "Other Non-Fixed Object".



PEDESTRIAN

A person who is not an occupant of a motor vehicle in transport or a pedalcyclist. Includes a person who is adjacent to the motor vehicle regardless of their actions.





RAILWAY TRAIN

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.

» NOTE: A train is not considered a motor vehicle.



RAN OFF ROAD - LEFT

If any part of the vehicle runs off the left side of the roadway.

» NOTE: The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use Run Off Roadway, left as it would be departing to the left side of the trafficway at the top of the "T".

MOST HARMFUL EVENT Continued

RAN OFF ROAD - RIGHT
If any part of the vehicle runs off the right side of the roadway.

» NOTE: The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use Run Off Roadway, left as it would be departing to the left side of the trafficway at the top of the "T".

REENTERING ROADWAY

RIDDEN ANIMAL/DRAWN CONVEYANCE
Includes person's riding an animal (e.g. person on horseback), and person's in or on an animal drawn conveyance and the device itself when occupied (e.g. a horse and buggy).



SEPARATION OF UNITS
Is used when a trailing unit separates from its power unit or another trailing unit(s). This applies to truck tractors with trailer(s), single-unit trucks with a trailer, and other vehicles pulling a trailer (e.g., car pulling a boat or motor home).

STRUCK AN OBJECT AT REST FROM OR SET IN MOTION BY OTHER MOTOR VEHICLE
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 pushes it into a passing pedestrian.

» EXAMPLES:
- If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, this is treated as a two-vehicle crash.
- Logs falling off or coming loose from a truck and striking a vehicle behind the truck.
- A motor vehicle striking a parked car and pushes it into a passing pedestrian.

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



SNOW BANK
Used when snowfall and/or road plowing creates essentially fixed barriers of snow/ice which are not snow-covered earth or rock embankments.



MOST HARMFUL EVENT Continued

STANDING TREE
Is used when a vehicle strikes a standing tree. This includes impacts from overhanging branches, tree stumps, or large cactus (Saguaro).



THROWN OR FALLING OBJECT
A non-collision event where an Object is thrown or falls on or near a motor vehicle in transport at the time of the crash.



» EXAMPLE: Falling trees/tree limbs or large rocks from a hillside that fall on a vehicle.

» NOTE: In the event a fatal injury occurs, the FARS Unit will determine if the case meets the guidelines for recording in the FARS Federal Database.

TRAFFIC SIGNAL SUPPORT
Is used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport.



» NOTE: Use Traffic Signal Support for railroad crossing arm/gate.

UNKNOWN

UTILITY POLE
Constructed for the primary function of supporting an electric line, telephone line or other electrical/electronic transmission line or cable.



VEHICLE AIRBORNE
Must only be used if the officer indicates by narrative or diagram that the vehicle left the ground (excludes vehicles going airborne during a rollover event).

» EXAMPLES:
- The vehicle drove off a cliff.
- The vehicle was launched into the air after striking another vehicle or after traversing a berm.

MOST HARMFUL EVENT Continued

WALL



Primarily a vertical structure composed of concrete, metal, timber or stone that is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway.

WORKING MOTOR VEHICLE



Is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance, or utility work related to the trafficway when it became an involved unit. The vehicle should be known to be in the act of performing work. 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.

» NOTE: This code does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

» EXAMPLES:

- Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
- State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
- Utility truck or a "cherry picker," performing maintenance on power lines along the roadway or maintaining a traffic signal.
- A private excavating company contracted by the State digging the foundation for a new overpass.
- A State, county, or privately owned snowplow, plowing ice/snow as part of a highway maintenance activity.
- Street sweeper sweeping the street.
- A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
- A law enforcement vehicle that is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling, or calming influence.

05

MANEUVER

Definition: The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

Source: MMUCC

Attributes:

NONE NOT APPLICABLE

BACKING UP OTHER THAN PARKING

CHANGING LANES OR MERGING

CONTROLLED MANEUVER TO AVOID

ENTERING A PARKED POSITION

GOING STRAIGHT

LEAVING A PARKED POSITION

MAKING A U-TURN

NEGOTIATING A CURVE

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

PARKED

PARKED ILLEGALLY

PASSING OR OVERTAKING ANOTHER VEHICLE

SLOWING IN TRAFFIC LANE

STARTING IN TRAFFIC LANE

STOPPED IN TRAFFIC LANE

TURNING LEFT

TURNING RIGHT-RTOR NOT PERMITTED

TURNING RIGHT-RTOR PERMITTED

TURNING RIGHT-RTOR UNKNOWN OR NA

UNKNOWN

05

FIRST IMPACT

Definition: This field identifies the area on this vehicle that produced the first instance of injury to non-motorists or occupants of this vehicle, or that resulted in the first instance of damage to other property or to this vehicle.

Source: FARS

Attributes:

00 - NON-COLLISION OR NONE

01 - RIGHT SIDE-FAR FRONT

02 - RIGHT SIDE-NEAR FRONT

03 - RIGHT SIDE-CENTER

04 - RIGHT SIDE-NEAR REAR

05 - RIGHT SIDE-FAR REAR

06 - REAR END

07 - LEFT SIDE-FAR REAR

08 - LEFT SIDE-NEAR REAR

09 - RIGHT SIDE-CENTER

10 - LEFT SIDE-NEAR FRONT

11 - LEFT SIDE-FAR FRONT

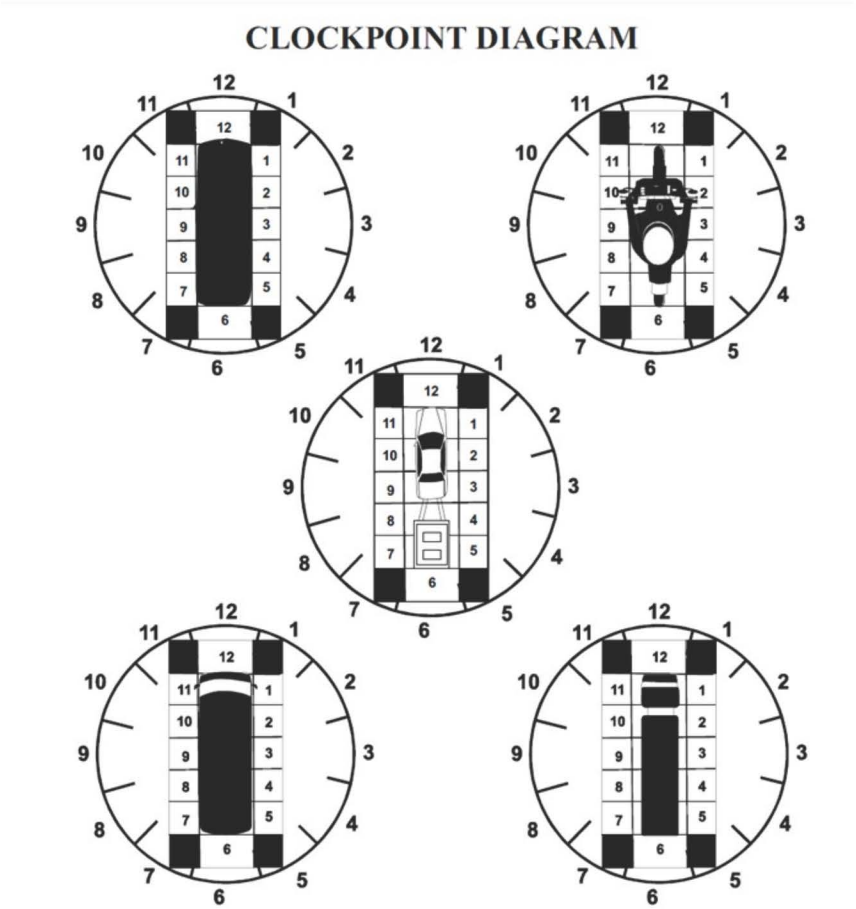
12 - FRONT END

13 - TOP

14 - UNDERCARRIAGE

15 - CARGO LOSS

96 - ALL AREAS



98 - OTHER (From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

99 - UNKNOWN

DAMAGE AREA 1, 2, 3

Definition: This field identifies all the areas on this vehicle that were damaged in the crash as reflected in the crash.

Source: FARS

DAMAGE AREA 1, 2, 3 Continued

Attributes:

00-NON-COLLISION OR NONE

01 - RIGHT SIDE-FAR FRONT

02 - RIGHT SIDE-NEAR FRONT

03 - RIGHT SIDE-CENTER

04 - RIGHT SIDE-NEAR REAR

05 - RIGHT SIDE-FAR REAR

06 - REAR END

07 - LEFT SIDE-FAR REAR

08 - LEFT SIDE-NEAR REAR

09 - RIGHT SIDE-CENTER

10 - LEFT SIDE-NEAR FRONT

11 - LEFT SIDE-FAR FRONT

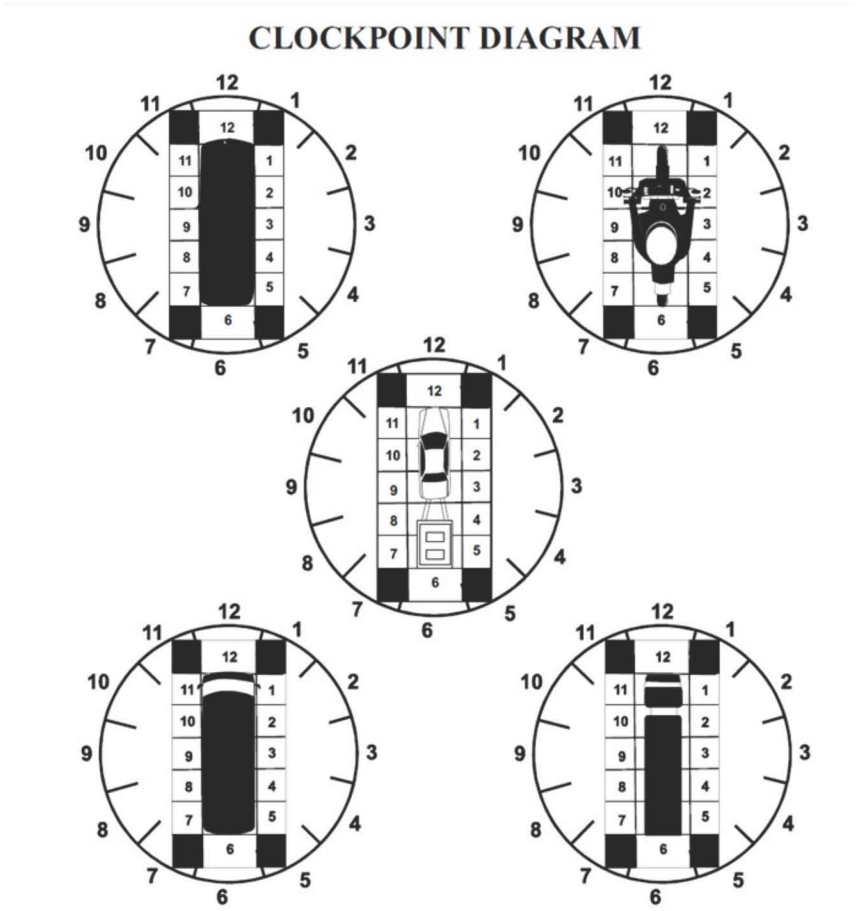
12 - FRONT END

13 - TOP

14 - UNDERCARRIAGE

15 - CARGO LOSS

96 - ALL AREAS



98 - OTHER (From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

99 - UNKNOWN

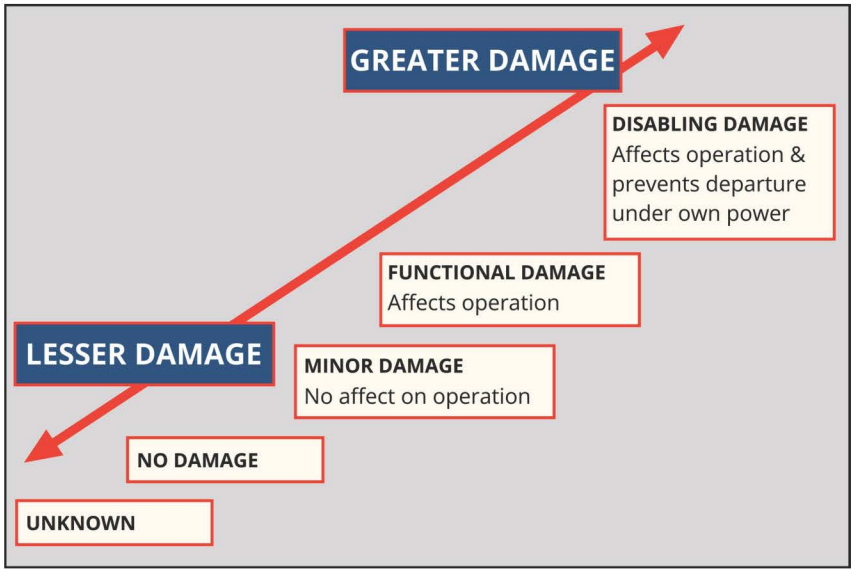
DAMAGE EXTENT

Definition: Identifies the extent to which the damage affects the vehicle's operability rather than the cost to repair.

Source: MMUCC

DAMAGE EXTENT Continued

Attributes:



NO DAMAGE

This attribute is used when the vehicle has harmful events but the events do not produce physical damage to the vehicle itself and thus there is not damage to this vehicle even though involved in the crash.

EXAMPLES:

- Vehicles that have the non-collision harmful events of gas inhalation, injured in vehicle, fell/jumped from vehicle, or other non-collision.
- Vehicles that have a collision event but the event does not produce damage to the vehicle such as; running over a pedestrian lying in the roadway or striking a bicyclist.
- One vehicle striking another vehicle where only the struck vehicle is damaged.
- When the only collision event for a vehicle is cargo falling from it that lands on another vehicle or person. The vehicle that lost the cargo may have no damage.

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 crash scene, or assisted by an emergency motor vehicle.



DAMAGE EXTENT Continued

NOTE: For combination vehicles (e.g. truck-trailer, tractor semi-trailer) the entire unit should be considered for this element. For example if the trailer portion of a combination vehicle is disabled in a crash, but the power unit is not, the entire vehicle should be considered "Disabled". Disabling damage includes circumstances where a vehicle could be driven but would be further damaged by doing so. n the example photos, it appears the vehicle has only "Functional Damage" to the rear bumper and tail light (photo #1). Closer inspection reveals that the vehicle would receive additional damage by further operation and thus should be considered to be disabled (photo #2).







Disabling Damage
(From the Code of Federal Regulations and ANSI D-16)

Disabling Damage means damage which precludes departure of a motor vehicle from the scene of the accident in its usual manner in daylight after simple repairs.

Inclusions:

- ✓ Damage to motor vehicles that could have been driven, but would have been further damaged if so driven.

Exclusions:

- ✓ Damage which can be remedied temporarily at the scene of the accident without special tools or parts
- ✓ Tire disablement without other damage even if no spare tire is available
- ✓ Headlamp or taillight damage
- ✓ Damage to turn signals, horn, or windshield wipers which makes them inoperative

56

Guideline: When a Portion of a Combination Vehicle is Disabled

A truck tractor or a single-unit truck pulling a trailer is considered one unit at the time of the accident. Therefore, if the truck tractor can drive away but the trailer is disabled, the entire truck combination should be considered disabled.

❖ Example: A tractor semi-trailer strikes a bridge overhead structure with its trailer and the trailer is disabled and must be towed. However the truck tractor is not damaged, and is driven off. The vehicle would still be considered to be “towed” due to disabling damage.

57

FUNCTIONAL DAMAGE

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



MINOR DAMAGE

Damage that does not affect the operation of or disable the motor vehicle in transport.



05

DAMAGE ESTIMATE

Definition: Identifies the extent of vehicle damage.

Source: TITAN, MMUCC

Attributes:

NO DAMAGE/NOT INDICATED
Contact between a vehicle and another object or vehicle is known, however no visible damage is present. i.e. a vehicle strikes the rear of a larger vehicle which has a heavy bumper. Contact was known to have occurred, however no damage is visible to the larger vehicle.

GREATER THAN THRESHOLD
The estimated vehicle or other property damage is $1,500.00 or greater. Damage within the vehicle is included in the estimate. It also includes property within or on trailing units. It is based on a reasonable officer's best estimate at the time of the investigation.

LESS THAN THRESHOLD
The estimated vehicle or other property damage is less than $1,500.00. Damage within the vehicle is included in the estimate. It also includes property within or on trailing units. It is based on a reasonable officer's best estimate at the time of the investigation.

UNKNOWN
Vehicle damage is unknown. Example: Unidentified hit and run vehicle which fled the crash scene.

VEHICLE FACTOR 1, 2, 3

Definition: This element describes the possible pre-existing motor vehicle defects or maintenance conditions that may have contributed to the occurrence or severity of the crash.

Source: FARS, TITAN

Attributes:

NONE
When no vehicle defects are noted in the crash investigation for this vehicle.

Air Bags

BODY, DOORS, HOOD, MOTORCYCLE KICKSTAND

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

DRIVER SEATING CONTROL

EXHAUST SYSTEM
Includes exhaust manifold(s), headers, muffler, catalytic converter, tailpipe, etc.

VEHICLE FACTOR 1, 2, 3 Continued

HEADLIGHTS
Defective/faulty/under-maintained as opposed to failure to use or misuse.

HORN
Horn not working properly.

MIRRORS
Includes missing mirrors

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OTHER LIGHTS
Is used for an indication of missing or inoperative taillights on the vehicle or trailer contributing to the crash. It is also used when the case materials indicated the “lights” of the vehicle contributed to the crash, but the type of light is not specified.

POWER TRAIN
Is used when the case materials indicate that the vehicle’s power train components may have contributed to the crash.

» EXAMPLES:

- Universal Joints
- Drive Shaft
- Transmission
- Engine differential
- Stuck throttles
- Twisted or sheared driveline, or driveline that has become detached.
- Universal joint drive shaft transmission
- Engine clutch
- Gas pedal
- Motorcycle chain, gears, etc.

RECONSTRUCTED/ALTERED VEHICLE
Home-made vehicle from vehicle components. A vehicle reconstructed/altered by the owner.

» EXAMPLE: Addition of enhancement performance engine chips or accessories, significant altering of suspension system (i.e., “monster trucks," "low riders"). May have standard VIN or the State may issue a number in place of the VIN for their registration

SAFETY BELTS
Defective or frayed, cut, worn, stretched not installed properly. Not worn properly in motor vehicle.

SIGNAL LIGHTS
Defective/faulty/under-maintained as opposed to failure to use or misuse.

VEHICLE FACTOR 1, 2, 3 Continued

STEERING SYSTEM
Includes failure of manual or power steering mechanism, tie rod, kingpin, ball joint, etc.

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

TIRES
Defective tires, tread separation, sidewall failure, excessively worn, bubbled, or bald tires. Tires improperly sized for this vehicle.

EXCLUSIONS:
- Improper tire pressure, which is due to driver irresponsibility.
- Tire damage produced in the crash (hitting pothole, curb, etc.

TRAILER HITCH, SAFETY CHAINS, TRUCK COUPLING
Applies to a defective trailer hitch or an improper trailer hitch.

UNKNOWN

WHEELS
Includes wheels that have collapsed or split, or bolts that have sheared, allowing the wheel to detach from the vehicle. Also includes loss of lug nuts, hub caps, multiple-piece rings.

WINDOWS/WINDSHIELD
Is used when there is a pre-existing defect to the windows or windshields, such as cracks. Includes window tinting that would obscure driver's vision.

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

VEHICLE DIRECTION

Definition: The direction of a motor vehicle's travel on the roadway before the crash. Notice that this is not a compass direction, but a direction consistent with the designated direction of the road. For example, the direction of a State-designated North-South highway must be either northbound or southbound even though a motor vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

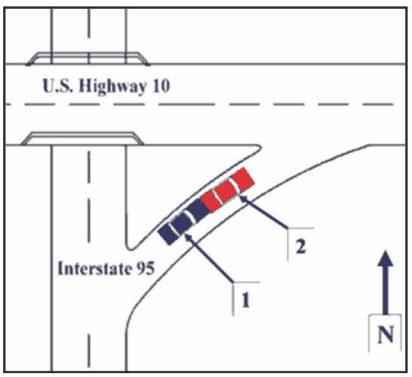
Source: MMUCC

Attributes:

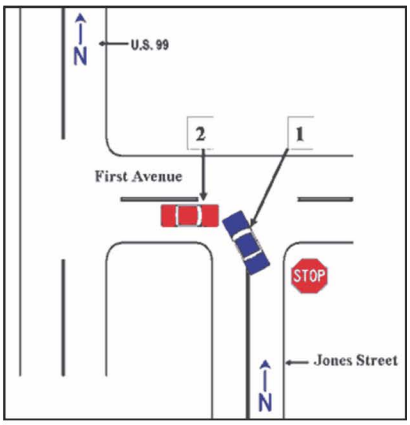
NORTH, EAST, SOUTH OR WEST
This is the directional designation of the travel lane for the trafficway the vehicle was on. This is NOT a compass direction.

VEHICLE DIRECTION Continued

EXAMPLE 1: Interstate 95 is a designated N/S route and U.S. 10 is E/W. Vehicle (1) strikes vehicle (2) on the ramp from I-95 to Eastbound U.S 10. Although both intended to go Eastbound on U.S. 10, the Direction of Travel for vehicles on ramps and connector roads should be determined by assuming that the route direction of the parent highway is the true direction. Thus, both would be recorded as Northbound on U.S. 95.



EXAMPLE 2: When a collision occurs while a vehicle is making a turn at an intersection and the location of the collision is within the intersection, the direction of travel is the direction of the vehicle prior to the turning movement. In the example, V#1 is making a left hand turn in a westerly direction but would be recorded as NORTHBOUND. V#2 would be recorded as EASTBOUND.



VEHICLE TRAVELING ON

Definition: Posted name of traffic way vehicle is traveling on.

ROUTE SIGNING

Definition: This element identifies the route signing of the traffic way on which the crash occurred. The FHWA classification obtainable from the State Highway Department must be used.

Source: FARS

Attributes:

INTERSTATE

COUNTY ROUTE

FRONTAGE ROAD

MUNICIPAL ROUTE

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

STATE ROUTE

ROUTE SIGNING Continued

UNKNOWN

US ROUTE

TRAFFICWAY FLOW

Definition: This element identifies the trafficway flow just prior to the vehicle's critical precrash event.

Source: FARS

Attributes:

TWO-WAY NOT DIVIDED
This attribute is used whenever there is no median. Generally, medians are not designed to legally carry traffic. Although gores separate roadways, and traffic islands (associated with channels) separate travel lanes, neither is involved in the determination of trafficway division.

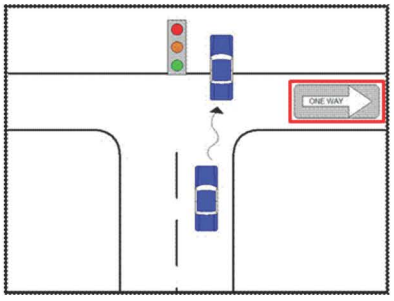


ENTRANCE EXIT RAMP
Is an auxiliary or connecting roadway used for entering or exiting through-traffic lanes of a limited access roadway.





ONE-WAY TRAFFICWAY
This attribute is used whenever the trafficway is undivided and traffic flows in but one direction (e.g., one-way streets).



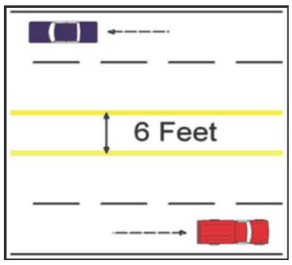
OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

TRAFFICWAY FLOW Continued

TWO-WAY DIVIDED WITH TRAFFIC BARRIER
This attribute is used whenever the traffic is physically divided and the division is protected by any concrete, metal, or other type of longitudinal barrier (i.e., all manufactured barriers). For underpass support structures and bridge rails acting as a barrier, use this attribute. "Traffic Barrier" refers to a physical structure such as a guardrail, concrete safety barrier, cable barrier, or other structure designed to mitigate or prevent cross-median travel. Therefore, trees, curbing, rumble strips, drainage depressions, etc. are not considered traffic barriers.



TWO-WAY DIVIDED WITHOUT TRAFFIC BARRIER
This attribute is used for two-way trafficways that are physically divided by an unprotected median (e.g., painted median > 4ft., vegetation, gravel, trees, water, embankments and ravines that separate a trafficway). Raised curbed medians do not constitute a "positive barrier" by themselves and would be included here.



TWO-WAY NOT DIVIDED CONTINUOUS LEFT-TURN LANE
This attribute is used whenever the trafficway has a two-way left turn lane positioned between opposing straight-through travel lanes. It is designed to allow left turns to driveways, shopping centers, businesses, etc., while at the same time providing a separation of opposing straight-through travel lanes.



UNKNOWN

TRAVEL LANES

Definition: This element identifies the value indicated in the case materials that best describes the number of roadway lanes just prior to this vehicle's critical precrash event.

NOTE: A Trafficway may have several Roads or, if undivided, a single Road. A Road consists of the travel lanes plus any adjacent shoulder(s) or parking lanes. A Trafficway consists of all Roads plus any roadsides, medians, or dividers. The travel lanes constitute the Roadway.

Source: FARS

Attributes:

ONE LANE

TWO LANES

THREE LANES

FOUR LANES

TRAVEL LANES Continued

FIVE LANES

SIX LANES

SEVEN OR MORE LANES

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

UNKNOWN

ACCESS CONTROL

Definition: The degree that access to abutting land is fully, partially, or not controlled by a public authority.

Source: MMUCC

Attributes:

FULL CONTROL ONLY RAMP ENTRY AND EXIT
Preference given to through traffic movements by providing interchanges with selected public roads, and by prohibiting crossing at-grade and direct driveway connections (i.e., limited access to the facility).

NO CONTROL
No degree of access control exists (i.e. full access to the facility is permitted).

PARTIAL CONTROL
Preference given to through traffic movement. In addition to interchanges, there may be some crossings at-grade with public roads, but direct private driveway connections have been minimized through the use of frontage roads or other local access restrictions.

POSTED SPEED

Definition: The posted/statutory speed limit for the motor vehicle at the time of the crash. The authorization may be indicated by the posted speed limit, blinking sign at construction zones, etc.

Source: MMUCC

Attributes:

Posted/Statutory Value (miles per hour)

» NOTE: Enter **97** for **NOT APPLICABLE** and enter **99** for **UNKNOWN**.



05

TRAFFIC CONTROL DEVICE

Definition: The type of traffic control device (TCD) applicable to the motor vehicle at the crash location.

Source: MMUCC

Attributes:

NO CONTROL
This should be used only in situations when no traffic controls are present. This excludes situations where existing controls are knocked down, obscured, or malfunctioning. For example: A Stop Sign that is knocked down or obscured would still be recorded as present and that it was not operating properly.

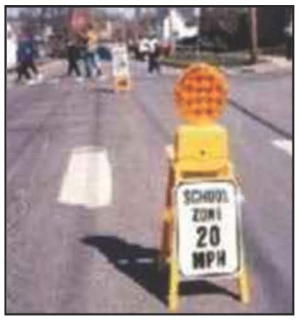
ELECTRONIC WARNING SIGN
Includes: Temporary warning or advisory signs attached to a vehicle or other portable, stationary devices (ex: "Lane Closed" yellow flashing arrows due to maintenance activities).



FLASHING BEACON
Controls traffic movements or provides a warning by illuminating systematically flashing a single color light. May be found in combination with other traffic signs or as a stand alone device.



FLASHING CONTROL SIGNAL
A traffic control signal that is flashing or a single light flashing red or yellow.



FLASHING HIGHWAY TRAFFIC SIGNAL-TYPE UNKNOWN

LANE USE CONTROL SIGNAL
Use Lane Use Control Signal for permanent lane control electronic devices (i.e., overhead lights or "X" indicating lane open or closed on bridges or at tollbooths).



TRAFFIC CONTROL DEVICE Continued

OFFICER, CROSS, GUARD, FLAGMAN
Officer, crossing guard, flagman, etc. takes precedence over other Traffic Control Devices that are present at crash scene.



OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OTHER HWY TRAFFIC SIGNAL
Other Highway Traffic Signal should be coded when a School Bus uses flashing lights to control traffic around the bus, regardless of any additional signs the school bus uses. For example: A school bus uses flashing lights and a stop sign on an arm to stop traffic around the school bus.



NOTE: Should only be used if the crash occurred during the time the sign was in effect.

OTHER REGULATORY SIGN

OTHER SCHOOL RELATED SIGN
Other various signs that signal the public of the presence of a school zone or warning to watch for children.



OTHER TRAIN ACTIVE DEVICE

RR ACTIVE DEVICE UNKNOWN

RR BELLS

RR CROSSBUCKS



RR FLASHING LIGHTS



TRAFFIC CONTROL DEVICE Continued

RR GATES



RR GRADE CROSSING UNKNOWN

RR OTHER CROSSING SIGN

RR OTHER PASSIVE DEVICE



RR PASSIVE DEVICE UNKNOWN

RR SPECIAL WARNING DEVICE

RR STOP SIGN



RR TRAFFIC CONTROL SIGNAL

RR WIGWAGS



SCHOOL ADVANCE OR CROSS SIGN



TRAFFIC CONTROL DEVICE Continued

SCHOOL SPEED LIMIT SIGN



STOP SIGN



TCS-NOT KNOWN PED SIGNAL



TCS-WITH PED SIGNAL



TCS-WITHOUT PED SIGNAL



UNKNOWN

UNKNOWN HWY TRAFFIC SIGNAL

UNKNOWN REGULATORY SIGN

UNKNOWN SCHOOL ZONE SIGN

WARNING SIGN









TRAFFIC CONTROL DEVICE Continued

YIELD SIGN



TRAFFIC CONTROL FUNCTION

Definition: The integrity of the traffic control device (TCD) applicable to this motor vehicle at the crash location.

Source: MMUCC

Attributes:

NO CONTROL
There are no TCDs at the crash scene.

DEVICE FUNCTIONING IMPROPERLY
The TCD is not functioning.

DEVICE FUNCTIONING PROPERLY
The TCD is functioning in the manner intended.

DEVICE NOT FUNCTIONING
The TCD is not functioning.

UNKNOWN
Unknown if the TCD is functioning properly.

TRAFFIC HAZARD 1, 2, 3

Definition: Apparent condition of the road which may have contributed to the crash.

Source: MMUCC

Attributes:

NONE

ANIMAL IN ROADWAY



TRAFFIC HAZARD 1, 2, 3 Continued

HOLES, DEEP RUTS, BUMPS





INADEQUATE WARNING OF EXITS, LANES NARROWING TRAFFIC CONTROL, ETC.

LOOSE MATERIAL ON SURFACE

NO OR OBSCURED PAVEMENT MARKINGS

NON-HIGHWAY WORK

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OTHER OBSTRUCTION IN ROADWAY

SHOULDER DESIGNATOR CONDITION

SLIPPERY SURFACE

STALLED/DISABLED VEHICLE IN ROADWAY



STREET LIGHTS NOT WORKING

SURFACE UNDER WATER



SURFACE WASHED OUT



TRAFFIC HAZARD 1, 2, 3 Continued

TRAFFIC CONTROL DEVICE NOT VISIBLE, MISSING, INOPERATIVE



UNKNOWN

WEATHER CONDITIONS





WORK-ZONE, CONSTRUCTION, MAINTENANCE, UTILITY



WORN, TRAVEL POLISHED SURFACE

ROAD PROFILE

Definition: This element identifies the roadway grade prior to the crash. For vehicles departing the trafficway prior to the precrash event, the trafficway selected for classification is the one the vehicle departed. If the vehicle is in a junction just prior to its crash event, the roadway selected for classification is the one it is on before entering the junction.

SOURCE: FARS

Attributes:

DOWNHILL GRADE
This attribute would indicate that the vehicle was traveling on a roadway prior to the crash that exhibited inclination going down in elevation.

GRADE
Is used if the case materials indicate a grade, but uphill/downhill is not indicated.

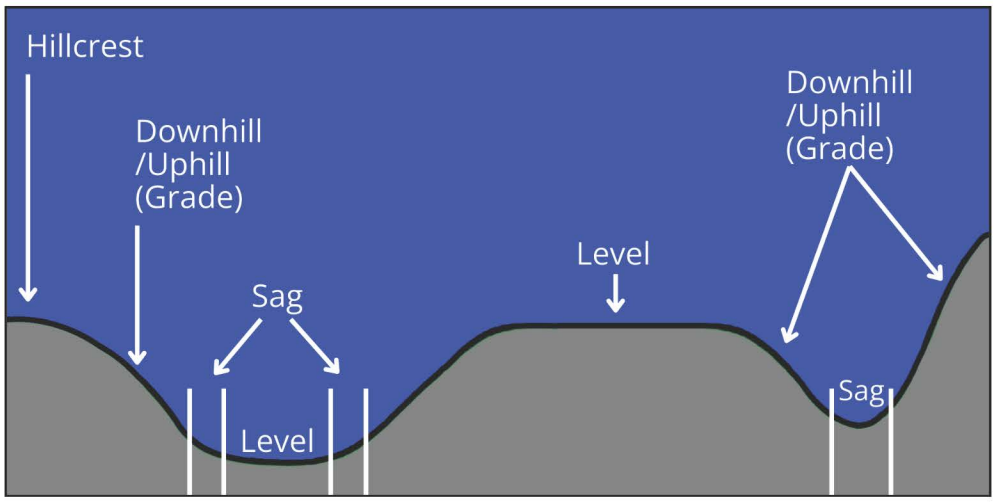
HILLCREST
This is the top section of a hill or bridge when the grade transitions from an upgrade to a downgrade. It may be a flat section of roadway on top of a hill or bridge.

SAG
A sag is a designed transition feature between a change of grade at the bottom of a hill. It is not a dip. A dip-is a flaw in the roadway.

ROAD PROFILE Continued

UNKNOWN

UPHILL GRADE
This attribute would indicate that the vehicle was traveling on a roadway prior to the crash that exhibited inclination going up in elevation.



ROAD ALIGNMENT

Definition: This element identifies the value indicated in the case materials that best represents the roadway alignment prior to the crash. For vehicles departing the trafficway prior to the crash event, the roadway selected for classification is the one the vehicle departed.

Source: FARS

Attributes:

STRAIGHT

CURVE LEFT

CURVE RIGHT

UNKNOWN ALIGNMENT TYPE

SURFACE CONDITION

Definition: This element identifies the value indicated in the case materials that best represents the roadway surface condition prior to this vehicle's crash event. For vehicles departing the trafficway prior to the crash event, the roadway selected for classification is the one the vehicle departed. If the vehicle is in a junction just prior to its crash event, the roadway selected for classification is the one it is on before entering the junction.

Source: FARS

SURFACE CONDITION Continued

Attributes:

DRY
Under normal conditions.

ICE/FROST
Would include a roadway covered with ice from freezing rain.

OIL
Would include fuel spilled on the roadway.

OTHER
Would include spilled substances such as grain, wet leaves, and liquids other than those listed above. (From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

SAND, DIRT, MUD, GRAVEL
Sand would include sand on the roadway as a result of sand blown by wind or sand discharged on the roadway by highway trucks.Dirt, Mud and 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.

SNOW OR SLUSH
Describes a roadway surface that is covered with snow or slush which is accumulated snow or ice that has partially melted.

UNKNOWN

WATER-STANDING/MOVING
Would describe a roadway surface that is covered with an excessive amount of water usually attributed to flooding and typically localized.

WET
Describes a roadway surface that is covered with water from rain or melted snow.

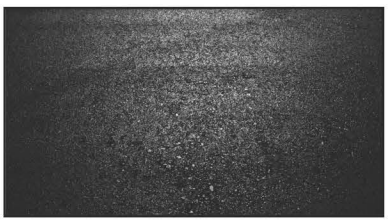
ROAD SURFACE TYPE

Definition: This element identifies the value indicated in the case materials which best represents the roadway surface type prior to this vehicle's critical pre-crash event.

Source: FARS

Attributes:

ASPHALT



05

ROAD SURFACE TYPE Continued

BRICK OR BLOCK



CONCRETE



DIRT



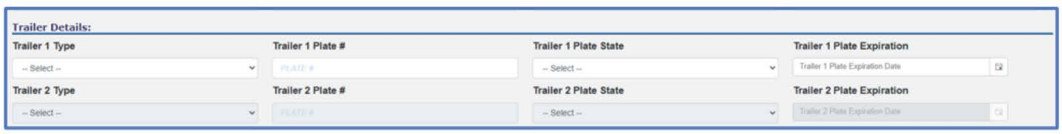
GRAVEL, SLAG, OR STONE



OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

UNKNOWN

↳TRAILER DETAILS



TRAILER 1, 2 TYPE

Definition: This element identifies the type of trailing unit being towed by a motor vehicle.

Source: FHWA

Attributes:

NO TRAILER

TRAILER 1, 2 TYPE Continued

2-WHEEL UTILITY



4-WHEEL UTILITY



BOAT TRAILER



CAMPER TRAILER



FARM TRAILER



HORSE TRAILER



HOUSE TRAILER



TRAILER 1, 2 TYPE Continued

OTHER TRAILER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

SEMI TRAILER ALL TYPES





TOWED VEHICLE
A motorized vehicle being hauled or towed by another motorized vehicle on the roadway.



UNKNOWN

TRAILER 1, 2 PLATE

Source: MMUCC

Attribute: The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to each trailer.

TRAILER 1, 2 PLATE STATE

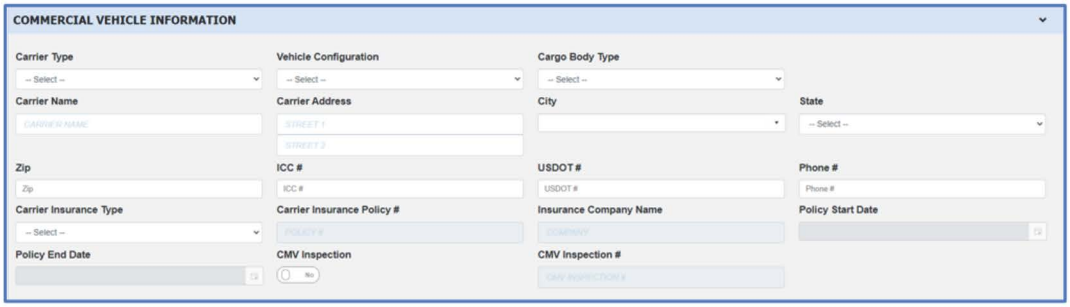
Attribute: The state in which the trailer is registered in.

TRAILER 1, 2 PLATE EXPIRATION

Attributes: Enter the two digit month (ex. January = 01) and four digit year (ex. 14=2014) the registration certificate will expire. i.e. 122014.

NOTE: If the vehicle is a government vehicle or the registration is permanent and does not expire enter "PERM" in the field name.

COMMERCIAL VEHICLE INFORMATION



05

CARRIER TYPE

Definition: This indicates the Carrier's or responsible party's operating "authority" to transport persons, property, or goods on roadways. These choices are not based strictly upon where the trip starts and ends within a state.

Source: FMCSA

Attributes:

INTRASTATE
Used for a carrier that operates entirely within the state.

» NOTES:
- Not required to have a USDOT Number.
- USDOT Numbers in the process of being assigned to Intrastate motor carriers in a number of states.
- In some cases, includes a state two-character abbreviation on the end (i.e. USDOT1234567MS).

INTERSTATE
Trade, traffic or transportation in the United States between a place in a state and a place outside of such State (including a place outside the U.S.).

» NOTES:
Required to have a USDOT number

NOT IN COMMERCE-OTHER TRUCK/BUS
This selection is used for personal rental vehicles (U-Haul, Penske, Ryder, etc.) over 10,000 lbs. GVWR / GCWR operated by a private individual.

NOT IN COMMERCE-GOVERNMENT
If an interstate or intrastate "commerce" authority classification for this carrier (responsible party) does not apply and It is a government-owned vehicle whether operated by local, state or federal government (i.e. county owned school bus, city owned transit buses, fire trucks, military vehicles, state owned highway maintenance truck, etc.)

OTHER OPERATION-NOT SPECIFIED
A commerce classification may not apply to some vehicles. In these cases, select this option.

» EXAMPLES:
- A vehicle under 10,000 lbs that is carrying and may be placarded for Hazardous Materials (or not).
- A vehicle where the investigating officer cannot determine the operating authority.

UNKNOWN

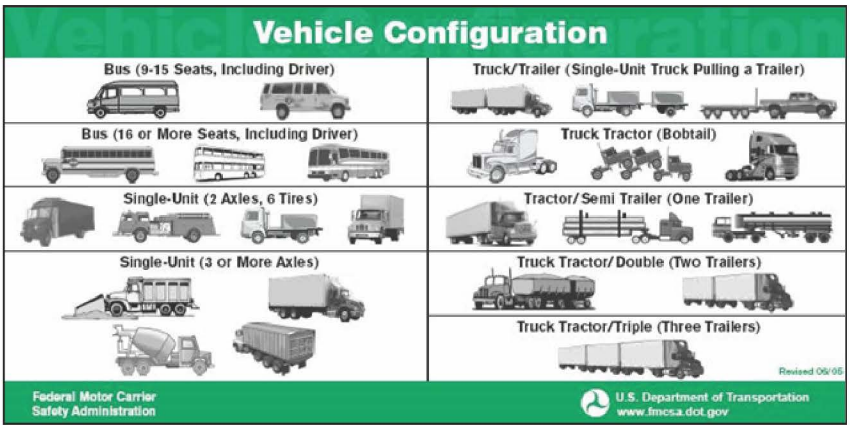
05

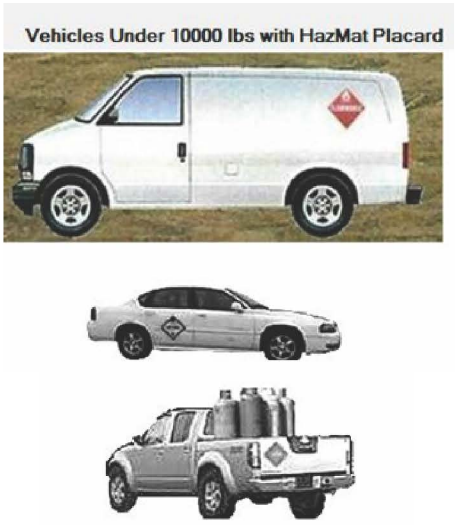
VEHICLE CONFIGURATION

Definition: Indicates the General configuration of this motor vehicle.

Source: MMUCC, FMCSA

Attributes:





NOT APPLICABLE

SINGLE UNIT 2 AXLE, 6 TIRE

SINGLE UNIT 3 PLUS AXLES

SINGLE UNIT UNK AXLES

TRUCK TRAILER

TRUCK TRACTOR BOBTAIL NO TRAILER

TRACTOR SEMI-TRAILER

TRACTOR DOUBLE-2 TRAILER

TRACTOR TRIPLE-3 TRAILERS

MED-HVY TRUCK NO CLASS

BUS 9-15

BUS 16 OR MORE

HAZMAT-LIGHT TRUCK

HAZMAT-PASSENGER CAR

UNKNOWN

05

CARGO BODY TYPE

Definition: This data element provides additional information about the commercial motor vehicle, including all major cargo body types. In situations where a single unit truck is pulling a trailer with a different cargo body type, use the cargo body type of the power unit.

Source: MMUCC, FMCSA

Attributes:

NO CARGO BODY TYPE
Should be used for automobiles, motorcycles, small buses (with less than 9 seats, including driver) and small trucks or vans 10,000 lbs. or less carrying or placarded for hazardous materials. This code is also used for truck tractors (bobtail) without a trailer and other trucks greater than 10,000 lbs. with no cargo carrying capabilities (e.g., fire trucks, single-unit tow truck with winch not towing a vehicle at the time [see code Vehicle Towing Another Motor Vehicle" for tow trucks towing a vehicle at the time of the crash], etc.).



AUTO-TRANSPORTER
Is a unit capable of transporting multiple, fully assembled automobiles on an Auto Transporter "trailer." These are typically configured as Truck/Trailers.Includes the new, covered-style auto transporter that appears to be a van enclosed box. Do not code small, single-unit flatbed tow trucks or flatbed semi-trailer carrying wrecked/salvaged automobiles as "Auto Transporters." Use "Flatbed" for these types of vehicles transporting automobiles.



BUS 15-PLUS
A van-based bus qualifies for this code if it is configured to include more than 15 seats, including the driver. E.g., city transit bus, cross-country motor coach, full-size school bus. A CDL is required for the driver of this bus.



BUS 9-15
Smaller van-based buses qualify (less than 15 seats, including driver). E.g., commuter vans, van-based school buses, limousines.



CARGO TANK
Is used when the cargo body type is designed to transport dry bulk (fly, ash, etc.), liquid bulk (gasoline, milk, etc.) or gas bulk (propane).



CARGO BODY TYPE Continued

CONCRETE MIXER
Is typically a single-unit truck having a body specifically designed to transport and to mix or agitate concrete.



DUMP
Is used for single-unit trucks and tractor semi-trailers that dump by tilting to discharge its load by gravity. Use code " Grain, Chips, Gravel" for "belly dump" trailers (dump under the trailer) used for hauling grain, chips or gravel.



FLATBED
Is used for single-unit trucks, truck trailers or truck tractors pulling trailer(s) where the cargo body is without sides or roof, with or without readily removable stakes which may be tied together with chains, slats or panels. This includes "stake body" trucks.



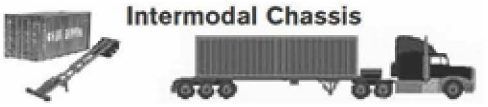
GARBAGE REFUSE
Is cargo body specifically designed to collect and transport garbage or refuse. This includes both conventional rear-loading and over-the-top bucket loading garbage trucks. This code can also be used for recycling trucks and also includes "roll-off-style" garbage trucks.



GRAIN, CHIPS, GRAVEL
Use for open "hopper" and "belly dump" trucks that are hauling grain, chips or gravel or similar bulk commodities. This is different than a dry-bulk tank carrier which is coded "Cargo Tank."



INTERMODAL CHASSIS
Is 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. Sometimes these intermodal containers are loaded directly onto a flatbed. In that case, use code " Flatbed."



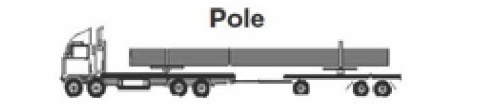
LOG
Is used for a trailer with fixed beam and support posts specifically designed to carry logs. If the trailer can telescope to accommodate different lengths of logs, use code " Pole."



MEDIUM-HEAVY TRUCK OR OTHER
A truck with a GVWR greater than 10,000 pounds.

CARGO BODY TYPE Continued

POLE



A Pole trailer is a trailer designed to be attached to a towing vehicle by means of a reach or pole or by being boomed or otherwise secured to the towing motor vehicle. Ordinarily used to for carrying property of a long or irregular shape, such as telephone poles, long pipes, logs, or other long objects. The unloaded trailer resembles an extended pole with no flat surface as with a flatbed trailer. The "pole" portion of the trailer extends and retracts to accommodate varying lengths of cargo.

» NOTE: There are some log trucks which are not "Pole" Trailers. Make sure that the log trailer is capable of expanding and retracting. If not, use code –" Logging" for these types of log trucks.

UNKNOWN IF LIGHT OR MEDIUM HEAVY TRUCK

UNKNOWN CARGO BODY TYPE

VAN ENCLOSED BOX



Is a cargo body type having an enclosed body integral to the frame of the motor vehicle or trailer. This should not be used for enclosed Auto Transporters or open hopper cargo bodies utilizing a protective cover. It is used for enclosed trailers and enclosed cargo vans. This is the most frequently used Cargo Body code for trucks**.**

VEHICLE TOWING OTHER MOTOR VEHICLE

Is used for any commercial vehicle 10,001 lbs or more that are in the act of towing another motor vehicle which has at least two wheels on the ground. These are often called "drive-away/tow-aways, and will be applicable to tow trucks and specially rigged truck tractors.

TOTAL NUMBER OF AXLES

Definition: If Report Field FMCSA Reportable Commercial Vehicle is indicated as YES a subfield will open to enter the total number of axles. The number of axles in use at the time of the crash on each unit of a large truck or combination-unit vehicle. “Lift” or “tag” axles that are down should be included in this total.

Source: MMUCC

Attributes:

Select the number of Axles 1-10

05

CARRIER NAME, ADDRESS, CITY, STATE, ZIP

Definition: This information identifies the party(s) responsible for the goods or individuals being transported by this vehicle.

Source: FMCSA

Attributes:

Carrier Name

This information is used to identify unsafe Motor Carriers for more in-depth investigations. It is critical to report the correct Carrier Name.

The Federal Motor Carrier Administration (FMCSA) has the authority to fine and sanction unsafe interstate (and some intrastate) truck and bus companies. A key way to identify potentially unsafe Motor Carriers is to collect crash data by the Carrier Name.

The registered vehicle owner may or may not be the motor carrier.

Definition: A Motor Carrier is the business entity, individual, partnership, corporation, government or religious organization responsible for the transportation of goods, property or people. A Motor Carrier directs and controls the operation of one or more commercial vehicles and can be a trucking company, a bus company, or any entity that uses vehicles for commercial purposes.

Motor Carrier companies are either for hire or private. Motor Carriers are either intrastate or interstate.

Leased Vehicles:

- A company or owner-operator can lease a tractor(s) and even the owner's services to pull its load with the company's trailer(s).
- The Carrier Name and US DOT Number on the driver's side of the tractor may be for the owner of the tractor(s), not the company responsible for the load. (This also applied to leased single-unit trucks.)

Procedures for completing the Carrier Information Section when the responsible party is unidentifiable or is a person or entity other than a trucking company.

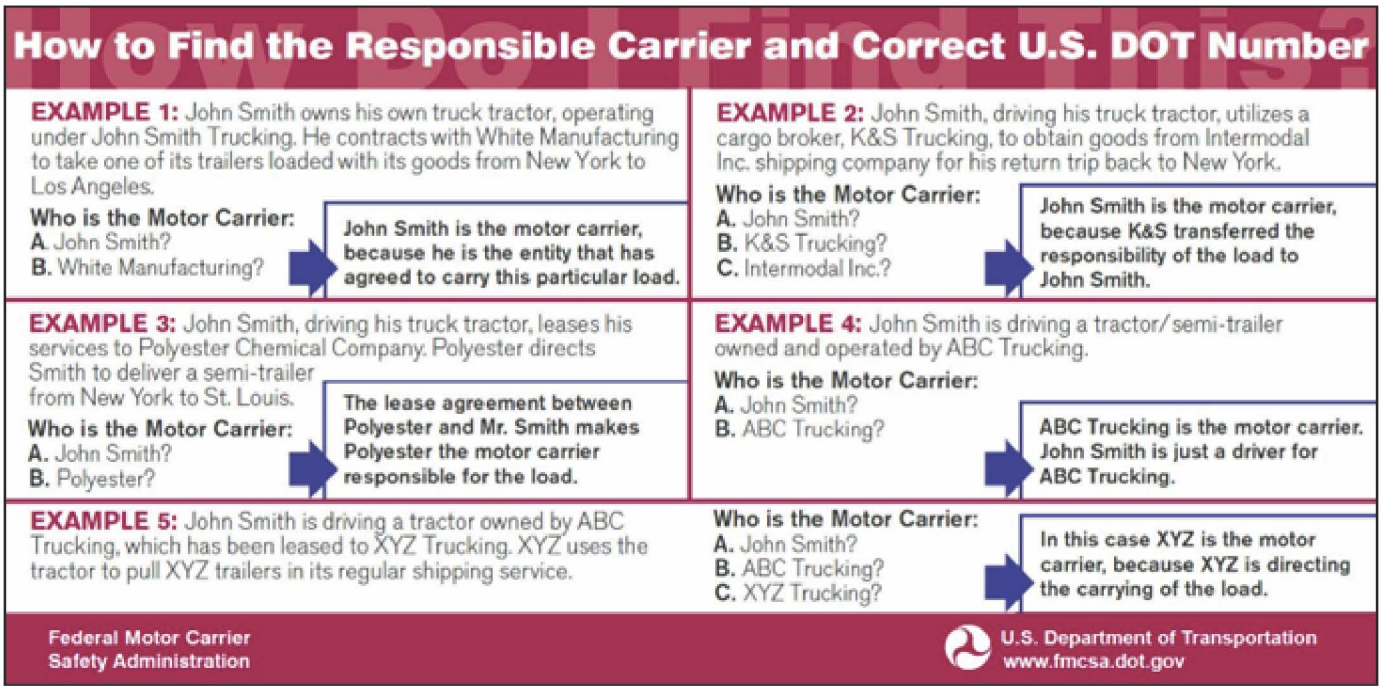
Carrier Not Identifiable:
If there is no positive identification available:

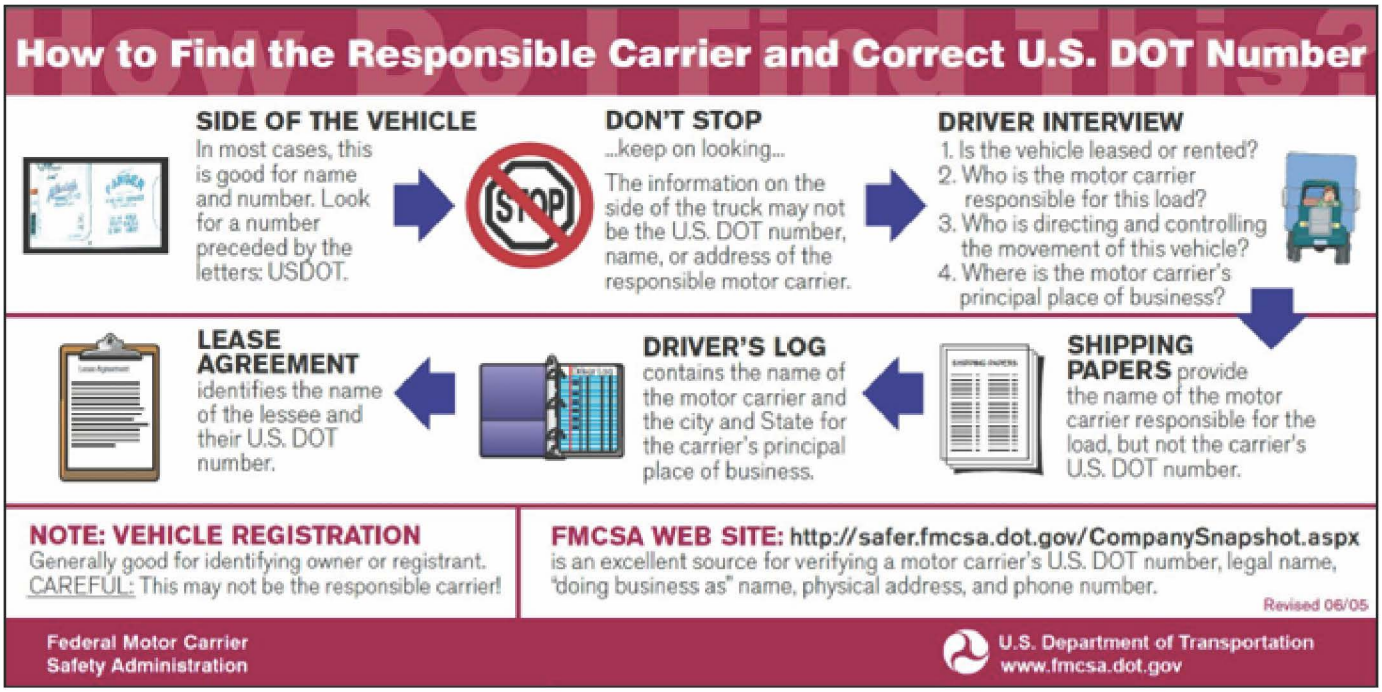
- Select either Intrastate or INTERSTATE, as appropriate.
- Populate the Carrier Name, Street Address, and City Name fields with "Unknown".
- Type "UK" in the State field and "99999" in the Zip Code field.

CARRIER NAME, ADDRESS, CITY, STATE, ZIP Continued

Other than a trucking company:

- Enter the name of the entity responsible for the safe movement of the vehicle. This could be the name of a State or local government agency or school system. If the responsible party is a private individual, enter "Individual."
- Enter the street address, city name, state, and zip code of the entity indicated above if NOT a private individual.
- If the responsible party is a private individual, enter "Unknown" in the Street Address and City Name fields, "UK" in the state field, and "99999" in the Zip Code field.





05

ICC# (MC#)

Definition: Companies that do the following are required to have interstate Operating Authority (MC number) in addition to a DOT number:

- Transport passengers in interstate commerce (for a fee or other compensation, whether direct or indirect)
- Transport federally-regulated commodities owned by others or arranging for their transport, (for a fee or other compensation, in interstate commerce)

» NOTE: The following do not need authority:

- Private carriers (carriers that transport their own cargo)
- "For-hire" carriers that exclusively haul exempt commodities (cargo that is not federally regulated)
- Carriers that operate exclusively within a federally designated "commercial zone" that is exempt from interstate authority rules. A commercial zone is, for example, a geographic territory that includes multiple states bordering on a major metropolitan city, such as Virginia/Maryland/Washington, DC

Source: FMCSA

USDOT

Definition: The unique identification number (found on the power unit and assigned by the U.S. DOT or State) is a key element for carrier identification. NOTE: Be sure it is the DOT Number of the party responsible of the transportation of goods or individuals in this vehicle.

Source: FMCSA

Attributes: The identification number (found on the power unit, and assigned by the US. DOT or by a state) is a key element for carrier identification in the FMCSA databases for crashes and other carrier identification.

The RED "VISOR CARD" outlines procedures for correct identification. These data elements are collected at the scene to meet FMCSA 90-day reporting requirements.

Federal regulations require that almost all trucks operating across state lines (i.e., interstate) have Identification Numbers except those hauling "exempt" commodities (such as unprocessed agricultural products).

Must be all digits. The system will left-pad with "0" if fewer than 8 digits.

USDOT # Continued

NOTE: In some states, school buses and government vehicles are exempt from requiring a Motor Carrier ID Number.

A valuable tool available via the internet is the SAFER web site
https://safer.fmcsa.dot.gov/CompanySnapshot.aspx
The"Company Snap shot" will allow you to cross-reference the US DOT and MC/MXNumbers, or identify the appropriate identification number(s) using the carrier's name.

PHONE

Attribute: Enter the phone number for the carrier. Obtained from the involved driver/driver paperwork, FMCSA web portal or by contacting the responsible carrier.

CARRIER INSURANCE TYPE

Attribute: Select the insurance type for the carrier. Obtained from the involved driver/driver paperwork, FMCSA web portal or by contacting the responsible carrier.

CARRIER INSURANCE POLICY

Attribute: Enter the insurance policy number for the carrier. Obtained from the involved driver/driver paperwork, FMCSA web portal or by contacting the responsible carrier.

INSURANCE COMPANY NAME

Attribute: Enter the insurance company name for the carrier. Obtained from the involved driver/driver paperwork, FMCSA web portal or by contacting the responsible carrier.

POLICY START DATE

Attribute: Enter the policy start date for the carrier insurance. Obtained from the involved driver/driver paperwork, FMCSA web portal or by contacting the responsible carrier.

POLICY END DATE

Attribute: Enter the policy end date for the carrier insurance. Obtained from the involved driver/driver paperwork, FMCSA web portal or by contacting the responsible carrier.

CMV INSPECTION

Definition: Indicates if a CMV inspection was conducted by a Tennessee State Trooper.

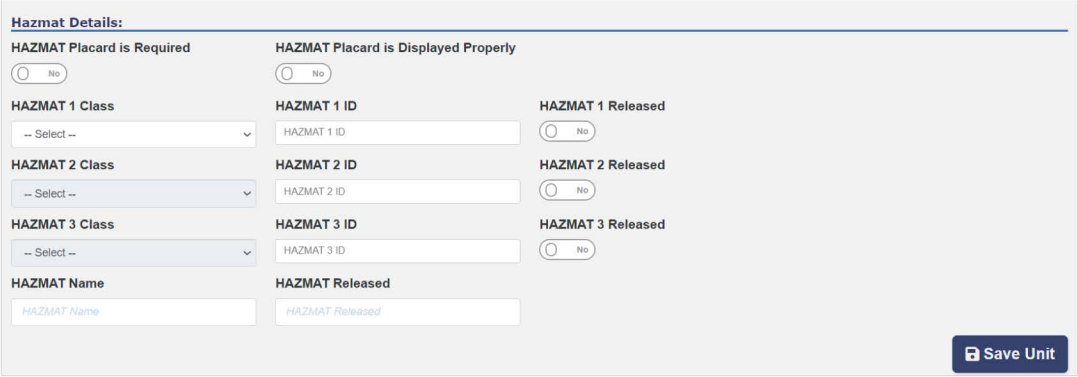
Attributes: Select **YES** or **NO** to indicate if a CMV inspection was conducted.

CMV INSPECTION

Attributes: Enter the CMV inspection number obtained from ASPEN or SafeSpect software.

05

HAZMAT DETAILS



HAZMAT PLACARD IS Required

Attributes: Select **YES** or **NO** to indicate if the hazardous material(s) on board are required to be placarded.

HAZMAT PLACARD IS DISPLAYED PROPERLY

Attributes: Select **YES** or **NO** to indicate if the hazmat placard was displayed properly.

HAZMAT PLACARD ID

Definition: A diamond-shaped, point-on-point fixture, comprised of various colors, which should be located on all four sides of a vehicle which is carrying placarded hazardous materials, as required by federal/state regulations. Hazardous Materials may be present even though no placard is displayed on the vehicle.

Source: FMCSA

Attributes: Select **YES** or **NO.**
The Federal Motor Carrier Safety Administration (FMCSA) devotes special attention to motor carriers that transport hazardous materials (HM), including imposing tighter regulations and conducting compliance reviews on a higher percentage of HM carriers. Getting good data on crashes involving trucks carrying HM helps FMCSA focus law enforcement efforts. This data element is collected at the scene because FMCSA requires reporting. “Hazardous Material” refers to any substance or material which has been determined to be capable of posing an unreasonable risk to health, safety and property when transported in commerce. Vehicles transporting hazardous materials should have a diamond-shaped placard affixed indicating the material carried. Fuel or oil carried by the vehicle for its own use is NOT considered cargo and should not be reported in this section.

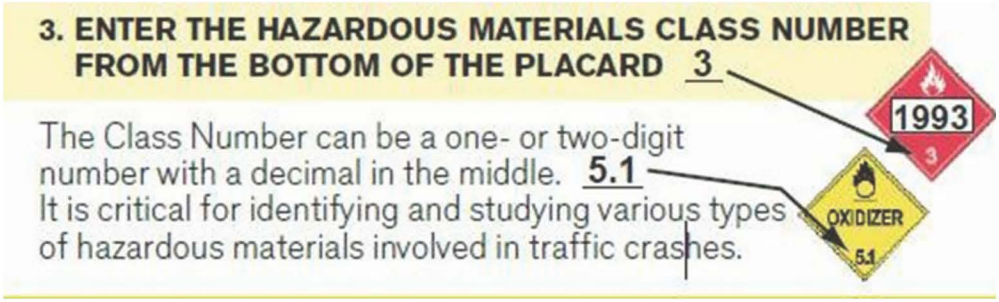
HAZMAT 1, 2, 3 CLASS

Definition: The Hazardous Materials Class Number is extremely critical for identifying and studying the various types of hazardous materials involved in traffic crashes. This number may be a single digit, or a two-digit number with a decimal in the middle. The officer may enter up to three different classes. If more space is needed, continue to record this information in the narrative.

HAZMAT 1, 2, 3 CLASS Continued

Source: FMCSA

Attributes: Enter the hazardous materials class number found on the bottom of the diamond-shaped hazardous materials placard when applicable.



If you're given a two digit number, record only the first digit.

» EXAMPLE: If the Class number on the placard reads 1.2, record it in as 01.

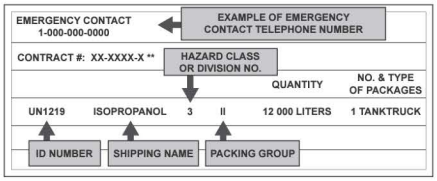
» CLASSES:

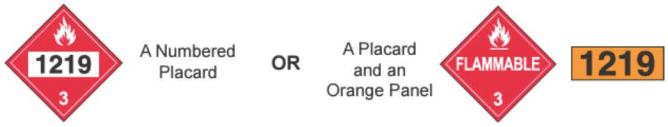
01 - Explosives
02 - Gases- Compressed, Dissolved or Refrigerated
03 - Flammable Liquid
04 - Flammable Solids – Combustible, Water Reactive
05 - Oxidizing Substances – Organic Peroxides
06 - Poisonous (Toxic) and Infectious Substances
07 - Radioactive Material
08 - Corrosives
09 - Miscellaneous Dangerous Goods

HAZMAT 1, 2, 3 ID

Definition: 4-digit ID number, UN or NA, which can be located on the shipping papers, diamond-shaped placard or on an adjacent orange panel displayed on the ends and sides of a cargo tank or vehicle.

Source: PHMSA



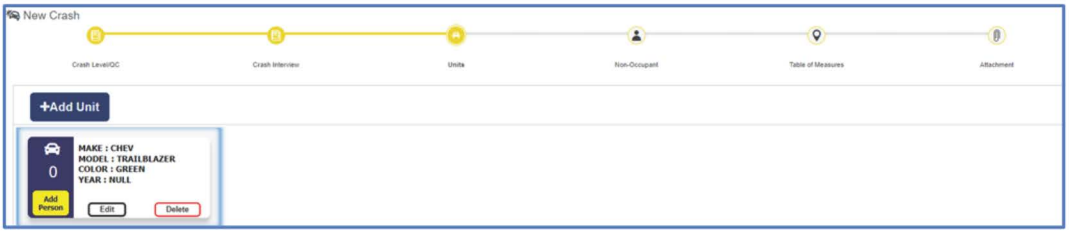


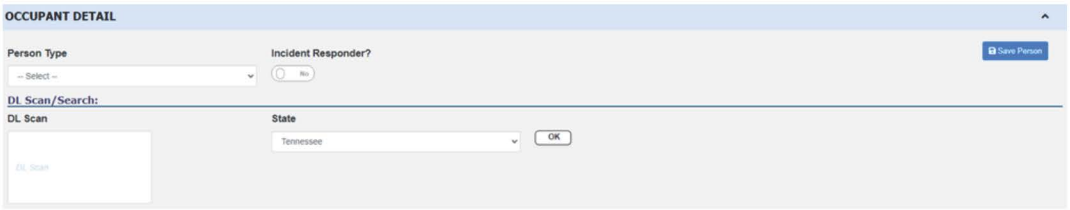
HAZMAT 1, 2, 3 RELEASED

Attributes: Select **YES** or **NO** to indicate if there was a release of Hazmat materials in the crash.

05 Occupants

+ADD PERSON/OCCUPANT DETAIL





PERSON TYPE

Definition: Type of person involved in a crash.

Source: MMUCC

Attributes:

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.

NOTE: If it is determined the crash is a Hit and Run:

- Correctly code the Hit and Run field.
- In the event the driver left the scene - Enter "Unknown" in the Driver's Last Name and First Name fields.

OCCUPANT-MV NOT IN TRANSPORT
Is used for persons in all seating positions in motor vehicles that are not in-transport. It would include all persons occupying parked and working motor vehicles.

OWNER
"Owner" of a vehicle means:
(A) the person who holds legal title to a motor vehicle;
(B) the purchaser or lessee of a motor vehicle subject to an agreement for the conditional sale or lease of the vehicle, if the person has:
(i) the right to purchase the vehicle on performing conditions stated in the agreement; and
(ii) an immediate right to possess the vehicle; or
(C) a mortgagor of a motor vehicle who is entitled to possession of the vehicle. The person recognized by the law as having the ultimate control over, and right to use,
property as long as the law permits.

PERSON TYPE Continued

"Owner" of Property means:
(A) The ownership, control, or occupancy of a thing, most frequently Property or Land.
(B) The person recognized by the law as having the ultimate control over, and right to use, property as
long as the law permits

PASSENGER
Occupant of motor vehicle other than the driver. In regard to driver distraction, a passenger can be the source of distraction affecting the driver.

NOTE: For the purposes of crash reporting, a fetus is not considered as a separate individual and should not be listed as a motorist (passenger) or non-motorist. Describe the circumstances in the narrative.

UNKNOWN OCCUPANT

INCIDENT RESPONDER?

Definition: An incident responder is a person that uses their vehicle assigned to them to respond to incidents on the roadway.

Source: MMUCC, TITAN

Attributes: Selection of **YES** or **NO** relates to the parties involved in the crash not the investigating Law Enforcement officer reporting the crash. Were any of these involved parties acting as an incident responder at the time of the crash? If so, select yes and navigate to the Incident Type attribute. If none of the parties involved in the crash were defined as an incident responder, please choose NO as this question does not refer to the investigating Law Enforcement officer.

INCIDENT RESPONDER TYPE

Definition: Identify the type of Incident Responder involved in the crash.

Source: MMUCC, TITAN

Attribute:

CONSTRUCTION MAINTENANCE UTILITY WORKER

EMERGENCY SERVICES PERSONNEL

FIRE PERSONNEL

HWY INCIDENT PERSONNEL

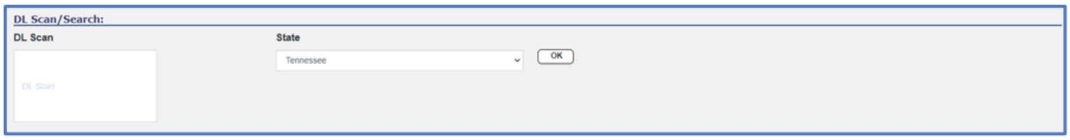
LAW ENFORCEMENT OFFICER

OTHER WORKING IN ROADWAY

TOW/RECOVERY PERSONNEL

05

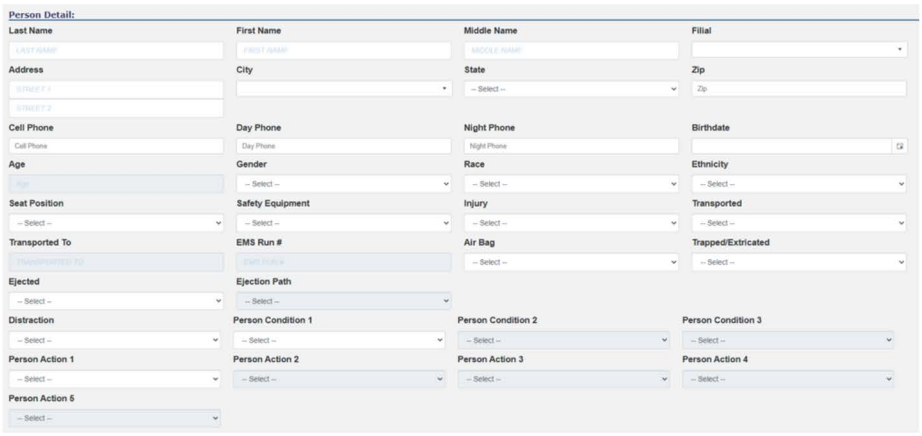
DL SCAN/SEARCH



INSTRUCTION:

Scan or enter Tennessee Drivers license. If the license is an out of state license, this box will not be used and you will have to enter all data manually. Once you have entered the Drivers license and the State, fill out data below.

PERSON DETAIL



RACE

Definition: This element indicates the Race of the person involved.

Source: FARS

Attributes:

BLACK OR AFRICAN AMERICAN

CAUCASIAN/MEXICAN/PUERTO RICAN/OTHER WHITE

CHINESE

FILIPINO

HAWAIIAN

INDIAN (AMERICAN, CANADIAN, ALASKAN, JAPANESE)

OTHER ASIAN/INDIAN/PACIFIC-ISLANDER

OTHER NON-WHITE

UNKNOWN

05

ETHNICITY

Definition: This element indicates the Ethnicity of the person involved.

Source: FARS

Attributes:

HISPANIC

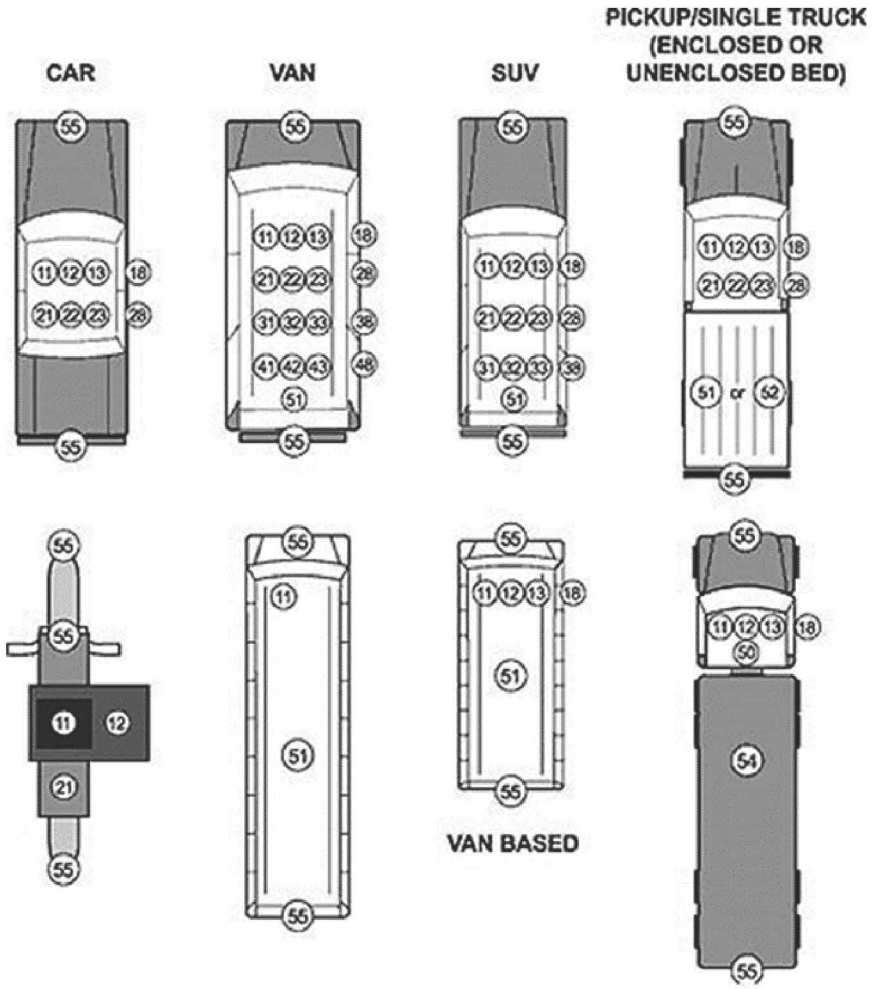
NON-HISPANIC

SEAT POSITION

Definition: The location for this occupant in, on, or outside of the motor vehicle prior to the first event in the sequence of events.

Source: MMUCC

Attributes:



00 NOT APPLICABLE

11 FRONT SEAT LEFT SIDE

12 FRONT SEAT MIDDLE

13 FRONT SEAT RIGHT SIDE

18 FRONT SEAT OTHER

19 FRONT SEAT UNKNOWN

21 SECOND SEAT LEFT SIDE

22 SECOND SEAT MIDDLE

23 SECOND SEAT RIGHT SIDE

28 SECOND SEAT OTHER

29 SECOND SEAT UNKNOWN

31 THIRD SEAT LEFT SIDE

32 THIRD SEAT MIDDLE

33 THIRD SEAT RIGHT SIDE

38 THIRD SEAT OTHER

39 THIRD SEAT UNKNOWN

41 FOUR SEAT LEFT SIDE

42 FOUR SEAT MIDDLE

43 FOUR SEAT RIGHT SIDE

48 FOUR SEAT OTHER

49 FOUR SEAT UNKNOWN

50 SLEEPER SECTION OF CAB (TRACTOR TRAILER)

51 OTHER PASSENGER IN ENCLOSED PASSENGER OR CARGO (I.E. SCHOOL BUS PASSENGERS, BED OF PICKUP TRUCK COVERRED BY A CAMPER SHELL)

52 OTHER PASSENGER IN UNENCLOSED (I.E. OPEN BED OF PICKUP TRUCK)

53 OTHER PASSENGER UNKNOWN WHETHER OR NOT ENCLOSED

54 TRAILING UNIT

55 RIDING ON VEHICLE EXTERIOR

SEAT POSITION Continued

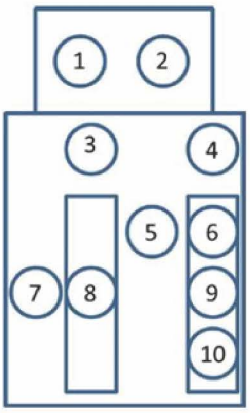
57 OTHER ROW (BUS, 15 PASSENGER VAN, ETC.)

99 UNKNOWN

NOTE:

- If unable to determine School Bus Passengers seating position use Code 51
- More than one person may have the same seating position - Example: A child being held by another occupant.

Example of Conventional Ambulance, MMUCC Seating Position Translation



1	Front seat row, left (driver)
2	Front, right (passenger)
3	Second, middle (EMT seat at head of patient)
4	Second, right (patient reclining on bench seat)
5	Third, middle (Standing, unseated)
6	Third, right (Seated in forward most position on bench seat)
7	Fourth, left (EMT seat at side of patient)
8	Fourth, middle (Patient on stretcher/cot)
9	Fourth, right (Seated in center position on bench seat)
10	Other, right (Seated in rear most position on bench seat)

SAFETY EQUIPMENT

Definition: The restraint equipment in use by the occupant, or the helmet use by a motorcyclist, at the time of the crash.

Source: MMUCC

Attributes:

SAFETY BELT USED IMPROPERLY
Occupant restraint system used in a manner not intended.

NOT APPLICABLE OCCUPANT
The use of restraint systems is not applicable.

BOOSTER SEAT
A "belt-positioning seat" that positions a child on a vehicle seat to improve the fit of the child in a lap and shoulder seat belt system.

BOOSTER SEAT USED IMPROPERLY
Booster seat used in a manner not intended.

CHILD RESTRAINT SYSTEM-FF
Child restraint system that faces the front of the vehicle.

CHILD RESTRAINT SYSTEM-RF
Child restraint system that faces the rear of the vehicle.



SAFETY EQUIPMENT Continued

CHILD RESTRAINT TYPE UNKNOWN
Unknown what type of child restraint system is used.

CHILD RESTRAINT USED IMPROPERLY
Child restraint used in a manner not intended.

DOT COMPLIANT MOTORCYCLE HELMET
Motorcycle helmets that are compliant with Federal Motor Vehicle Safety Standards typically weigh approximately 3 pounds, have an inner liner at least one-inch thick of firm polystyrene foam, have an inside label that states the manufacturer, model, and date of manufacture, and have a DOT sticker on the back of the helmet. A DOT sticker alone is not sufficient evidence to indicate that the helmet is DOT-compliant, as counterfeit stickers have been found affixed to non-compliant helmets.

IMPROPER USE OF COMPLIANT MOTORCYCLE HELMET
A DOT compliant helmet was used but not in the manner intended.

LAP BELT ONLY
Use of a lap safety belt either because the motor vehicle is equipped only with lap belt or because the shoulder belt is not in use.

NO HELMET

NON COMPLIANT MOTORCYCLE HELMET
A helmet that is not a DOT-compliant motorcycle helmet. This includes bicycle helmets, skateboard helmets, and novelty helmets.

NONE USED MV OCCUPANT
No restraint system used on an occupant of the vehicle.

OTHER
Some other form of restraint system was used. (From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

RESTRAINT USED TYPE UNKNOWN
The type of restraint system used is unknown.

SHOULDER AND LAP BELT USED
Occupant restraint system where both the shoulder belt and lap belt portions are connected to a buckle.

SHOULDER BELT ONLY
In a two-part occupant restraint system, only the shoulder belt portion is connected to a buckle.

UNKNOWN
Unknown what type of restraint system was used.

05

INJURY

Definition: 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, except as described below for fatal Injuries.

Source: MMUCC

Attributes:

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

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

POSSIBLE INJURY
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 which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

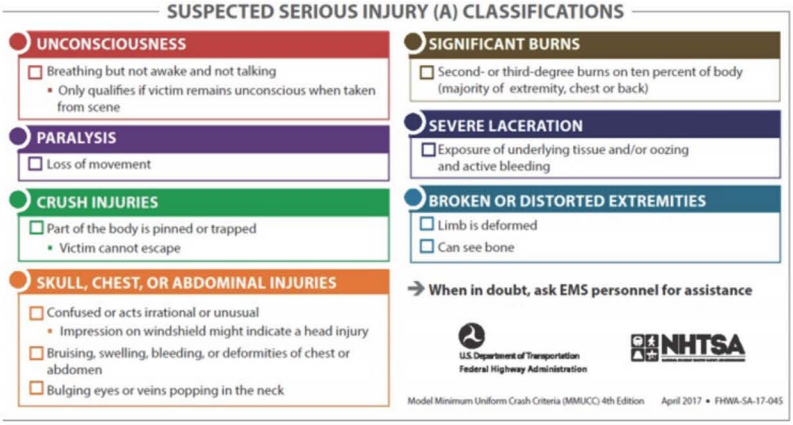
SEVERITY UNKNOWN
If uncertain about how to classify an injury type, select unknown to avoid grouping it with a type that are of greater interest to analysts and policymakers. This code may be used in cases where a hit and run is involved but there is sufficient evidence at the scene to cause a reasonable officer to support this choice.

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

SUSPECTED SERIOUS INJURY
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

INJURY Continued



UNKNOWN
Use unknown in the case of a hit and run.

TRANSPORTED

Definition: Any person involved in an accident who is transported away from the scene directly to a hospital or other medical facility in order to receive immediate medical treatment. The mode of transportation is as important as the fact that one or more persons were transported to a medical facility for immediate treatment. Medical Transport The count includes only the number of persons who received non-fatal injuries which required them to be transported directly from the scene for immediate medical treatment to a hospital or treatment facility as soon as it is considered safe and feasible to move the injured person away from the scene of the accident. Any type of vehicle (i.e., EMS, fire vehicle, police vehicle, personal vehicle, air ambulance etc.) may be used to transport an injured person from the accident scene to the treatment facility. Injuries include only those sustained as a result of the crash from the beginning of the unstabilized situation until all persons or property come to rest. Includes the injured motorists and non-motorists (pedestrians). Those persons who received immediate medical treatment at the scene by EMS but who are not then immediately transported to a hospital or treatment facility for further medical treatments are not included. NOTE: If an individual dies or is pronounced dead at the scene prior to medical transport, DO NOT record as a Medical Transport. The body may be taken away from the scene by EMS to a facility; however, this is not recorded as a Medical Transport.

Source: MMUCC

Attributes:

NOT TRANSPORTED
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.

EXAMPLES:
- A deceased individual's body transported to a facility
- An uninjured occupant rides along with an injured person to a treatment facility.

TRANSPORTED Continued

EMS-AIR
Transported to a medical facility by air. (Ex. Life Flight)

EMS-GROUND
Transported to a medical facility by EMS on the ground. (Ex. Ambulance)

LAW ENFORCEMENT
Transported to a medical facility by law enforcement.

OTHER
Transported to a medical facility by means not listed here.(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

UNKNOWN

TRANSPORTED TO

Definition: The location where the victim was transported.

Attributes: (Ex. Hospital, EMS Station)

EMS RUN

Definition: Usually documented on EMS Run Report

Source: MMUCC

AIR BAG

Definition: This element is used to record air bag deployment for this person as reported in the case materials.

Source: FARS

Attributes:

AIRBAG AVAILABLE-NO DEPLOYMENT

AIRBAG AVAILABLE-SWITCHED OFF

AVAILABLE-UNKNOWN DEPLOYED

DISABLED/REMOVED

FROM MULTIPLE DIRECTION

FROM OTHER DIRECTION

FROM THE FRONT

AIR BAG Continued

FROM THE SIDE

FROM THE SIDE

FROM UNKNOWN DIRECTION

NOT APPLICABLE-NOT A MOTOR VEHICLE OCCUPANT

NOT AVAILABLE

PREVIOUSLY DEPLOYED-NOT REPLACED

PREVIOUSLY DEPLOYED-NOT REPLACED

UNKNOWN IF AIRBAG AVAILABLE

TRAPPED/EXTRICATED

Definition: This element identifies if equipment was used to remove this person from the vehicle. Extrication refers to the use of equipment to remove people from the vehicles, i.e., more than just lifting or carrying a person out of wreckage.

Source: FARS

Attributes:

NOT APPLICABLE
The trapped or extricated status of the victim is not applicable in this crash.

» EXAMPLE: Open two-wheeled and three-wheeled motorcycles and ATV/ATC riders.

NOT TRAPPED
No victim was trapped in a vehicle.

TRAPPED/EXTRICATED
Victim was trapped in vehicle and extricated.

TRAPPED/NOT EXTRICATED
Victim was trapped in vehicle and not extricated.

EJECTED

Definition: This element describes the ejection status and degree of ejection for this person, excluding motorcycle occupants. Ejection refers to situations where forces from a crash cause occupants to be totally or partially thrown from the vehicle (including the bed of pickup trucks) during the course of the crash. This includes occupants of Jeeps, go-carts, snowmobiles, three- or four-wheel ATVs, three-wheeled motorcycles and three-wheeled autocycles.

» NOTE: This variable excludes occupants of two-wheeled motorcycles.

Source: FARS

EJECTED Continued

Attributes:

NOT APPLICABLE
This attribute is used for persons who are riding on the exterior of a vehicle or for motorcycle occupants. Exterior of the vehicle includes running boards, roof, fenders and bumpers, but not the bed of pickup trucks, open tail gate or boot of a convertible. This attribute also would apply to any person that is not a motor vehicle occupant.

NOT EJECTED
This attribute is used for persons who are neither totally or partially ejected from the vehicle.

PARTIALLY EJECTED
This attribute is used when some part but not all of an occupant's body is, at some time during the crash sequence, outside the occupant compartment. This does not apply to occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds and persons riding on open tailgates), since any ejection for them is coded as (Totally Ejected).

» NOTE: This attribute should not be used for any person with a Seating Position of (Riding on Motor Vehicle Exterior).

TOTALLY EJECTED
This attribute is used when the occupant's body is entirely outside the vehicle but may be in contact with the vehicle. This includes occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds and persons riding on open tailgates).

» NOTE: This attribute should not be used for any person with a Seating Position of (Riding on Motor Vehicle Exterior).

EJECTION PATH

Definition: This element identifies the path by which this person was ejected from the vehicle.

Source: FARS

Attributes:

NOT EJECTED/NOT APPLICABLE

OTHER PATH

THROUGH BACK DOOR

THROUGH BACK WINDOW

THROUGH ROOF CONVERTIBLE UP

THROUGH ROOF OPENING-CONVERTIBLE DOWN

THROUGH SIDE DOOR OPENING

EJECTION PATH Continued

THROUGH SIDE WINDOW

THROUGH WINDSHIELD

UNKNOWN PATH

DISTRACTION

Definition: Distractions that may have influenced driver performance, involving both an action taken by the driver and the source of distraction.

Source: MMUCC

Attributes:

NONE

CELLULAR IN USE IN VEHICLE





CELLULAR TELEPHONE PRESENT IN VEHICLE

COMPUTER, FAX MACHINES, PRINTERS



HEAD UP DISPLAY



DISTRACTION Continued

ON BOARD NAVIGATION DISPLAY



OTHER ELECTRONIC DEVICE

OTHER-INSIDE VEHICLE

OTHER-OUTSIDE VEHICLE

TWO-WAY RADIO



UNKNOWN

PERSON CONDITION 1, 2, 3

Definition: Any relevant condition of the individual that is directly related to the crash.

Source: MMUCC

Attributes:

APPEARED NORMAL

APPARENTLY ASLEEP

APPARENTLY FATIGUED

DRIVERLESS

EMOTIONAL DEPRESSION ANGRY DISTURBED

FAILURE TO TAKE DRUGS MEDICATION

UNDER THE INFLUENCE DRUGS/ALCOHOL

ILL SICK

OTHER

PHYSICAL IMPAIRMENT NARRATIVE

PERSON CONDITION 1, 2, 3 Continued

REACTION TO DRUGS MEDICATION

UNKNOWN

PERSON ACTION 1, 2, 3, 4, 5

Definition: This element identifies factors related to the driver.

Source: FARS, MMUCC

Attributes:

NONE
Used when no applicable related factors are noted.

AGRESSIVE DRIVING ROAD RAGE
Is used when the driver operated their vehicle aggressively. Aggressive driving behavior occurs when someone operates their vehicle with a disregard for safety and endangers themselves, other drivers, or property.

CARELESS ERRATIC DRIVING

» EXAMPLES:
- Driving without due care.
- Operating a motor vehicle in a careless manner.
- Failure to give full time and attention.
- Inattentive operation.

DRIVERLESS

DRIVING ON WRONG SIDE OF ROAD
Is used when the driver was established in and driving on the wrong side of the highway.

DRIVING WRONG WAY ON ONE WAY ROADWAY
Is used when the driver was driving in the wrong direction on a one-way trafficway.

EXCEEDING POSTED SPEED LIMIT

FAILURE TO COMPLY WITH LICENSE RESTRICTIONS
Is used when the driver was not in compliance with a Learner's Permit, Intermediate Driver License Restrictions or other imposed restrictions such as driving without corrective lenses when required.

FAILURE TO KEEP IN PROPER LANE
Is used when the driver failed to properly keep their vehicle in the appropriate lane of travel.

» NOTE: This does not apply to vehicles that run off the roadway, cross the median, or exhibit control loss before crossing the centerline.

PERSON ACTION 1, 2, 3, 4, 5 Continued

FAILURE TO OBEY TRAFFIC CONTROLS
Is used when the driver failed to obey an applicable traffic control device (sign or signal), traffic officer, or traffic safety zone laws.

EXAMPLES:
- Failure to obey flashing signal.
- Violation of "No Turn on Red."
- Failure to obey lane use control signal.
- Failure to obey stop or yield signs.
- Passing around railroad gates.
- When vehicle does not stop when required by a traffic signal.
- When a vehicle does not yield to an emergency vehicle (fire, EMS, police, etc.).

FAILURE TO OBSERVE WARNINGS OR INSTRUCTIONS
Is used when the driver failed to heed warnings or follow instructions displayed on other vehicles.

EXAMPLES:
- Construction instructions such as arrows directing traffic mounted on a vehicle.
- Instructions on or warnings by emergency vehicles (ambulances, fire trucks, police cars).
- Failure to observe a wide-right-turn warning on tracks or buses.
- Failure to heed hazard lights on a disabled vehicle or a school bus arm.

FAILURE TO SIGNAL INTENTIONS
Is used when the driver failed to signal their intentions. This includes a failure to signal by either lamp turn signal or hand.

FAILURE TO USE LIGHTS
Is used when the driver failed to use proper headlight beams.

FAILURE TO YIELD RIGHT OF WAY
Is used when the driver failed to yield the right-of-way.

EXAMPLES:
- Failure to yield to pedestrian in a crosswalk.
- Failure to yield at an intersection or merge.
- Failure to yield to emergency vehicles.
- Failure to yield to streetcar already in intersection.

FOLLOWING IMPROPERLY
Is used when the driver followed too closely.

EXAMPLES:
- Following a fire truck too closely.
- Failure to maintain a safe passing distance between trucks.
- Following another vehicle in a caravan too closely to allow entry by a merging vehicle.
- Following too close for weather conditions.

PERSON ACTION 1, 2, 3, 4, 5 Continued

IMPROPER BACKING
Is used when the driver improperly backed the vehicle in the roadway.

» EXAMPLE: Backing up on a one-way roadway.

IMPROPER LANE CHANGING
Is used when the driver was making unsafe lane changes or failed to obey a "no lane change" sign or pavement marking prohibiting lane change. This may also be used i cases where the officer states the vehicle was weaving in and out of traffic.

IMPROPER LOADING VEHICLE CARGO OR PASSENGERS
Is used when the case materials identify this driver improperly loaded the vehicle occupants or cargo into or on the vehicle.

» EXAMPLES:
- The vehicle has more than three passengers in the front seat.
- There were people riding on the exterior of the vehicle.
- The vehicle was carrying occupants that were sitting or standing on the rails, tailgate of a pickup, or improperly sitting in the bed of a pickup.
- More than one person secured in a belt restraint.
- An unsecured or uncovered load violation.
- The vehicle's trunk was open with extra-large cargo protruding.
- The case materials state the vehicle was overweight, over length, or illegally or improperly oversize.

IMPROPER PASSING
Is used when the driver passed improperly by executing a passing maneuver where prohibited as designated by traffic controls or rules of the road.

» EXAMPLES:
- A vehicle passing a stopped school bus.
- A vehicle crossing over the solid line to pass another vehicle.
- Passing a vehicle stopped to allow a pedestrian movement.

IMPROPER TURN
Is used when the driver was making an improper turn from a turn lane.

IMPROPERLY CARRYING HAZARDOUS CARGO

IMPROPERLY TOWING OR PUSHING A VEHICLE
Is used when the driver was operating the vehicle that was towing another vehicle with an improper connection (e.g., by rope or cable) or was pusing another vehicle in a dangerous manner (e.g., bumper to bumper).

INATTENTIVE
Is used when their is Inattentive operation.

PERSON ACTION 1, 2, 3, 4, 5 Continued

OPERATING WITHOUT REQUIRED EQUIPMENT
Is used when the case materials identify this driver was operating the vehicle without a required piece of equipment or with required equipment being inoperable.

» EXAMPLES:
- Defective or no lamps, brakes, mirrors, muffler, flares, wipers, horn, snow tires, chains, etc.
- A vehicle does not have extended side mirrors when required (e.g., when pulling a trailer).
- A vehicle dringi in snow without snow tires when required.
- If the seatbelts have been removed from the vehicle.
- If there was no child safety seat(s) in the vehicle when required for the occupant(s).
- For a motorcycle rider that had no helmet with them when required by law.
- If the vehicle failed to have an air bag(s) reinstalled after a prior crash.

OPERATOR INEXPERIENCE
Is used when the case materials identify this driver lacks experience operating the vehicle they were driving at the time of the crash.

» EXAMPLES:
- A novice driver.
- A driver inexperienced in the operation of a large truck or bus.
- A person driving a rental car where they are unfamiliar with the vehicle.

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OVER CORRECTING
Is used when the driver overcorrected.

» NOTE: Overcorrecting and Oversteering are technically different, but this attribute may be selected for a combination of the two (e.g., overcorrecting/oversteering).

RACING
Is used if there was an indication that the driver involved in the crash was speeding based on verbal or physical evidence and not on speculation alone.

RECKLESS NEGLIGENT DRIVING
Is used when the driver was operating the vehicle in an erratic, reckless, or negligent manner. These are circumstances where the driver is engaged in a driving behavior with willful or wanton disregard for safety.

» EXAMPLES:
- Driving erratically.
- Erratic lane changing.
- Suddenly changing speed.
- Motorcyclist doing wheelies (aka “popping” wheelies).

PERSON ACTION 1, 2, 3, 4, 5 Continued

SPEED TOO FAST FOR CONDITIONS
Applies when the vehicle's movement and speed were not appropriate relative to its surroundings in which the subsequent loss of control led to the collision. This attribute applies when the loss of control is due to a vehicle traveling at a speed that was unsafe for the road configuration or conditions and has no bearing on the speed limit.

EXAMPLES:
- A roadway departure on a curve where the driver failed to negotiate and departed the roadway resulting in an impact.
- The vehicle loses control (hydroplanes) on a wet roadway (can be due to bald tires).

SPEED TOO SLOW
Is used when the driver was driving too slowly, or so as to impede traffic.

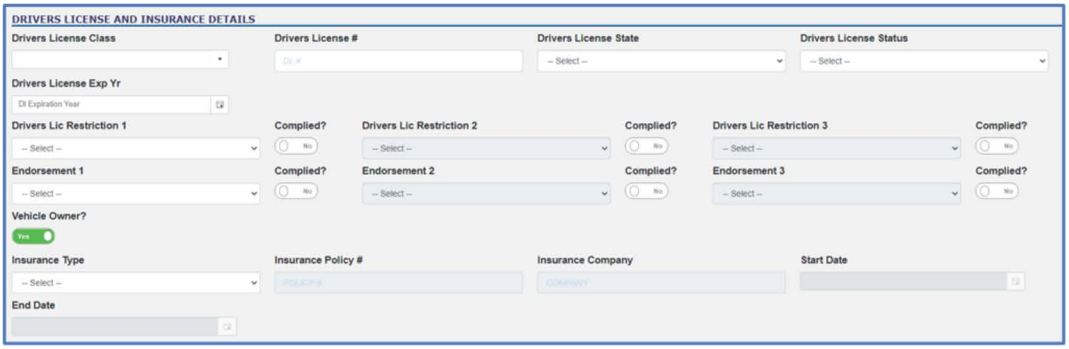
SWERVED OR AVOIDED

UNKNOWN

VISION OBSTRUCTED NARRATIVE
Is used if the driver's visual field was obstructed.

05

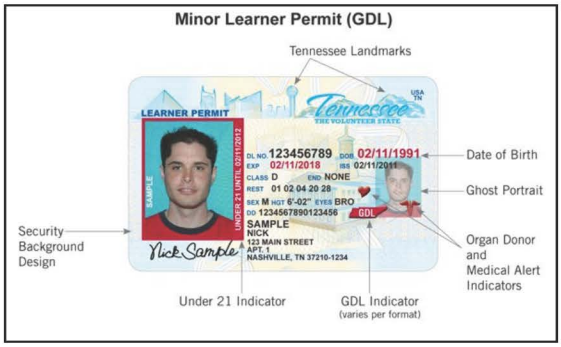
DRIVERS LICENSE AND INSURANCE DETAIL

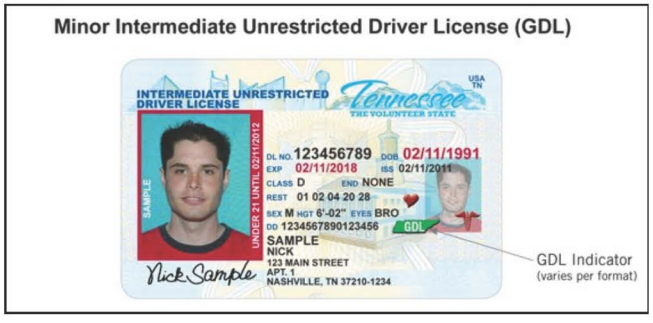


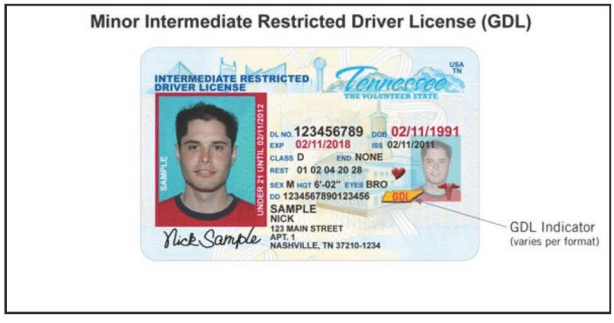
TENNESSEE DRIVERS LICENSE EXAMPLES











DRIVERS LICENSE CLASS

DEFINITION: Class indicates the type of driver license issued by the State and the type of motor vehicle the driver is qualified to drive.

Source: MMUCC

Attributes:

CLASS A
Any combination of vehicles with a gross combination weight rating (GCWR) of 26,001 pounds or more provided the GVWR of the vehicles(s) being towed is in excess of 10,000 pounds.

CLASS B
Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10, 000 pounds GVWR.

CLASS C
Any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is used in the transportation of materials found to be hazardous, which require the motor vehicle to placarded.

CLASS M
Motorcycles, Mopeds, Motor-Driven Cycles.

REGULAR DRIVER LICENSE CLASS
Any regular or standard driver license issued for the operation of automobiles and light trucks by States that separate these vehicles from Class C. Other class designation codes such as “d,” “R” and others may be used by States to inc

COMMERCIAL DRIVER LICENSE (CDL)
This indicates whether the driver license is a commercial driver license (CDL). In addition, this information is important to separate the non-commercial licenses included by some States in Class C with the Commercial licenses.

DRIVERS LICENSE

Source: MMUCC

Attribute: Alphanumeric identifier assigned by the authorizing jurisdiction (State, foreign country, U.S. government, Indian Nation, etc.). Format varies by state.

DRIVERS LICENSE STATE

Source: FARS

Attribute: This element identifies the State of issue for the license held by the driver.

05

DRIVERS LICENSE STATUS

Definition: This element identifies the status of the license at the time of the crash.

Source: FARS

Attributes:

VALID
Refers to any license held by the driver that is valid for a class of vehicle.

CANCELED/DENIED
Is used whenever the driver's official driver record indicates the driver's license (1) was canceled: or (2) the driver's request for license, or an extension of one, was denied.

DISQUALIFIED

EXPIRED
Is used whenever the driver's official driver record indicates the driver's license is expired.

NOT LICENSED
Should be used only when ti has been reasonably established tha the driver is not registered (anywhere).

REVOKED
Is used whenever the driver's official driver record indicates the driver's license is revoked.

SUSPENDED
Is used whenever the driver's official driver record indicates the driver's license is suspended.

UNKNOWN LICENSE STATUS

DRIVERS LICENSE EXP YR

Attribute: Enter the numeral four-digit expiration year listed on the driver's license. (EX- An expiration of 01/16 would be entered in the format 2016).

DRIVERS LICENSE RESTRICTION 1, 2 AND 3

Definition: Restrictions assigned to an individual's driver license by the license examiner.

Source: MMUCC

Attributes:

NONE

ACTIVE MILITARY

ALCOHOL INTERLOCK DEVICE

AUTOMATIC TRANSMISSION NCL

CDL INTRASTATE ONLY

DRIVERS LICENSE RESTRICTION 1, 2 AND 3 Continued

CMV - GOVERNMENT VEHICLE ONLY

CMV - INTRA-CITY ONLY

CMV - INTRA-STATE (MEDICAL)

CMV - INTRA-STATE (UNDER 21)

CMV WITHOUT AIR BRAKES

CORRECTIVE LENSES

CUSTOM CONTROLS

DAYLIGHT HOURS ONLY

DEVELOPMENTAL DISABILITY

DUI OFFENDER

FARM WAIVER

GDL-LEVEL ONE - LP

GDL -LEVEL TWO - INTERMED

HEARING IMPAIRMENT

INSULIN DEPENDENT DIABETIC

KNOB/POWER STEERING

LIMITED OTHER

LIMITED TO EMPLOYMENT

MEDICAL PROBLEMS

MEDICAL VARIANCE

NO CARGO IN CMV TANK VEHICLE

NO MANUAL TRANSMISSION EQUIPPED CMV

NO PASSENGERS IN CMV BUS

NO TRACTOR TRAILER

ORAL EXAM

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OUTSIDE MIRROR

PARTIAL AIR BRAKES

PASSENGER ALLOWED < 26000

DRIVERS LICENSE RESTRCTION 1, 2 AND 3 Continued

PASSENGER ALLOWED > 26000

PROSTHETIC AID

SEASONAL FARM SERVICE VEHICLE, AUTHORIZATION DOCUMENT REQUIRED

SPECIAL RESTRICTION ORDER

TCA 40-39-201 ET SEQ

UNKNOWN

VETERAN

COMPLIED 1, 2 AND 3?

Definition: This element identifies if a driver was compliant with restrictions on their license.

Source: FARS

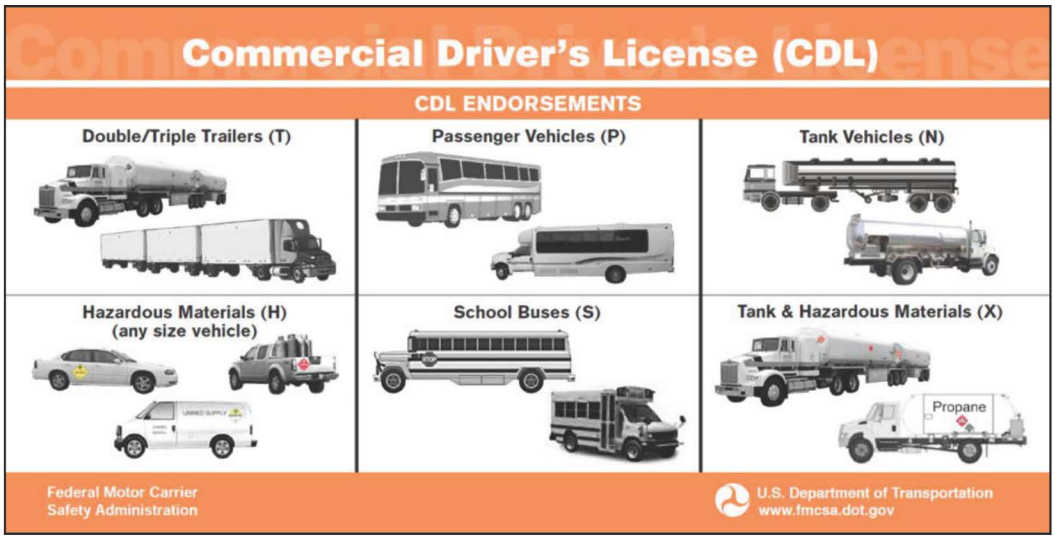
Attributes: Select **YES** or **NO** to indicate whether or not the Driver's License Restrictions were complied with.

ENDORSEMENT 1, 2, 3

Definition: This indicates any endorsements to the driver license, both commercial and non-commercial.

Source: MMUCC

Attributes:



NONE

BOTH N AND H

DOUBLE/TRIPLE TRAILERS

ENDORSEMENT 1, 2, 3 Continued

FORE HIRE

HAZARDOUS MATERIALS

MOTORCYCLES

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

PASSENGER GT 15

SCHOOL BUS

TANKS GT 1000 GALLONS

UNKNOWN

ENDORSEMENT 1, 2, 3 COMPLIED

Definition: This element identifies whether or not the driver complied with their commercial or non-commercial endorsement.

Source: TITAN

Attributes: Select **YES** or **NO** to indicate whether or not the Driver's License Restrictions were complied with.

VEHICLE OWNER?

Definition: This element identifies whether or not the driver is the owner of the vehicle involved in the crash.

Source: TITAN

Attributes: Select **YES** or **NO** to indicate whether or not the Driver is the owner of the vehicle.

INSURANCE TYPE

Definition: The type of insurance carried.

Source:

Attributes:

NO INSURANCE

CARRIER-CARGO

CARRIER-PASSENGER

NO PROOF PROVIDED

INSURANCE TYPE Continued

NON OWNER

OPERATOR

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OWNER

UNKNOWN

VEHICLE

INSURANCE POLICY

Attribute: Identifying number of the policy issued by the insurance company.

INSURANCE COMPANY

Attribute: Name of the Insurance Company on the policy.

START DATE

Definition: The date the insurance policy began.

Source: TITAN

Attributes: If the vehicle is a self-insured government-owned vehicle, use the first day of the current calendar year as the start date (e.g., 1/1/2021, 1/1/2022, 1/1/2023,.....)

END DATE

Definition: The date the insurance policy expires.

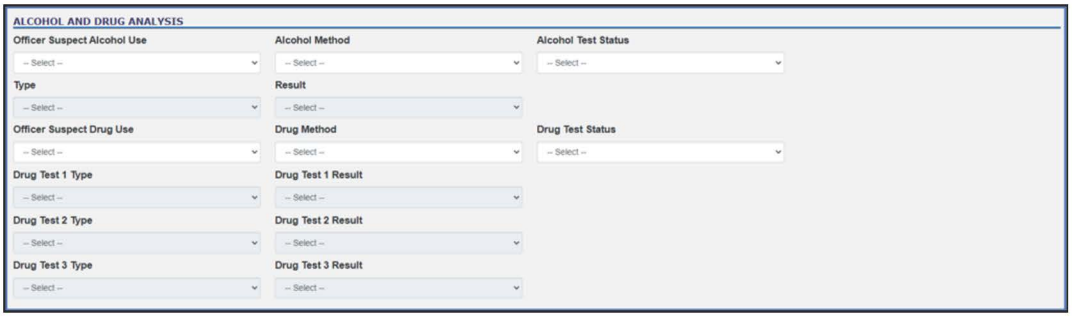
Source: TITAN

Attributes: If the vehicle is a self-insured government-owned vehicle, use the last day of the current calendar year as the end date (e.g., 12/31/2021, 12/31/2022, 12/31/2023,.....)



05

ALCOHOL AND DRUG ANALYSIS



OFFICER SUSPECT ALCOHOL USE

Definition: Driver involved in the crash suspected by law enforcement to have used alcohol.

Source: MMUCC

Attributes:

NO
Applies if the judgement of law enforcement is that alcohol is not present in this person.

YES
Applies only if the judgement of law enforcement is that alcohol was present in this person.

UNKNOWN

ALCOHOL METHOD

Definition: This element identifies the type of the alcohol test that was used for this person.

Source: FARS

Attributes:

EVIDENTIAL TEST (BREATH, BLOOD, URINE)

BEHAVIORAL

NOT REPORTED

OBSERVED

OTHER (SALIVA)

PASSIVE ALCOHOL SENSOR

PRELIMINARY BREATH (PBT)

UNKNOWN

05

ALCOHOL TEST STATUS

Definition: Determines if a test for alcohol (ethanol) was performed.

Source: FARS

Attributes:

TEST REFUSED

TEST NOT GIVEN

TEST GIVEN

UNKNOWN IF TESTED

TYPE

Definition: Method used by testing agency to determine alcohol (ethanol) presence.

Source: FARS

Attributes:

NOT TESTED

BLOOD CLOTH

BLOOD PLASMA/SERUM

BREATHALYZER

LIVER

OTHER TEST TYPE
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

PRELIMINARY BREATH TEST

UNKNOWN

URINE

VITREOUS

WHOLE BLOOD

RESULT

Definition: This element identifies the alcohol (ethanol) test result for this person.

Source: FARS

RESULT Continued

Attributes: Available parameters -

.00 THROUGH .94 OR GREATER

INSUFFICIENT SAMPLE

NONE GIVEN

PENDING

POSITIVE-NO VALUE REPORTED

UNKNOWN

OFFICER SUSPECT DRUG USE

Definition: Driver involved in the crash suspected by law enforcement to have used drugs.

Source: MMUCC

Attributes:

NO

YES

UNKNOWN

DRUG METHOD

Definition: The method used to detect the likely presence of drugs and to confirm specific drugs and quantities in the drug specimen.

Source: FARS

Attributes:

EVIDENTIAL TEST (BREATH, BLOOD, URINE)

BEHAVIORAL

DRUG RECOGNITION

NOT REPORTED

OBSERVED

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

UNKNOWN

DRUG TEST STATUS

Definition: Determines if a test for drugs was performed.

Source: FARS

Attributes:

TEST REFUSED

TEST GIVEN

TEST NOT GIVEN

UNKNOWN IF TESTED

DRUG TEST TYPE 1, 2 AND 3

Definition: Method used by testing agency to determine drug presence.

Source: FARS

Attributes:

NOT TESTED FOR DRUGS

BLOOD TEST

OTHER TYPE TEST

SALIVA

UNKNOWN IF TESTED FOR DRUGS

UNKNOWN TEST TYPE

URINE TEST

DRUG TEST 1, 2 AND 3 RESULT

Definition: Drug presence as reported by the drug test.

Source: FARS

Attributes:

NO DRUG REPORTED

AMPHETAMINES

COCAINE

FENTANYL

MARIJUANA

METHAMPHETAMINES

05

DRUG TEST 1, 2 AND 3 RESULT Continued

OPIATES

OTHER CONTROLLED SUBSTANCE

OTHER DRUG

PCP

PENDING

UNKNOWN

↳VIOLATIONS



VIOLATIONS

Definition: This element identifies if there were violations involved.

Source: TITAN

Attributes:

YES

NO

PENDING

CATEGORY 1-5

Definition: If the investigating officer cites a violation, this element identifies the type of violation committed by the person involved in the crash.

Source: TITAN

Attributes:

NONE

ALCOHOL/DRUG

OTHER MOVING

CATEGORY 1-5 Continued

PENDING

RECKLESS/CARELESS

STATUTE 1-5

Source: TITAN

Attribute: Enter the T.C.A. code for the violation.

CITATION 1-5

Source: TITAN

Attribute: Enter the ticket/citation number for the violation.

DESCRIPTION 1-5

Definition: Enter a brief description of the violation type or statute.

Source: TITAN

Attribute: Enter a brief description of the violation type or statute.



06



Non-Occupants

06 Non-Occupant



+ADD NON-OCCUPANT - Pedestrian

ADD NON-OCCUPANT

Definition: Non-Occupant - Any person who is not an occupant of a motor vehicle. This includes pedestrians, bicyclists, other cyclists, and occupants of transport vehicles other than motor vehicles.

NOTE: Property Owner and witnesses are also located under this stepper.

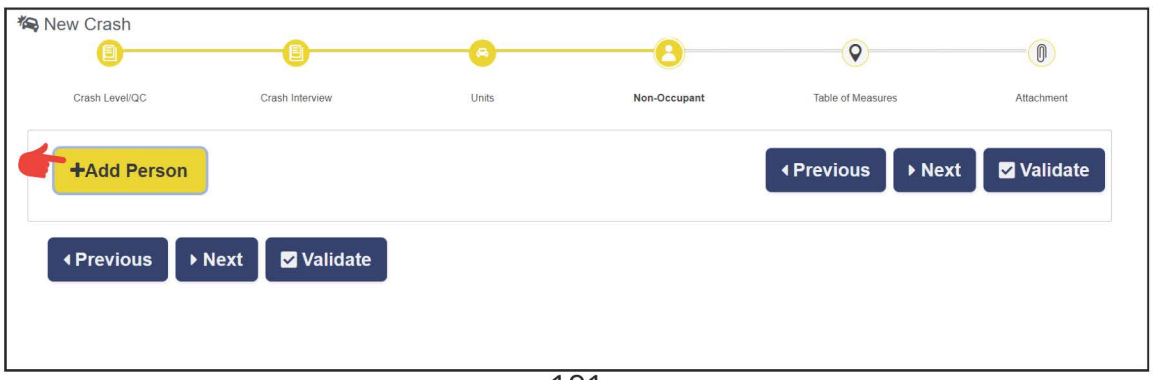
Source: MMUCC

INSTRUCTION:

Step 1: Click on the Non-Occupant stepper.



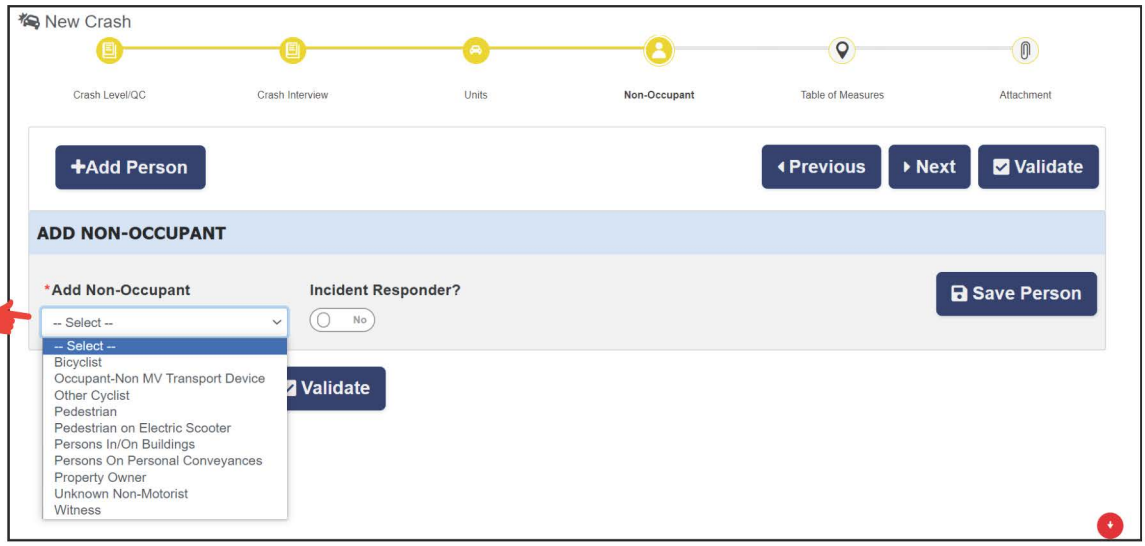
Step 2: Click +Add Person.



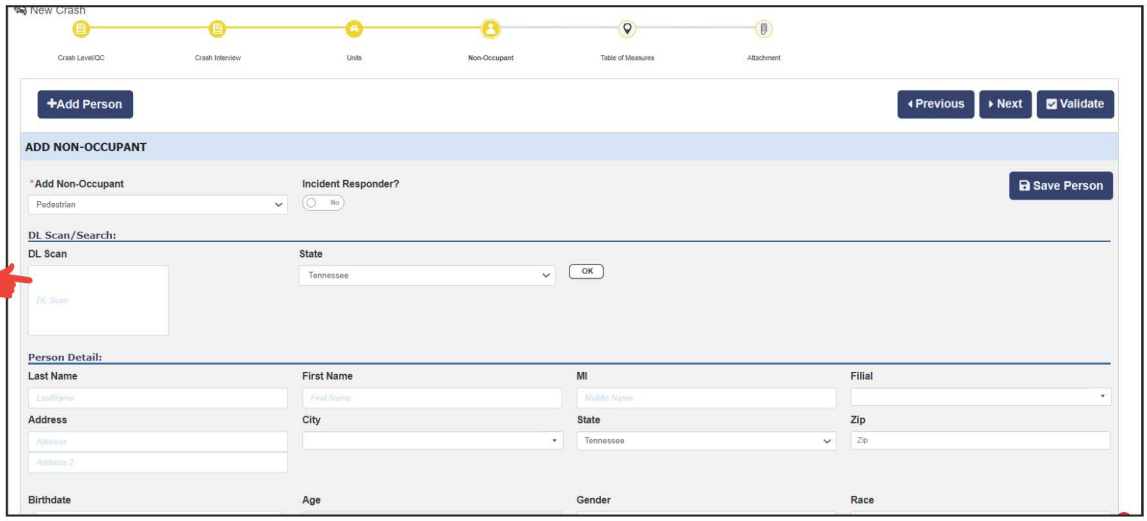
06

ADD NON-OCCUPANT Continued

Step 3: Select Non-Occupant Type in drop down box.



Step 4: Scan or enter Tennessee Drivers license. Again, if using out of state this box will not be used, you will have to enter all data manually for out of state license. Once you have entered the Drivers license fill out data below and select Save Person.



INCIDENT RESPONDER?

Definition: An incident responder is a person that uses their vehicle assigned to them to respond to incidents on the roadway.

Source: TITAN

Attributes: Selection of **YES** or **NO** relates to the parties involved in the crash not the investigating Law Enforcement officer reporting the crash. Were any of these involved parties acting as an incident responder at the time of the crash? If so, select yes and navigate to the Incident Type attribute. If none of the parties involved in the crash were defined as an incident responder, please choose **NO** as this question does not refer to the investigating Law Enforcement officer.

06

INCIDENT RESPONDER TYPE

Definition: If YES is selected for Incident Responder?, a subfield will open for you to select the type of Incident Responder involved.

Source: TITAN

Attributes:

CONSTRUCTION MAINTENANCE UTILITY WORKER

EMERGENCY SERVICES PERSONNEL

FIRE PERSONNEL

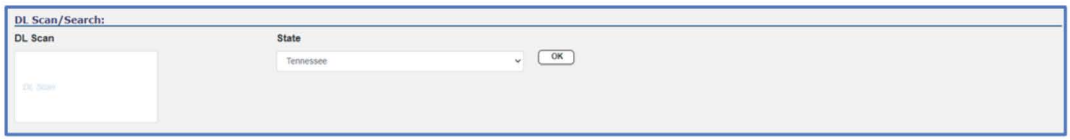
HWY INCIDENT PERSONNEL

LAW ENFORCEMENT OFFICER

OTHER WORKING IN ROADWAY

TOW/RECOVERY PERSONNEL

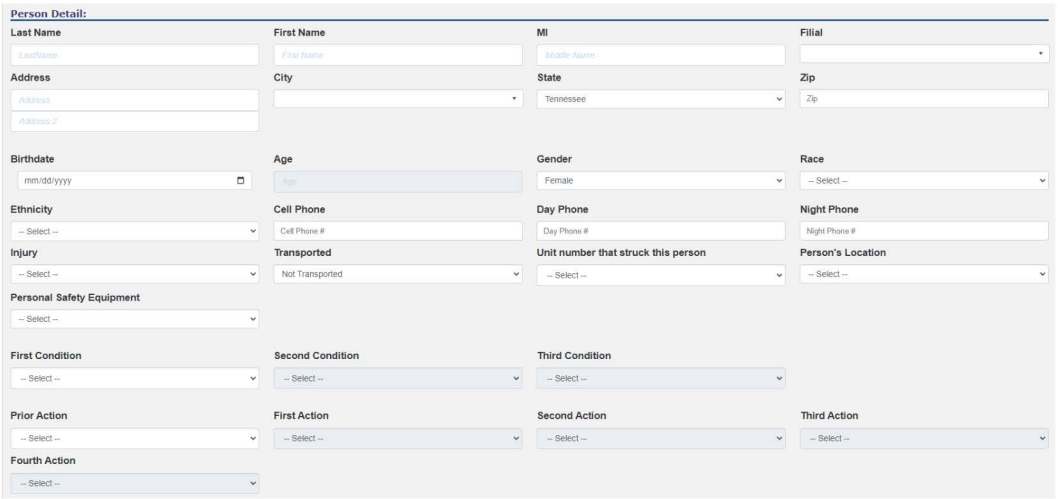
↳DL SCAN/SEARCH: DL Scan & State



INSTRUCTION:

Scan or enter Tennessee Drivers license. If the license is an out of state license, this box will not be used and you will have to enter all data manually. Once you have entered the Drivers license and the State, fill out data below.

↳PERSON DETAIL



06

RACE

Definition: This element indicates the Race of the person involved.

Source: FARS

Attributes:

BLACK OR AFRICAN AMERICAN

CAUCASIAN/MEXICAN/PUERTO RICAN/OTHER WHITE

CHINESE

FILIPINO

HAWAIIAN

INDIAN (AMERICAN, CANADIAN, ALASKAN, JAPANESE)

OTHER ASIAN/INDIAN/PACIFIC-ISLANDER

OTHER NON-WHITE

UNKNOWN

ETHNICITY

Definition: This element indicates the Ethnicity of the person involved.

Source: FARS

Attributes:

HISPANIC

NON-HISPANIC

INJURY

Definition: 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, except as described below for fatal Injuries.

Source: MMUCC

Attributes:

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

INJURY Continued

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

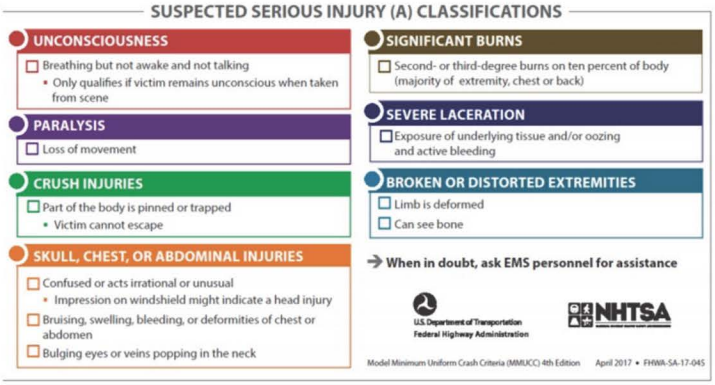
POSSIBLE INJURY
A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person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

SEVERITY UNKNOWN
If uncertain about how to classify an injury type, select unknown to avoid grouping it with a type that are of greater interest to analysts and policymakers. This code may be used in cases where a hit and run is involved but there is sufficient evidence at the scene to cause a reasonable officer to support this choice.

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

SUSPECTED SERIOUS INJURY
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



UNKNOWN
Use unknown in the case of a hit and run.

06

TRANSPORTED

Definition: Any person involved in an accident who is transported away from the scene directly to a hospital or other medical facility in order to receive immediate medical treatment. The mode of transportation is as important as the fact that one or more persons were transported to a medical facility for immediate treatment. Medical Transport The count includes only the number of persons who received non-fatal injuries which required them to be transported directly from the scene for immediate medical treatment to a hospital or treatment facility as soon as it is considered safe and feasible to move the injured person away from the scene of the accident. Any type of vehicle (i.e., EMS, fire vehicle, police vehicle, personal vehicle, air ambulance etc.) may be used to transport an injured person from the accident scene to the treatment facility. Injuries include only those sustained as a result of the crash from the beginning of the unstabilized situation until all persons or property come to rest. Includes the injured motorists and non-motorists (pedestrians). Those persons who received immediate medical treatment at the scene by EMS but who are not then immediately transported to a hospital or treatment facility for further medical treatments are not included. NOTE: If an individual dies or is pronounced dead at the scene prior to medical transport, DO NOT record as a Medical Transport. The body may be taken away from the scene by EMS to a facility; however, this is not recorded as a Medical Transport.

Source: MMUCC

Attributes:

NOT TRANSPORTED
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.

» EXAMPLES:
- A deceased individual's body transported to a facility
- An uninjured occupant rides along with an injured person to a treatment facility.

EMS-AIR
Transported to a medical facility by air. (Ex. Life Flight)

EMS-GROUND
Transported to a medical facility by EMS on the ground. (Ex. Ambulance)

LAW ENFORCEMENT
Transported to a medical facility by law enforcement.

OTHER
Transported to a medical facility by means not listed here.(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

UNKNOWN

TRANSPORTED TO

Definition: The location where the victim was transported.

Attributes: (Ex. Hospital, EMS Station)

EMS RUN

Source: MMUCC

Attribute: Usually documented on EMS Run Report.

UNIT NUMBER THAT STRUCK THIS PERSON

Definition: This data element captures the in-transport vehicle that made contact with the non-motorist.

Source: FARS

Attributes: Select the Unit from the dropdown list that struck the non-occupant.

» NOTE: In cases where more than one vehicle or debris from more than one vehicle makes contact with a non-occupant, select the number of the vehicle that caused the most significant injury. If uncertain, select the number of the vehicle that made contact first.

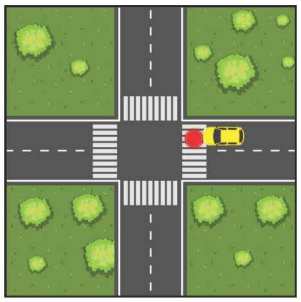
PERSON'S LOCATION

Definition: The location of the non-motorist with respect to the roadway at the time of the crash.

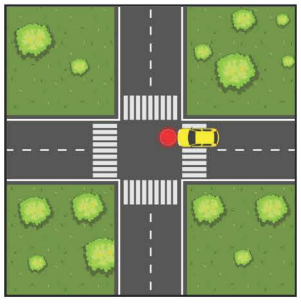
Source: MMUCC

Attributes:

INTERSECTION-IN CROSSWALK



INTERSECTION-ON ROADWAY NOT IN CROSSWALK



PERSON'S LOCATION Continued

INTERSECTION-ON ROADWAY CROSSWALK NOT AVAILABLE

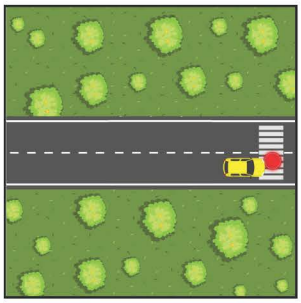


INTERSECTION-ON ROADWAY CROSSWALK AVAILABILITY UNKNOWN

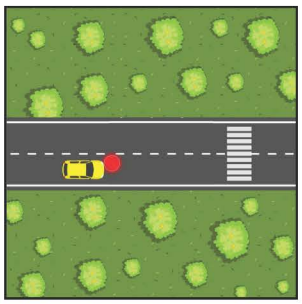
INTERSECTION-NOT ON ROADWAY

INTERSECTION-UNKNOWN

NOT INTERSECTION-IN CROSSWALK



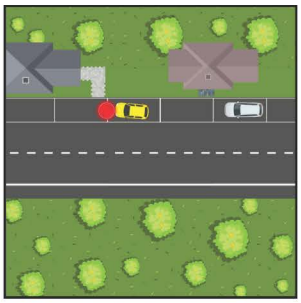
NOT INTERSECTION-ON ROADWAY NOT IN CROSSWALK



NOT INTERSECTION-ON ROADWAY CROSSWALK NOT AVAILABLE

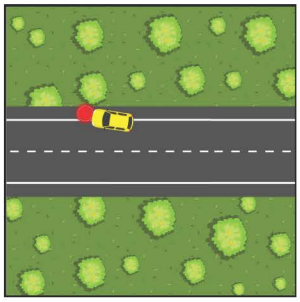
NOT INTERSECTION-ON ROADWAY CROSSWALK AVAILABLILITY UNKNOWN

NOT INTERSECTION-IN PARKING LANE



PERSON'S LOCATION Continued

NOT INTERSECTION-ADJACENT TO ROADWAY



NOT INTERSECTION-BIKE PATH

NOT INTERSECTION-OUTSIDE TRAFFIC

NOT INTERSECTION-OTHER NOT ON ROADWAY

NOT INTERSECTION-UNKNOWN

UNKNOWN

PERSONAL SAFETY EQUIPMENT

Definition: The safety equipment(s) used by the non-motorist.

Source: MMUCC

Attributes:

NOTE: You can select up to five attributes.

NOT APPLICABLE

HELMET





LIGHTING





NONE

OTHER

(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

06

PERSONAL SAFETY EQUIPMENT

PROTECTIVE PADS USED




REFLECTIVE CLOTHING (backpack, triangles, etc.)
Wearable items that reflect light and also return most of that




REFLECTORS
A device that reflects light back toward the source of light.



UNKNOWN

FIRST, SECOND, THIRD CONDITION

Definition: This element attempts to identify any physical impairment to this non-motorist who may have contributed to the cause of the crash.

Source: FARS

Attributes:

APPPEARED NORMAL

BLIND

EMOTIONAL DEPRESSION ANGRY DISTURBED

FAILURE TO TAKE DRUGS MEDICATION

HAD BEEN DRINKING

ILL-SICK

ILLEGAL DRUG USE

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

OTHER PHYSICAL IMPAIRMENT

REACTION TO DRUGS MEDICATION

RESTRICTED TO WHEELCHAIR

UNKNOWN

06

PRIOR ACTION

Definition: The action of the non-motorist immediately prior to the crash and an indication of whether the non-motorist was walking/cycling to/from school.

Source: MMUCC

Attributes:

NONE

COMING FROM BEHIND PARKED CAR

CROSSING AGAINST SIGNAL

CROSSING NO SIGNAL

CROSSING WITH SIGNAL

DARTING, RUNNING STUMBLING INTO ROAD

FAILURE TO KEEP IN PROPER LANE

FAILURE TO OBEY TRAFFIC CONTROLS

FAILURE TO OBSERVE WARNINGS OR INSTRUCTIONS

FAILURE TO SIGNAL INTENTIONS

FAILURE TO USE LIGHTS

FAILURE TO YIELD RIGHT OF WAY

GETTING ON OR OFF OTHER VEHICLE

GOING TO/FROM TRANSIT (BUS/TRAIN STOP

IMPROPER LOADING OF VEHICLE CARGO OR PASSENGER

IMPROPER PASSING

IMPROPER TURN MERGE

INATTENTIVE

NOT VISIBLE

OPERATING WITHOUT REQUIRED EQUIPMENT

OPERATOR INEXPERIENCE

OTHER ACTION
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

PLAYING LYING STANDING IN ROADWAY

PUSHING WORKING ON VEHICLE

PRIOR ACTION Continued

STANDING IN SAFETY ZONE

UNKNOWN

VISION OBSTRUCTED BY

WAITING TO CROSS ROADWAY

WALKING CYCLING IN BESIDE ROADWAY AGAINST TRAFFIC

WALKING CYCLING IN BESIDE ROADWAY WITH TRAFFIC

WALKING CYCLING ON SIDEWALK

WALKING CYCLING TO AND FROM SCHOOL

WORKING IN ROADWAY

WORKER TYPE

Definition: If attribute **WORKING IN ROADWAY** is selected under Prior Action a subfield will open to capture the worker type.

Source: TITAN

Attributes:

CONSTRUCTION/MAINTENANCE/UTILITY WORKER

EMS PERSONNEL

HIGHWAY INCIDENT RESPONSE

LAW ENFORCEMENT OFFICER

OTHER INCIDENT RESPONDER

OTHER WORKING IN ROADWAY

FIRST, SECOND, THIRD, FOURTH ACTION

Definition: This element describes the action(s) of the non-motorist at the time time of their involvement in the crash.

Source: FARS

Attributes:

NONE

COMING FROM BEHIND PARKED CAR

CROSSING AGAINST SIGNAL

CROSSING NO SIGNAL

FIRST, SECOND, THIRD, FOURTH ACTION Continued

CROSSING WITH SIGNAL

DARTING, RUNNING STUMBLING INTO ROAD

FAILURE TO KEEP IN PROPER LANE

FAILURE TO OBEY TRAFFIC CONTROLS

FAILURE TO OBSERVE WARNINGS OR INSTRUCTIONS

FAILURE TO SIGNAL INTENTIONS

FAILURE TO USE LIGHTS

FAILURE TO YIELD RIGHT OF WAY

GETTING ON OR OFF OTHER VEHICLE

IMPROPER LOADING OF VEHICLE CARGO OR PASSENGER

IMPROPER PASSING

IMPROPER TURN MERGE

INATTENTIVE

NOT VISIBLE

OPERATING WITHOUT REQUIRED EQUIPMENT

OPERATOR INEXPERIENCE

OTHER ACTION
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

PLAYING LYING STANDING IN ROADWAY

PUSHING WORKING ON VEHICLE

STANDING IN SAFETY ZONE

VISION OBSTRUCTED BY

WAITING TO CROSS ROADWAY

WALKING CYCLING IN BESIDE ROADWAY AGAINST TRAFFIC

WALKING CYCLING IN BESIDE ROADWAY WITH TRAFFIC

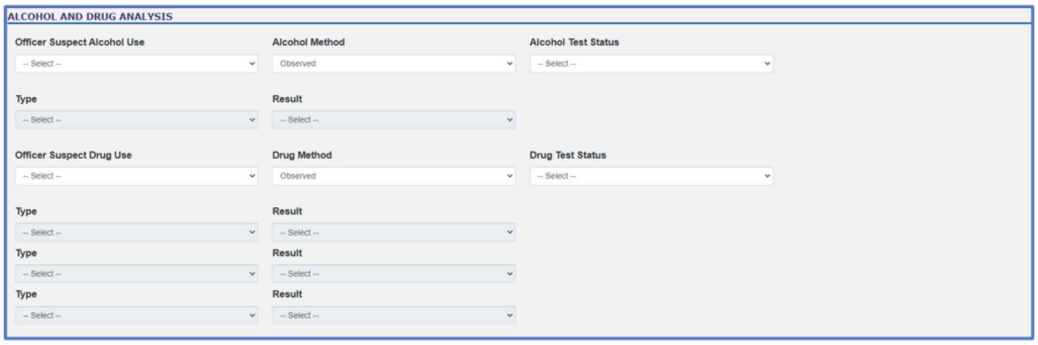
WALKING CYCLING ON SIDEWALK

WALKING CYCLING TO AND FROM SCHOOL

WORKING IN ROADWAY

06

ALCOHOL AND DRUG ANALYSIS



OFFICER SUSPECT ALCOHOL USE

Definition: Non-motorist involved in the crash suspected by law enforcement to have used alcohol.

Source: MMUCC

Attributes:

NO
Applies if the judgement of law enforcement is that alcohol is not present in this person.

YES
Applies only if the judgement of law enforcement is that alcohol was present in this person.

UNKNOWN

ALCOHOL METHOD

Definition: This element identifies the type of the alcohol test that was used for this person.

Source: FARS

Attributes:

EVIDENTIAL TEST (BREATH, BLOOD, URINE)

BEHAVIORAL

NOT REPORTED

OBSERVED

OTHER (SALIVA)

PASSIVE ALCOHOL SENSOR

PRELIMINARY BREATH (PBT)

UNKNOWN

06

ALCOHOL TEST STATUS

Definition: Determines if a test for alcohol (ethanol) was performed.

Source: FARS

Attributes:

TEST REFUSED

TEST NOT GIVEN

TEST GIVEN

UNKNOWN IF TESTED

TYPE

Definition: Method used by testing agency to determine alcohol (ethanol) presence.

Source: FARS

Attributes:

NOT TESTED

BLOOD CLOTH

BLOOD PLASMA/SERUM

BREATHALYZER

LIVER

OTHER TEST TYPE
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

PRELIMINARY BREATH TEST

UNKNOWN

URINE

VITREOUS

WHOLE BLOOD

RESULT

Definition: This element identifies the alcohol (ethanol) test result for this person.

Source: FARS

RESULT Continued

Attribute: Available parameters -

.00 THROUGH .94 OR GREATER

INSUFFICIENT SAMPLE

NONE GIVEN

PENDING

POSITIVE-NO VALUE REPORTED

UNKNOWN

OFFICER SUSPECT DRUG USE

Definition: Driver involved in the crash suspected by law enforcement to have used drugs.

Source: MMUCC

Attributes:

NO

YES

UNKNOWN

DRUG METHOD

Definition: The method used to detect the likely presence of drugs and to confirm specific drugs and quantities in the drug specimen.

Source: FARS

Attributes:

EVIDENTIAL TEST (BREATH, BLOOD, URINE)

BEHAVIORAL

DRUG RECOGNITION

NOT REPORTED

OBSERVED

OTHER
(From State Police Instruction Manuals): if the code "Other" is used it is recommended that it be explained in the narrative.

UNKNOWN

06

DRUG TEST STATUS

Definition: Determines if a test for drugs was performed.

Source: FARS

Attributes:

TEST REFUSED

TEST GIVEN

TEST NOT GIVEN

UNKNOWN IF TESTED

DRUG TEST TYPE 1, 2 AND 3

Definition: Method used by testing agency to determine drug presence.

Source: FARS

Attributes:

NOT TESTED FOR DRUGS

BLOOD TEST

OTHER TYPE TEST

SALIVA

UNKNOWN IF TESTED FOR DRUGS

UNKNOWN TEST TYPE

URINE TEST

DRUG TEST 1, 2 AND 3 RESULT

Definition: Drug presence as reported by the drug test.

Source: FARS

Attributes:

NO DRUG REPORTED

AMPHETAMINES

COCAINE

FENTANYL

MARIJUANA

METHAMPHETAMINES

DRUG TEST 1, 2 AND 3 RESULT Continued

OPIATES

OTHER CONTROLLED SUBSTANCE

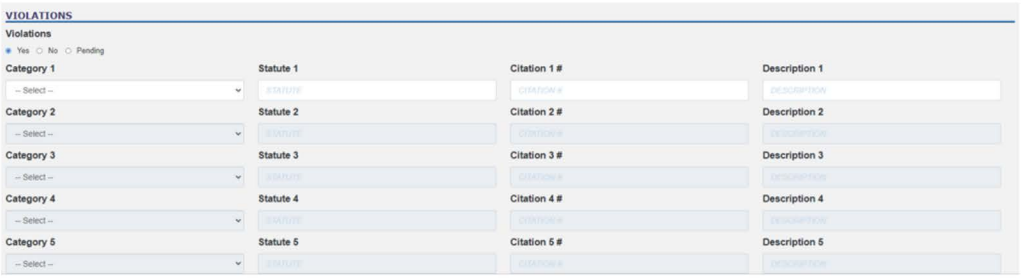
OTHER DRUG

PCP

PENDING

UNKNOWN

VIOLATIONS



VIOLATIONS

Definition: This element identifies if there were violations involved.

Source: TITAN

Attributes:

YES

NO

PENDING

CATEGORY 1-5

Definition: If the investigating officer cites a violation, this element identifies the type of violation committed by the person involved in the crash.

Source: TITAN

Attributes:

NONE

ALCOHOL/DRUG

OTHER MOVING

PENDING

RECKLESS/CARELESS

06

STATUTE 1-5

Source: TITAN

Attribute: Enter the T.C.A. code for the violation.

CITATION 1-5

Source: TITAN

Attribute: Enter the ticket/citation number for the violation.

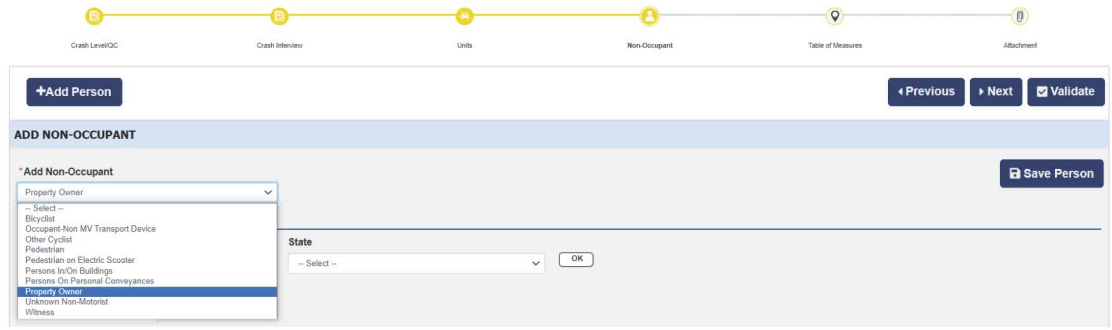
DESCRIPTION 1-5

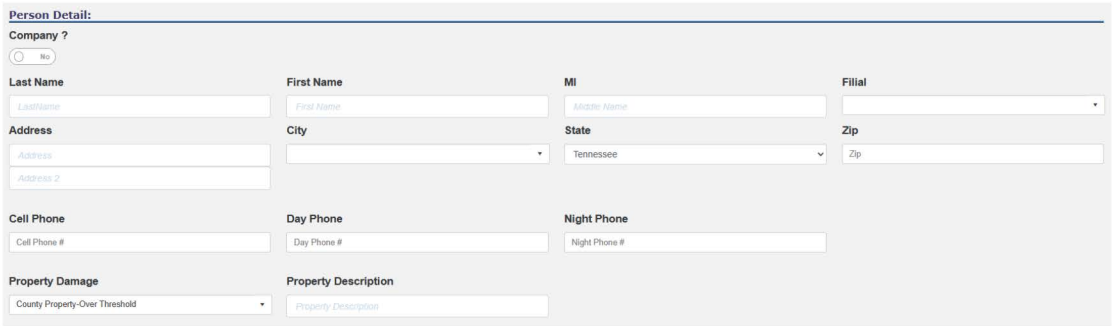
Definition: Enter a brief description of the violation type or statute.

Source: TITAN

Attribute: Enter a brief description of the violation type or statute.

↳ + ADD NON-OCCUPANT - Property Owner





COMPANY?

Source: TITAN

Attributes: Select **YES** or **NO** to indicate whether or not the property or vehicle is owned by a company

COMPANY NAME, ADDRESS, CITY, STATE, ZIP, PHONE NUMBER

Source: TITAN

Attributes: This information identifies the party(s) responsible for the property or vehicle involved.

PROPERTY DAMAGE

Definition: Identifies the type and whether the estimation of property damage is over or under the $1500 threshold in the crash. If the property damaged was Government property, the threshold is $400.00

Source: TITAN

Attributes:

CITY PROPERTY-OVER THRESHOLD

CITY PROPERTY-UNDER THRESHOLD

COUNTY PROPERTY-OVER THRESHOLD

COUNTY PROPERTY-UNDER THRESHOLD

FEDERAL PROPERTY-OVER THRESHOLD

FEDERAL PROPERTY-UNDER THRESHOLD

PRIVATE PROPERTY-OVER THRESHOLD

PRVATE PROPERTY-UNDER THRESHOLD

STATE PROPERTY-OVER THRESHOLD

STATE PROPERTY-UNDER THRESHOLD

UNKNOWN

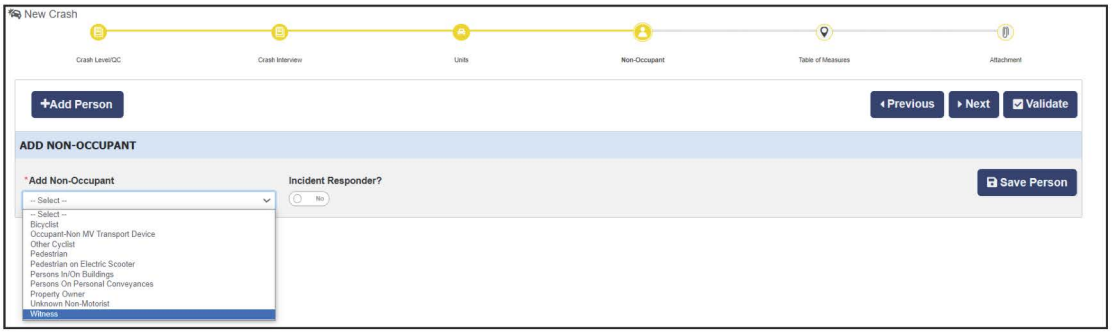
PROPERTY DESCRIPTION

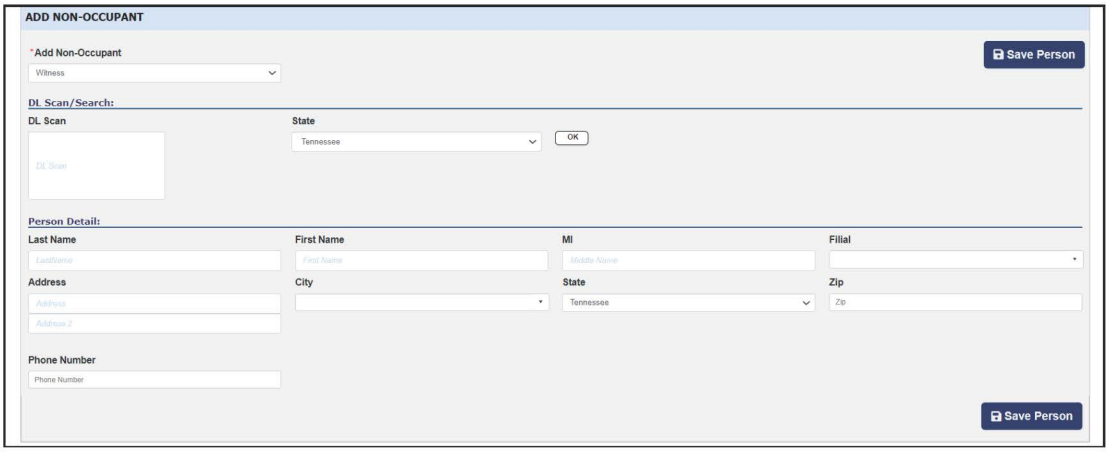
Attributes: Enter a description of the property that was damaged in the crash.



06

+ ADD NON-OCCUPANT - Witness





NAME, ADDRESS, CITY, STATE, ZIP, PHONE NUMBER

Source: TITAN

Attributes: This information identifies the witness to the crash.

07



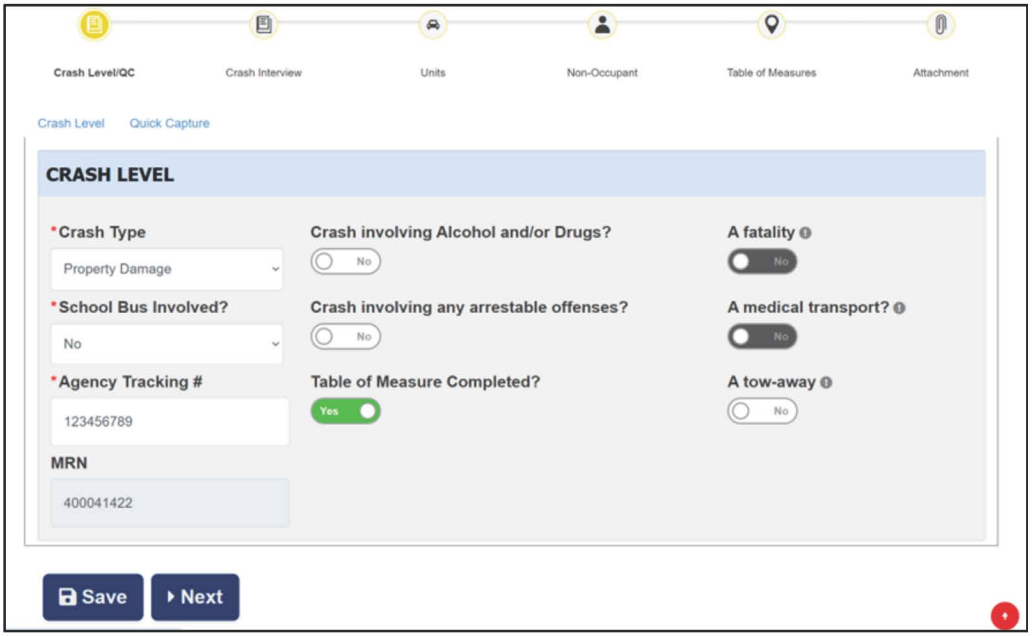
Table of Measures

07 Table of Measures

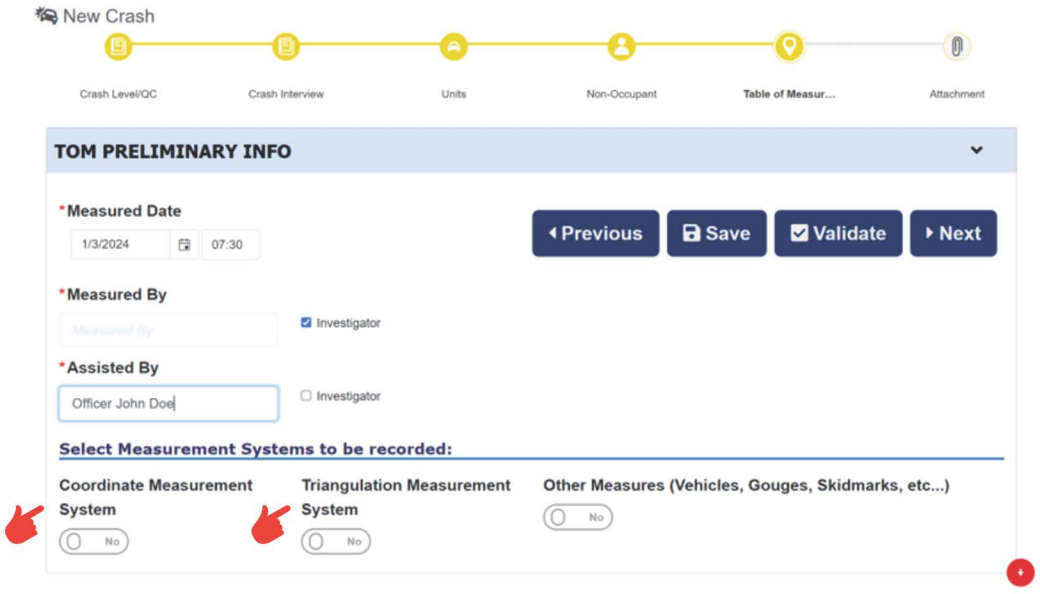
Source: DOSHS Traffic Crash Manual, TITAN

INSTRUCTION:

If a Table of Measures will be completed for a crash, you will need to select **YES** for attribute **TABLE OF MEASURE COMPLETED?** which is located under the Crash Level/QC stepper.



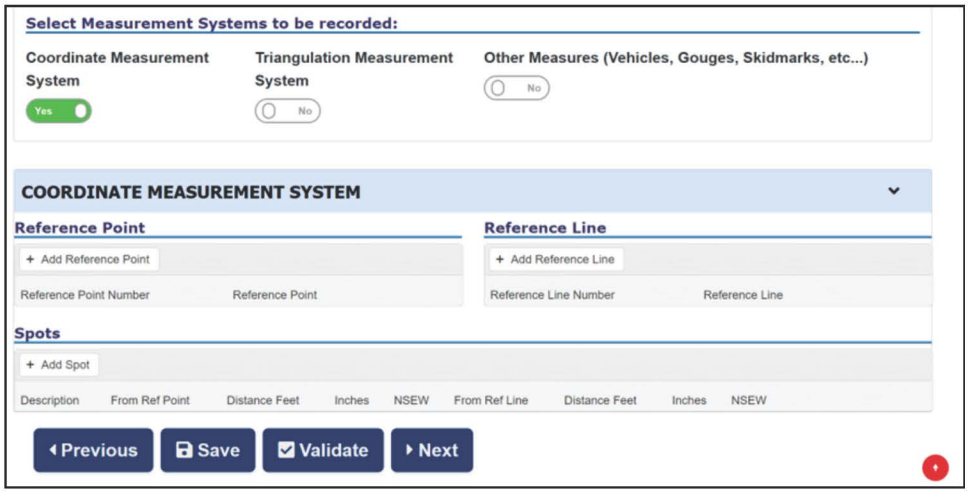
TOM PRELIMINARY INFO



There are two measuring methods primarily used in accident investigation; the Coordinate and Triangulation methods. With both of these you make two measurements to locate each spot.

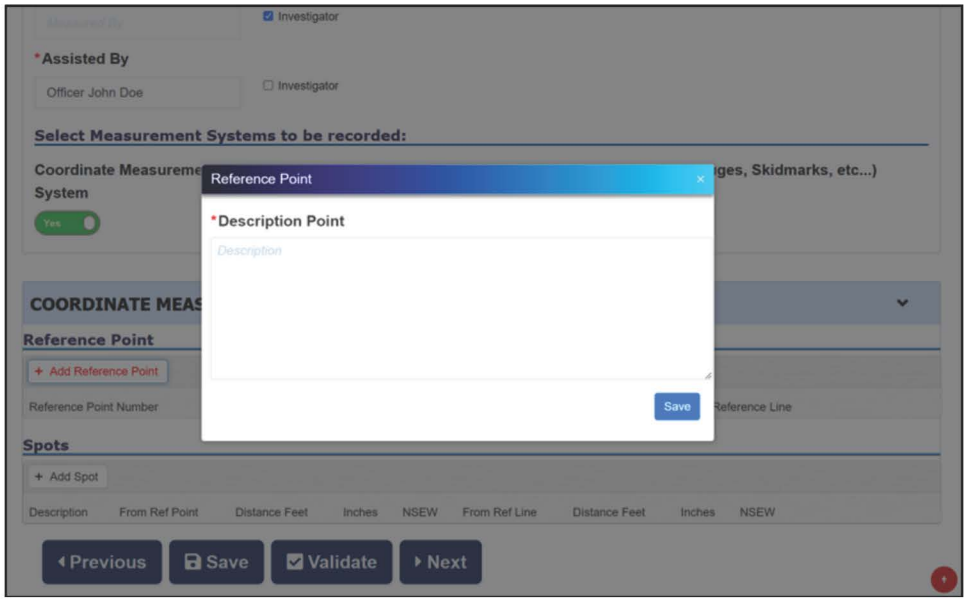
07

COORDINATE MEASUREMENT SYSTEM

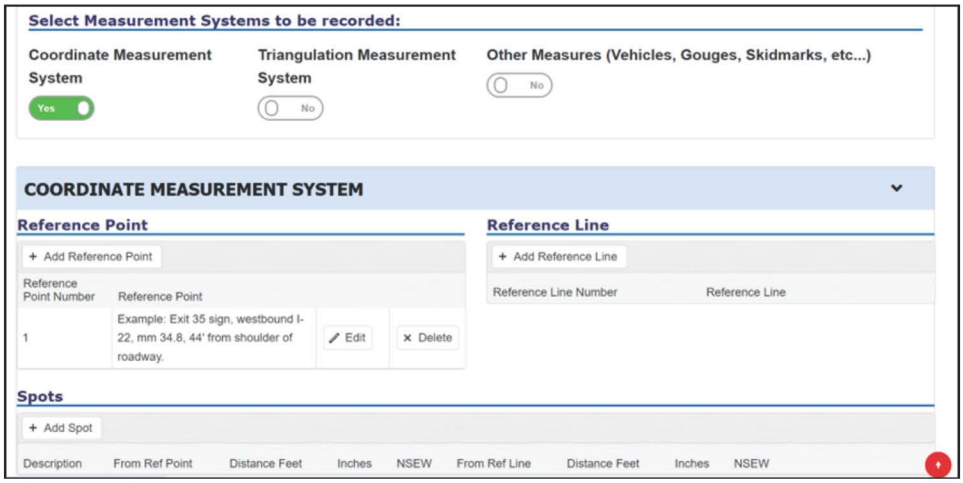


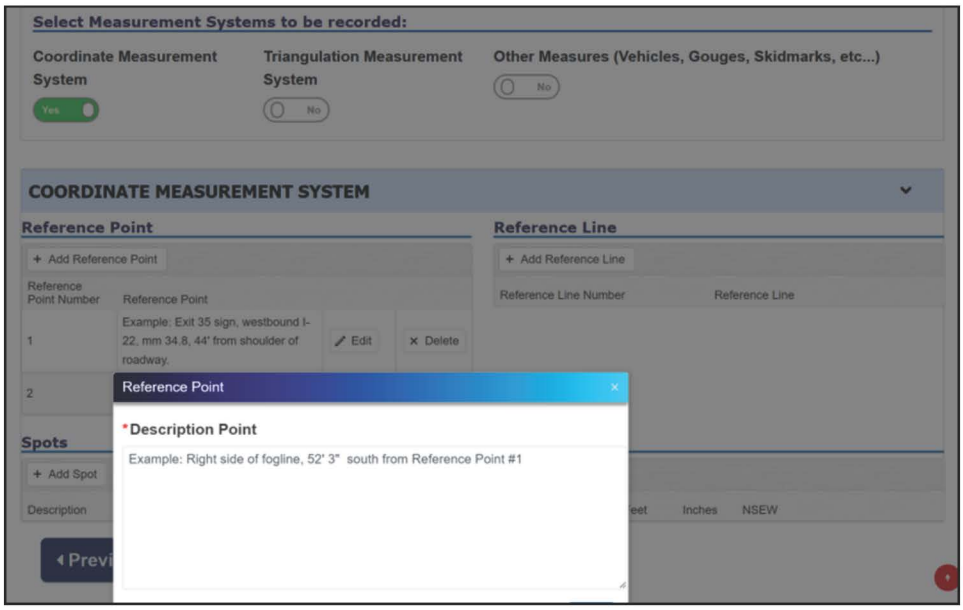
When using the coordinate method you make two (2) measurements at right angles to each other. You make one measurement (LINEAR) along a reference line (usually the roadway edge) and the second (LATERAL) at a right angle to the reference line. (See Figure 4. The numbered line in the sketch represents a tape measure). This is the same method as preparing to cut an 8-foot 2 by 4 in half. You measure up the edge of the stud 4 feet and make a pencil mark. Then you get out your framing square and draw a line across the face of the stud at the pencil mark. The line you marked across the face is at a right angle (90 degrees) to the edge of the board. The principle is the same.

With the coordinate method, a semi-tangible RP is often the most useful. The coordinate method is usually best when the edges of the road are distinct and the objects to be located are on, or within thirty (30) feet of the roadway.

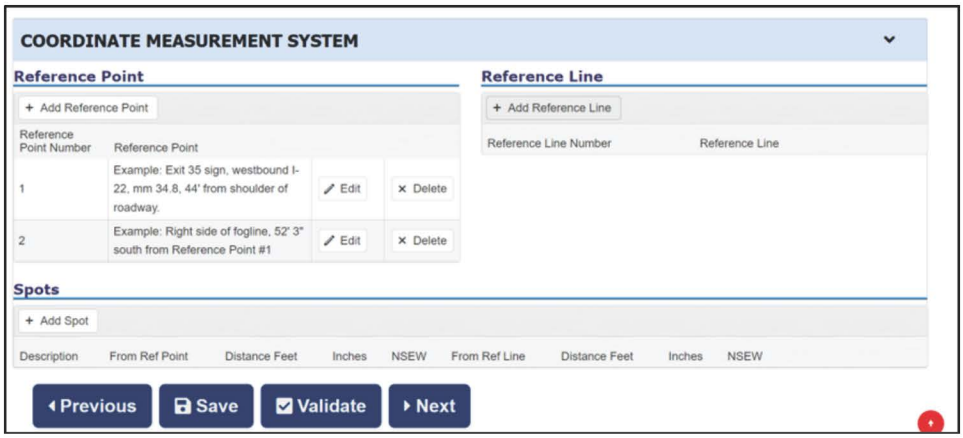


COORDINATE MEASUREMENT SYSTEM Continued



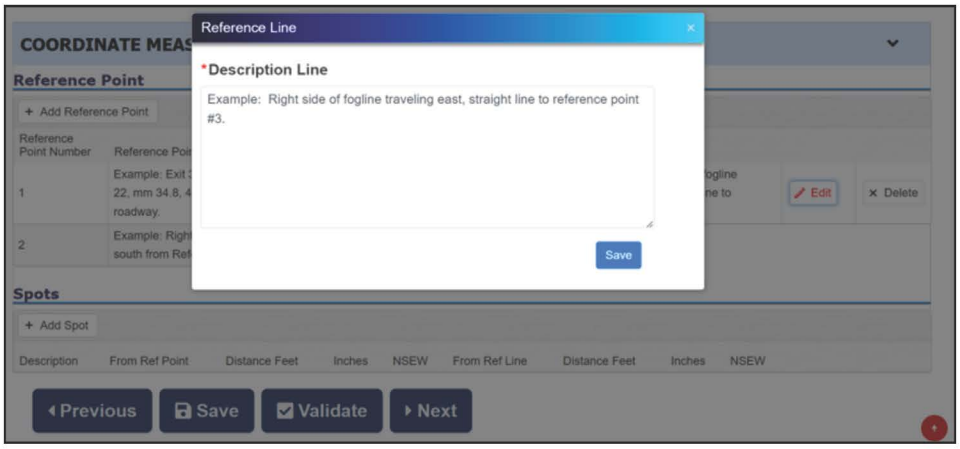


NOTE: This box can moved around the screen.

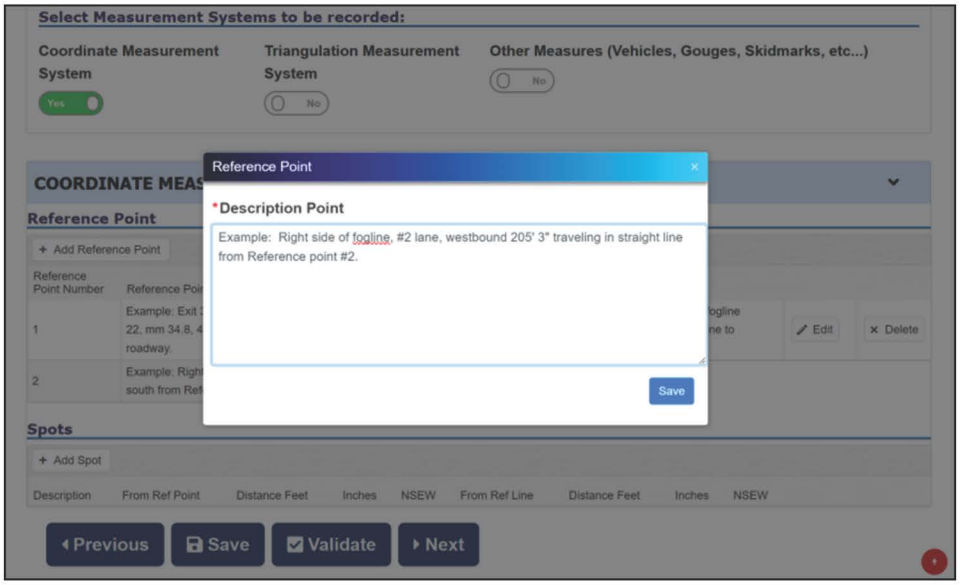


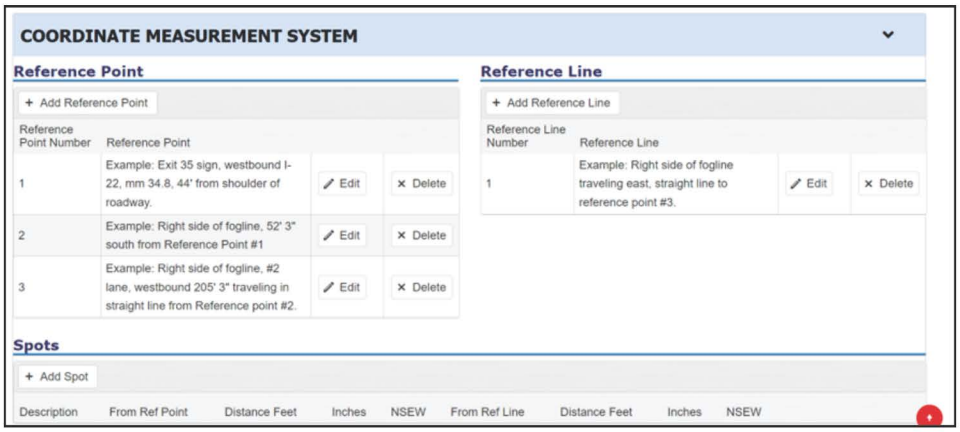
07

COORDINATE MEASUREMENT SYSTEM Continued

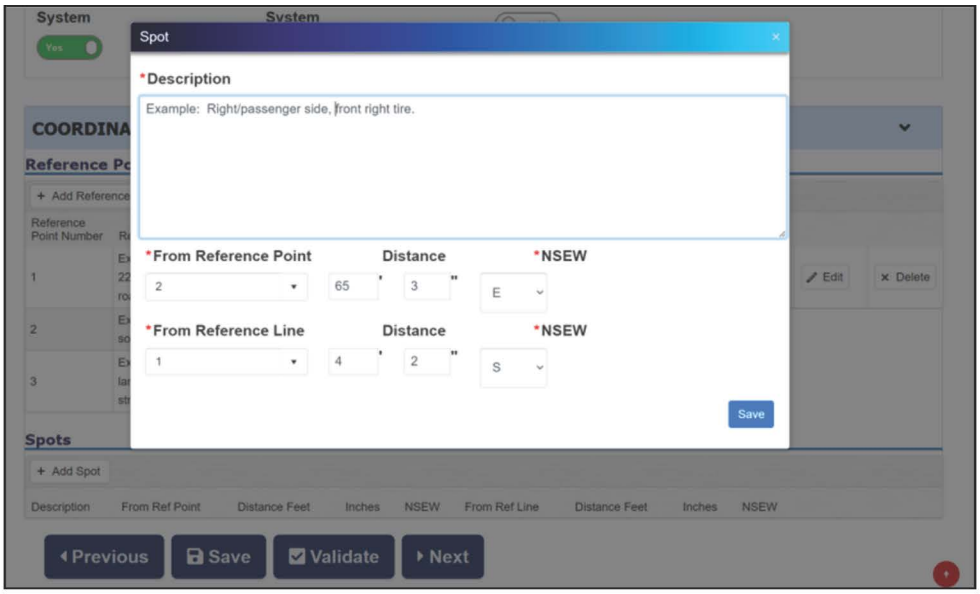


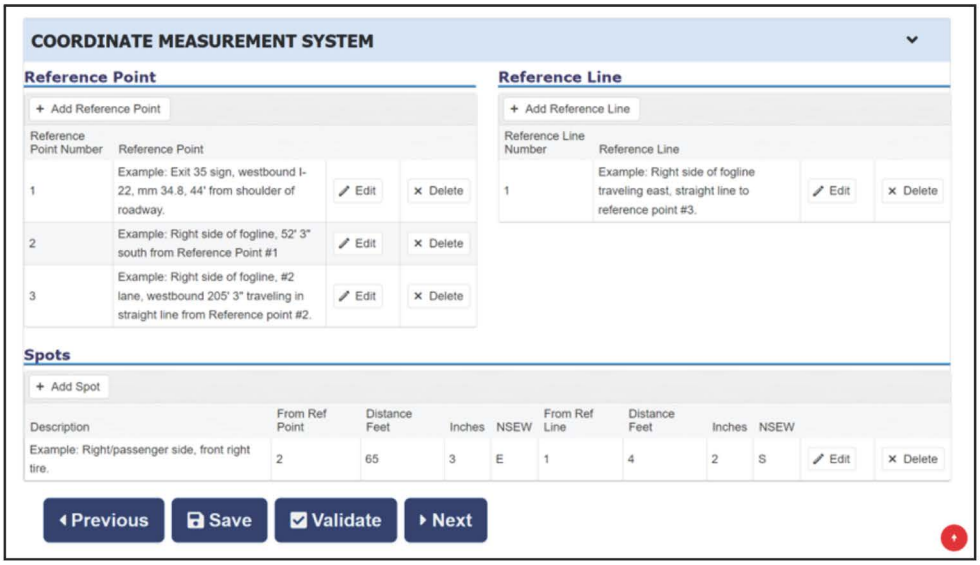
NOTE: The Investigator can cap off the reference line with another reference point, etc.

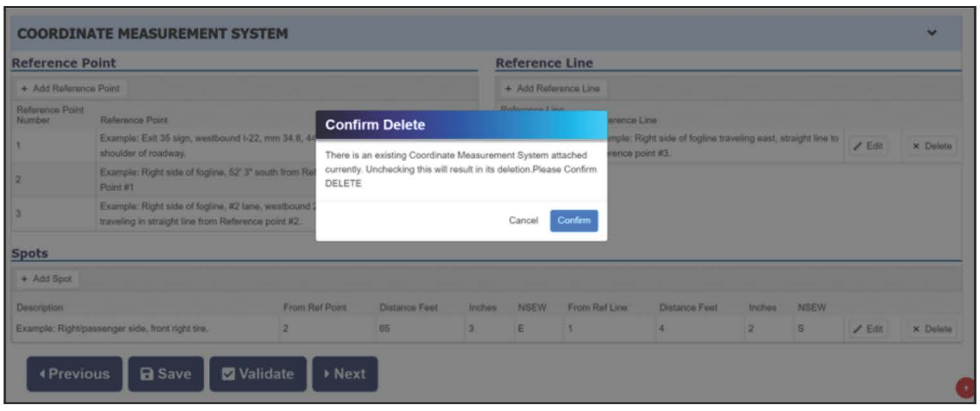




COORDINATE MEASUREMENT SYSTEM Continued



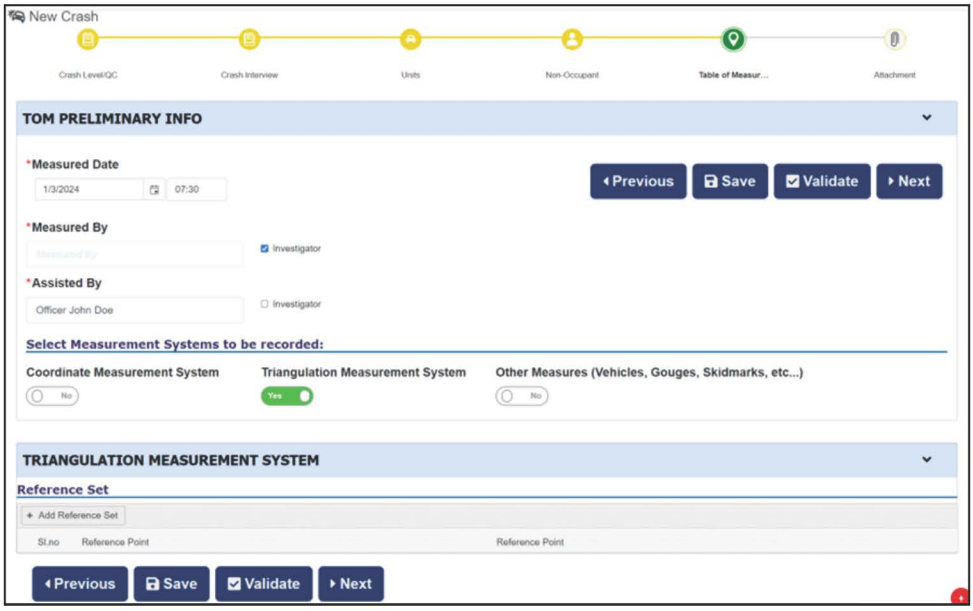




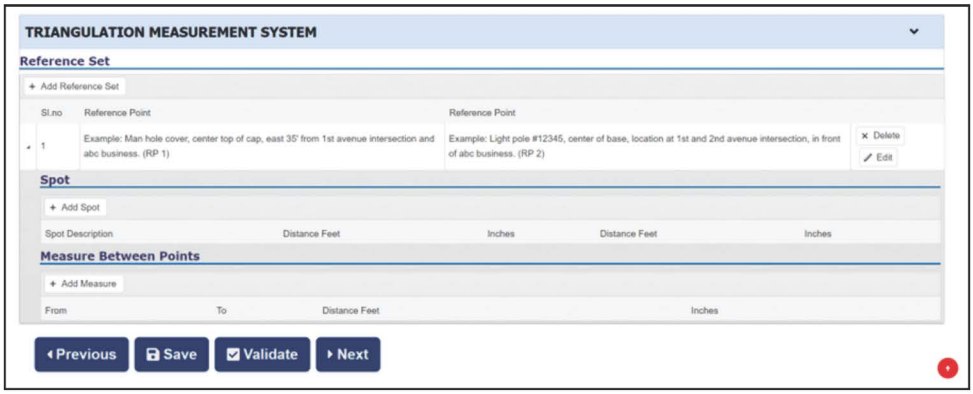
NOTE: If you remove, you lose your inputted information.

07

TRIANGULATION MEASUREMENT SYSTEM

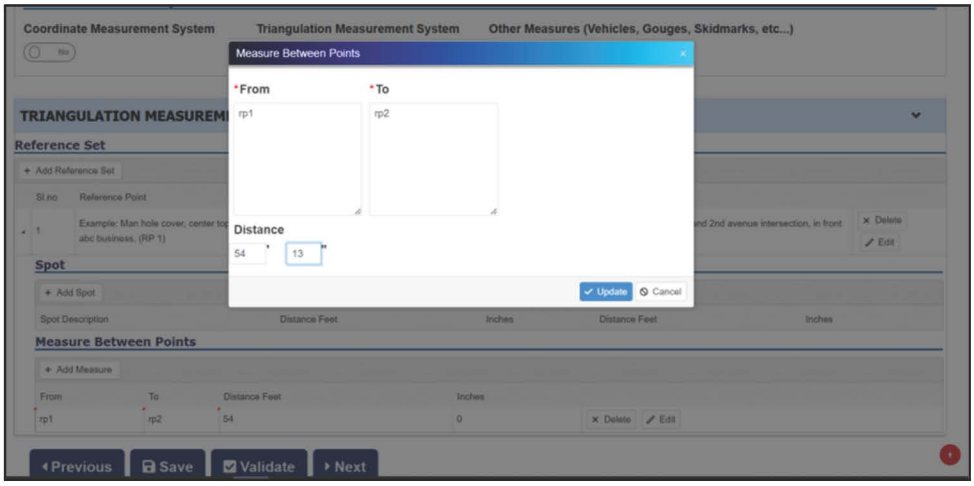


When using the triangulation method you also make two (2) measurements, but you make them directly from the reference point(s). At least two (2) reference points are needed when using triangulation. For accuracy the RP's must be at least twenty (20) feet apart. One measurement is made from each of the two RP's to each spot (See Figure 5.) The triangulation method is best when the road edges are indistinct, at irregular intersections, or when the spots to be located are more than thirty (30) feet off the roadway. The triangulation method is more accurate, but it is difficult to make measurements that are longer than the length of your tape.

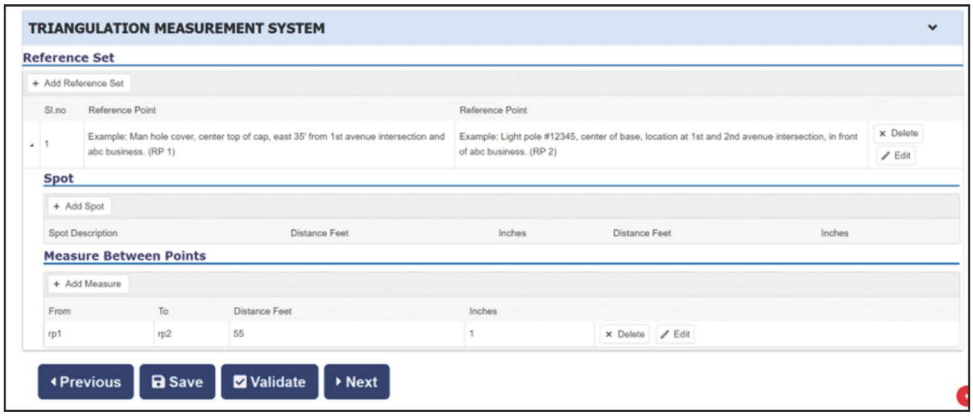


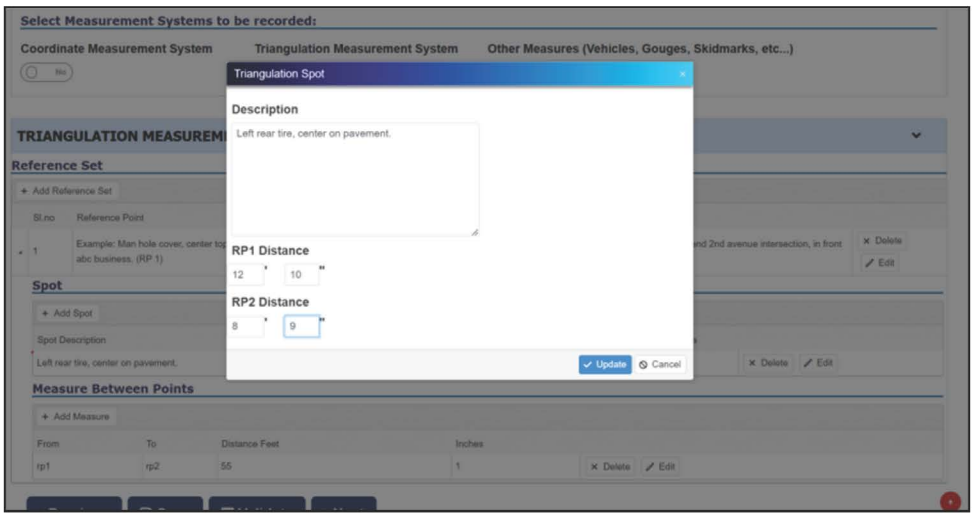
07

TRIANGULATION MEASUREMENT SYSTEM Continued



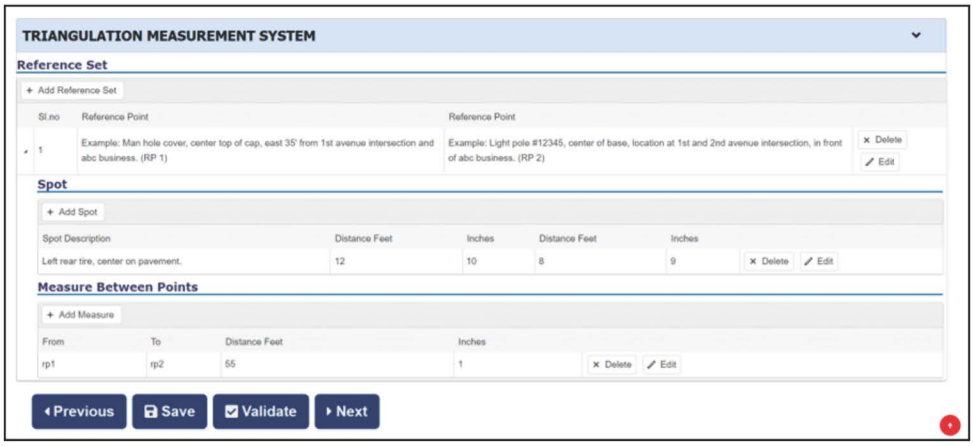
NOTE: On any distance, if one adds over 12", it will automatically generate next whole number for feet.

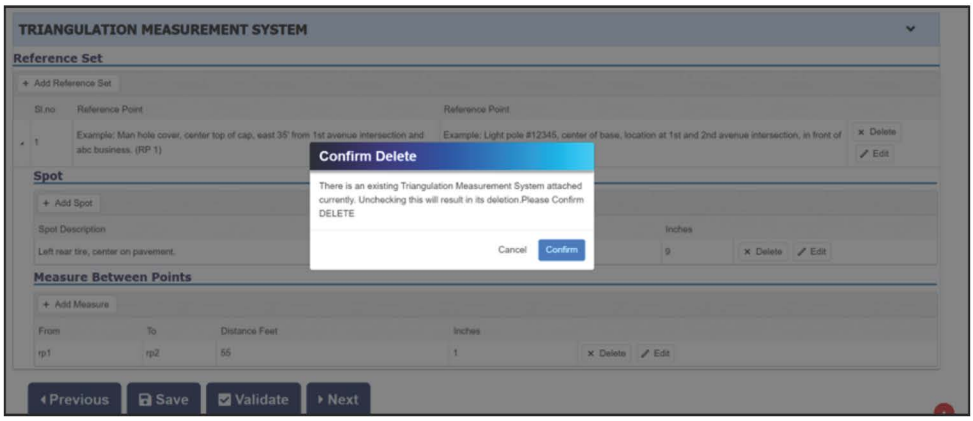




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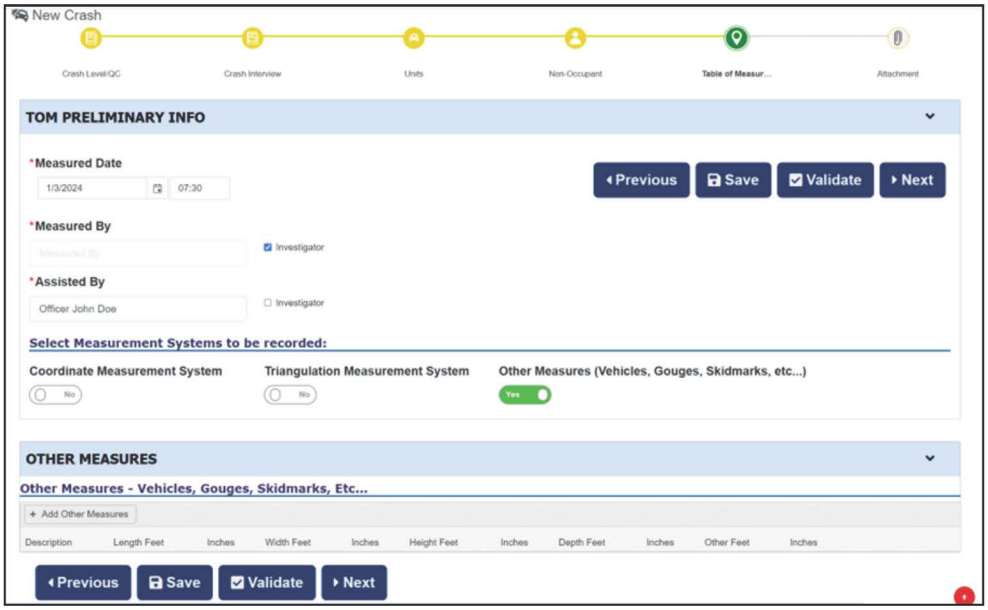
TRIANGULATION MEASUREMENT SYSTEM Continued





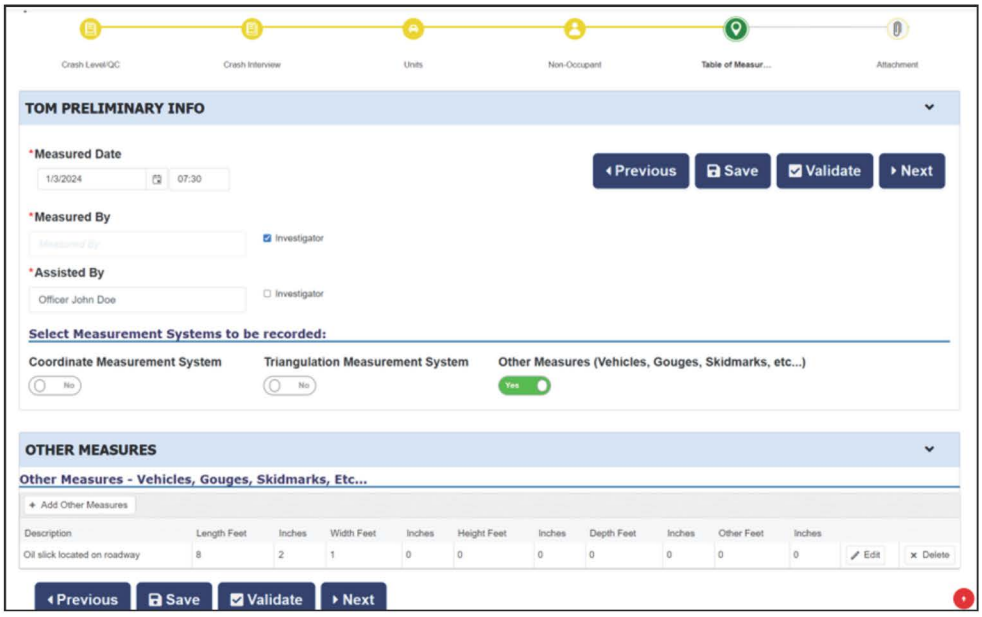
NOTE: If you remove, you lose your inputted information.

OTHER MEASURES



07

OTHER Measures Continued



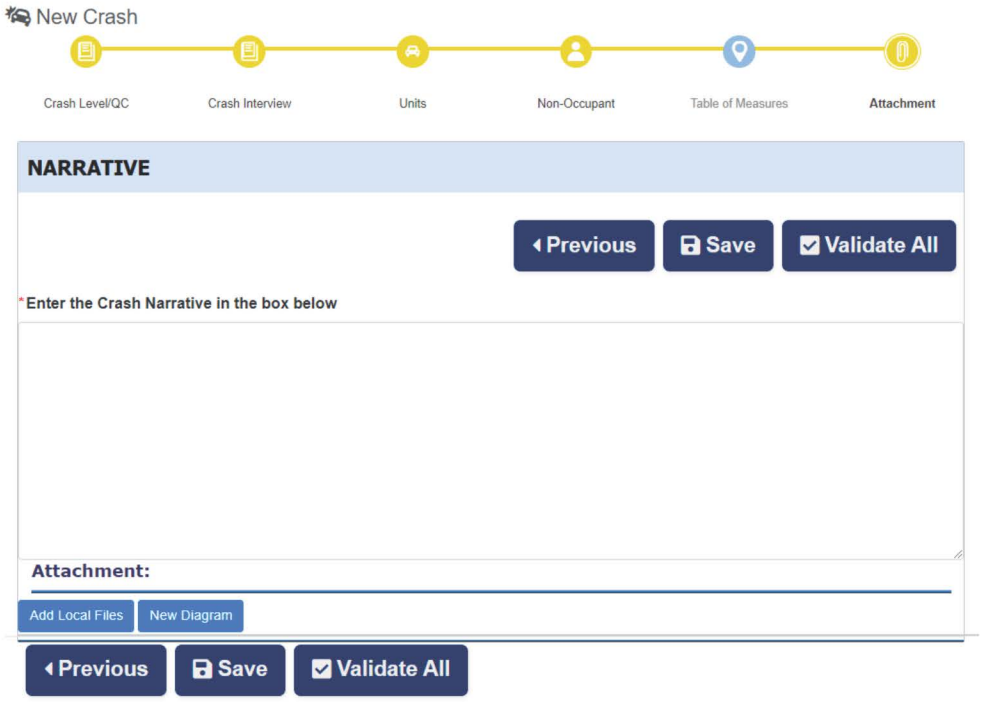
- Example of Other Measures.

08



Attachments

08 Attachments



NARRATIVE AND ATTACHMENTS

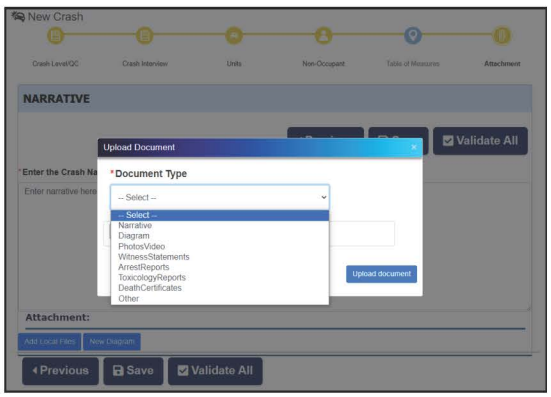
NARRATIVE

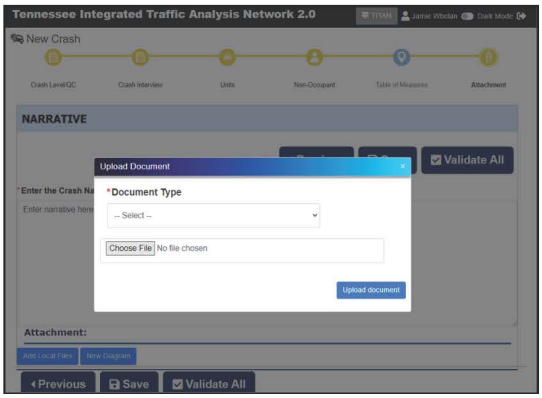
Attributes: Provides a description of the crash and any additional details that were not captured in the Crash Level/QC, Crash Interview, Units, Non-Occupants, etc.

ADD LOCAL FILES

Attributes: This allow he officer to upload attachments pertaining to the crash.

NOTE: Individual files cannot be large than 1.5 MB in size and a total accumulated attachment size cannot be more than 6 MB. If either of these thresholds is exceeded, the system will generate an error message.

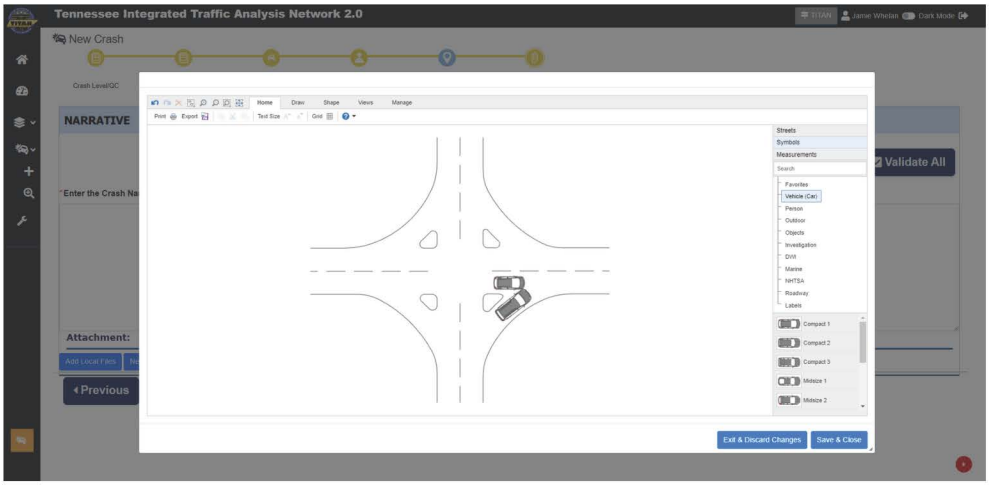




08

NEW DIAGRAM

Attributes: Use this tool to map out the crash with vehicle locations, roadway and traffic signs/signals/markings.



09

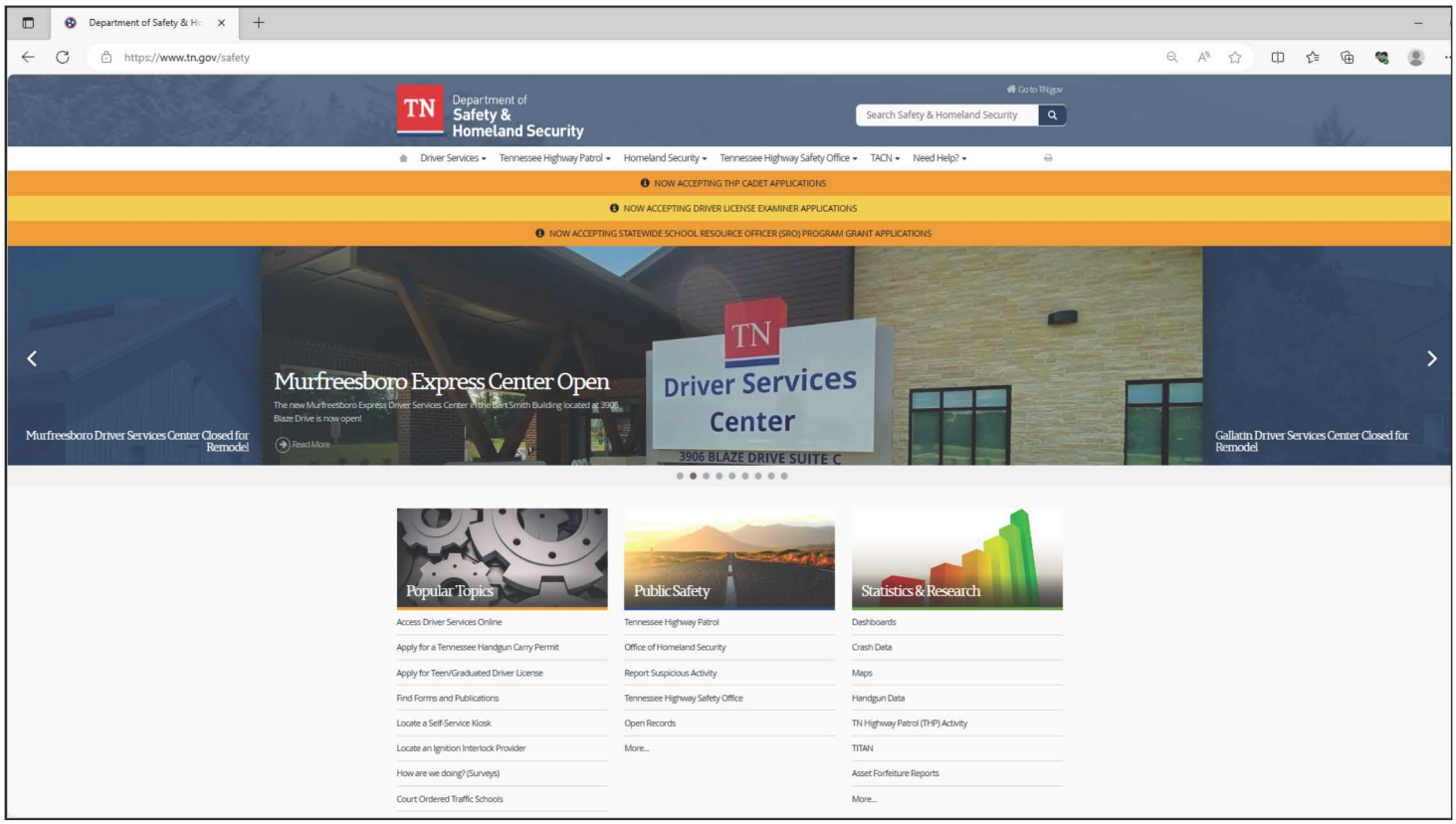


Crash Data

Dashboards

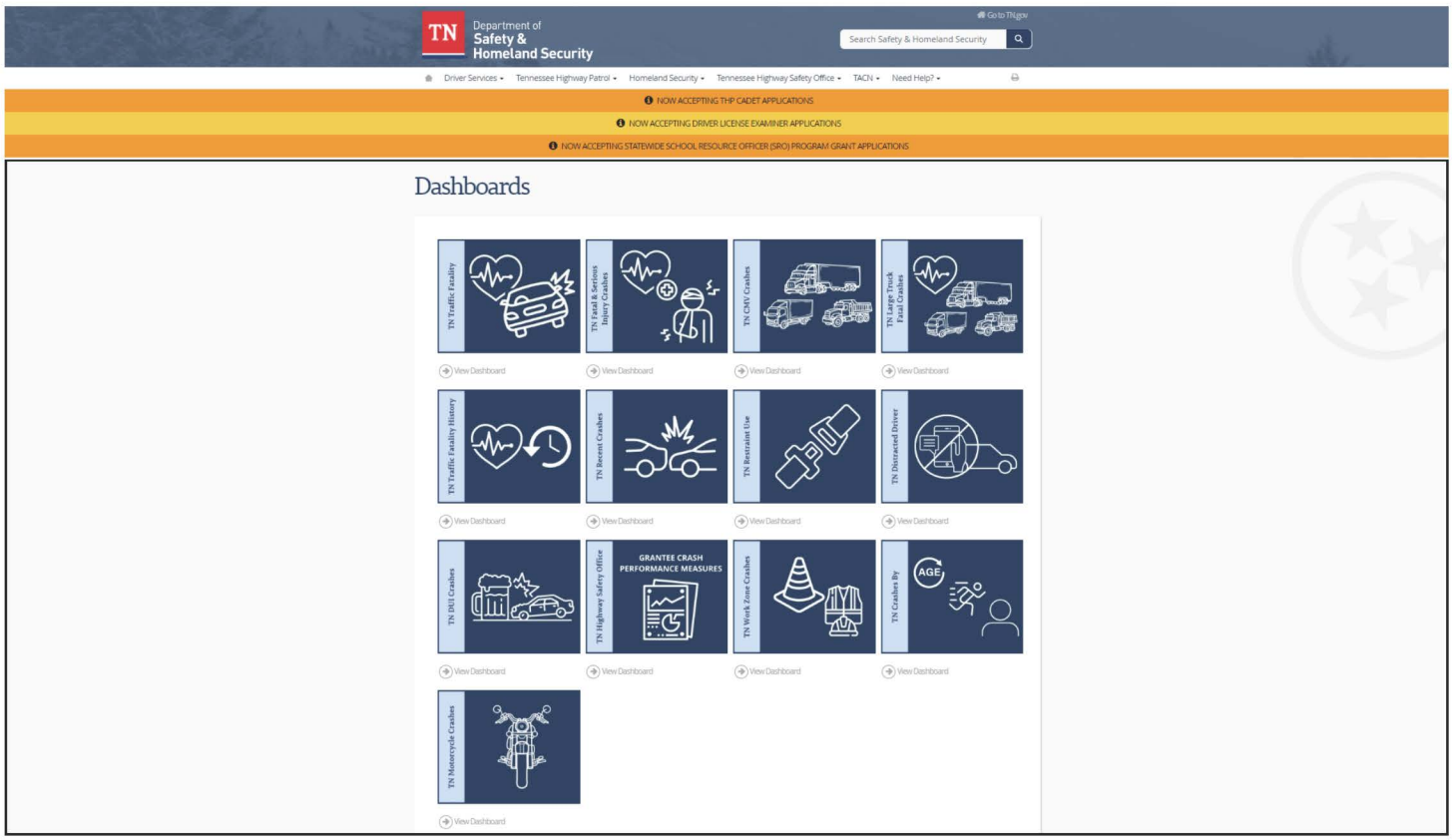
GIS Maps

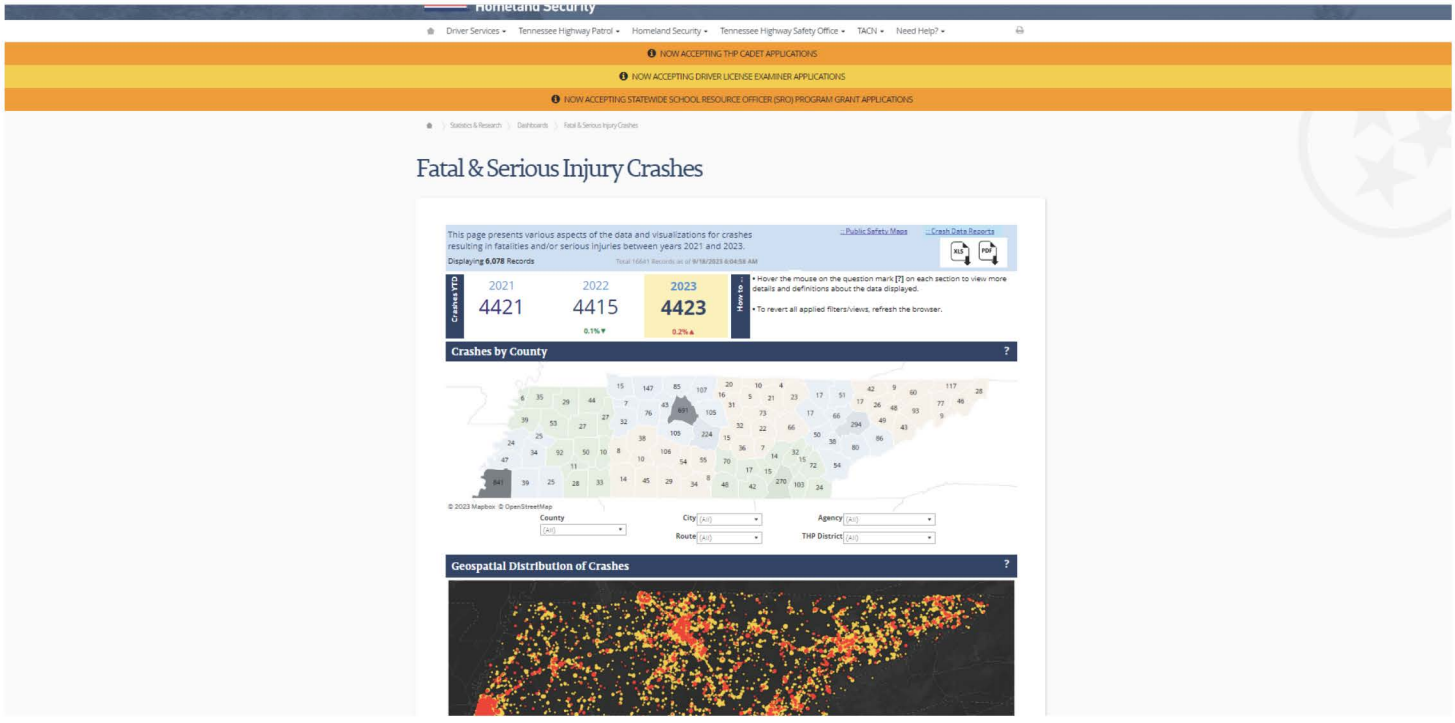
09 Crash Data



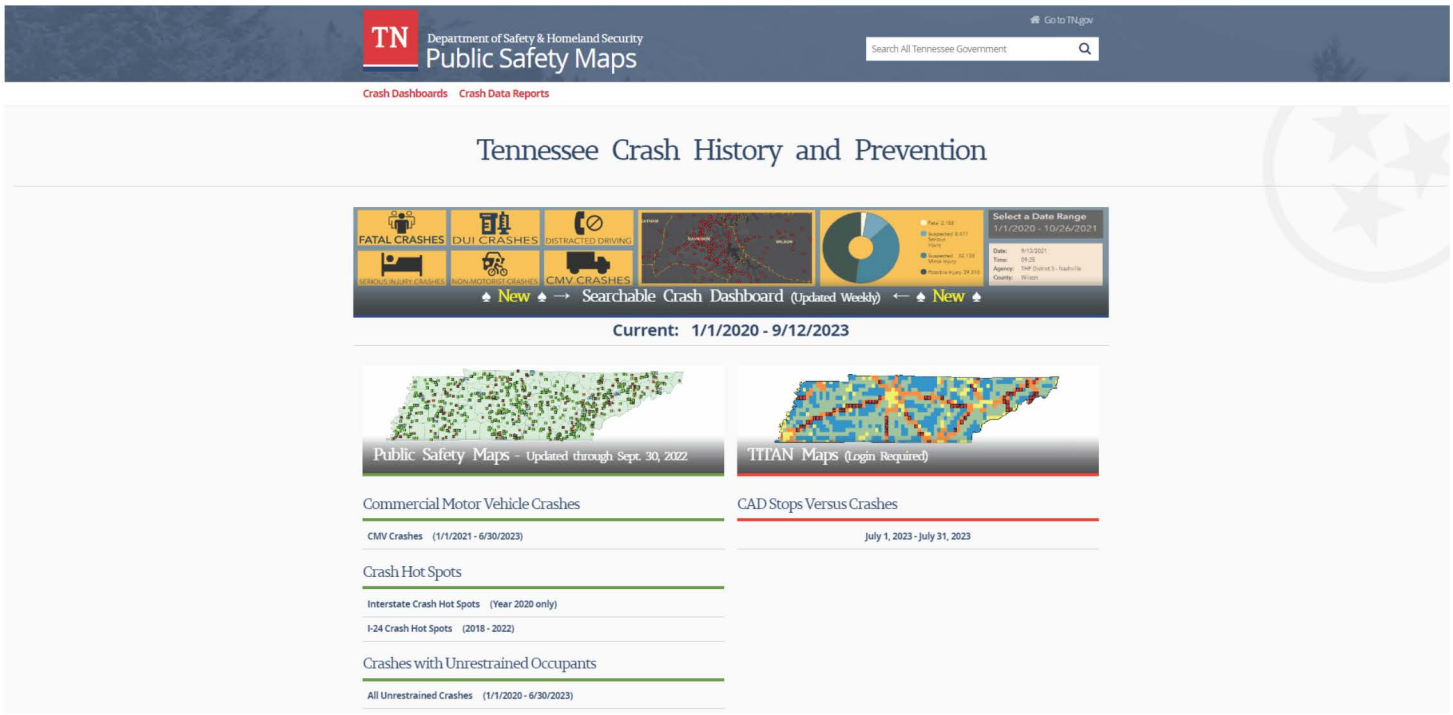
Statistical analysis and data accessibility resources are provided to assist transportation professionals, law enforcement, and the general public with analyzing and interpreting crash data and enforcement activity to help guide safety initiatives and decision-makers, with a focus on making traffic safety data more easily accessible.

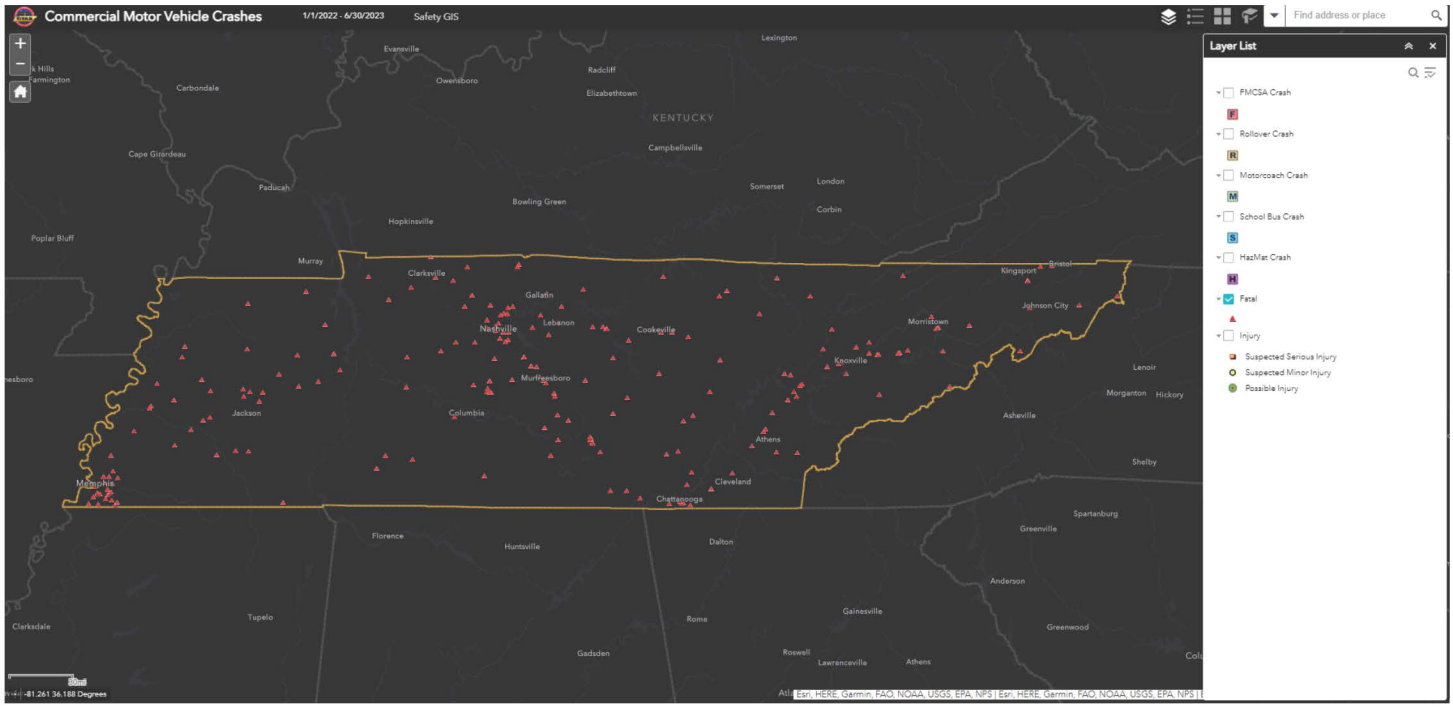
09 Dashboards





09 GIS Maps


TN
Department of Safety & Homeland Security
Public Safety Maps
Go to TN.gov
Search All Tennessee Government
Crash Dashboards
Crash Data Reports
Tennessee Crash History and Prevention
FATAL CRASHES
DUI CRASHES
DISTRACTED DRIVING
SERIOUS INJURY CRASHES
NON-MOTORIST CRASHES
CMV CRASHES
Select a Date Range
1/1/2020 - 10/26/2021
New
Searchable Crash Dashboard (Updated Weekly)
New
Current: 1/1/2020 - 9/12/2023
Public Safety Maps - Updated through Sept. 30, 2022
TITAN Maps (Login Required)
Commercial Motor Vehicle Crashes
CMV Crashes (1/1/2021 - 6/30/2023)
CAD Stops Versus Crashes
July 1, 2023 - July 31, 2023
Crash Hot Spots
Interstate Crash Hot Spots (Year 2020 only)
I-24 Crash Hot Spots (2018 - 2022)
Crashes with Unrestrained Occupants
All Unrestrained Crashes (1/1/2020 - 6/30/2023)


Commercial Motor Vehicle Crashes
1/1/2022 - 6/30/2023
Safety GIS
Find address or place
Layer List
FMCSA Crash
Rollover Crash
Motorcoach Crash
School Bus Crash
HazMat Crash
Fatal
Injury
Suspected Serious Injury
Suspected Minor Injury
Possible Injury
KENTUCKY
Lexington
Evansville
Owensboro
Radcliff
Elizabethtown
Carbondale
Cape Girardeau
Paducah
Campbellsville
Somerset
London
Corbin
Bowling Green
Hopkinsville
Poplar Bluff
Murray
Clarksville
Gallatin
Nashville
Lebanon
Cookeville
Kingsport
Bristol
Johnson City
Morristown
Knoxville
Lenoir
Morganton
Hickory
Asheville
Jackson
Columbia
Murfreesboro
Athens
Cleveland
Chattanooga
Memphis
Shelby
Spartanburg
Greenville
Florence
Huntsville
Dalton
Anderson
Tupelo
Clarksdale
Rome
Gainesville
Greenwood
Gadsden
Roswell
Lawrenceville
Athens
-81.261 36.188 Degrees