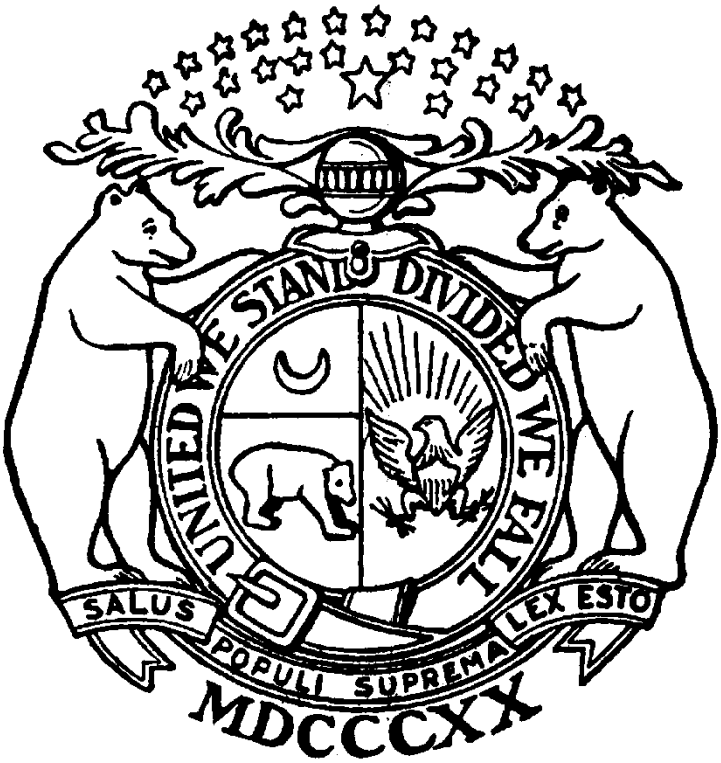
MISSOURI UNIFORM CRASH REPORT PREPARATION MANUAL



Revised
January 1, 2026

Prepared under the Direction of the Missouri Crash Analysis Reporting System Committee (MOCARS), formerly known as STARS

Version 1.2

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MISSOURI UNIFORM CRASH REPORT

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1 — GENERAL CRASH INFORMATION

SPACE USED FOR BARCODE

AGENCY NAME AND ORI

LEFT THE SCENE ☐ Yes ☐ No | DRIVER NO. | CLEARED ☐ Yes ☐ No | CRASH CLASSIFICATION | PROPERTY DAMAGE ONLY ☐ | NO. INJURED | NO. KILLED | REPORT / CASE / INCIDENT NUMBER | NO. VEH. INV.

CRASH DATE MM/DD/YYYY | CRASH TIME (MIL.) | NOTIFIED DATE | TIME NOTIFIED (MIL.) | INVEST. DATE | TIME ARRIVED (MIL.) | DATE OF RDWY. CLEAR ☐ NA | TIME OF RDWY. CLEAR ☐ NA | INVEST. AT SCENE ☐ Yes ☐ No

CRASH TYPE

ROADWAY: ☐ On Roadway ☐ Off Roadway

NON-COLLISION: ☐ Overturning ☐ Fire / Explosion ☐ Immersion ☐ Jackknife ☐ Fell / Jumped From MV ☐ Cargo / Equip Loss / Shift ☐ Other Non-Collision ☐ Thrown or Falling Object

COLLISION INVOLVING: ☐ Animal ☐ Pedalcycle ☐ Fixed Object ☐ Other Object ☐ Pedestrian ☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle ☐ Railway Vehicle ☐ Motor Vehicle in Transport → ☐ Parked Motor Vehicle → ☐ Working Motor Vehicle → ☐ Other Non-Motorist

DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE: ☐ Front to Front ☐ Front to Rear ☐ Rear to Rear ☐ Rear to Side ☐ Angle (Front to Side) ☐ Sideswipe (Same Dir.) ☐ Sideswipe (Opp. Dir.) ☐ Other (Explain) ☐ Unknown (Explain)

COMMERCIAL MOTOR VEHICLE INVOLVEMENT CRITERIA — Answer the following to determine if the "Commercial Vehicle" fields in Section 7H must be completed.

1. Does this crash involve any of the following?
   1a. A person fatally injured; OR
   1b. A person transported for medical attention; OR
   1c. A vehicle towed due to disabling damage.
   ☐ No — No commercial vehicle fields need completion.
   ☐ Yes — Go to number 2. →
2. Examine each vehicle to determine if it is a commercial vehicle based upon the following:
   2a. A truck / cargo van with GVWR / GCWR of more than 10,000 lbs; OR
   2b. A motor vehicle with seating for 9 or more including driver; OR
   2c. A vehicle with a hazardous materials placard.
   ☐ No — No commercial vehicle fields need completion.
   ☐ Yes — Complete Section 7H for appropriate vehicle.

EVIDENTIARY PHOTOS TAKEN ☐ Yes ☐ No	BY WHOM	AVAILABLE FROM ☐ Investigating Agency
EVIDENTIARY VIDEO TAKEN ☐ Yes ☐ No	BY WHOM	AVAILABLE FROM ☐ Investigating Agency
RECONSTRUCTION ☐ Yes ☐ No	BY WHOM	AVAILABLE FROM ☐ Investigating Agency

2 — LOCATION

COUNTY | MUNICIPALITY | BEAT / ZONE | TRF/DIST/PCT | GPS COORDINATES (DD MM SS.S FORMAT) LAT: N LONG: W

ON | RDWY. DIR. | DISTANCE FROM ☐ NA _____ Feet _____ . _____ Miles | LOCATION ☐ NA ☐ After ☐ Before ☐ At | INTERSECTING

SPEED LIMIT | ROADWAY MAINTAINED BY ☐ Unknown ☐ State ☐ County ☐ Municipal ☐ Private Property ☐ Other | SPEED LIMIT | INT. DIR. | GEO — CODE

TRAFFICWAY: ☐ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Unprotected Median ☐ Two-Way; Divided; Positive Median Barrier ☐ Other ☐ Unknown

ROADWAY ALIGNMENT: ☐ Straight ☐ Curve ☐ Unknown (Explain)

ROADWAY PROFILE: ☐ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE ☐ NA

PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection

ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular

ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)

Enter Codes | ROADWAY CONDITION | ROADWAY SURFACE | LIGHT CONDITION | WEATHER / ENVIRON CONDITION

3 — DAMAGE TO PROPERTY OTHER THAN VEHICLES ☐ None

LIST OWNER'S NAME & ADDRESS, DESCRIPTION OF PROPERTY, AND DAMAGE. ☐ MoDOT ☐ County ☐ Municipality

4 — WITNESS ☐ None Identified ☐ Additional Witnesses In Narrative

NAME & ADDRESS (Street, City, State, Zip)	PHONE NUMBER

5 — NON-MOTORIST (NOT OCCUPANT OF RAILWAY OR MOTOR VEHICLE) ☐ NA

☐ Pedestrian → Prior Motor Vehicle Occupant ☐ Yes ☐ No

☐ Pedestrian on Personal Conveyance → Personal Conveyance Type (Enter Code) _____

☐ Pedalcyclist → On Motorized Pedalcycle ☐ No ☐ Gas ☐ Electric ☐ Other (Explain)

☐ Other Non-Motorist → Occupant of Animal or Animal Drawn Device ☐ Yes ☐ No

PEDESTRIAN SPECIAL FUNCTION ☐ NA: ☐ Law Enforcement Officer ☐ Tow Operator ☐ EMS ☐ Fire ☐ MoDOT Worker ☐ Other Trafficway Worker

NO.	NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip)	PHONE NUMBER

DATE OF BIRTH | SEX | STRUCK BY VEH #: | INJ | TRANSPORT | SAFETY DEVICES

LOCATION: ☐ On Roadway Within Crosswalk / Intersection ☐ On Sidewalk ☐ In Driveway Access ☐ On Roadway Outside Crosswalk / Intersection ☐ On Median / Separator / Crossing Island ☐ Shoulder / Roadside ☐ Non-Trafficway Area ☐ Shared-Use Path or Trail ☐ Other (Explain) ☐ Unknown

BICYCLE LANE / FACILITY (Enter Code)

CROSSING ROAD ☐ NA

☐ With Signal ☐ Against Signal ☐ No Signal ☐ With Flashing Beacon ☐ Unknown ☐ Intersection — Marked Crosswalk ☐ Intersection — Unmarked Crosswalk ☐ Midblock — Marked Crosswalk ☐ Midblock — No Crosswalk ☐ Unknown

ACTIONS ☐ NA / None

☐ Getting On / Off Vehicle ☐ Standing / Lying / Sitting In Trafficway ☐ Pushing / Working On Vehicle ☐ Behind / In Front of Parked / Stopped Veh. ☐ Working In Trafficway ☐ Playing In Trafficway ☐ Walking / Running / Cycling / Riding In Trafficway ☐ With Traffic ☐ Against Traffic ☐ Other (Explain) ☐ Unknown

ORIGIN / DESTINATION ☐ NA: ☐ Going To / From School ☐ Getting On / Off School Bus ☐ Both Of The Above ☐ Going To / From Transit ☐ Unknown (Explain)

PROBABLE CONTRIBUTING CIRCUMSTANCES ☐ None

☐ Failed To Yield ☐ Failure to Obey Traffic Signs, Signals, or Officer ☐ Improper Lane Usage / Change ☐ Alcohol ☐ Drugs ☐ Wrong-Way ☐ Vision Obstructed (Explain) ☐ Physical Impairment (Explain) ☐ Not Visible (Dark Clothing, No Lighting, etc.) ☐ Improper Turn ☐ Improper Passing ☐ Improper Signal ☐ Improper Backing ☐ Distracted / Inattentive (If marked, fill in Codes) → ☐ Following Too Close ☐ Improper Start from Park ☐ In Roadway Improperly (Standing, Lying, Working, Playing, Stopped) ☐ Other (Explain) ☐ Unknown (Explain)

DISTRACTED / INATTENTIVE CODE(S) ☐ NA

ALCOHOL USE ☐ Yes ☐ No ☐ Unknown

DISTRIBUTION: **COPY** — AGENCY FILE; **ORIGINAL** — MISSOURI STATE HIGHWAY PATROL – PATROL RECORDS DIVISION – P.O. BOX 568 – JEFFERSON CITY, MO 65102

SHP-2S 01/24

6. COLLISION DIAGRAM	Compass Direction Before Crash Event(s) (Circle One)	V1 N E S W U	V2 N E S W U	V3 N E S W U	V4 N E S W U	V5 N E S W U	V6 N E S W U

INDICATE NORTH

INDICATE ROAD NAMES

DIAGRAM NOT TO SCALE

REPORT #_____ PAGE _____ OF_____

7 — DRIVERS, VEHICLES, OWNERS, & OCCUPANTS

NO. | 7A. DRIVER — NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip) | PHONE NUMBER

DRIVER LICENSE / ID NUMBER | STATE | LIC STATUS ☐ Valid ☐ Susp / Rev / Denied ☐ Canceled / Oth Invalid ☐ Expired ☐ Disqual CDL ☐ Unknown ☐ NA | LIC TYPE ☐ Operator Class ____ ☐ CDL Class ____ ☐ Interm / Grad ☐ Permit ☐ MC Only ☐ Unlicensed ☐ Unknown (Explain) ☐ NA | ENDORSEMENTS ☐ Yes (add code) ☐ No ☐ NA ☐ Unk

DATE OF BIRTH | SEX | SEAT LOC | INJ | TRANSPORT | EJECTION | AIR BAG | SAFETY DEVICES | INDICATION OF IMPROPER USE? ☐ Yes ☐ No ☐ Unk ☐ NA | VISION OBSTRUCTED ☐ NA ☐ Not Obstructed ☐ Windshield ☐ Load on Veh ☐ Trees / Brush ☐ Building ☐ Embankment ☐ Sign ☐ Hillcrest ☐ Parked Veh ☐ Moving Veh ☐ Stopped Veh ☐ Glare ☐ Other (Explain) ☐ Unknown (Explain)

DRIVER LICENSE RESTRICTIONS | Alcohol Interlock Required on License? ☐ Yes ☐ No ☐ Unknown ☐ NA | Alcohol Interlock Present? ☐ Yes ☐ No ☐ Unknown ☐ NA

PROOF OF INSURANCE ☐ Yes ☐ No ☐ Not Required | INSURANCE COMPANY ☐ Expired | PHONE NO. (Optional) | POLICY NUMBER ☐ NA | ☐ Driver ☐ Vehicle

7B. VEHICLE — OWNER NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip) ☐ SAD | PHONE NUMBER ☐ SAD

YEAR | MAKE | MODEL | COLOR | VEH. TYPE | TOTAL NO. OF OCC.

LICENSE — PLATE NO. ☐ Temporary Tag | STATE | YEAR | VIN

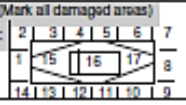
TOWED FROM SCENE ☐ Yes ☐ No

TOWED DUE TO DIS. DAMAGE ☐ Yes ☐ No

TOWED BY ☐ Unknown ☐ NA

VEHICLE DAMAGE (Mark all damaged areas) ☐ None / No Damage

INITIAL IMPACT NO: ☐ NA



18 - Undercarriage 22 - Cargo
19 - Windshield 23 - Unknown
20 - Burned 24 - Other
21 - Trailer / Towed Unit (Explain)

VEHICLE BODY TYPES — Automobiles / Specialty Vehicles ☐ Vehicle Used As Public Conveyance ☐ Vehicle Used for Electronic Ride-Hailing (Transportation Network Company)

☐ Passenger Car
☐ Passenger Van (≤ 9 Seats)
☐ 9-12 Passenger Van
☐ 15-Passenger Van
☐ Sport Utility Vehicle
☐ Limousine (7-8 W / Driver)
☐ Limousine (9-15 W / Driver)
☐ Motorized Bicycle / Moped
☐ Small Bus (9-15 W / Driver)
☐ Large Bus (16+ W / Driver)
  ☐ School Bus
  ☐ Intercity
  ☐ Transit / Commuter
  ☐ Charter / Tour
  ☐ Other
☐ Motorcycle
☐ ATV
  ☐ 2 Wh
  ☐ 3 Wh
  ☐ 4 Wh
  ☐ 5 Wh / More
  ☐ Unknown
☐ Autocycle
☐ Recreational Off-Highway Vehicles (ROV)
☐ Motor Home
☐ Farm Implements
☐ Construction Equip. Heavy Mach.
☐ Other Vehicle (Code)_____
☐ Unknown (Explain)
☐ Cargo Van
☐ Pickup
☐ Other Heavy Truck
☐ Single-unit Truck; 2 axles, 6 tires
☐ Single-unit Truck; 3 or more axles
☐ Truck Tractor

Number of Trailer / Towed Units: (Applies to all Vehicle Body Types MUST COMPLETE) ☐☐

GVW / GCVW RATING (Not Licensed Weight) (Pickups, Cargo Vans, All Trucks, Truck Tractors, or Haz Mat Placard Veh. Only)
☐ Less than or equal to 10,000 lbs.
☐ 10,001 - 26,000 lbs.
☐ Greater than 26,000 lbs.
☐ Unknown

FIRST TRAILER / TOWED UNIT: YEAR | MAKE | MODEL | LICENSE — PLATE NO. | STATE | YEAR | VIN

SECOND TRAILER / TOWED UNIT: YEAR | MAKE | MODEL | LICENSE — PLATE NO. | STATE | YEAR | VIN

Record Subsequent Trailer / Towed Units in Section 9 — Narrative.

AUTOMATION SYSTEM OR SYSTEMS IN VEHICLE ☐ Yes ☐ No ☐ Unknown — If marked Yes, complete Automation System Levels Engaged at Time of Crash and Driver Ceded Control fields →

AUTOMATION SYSTEM LEVELS ENGAGED AT TIME OF CRASH ☐ No Automation ☐ Partial Automation ☐ High Automation ☐ Automation System(s) Engaged Level Unknown ☐ Driver Assistance ☐ Conditional Automation ☐ Full Automation ☐ Unknown

DRIVER CEDED CONTROL ☐ Yes ☐ No ☐ Unknown ☐ NA

EMERGENCY VEHICLE INVOLVEMENT ☐ NA ☐ Police ☐ Ambulance ☐ Fire ☐ Other (Must check "A" or "B") →
☐ A. Emergency Vehicle on Emergency Run
☐ B. Stationary With Emergency Equip. Activated

CONTRIBUTING TRAFFIC CONDITIONS ☐ NA ☐ Congestion Ahead ☐ Crash Ahead ☐ Other Incident Ahead ☐ Unknown (Explain)

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)

SEQUENCE OF EVENTS CODES ☐ Unknown | ANIMAL CODE(S) | FIXED OBJECT CODE(S)

ALCOHOL USE ☐ Yes ☐ No ☐ Unknown ☐ NA | MARIJUANA USE ☐ Yes ☐ No ☐ Unknown ☐ NA

7D. PROBABLE CONTRIBUTING CIRCUMSTANCES ☐ Additional Codes Listed in Narrative (See Codes in Section 8) ☐ None ☐ Unknown (Explain) | DISTRACTED / INATTENTIVE CODE(S) (See Codes in Section 8) ☐ NA

7E. WORK ZONE ☐ Yes ☐ No ☐ Unknown
Workers Present ☐ Yes ☐ No ☐ Unknown

TYPE OF WORK ZONE ☐ NA ☐ Lane Closure ☐ Lane Shift / Crossover ☐ Intermittent or Moving Work ☐ Work on Shoulder or Median ☐ Other Type of Work Zone ☐ Unknown

LOCATION OF THE CRASH ☐ NA ☐ Unknown ☐ Before the First Work Zone Warning Sign ☐ Advanced Warning Area ☐ Transition Area ☐ Activity Area ☐ Termination Area

LAW ENFORCEMENT PRESENT ☐ Yes ☐ No ☐ Unknown ☐ NA

7F. TRAFFIC CONTROL ☐ None ☐ Unknown
Electric: ☐ Green / Yellow / Red ☐ Flashing Red ☐ Flashing Yellow ☐ Ramp Meter ☐ Other Electric (Explain)
Other Controls: ☐ Stop Sign ☐ Warning Sign / Device ☐ No Passing Zone ☐ Railway Crossing Sign / Device ☐ Turn Restricted ☐ School Zone ☐ Officer / Flagman ☐ Yield Sign ☐ Signal On School Bus ☐ Other (Explain)

CONTROL MALFUNCTIONING / INOPERATIVE / MISSING ☐ Yes (Explain) ☐ No ☐ Unknown ☐ NA

7G. OCCUPANTS — NAME (Last, First, MI) / ADDRESS (Street, City, State, Zip)	DATE OF BIRTH MM-DD-YYYY	SEX	SEAT LOC	INJ	TRANSPORT	EJECTION	AIR BAG	SAFETY DEVICES	IMPROPER USE?	PHONE NUMBER
									☐ Yes ☐ No ☐ Unk ☐ NA	
									☐ Yes ☐ No ☐ Unk ☐ NA	
									☐ Yes ☐ No ☐ Unk ☐ NA	
									☐ Yes ☐ No ☐ Unk ☐ NA	
									☐ Yes ☐ No ☐ Unk ☐ NA	

☐ Page Not Used REPORT #_____ PAGE _____ OF_____

7 — DRIVERS, VEHICLES, OWNERS, & OCCUPANTS

NO. | **7A. DRIVER** — NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip) | PHONE NUMBER

DRIVER LICENSE/ ID NUMBER | STATE | LIC STATUS ☐ Valid ☐ Susp / Rev / Denied ☐ Canceled / Oth Invalid ☐ Expired ☐ Disqual CDL ☐ Unknown ☐ NA | LIC TYPE ☐ Operator Class ____ ☐ CDL Class ____ ☐ Interm / Grad ☐ Permit ☐ MC Only ☐ Unlicensed ☐ Unknown (Explain) ☐ NA | ENDORSEMENTS ☐ Yes (add code) ☐ No ☐ NA ☐ Unk

DATE OF BIRTH | SEX | SEAT LOC | INJ | TRANS-PORT | EJEC-TION | AIR BAG | SAFETY DEVICES | INDICATION OF IMPROPER USE? ☐ Yes ☐ No ☐ Unk ☐ NA | VISION OBSTRUCTED ☐ NA ☐ Not Obstructed ☐ Windshield ☐ Load on Veh ☐ Trees / Brush ☐ Building ☐ Embankment ☐ Sign ☐ Hillcrest ☐ Parked Veh ☐ Moving Veh ☐ Stopped Veh ☐ Glare ☐ Other (Explain) ☐ Unknown (Explain)

DRIVER LICENSE RESTRICTIONS Alcohol Interlock Required on License? ☐ Yes ☐ No ☐ Unknown ☐ NA | Alcohol Interlock Present? ☐ Yes ☐ No ☐ Unknown ☐ NA

PROOF OF INSURANCE ☐ Yes ☐ No ☐ Not Required | INSURANCE COMPANY ☐ Expired | PHONE NO. (Optional) | POLICY NUMBER ☐ NA | ☐ Driver ☐ Vehicle

7B. VEHICLE — OWNER NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip) ☐ SAD | PHONE NUMBER ☐ SAD

YEAR | MAKE | MODEL | COLOR | VEH. TYPE | TOTAL NO. OF OCC.

LICENSE — PLATE NO. ☐ Temporary Tag | STATE | YEAR | VIN

TOWED FROM SCENE ☐ Yes ☐ No | TOWED BY ☐ Unknown ☐ NA | TOWED DUE TO DIS. DAMAGE ☐ Yes ☐ No

VEHICLE DAMAGE (Mark all damaged areas) | INITIAL IMPACT NO: ☐ NA | ☐ None / No Damage | 18 - Undercarriage | 19 - Windshield | 20 - Burned | 21 - Trailer / Towed Unit | 22 - Cargo | 23 - Unknown | 24 - Other (Explain)

VEHICLE BODY TYPES — Automobiles / Specialty Vehicles ☐ Vehicle Used As Public Conveyance ☐ Vehicle Used for Electronic Ride-Hailing (Transportation Network Company)

☐ Passenger Car ☐ Passenger Van (≤ 9 Seats) ☐ 9-12 Passenger Van ☐ 15-Passenger Van ☐ Sport Utility Vehicle ☐ Limousine (7-8 W / Driver) ☐ Limousine (9-15 W / Driver) ☐ Motorized Bicycle / Moped

☐ Small Bus (9-15 W / Driver) ☐ Large Bus (16+ W / Driver) → ☐ School Bus ☐ Intercity ☐ Transit / Commuter ☐ Charter / Tour ☐ Other

☐ Motorcycle ☐ ATV → ☐ 2 Wh ☐ 3 Wh ☐ 4 Wh ☐ 5 Wh / More ☐ Unknown

☐ Autocycle ☐ Recreational Off-Highway Vehicles (ROV) ☐ Motor Home ☐ Farm Implements ☐ Construction Equip. Heavy Mach. ☐ Other Vehicle (Code)_____ ☐ Unknown (Explain)

☐ Cargo Van ☐ Pickup ☐ Other Heavy Truck ☐ Single-unit Truck; 2 axles, 6 tires ☐ Single-unit Truck; 3 or more axles ☐ Truck Tractor

Number of Trailer / Towed Units: (Applies to all Vehicle Body Types MUST COMPLETE)

GVW / GCVW RATING (Not Licensed Weight) (Pickups, Cargo Vans, All Trucks, Truck Tractors, or Haz Mat Placard Veh. Only) ☐ Less than or equal to 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ Greater than 26,000 lbs. ☐ Unknown

FIRST TRAILER / TOWED UNIT | YEAR | MAKE | MODEL | LICENSE — PLATE NO. | STATE | YEAR | VIN

SECOND TRAILER / TOWED UNIT | YEAR | MAKE | MODEL | LICENSE — PLATE NO. | STATE | YEAR | VIN

Record Subsequent Trailer / Towed Units in Section 9 — Narrative.

AUTOMATION SYSTEM OR SYSTEMS IN VEHICLE ☐ Yes ☐ No ☐ Unknown | If marked Yes, complete Automation System Levels Engaged at Time of Crash and Driver Ceded Control fields →

AUTOMATION SYSTEM LEVELS ENGAGED AT TIME OF CRASH ☐ No Automation ☐ Partial Automation ☐ High Automation ☐ Automation System(s) Engaged Level Unknown ☐ Driver Assistance ☐ Conditional Automation ☐ Full Automation ☐ Unknown

DRIVER CEDED CONTROL ☐ Yes ☐ No ☐ Unknown ☐ NA

EMERGENCY VEHICLE INVOLVEMENT ☐ NA ☐ Police ☐ Fire ☐ Ambulance ☐ Other (Must check "A" or "B") → ☐ A. Emergency Vehicle on Emergency Run ☐ B. Stationary With Emergency Equip. Activated

CONTRIBUTING TRAFFIC CONDITIONS ☐ NA ☐ Congestion Ahead ☐ Crash Ahead ☐ Other Incident Ahead ☐ Unknown (Explain)

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)

SEQUENCE OF EVENTS CODES ☐ Unknown | ANIMAL CODE(S) | FIXED OBJECT CODE(S)

ALCOHOL USE ☐ Yes ☐ No ☐ Unknown ☐ NA | MARIJUANA USE ☐ Yes ☐ No ☐ Unknown ☐ NA

7D. PROBABLE CONTRIBUTING CIRCUMSTANCES ☐ Additional Codes Listed in Narrative (See Codes in Section 8) ☐ None ☐ Unknown (Explain) | DISTRACTED / INATTENTIVE CODE(S) (See Codes in Section 8) ☐ NA

7E. WORK ZONE ☐ Yes ☐ No ☐ Unknown | Workers Present ☐ Yes ☐ No ☐ Unknown

TYPE OF WORK ZONE ☐ NA ☐ Lane Closure ☐ Lane Shift / Crossover ☐ Intermittent or Moving Work ☐ Work on Shoulder or Median ☐ Other Type of Work Zone ☐ Unknown

LOCATION OF THE CRASH ☐ NA ☐ Unknown ☐ Before the First Work Zone Warning Sign ☐ Advanced Warning Area ☐ Transition Area ☐ Activity Area ☐ Termination Area

LAW ENFORCEMENT PRESENT ☐ Yes ☐ No ☐ Unknown ☐ NA

7F. TRAFFIC CONTROL ☐ None ☐ Unknown

Electric: ☐ Green / Yellow / Red ☐ Flashing Red ☐ Flashing Yellow ☐ Ramp Meter ☐ Other Electric (Explain)

Other Controls: ☐ Stop Sign ☐ Warning Sign / Device ☐ No Passing Zone ☐ Railway Crossing Sign / Device ☐ Turn Restricted ☐ School Zone ☐ Officer / Flagman ☐ Yield Sign ☐ Signal On School Bus ☐ Other (Explain)

CONTROL MALFUNCTIONING / INOPERATIVE / MISSING ☐ Yes (Explain) ☐ No ☐ Unknown ☐ NA

7G. OCCUPANTS — NAME (Last, First, MI) / ADDRESS (Street, City, State, Zip)	DATE OF BIRTH MM-DD-YYYY	SEX	SEAT LOC	INJ	TRANS-PORT	EJEC-TION	AIR BAG	SAFETY DEVICES	IMPROPER USE?	PHONE NUMBER
									☐ Yes ☐ No ☐ Unk ☐ NA	
									☐ Yes ☐ No ☐ Unk ☐ NA	
									☐ Yes ☐ No ☐ Unk ☐ NA	
									☐ Yes ☐ No ☐ Unk ☐ NA	
									☐ Yes ☐ No ☐ Unk ☐ NA	

REPORT #_____ PAGE_____ OF_____

7H — COMMERCIAL MOTOR VEHICLE ☐ NA — Required on vehicle if "Yes" was answered to questions in parts 1 and 2 in CMV involvement criteria and vehicle meets one of the three criteria in part 2.

VEH NO.	MOTOR CARRIER IDENTIFICATION (Lessee, etc.) — NAME & ADDRESS (Street, City, State, Zip) ☐ SAO	PHONE NUMBER ☐ SAO

COMMERICAL / NON-COMMERCIAL	MC / MX / ICC NO.	USDOT NO.
☐ Interstate Carrier ☐ Intrastate Carrier ☐ Not In Commerce — Government Vehicle ☐ Not In Commerce — Rental Vehicle ☐ Not In Commerce — Other Vehicle		

CARGO BODY TYPE: ☐ Enclosed Box ☐ Cargo Tank ☐ Flatbed ☐ Dump ☐ Concrete Mixer ☐ Auto Transporter ☐ Garbage / Refuse ☐ Grain / Chip / Gravel ☐ Pole Trailer ☐ Log ☐ Vehicle Towing Another Veh. ☐ Intermodal Container Chassis ☐ NA (No Cargo Body) ☐ Other ☐ Unknown

HAZARDOUS MATERIALS	PLACARD DISPLAYED	4-DIGIT NO.	CLASS	HM CARGO PRESENT	HM CARGO RELEASED	HAZARDOUS MATERIAL NAME
	☐ Yes ☐ No ☐ Unknown			☐ Yes ☐ No ☐ Unknown	☐ Yes ☐ No ☐ Unknown	

8 — CODES

ROADWAY CONDITION CODES
1. Dry
2. Wet
3. Snow
4. Ice / Frost
5. Slush
7. Standing Water
8. Moving Water
9. Other (Explain)
11. Mud, Dirt, Gravel
12. Sand
U. Unknown (Explain)

ROADWAY SURFACE CODES
1. Concrete
2. Asphalt
3. Brick
4. Gravel
5. Dirt / Sand
6. Multi-surface
7. Cobblestone
8. Other (Explain)
U. Unknown (Explain)

LIGHT CONDITION CODES
1. Daylight
2. Dark-Lighted
3. Dark-Unlighted
6. Dark-Unknown Lighting
7. Other (Explain)
8. Dawn / Dusk
U. Unknown (Explain)

WEATHER / ENVIRONMENTAL CONDITION CODES
1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet / Hail
6. Freezing (Temp)
7. Fog / Mist
10. Severe Crosswinds
11. Other (Explain)
12. Blowing Snow
13. Smoke / Smog
U. Unknown (Explain)

SEAT LOCATION

FR	SR	TR
FC	SC	TC
FL	SL	TL

XX — Not Known
M — Motorcycle
CP — Commercial Passenger
OE — Occupant — Enclosed Load Area
OU — Occupant — Unenclosed Load Area
RC — Rail Crew
VE — Riding on Motor Vehicle Exterior (non-trailing unit)
SS — Sleeper Section of Cab (truck)
TU — Trailing Unit
SV — Other (Explain in Narrative)
NA — Not Applicable

INJURY (Enter Numerical Value)
1. (K) Fatal Injury
2. (A) Suspected Serious Injury
3. (B) Suspected Minor Injury
4. (C) Possible Injury
5. (O) No Apparent Injury
U. Unknown
N. NA

TRANSPORTED (For Medical Treatment)
1. No
2. EMS
3. Other
U. Unknown
N. NA

EJECTION
1. NA
2. No
3. Partially
4. Totally
U. Unknown

AIR BAG
1. None / Not Applicable
3. Not Deployed
4. Removed
5. Deployed — Front
6. Deployed — Side
7. Deployed — Curtain
8. Deployed — Other (Knee, Air Belt, etc.)
10. Deployment Unknown
U. Air Bag Presence Unknown

SAFETY DEVICES
1. None
2. Not Used
3. Shoulder Belt Only
4. Lap Belt Only
5. Shoulder and Lap Belt
7. DOT Compliant MC Helmet
8. No Helmet
10. Booster Seat
11. Child Restraint — Forward Facing
12. Child Restraint — Rear Facing
13. Other Helmet
14. Reflective Clothing
15. Other (Explain)
16. Child Restraint — Type Unknown
17. Stretcher
18. Wheelchair
19. Lighting
20. Reflectors
U. Use Unknown
N. Not Applicable

PERSONAL CONVEYANCE TYPE CODES
1. Scooter — Mobility Assistance / Motorized
2. Scooter — Stand-up / Motorized
3. Stand-up / Non-motorized
4. Stand-up / Motorized-Other
5. Stroller
6. Rideable Toy
7. Other (Explain)

BICYCLE LANE / FACILITY CODES
1. Signed Route (No Pavement Marking)
2. Shared Lane Markings
3. On-street Bike Lanes
4. On-street Buffered Bike Lanes
5. Separated Bike Lanes
6. Off-street Trails / Sidepaths
7. Other (Explain)
U. Unknown
N. Not Applicable

DISTRACTED / INATTENTIVE CODES
1. External Distraction
2. Passengers
3. Stereo / Audio / Video Equipment
4. Navigation Device
5. Communication Device — Hand-held
6. Communication Device — Hands Free
7. Communication Device — Texting / E-mailing
8. Communication Device — Web Browsing
9. Eating / Drinking
10. Reading
11. Tobacco Use
12. Grooming
13. Computer Equipment / Electronic Games / etc.
14. Adjusting Vehicle Controls
15. Other (Explain)

ENDORSEMENT CODES
1. H — Hazardous Materials
2. N — Tank Vehicle
3. P — Passenger
4. S — School
5. T — Double / Triple Trailers
6. X — Combination of Tank Vehicle and Hazardous Materials
7. Other Non-commercial License Endorsements (e.g., Motorcycle, etc.)

VEHICLE TYPE CODES
1. Motor Vehicle In Transport
2. Parked Motor Vehicle
3. Working Motor Vehicle
U. Unknown

OTHER VEHICLE CODES
1. Riding Mower / Garden Tractor
2. Golf Cart
3. Snowmobile
4. Forklift
6. Low Speed Vehicle (LSV)
7. Other (Explain)

VEHICLE ACTION / SEQUENCE OF EVENTS (Items with double-asterisk [**] require additional coding)
1. Going Straight
2. Overtaking
3. Making Right Turn
4. Right Turn on Red
5. Making Left Turn
6. Making U-Turn
7. Skidding / Sliding
8. Slowing / Stopping
9. Start In Traffic
10. Start From Parked
11. Backing
12. Stopped In Traffic
13. Parked
14. Changing / Merging Lanes
15. Avoiding
16. Cross Median
17. Cross Center Of Road
18. Cross Road
19. Airborne
20. Ran Off Roadway — Right
21. Ran Off Roadway — Left
22. Overturn / Rollover
23. Fire / Explosion
24. Immersion
25. Jackknife
26. Cargo / Equipment Loss / Shift
27. Equipment Failure
28. Separation Of Units
29. Returned To Roadway
30. Collision Inv. Pedestrian (**)
31. Collision Inv. Bicycle / Pedalcycle (**)
32. Collision Inv. Railway Vehicle
33. Collision Inv. Animal (**)
34. Collision Inv. MV in Transport
35. Collision Inv. Parked MV
36. Collision Inv. Fixed Object (**)
37. Collision Inv. Other Object (Explain)
38. Other Non-collision
41. Collision Inv. Working MV
42. Downhill Runaway
43. Fall / Jumped From MV
44. Thrown / Falling Object
46. Ran Off Roadway — Other (Explain)
47. Cross Separator
48. Collision Inv. Other Non-motorist (**)
49. Struck By Falling, Shifting Cargo, Object Set In Motion by Motor Vehicle
50. End Departure (T-intersection, Dead-end, etc.)

ANIMAL CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS
60. Deer
61. Farm Animal
62. Dog
63. Other Animal
U. Unknown

FIXED OBJECT CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS
20. Tree / Stump (Standing)
21. Embankment / Driveway / Ground / Rock Bluff
22. Guardrail Face
23. Utility Pole / Guy Wire
24. Fence
25. Street Light Support
26. Culvert
27. Highway Traffic Sign Post / Support
28. Bridge Pier / Abutment / Support
29. Curb
30. Mail Box
31. Concrete Traffic Barrier
32. Building
33. Traffic Signal Support
34. Impact Attenuator / Crash Cushion
35. Fire Hydrant
36. Other (Explain)
37. Bridge Parapet End
38. Bridge Rail
39. Guardrail End
40. Other Traffic Barrier
41. Overhead Sign Support
42. Ditch
43. Other Post / Pole / Support
44. Wall
45. Cable Barrier
46. Bridge Overhead Structure
47. Overhead Line / Cable
U. Unknown

PROBABLE CONTRIBUTING CIRCUMSTANCES (Items with double-asterisk [**] require additional coding)
1. Vehicle Defects (Explain)
3. Improperly Stopped in Roadway
4. Speed — Exceeded Limit
5. Too Fast For Conditions
6. Improper Passing
7. Failure to Obey Traffic Signs, Signals, or Officer
8. Wrong Side (Not Passing)
9. Following Too Close
10. Improper Signal
11. Improper Backing
12. Improper Turn
13. Improper Lane Usage / Change
14. Wrong Way
15. Improper Start From Park
16. Improperly Parked
17. Failed To Yield
18. Alcohol
19. Drugs
20. Physical Impairment (Explain)
21. Distracted / Inattentive (**)
23. Vision Obstructed
24. Driver Fatigue / Asleep
25. Failed to Dim Headlights
26. Failed to Use Lights
27. Improper Towing / Pushing
28. Overcorrected
29. Improper Riding / Clinging To Vehicle Exterior
30. Failed To Secure Load / Improper Loading
31. Animal(s) In Roadway
32. Object / Obstruction in Roadway
33. Other (Explain)

9. NARRATIVE / STATEMENTS

10. REPORTING AND REVIEWING OFFICER INFORMATION

REPORTING OFFICER NAME	DSN / BADGE NO.	BEAT / ZONE	TROOP / DISTRICT / PRECINCT

REVIEWING OFFICER NAME	DSN / BADGE NO.	REVIEWING OFFICER 2 NAME	DSN / BADGE NO.

☐ Page Not Used REPORT #_____ PAGE _____ OF_____

11. NARRATIVE / STATEMENTS CONTINUATION (If additional room is necessary use Narrative / Statements Continuation / Supplement)

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GENERAL INFORMATION

I. Introduction

The Statewide Traffic Accident Records System (STARS) program, renamed Missouri Crash Analysis Reporting System (MOCARS), began in July 1971 with a grant through the National Highway Traffic Safety Administration. The purpose of MOCARS is to provide timely and accurate motor vehicle traffic crash information to federal, state, and local users in order to support both operational and management functions in motor vehicle traffic safety. The Missouri State Highway Patrol was selected as the statewide repository for motor vehicle crash data/reports and was given the responsibility of training law enforcement officers throughout the State on completing the MOCARS crash report form. The Missouri State Highway Patrol provides a means for collecting, processing, and analyzing crash data.

In January 1974, after approximately 2 ½ years of research, development, and testing, the Missouri State Highway Patrol, Traffic Division, (renamed Patrol Records Division) began receiving crash reports on a statewide basis. The Patrol Records Division codes and classifies the reports for entry into the MOCARS database and provides users with tools to compile various MOCARS statistical reports.

There have been six major revisions to MOCARS since its inception. These revisions have resulted in major changes to the Missouri Uniform Crash Report form, as well as field reporting procedures. Revisions occurred, in some instances to comply with federal guidelines, in 1984, 1993, 1996, 2002, 2012, 2019, and January 1, 2024.

II. Purpose

All motor vehicle crash reports received by the Patrol Records Division are archived for permanent preservation and computerized. Where appropriate, and in compliance with federal and state laws, hard copies of the reports and / or data are furnished to numerous federal, state, local, and private entities for analysis.

The Patrol Records Division is responsible for maintaining the official count of motor vehicle crash fatalities for the state of Missouri. This information, which is current to the previous midnight, is disseminated daily to other agencies through the Missouri Uniform Law Enforcement System (MULES). Without MOCARS, it would be almost impossible to keep an up-to-date and accurate count of motor vehicle crash deaths in Missouri.

III. Authority

MOCARS' authority and obligation for reporting are specified in the following Missouri statutes:

43.250. Law enforcement officers to file accident reports with patrol, when - Every law enforcement officer who investigates a vehicle accident resulting in injury to or death of a person, or total property damage to an apparent extent of five hundred dollars or more to one person, or who otherwise prepares a written or computer-generated report as a result of an investigation either at the time of and at the scene of the accident or thereafter by interviewing the participants or witnesses, shall forward a report of such accident to the superintendent of the Missouri state highway patrol within ten days after his or her investigation of the accident, except that upon the approval of the superintendent of the Missouri state highway patrol the report may be forwarded at a time and/or in a form other than as required in this section.

43.251. Report form-how provided, contents—approval by superintendent. – 1. The Missouri division of highway safety shall prepare and upon request supply to police departments, sheriffs, and other appropriate agencies or individuals forms for written accident reports as required by section 43.250 and this section. Reports shall call for sufficiently detailed information to disclose, with reference to a vehicle accident, the cause, conditions then existing, and the persons and vehicles involved.

2. Every written or computer-generated accident report required to be made shall be submitted on the appropriate form or in the appropriate computer format approved by the superintendent of the Missouri state highway patrol and shall contain all the information required therein unless not available.

IV. Missouri STARS Committee

Although MOCARS / STARS has satisfied a great number of traffic crash data requirements since its inception, certain deficiencies were identified which limited its capability. The intent of the STARS Committee is to provide the necessary direction and coordination required to make improvements to MOCARS and the Missouri Uniform Crash Report. The committee also approved renaming the Statewide Traffic Accident Records System (STARS) to the Missouri Crash Analysis Reporting System (MOCARS) to align with the national transition of the term “accident” to “crash.”

The Standing Committee is appointed by the Superintendent of the Missouri State Highway Patrol and meets as necessary to review the crash report form and related procedures. Additional agencies may be appointed by the Superintendent.

The following agencies are currently represented on the Standing Committee:

Cape Girardeau Police Department
Federal Highway Administration
Federal Motor Carrier Safety Administration
Jefferson City Police Department
Kansas City Police Department
Platte County Sheriff’s Department
Missouri Department of Health and Senior Services
Missouri Department of Revenue
Missouri Department of Transportation
Missouri Safety Center
Missouri State Highway Patrol
National Highway Traffic Safety Administration
St. Charles County Police Department
St. Joseph Police Department
St. Louis County Department of Transportation
St. Louis County Police Department
St. Louis Metropolitan Police Department
Springfield Police Department
Town and Country Police Department

GENERAL RULES

I. Reporting Criteria

Refer to the table below for MOCARS requirements. Incidents that meet the criteria of deliberate intent, legal intervention, and/or cataclysm are not considered motor vehicle crashes. When available information is insufficient to determine whether the crash was the result of deliberate intent, legal intervention, and/or cataclysm, treat the event as a motor vehicle crash. A motor vehicle crash report may be completed as a supplement to the investigative / incident report. In these instances, where a fatality occurred, a copy of the crash and/or incident report should be submitted to the Missouri State Highway Patrol, Patrol Records Division, for review.

	CLASS OF CRASH	TYPE OF REPORT FORM REQUIRED
1. Crash involving a death or a personal injury		Long Form
2. Property damage crashes ($500 and above)		
	a. An emergency vehicle	Long Form
	b. Hazardous materials	Long Form
	c. Damage to government property	Long Form
	d. A public conveyance (includes all school buses)	Long Form
	e. A driver leaving the scene of a crash	Long Form
	f. Completion of Commercial Motor Vehicle Subsection 7H	Long Form
	g. A non-motorist	Long Form
	h. A railway vehicle	Long Form
3. All other property damage crashes ($500 and above)		Long or Short Form
4. All property damage crashes less than $500		Report not Required for MOCARS Entry

The short form consists of the areas on the crash report with captions or borders shaded gray or yellow. These areas are only minimum requirements. Individual departments may require additional fields to be completed for their own use. (See *Appendix A*, *page 154*, for a list of short form fields).

II. General Completion and Submission Procedures

a. All crash reports must be typed or printed legibly. Do not write the report in long hand (cursive). Computer generated report forms must be approved by the Missouri State Highway Patrol's Patrol Records Division prior to use. Electronic submission of motor vehicle crash reports/data must also be approved by the Patrol Records Division prior to implementation.

LEFT THE SCENE	DRIVER NO.	CLEARED	CRASH CLASSIFICATION	PROPERTY DAMAGE ONLY	NO. INJURED	NO. KILLED	REPORT / CASE / INCIDENT NUMBER	NO. VEH. INV.
☒ Yes ☐ No		☒ Yes ☐ No		☐	1	0	01011200025	2

CRASH DATE	CRASH TIME (MIL.)	NOTIFIED DATE	TIME NOTIFIED (MIL.)	INVEST. DATE	TIME ARRIVED (MIL.)	DATE OF RDWY. CLEAR	TIME OF RDWY. CLEAR	INVEST. AT SCENE
01/01/2024	0130	01/01/2024	0145	01/01/2024	0205	01/01/2024 ☐ NA	0255 ☐ NA	☒ Yes ☐ No

b. Use an "X" in all cases where a mark is required. A checkmark (√) is not acceptable.

c. If a field on the crash report does not apply (not applicable), mark the "NA" box when available or neatly enter "NA" in the section. If the information for a field on the crash report is not known, mark the "Unknown" box when available or enter "UNK" or "Unknown." Every field on the report must have a response.

7 — DRIVERS, VEHICLES, OWNERS, & OCCUPANTS

NO.	7A. DRIVER — NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip)	PHONE NUMBER
1	Doe, John E, 1515 North Morgan Drive, Jefferson City, MO 65201	(573) 222-5555

DRIVER LICENSE / ID NUMBER	STATE	LIC STATUS	LIC TYPE	ENDORSEMENTS
None	NA	☒ NA; ☐ Valid; ☐ Susp / Rev / Denied; ☐ Cancelled / Oth Invalid; ☐ Expired; ☐ Disqual CDL; ☐ Unknown	☐ NA; ☐ Operator Class ____; ☐ CDL Class ____; ☐ Interm / Grad; ☐ Permit; ☐ MC Only; ☐ Unlicensed; ☐ Unknown (Explain)	☐ Yes (add code); ☐ No ☒ NA ☐ Unk

DATE OF BIRTH	SEX	SEAT LOC	INJ	TRANS-PORT	EJEC-TION	AIR BAG	SAFETY DEVICES	INDICATION OF IMPROPER USE?	VISION OBSTRUCTED
01/01/1965	M	FL	2	2	1	5 6 7	2	☐ Yes ☐ No ☐ Unk ☒ NA	☐ NA; ☒ Not Obstructed; ☐ Windshield; ☐ Load on Veh; ☐ Trees / Brush; ☐ Building; ☐ Embankment; ☐ Sign; ☐ Hillcrest; ☐ Parked Veh; ☐ Moving Veh; ☐ Stopped Veh; ☐ Glare; ☐ Other (Explain); ☐ Unknown (Explain)

DRIVER LICENSE RESTRICTIONS — Alcohol Interlock Required on License? ☐ Yes ☒ No ☐ Unknown ☐ NA — Alcohol Interlock Present? ☐ Yes ☒ No ☐ Unknown ☐ NA

PROOF OF INSURANCE	INSURANCE COMPANY	PHONE NO. (Optional)	POLICY NUMBER	
☒ Yes ☐ No ☐ Not Required	☐ Expired; ABC Insurance Company	(573) 555-1212	☐ NA; L4528-986-77-5489	☐ Driver ☒ Vehicle

When completing the short form version, the "NA" or "UNK" response is necessary only in those fields required on the short form.

d. **PAGE NOT USED** block –This block generally used for hard copy crash reports submitted to MOCARS and is located at the top of two pages on the report, including the second page with *Section 7 - Drivers, Vehicles, Owners, & Occupants*, and the *Narrative / Statements Continuation* page. When these page(s) are not utilized, mark the block "Page Not Used." The page(s) should be counted sequentially as part of the report; however, "NA" should not be entered in the fields.

e. Periods should not be used in any fields except for the following:
   - **i.** Section 2
     1. GPS Coordinates
     2. Distance From (Miles)
     3. Intersecting field when entering Emergency Reference Marker number
     4. Geo-Code
   - **ii.** Section 7G
     1. Hazardous Materials Class
   - **iii.** Section 9 - *Narrative / Statements*
   - **iv.** Train Supplement
     1. Distance From Sign to Nearest Rail
     2. DOT / AAR Crossing ID. No.

f. Indicate all dates and times on the report form as follows:
   - **i.** Date: Month-Day-Year (Example: January 3, 2024, should be shown as 01-03-2024). Note: All year entries must be four characters, i.e., 2024.
   - **ii.** Time: Records as 24-hour clock (military time). Example: Show one-thirty in the afternoon (1:30 p.m.) as 1330 hours. (See *page 28* for a conversion chart).

g. Continuation / Supplement Forms

   All continuation and supplement forms must be submitted to MOCARS.

   - **i.** Continuation

     A continuation form provided by MOCARS should be used when sufficient space is not available and is part of the original report. It is not necessary to repeat information; however, the report / case / incident number is required on every page of the report.

   - **ii.** Supplement

     A supplement form provided by MOCARS should be used to report additional information not included in the original report. All header fields must be completed.

   - **iii.** Railway Vehicle Continuation / Supplement

     When a railway vehicle is involved in a reportable crash, record applicable information (railway vehicle, track owner, signals, etc.) on the *Railway Vehicle Continuation / Supplement* form.

h. All crash reports must be submitted to MOCARS within **10 days** after the initial investigation. It is imperative that fatal crashes be reported immediately to the Missouri State Highway Patrol, Patrol Records Division, via MULES, followed by the completed crash report as soon as possible.

i. Upon learning of a late death, the department submitting the report will notify the Patrol Records Division via MULES and submit an updated crash report or supplement. Late death reporting will include the date, time, and location of death. (Example: John Doe died on May 26, 2024, at 1411 hours at St. Mary's Hospital, Jefferson City, MO).

j. Direct any problems with interpretation of this manual or the crash report form to the Missouri State Highway Patrol, Patrol Records Division, Post Office Box 568, Jefferson City, Missouri, 65102, telephone number 573-526-6113. Questions will be resolved at this level in order to ensure uniformity and consistency. Paper/hard copies of the Missouri Uniform Crash Report should also be submitted to the aforesaid address.

III. Collision Diagramming

a. Each agency will determine the method of collision diagramming used, e.g., the Institute of Transportation Engineers (ITE) symbols, template drawings, computer generated drawings, or any combination. See *Appendix B*, *page 155*, for diagramming methods.

b. A collision diagram MUST be included on all reports where enough evidence and/or facts can be obtained to adequately depict the crash scene. If a diagram is not made, write "None" in *Section 6 - Collision Diagram* and fully describe the crash in *Section 9 - Narrative / Statements*. *All vehicles and pedestrians should be labeled accordingly. (Example: V1, V2, VA, VB, P1, P2, etc.).*

c. A diagram is not necessary on the original report if a reconstruction report containing a crash diagram is submitted to MOCARS; however, a note (See reconstruction diagram.) should be made in *Section 6 - Collision Diagram*. The original report / case / incident number must be included on the reconstruction report.

IV. Photos Taken / Video Taken / Reconstruction

Each agency will determine use of these fields on the report form. They are strictly optional; the information will not be entered in MOCARS.

GLOSSARY OF GENERAL TERMS AND DEFINITIONS

The *Manual on Classification of Motor Vehicle Traffic Crashes*, approved by the American National Standards Institute (ANSI D.16-2017), and the 5th Edition of the *Model Minimum Uniform Crash Criteria* (MMUCC) are used to provide a common language for studying and classifying traffic crashes. Much of the information, along with many of the illustrations and photographs in this manual, were derived from these publications.

Please note, the terms "accident" and "crash" may have been used interchangeably and refer to the same type of incident. While use of the term "crash" has become the standard, the term "accident" continues to be used by some entities.

Some basic definitions are listed below:

A - B - C - D - E - F - G - H - I – J - K - L - M - N - O - P - Q - R - S - T - U - V - W - X - Y - Z

ACTIVITY AREA – Located adjacent to actual work area, whether workers and equipment were present or not.

ADVANCE WARNING AREA – Located after the first warning sign, but before the work area.

BICYCLE FACILITY – Any road, path, or way which is specifically designated as being open to bicycle/pedalcycle travel regardless of whether such facilities are designated for the exclusive use of bicycles/pedalcycles or are to be shared with other transportation modes.

BICYCLE LANE – An area adjacent to travel lanes of a trafficway which has been designated for preferential or exclusive use by pedalcyclists through striping, signage or pavement markings. It also includes a portion of roadway that has been designated by striping, pavement markings, or signs for preferential or exclusive use by pedalcyclists.

BRIDGE PARAPET – A low wall, which runs along the outermost edge of the roadway or sidewalk on the bridge, usually composed of brick, stone, or concrete.

BUS – A motor vehicle with seating for transporting nine or more persons, including the driver, excluding limousines. A small bus has seating for nine to fifteen persons, including the driver. A large bus has seating for sixteen or more persons, including the driver.

CARGO – Items (load) being carried on or in a motor vehicle or its trailing unit. Cargo is considered part of the vehicle as long as it is in or on the vehicle or has become dislodged from the vehicle but remains in motion. Dislodged cargo becomes an object(s), disassociated with any vehicle, once it comes to a complete stop. People in or on the vehicle are never considered cargo.

CATACLYSM – A natural occurrence ("Act of God"). When a crash is due directly to a cataclysm, a crash has not occurred. However, if a crash occurs after a cataclysm has stopped, a crash has occurred. The following are typical definitions of cataclysms:

- Avalanche – A mass of snow, rock, and/or ice falling down a mountain or incline. (Source: National Weather Service).
- Cloudburst – An extreme rainfall sometimes mixed with hail and thunder, which normally lasts no longer than a few minutes, but is capable of creating minor flooding conditions.
- Cyclone – A large-scale circulation of winds around a central region of low atmospheric pressure, counterclockwise in the Northern Hemisphere. (Source: National Weather Service.) The winds must be 74 mph or greater to qualify as a cataclysm.
- Downburst – A strong downdraft current of air from a cumulonimbus cloud and often associated with intense thunderstorms. Downdrafts may produce damaging winds at the surface. The winds must be 74 mph or greater to qualify as a cataclysm.
- Earthquake – Shock waves detectable and sometimes causing violent tremors at the earth's surface, generally originating by movements along deep-seated fault planes.
- Flood – The inundation of a normally dry area caused by an increased water level in an established watercourse, such as a river, stream, or drainage ditch. A flash flood is caused by heavy or excessive rainfall in a short period of time, generally less than six hours. Also, at times a dam failure

can cause a flash flood, depending on the type of dam and time period during which the break occurs. (Source: National Weather Service).
- Hurricane – A tropical cyclone with surface winds in excess of 74 mph in the Western Hemisphere. (Source: National Weather Service).
- Landslide / Mudslide – Fast moving soil, rocks, and water that flow down hills, mountain slopes, and canyons. (Source: National Weather Service).
- Lightning – A visible electrical discharge produced by a thunderstorm. The discharge may occur within or between clouds, between the cloud and air, between a cloud and the ground, or between the ground and a cloud. (Source: National Weather Service).
- Tornado – A violently rotating column of air, usually pendant to a cumulonimbus cloud, with circulation reaching the ground. It nearly always starts as a funnel cloud and may be accompanied by a loud roaring noise. On a local scale, it is the most destructive of all atmospheric phenomena.
- Torrential Rain – Very heavy rain, downpours produced by a torrent. Oftentimes with raindrops of greater than 1/5" in diameter.
- Volcanic Eruption – Formed by the partial melting of existing rock and dissolved gases; the liberation of this gas and magma under considerable pressure is considered an eruption. Products of the volcanic eruption include lava flows, pyroclastic materials (volcanic glass), volcanic dust / ash, and gases.

Includes (but is not limited to):
- Any wind above the minimum speed associated with a category one hurricane (75 mph or more).
- Damage produced by very large hail.

Examples:
- A motor vehicle in transport is struck by lightning causing damage to the vehicle.
- A tornado, or winds in excess of 74mph, forces a tree over onto a motor vehicle in transport.
- A motor vehicle in transport is washed off a bridge during a flood.
- A landslide pushes a motor vehicle in transport off the roadway causing the vehicle to overturn.
- A motor vehicle sustains damage from very large rain drops during torrential rain.
- A motor vehicle in transport suffers damage from golf ball sized hail during a tornado.

Excludes:
- Natural events not listed above.

Examples:
- Rain, snow, fog, small hail, ice, smog, etc.
- Winds below the minimum speed associated with a category one hurricane (74 mph or less).
- A few small falling rocks not associated with a landslide or avalanche.
- An old tree falling only due to a rotting root system.
- Shallow standing water.

Crash Examples:
- A motor vehicle is driven into a river or creek after a bridge was washed out by a flood, and the flood has ended. The cataclysm has stopped; therefore, this would be a traffic crash.
- An earthquake buckled a road. After the earthquake stopped, a motor vehicle came along and crashed into the buckled roadway.
- A tree branch from a rotten tree, or a tree with a deteriorated root structure, falls across several motor vehicles in transport as a result of winds below 75 mph.
- A 25 mph wind propels a trash can from a city sidewalk into a passing motor vehicle.
- Power lines or an overhead traffic signal falling on a motor vehicle in transport.

CHAIN REACTION CRASH – When, in the same area in time and space, several motor vehicles are involved in a chain of events and the investigator is unable to determine whether there has been a stabilized situation, the chain of events should be considered a single crash.

COMMERCIAL CARRIER – A person, firm, corporation who is the current lessee, renter, or lawful user of the commercial motor vehicle at the time of the crash. Refer to *Appendix D* on *page 161* for instructions on how to properly identify the carrier.

COMMERCIAL MOTOR VEHICLE – Any motor vehicle meeting one or more of the following criteria:

1. having a hazardous materials placard; or
2. a truck / cargo van with a GVWR / GCVWR of more than 10,000 lbs.; or
3. having a seating capacity of 9 or more people including the driver.

CONSTRUCTION ZONE – See "Work Zone."

CRASH – See "Motor Vehicle Traffic Crash."

CROSSING ISLAND – A concrete, asphalt, or grassy area in the trafficway used by pedestrians when crossing the roadway.

DAMAGE – Harm to property that reduces the monetary value of that property.

Includes (but is not limited to):

- Harm to domestic animals that have monetary value.
- Fire starting in a motor vehicle in transport.
- Damage from an animal flying against or into a motor vehicle in transport.
- An object falling on a motor vehicle in transport.

Excludes (but is not limited to):

- Harm to animals that have no monetary value where no other property damage or injury occurs.
- Mechanical failure during normal operation, such as a tire blowout, broken fan belt, or broken axle where no other property damage or injury occurs.

DELIBERATE INTENT – The classification used when a person acts deliberately to cause an event or deliberately refrains from prudent acts that would prevent the occurrence of the event. Such intended events are excluded from motor vehicle crash classification.

Note: A motor vehicle that intentionally rams another motor vehicle causing injury and/or property damage is not a motor vehicle crash; however, a crash report may be completed and attached as a supplement to a criminal investigation report. If the event involves a fatality, the incident and/or crash report should be submitted to the MOCARS.

Includes:

- Suicide
- Self-inflicted injury
- Homicide
- Injury or damage purposely inflicted
- Legal intervention

Examples:

- If the motor vehicle that was struck in the "Note" above loses control and collides with another motor vehicle resulting in further property damage and/or injury, then a motor vehicle crash has occurred. A two-vehicle crash report should be submitted listing the vehicle that caused the first intentional event as Vehicle A, and the other two vehicles as Vehicles 1 and 2.

- A driver intentionally kills or injures himself with a motor vehicle by driving it against a fixed object or into a body of water, the driver's death or injury is a result of deliberate intent.

- A driver intentionally kills or injures another person with a motor vehicle by running into a pedestrian, the death or injury is a result of deliberate intent.

- A driver intentionally causes damage by means of a motor vehicle ramming another motor vehicle, the damage is the result of deliberate intent.

Excludes:

- Injury or damage beyond that which was intended.
- Intentional acts within an unstabilized situation taken to mitigate injury or damage.

Examples:

- An intoxicated passenger intentionally exits a vehicle but fails to recognize the vehicle has not come to a complete stop resulting in their being injured or exits the vehicle without the intent of self-injury. The injury is not the result of deliberate intent.

- A truck experiences a brake failure and the driver steers into the guardrail to avoid colliding with another vehicle. The damage resulting from the avoidance maneuver is not the result of deliberate intent.

- A rider intentionally jumps from a motorcycle in an attempt to avoid being struck by a vehicle that failed to stop at the signal on the cross street. Injuries and damage resulting from the attempt to avoid being struck are **not** the result of deliberate intent.

DISABLING DAMAGE – Damage which precludes departure of the motor vehicle from the scene of the crash in its usual daylight-operating manner after simple repairs.

Inclusions:

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

Exclusions:

- Damage which can be remedied temporarily at the scene 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.

DRIVER – An occupant who in actual physical control of a vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost.

Excludes:

- The automation system of an SAE Level 4 – High Driving Automation or SAE Level 5 – Full Driving Automation engaged on a motor vehicle (see SAE J3016 Levels Of Driver Automation pg. 86).

DRIVEWAY – A private way that 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.

Includes (but is not limited to):

- A private drive providing access to a residence, businesses, and other private entities not open to the public for transportation purposes.

Excludes:

- Privately constructed and/or maintained roads open to the public for moving persons or property from one place to another.
- Parking lots
- Entrances to businesses and other entities open to the public for transportation purposes.
- Driveway access

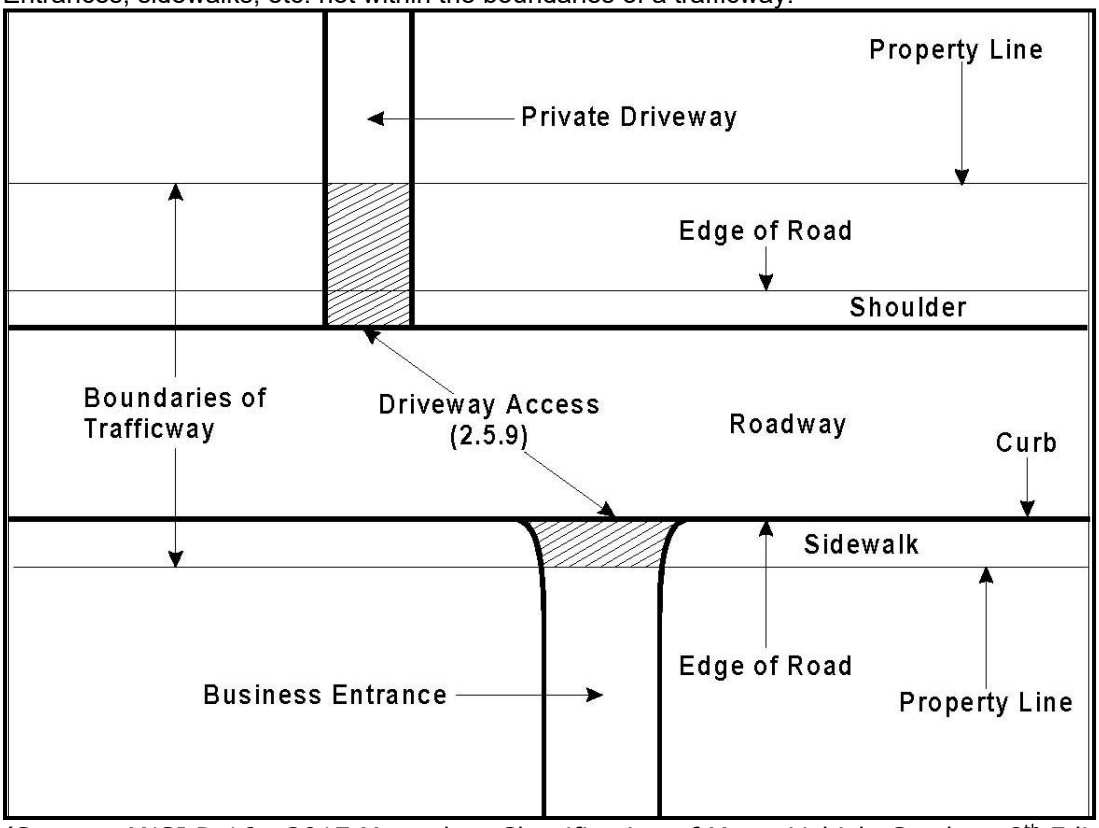
DRIVEWAY ACCESS – A driveway access is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway. A driveway access is not considered an intersection. See Appendix E, *page 207*.

Includes (but is not limited to):

- Entrance to a private residence.
- Entrances to gas stations.
- Sidewalks that cross over a driveway access.
- Entrance to a parking lot.

Excludes:

- Entrances, sidewalks, etc. not within the boundaries of a trafficway.



(Source: ANSI D.16 - 2017 Manual on Classification of Motor Vehicle Crashes, 8th Edition).

EMERGENCY REFERENCE MARKER (ERM) – ERMs are located statewide on most interstate highways and are normally spaced 0.2 mile apart. ERMs provide the direction of travel, interstate route, milepost, and tenth of a mile location. When used, crashes should be located to the nearest ERM, which should be 528 feet (0.1 mile) or less from the crash scene. See photographs on *page 47*.

The only exception to this distance would be in the case of a missing ERM. Missing ERM locations should not be used, rather the nearest ERM that is not missing may be used (which may be farther than 528 feet away) or the nearest roadway or bridge as listed in the MoDOT Interactive Mapping Tool.

Note: The abbreviation "ERM" must be used as a route designation when using an emergency reference marker as the "*Intersecting"* street, etc. in *Section 2 – Location* of the crash report. Emergency reference markers cannot be used in the *"On"* subsection to locate crashes.

FIRST HARMFUL EVENT – The first injury, death, or damage-producing event.

FIXED OBJECT – A fixed object is any object not in motion and attached to, or part of, the terrain.

Includes (but is not limited to):

- Any object attached to or a part of the terrain.

- Tree/ stump (standing), embankment / driveway / ground / rock bluff, guardrail face, utility pole, fence, street light support, culvert, highway traffic sign post / support, bridge pier / abutment / support, curb, mailbox, concrete traffic barrier, building, traffic signal support, impact attenuator / crash cushion, fire hydrant, bridge parapet end, bridge rail, guardrail end, median / other traffic barrier, overhead sign support, ditch, other posts / poles / supports, wall, cable barrier, bridge overhead structure, work zone / maintenance equipment, or overhead line / cable. Refer to *Section 8 - Codes* on *page 104* for a description of each of these objects.

GCVWR (Gross Combined Vehicle Weight Rating) – The combined weight ratings specified by the manufacturer for each truck and its trailing unit(s); this is not the licensed weight.

GVWR (Gross Vehicle Weight Rating) – The weight rating specified by the manufacturer for the vehicle; this is not the licensed weight.

HARMFUL EVENT – An occurrence resulting in property damage, injury, or death.

Includes:

- Injury or damage resulting after a driver dies or loses consciousness because of a disease condition or medical event (e.g., a stroke, heart attack, diabetic coma or epileptic seizure).

Example:

- A driver has a heart attack while driving, runs off the road and strikes a guardrail. The heart attack itself is not a harmful event, but striking the guardrail is a harmful event if damage is incurred.

Excludes:

- The immediate effect of the disease condition or medical event, such as the driver's death or loss of consciousness, is **not** itself considered to be a harmful event.

Example:

- A driver has a heart attack while driving, runs off the road, and comes to rest on the roadside without a harmful event. This ends the unstabilized situation and since there is no harmful event, there is no motor vehicle crash.

IMPACT ATTENUATOR / CRASH CUSHION – A device for controlling the absorption of energy released during a vehicle collision ("crash cushions"). Its most common application involves protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include, but are not limited to, barrels filled with water or sand, plastic collapsible structures, collapsible guard rail ends, etc. See photographs on *page 131*.

IN COMMERCE – Any instance when the driver, vehicle owner, and/or carrier is involved in trade, traffic, or transportation of commodities or persons for financial consideration or exchange, or in the furtherance of a business enterprise. "In commerce" is no longer a factor to consider when determining whether to complete the *Subsection 7H – Commercial Motor Vehicle* section of the report.

INJURY – An injury is bodily harm to a person and includes fatal injury.

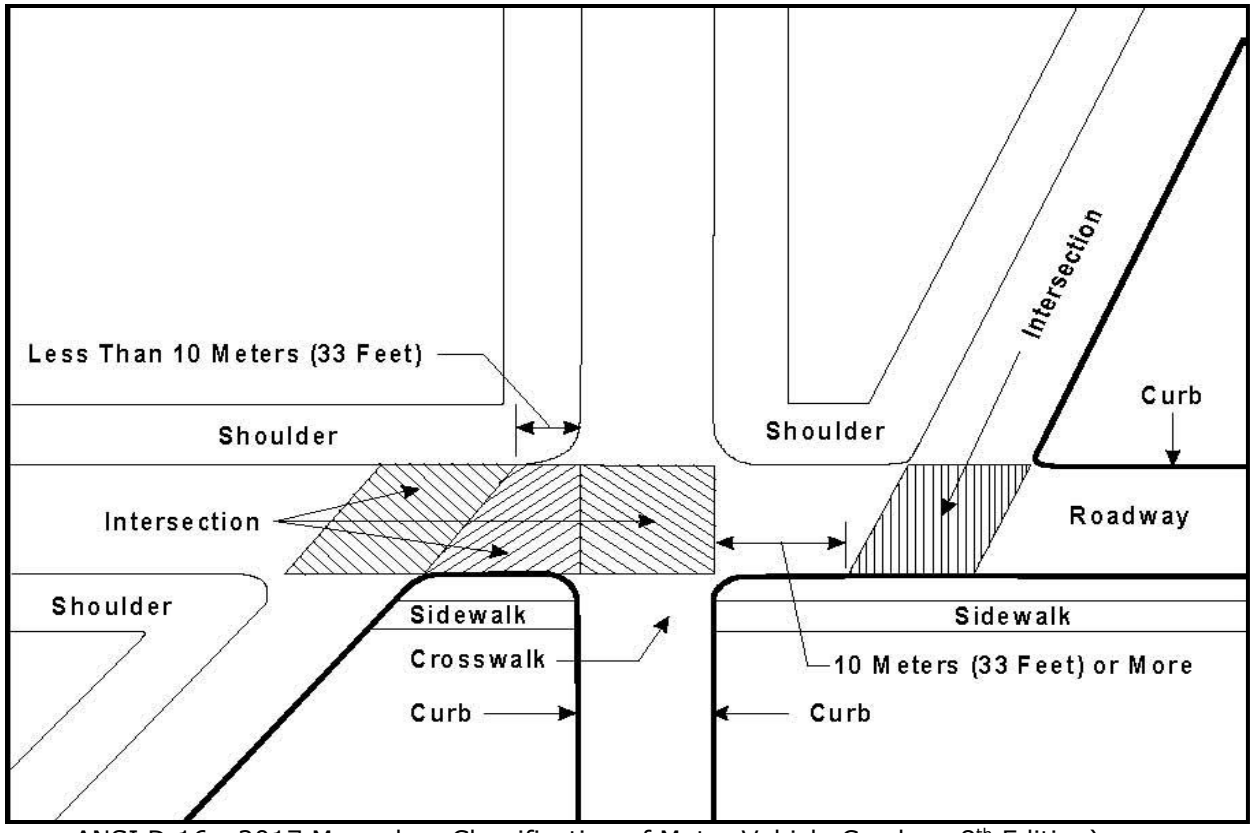
Includes (but is not limited to):

- Accidental poisoning from carbon monoxide generated by a motor vehicle in transport.
- Breakage of a part on a motor vehicle in transport resulting in injury.
- An object unintentionally thrown towards a motor vehicle resulting in injury to the driver or occupant.

Excludes:

- Injury due to a fight between occupants in a motor vehicle in transport.
- Self-inflicted injury.
- Effects of disease such as stroke, heart attack, etc.

INTERSECTION – An intersection consists of two or more roadways that intersect at the same level. It is an area which 1) contains a crossing or connection of two or more roadways not classified as driveway access and 2) is enclosed 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 33 feet, the two areas and the roadway connecting them are considered to be parts of a single intersection. See *Appendix E, page 175* for examples.



(Source: ANSI D.16 - 2017 Manual on Classification of Motor Vehicle Crashes, 8th Edition).

INTRASTATE COMMERCE – Commerce in any state where the transit between the points of origin and termination occurs entirely within the borders of the state of origin.

INTERSTATE COMMERCE – Commerce in the United States where the transit between the points of origin and termination does not occur entirely within the borders of the state of origin.

IN TRANSPORT – In regard to motor vehicles, in-transport is the state or condition of a vehicle on a roadway or in motion within or outside the trafficway. **A working motor vehicle is not considered to be "in-transport."**

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.

Includes (but is not limited to):

- Motor vehicle in traffic on a roadway.
- Driverless motor vehicle in motion.
- Motionless, disabled, or abandoned motor vehicle on a roadway.
- Motor vehicle in motion outside the trafficway.
- A stopped (not legally parked) motor vehicle with any portion of its primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, within the roadway.

Examples:

- A stopped motor vehicle partially on the shoulder with two tires on the roadway.
- A tractor trailer parked on the shoulder with its load hanging over the roadway edge line.
- A police vehicle patrolling or responding to an emergency.
- A police or emergency motor vehicle stopped on the roadway at the scene of a crash, traffic stop, or other police action, regardless of whether or not the emergency lights have been activated.
- Construction, maintenance, or utility work vehicles traveling on a trafficway from one work site to another location.
- Taxis, limousines, or other passenger vehicles, with or without passengers, while on the roadway (not parked) or in-motion on a trafficway.
- A school bus stopped in a travel lane with signs and/or lights activated.

- A moving motor vehicle on a private driveway.
- An ATV driving on a recreational trail inside or outside the trafficway.
- A motor vehicle (not a working motor vehicle) operating in the closed portion of the trafficway.
- A van left unattended in a lane during rush hour when parking is prohibited because it is in an open travel lane at that time.
- A tow truck on a roadway engaged in winching a vehicle from the ditch on a trafficway.
- A garbage truck stopped on the roadway being loaded with trash.
- A riding motorized lawn mower, under its own power, being driven from one home to another upon a city street.
- A tractor hauling a trailer load of corn from a farm field to a storage facility.

Excludes:

- Motor vehicle legally stopped or parked off the roadway, but within the trafficway.
- Motor vehicle stopped / parked in a parking lane or on a roadway during a period when parking is allowed.
- Transport vehicle performing construction, maintenance, or utility work on a trafficway.
- A stopped (legally parked) motor vehicle with any portion of its primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, not within the roadway.

Examples:

- A disabled motor vehicle legally stopped / parked on the shoulder, median, or roadside.
- An automobile parked in an area designated for parking against the curb of a residential street, or in a parking space / lane.
- A truck stopped on the shoulder where only the extended side-view mirror overhangs the roadway edge line.
- A paint striping highway truck in the act of painting the lines on a roadway.
- A concrete mixer discharging its load of concrete on a trafficway.
- A snowplow removing snow from an interstate highway.

LATE DEATH – Any death occurring on a date other than the date of the crash, within 30 days, which is a result of an injury sustained from the crash.

LEFT THE SCENE – Leaving the scene of a motor vehicle crash consist of being the operator or driver of a vehicle on the highway or any publicly or privately owned parking lot or parking facility generally open for use by the public, and knowing that an injury has been caused to a person or damage has been caused to property, due to his or her culpability or to crash, he or she leaves the place of the injury, damage, or crash without stopping and giving his or her name, residence, including city and street number, motor vehicle number, and operator's license number, if any, to the injured party or to a police officer, or if no police officer is in the vicinity, to the nearest police station or judicial officer.

Note: Vehicles moved from final resting position to an area in close proximity to the crash scene for safety reasons did not leave the scene.

LEGAL INTERVENTION – A category of deliberate intent in which injury or damage is caused during an attempt to apprehend a law violator by a law-enforcing agent / officer. If in doing such intended acts, any other injury or damage (harmful event) occurs that goes beyond that reasonably expected from the acts, the unexpected injury or damage meet the specifications of a motor vehicle crash unless the law-enforcing agent / officer intended for the harmful event(s) to occur.

Legal Intervention Examples:

- A roadblock is set up or other devices deployed to stop a lawbreaker, and the lawbreaker crashes their motor vehicle into it either intentionally or unintentionally.
- A police car is intentionally driven into another motor vehicle to force the vehicle into a guardrail and stop a lawbreaker.
- A police car performs a PIT maneuver and strikes a lawbreaker's vehicle causing it to overturn and injure the occupants. Even though the police officer did not intend for the lawbreaker's vehicle to overturn, it is not beyond what could reasonably be expected to result from the maneuver.

Crash Examples:

- A driver/vehicle other than the lawbreaker crashes unintentionally into a police road block or devices deployed to stop the lawbreaker.
- A lawbreaker being pursued by the police loses control of their vehicle and crashes, the event is a motor vehicle crash, **unless the police intended that the lawbreaker crash**.
- During a pursuit, a police vehicle strikes a motor vehicle other than the subject of the pursuit, a non-motorist, or property.
- Police deploy spike strips to stop a lawbreaker. The lawbreaker's vehicle runs over the spike strips causing the driver to lose control and strike a motor vehicle in transport other than the subject of the pursuit.

LIMOUSINE – Any motor vehicle, other than a bus, operating in commerce having a capacity of 7-15 occupants (with the driver).

LOW SPEED VEHICLE (LSV) – A motor vehicle with four or more wheels whose top speed is greater than 20 miles-per-hour, but not greater than 25 miles-per-hour. LSVs are required to be equipped with basic items of safety equipment: headlamps, stop lamps, turn signal lamps, tail lamps, reflex reflectors, parking brake, windshields of either type AS-1 or AS-5 glazing, rearview mirrors, seat belts, and vehicle identification numbers (VINs).

Includes (but is not limited to):

- A conventional golf cart that was modified, after its original manufacture, so as to increase its top speed to the 20-25 mph range.
- An originally manufactured custom golf cart (that is not a modified conventional golf cart) that has a top speed of 20 to 25 mph.

Examples:

- Neighborhood Electric Vehicle (NEV)
- Fleet golf carts sold to golf courses that have been speed-modified to increase their top speed into the 20-25 mph range.
- Personal golf carts sold to individual persons that have been speed-modified or originally manufactured to achieve a top speed of 20 to 25 mph.
- Other low speed motor vehicle designed for transport on local streets.

Excludes:

- Conventional golf cart not modified or originally custom manufactured to achieve top speeds above 20 mph.
- Automobile
- Any personal conveyance.
- Any size slow moving farm tractor / equipment.

Examples:

- A golf cart used solely to carry one or more people and golf equipment to play golf, sold to golf courses.
- A golf cart used to carry one or more people and may carry golf equipment to play golf, sold to individual persons who may use them to travel on trafficways to and from golf courses and to play golf, to travel on trafficways for purposes unrelated to golf, or for all of these purposes.
- A golf cart that has been speed-modified after its manufacture or originally custom manufactured to achieve top speeds greater than 25 mph.
- Motorized wheelchair
- Motorized skateboard
- Motorized handicapped scooter
- Personal conveyances such as a Segway.

MEDIAN – An area of trafficway between parallel roads separating travel in opposite directions. Flush or painted medians should be 4 or more feet wide between inside roadway edge lines. Medians fewer than 4 feet wide shall have a barrier to be considered a median. Flush or painted medians or raised areas between roads with travel in opposite directions less than four feet wide should be considered the center of the road. Continuous left turn lanes are not considered painted medians. See diagram on *page 25*.

Includes (but is not limited to):

- Physical barrier separating roads with travel in opposite directions (i.e., concrete traffic barrier, cable barrier, etc.).
- Depressed, raised, or flush area between roads with travel in opposite directions (i.e., grassy area, etc.).
- Painted median of four or more feet wide between roads with travel in opposite direction (i.e., a flushed painted median of 4 or more feet, etc.).

Excludes:

- Shoulder
- Turn lane
- Continuous left-turn lane

MOTOR CARRIER –The legal business entity, individual, partnership, corporation, or organization that directs, controls, and is responsible for the transportation of goods, property, or people. See Commercial Carrier on *page 11*.

MOTOR VEHICLE – Any motorized (mechanically or electrically powered) device used to move persons and/or property along with the device itself from one place to another and is not operated on rails, operated within the confines of a building, aircraft or watercraft, a personal conveyance, or a weapon. The load/cargo or occupants upon or in the motor vehicle, or a device being towed by the motor vehicle, are considered part of the motor vehicle.

Includes (but is not limited to):

- Any object being towed by the motor vehicle.
- Any devices detached from the motor vehicle while in motion.
- Any devices set in motion by a motor vehicle such as during pushing.
- The load or occupants upon or in the motor vehicle, or upon or in the device being towed or pushed. Could include persons boarding or alighting from the vehicle.
- Electrically powered buses attached to cables.
- Trolleys on highway tires.
- Low speed vehicles such as golf carts.
- Motor-driven cycles such as mopeds and miniature motorcycles (pocket bikes).
- Movable devices such as construction, agricultural, industrial, residential equipment, etc. not designed primarily for moving persons or property for transportation purposes, but being used at the time outside the confines of a building for moving persons, property, or the device itself from one place to another (i.e., transportation purposes).

  Examples:
  - A tow truck using its winch to pull a vehicle out of a ditch.
  - Electric or telephone company truck with a “cherry picker” repairing cables on a utility pole off the trafficway.
  - A road grader going from one work site to another.
  - Garbage truck being loaded with trash.
  - A riding motorized lawn mower, under its own power, being driven from one home to another upon a city street.

Excludes:

- Devices operated on rails.
- Devices operated within the confines of a building.
- Motorized personal conveyances.
- Movable devices such as construction, agricultural, industrial, residential equipment, etc. being used at the time within the confines of a building or **not** being used for moving persons, property, or the device itself from one place to another (i.e., transportation purposes).
- Aircraft
- Watercraft

Examples:

- Motorized skateboard
- Motorized toy car
- Motorized wheelchairs or handicapped devices
- Segway-style devices
- Forklift operated within the confines of a building.
- Riding motorized lawn mower mowing a residential lawn off the trafficway.

MOTOR VEHICLE IN TRANSPORT – The state or condition of a motor vehicle when it is being used for moving persons or property (including the vehicle itself) from one place to another, and is:

1. In motion; or
2. On a roadway, but not parked in a designated area.

Examples: Motor vehicle in traffic on a highway; driverless motor vehicle in motion; motionless motor vehicle abandoned on a roadway; disabled motor vehicle on a roadway; etc. In roadway lanes used for travel during rush hours and parking during off-peak hours, a parked motor vehicle is in transport during periods when parking is forbidden.

MOTOR VEHICLE TRAFFIC CRASH – Any motor vehicle crash in which the unstabilized situation originates on a trafficway or a harmful event occurs on a trafficway. If an unstabilized set of events originates and terminates off a trafficway and no harmful event occurs on a trafficway, the event is a motor vehicle crash but not a motor vehicle traffic crash. Both motor vehicle crashes and motor vehicle traffic crashes are included in MOCARS; however, MOCARS statistics only include motor vehicle traffic crashes.

To have a motor vehicle crash, the following elements must be present:

1. Involvement of at least one motor vehicle in transport.
2. At least one harmful event.
3. The harmful event must be the result of an unintentional act.
4. The harmful event is not the direct result of a cataclysm.
5. The crash was not initiated by an action of an aircraft or watercraft.
6. The crash does not include any harmful event involving a railway vehicle in transport prior to involvement of a motor vehicle in transport.

   Note: If there is an intentional act with a motor vehicle resulting in a fatality, a motor vehicle crash report may be completed as a supplement to the investigative / incident report. In these instances, a copy of the crash and/or incident report should be submitted to the Missouri State Highway Patrol, Patrol Records Division, for review.

   A collision involving a wild animal, i.e., having no monetary value, where no other damage is sustained is not a motor vehicle crash. Conversely, a collision involving a domestic animal with monetary value would be a motor vehicle crash regardless of any other damage sustained.

MOTORCYCLE - Any motor vehicle having a seat or saddle for the use of its operator and traditionally designed to travel on not more than three wheels in contact with the ground. Non-traditional designs exist with more than three wheels and these may be considered a motorcycle. See examples, *page 80*.

NONCONTACT VEHICLE – A noncontact vehicle is one in which the vehicle contributes to a crash without contact. A noncontact vehicle indirectly involved in a crash should not be counted as one of the vehicles involved and should not be listed in Section 7 - Drivers, Vehicles, Owners, & Occupants. The involvement of noncontact vehicles should be explained in the narrative and identified as "Vehicle A," "Vehicle B," etc., *Section 6 - Collision Diagram* and *Section 9 - Narrative / Statements.*

Examples:

- A motor vehicle changes lanes into the path of another motor vehicle (without making contact) causing a crash. The vehicle changing lanes is a noncontact vehicle.
- A motor vehicle exiting a private drive fails to yield to an oncoming vehicle on a city street. In an attempt to avoid a collision, the oncoming vehicle skids off the roadway and collides with a utility pole. The vehicle exiting the private drive is a noncontact vehicle.

NON-MOTORIST – Any person who is not an occupant of a vehicle. This includes pedestrians, bicyclists/pedalcyclists, and occupants of other transport devices.

NUMBER OF VEHICLES INVOLVED IN A CRASH –The number of motor vehicles as well as railway vehicles directly involved in a motor vehicle crash before the situation stabilizes. Working motor vehicles are included when engaged in a harmful event with a separate motor vehicle "in transport" during the unstabilized event(s). Any subsequent contact after the situation stabilizes constitutes a separate crash.

Additionally, an object set in motion by a motor vehicle or railway vehicle is considered an extension of the vehicle and will be treated as such. EXAMPLE: An object falls from or is set in motion by a moving motor vehicle causing damage to a second or multiple motor vehicles before the object comes to rest and stabilizes. Record this as a two-vehicle crash or a multiple vehicle crash. Considering the first harmful event is a collision with the object that fell from or was set in motion by a moving vehicle, record the "crash type" as "Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle." **Note**: A motor vehicle is not considered an "object" for the purposes of this definition and, consequently, is not considered an extension of the striking vehicle. A motor vehicle put in motion when struck by a motor vehicle in transport or other transport device is considered a vehicle involved in the crash.

When a motor vehicle and / or its driver contribute to a crash without contact or direct involvement of a harmful event, include them in *Section 6 - Collision Diagram* and *Section 9 - Narrative / Statements*, identifying them as "Vehicle A," "Vehicle B," etc. Do not include these vehicles in the "Number of Vehicles Involved" box.

Motor vehicles involved in the same unstabilized event, which sustain damage or a harmful event, but do not strike each other are both included in the number of vehicles involved in a crash. For example, a westbound motor vehicle goes out of control and an eastbound motor vehicle runs off the road while avoiding the westbound vehicle. The westbound motor vehicle runs off the road and strikes a rock bluff and the eastbound vehicle also runs off the road and strikes an embankment. Neither motor vehicle strikes the other; however, since both vehicles sustained damage (both were involved in a harmful event) during the same unstabilized situation, the event is a single motor vehicle crash involving two motor vehicles.

OCCUPANT – Any person who is in or on a vehicle. Note: Occupants ejected from a vehicle and hit (prior to stabilization) are still part of the vehicle.

OPERATOR – See "Driver."

OTHER NON-MOTORIST – A person who is an occupant of a mechanically or electrically powered device that is **NOT** a motor vehicle (in transport or parked), working motor vehicle, railway vehicle, personal conveyance, or pedalcycle. This would also include occupants of an "other transport device." For further information and examples, see *page 36*.

OTHER TRANSPORT DEVICE – A device or object other than a motor vehicle, working motor vehicle, personal conveyance, pedalcycle, aircraft, watercraft, railway vehicle, or weapon. The device or object may or may not be mechanically or electrically powered.

Includes (But not limited to):

- Horse and rider.
- Team of horses harnessed to a conveyance traveling on or off a trafficway.
- Road grader grading a surface off the trafficway.
- Riding lawn mower engaged in mowing off the trafficway.
- Farm tractor engaged in planting a field.
- Bulldozer engaged in excavating a construction site off the trafficway.

Excludes (But not limited to):

- Devices which do not move from one place to another, such as pipelines, elevators, escalators, ski lifts, conveyor belts systems, etc.
- Weapons such as guns, torpedoes, etc.
- Human-powered, non-motorized devices, such as skis, scooters, roller skates, baby carriages, etc.

PARKED MOTOR VEHICLE – A motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and not located on the roadway. A "parked motor vehicle" should be considered to be in-transport during

periods when parking is prohibited in roadway lanes used for travel during some periods and for parking during other periods. For further information and examples, see *page 34*.

PARKING LOTS - An area used primarily for parking road vehicles. When paved and marked it commonly includes parking stalls, parking lot aisles, and parking lot ways. See Appendix E, *page 208,* for examples.

PARKING LOT AISLES - Areas used primarily for vehicular access to parking stalls. Parking lot aisles are not trafficways. See Appendix E, *page 208,* for examples.

PARKING LOT WAY - Land ways used primarily for vehicle circulation within parking lots and for vehicular access to parking lot aisles. Parking lot ways in parking lots open to the public are trafficways. See Appendix E, *page 208,* for examples.

PARKING STALLS - Areas reserved primarily for parked road vehicles. Parking stalls are not trafficways. See Appendix E, *page 208,* for examples.

PEDALCYCLE – A device operated by pedals such as bicycles, tricycles, unicycles, pedal cars, etc., which can be propelled by human power and/or a motor. Excludes motorized bicycles / mopeds. See *page 31* for more information.

PEDALCYCLIST – Person who is an occupant of a pedalcycle in transport. Excludes a person standing on their feet next to or pushing a pedalcycle. See *page 31* for more information

PEDESTRIAN – Any person who is not an occupant, in or on, a vehicle. Excludes pedalcyclists and other non-motorists. For further information and examples, see *page 32*.

PERSONAL CONVEYANCE – A device other than a motor vehicle, aircraft, watercraft, railway vehicle, or pedalcycle, or other transport device used by a pedestrian for transportation purposes, personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Includes (but is not limited to):

- Rideable Toys
  - Roller skates, in-line skates
  - Skateboard
  - Toy Car
  - Baby Carriage
  - Scooter
  - Toy Wagon
- Motorized Rideable Toys
  - Motorized Skateboard
  - Motorized Toy Car
- Devices for Personal Mobility Assistance
  - Segway-style Device
  - Motorized and Non-motorized Wheelchair
  - Handicapped Scooter

Excludes:

- Golf Cart
- Low Speed Vehicle (LSV)
- Go-carts
- Minibike
- "Pocket" Motorcycle
- Motor Scooter
- Moped

PROPERTY DAMAGE (PDO) – A crash that results in damage to the motor vehicle or other property, but without injury to any occupants or non-motorists.

PUBLIC CONVEYANCE – A motor vehicle, either publicly or privately owned, engaged in the business of passenger transportation services. This includes, but is not limited to, buses, taxis, limousines, and shuttle

services with or without passengers at the time of the crash. Private carpooling is not included under this definition.

RAMP – An auxiliary roadway used for entering or leaving through-traffic lanes at interchanges. Ramps will be identified in the MoDOT Interactive Mapping Tool by a unique number and have a designation of RP.

Note: Access to weigh scales (WS) and rest areas (RA) are not ramps.

RAILWAY VEHICLE – Any device, motorized or nonmotorized, with or without coupled cars, designed for, or in use for, transport on a railway. Includes any device designed to operate on railway tracks under its own power, such as a motor vehicle equipped with flange wheels.

REVERSIBLE LANES – Reversible lanes are those that the direction of travel is reversed at certain designated times.

ROAD – That part of a trafficway including both the roadway and any shoulder alongside the roadway. See diagram on *page 25*.

ROADSIDE – The outermost part of the trafficway from the property line or other boundary into the edge of the first road. Does not include persons on a sidewalk. See diagram on page 25.

ROADWAY – The part of a trafficway designed, improved, and ordinarily used for vehicular travel. See diagram on *page 25*.

Note:

- The roadway is the traveled portion of the trafficway.
- An undivided trafficway has one roadway.
- A divided highway or expressway has more than one roadway, one for each direction of travel.
- The shoulder is not considered a part of the roadway.

SAFETY DEVICE – A device used to restrain, protect, and/or identify vehicle drivers / occupants and/or non-motorists to minimize likelihood of injury.

SCHOOL BUS – Any motor vehicle used for transporting school pupils at or below the 12th grade level, to or from a public or private school, or school-related activity, or going to pick up or returning from delivering school pupils, and only if it is externally identifiable by the following characteristics:

1. Yellow in color.
2. The words "school bus" on front and rear.
3. Equipped with flashing red lights on front and rear.
4. Lettering on both sides identifying the school or district served, or company operating the bus.

A motor vehicle is NOT a school bus while it is being used to transport non-school pupils, on trips which involve the transportation exclusively of other passengers such as senior citizens or migrant workers, or exclusively for purposes other than the transportation of school pupils.

SEPARATOR – The area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road (outer road or service road) from other roads. See diagram on *page 25*.

Includes (but is not limited to):

- Physical barrier separating roads with travel in the same direction (i.e., concrete or cable barrier, etc.).
- Physical barrier separating a frontage road from other roads of a trafficway (i.e., concrete or cable barrier, etc.).
- Depressed, raised, or flush area between roads with travel in the same direction.
- Depressed, raised, or flush area between a frontage road and other roads of a trafficway. This includes areas between a ramp and the roadway the ramp is exiting from or connecting to.

Excludes:

- Shoulder, Median

SHARED-USE PATH OR TRAIL – Bikeway physically separated from motor vehicle traffic by an open space or barrier. They may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most have two-way travel.

SHORT FORM FIELDS – These fields have captions or borders shaded gray. (See *page 154* for list of fields).

SHOULDER – The part of the trafficway contiguous with the roadway which may accommodate stopped motor vehicles, emergency use, or lateral support of the roadway structure. See diagram on *page 25*.

Note:

- The shoulder is not considered part of the roadway.
- The shoulder and the roadway combine to make up the road.
- The line between the roadway and shoulder may be a painted edge line, a change in surface color or material, or a curb.

STABILIZED EVENT – Marks the end of an unstabilized event. This generally occurs when persons and property come to final rest, and nothing further will occur insofar as the event itself is concerned. Another unstabilized event may follow because of subsequent actions closely related to the first event; however, it should be treated as a separate event.

TRAFFICWAY – The entire width between property lines, or other boundary lines, of every way or place, other than an airway or waterway, of which any part is open to the public as a matter of right or custom and used for moving persons or property from one place to another. See diagram on *page 25*.

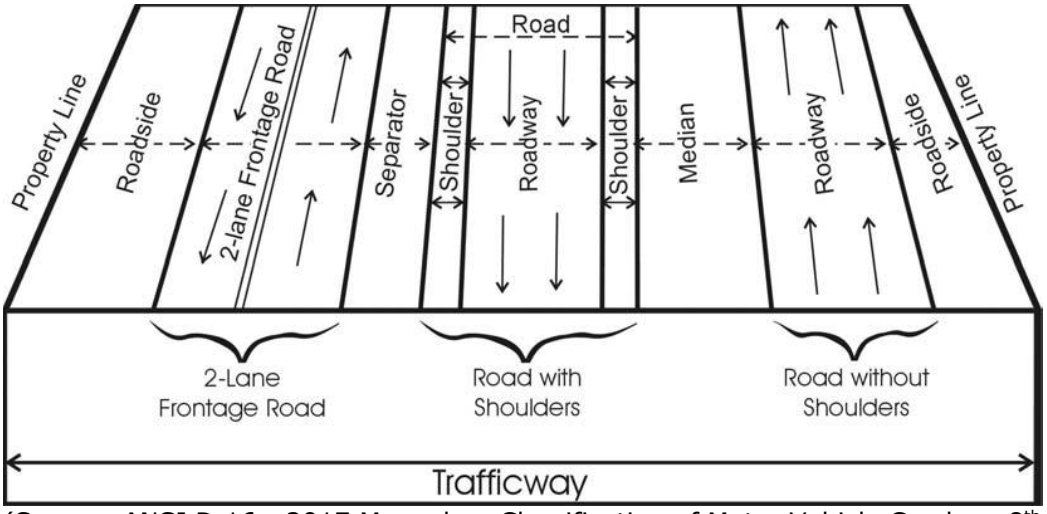
- Airway - A transport way reserved primarily for use by aircraft taking off, in flight, or landing.
- Waterway - A transport way reserved primarily for use by watercraft.

Includes (but is not limited to):

- Areas within guarded entrances, such as military posts or private residential developments, are trafficways provided the guards customarily admit public traffic.
- Privately constructed and/or maintained roads open to the public for moving persons or property for transportation purposes.
- Local roads in a residential development open to the public.
- Land way providing vehicular access and/or circulation from a trafficway to a business open to the public.
- Parking lot ways. See example in Appendix E, *page 208*.

Excludes:

- Areas under construction are not a trafficway if traffic is prohibited from entering by signing or barriers, which are in conformance with applicable standards. However, if any part of the trafficway is open to traffic while the remainder is closed, the part that is open is a trafficway. Likewise, any temporary bypass of a construction site is a trafficway.
- A trafficway temporarily closed to travel and marked by signing or barriers, which are in conformance with applicable standards, is not a trafficway even though used by authorized vehicles, such as maintenance vehicles, or when intentionally or inadvertently used by unauthorized vehicles. A trafficway open only to local traffic is **not** considered closed.
- Roads in a gated community only open to residents and their guests.
- Land ways not open to the public.
- Parking spaces and parking aisles. See example in Appendix E, *page 208*.



(Source: ANSI D.16 - 2017 Manual on Classification of Motor Vehicle Crashes, 8th Edition).

TRUCK TRACTOR – A motor vehicle consisting of a single motorized transport device primarily designed for pulling semi-trailers.

UNSTABILIZED EVENT – An event, or set of events, not under human control. It originates when control is lost and terminates when control is regained; or in the absence of persons who are able to regain control, when all persons and property are at rest. It excludes sets of events that are intended such as those from deliberate intent or legal intervention.

Note: If thorough investigation fails to establish whether a motor vehicle crash scene is the result of one or more unstabilized events, then it should be treated as a single unstabilized event. For instance, a chain reaction crash in which stabilization cannot be determined.

Examples:

- In a motor vehicle crash live electric wires fall on a motor vehicle, but there is no injury from the electric current while the occupants remain in the motor vehicle. The unstabilized event ends with the occupants in a temporary position of safety. Any subsequent injury resulting from attempts by the occupants to leave the motor vehicle or attempts by others to rescue the occupants is part of a new unstabilized event.

- In a motor vehicle crash the occupants of the motor vehicle are carried or thrown into water, but there is no injury from the submersion and the occupants reach a temporary position of safety. At this point, the unstabilized event has ended. Any subsequent injury from attempts by the occupants to reach shore, or from attempts by others to rescue the occupants is part of a new unstabilized event. An occupant of a vehicle that is a sinking vehicle, or that enters into swift moving water, is not in a 'position of safety'. In these occurrences, the unstabilized situation has not ended and any damage or injury is still part of the same unstabilized situation.

- In a motor vehicle crash the motor vehicle catches on fire and is burning, but all occupants have been rescued and the fire is under control. No additional property damage is expected. This is the end of the unstabilized event. If the heat of the fire ignites nearby combustible materials, any subsequent injury or damage from the induced ignition is not part of the original unstabilized event.

- A pedestrian is struck by a motor vehicle in transport. The pedestrian comes to rest in the roadway. Any subsequent injury resulting from contact with another motor vehicle in transport is part of a new unstabilized event.

- A pedestrian is struck by a motor vehicle and thrown into the path of another motor vehicle and the pedestrian is struck a second time before coming to rest. There is only one unstabilized event.

- A motor vehicle in transport brakes in an attempt to avoid a pedestrian crossing the roadway; however, the motor vehicle strikes the pedestrian. At the same time (i.e., when the first motor vehicle started to brake and before it came to rest), a second motor vehicle in transport swerves to avoid a collision with the

braking vehicle and strikes a utility pole. The two motor vehicles in transport did not strike each other, but these events are all within one unstabilized event.

VEHICLE – Any motor vehicle or railway vehicle.

WORK ZONE – A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs / signals / indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance, or utility work activity.

A work zone extends from the first warning sign, signal, or flashing lights to the "End Road Work" sign or the last traffic control device pertinent for that work activity.

Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting / marking or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

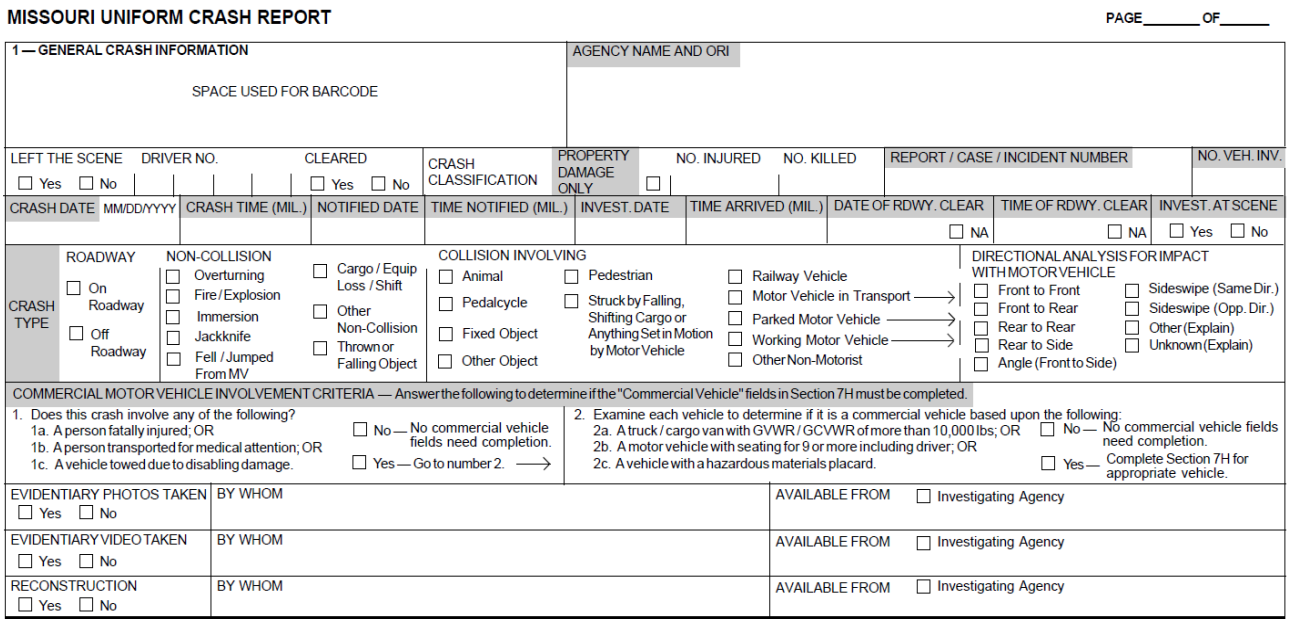
WORK ZONE-RELATED – A crash that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. “Work zone-related” crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign. See diagram of work zone area on *page 92*.

WORKING MOTOR VEHICLE – A **motor vehicle** in the act of performing construction, maintenance, or utility work related to the trafficway. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside of the trafficway boundaries. For instance, a utility truck parked off the trafficway in a field placing a concrete culvert on the trafficway. See *page 35*, Working MV, for inclusions and exclusions.

SPECIFIC RULES FOR COMPLETING THE MISSOURI UNIFORM CRASH REPORT

I. SECTION 1 – GENERAL CRASH INFORMATION

This section is used to record general information about the crash.



MISSOURI UNIFORM CRASH REPORT PAGE_____ OF_____

1 — GENERAL CRASH INFORMATION	AGENCY NAME AND ORI
SPACE USED FOR BARCODE	

LEFT THE SCENE	DRIVER NO.	CLEARED	CRASH CLASSIFICATION	PROPERTY DAMAGE ONLY	NO. INJURED	NO. KILLED	REPORT / CASE / INCIDENT NUMBER	NO. VEH. INV.
☐ Yes ☐ No		☐ Yes ☐ No		☐				

CRASH DATE MM/DD/YYYY	CRASH TIME (MIL.)	NOTIFIED DATE	TIME NOTIFIED (MIL.)	INVEST. DATE	TIME ARRIVED (MIL.)	DATE OF RDWY. CLEAR	TIME OF RDWY. CLEAR	INVEST. AT SCENE
						☐ NA	☐ NA	☐ Yes ☐ No

CRASH TYPE

ROADWAY: ☐ On Roadway ☐ Off Roadway

NON-COLLISION: ☐ Overturning ☐ Fire / Explosion ☐ Immersion ☐ Jackknife ☐ Fell / Jumped From MV ☐ Cargo / Equip Loss / Shift ☐ Other Non-Collision ☐ Thrown or Falling Object

COLLISION INVOLVING: ☐ Animal ☐ Pedalcycle ☐ Fixed Object ☐ Other Object ☐ Pedestrian ☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle ☐ Railway Vehicle ☐ Motor Vehicle in Transport → ☐ Parked Motor Vehicle → ☐ Working Motor Vehicle → ☐ Other Non-Motorist

DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE: ☐ Front to Front ☐ Front to Rear ☐ Rear to Rear ☐ Rear to Side ☐ Angle (Front to Side) ☐ Sideswipe (Same Dir.) ☐ Sideswipe (Opp. Dir.) ☐ Other (Explain) ☐ Unknown (Explain)

COMMERCIAL MOTOR VEHICLE INVOLVEMENT CRITERIA — Answer the following to determine if the "Commercial Vehicle" fields in Section 7H must be completed.

1. Does this crash involve any of the following?
   1a. A person fatally injured; OR
   1b. A person transported for medical attention; OR
   1c. A vehicle towed due to disabling damage.
   ☐ No — No commercial vehicle fields need completion.
   ☐ Yes — Go to number 2. →
2. Examine each vehicle to determine if it is a commercial vehicle based upon the following:
   2a. A truck / cargo van with GVWR / GCVWR of more than 10,000 lbs; OR
   2b. A motor vehicle with seating for 9 or more including driver; OR
   2c. A vehicle with a hazardous materials placard.
   ☐ No — No commercial vehicle fields need completion.
   ☐ Yes — Complete Section 7H for appropriate vehicle.

EVIDENTIARY PHOTOS TAKEN ☐ Yes ☐ No	BY WHOM	AVAILABLE FROM ☐ Investigating Agency
EVIDENTIARY VIDEO TAKEN ☐ Yes ☐ No	BY WHOM	AVAILABLE FROM ☐ Investigating Agency
RECONSTRUCTION ☐ Yes ☐ No	BY WHOM	AVAILABLE FROM ☐ Investigating Agency

a. **PAGE ___ OF ____** – The first blank is the page number and the second is the total number of pages. Number additional pages using the same format.

b. **AGENCY NAME AND ORI** – Enter agency name and Originating Agency Identifier (ORI) number. Other information pertinent to the department may be shown here.

c. **LEFT THE SCENE** – Mark "Yes" if one or more of the drivers involved left the crash scene as defined in the glossary, page 17.

d. **DRIVER NO.** – Enter the assigned number of the driver(s) who left the scene. Up to four can be shown. If more than four drivers left the scene, list additional vehicle / driver number(s) in the narrative.

e. **CLEARED** – Complete this section if "Left the Scene" is marked "Yes." Each agency will use its own criteria to determine cleared status.

Yes – Mark "Yes" if the status of the "Left the Scene" crash is cleared according to agency criteria.

No – Mark "No" if the status of the "Left the Scene" crash is not cleared.

f. **CRASH CLASSIFICATION**

Note: When there are no deaths, injuries, or property damage, there is no crash.

Property Damage Only **–** Mark when no person is injured or killed.

No. Injured – Show the number of persons injured (Person Injury Code 2 to 4) in the crash. See *page 108* for a description of the injury codes. Do not include fatalities.

No. Killed – Show the number of persons killed (Person Injury Code 1) in the crash. See *page 108* for a description of the injury codes. A number higher than zero in this space indicates a fatal crash.

g. **REPORT / CASE / INCIDENT NUMBER –** Enter report, case, or incident number assigned by the submitting agency, if applicable.

h. **NO. VEH. INV. –** (Number of Vehicles Involved) The number of motor vehicles as well as railway vehicles directly involved in a motor vehicle crash before the situation stabilizes. **Working motor vehicles are included when engaged in a harmful event with a separate** motor vehicle **"**in transport**."** Any subsequent contact after the situation stabilizes constitutes a separate crash.

i. **CRASH DATE** – Enter date the crash occurred. (Use MM-DD-YYYY format).

j. **CRASH TIME** – Using military time, enter time the crash occurred (see *General Rules* on *page 8* for proper format). Valid times are 0000 through 2359; 2400 is NOT a valid time.

TIME CHART

ORDINARY TIME	MILITARY TIME	ORDINARY TIME	MILITARY TIME
1 a.m.	0100	1 p.m.	1300
2 a.m.	0200	2 p.m.	1400
3 a.m.	0300	3 p.m.	1500
4 a.m.	0400	4 p.m.	1600
5 a.m.	0500	5 p.m.	1700
6 a.m.	0600	6 p.m.	1800
7 a.m.	0700	7 p.m.	1900
8 a.m.	0800	8 p.m.	2000
9 a.m.	0900	9 p.m.	2100
10 a.m.	1000	10 p.m.	2200
11 a.m.	1100	11 p.m.	2300
Noon	1200	Midnight	0000

Note: For 12:00 a.m. to 12:59 a.m., the hour is "00." For example, for 12:33 a.m., the time is shown as "0033" hours. Do not use colons with military time.

k. **NOTIFIED DATE** – Enter date the officer was notified of the crash. (Use MM-DD-YYYY format).

l. **TIME NOTIFIED** – Using military time, enter time the officer was notified, witnessed, or discovered the crash.

Note: Date and time notified cannot be before date and time of the crash.

m. **INVESTIGATION DATE** – Enter date the officer initiated the investigation of the crash. (Use MM-DD-YYYY format).

n. **TIME ARRIVED** – Using military time, enter time the officer arrived at the scene of the crash.

Note:

- Enter the same time in "Crash Time," "Time Notified," and "Time Arrived" fields when the officer witnesses the crash.
- Enter the same time in "Time Notified" and "Time Arrived" fields when the officer discovers the crash scene before being notified.
- Enter "NA" if the officer does not go to the crash scene.
- "Investigation Date" and "Time Arrived" cannot be before date and time notified.

o. **DATE OF RDWY. CLEARANCE** – Enter the date that all roadway lanes are available for traffic flow after the crash. This relates to vehicles, vehicle loads, occupants, non-motorists, objects,

etc. that are on the roadway and have impeded or impacted normal traffic flow as a result of a motor vehicle crash. Mark “NA” if traffic flow is not impeded as a result of the crash.

p. **TIME OF RDWY. CLEARANCE –** Enter the time that all roadway lanes are available for traffic flow after the crash. This relates to vehicles, vehicle loads, occupants, non-motorists, objects, etc. that are on the roadway and have impeded or impacted normal traffic flow as a result of a motor vehicle crash. Mark “NA” if traffic flow is not impeded as a result of the crash.

q. **INVEST. AT SCENE** – Mark "Yes" if **any** on-scene investigation was made (even if the investigation at the scene was conducted after all vehicles, etc. are removed).

r. **CRASH TYPE** – Classifies motor vehicle crashes by type of occurrence associated with the first harmful event.

i. **ROADWAY** – Crashes are categorized in relation to roadway at the time of the first harmful event.

1. **On Roadway** – Mark if the first harmful event occurred on the roadway.

   Note: If the first harmful event involves a "Parked Motor Vehicle," then "Off-Roadway" must be marked.

2. **Off Roadway** – Mark if the first harmful event occurred off the roadway.

ii. **NON-COLLISION** – A crash involving a motor vehicle in transport in which the first harmful event occurs in a manner other than collision.

1. **Overturning** – A motor vehicle that has overturned at least 90 degrees to its side. This includes motorcycles overturning on their side.

2. **Fire / Explosion** – A fire / explosion that was the first harmful event. (Make certain the fire / explosion occurred while the motor vehicle was in transport.)

3. **Immersion** – A motor vehicle encounters the first harmful event by immersion into a liquid, not as a result of a cataclysm. Partial degree of immersion is included as long as the immersion results in a ‘harmful’ event.

4. **Jackknife** – An uncontrolled articulation between a motor vehicle and its trailing unit(s) causing contact and damage to the vehicle and/or trailing unit(s).

5. **Fell / Jumped From MV** – Motor vehicle occupant either involuntarily fell or intentionally leapt (not with suicidal or self-harming intentions) from the vehicle causing injury. Mark if the occupant falls or jumps from the vehicle and is struck by the vehicle.

6. **Cargo / Equipment Loss / Shift** – Refers to the loss or shift of items carried on or in a motor vehicle or its trailing unit. Occupants are not considered cargo. The loss or shift would have to cause damage to the motor vehicle or occupants that is transporting the cargo / equipment or the cargo or equipment itself. If cargo / equipment is lost and strikes another vehicle that is a collision event. In regard to *Sequence of Events under Section 7,* as a non-collision event, a cargo / equipment loss or shift is not necessarily harmful. For example, the loss or release of the goods being transported from the cargo compartment of the truck, or the shifting of position of the load affecting its balance.

7. **Other Non-Collision** – A crash involving a motor vehicle in transport, other than a collision or those circumstances listed above.

   Includes, but is not limited to:

a. When the damaging event is the undercarriage of the motor vehicle striking the roadway over which the vehicle is traveling. This includes a motor vehicle striking a pavement blow-up.
b. Driving off a cliff where damage is not the result of an overturn or a collision with a fixed object.
c. An unbelted occupant hits his or her head on the roof of a motor vehicle and is injured when the vehicle travels over a sharp dip in the road.
d. Situations where an occupant is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport.
e. Breakage of any part of motor vehicle, resulting in injury or in further property damage to the same vehicle or occupants.
f. Toxic or corrosive chemicals leaking out of motor vehicle.
g. Injury or damage involving only motor vehicle of non-collision nature, such as an overpass bridge giving way under the weight of a motor vehicle, without overturning or collision.
h. Other injury or damage originating on or in motor vehicle.
i. A towed unit becomes disengaged from the power unit and strikes or does damage to the power unit.
j. A tire blows out on a motor vehicle in transport and pieces of the tire fly up damaging the vehicle's windshield, then strikes another motor vehicle in transport causing injury or damage.

Excludes:

a. Events not associated with transport, such as a fight between occupants, occupant injured by a burning cigarette, firearm discharging in a motor vehicle, or similar events.
b. Carbon monoxide poisoning in a motor vehicle not in transport.
c. Breakage of any motor vehicle part, such as a fan belt or axle, with no additional damage or injury.
d. Injury or damage resulting from working on a motor vehicle not in transport.

8. **Thrown / Falling Object** – The motor vehicle in transport is struck by a thrown or falling object. This excludes contact with loads/cargo or objects set in-motion from/by another motor vehicle in transport or working motor vehicle. Instead, use crash type "Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle" or "Working Motor Vehicle" respectively. It also excludes thrown or fallen objects that have come to rest as these would be considered "other objects."

   Examples:

   - A tree limb falls from a tree onto a motor vehicle in-transport that is not a direct result of a cataclysm.
   - A person unintentionally throws a baseball into the windshield of a motor vehicle in-transport.
   - A riding mower engaged in a mowing operation (not a working motor vehicle) projects a rock onto a motor vehicle in-transport causing damage.
   - And others.

iii. **COLLISION INVOLVING** – A crash involving a motor vehicle in transport in which the first harmful event occurs during a collision with one of the following:

1. **Animal** – <u>This includes only live animals</u>. Dead animals are considered "other objects." An animal being ridden or an animal drawn conveyance with a person(s) is considered an "other non-motorist." An animal drawn conveyance not occupied by a person(s) is considered an "other object."

   Indicate the type of animal under *Animal Codes* in Section 8 - Codes and its disposition in *Section 9 - Narrative / Statements.*

A collision involving a wild animal, i.e., having no monetary value, where no other damage is sustained is not a motor vehicle crash. Conversely, a collision involving a domestic animal with monetary value would be a motor vehicle crash regardless of any other damage sustained.

2. **Pedalcycle** – A device operated by pedals, which can be propelled by human power and/or a motor.

   Includes (but is not limited to): Bicycle, tricycle, unicycle, or pedal car, etc. Also includes a sidecar or trailer attached to any of these devices.

   Excludes: Motorized bicycles/mopeds. Also, these devices when towed by a motor vehicle including "hitching" (clinging to or being pulled by a motor vehicle).

   Mark when the pedalcyclist was in transport at the time of the crash. A stopped pedalcycle is in transport if it is attended and in readiness for motion, such as stopped at a stop sign, traffic light, or waiting in traffic. The pedalcyclist need not be occupying the riding saddle/seat, but cannot be pushing the pedalcycle. A person pushing a pedalcycle is a pedestrian. A coasting pedalcycle with a rider is in transport.

3. **Fixed Object** – A fixed object is any object not in motion and attached to, or part of the terrain. Indicate the fixed object(s) struck under *Fixed Object Code(s) in* Section 8 - Codes. Describe damaged property, other than vehicles, in *Section 3 - Damage to Property Other Than Vehicles*.

   Includes (but is not limited to):

   a. Any object attached to or a part of the terrain.

   b. Tree / stump (standing), embankment / driveway / ground / rock bluff, guardrail face, utility pole / guy wire, fence, street light support, culvert, highway traffic sign post / support, bridge pier / abutment / support, curb, mailbox, concrete traffic barrier, building, traffic signal support, impact attenuator / crash cushion, fire hydrant, bridge parapet end, bridge rail, guardrail end, median / other traffic barrier, overhead sign support, ditch, other posts / poles / supports, wall, cable barrier, bridge overhead structure, overhead line / cable, or crops. (Refer to Section 8 - Codes on *page 104* for a description of each of these objects).

   c. When the first damaging event is the undercarriage striking something OFF the roadway over which the vehicle was traveling.

   Note: Crashes in which the first damaging event occurs when the vehicle overturns should be marked "Overturning" (above under "Non-collision") rather than "Fixed Object."

4. **Other Object** – An object which is moveable or moving and not fixed. Describe other objects struck in *Section 9 - Narrative / Statements* and list damaged property in *Section 3 - Damage to Property Other Than Vehicles*.

   Includes (but is not limited to):

   a. Deceased person
   b. Objects dropped from motor vehicle, but not in motion
   c. Special devices not considered in transport or fixed objects
   d. Fallen tree or stone
   e. Landslide or avalanche materials not in motion
   f. Collision with a snowbank

g. Pedalcycle not in transport
h. Railway devices moved by human power
i. Non-motorized devices not set in motion by railway vehicle such as a railway boxcar not set in motion by a railway vehicle
j. Unattached trailer not set in motion by a motor vehicle
k. All other objects excluding those listed below
l. Work zone / maintenance equipment - Any object intentionally placed **for an official purpose** such as traffic barricades, road or construction machinery (not a working motor vehicle or motor vehicle in transport), construction materials, or similar objects placed on or along the roadway for the purposes of a work zone or for maintenance.
m. Motor vehicles within the confines of a building
n. Dead animal or animal carcass
o. Animal drawn conveyance without a person(s)

Excludes:

a. Live animal
b. Pedalcycle
c. Fixed object
d. Pedestrian
e. Railway vehicle
f. Animal drawn vehicle / animal ridden transportation (other non-motorist)
g. Motor vehicle in transport
h. Parked motor vehicle
i. Working motor vehicle
j. Objects set in motion by aircraft, watercraft, pedalcycle with pedalcyclist, railway vehicle, motor vehicle in transport, working motor vehicle, or other transport device with other non-motorist.
k. Objects set in motion by cataclysm.

5. **Pedestrian** – Any person who is not an occupant, in or on, a vehicle or other transport device.

Note: It is important to ascertain exactly where the person was located in relationship to their transition into or out of the vehicle. Once the unstabilized situation begins, a pedestrian remains a pedestrian until the crash stabilizes.

- If a person is on his/her feet outside the vehicle, he/she is considered a pedestrian.
- If a person is entering or exiting a vehicle, ensure he/she has successfully completed the transition from pedestrian to occupant or vice-versa.

Includes (but is not limited to):

a. Person on foot
b. Person walking, running, jogging, hiking, sitting, or lying within the trafficway or on private property, etc.
c. Persons in buildings
d. Person on personal conveyance
    i. Rideable toys
        1. Roller skates, in-line skates
        2. Skateboard
        3. Toy car (Not motorized)
        4. Baby carriage
        5. Scooter (Not motorized)
        6. Toy wagon
    ii. Motorized rideable toys
        1. Motorized skateboard
        2. Motorized toy car

iii. Devices for personal mobility assistance
    1. Segway-style device
    2. Motorized and non-motorized wheelchair
    3. Handicapped scooter

e. A person ejected from a transport vehicle who has come to rest during a prior unstabilized situation and is not deceased; and is struck in a second or subsequent unstabilized situation.

Excludes:

a. A person ejected from a transport vehicle during one unstabilized situation who has not come to rest is still considered an occupant and not a pedestrian for the purposes of that unstabilized situation.
b. A deceased person is considered an "Other Object." For example, a pedestrian is fatally struck, comes to rest on the roadway, and the crash event stabilizes. The corpse is then struck by another motor vehicle. The corpse involved in the second crash is considered an "Other Object."
c. Pedalcyclists and other non-motorists.

6. **Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle –** A motor vehicle "in transport" is struck by load/cargo or anything that is set in motion by a separate motor vehicle in transport resulting in a harmful event. A load/cargo that falls from a motor vehicle is considered part of the motor vehicle until the load/cargo comes to rest at which point it becomes an "other object." The motor vehicle that was struck as well as the motor vehicle losing the cargo or setting something in motion should be counted as vehicles involved in the crash.

Examples:

- A motor vehicle in transport is struck by cargo that falls from a pickup truck also in transport before the cargo comes to rest on the roadway.
- A motor vehicle in transport is struck by an object that is in motion after being struck by another motor vehicle in transport. The first / initial impact between the object and motor vehicle did not result in a harmful event.
- A motor vehicle in transport is struck by an animal that is in motion after being struck by another motor vehicle in transport. The first / initial impact between the animal and motor vehicle did not result in a harmful event.
- A tire blows out on a motor vehicle in-transport and pieces of the tire fly up and strike another motor vehicle in-transport causing injury or damage.
- A motor vehicle in-transport propels a rock onto another motor vehicle in-transport causing injury or damage.

This attribute does not apply when the cargo, people, or objects set-in-motion by an in- transport motor vehicle strikes something other than another in-transport motor vehicle. In this case, use the applicable harmful event attribute for the thing struck by the cargo, person, or object set-in-motion.

Examples:

- Cargo falls from a motor vehicle in-transport and the cargo initially strikes a parked motor vehicle. Use the crash type attribute "Parked Motor Vehicle."
- A wheel/tire breaks and comes off a motor vehicle in-transport striking a pedestrian (first harmful event). Use the crash type attribute "Pedestrian."
- A tire blows out on a motor vehicle in-transport and pieces of the tire fly up damaging the vehicle's windshield, then strikes another motor vehicle in-transport causing injury or damage. Use the crash type attribute "Other Non-Collision."

7. **Railway Vehicle** – Any device, motorized or nonmotorized, with or without coupled cars, designed for, or in use for, transport on a railway. Includes any device designed to operate on railway tracks under its own power, such as a motor vehicle equipped with flange wheels.

8. **Motor Vehicle In Transport** – A motor vehicle being used for moving persons or property from one place to another, and is either in motion or on a roadway, but not parked in a designated parking area. Includes a motor vehicle moving, stopped, disabled, or abandoned on a roadway other than areas designated for parking. **Note:** Occupants ejected from a motor vehicle and hit (before stabilization) are still part of the vehicle.

9. **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.

   If a vehicle is stopped and legally parked, it is considered a parked motor vehicle and the vehicle is considered "off roadway." If a vehicle is stopped on a roadway, but not is a designated parking area, it is considered a motor vehicle in transport and the vehicle is considered "on roadway." This is regardless of whether the vehicle is occupied or not.

   Includes:

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

   Examples:

   i. A driver of a motor vehicle stopped curbside on a city street opens his door into the travel lane.

   ii. A truck stopped on the shoulder where only the extended side-view mirror overhangs the roadway edge line.

   iii. A motionless motor vehicle on the shoulder, median, or roadside.

   iv. A truck stopped at a gas station pump or stopped at the exit from a gas station and waiting to enter the roadway.

   v. A car parked in a metered parking lane, even when the meter time has expired.

   vi. A car stopped as far to the right as possible on a gravel road (i.e., legally parked), but with part of the car still on the traveled portion of the road.

   Excludes:

   a. A motor vehicle in motion.

   b. A motor vehicle stopped on a roadway and not in a designated parking area.

   c. A motor vehicle left unattended on a roadway, where parking is always prohibited.

Examples:

i. A motor vehicle driving down the road shoulder, median, or roadside.

ii. A driverless motor vehicle without engine power starts in motion from a stopped position on the shoulder.

iii. A stopped motor vehicle partially on the shoulder of an interstate highway with two tires on the roadway.

iv. A tractor-trailer with part of its load extending over the roadway edge line.

v. A motor vehicle left unattended in a lane during rush hour when parking is prohibited because it is in an open travel lane at the time.

vi. A delivery service driver leaves his/her truck stopped at the curb of a street marked with "no parking at any time" signs while making a delivery.

10. **Working Motor Vehicle –** A **motor vehicle** in the act of performing construction, maintenance, or utility work related to the trafficway. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside of the trafficway boundaries. Working motor vehicles are not considered "in-transport."

    Includes (but is not limited to):

    a. A motor vehicle at work in a marked work zone.

    b. A motor vehicle at work on the median, shoulder, or roadside.

    c. A mobile maintenance convoy.

    d. A law enforcement motor vehicle participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling, or calming influence.

    e. Cargo, people, or objects set in motion by a working motor vehicle that results in a harmful event with a motor vehicle in transport.

        Examples:

        i. Asphalt roller working in a highway work zone.

        ii. State highway maintenance crew mowing grass on roadside.

        iii. Utility truck performing maintenance on the power lines along the roadway.

        iv. A private excavating company contracted by the state digging the foundation for a new overpass.

        v. A state highway maintenance tractor and mower engaged in a mowing operation projects a rock onto a motor vehicle in transport causing damage.

vi. A state highway maintenance truck with a blade attached and down removing snow and ice from the roadway projects snow and ice onto a motor vehicle in transport causing damage.

Excludes:

a. A motor vehicle performing a private construction / maintenance activity not in association with the trafficway.

b. A law enforcement motor vehicle performing other work activities, such as traffic stops, crash investigation, patrolling and traffic control not related to construction, maintenance, or utility work on the trafficway.

c. A motor vehicle performing a work activity other than highway construction, maintenance or utility work.

d. A construction, maintenance, utility motor vehicle while moving from one job site to another.

e. A utility motor vehicle parked on the trafficway where no component of the vehicle is engaged in the work being performed.

f. A homeowner mowing the portion of their lawn within the trafficway boundary because they are not hired or contracted to perform the trafficway maintenance activity.

Examples:

i. An excavation company digging a foundation for a new building.

ii. Garbage truck, delivery truck, taxi, emergency vehicle, tow truck, etc.

iii. A construction truck parked on the road shoulder not associated with activities in a work zone.

11. **Other Non-Motorist** – A person who is an occupant of a mechanically or electrically powered device that is **NOT** a motor vehicle (in transport or parked), working motor vehicle, railway vehicle, personal conveyance, or pedalcycle. Other non-motorists would also include occupants of an "other transport device."

Note: The other transport device that is occupied by the “other non-motorist” is still considered “other non-motorist.”

Examples:

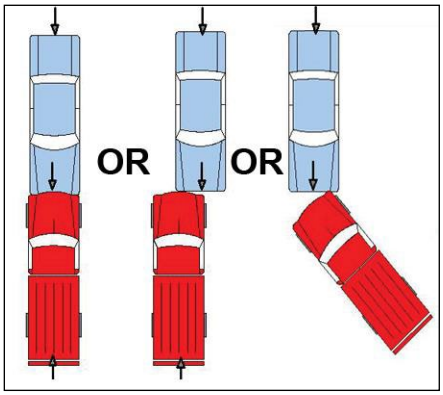
i. Person on a riding mower engaged in a mowing operation off the trafficway.
ii. Person on agriculture equipment (tractor, combine, etc.) engaged in an agriculture operation in a farm field such as disking, plowing, harvesting, etc.
iii. Person on construction equipment (stationary or moving) digging a ditch off the trafficway.
iv. Person on a buggy or other device harnessed to a horse or other animal on or off the trafficway.
v. Person on a horse or other animal on or off the trafficway.

iv. DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE

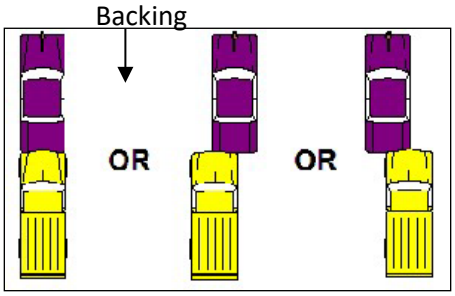
Identifies the manner in which two motor vehicles, either parked or in transport, or a working motor vehicle, initially came together without regard to the direction of force. This refers only to crashes where the first harmful event involves a motor vehicle in transport, parked motor vehicle, or working motor vehicle.

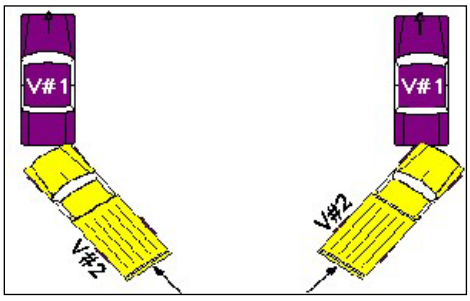
(Source of Illustrations: MMUCC)

1. **Front to Front** – The front end of one motor vehicle collides with the front end of another vehicle.

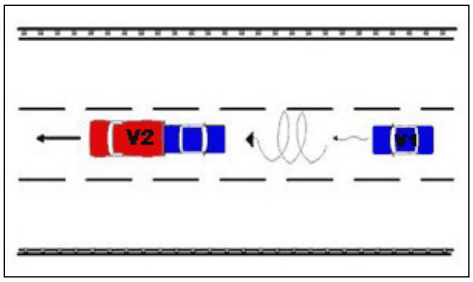


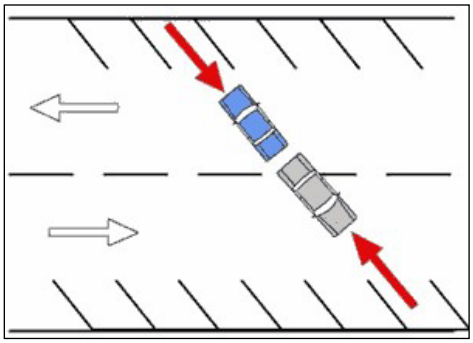
2. **Front to Rear** – The front end of one motor vehicle collides with the back of another vehicle or vice-versa (the rear of one vehicle collides with the front of another).



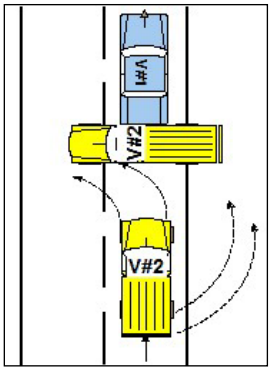


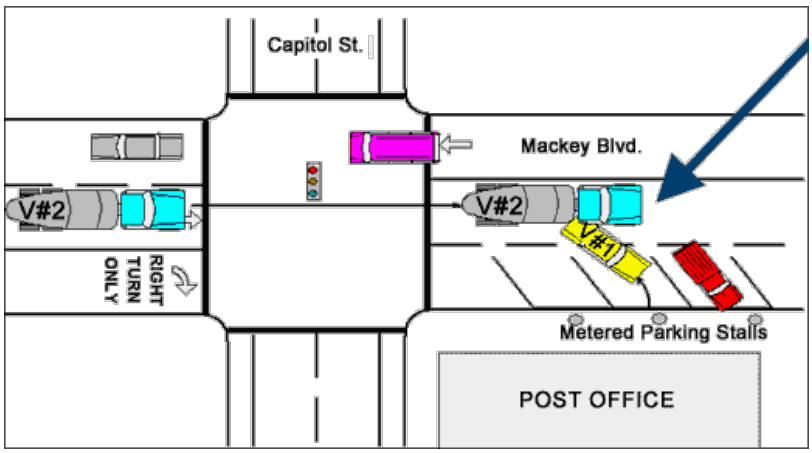
3. **Rear to Rear** – The rear of a motor vehicle makes contact with the rear of another. This can happen when two vehicles are backing up or when one vehicle backs into the rear of a parked vehicle.



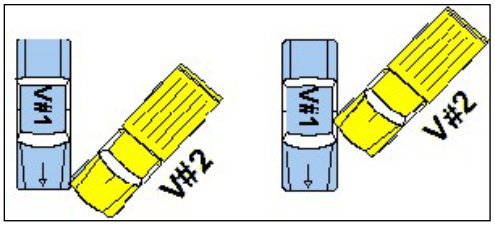


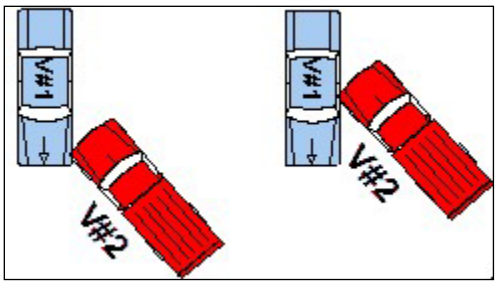
4. **Rear to Side** – The rear of a motor vehicle, not the front, makes contact with the side of another vehicle.

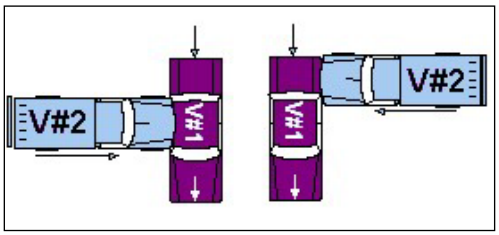




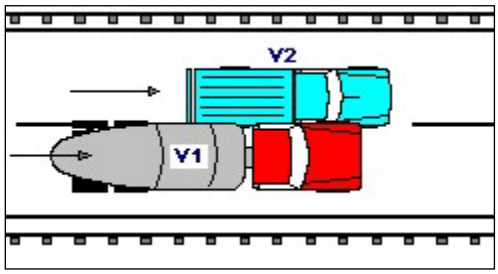
5. **Angle (Front to Side)** – Two motor vehicles impact at an angle front to side.



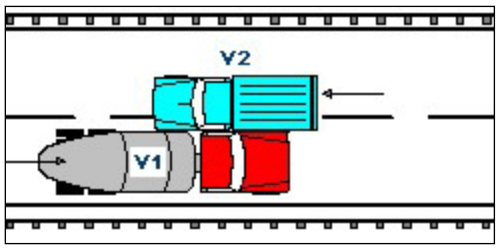




6. **Sideswipe (Same Dir.)** – Two motor vehicles traveling or facing in the same direction impact one another where the initial engagement does not overlap the corner of either vehicle so that there is not significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.



7. **Sideswipe (Opp. Dir.)** – Two motor vehicles traveling or facing in the opposite direction impact one another where the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.



8. **Other (Explain)** – Used for any collision between two motor vehicles where the collision is not described by the other attributes above. Describe direction of collision in *Section 9 - Narrative / Statements.*

   Examples:

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

   b. A motor vehicle occupant or motorcyclist falls or is thrown from a vehicle striking or is struck by another vehicle.

   c. A wheel / tire or other motor vehicle part comes off a motor vehicle in-transport striking another parked motor vehicle.

   d. A rock or other debris, not part of a motor vehicle's cargo, is put in motion by a motor vehicle in-transport striking another working motor vehicle.

   e. A working motor vehicle spreading salt/cinders onto a snow-covered roadway projects salt/cinders onto a motor vehicle in transport causing damage.

9. **Unknown (Explain)** – Used when direction of collision is unknown. Explain why this is unknown in *Section 9 - Narrative / Statements.*

s. **COMMERCIAL MOTOR VEHICLE INVOLVEMENT CRITERIA** – Complete to identify whether the *Commercial Motor Vehicle* portion of *Subsection 7H - Commercial Motor Vehicle* must be completed.

1. **Does this crash involve any of the following?**

   1a. A person fatally injured; OR

   1b. A person transported for medical attention; OR

   1c. A vehicle towed due to disabling damage.

NO – If none of these apply, mark "No" and do not continue to number 2 of the commercial motor vehicle involvement criteria and do not complete *Subsection 7H - Commercial Motor Vehicle.*

YES – If any of these apply, mark "Yes" and continue to number 2 of the Commercial Motor Vehicle Involvement Criteria.

2. **Examine each vehicle to determine if it is a commercial vehicle based upon the following:**

   2a. A truck / cargo van with Gross Vehicle Weight Rating (GVWR) or Gross Combined Vehicle Weight Rating (GCVWR) of more than 10,000 pounds; OR

   2b. A motor vehicle with seating capacity of 9 or more including the driver; OR

   2c. A vehicle displaying hazardous materials placard.

NO – If none of these were involved, mark "No" and do not complete *Subsection 7H - Commercial Motor Vehicle.*

YES – If any of these were involved, mark "Yes" and complete *Subsection 7H - Commercial Motor Vehicle*.

t. **EVIDENTIARY PHOTOS TAKEN –** Mark the appropriate box to indicate whether photos were taken, obtained, or collected as part of the crash investigation, either by, or at the direction of, the investigator.

YES – Photos were taken, obtained, or collected as part of the crash investigation.

NO – Photos were not taken, obtained, or collected as part of the crash investigation.

i. **By Whom** – Enter photographer's name.

ii. **Available From** – Mark the "Investigating Agency" box if the photos are available from the investigator's agency. If not, enter the department, division, or officer storing the photos.

u. **EVIDENTIARY VIDEO TAKEN** – Mark the appropriate box to indicate whether a video(s) was recorded, obtained, or collected as part of the crash investigation, either by, or at the direction of, the investigator. This would include video from surveillance / security cameras, vehicle dash camera system, etc.

YES – Video(s) was recorded, obtained, or collected of the motor vehicle crash or as part of the crash investigation.

NO – Video(s) was not recorded, obtained, or collected of the motor vehicle crash or as part of the crash investigation.

i. **By Whom** – Enter videographer's name.

ii. **Available From** – Mark the "Investigating Agency" box if the video(s) is available from the investigator's agency. If not, enter the department, division, or officer storing the video(s).

v. **RECONSTRUCTION** – Mark the appropriate box to indicate whether the crash was reconstructed.

YES – A reconstruction was completed of the motor vehicle crash.

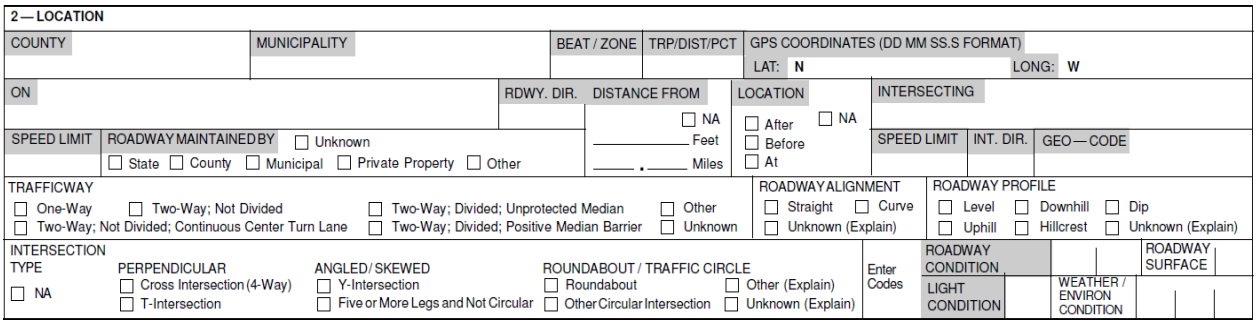
NO – A reconstruction was not completed of the motor vehicle crash.

i. **By Whom** - Enter the reconstructionist's name.

ii. **Available From** - Mark the "Investigating Agency" box if the reconstruction report is available from the investigator's agency. If not, enter the department, division, or officer from whom the report is available.

II. SECTION 2 – LOCATION

This section describes the location of the crash. Crashes should be located based on the following: If the first harmful (injury or damage producing) event occurred on the roadway, locate the crash to the roadway where the event occurred. If the vehicle left the roadway unintentionally before the first harmful event, locate the crash to where the vehicle initially left the roadway (even if the vehicle returns to and the first harmful event occurs on the roadway). See examples in *Appendix E*, *page 163*.



a. **COUNTY** – Enter the name of the county in which the crash occurred. Exception: Crashes occurring in the City of St. Louis enter "St. Louis City."

b. **MUNICIPALITY** – Enter name of the incorporated city, town, or village in which the crash occurred. If the area is unincorporated, enter "NA."

c. **BEAT / ZONE** – Enter the appropriate number(s) or letter(s) to indicate the beat or zone in which the crash occurred. Enter "NA" if this field is not applicable.

d. **TRP / DIST / PCT** – Enter the appropriate number(s) or letter(s) to indicate the troop, district, or precinct in which the crash occurred. Enter "NA" if this field is not applicable.

e. **GPS COORDINATES** – Enter the appropriate location latitude and longitude coordinates using the DD MM SS.S (decimal seconds) format and WGS84 datum setting. The maximum latitude can be 40 degrees with the minimum being 35. The maximum longitude can be 95 degrees with the minimum being 89.

f. **ON –** Street, highway, or privately owned or public trafficway or property on which the crash occurred.

   Crashes should be located based on the following: If the first harmful event occurred on the roadway, locate the crash to the roadway where the event occurred. If the vehicle left the roadway unintentionally before the first harmful event, locate the crash to where the vehicle initially left the roadway. If a crash does not involve a roadway, locate the crash at the first harmful event. See examples in *Appendix E*, *page 163*.

   Enter route designation (IS, US, MO, RT, CST, RP, etc.), then the number, letter, or full street name (70, 63, 13, A, Broadway AVE, etc.) of the road, street, or highway on which the crash occurred as listed in the, MoDOT Location Book or MoDOT HPMAPS. Example: IS 70, US 63, MO 13, RT A, CST Broadway AVE, RP 104221, etc. Bridge names / numbers, Emergency Reference Markers (ERM), and junction values cannot be shown in this field.

   See examples for crashes occurring at weigh station (WS) or rest areas (RA) in *Appendix E, page 204*. See an example for a crash occurring on a reversible (RV) roadway in *Appendix E, page 206*.

   Note: Crashes within interchanges are located to the roadway on which they occur, i.e., ramps, overpasses, primary roadway, etc. Ramp numbers must be used when a crash occurs on a ramp. The numbers can be found on the MoDOT Location Book or the MoDOT Interactive Mapping Tool. For example, a crash occurring on ramp number 6998, located on IS 70

eastbound at US 54, will be shown in this field as "RP 6998." See example in *Appendix E, page 186*. Ramps can overlap other ramps. The method for locating crashes on overlapping ramps is explained in *Appendix E,* Example #7 (Diverging Diamond Interchanges), *page 195,* and Example #8 (Directional Interchanges), *page 198*.

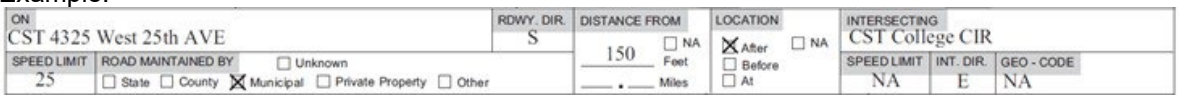
When route names are not appropriate or there is no name, it is permissible to use "private lane," "private road," "alley," "city street (unnamed)," etc. However, there must be a route designation (PP, PVT, ALY, etc.) shown preceding the name. Roadways that are maintained by government agencies, but are not state, city, or county routes (i.e., roads on state university campuses, park roads, airport roads, etc.) should be assigned the PVT route designator.

See *page 47* for examples of locating private property crashes.

The following standard abbreviations must be used in street names (rather than spelling out the entire word). **DO NOT use periods at the end of these abbreviations:**

Avenue	AVE
Boulevard	BLVD
Circle	CIR
Court	CT
Cutoff	CUTOFF (Not abbreviated)
Drive	DR
Expressway	EXPY
Highway	HWY
Lane	LN
Parkway	PKWY
Park Road	PK
Place	PL
Road	RD
Street	ST
Terrace	TER
Trafficway	TRFY

The exact address or block number (with the street name) of the crash may be indicated in this field; however, the route designation, along with the "Roadway Direction," "Distance From," "Location," and "Intersecting Street or Roadway" fields must be completed.
Example:



When entering roadway information, the following route designations must be used:

IS	Interstate	CO	Connector for Wye Leg
US	U.S. Highway	EOR	East Outer Road
MO	State Numbered	NOR	North Outer Road
RT	State Lettered	SOR	South Outer Road
AL	Alternate Route	WOR	West Outer Road
LP	Loop (Interstates Only)	PVT	Private Road
BU	Business Route (US or MO only)	RV	Reversible
SP	Spur	RA	Rest Area
CST	City Street	WS	Weigh Station
RP	Ramp	ALY	Alley
CRD	County Road	BRIDGE	Bridge
PP	Private Property	ERM	Emergency Reference Marker
DOD	Department of Defense	COE	Corp of Engineers
FWS	Fish and Wildlife	NFS	National Forest Service
NPS	National Park Service	PK	Park Road

Note: "PP" (Private property) includes unnamed private roads, private property other than marked (or named) private roads and parking lots. "PVT" (Private Road) is used for named private roads.

g. **RDWY. DIR.** - (Roadway Direction) Enter the route direction (N, S, E, or W) in this field. Only "N", "S", "E", or "W" can be used. For instance, "NE" or "SW" cannot be used. If the first harmful event occurred off the roadway, use the roadway direction of the lane where the vehicle initially left the roadway. If the first harmful event is on the roadway, use the roadway direction of the lane where the first harmful event occurred. For one lane bridges used by vehicles traveling in opposite directions as well as continuous left turn lanes, either roadway direction can be used.

Enter "NA" for crashes occurring on private property (PP). (See examples on *page 47*).

The route direction is listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool along with associated intersecting routes. All even numbered routes are east / west, and all odd numbered routes are north / south; this includes circumferential routes such as IS 435, IS 270, etc. The lettered route direction, i.e., RT A, is determined by the overall direction of the route from beginning to end. The direction of travel can be determined by comparing intersections on the MoDOT Location Book or the MoDOT Interactive Mapping Tool with intersections on the route where the crash occurred.

Note: This is the overall roadway direction and not necessarily the compass direction the motor vehicles were traveling. If the compass direction of the vehicle differs from the overall direction of the roadway (for instance a vehicle proceeding northbound on an east / west roadway), note this information in the narrative.

h. **DISTANCE FROM** – Enter the distance to the crash scene from the nearest intersecting street, roadway, ramp, or beginning of a bridge structure as listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool. The distance from the crash scene to an Emergency Reference Marker (ERM) may also be used. Enter distances in feet or miles. If entered in miles, distances must be reported in no less than hundredths, i.e., 3.13. The distance must be measured to the nearest edge of the roadway, beginning of a bridge structure, or from an ERM. When locating a crash on a ramp, measure to or from the painted gore (where the ramp leaves or joins a roadway) or to the nearest roadway when a gore is not present. If the distance cannot be determined, enter "Unk" in either the "Feet" or "Miles" fields. "Unk" cannot be entered if the crash was investigated at the scene.

NA – Mark if the crash is at the intersecting street, roadway, ERM, or beginning of a bridge structure. If "NA" is selected, then "At" must be selected in the "Location" field (below). "NA" cannot be selected for private property (PP) crashes (i.e., parking lots, fields, yards, unmarked / unnamed private roads, etc.), but can be used for crashes occurring on a marked / named private road (PVT).

See *page 47* for examples of locating private property crashes.

See definition of "intersection" in glossary (*page 15*) and examples of measurements to intersections in *Appendix E*, *page 163*.

i. **LOCATION** – Indicate crash location from intersecting street, roadway, ramp, or BEGINNING of a bridge structure as listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool, or Emergency Reference Marker (ERM), by marking "After" or "Before" the referenced intersection, ramp, ERM, or bridge structure in the same county as the 'On' street or highway. Always use the roadway direction relating to the "On" field to determine "After" or "Before." See examples in *Appendix E*, *page 163*.

After – Mark if the crash occurred after an intersection, ERM, or beginning of bridge structure (entered in the "Intersecting" field). "After" is based on the roadway direction (entered in the "Rdwy. Dir." field) of the lane in which the first harmful event occurred or the lane where the motor vehicle initially left the roadway.

Before – Mark if the crash occurred before an intersection, ERM, or beginning of bridge structure (entered in the "Intersecting" field). "Before" is based on the roadway direction (entered in the "Rdwy. Dir." field) of the lane in which the first harmful event occurred or the lane where the motor vehicle initially left the roadway.

At – Mark if the crash occurred within the confines of the intersection, or at an ERM or beginning of a bridge structure. If marked, then "NA" must be selected in the "Distance From" field (above).

NA – Mark if this information is unknown or the crash occurs on private property (PP), (i.e., parking lots, fields, yards, unmarked / unnamed private roads, etc.) If selected for a crash on private property (PP), a valid number (feet or miles) must be entered in the "Distance From" field (above). See *page 47* for examples of locating private property crashes.

j. **INTERSECTING**

i. Intersecting street, roadway, ramp, bridge structure, or emergency reference marker (ERM) in the same county as the 'On' street or highway.

The intersecting street name, roadway name, ramp number, or bridge structure number MUST match the name or number listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool.

- **Intersecting roadways** – Enter route designation (IS, US, MO, RT, CST, RP, etc.), then the number, letter, or full street name (70, 63, 13, A, Broadway AVE, etc.) of the nearest intersecting road, street, highway, or ramp listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool. Example: IS 70, US 63, MO 13, RT A, CST Broadway AVE, RP 104221, etc. Location of crashes to or from unnamed roadways, such as unnamed private roads, should be avoided.

  Intersecting roadways listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool will be used except when a crash occurs within an intersection where the intersecting roadway is not listed. In these cases, the crash must be shown as occurring at the unlisted roadway. The crash location to the nearest street, roadway, ramp, or bridge structure listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool must then be identified in *Section 9 - Narrative / Statements*. The "Distance From" and "Location" fields must be shown along with the route designator (US, MO, RT, RP, BRIDGE, etc.) and name of the street, roadway, bridge structure number, or ramp number. (See examples in *Appendix E*, *page 163*).

  Crashes that occur on ramps listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool are referenced to the entrance or exit gore (where the ramp leaves or joins a roadway), or to the roadway intersecting with the ramp. (See example in *Appendix E*, *page 186*).

  When two roadways with the same name intersect more than once within a county, the following must be entered in parenthesis after the roadway name:

  - If two or three intersections, use the appropriate letters from the MoDOT Location Book or the MoDOT Interactive Mapping Tool: (NJ) - North Junction; (SJ) - South Junction; (EJ) - East Junction; (WJ) - West Junction; (MJ) - Middle Junction to indicate the junction being referenced. See diagram in Appendix E, *page 201*.

  - If four or more intersections, the MoDOT Location Book or the MoDOT Interactive Mapping Tool MUST be used to obtain the appropriate numerical value assigned to the specific junction. See diagram in *Appendix E*, *page 202*.

- **Ramps** – Ramps may only be used in the "Intersecting" field if the crash did not occur on a ramp. Crashes occurring on a ramp must be measured to the nearest intersecting roadway (other than a ramp) or bridge.

- **Bridge** – When using a bridge in the "Intersecting" field, the word "BRIDGE" and the bridge number are required (BRIDGE A2601). When locating crashes on or referenced to a bridge, the bridge number on the MoDOT Location Book or the MoDOT Interactive Mapping Tool identifies the beginning of the bridge structure in conjunction with the direction of the roadway. Therefore, crashes must be measured to the BEGINNING (not the middle or end) of a bridge structure as it relates to the roadway direction entered in the "Rdwy. Dir." field. The bridge structure does not include any attached guardrail or crash barriers.

  Bridge names must not be used in locating the crash (i.e., Poplar Street Bridge, Paseo Bridge, Missouri River Bridge, Mississippi River Bridge, etc.). If needed, the bridge name may be included in *Section 6 - Collision Diagram* and/or *Section 9 - Narrative / Statements*.

  In cases where a crash occurs on a bridge connecting to another state, the state line in the lane entering Missouri must be used as the beginning of the bridge structure.

  Example: If locating a crash to the eastbound lane of an east-west roadway, the crash would be referenced to the beginning of the bridge structure in the eastbound lane. See diagram in *Appendix E*, *page 195*.

- **Emergency Reference Markers (ERM)** – ERMs are located statewide on most interstate highways, along with some US highways and other numbered routes. ERMs, which are normally spaced 0.2 mile apart, can be used to locate crashes. ERMs provide the direction of travel, interstate route, milepost, and tenth of a mile location. When used, crashes should be located to the nearest ERM, which should be 528 feet (0.1 mile) or less from the crash scene. Missing ERM locations must not be used. In these cases, the nearest ERM that is not missing or the nearest roadway or bridge as listed on the MoDOT Location Book or the MoDOT Interactive Mapping Tool must be used.

  Note: The abbreviation "ERM" must be used as a route designation when using an emergency reference marker as the "*Intersecting"* street, etc. in *Section 2 - Location* of the crash report. Emergency reference markers cannot be used in the *"On"* field to locate crashes.

The exact information contained on the ERM must be shown in this field. Examples:

- A crash logged to the 10.0 ERM on the westbound lanes of IS 64 (above) will be shown as "ERM West IS 64 Mile 10.0".

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 64	W	100 ☐ NA Feet ___.___ Miles	☐ After ☐ NA ☒ Before ☐ At	ERM West IS 64 Mile 10.0

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
70	☐ Unknown ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other	NA	NA	NA

- A crash logged to the 220.4 ERM on the westbound lanes of IS 70 (above) will be shown as "ERM West IS 70 Mile 220.4".

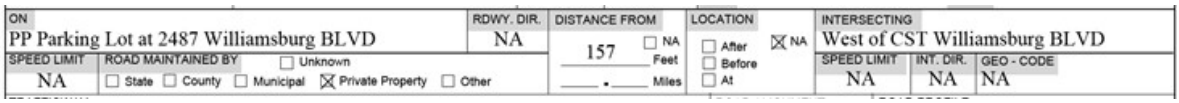
ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 70	W	50 ☐ NA Feet ___.___ Miles	☒ After ☐ NA ☐ Before ☐ At	ERM West IS 70 Mile 220.4

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
70	☐ Unknown ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other	NA	NA	NA

Note: Bridge numbers, ERMs, and junction values can only be used in the "*Intersecting*" field.

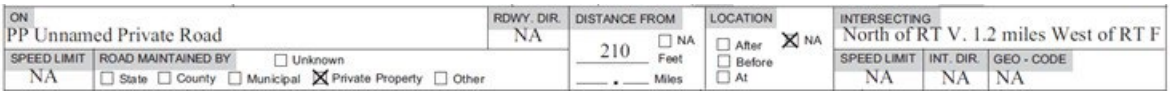
Private Property Crashes – Locate private property crashes by street address; if no address can be determined, use the most descriptive method possible. In those cases where the "Location" and "Roadway Direction" fields are inappropriate, mark or enter "NA."

Example #1: A crash occurs in a large parking lot at 2487 Williamsburg Blvd. in front of the Wal-Mart building entrance, 157 feet west of Williamsburg Blvd. Complete these fields in the following manner:



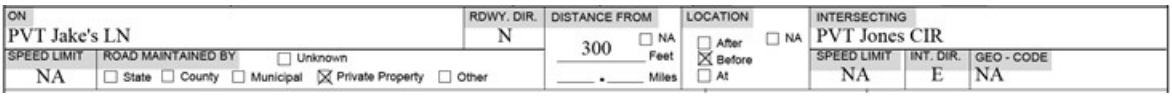
(See Examples in Appendix E, *page 208.*)

Example #2: A crash occurs on an unnamed private road between two fescue fields 210 feet north of Route V and 1.2 miles west of Route F. There is no known address for the location. Complete these fields in the following manner:



(See Example in Appendix E, *page 208.*)

Example #3: A crash occurs on a privately maintained road, Jake's Lane. Jake's Lane is a north-south roadway and the crash occurred in the northbound lane, 300 feet south of Jones Circle. Jones Circle is an east-west roadway. Both roadways may or may not be found on the MoDOT Location Book or the MoDOT Interactive Mapping Tool.



(See Example in Appendix E, *page 213.*)

k. **SPEED LIMIT** – ("On" Roadway Speed Limit) Enter the posted speed limit pertaining to the "On" roadway. Advisory speed signs (black and yellow in color) must not be used.

Note:

- The speed limit on a ramp is the same as that of the roadway the ramp is exiting. For example, a ramp exiting IS 70 to US 54 would have the same limit as IS 70 (70 mph). A ramp exiting US 54 to IS 70 would have the same limit as US 54 at that location (45 mph).

l. **ROADWAY MAINTAINED BY** – Enter an "X" in the appropriate box indicating who maintains the roadway shown in the "On" field. Interstate and most U.S. highways, including their ramps, are state-maintained roadways. Use "Other" for crashes on roadways maintained by the Corps of Engineers, National Forest Service, or any other federally owned property.

i. **Unknown –** Mark if it cannot be determined who maintains the roadway.

ii. **State** – Mark if an entity of Missouri state government maintains the roadway. This includes MoDOT along with any other state agency such as the Department of Natural Resources, Department of Conservation, state university, etc.

iii. **County** – Mark if the county where the crash occurred maintains the roadway. This includes special road districts.

iv. **Municipal** – Mark if the municipality where the crash occurred maintains the roadway.

v. **Private Property** – Mark if the roadway is maintained by a private entity.

vi. **Other** – Mark if the roadway is not private property and is not maintained by the state, county, or municipality. This includes roadways maintained by a federal agency such as the Corps of Engineers and National Park Service. Explain in *Section 9 - Narrative / Statements*.

m. **SPEED LIMIT** – (Intersecting Speed Limit) When a crash occurs within an intersection, enter the posted speed limit pertaining to the intersecting street or roadway. Enter "NA" when the crash does not occur within an intersection.

Note:

- The speed limit on a ramp is the same as that of the roadway the ramp is exiting. For example, a ramp exiting IS 70 to US 54 would have the same limit as IS 70 (70 mph). A ramp exiting US 54 to IS 70 would have the same limit as US 54 at that location (45 mph).

n. **INT. DIR.** – (Intersecting Direction) Enter the direction (N, S, E, or W) of the roadway lane entered in the "Intersecting" field to which the crash is being referenced. For example, if measuring to the northbound lane of a north-south roadway, enter "N". See examples in *Appendix E*, *page 163*. Enter "NA" if the crash is referenced to an ERM or bridge and not to a roadway or if the on-street designator is PP.

o. **GEO CODE** – Enter appropriate crash location geo-code if required by agency.

p. **TRAFFICWAY** – Mark to best describe trafficway configuration at crash location.

i. **One-Way** – Roadway in which movement of motor vehicles is allowed only in one direction.

ii. **Two-Way; Not Divided; Continuous Center Turn Lane** – Roadway that has a continuous two-way left-turn lane in the center for left turns and one or more lanes in opposite directions for through traffic.

(Source: MoDOT).

iii. **Two-Way; Not Divided** – Roadway that is not divided and in which movement of motor vehicles is allowed in opposite directions.

(Source: MoDOT).

iv. **Two-Way; Divided; Unprotected Median** – Trafficway that has one roadway with one or more lanes in which traffic goes one direction and another roadway with traffic going in opposite direction, and in which the two roadways are divided by a median that is open and without any type of protective barrier.

v. **Two-Way; Divided; Positive Median Barrier** – Trafficway that has one roadway with one or more lanes in which traffic goes one direction and another roadway with traffic going in opposite direction, and in which the two roadways are divided by any protective concrete, metal, or other type of longitudinal manufactured barrier.

(Source: MMUCC).

vi. **Other** – Mark if the trafficway configuration is not described above and for private property crashes not on a trafficway. Describe in *Section 9 - Narrative / Statements*.

vii. **Unknown** – Mark if the trafficway configuration at the crash scene is unknown. Explain in *Section 9 - Narrative / Statements*. "Unknown" cannot be marked if the crash was investigated at the scene.

q. **ROADWAY ALIGNMENT** – The alignment of the roadway at the crash location.

i. **Straight** – Mark if the roadway alignment was straight.

ii. **Curve** – Mark if the roadway alignment was a curve.

iii. **Unknown (Explain–** - Mark if the roadway alignment is unknown. Explain in *Section 9 - Narrative / Statements*. "Unknown" cannot be marked if the crash was investigated at the scene.

Note: In the case of a private property crash, choose the roadway alignment that best describes the crash location.

r. **ROADWAY PROFILE** – The characteristics of the "On" roadway as related to the direction entered in the "Rdwy. Dir." field. Mark one box to indicate whether the roadway was:

i. **Level** – Predominantly flat section of roadway. No inclination of the roadway.

ii. **Uphill** – Upward inclination of the roadway.

iii. **Downhill** – Downward inclination of the roadway.

iv. **Hillcrest** – The top section of a hill or bridge where the grade transitions from an upgrade to a downgrade.

v. **Dip** – The bottom section of a hill or bridge where the grade transitions from a downgrade to an upgrade. Also known as a "sag."

vi. **Unknown (Explain)** – Mark if the roadway profile is unknown and explain in *Section 9 - Narrative / Statements*. "Unknown" cannot be marked if the crash was investigated at the scene.

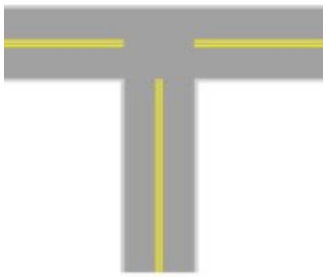
Note: In the case of a private property crash, choose the roadway profile that best describes the crash location.

s. **INTERSECTION TYPE** – If the crash is located at an intersection as defined in the glossary (*page 15*), identify the intersection type. See examples in *Appendix E*, *page 175*.

i. **NA** – Mark if "Location" field is shown as "After," "Before," or "NA." Also, mark if "Location" is "At" and the route designation for the "Intersecting" field is BRIDGE or ERM. See examples in *Appendix E*, *page 163*.

ii. **PERPENDICULAR**

Cross-Intersection (4-way) - Location where two roadways cross or connect.



T-Intersection - Intersection where two roadways connect, and one roadway does not continue across the other roadway. The roadways form a “T”.

iii. **ANGLED / SKEWED**

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

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

iv. **ROUNDABOUT / TRAFFIC CIRCLE**

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.

Other Circular Intersections - See “roundabout” above.

v. **Other (Explain)** – Mark if the crash is located within an intersection not described above. Explain in *Section 9 - Narrative / Statements.*

vi. **Unknown (Explain)** – Mark "Unknown" and explain in *Section 9 - Narrative / Statements* if the information is not known. "Unknown" cannot be marked if the crash was investigated at the scene.

t. **ROADWAY CONDITION** – The roadway surface condition at the time and place of the crash. Up to two codes can be entered. Selections should be made without regard to whether or not the roadway surface conditions contributed to the cause of the crash. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 104*).

u. **LIGHT CONDITION –** The type / level of light that existed at the time of the crash. Only one code can be entered. Use the codes listed in Section 8 - Codes. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 105*).

v. **ROADWAY SURFACE –** Indicates the primary surface of the roadway at the crash location. Only one code can be entered. Use the codes listed in Section 8 - Codes. For a description of the codes, refer to Section 8 - Codes in this manual (*page 105)*.

w. **WEATHER / ENVIRONMENTAL CONDITIONS –** The prevailing weather, environmental, or atmospheric condition(s) that existed at the time of the crash. Up to three codes can be entered. Selections should be made without regard to whether or not the conditions contributed to the cause of the crash. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 106*).

III. SECTION 3 – DAMAGE TO PROPERTY OTHER THAN VEHICLES

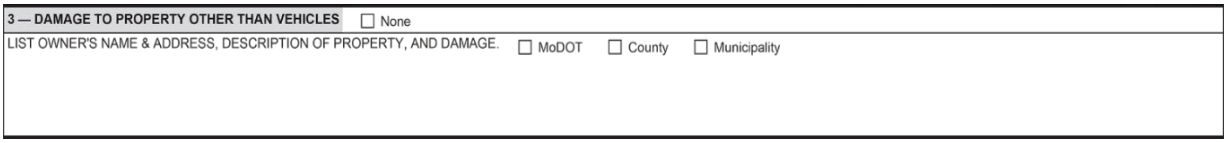
List all damaged property not qualifying for entry in *Section 7 - Drivers, Vehicles, Owners, & Occupants*. If additional space is needed, record additional property damage, owners, etc., in Section 9 - Narrative / Statements. The object and ownership are more important than the amount of damage.

Includes (but is not limited to):

- Injury to domestic animals that have monetary value.
- Damage to trees, shrubs, crops, or property of determinable value.
- Government property such as highway signs, guard rails, lamp poles, etc.
- Damage to a pedalcycle with or without a pedalcyclist.
- Damage to a personal conveyance without or without a pedestrian.
- Injury to an animal being ridden by a person.
- Injury and damage to an animal drawn conveyance with or without a person(s).
- Damage to an other transport device occupied by an other non-motorist.

Excludes:

- Property that is in or on a motor vehicle or railway vehicle.
- Property that has fallen from a motor vehicle or railway vehicle in-transport but has not come to rest.



a. **NONE** – Mark if there is no damage to property other than what is shown in *Section 7 – Drivers, Vehicles, Owners, & Occupants*.

b. **MODOT** – Mark and list description and damage sustained if the property is owned by the Missouri Department of Transportation. MoDOT's address is not necessary.

c. **COUNTY** – Mark and list description and damage sustained if the property is owned by the county in which the crash occurred. The county's address is not necessary.

d. **MUNICIPALITY** – Mark and list description and damage sustained if the property is owned by the municipality in which the crash occurred. The municipality's address is not necessary.

e. **OWNER'S NAME AND ADDRESS** – Enter owner's name and address (street, city, state, zip). This is not necessary if "MoDOT" is marked and there is no other personal property damaged. The name, but not the address, is required when "County" or "Municipality" is marked.

f. **DESCRIPTION OF PROPERTY** – Describe property damaged as a result of the crash.

g. **DAMAGE** – Enter the nature of the property damage (i.e., utility pole broken, 8 feet of guardrail damaged, 10 feet of fence and two fence posts damaged, etc.).

IV. SECTION 4 – WITNESS

Complete this section with information pertaining to persons who witnessed the crash.

4 — WITNESS ☐ None Identified ☐ Additional Witnesses In Narrative	
NAME & ADDRESS (Street, City, State, Zip)	PHONE NUMBER

a. **NONE IDENTIFIED** – Mark if no witnesses are identified.

b. **ADDITIONAL WITNESSES IN NARRATIVE** – Mark and list additional witnesses in *Section 9 - Narrative / Statements* if there are more witnesses than space provided.

c. **NAME** – Enter the current legal name of witness. Begin with either the first or last name.

d. **ADDRESS** – Enter the witness's current address (street, city, state, and zip).

e. **PHONE** – Enter the witness's telephone number, including the area code.

V. SECTION 5 – NON-MOTORIST (NOT OCCUPANT OF RAILWAY OR MOTOR VEHICLE)

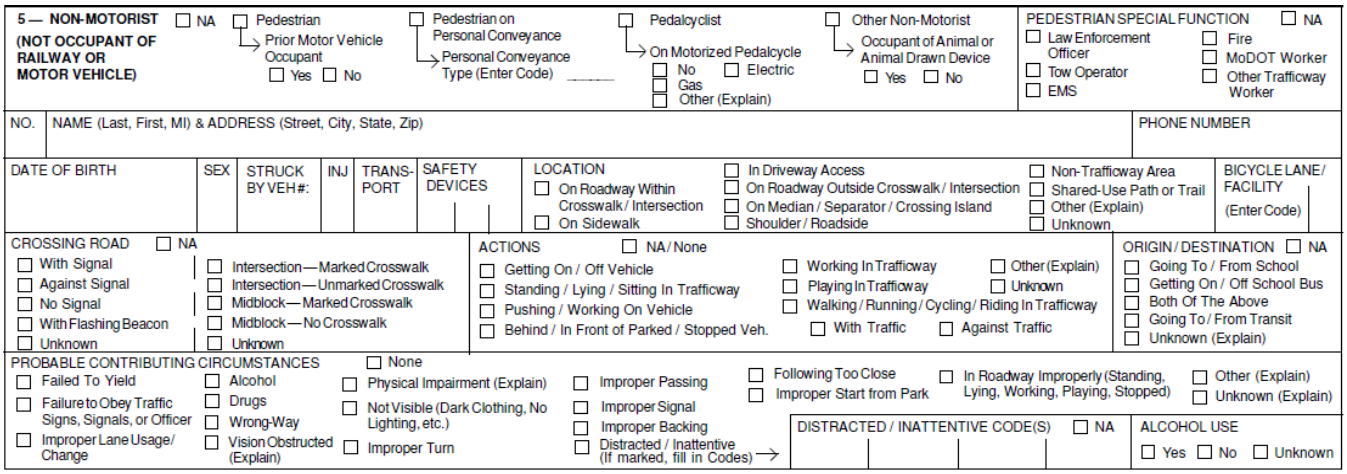
Complete this section with information pertaining to non-motorists (pedestrians, pedalcyclists and other non-motorists) involved in the crash. Use the *Non-Motorists / Occupants Continuation / Supplement* if more than one non-motorist is involved.

Note: It is important to ascertain exactly where the person was located in relationship to their transition into or out of the vehicle, pedalcycle, or other transport device. Once the unstabilized situation begins, a pedestrian, pedalcyclist, or non-motorist remains as such until the crash stabilizes.

- If a person is on his/her feet, they should be considered a pedestrian.
- If a person is entering or exiting a vehicle or other transport device, or getting onto or off of a pedalcycle, ensure they have successfully completed the transition from pedestrian to occupant or vice-versa.

Examples of Pedestrian:

- A driverless vehicle begins to roll down a driveway. A person outside the vehicle tries to enter the driver's door but falls out before getting into the driver's seat.
- A pedestrian grabs onto the door handle to enter a stopped vehicle. In an attempt to flee, the driver accelerates the vehicle dragging the pedestrian 300 feet.
- A school bus is dropping off children. A child steps off the bus and her coat gets caught in the bus door when it closes. The bus begins to pull away and drags the child, causing fatal injury.
- A person is on his/her feet guiding a team of horses harnessed to a conveyance.
- A person pushing a pedalcycle.
- A person has one foot on the ground and one foot on the step of a road grader when the grader starts to roll forward.



a. **NA** – Mark if there is no non-motorist involved in the crash.

b. **PEDESTRIAN** – Mark if the non-motorist involved in the crash is a pedestrian.

Prior Motor Vehicle Occupant – Indicates if a pedestrian involved in the crash was a previous occupant of a motor vehicle just prior to their involvement in the motor vehicle crash.

Yes – Mark if the pedestrian was a motor vehicle occupant whose planned travel was interrupted by an event resulting in their decision to become a pedestrian prior to the crash event.

Includes (but is not limited to) an occupant that exits a motor vehicle:

- To repair a flat tire.
- Due to the vehicle running out of gas or having a mechanical issue.

- Being involved in a previous crash.
- To assist another motorist involved in an incident.

Excludes:

- Pedestrians who are serving a special function / activity, such as law enforcement, fire, EMS, tow operator, MoDOT worker, or other trafficway worker. Exiting a motor vehicle is typically part of their special function / activity.

No – Mark if the pedestrian was a motor vehicle occupant whose choice to be a pedestrian was decided as part of their trip and not influenced by an unplanned event. Also, mark if the pedestrian was not a prior motor vehicle occupant or was serving a special function / activity.

Includes (but is not limited to) an occupant that exits a motor vehicle:

- At a school drop off location or to walk to school.
- Run for exercise.
- From a designated parking location and walk to work or transit.
- To hitchhike.
- To serve a special function / activity such as law enforcement, fire, EMS, tow operator, MoDOT worker, or other trafficway worker.

Also:

- A pedestrian who was not a prior motor vehicle occupant.

c. **PEDESTRIAN ON PERSONAL CONVEYANCE –** Mark if the pedestrian was in or on a personal conveyance at the time of the crash.

Personal Conveyance Type (Enter Code) – Enter one code that best depicts the type of personal conveyance the pedestrian was in or on at the time of the crash. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 115*).

d. **PEDALCYCLIST –** Mark if the non-motorist was on a pedalcycle when the crash occurred. This includes operators and passengers of the pedalcycle as well as a person being pulled by a pedalcycle (e.g., in a bike trailer, wagon, etc.).

On Motorized Pedalcycle

i. **No –** Mark if the pedalcycle was not motorized and could be propelled only by pedaling.

ii. **Electric –** Mark if the pedalcycle was motorized by an electric motor allowing it to be propelled by pedaling and/or the electric motor.

iii. **Gas –** Mark if the pedalcycle was motorized by a gas motor allowing it to be propelled by pedaling and/or the gas motor.

iv. **Other (Explain) –** Mark if the pedalcycle was motorized by a motor that is not fully electric or gas allowing it to be propelled by pedaling and/or the motor. For instance, a hybrid motor that is both gas and electric powered.

e. **OTHER NON-MOTORIST –** Mark if the non-motorist involved in the crash is an "other non-motorist."

Occupant of Animal or Animal Drawn Device

i. **Yes –** Mark if the other non-motorist was in or on an animal or animal drawn vehicle / device at the time of the crash.

ii. **No –** Mark if the other non-motorist was not in or on an animal or animal drawn vehicle / device at the time of the crash.

f. **PEDESTRIAN SPECIAL FUNCTION –** Identifies pedestrians involved in the crash that are engaged in a specific function or activity. This does not apply to pedalcyclists or other non-motorists.

i. **Law Enforcement Officer** – Mark if a sworn on-duty law enforcement officer acting in an official capacity is the listed pedestrian involved in the crash. This does not include civilian or off-duty law enforcement personnel.

ii. **Tow Operator** – Mark if any on-duty tow operator personnel acting in an official capacity is the listed pedestrian involved in the crash.

iii. **EMS –** Mark if any on-duty EMS personnel acting in an official capacity is the listed pedestrian involved in the crash. Includes full-time, part-time, and volunteer. This does not include off-duty EMS personnel.

iv. **Fire** – Mark if any on-duty fire personnel acting in an official capacity is the listed pedestrian involved in the crash. Includes full-time, part-time, and volunteer. Fire department personnel performing EMS activities would still be considered fire personnel. This does not include off-duty fire personnel.

v. **MoDOT Worker** – Mark if any on-duty Missouri Department of Transportation worker acting in an official capacity is the listed pedestrian involved in the crash.

vi. **Other Trafficway Worker** – Mark if any other on-duty trafficway worker acting in an official capacity is the listed pedestrian involved in the crash. This includes county and municipality highway workers along with contract highway workers. Workers not associated with repairs, construction, or maintenance to the trafficway are excluded, i.e., utility workers, adopt-a-highway volunteers, etc.

vii. **NA** – Mark if no pedestrian is involved in the crash, or the pedestrian involved in the crash does not meet any of the above specific functions or activities.

g. **NO.** – The unique number assigned to the non-motorist (pedestrian, pedalcyclist, or other non-motorist).

h. **NAME (LAST, FIRST, MI)** – Enter the non-motorist's name. Enter individual's current legal name using last name, first name, and middle initial format. **Note:** Do not enter a period after an initial. Enter "Unknown" if the name cannot be determined.

i. **ADDRESS (STREET, CITY, STATE, ZIP)** – Enter the non-motorist's address.

j. **PHONE NUMBER** – Enter the non-motorist's telephone number, including the area code.

k. **DATE OF BIRTH** – Enter the non-motorist's date-of-birth in the month, day, and year (mm-dd-yyyy) format. Enter "Unk" if unknown.

l. **SEX** – Enter "M" for Male, "F" for Female, or "U" if the information is unknown.

m. **STRUCK BY VEH #:** – Enter the unique number assigned to the first motor vehicle that struck the non-motorist. If one person is pushed into another person, identify the vehicle that struck the first person for both non-motorists.

n. **INJ** – (Injury) Enter one code to indicate the non-motorist's injury severity. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 108*).

Note: Injuries should be classified on the basis of conditions at the scene of the crash. The exception to this rule applies to fatal injuries (late death). Injuries that do not meet these criteria may be documented in *Section 9 - Narrative / Statements*. Enter "5" (No Apparent Injury) for non-motorists who are not injured but transported from the scene to a medical facility for precautionary measures. Explain in *Section 9 - Narrative / Statements*.

o. **TRANSPORT** – Enter one code to indicate whether and how the non-motorist was transported from the scene to a medical facility for treatment of crash-related injuries. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 110*).

List the name of the transporting agency or person, and medical facility they were transported to in *Section 9 - Narrative / Statements* if applicable.

Note: Enter "1" (No) for non-motorists who are not injured but transported from the scene to a medical facility for precautionary measures. In addition, mark "No" if a non-motorist deceased at the scene is transported. In either case, explain in *Section 9 - Narrative / Statements*.

p. **SAFETY DEVICES** – Enter up to three codes to indicate the type of safety device(s) used, if any, by the non-motorist. If only one safety device is applicable, then leave the second and third safety device fields blank. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 113*). Enter "2" if no safety device was used.

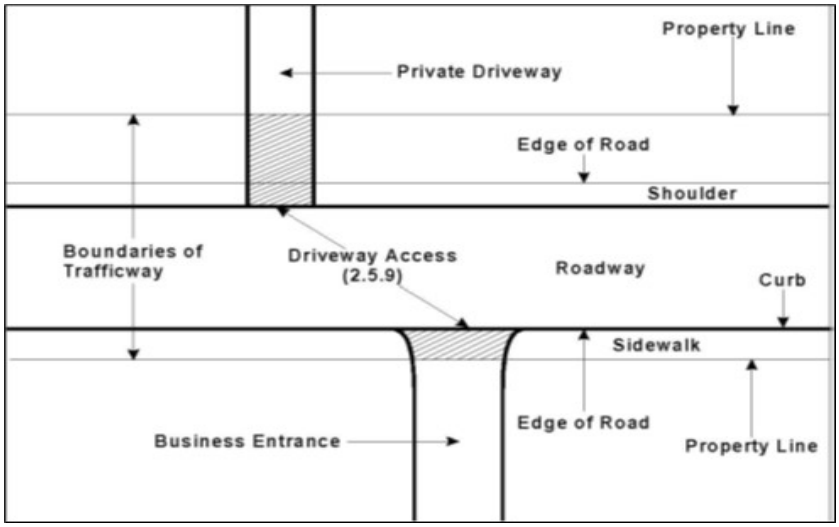
q. **LOCATION** – The location of the non-motorist with respect to the trafficway at the time they were struck. Mark the box that best represents the non-motorist location. Only one option can be marked / selected.

i. **On Roadway Within Crosswalk / Intersection** – The non-motorist was on the roadway and within a crosswalk or intersection.

ii. **On Sidewalk** – The non-motorist was on a sidewalk when struck. This does not include a non-motorist in a crosswalk.

iii. **In Driveway Access** – The non-motorist was in the access to a driveway when struck.

A driveway access is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway. This includes entrances to private residences, entrances to a gas station, and sidewalks which cross over a driveway access. It excludes any area not within a trafficway.



(Source: ANSI D.16 - 2017 Manual on Classification of Motor Vehicle Crashes, 8th Edition).

iv. **On Roadway Outside Crosswalk / Intersection–** The non-motorist was on the roadway, but **not** within a crosswalk or intersection when struck.

v. **On Median / Separator / Crossing Island –** The non-motorist was either in a median, separator, or on a crossing island when struck.

A median is an area of trafficway between parallel roads separating travel in opposite directions. Flush or painted medians should be 4 or more feet wide between inside roadway edge lines. Medians less than 4 feet wide shall have a barrier to be considered a median. Continuous left turn lanes are not considered painted medians.

A separator is an area of the trafficway between parallel roads separating travel in the same direction or separating a frontage road (outer or service road) from other roads. A crossing island is a concrete or grassy area in the trafficway that is used by non-motorists when crossing the roadway.

vi. **Shoulder / Roadside –** The non-motorist was on the shoulder or roadside when struck.

Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and lateral support of the roadway structure.

Roadside is the outermost part of the trafficway from the property line or other boundary into the edge of the first road. For non-motorists on a sidewalk that is located on the roadside, select "On Sidewalk."

vii. **Non-Trafficway Area –** The non-motorist was not physically located on any area / component of the trafficway when struck. For example: a person in a parking stall of a parking lot, a yard, a person in a closed portion of a work zone, or in a house.

viii. **Shared-Use Path or Trail –** The non-motorist was on a shared-use path or trail when struck. A shared-use path or trail is a bikeway physically separated from motor vehicle traffic by an open space or barrier. They may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most have two-way travel.

ix. **Other (Explain) –** The non-motorist was at a location that is not reflected in the listed attributes of the "Location" field when they were struck. Explain in *Section 9 - Narrative / Statements*.

x. **Unknown –** The location of the non-motorist is unknown when they were struck.

r. **BICYCLE LANE / FACILITY –** Identifies the type of bicycle lane or bicycle facility the non-motorist was in or on when struck (if applicable). Only one code can be entered. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 117*).

A bicycle facility is any road, path, or way which is specifically designated as being open to bicycle/pedalcycle travel regardless of whether such facilities are designated for the exclusive use of bicycles/pedalcycles or are to be shared with other transportation modes.

A bicycle lane is an area adjacent to travel lanes of a trafficway which has been designated for preferential or exclusive use by pedalcyclists through striping, signage or pavement markings. It also includes a portion of roadway that has been designated by striping, pavement markings, or signs for preferential or exclusive use by pedalcyclist.

s. **CROSSING ROAD –** Indicates signal and crosswalk information in regard to the non-motorist crossing the road (if applicable). Up to two selections can be made.

i. **NA** – Mark if the non-motorist was not crossing the road when they were struck.

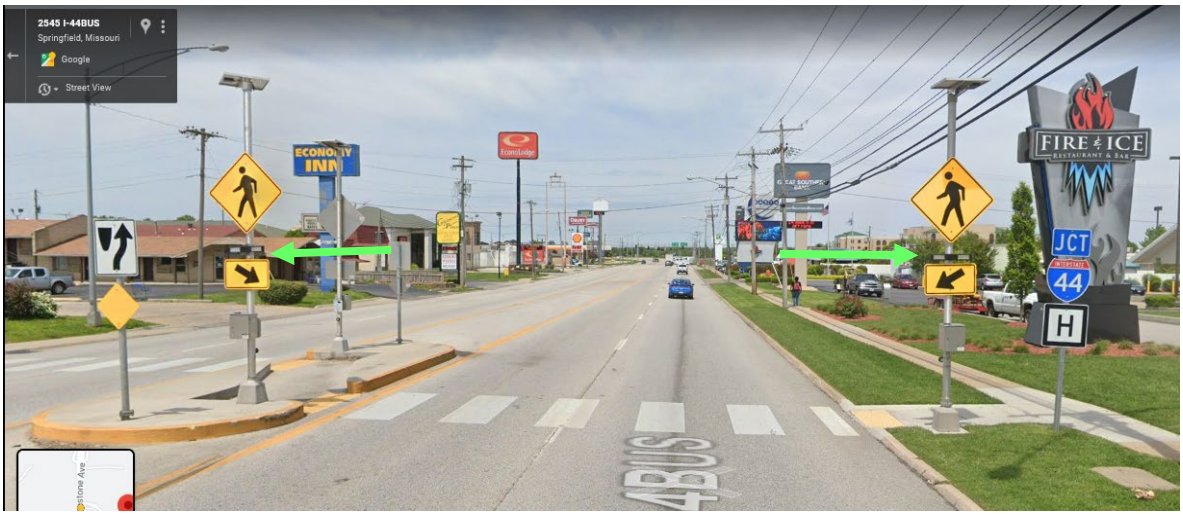
ii. **Signal**

1. **With Signal** – Mark if a traffic signal was present and the non-motorist was crossing with a walk light or other signal indicating crossing was permissible when he or she was struck.

2. **Against Signal** – Mark if a traffic signal was present and the non-motorist was crossing with a do not walk light or other signal indicating crossing was not permissible when he or she was struck.

3. **No Signal** – Mark if no non-motorist or other traffic signal designed to indicate when crossing is permissible was present. Examples include, but are not limited to, intersections with only stop signs or flashing lights.

4. **With Flashing Beacon –** Mark if a flashing beacon was present and operating / flashing when the non-motorist was crossing the road. A flashing beacon is a traffic control device designed to help individuals safely cross roadways at midblock crossings and uncontrolled intersections by utilizing a flashing beacon. This beacon could be located above the roadway or on the side of the roadway.



5. **Unknown –** Mark if the signal status at the time of the crash is unknown. Explain in *Section 9 - Narrative / Statements*.

iii. **Crosswalk**

1. **Intersection – Marked Crosswalk** – Mark if the non-motorist was crossing a road within a marked crosswalk that is at an intersection and not mid-block. A marked crosswalk is an area distinctly indicated for non-motorist crossing by lines or other markings on the surface of the road.

2. **Intersection – Unmarked Crosswalk** – Mark if the non-motorist was crossing a road at an intersection, not mid-block, in an unmarked crosswalk. This is an area that contains a crossing or connection of two or more roadways not classified as a driveway access but without distinct markings for non-motorist crossing indicated by lines or other markings on the surface of the road.

3. **Midblock – Marked Crosswalk –** Mark if the non-motorist was crossing a road within a marked crosswalk and the crosswalk is not at an intersection. A marked crosswalk is an area distinctly indicated for non-motorist crossing by lines or other markings on the surface of the road.

4. **Midblock – No Crosswalk –** Mark if the non-motorist was crossing a road at a location other than an intersection and not in a designated crosswalk (marked or unmarked).

5. **Unknown –** Mark if it is unknown if the non-motorist was in a crosswalk. Explain in *Section 9 - Narrative / Statements.*

t. **ACTIONS** – Identifies other actions of the non-motorist when they were struck. Up to three selections can be made.

i. **NA/None** – Mark if this field is not applicable to the crash.

ii. **Getting On / Off Vehicle** – Mark if the person was getting into or out of a vehicle, or getting on or off a vehicle. **Note:** It is important to ascertain exactly where the person was located in relationship to their transition into or out of the vehicle. Once the unstabilized situation begins, a pedestrian remains a pedestrian until the crash stabilizes. See examples on *page 55*.

- If a person is on his/her feet outside the vehicle, he/she is considered a pedestrian.
- If a person is entering or exiting a vehicle, ensure he/she has successfully completed the transition from pedestrian to occupant or vice-versa.

iii. **Standing / Lying / Sitting in Trafficway** – Mark if the pedestrian was standing, lying, or sitting in the trafficway when struck.

iv. **Pushing / Working On Vehicle** – Mark if the **pedestrian** was pushing or working on a vehicle when struck.

v. **Behind / In Front of Parked / Stopped Vehicle** – Mark if the non-motorist was behind or in front of a stopped or parked vehicle when struck. Includes instances where the non-motorist appears from behind or in front of a parked or stopped vehicle.

vi. **Working In Trafficway** – Mark if the non-motorist was working in the trafficway when struck. This includes, but is not limited to, trafficway workers.

vii. **Playing In Trafficway** – Mark if the non-motorist was playing in the trafficway when struck.

viii. **Walking / Running / Cycling / Riding In Trafficway** – Mark if the non-motorist was walking, running, cycling, or riding in the trafficway when struck. Note: If marked, either With Traffic or Against Traffic must also be selected – see below**.**

- **With traffic –** Mark if the non-motorist was moving with the traffic flow when struck. (Must be selected in conjunction with Walking / Running / Cycling / Riding in Trafficway.)
- **Against Traffic –** Mark if the non-motorist was moving against the traffic flow when struck. (Must be selected in conjunction with Walking / Running / Cycling / Riding in Trafficway.)

ix. **Other (Explain)** – The actions of the non-motorist are not reflected in the listed attributes of the "Actions" subsection when they were struck. Explain in *Section 9 - Narrative / Statements.*

x. **Unknown** – Mark if the actions of the non-motorist are unknown when they were struck. Explain in *Section 9 - Narrative / Statements.*

u. **ORIGIN / DESTINATION** – Indicates the origin and destination of non-motorists. Attributes pertaining to school and school buses relates to K-12 students going to / from school or a school-sponsored event. Activities conducted on school property that are not school sponsored are excluded. For example, school property rented for antique shows, etc. This subsection also pertains to non-motorists going to or from transit such as bus stops, railway stations, etc. Only one can be marked.

i. **NA** – Mark if this field does not apply.

ii. **Going To / From School** – Mark if the non-motorist was a K-12 student going to or from school or a school-sponsored event.

iii. **Getting On / Off School Bus** – Mark if the non-motorist was a K-12 student getting on or off a school bus associated with a school or a school-sponsored event.

iv. **Both of the Above** – Mark if the non-motorist is both going to or from school AND getting on or off a school bus.

v. **Going To / From Transit –** Mark if the non-motorist was in route to or coming from transit. This includes, but is not limited to, transit / transit rail stations, transit buses or bus stops, transit hubs, etc.

vi. **Unknown (Explain)** – Mark if this information is unknown and explain in *Section 9 - Narrative / Statements.*

v. **PROBABLE CONTRIBUTING CIRCUMSTANCES** – This field is used to record contributing circumstances to the crash on the part of the non-motorist. Mark all that apply. If "None," or "Unknown" are marked, then no other circumstances may be marked.

i. **None** – Mark only if, in the investigating officer's opinion, the non-motorist did not contribute to the crash.

ii. **Failed to Yield** – Mark if the non-motorist failed to yield as required.

iii. **Failure to Obey Traffic Signs, Signals, or Officer** – Mark if the non-motorist failed to comply with a traffic signal or sign or the direction of an officer. Includes electric signal, stop sign, officer / flagman, yield sign, road closed sign, no passing in a work zone, etc.

iv. **Improper Lane Usage / Change –** Mark if improper lane usage or an improper lane change by the non-motorist contributed to the crash. This does not include instances where the non-motorist is making a turning movement. Includes changing lanes and striking another vehicle, going straight in a turn-only lane, etc.

v. **Alcohol –** Mark if the use of alcohol by the non-motorist contributed to the crash. This does not indicate intoxication, only that alcohol consumption contributed to the crash.

"Yes" under the "Alcohol Use" field must be selected if "Alcohol" is marked as a contributing circumstance.

vi. **Drugs –** Mark if the use of drugs (legal or illegal) by the non-motorist contributed to the crash. This does not indicate intoxication or impairment, only that drug use contributed to the crash.

vii. **Wrong Way –** Mark if the non-motorist was proceeding the wrong way on a one-way street or highway. For instance, a pedalcyclist or horse and buggy rider traveling eastbound in the westbound lanes of a divided highway.

viii. **Vision Obstructed** (**Explain) –** Mark if the non-motorist's vision was obscured and this contributed to the crash. Explain in *Section 9 - Narrative / Statements.*

ix. **Physical Impairment (Explain)** – Mark if a physical impairment on the part of the non-motorist contributed to the crash. Includes fatigue, asleep, and illness. Wearing glasses and alcohol and/or drug impairment is not considered physical impairment. Explain in *Section 9 - Narrative / Statements.*

x. **Not Visible (Dark Clothing, No Lighting, etc.)** – Mark when the non-motorist was not visible to the motorist because of blocked views, insufficient lighting, or other reasons such as clothing which blends in with the surroundings at any time of the day (camouflage) or dark clothing in the rain at night.

xi. **Improper Turn** – Mark if an improper turn on the part of the non-motorist contributed to the crash. Turning from a straight-only lane would be considered an improper turn. Do not mark in instances where a non-motorist is changing from one lane to another, but not turning.

xii. **Improper Passing** – Mark if an improper pass (overtaking) by the non-motorist of another vehicle going the same direction contributed to the crash.

xiii. **Improper Signal –** Mark if an improper signal by the **pedalcyclist or other non-motorist** (or no signal when required) contributed to the crash.

xiv. **Improper Backing –** Mark if the **pedalcyclist or other non-motorist** contributed to the crash by improperly backing.

xv. **Distracted / Inattentive** – Mark if the non-motorist was distracted or inattentive. A "Distraction / Inattention Code(s)" must be entered when this is marked. Use the codes listed in *Section 8 - Codes.* For a description of the codes, refer to Section 8 - Codes in this manual (*page 118*).

xvi. **Following Too Close –** Mark if the **pedalcyclist or other non-motorist** followed another vehicle too closely and this contributed to the crash.

xvii. **Improper Start from Park –** Mark if the **pedalcyclist or other non-motorist** was parked and the improper start from the parked position contributed to the crash.

xviii. **In Roadway Improperly (Standing, Lying, Working, Playing, Stopped)** – Mark if the non-motorist was on a roadway inappropriately, or when not directed to do so by a traffic control device or law enforcement officer.

xix. **Other (Explain)** – Mark if another unlisted contributing factor on the part of the non-motorist contributed to the crash. Explain in *Section 9 - Narrative / Statements.*

xx. **Unknown (Explain)** – Mark if it is unknown whether actions on the part of the non-motorist contributed to the crash or if there was not enough evidence at the scene to ascertain who or what contributed. If marked, no other selections can be made. Explain in *Section 9 - Narrative / Statements.*

w. **DISTRACTED / INATTENTIVE CODE(S)** – This field identifies the type of distraction(s) involved when "Distracted / Inattentive" is selected as a probable contributing circumstance for the non-motorist. Up to four can be entered. Use the codes listed in *Section 8 - Codes.* For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 118*). Explain cause of the distraction or inattention in *Section 9 - Narrative / Statements.*

NA – Mark if “Distracted / Inattentive” was not marked as a probable contributing circumstance.

x. **ALCOHOL USE** – This is reflective of the investigating officer's opinion as to the use of alcohol by the non-motorist and is not a judgment of quantity or intoxication. Note: If, in the officer's opinion, alcohol use by the non-motorist contributed to the crash, it must be reflected in the "Probable Contributing Circumstances" field for the non-motorist.

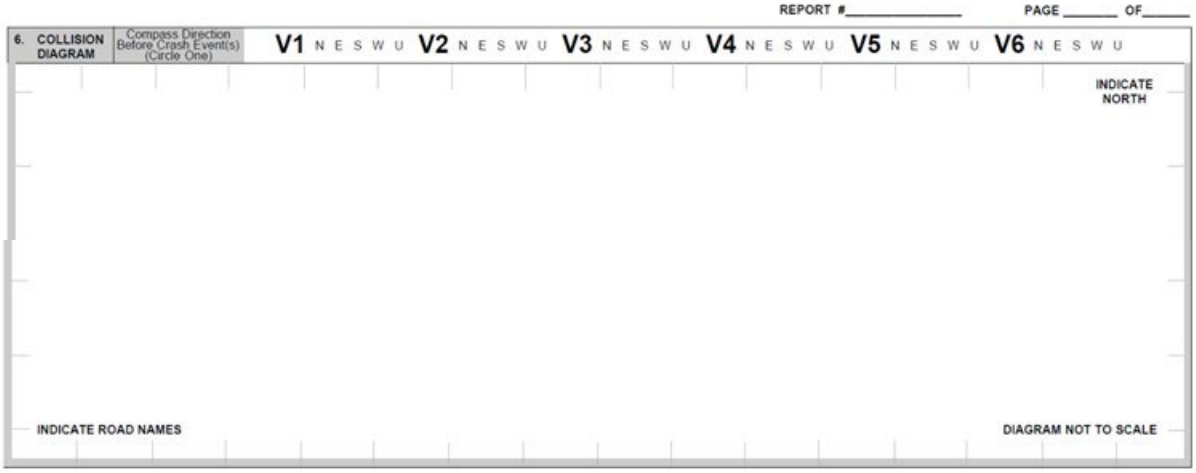
i. **Yes** – Use of alcohol on the part of the non-motorist is suspected. This must be selected if “Alcohol” is marked in the field “Probable Contributing Circumstances” for the non-motorist.

ii. **No** – Use of alcohol on the part of the non-motorist is not suspected.

iii. **Unknown** – Alcohol use on the part of the non-motorist is unknown.

VI. SECTION 6 – COLLISION DIAGRAM

This section contains the collision diagram and fields for showing direction of travel of each vehicle prior to the crash event.



WHEN TO COMPLETE A DIAGRAM

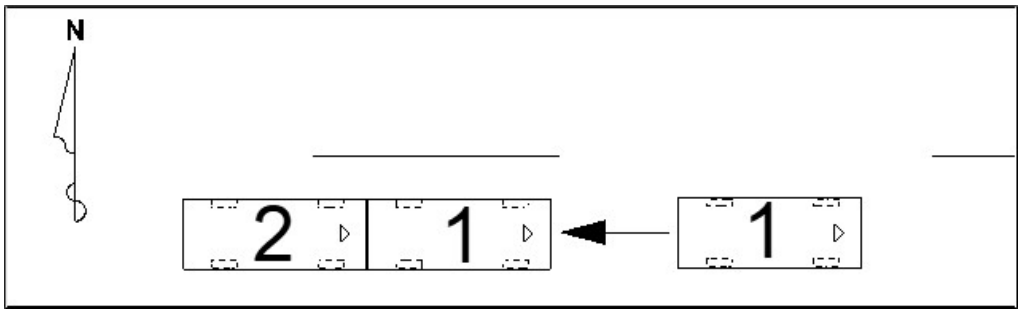
A collision diagram MUST be included on all reports where enough evidence and/or facts can be obtained to adequately depict the crash scene. If the vehicles involved in the crash have been moved prior to the officer's arrival, the officer should still create a diagram to reflect the events of the crash. If a diagram is not made, write "None" in *Section 6 - Collision Diagram* and fully describe the crash in *Section 9 - Narrative / Statements*.

DIAGRAMMING METHODS

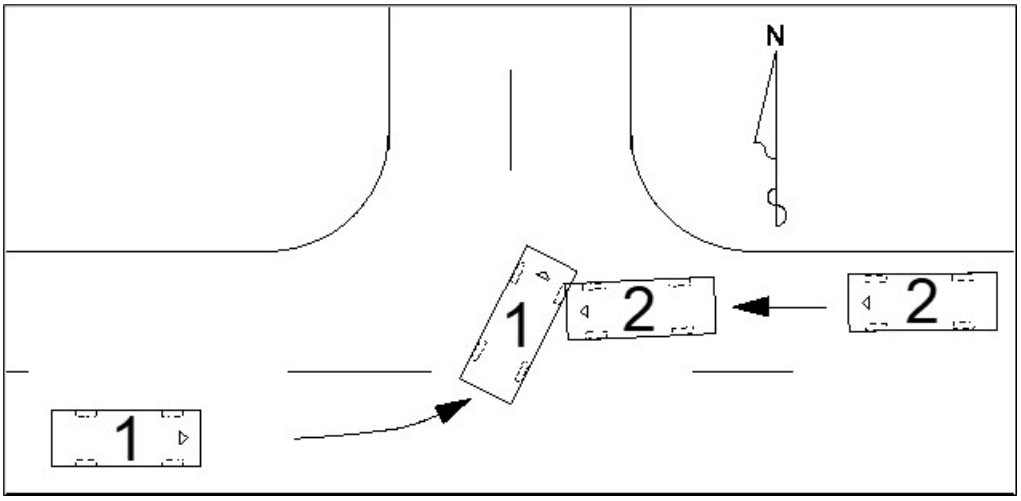
The diagramming method (template, ITE, or computer aided diagram) is a departmental decision. Do not combine template and ITE diagramming methods on the same report. Law enforcement agencies may use pre-drawn diagrams describing a specific location. It is also acceptable to use an additional separate sheet. For a listing of template and ITE symbols refer to *Appendix B, page 155.*

a. **COMPASS DIRECTION BEFORE CRASH EVENT(S)** - Circle <u>one</u> letter designating each involved vehicle's true direction of travel PRIOR TO the crash event(s). If a vehicle is parked or stopped, enter the direction the vehicle is facing. If a vehicle is turning, show the direction prior to the turn. Mark "U" if the information is unknown.

Example #1: If a vehicle is facing east but backing west, the direction prior to the crash event is west.



Example #2: If two vehicles are traveling opposite directions and one turns left into the path of the other, show the direction of each vehicle <u>prior to the vehicle turning</u>. In the example, the direction of vehicle #1 is east and the direction of vehicle #2 is west.



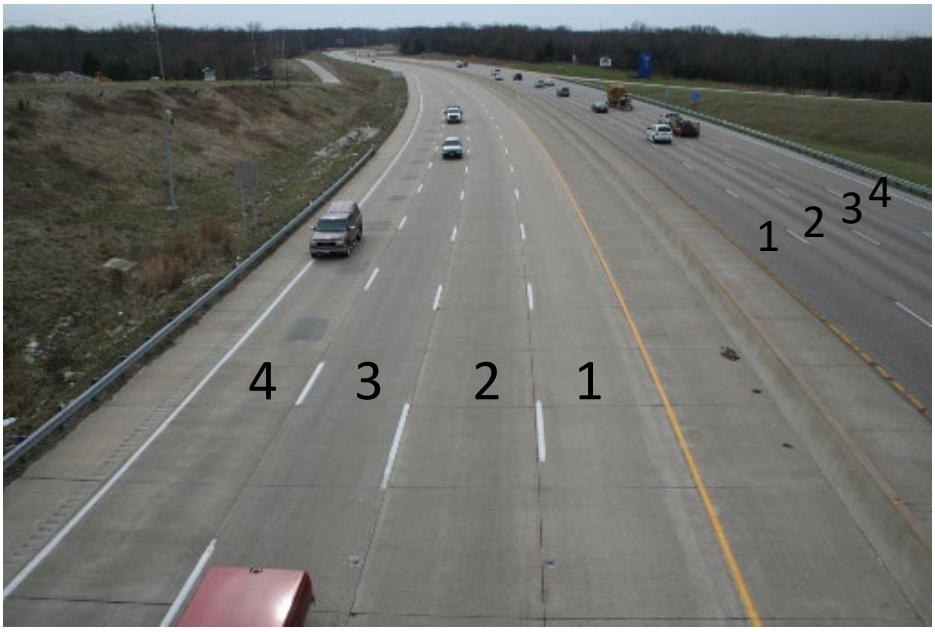
b. **INDICATE NORTH** - Indicate north by drawing an arrow in the upper right corner.

c. **DIAGRAM NOT TO SCALE** - If diagram is to scale, cross out "Not."

d. **STREET LABELS** - Label the street names and/or route numbers for each roadway involved.

Note: Numbering Roadway Lanes - Engineering standards call for lane numbering on roadways with two or more lanes in the same direction to begin on the inside of the roadway next to the median or barrier and progress to the outside lanes (or to the right). This method should be used when referring to lane numbers on the diagram.

Example: Lane one of a roadway with four lanes of travel in the same direction would be the inside lane next to the median or barrier and lane four would be the outside lane next to the shoulder (or right side of the roadway). See example below.



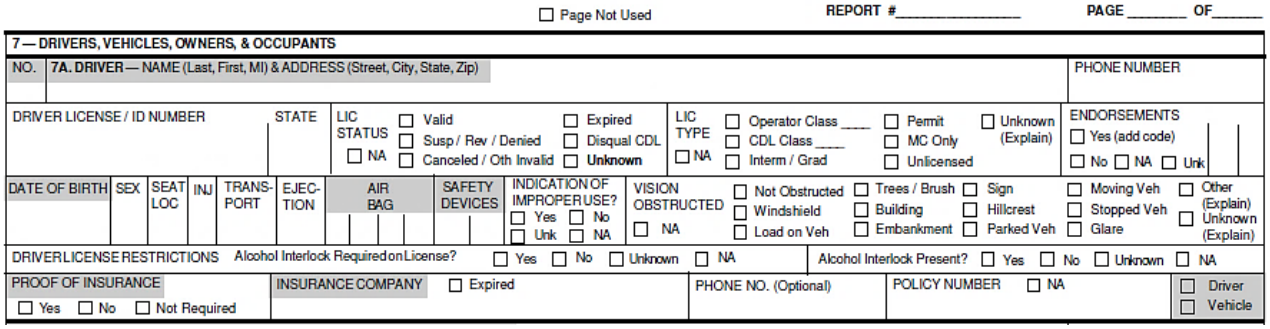
VII. SECTION 7 – DRIVERS, VEHICLES, OWNERS, & OCCUPANTS

This section contains information about a **motor vehicle driver** involved in the crash. It also contains pertinent information about the motor vehicle involved in the crash including the owner and occupants. Information on working motor vehicles should also be included when involved in a harmful event with a motor vehicle in transport. Record information on non-motorists in *Section 3 - Damage to Property Other than Vehicles* (if applicable) and *Section 5 - Non-Motorist*.

Show train / railway vehicle information (including the engineer, train crew, passengers, etc.) when involved in a harmful event(s) with a motor vehicle in transport on the *Train Crash Continuation / Supplement* form.

Section 7- Drivers, Vehicles, Owners, & Occupants must be completed for each motor vehicle involved in the crash. The standard report includes two pages with this section. Additional pages with this section must be added for crashes involving more than two motor vehicles.

PAGE NOT USED – Mark if the second page with *Section 7 - Drivers, Vehicles, Owners, & Occupants* is not utilized. (This box is used primarily for hard copy crash reports versus crash reports submitted electronically to the MOCARS.) The page should be counted sequentially as part of the report; however, it is not necessary to enter "NA" in each of the fields.



a. **NO.** – (Number) The vehicle driver or operator number assigned by the investigator.

7A. DRIVER (Motor vehicle driver.)

i. **NAME (LAST, FIRST, MI)** – Enter the driver's current legal name using last name, first name, and middle initial format. **Note:** Do not enter a period after an initial. The name on the driver's license (and the Department of Revenue) may differ from the driver's current legal name.

Enter "None" if there is no driver and enter "Unk" if the driver cannot be identified.

Note: A person sitting in the driver's seat of a "Parked Motor Vehicle" is shown as an occupant, not a driver. The information pertaining to this person is shown in *Subsection 7G – Occupant Information*.

ii. **ADDRESS (STREET, CITY, STATE, ZIP)** – Enter the driver's most current address.

iii. **PHONE NUMBER** – Enter the driver's telephone number, including the area code.

iv. **DRIVER LICENSE / ID NUMBER** – Enter the complete driver license number or identification number from driver license / identification card regardless of the status of the license (i.e., suspended, revoked). If the individual has no license, enter the number assigned by the licensing authority if available.

Enter:
"**None**" if a license is required and the driver is unlicensed and has no assigned number.
"**Unk**" if the driver license number cannot be determined.
"**NA**" if no license is required, the driver is unlicensed, or there is no driver.

v. **STATE** – Enter state issuing the driver license / identification card using the standard NCIC two-letter abbreviation as shown in *Appendix C - United States, Canada, and Mexico Abbreviations*, *page 160*. Enter "XX" for licenses issued by entities not listed in the appendix.

vi. **LIC. STATUS** – (License Status) Mark one box indicating the status of the driver license.

Note: See *Appendix G - Driver License Status and Type* on *page 217* in reference to specific situations concerning license status and license type.

1. **NA** – Mark in the following circumstances:
   a. A license is not required.
   b. The driver is unlicensed.
   c. There is no driver.

2. **Valid** – Mark if the driver is required to have a license to operate the particular vehicle and has a valid license.

   Mark if an unqualified CDL holder is valid to operate a non-commercial motor vehicle and was operating a non-commercial motor vehicle in the crash.

   Mark if the driver is required to have a license to operate the particular vehicle and has a valid temporary permit / privilege or valid instruction permit. This should also be marked when a motorcycle operator has a valid motorcycle permit.

3. **Suspended / Revoked / Denied** – Mark if the driver is required to have a license to operate the particular vehicle and has a suspended, revoked, or denied license or privilege. If applicable, select regardless of whether the operator is authorized / qualified to operate the vehicle. Example: Person is driving a motorcycle without a valid motorcycle license, permit, or endorsement and their license or privilege is suspended.

4. **Canceled / Oth. Invalid** (Canceled / Otherwise Invalid) – Mark if the driver is required to have a license to operate the particular vehicle and has a canceled or otherwise invalid license. This would also apply to a driver who has a valid license, however, is not qualified for the vehicle being operated at the time of the crash. "Oth. Invalid" would include failing to comply with restrictions of an intermediate or graduated license, permit, commercial driver license (CDL), etc.

   This includes drivers who otherwise have a valid license, but are unqualified to operate a vehicle at the time of the crash (no endorsement for vehicle / load type.) Mark if a motorcycle operator does not have a valid motorcycle permit or endorsement at the time of the crash.

5. **Expired** – Mark if the driver is required to have a license to operate the particular vehicle and has an expired license that is not suspended, revoked, denied, canceled, or is otherwise invalid.

6. **Disq. CDL** – (Disqualified CDL) Mark if the driver is operating a commercial motor vehicle requiring a CDL and the driver's CDL is disqualified.

7. **Unknown** – Mark if the driver is required to have a license to operate the particular vehicle and license status is unknown. Explain in *Section 9 - Narrative / Statements*.

vii. **LIC. TYPE** (License Type) – Mark one box indicating the type of driver license.

Note: See *Appendix G - Driver License Status and Type* on *page 217* in reference to specific situations concerning license status and license type.

1. **NA –** Mark only if there is no driver or the driver is not required to have a license.

2. **Operator Class –** Mark if the driver has a driver license and not a CDL, regardless of the license status. If the driver is operating a non-CMV and the driver's CDL is canceled, the driver may have a valid operator license.

   - **Class** – Enter appropriate class code listed on the license. Missouri driver license codes shown will either be "E" or "F". Do not list endorsement or restriction codes. If a class code is not listed on an out-of-state license, write "NA." Enter "Unk" if the class is unknown.

3. **CDL Class –** Mark if the driver has a CDL, regardless of the license status.

   - **Class** – Enter the appropriate class code listed on the license. Missouri CDL codes are "A," "B," or "C". Do not list endorsement or restriction codes. If a class code is not listed on an out-of-state license, write "NA." Enter "Unk" if the CDL class is unknown.

4. **Interm / Grad** (Intermediate / Graduated) – Mark if the driver has an intermediate or graduated license, regardless of the license status.

5. **Permit** – Mark if the driver has a permit, regardless of the license status. This includes driver's license permits or a motorcycle operator with a valid motorcycle permit.

6. **MC Only** (Motorcycle Only) – Mark if the driver is licensed for a motorcycle ONLY, regardless of the license status.

7. **Unlicensed** – Mark only if the driver does not have a driver license or permit. Includes unlicensed drivers whose status is suspended/revoked/denied, but have been assigned a driver license number by DOR. This does not include an operator who has a driver license that is suspended, revoked, denied, canceled, expired, or disqualified. In these cases, the actual type of license issued should be marked.

8. **Unknown (Explain**) – Mark if the driver / operator is required to have a license and license type is unknown. Explain in *Section 9 - Narrative / Statements.*

viii. **ENDORSEMENTS** – Mark the appropriate box to indicate whether the driver has any endorsements assigned to their driver license, both commercial and non-commercial, and enter the code(s) identifying the specific endorsement.

1. **Yes** – Mark if the driver has an endorsement(s) assigned to their driver license. (A code(s) must be entered identifying the type of endorsement.)

2. **No** – Mark if the driver has no endorsement(s) assigned to their driver license.

3. **NA** – Mark if there was no driver, the driver is not required to have a driver license, or the driver is unlicensed.

4. **Unk** – Mark if the driver is required to have a license and the type of endorsement(s) that may be assigned to their driver license is unknown. "Unk" – unknown should only be marked if License Type is marked "Unknown." Explain in *Section 9 - Narrative / Statements.*

5. **Code(s)** – Enter up to two codes that indicates the type of endorsement(s) assigned to the driver's license. If more than two endorsements are assigned, select the codes that best relate to the type of vehicle the driver was operating when involved in the crash. For instance, the driver of a truck tractor pulling a cargo tank transporting fuel has endorsements “X” (Combination of Tank Vehicle and Hazardous Materials), “P” (Passenger), and “M" (Motorcycle) assigned to their driver license. Code “6.” (X - Combination of Tank Vehicle and Hazardous Materials) must be selected as one of the two endorsement codes. If only one endorsement is assigned, then leave the second endorsement code field blank. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 119*).

ix. **DATE OF BIRTH** – Enter the driver's birth date in month, day, and year (mm-dd-yyyy) format. Enter "Unk" if unknown.

x. **SEX** – Enter "M" for male, "F" for female, "U" if the information is unknown for the driver, or "N" if there is no driver.

xi. **SEAT LOC.** – (Seat Location) Enter the appropriate code to indicate the driver's seat location. "NA" is entered only if there was no driver. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 107*).

Note: A person sitting in the driver's seat of a "Parked Motor Vehicle" is shown as an occupant, not a driver. The information pertaining to this person is shown in *Subsection 7G – Occupant Information*.

When an occupant is sitting on the driver's lap, enter the same seat location code for both and explain in *Section 9 - Narrative / Statements*.

xii. **INJ** – (Injury) Enter one code to indicate the driver's injury severity. "N" (NA) may be entered only if there was no driver. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 108*).

Note: Injuries should be classified on the basis of conditions at the scene of the crash. The exception to this rule applies to fatal injuries (late death). Injuries that do not meet these criteria may be documented in *Section 9 - Narrative / Statements*.

Enter code "5" – (O) No Apparent Injury for drivers who are not injured but transported from the scene to a medical facility for precautionary measures. Explain in *Section 9 - Narrative / Statements*.

xiii. **TRANSPORT** – Enter one code to indicate whether and how the driver was transported from the scene to a medical facility for treatment of crash-related injuries. "N" (NA) may be entered only if there was no driver. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 110*).

List the name of the transporting agency or person, and medical facility they were transported to in *Section 9 - Narrative / Statements* if applicable.

Note: Enter "1" (No) for drivers who were not injured but transported from the scene to a medical facility for precautionary measures. In addition, mark "No" if a person deceased at the scene was transported. In either case, explain in *Section 9 - Narrative / Statements*.

xiv. **EJECTION** – Enter one code to indicate whether the driver was ejected from the motor vehicle. This does not include persons falling off a vehicle. "1" (NA) may be entered only if there was no driver. Show ejection codes for all types of motor vehicles, including motorcyclists. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 111*). Ejection refers to situations where

forces from a crash cause occupants to be totally or partially thrown from the vehicle during the course of the crash (the unstabilized situation).

Note: All Fatality Crashes – Identify ejection path (windshield, door, T-top, etc.) of **everyone ejected in a fatality crash** in *Section 9 - Narrative / Statements*. This is not applicable for cyclists.

xv. **AIR BAG** – Enter up to four codes to indicate if air bags were present for the driver and whether any airbags were deployed. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 111*).

xvi. **SAFETY DEVICES** – Enter a maximum of two codes to indicate the type of safety device(s) used, if any, by the driver. If only one safety device is applicable, then leave the second safety device field blank. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 113*).

Improper Use:

1. **Yes** – Mark when the driver was using a safety device but did not use it properly as designed or intended by the manufacturer or safety standards at the time of the crash. Do not mark when the driver was **not** using a safety device.

   Examples:
   - A manual shoulder and lap belt restraint system was available, but only the lap belt was used and the shoulder belt portion was behind the driver's back.
   - A motorcycle occupant was wearing a DOT compliant motorcycle helmet without the chin strap secured.

2. **No** – Mark when the driver was using a safety device and there was no indication of misuse at the time of the crash. (The safety device was being used as designed or intended by the manufacturer or safety standards.)

3. **Unk (Unknown)** – Mark when it is unknown if there was improper use of the safety device by the driver. "U" – Use Unknown must be entered for Safety Device.

4. **NA** – Mark if this field is not applicable. Also, mark if no safety device was used by the driver or present on the vehicle. For instance, Code 1. - None or Code 2. - Not Used was entered in the Safety Devices field for the driver.

xvii. **VISION OBSTRUCTED** – This field identifies driver vision obstructions. Vision obstructions are anything that blocks the driver's sight, contributing to the crash. Mark all that are applicable. No other selections may be made if "NA," "Not Obstructed," or "Unknown" is marked.

1. **NA** – Mark if there was no driver, as in the case of a parked motor vehicle. This may not be marked if "*Vision Obstruction"* is marked in *Subsection 7D - Probable Contributing Circumstances*.

2. **Not Obstructed –** Mark to indicate the driver's vision was not obstructed. This may not be marked if "*Vision Obstructed"* is marked in *Subsection 7D - Probable Contributing Circumstances*.

3. **Windshield** – Mark if defects in the windshield (e.g., broken glass) or something on the windshield such as water, mud, dirt, frost, snow, etc. obstructed the driver's vision.

4. **Load on Veh** – Mark if the load or cargo on the driver's vehicle obstructed the driver's vision.

5. **Trees / Brush** – Mark if trees, brush, or other vegetation obstructed the driver's vision.

6. **Building** – Mark if building(s) obstructed the driver's vision.

7. **Embankment** – Mark if an embankment obstructed the driver's vision.

8. **Sign** – Mark if a sign obstructed the driver's vision.

9. **Hillcrest** – Mark if a hillcrest obstructed the driver's vision.

10. **Parked Veh** – Mark if a parked vehicle obstructed the driver's vision.

11. **Moving Veh** – Mark if a moving vehicle other than the driver's vehicle, obstructed the driver's vision.

12. **Stopped Veh** – Mark if a stopped vehicle obstructed the driver's vision.

13. **Glare** – Mark if glare from the sun or other light source obstructed the driver's vision. This includes reflections.

14. **Other (Explain)** – Mark if the driver's vision was obstructed and none of the above apply. Explain in *Section 9 - Narrative / Statements.*

15. **Unknown (Explain)** – Mark if it cannot be determined or it is unknown if the driver's vision was obstructed. Explain in *Section 9 - Narrative / Statements.*

xviii. **DRIVER LICENSE RESTRICTIONS**

Alcohol Interlock Required on License? – This identifies if a breath alcohol ignition interlock device is a restriction on the driver license record / status of each respective driver involved in the crash.

1. **Yes** – Mark if an alcohol interlock device is a restriction on the driver's license record / status.

2. **No** – Mark if an alcohol interlock device is not a restriction on the driver's license record / status.

3. **Unknown** – Mark if it is unknown whether an alcohol interlock device is a restriction on the driver's license record / status. “Unknown” should only be marked if License Type is marked "Unknown." Explain in *Section 9 - Narrative / Statements*.

4. **NA – Not Applicable** – Mark if there was no driver.

Alcohol Interlock Present? – This identifies the presence and installation of a breath alcohol ignition interlock device on the motor vehicle the driver involved in the crash was driving/operating.

1. **Yes** – Mark if an alcohol interlock device is present and installed on the motor vehicle the driver involved in the crash was driving.

2. **No** – Mark if an alcohol interlock device is not present on the motor vehicle the driver involved in the crash was driving. Mark if an alcohol interlock device is present on the vehicle, but not installed.

3. **Unknown** – Mark if it is unknown whether an alcohol interlock device was present and installed on the motor vehicle the driver involved in the crash was driving.

5. **NA – Not Applicable** – Mark if there was no driver.

xix. **PROOF OF INSURANCE** – This includes proof of insurance issued by an insurance carrier or proof of financial responsibility issued by the Missouri Department of Revenue.

1. **Yes** – Mark anytime proof of insurance or financial responsibility is shown. This is regardless of whether proof is required or not.

2. **No** – Mark when proof of insurance or financial responsibility is required, but not provided. This should be marked when an expired insurance card is provided and proof is required.

3. **Not Required** – Mark when proof is not required and is not shown.

   Note: Proof of insurance is required for all motor vehicles (Missouri and out-of-state) except for commercial motor vehicles registered out-of-state or motor vehicles owned by government entities.

xx. **INSURANCE COMPANY** – Enter insurance company's name as shown on proof of insurance. If proof is not required and is not shown, insurance company's name should be entered to facilitate claim processing by crash victims. “Not Required” must be marked for Proof of Insurance. If proof is not required but shown, insurance company’s name should be entered to facilitate claim processing by crash victims. In such cases, Proof of Insurance should be marked “Yes”. Enter "Self-Insured" if applicable.

Enter "NA" if required proof of insurance is not shown. Also, enter “NA” if proof of insurance is not required, is not shown, and the insurance company name is unknown.

Expired – Mark if expired proof of insurance is presented. The company name should still be entered in the field even if the proof of insurance is expired.

xxi. **PHONE NO. (OPTIONAL)** – Enter insurance company's telephone number, including the area code. Enter "NA" if the information is unknown, not obtained, or this field does not apply.

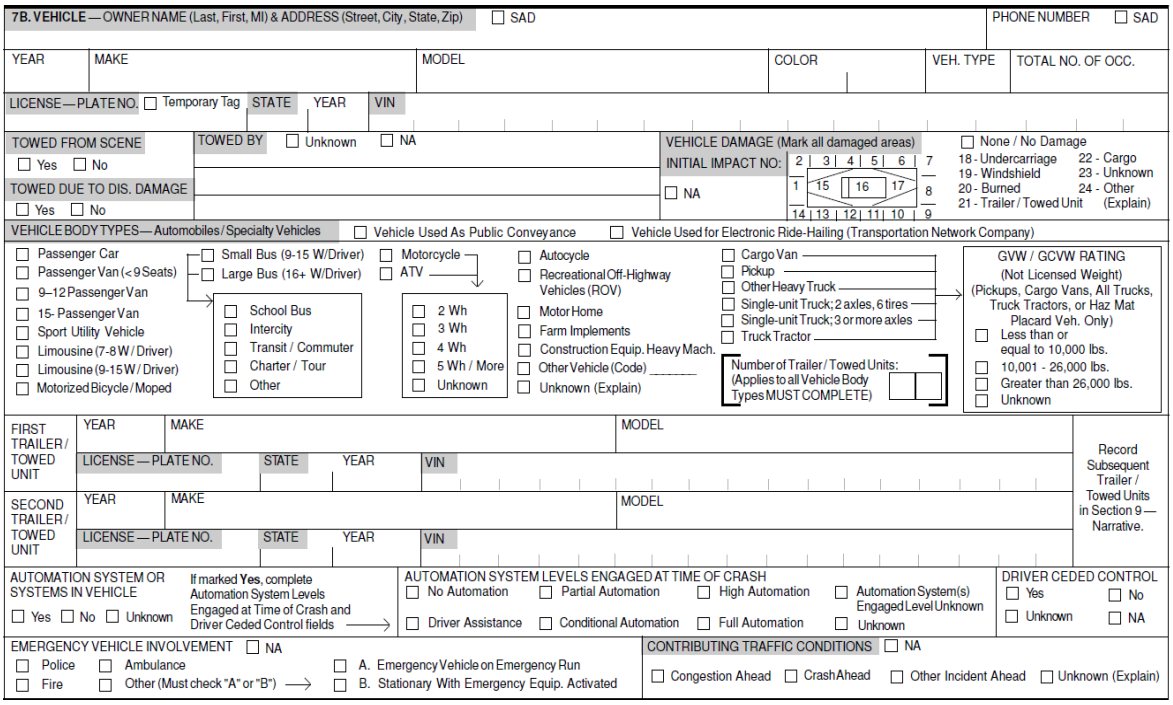
xxii. **POLICY NUMBER** – Enter insurance policy number as shown on the proof of insurance. Enter number even if expired proof of insurance is presented. Enter "Unknown" if proof is shown; however, the policy number is obliterated or unavailable.

NA – Mark if the motor vehicle or driver is uninsured or the driver fails to show proof of liability insurance. Do not mark "NA" if expired proof of insurance is presented.

xxiii. **DRIVER** – Mark to indicate the driver's insurance policy covers any vehicle he/she drives, but the vehicle is not insured.

xxiv. **VEHICLE** – Mark to indicate the motor vehicle is insured as required.

7B. VEHICLE



i. **OWNER NAME (LAST, FIRST, MI) & ADDRESS (STREET, CITY, STATE, ZIP) –** Enter the motor vehicle owner's name and most current address. The name on the vehicle registration may differ from the owner's current legal name. Enter owner's current legal name using last name, first name, and middle initial format. **Note:** Do not enter a period after an initial.

   Enter "Unknown" if the owner cannot be determined.

   SAD – (Same as Driver) – Mark if the driver is the owner of the motor vehicle. No further information is needed in this field if this box is marked.

ii. **PHONE NUMBER** – Enter the motor vehicle owner's telephone number, including the area code.

   SAD – (Same as Driver) – Mark if the driver is the owner of the motor vehicle. No further information is needed in this field if this box is marked.

iii. **YEAR –** Enter four-digit motor vehicle model year. If in doubt, use year indicated on title or as obtained from the Department of Revenue.

iv. **MAKE** – Enter the motor vehicle make. Use the appropriate NCIC code or the complete name.

v. **MODEL** – Enter the manufacturer's motor vehicle model designation. Use the appropriate NCIC code or the complete name.

vi. **COLOR** – Enter the motor vehicle color(s) starting at the top. Use NCIC codes below. Example: "BLK" I "RED" indicates the vehicle is predominately black on top and red on the bottom.

VEHICLE COLOR ABBREVIATIONS

AME	Amethyst	DBL	Dk. Blue	MUL	Multicolored	TPE	Taupe
BGE	Beige	DGR	Dk. Green	MVE	Mauve	TRQ	Turquoise

BLK	Black	GLD	Gold	ONG	Orange	WHI	White
BLU	Blue	GRN	Green	PLE	Purple	YEL	Yellow
BRO	Brown	GRY	Gray	PNK	Pink	UNK	Unknown
BRZ	Bronze	LAV	Lavender	RED	Red		Color
CAM	Camouflage	LBL	Lt. Blue	SIL	Silver /		
COM	Chrome	LGR	Lt. Green		Aluminum		
CPR	Copper	MAR	Maroon /	TAN	Tan		
CRM	Cream		Burgundy	TEA	Teal		

vii. **VEH. TYPE** – (Vehicle Type Code) Enter the code that represents the type of motor vehicle at the time it became involved in the crash. This describes how the motor vehicle was being used at the time of the crash and excludes aircraft, watercraft, personal conveyances (motorized or human powered but not propelled by pedaling), weapons, and devices operated within the confines of a building. Use the codes listed below.

VEHICLE TYPE CODES

1. Motor Vehicle In Transport
2. Parked Motor Vehicle
3. Working Motor Vehicle
U. Unknown

1. **Motor Vehicle in Transport** – A motor vehicle being used for moving persons or property from one place to another, and is either in motion or on a roadway, but not parked in a designated area. Includes a motor vehicle moving, stopped, disabled, or abandoned on a roadway other than areas designated for parking. See examples for Motor Vehicle in Transport in Glossary, *page 20*.

2. **Parked Motor Vehicle** – A motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and not located on the roadway. A "parked motor vehicle" should be considered to be in-transport during periods when parking is prohibited in roadway lanes used for travel during some periods and for parking during other periods. (See *page 34*, Parked MV, for inclusions and exclusions).

3. **Working Motor Vehicle** – A motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside of the trafficway boundaries. For instance, a utility truck parked off the trafficway in a field placing a concrete culvert on the trafficway. (See *page 35*, Working MV, for inclusions and exclusions).

4. **U – Unknown** – The vehicle type is unknown.

viii. **TOTAL NO. OF OCC.** – (Total Number of Occupants) – Enter the total number of motor vehicle occupants, including the driver and persons in or on the vehicle at the time of the first unstabilized event.

ix. **LICENSE – PLATE NO.** – Enter the license plate or temporary license / permit number. If a motor vehicle has no plates or "homemade" plates, i.e., substitutes for lost or stolen plates, enter "NONE." When a towed unit is involved, enter the license plate number of the power unit (vehicle pulling the trailer / towed unit).

Enter:
"**NOTREQ**" when a crash involves a motor vehicle not requiring a license and not displaying a license plate or temporary license / permit (i.e., government owned vehicles, self-propelled construction equipment, well-driller, etc.).

"**Unk**" if the plate or temporary license / permit number is unknown.

x. **TEMPORARY TAG** – Mark when the motor vehicle has a valid temporary or in-transit license / permit.

xi. **STATE** – Enter state / province issuing the motor vehicle license or temporary license / permit using the standard NCIC two letter abbreviation as shown in *Appendix C - United States, Canada, and Mexico Abbreviations, page 160*. Enter "XX" for licenses / permits issued by entities not listed in the appendix. Enter "NA," if NONE or NOTREQ is entered as the license plate number. Enter "UK" if the state / province is unknown.

xii. **YEAR** – Enter the four-digit year designation of plate / permit. Enter the current year for license plates not displaying a year, such as an apportioned plate. Enter "NA," if NONE or NOTREQ is entered as the license plate number. Enter "Unk" if the year is unknown.

xiii. **VIN** – Enter the vehicle identification number (VIN) as shown on the motor vehicle.

xiv. **TOWED FROM SCENE** – Mark the appropriate box to indicate whether the motor vehicle was towed from the scene. Vehicles driven from the scene under their own power cannot be listed as towed.

1. **Yes** – Motor vehicle was towed FROM THE SCENE for any reason. This includes times when the driver is arrested or injured and the vehicle is towed. This includes vehicles that are not towed at the time of the investigation, but the reporting officer knows it will be towed at a later time.

   Note: Mark “yes” if a trailer being pulled by a vehicle is towed from the scene, even if the power unit is not towed.

2. **No** – Motor vehicle was not towed from the scene. Mark "No" if a tow truck or other vehicle was required to pull a motor vehicle back onto the roadway; however, the involved motor vehicle then left the scene under its own power.

xv. **TOWED DUE TO DIS. DAMAGE** (Towed Due to Disabling Damage) – Mark the appropriate box to indicate if the motor vehicle was towed due to disabling damage.

1. **Yes** – Motor vehicle was towed (or will be towed) from the scene resulting from disabling damage received in the crash. "Yes" under "Towed from Scene" must be marked.

   Note: Mark “yes” if a trailer being pulled by a motor vehicle is towed due to disabling damage to the trailer, even if the power unit is not towed or is towed, but not due to disabling damage.

2. **No** – One or more of the following apply:

   a. The motor vehicle was not towed. "No" under "Towed from Scene" must be marked.

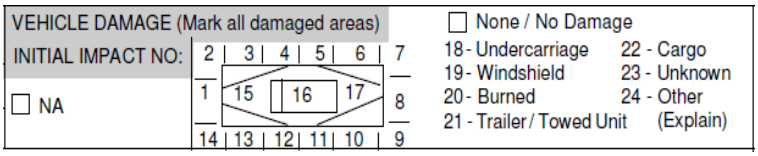
   b. The motor vehicle was towed from the scene; however, the damage it sustained in the crash was not disabling. For example, the driver was transported to a medical facility or arrested and the vehicle was towed for safekeeping.

xvi. **TOWED BY** – Enter the name, address, and telephone number (including area code) of the tow company or individual that towed the motor vehicle from the scene.

Unknown – Mark if the motor vehicle was towed and the company or individual towing it cannot be determined.

NA – Mark if the motor vehicle was not towed. This must be marked if "No" is marked in *Section 7 - Towed From Scene.*

xvii. **VEHICLE DAMAGE** – Indicate damage sustained by the motor vehicle, if any, during the crash.



1. **None / No Damage** – Mark if the motor vehicle, including any towed unit and / or cargo, was not damaged.

2. **Initial Impact No.** – Enter the number corresponding to the initial impact point on the motor vehicle, e.g., if the initial impact point was on the towed unit, enter "21"; if initial impact was to the cargo, enter "22". Enter the initial impact number if contact was made, even if there was no apparent damage.

   Note: "20 - Burned" cannot be entered as an initial impact number.

   NA – Mark if there is no impact, e.g. a motor vehicle overturns, an occupant falls from a vehicle, a vehicle immersed in water, or a motor vehicle explodes or catches on fire and there is no initial impact.

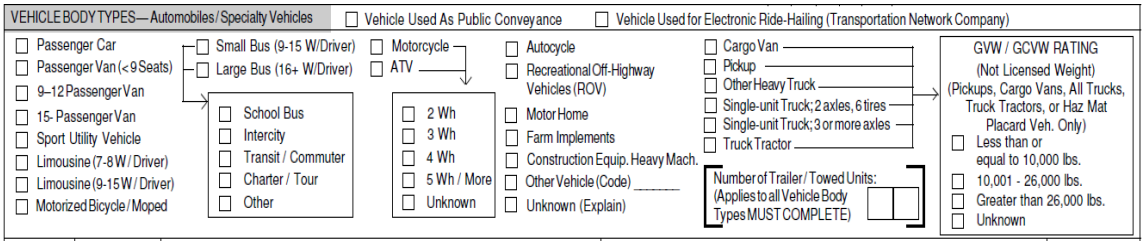
3. **Vehicle Damage** – Circle number(s) corresponding to the damaged areas of the motor vehicle.

   Circle "20 – Burned" when a motor vehicle is damaged by fire, even if there is no impact or damage other than that caused by burning.

   Circle "22 – Cargo" when cargo becomes disengaged from the motor vehicle and is damaged. Disengaged cargo becomes an "other object" once it comes to rest.

   Circle "24 – Other" for damage due to the motor vehicle being immersed, e.g., interior damage. Damage from impact following immersion should be marked with the number corresponding to the damage sustained.

xviii. **VEHICLE BODY TYPES** – This field identifies body types of all motor vehicles involved. Body type identification is based on vehicle design, NOT how it is licensed or used.



Vehicle Used as Public Conveyance – Mark if the motor vehicle is a public conveyance.

A public conveyance is a motor vehicle, either publicly or privately owned, engaged in the business of passenger transportation services. This includes, but is not limited to, buses, taxis, limousines, and shuttle services with or without passengers at the time of the crash. Private carpooling is not included under this definition.

Vehicle Used for Electric Ride-Hailing (Transportation Network Company) – Mark if the motor vehicle is being used for electric ride-hailing at the time of the crash.

An electric ride-hailing transportation network company (sometimes known as Mobility Service Providers or MSPs) connects, via websites and mobile apps, paying passengers with drivers who provide such passengers with transportation on the driver's non-commercial vehicle. Example, Uber or Lyft.

Note: Mark Vehicle Used as Public Conveyance and Vehicle Used for Electric Ride-Hailing (Transportation Network Company) if a motor vehicle meets both criteria at the time it is involved in the crash.

1. **Passenger Car** – A motor vehicle other than the vehicles listed below typically designed for carrying eight or fewer persons. Includes sedans, hardtops, hatchbacks, convertibles, and station wagons.

2. **Passenger Van (< 9 Seats)** – Includes passenger vans with a seating capacity of less than 9 only, including the driver, and does not include cargo vans. Also includes mini vans. A passenger van is a motor vehicle which is basically a "box on wheels" identifiable by its enclosed passenger area, step-up floor, and relatively short (or non-existent) hood.

3. **9-12 Passenger Van** – Includes passenger vans with a seating capacity of 9 to 12 including the driver. A passenger van is a motor vehicle which is basically a "box on wheels" identifiable by its enclosed passenger area, step-up floor, and relatively short (or non-existent) hood.

4. **15-Passenger Van** – Includes passenger vans with a seating capacity up to 15 including the driver. A passenger van is a motor vehicle which is basically a "box on wheels" identifiable by its enclosed passenger area, step-up floor, and relatively short (or non-existent) hood.

5. **Sport Utility Vehicle** – A motor vehicle designed for carrying ten or fewer persons, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are generally, but not always, four-wheel-drive and have increased ground clearance.

   Includes vehicles like Blazer, Jimmy, Durango, 4Runner, Cherokee, Comanche, Explorer, Excursion, Suburban, Highlander, Sequoia, Rav4, Hummer, Armada, Xterra, Tahoe, etc.

   Note: Four-wheel-drive passenger cars are not considered sport utility vehicles. They are considered passenger cars, unless they fit any of the other descriptions listed.

6. **Limousine (7-8 W/Driver)** – Any motor vehicle OPERATING IN INTRASTATE COMMERCE having a seating capacity of 7 to 8 occupants. A private limousine not used in intrastate commerce should be shown as a "passenger car."

7. **Limousine (9-15 W/Driver)** – Any motor vehicle operating in commerce having a seating capacity of 9 to 15 occupants. Normally a stretched vehicle. A private limousine not used in intrastate commerce should be shown as a "passenger car."

8. **Motorized Bicycle / Moped** – Any two or three-wheeled device having an automatic transmission and a motor with a cylinder capacity of not more than fifty cubic centimeters, capable of producing less than three gross brake horsepower, and propelling the device no faster than thirty miles-per-hour on level ground.

   Includes a MOPED, which is a speed-limited motor-driven cycle which may be propelled by pedaling. Excludes pedalcycles with a motor.

9. **Small Bus / Large Bus** – A bus is a motor vehicle with seating capacity of nine or more persons, including the driver.

    a. **Small Bus (9–15 W/Driver)** – A bus with seating capacity of nine to fifteen persons, including the driver.

    It does not include a van-based bus (passenger van) or a limousine.

    b. **Large Bus (16+ W/Driver)** – A bus with seating capacity of sixteen or more persons, including the driver.

    Sub-categories of small bus and large bus: One must be selected when small bus or large bus is identified as a body type.

        i. **School Bus** – A motor vehicle used for the transportation of any school pupil at or below the 12th grade level to or from a public or private school or school-related activity.

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

            1. Its color is yellow.

            2. Equipped with red lights capable of flashing on front and rear.

            3. The words "school bus" appear on the front and rear.

            4. Lettering on both sides identifies the school or school district served, or the company operating the bus.

        Includes (but is not limited to):

            - Any motor vehicle which meets the above criteria.

            - Any such motor vehicle going to pick up, or returning from delivering school pupils.

        Excludes:

            - Trips which involve the transportation exclusively of non-student passengers or exclusively for purposes other than school-related activities. Example: A bus being used to transport non-school pupils such as senior citizens or migrant workers.

        ii. **Intercity** – A bus used for long-distance passenger transportation between cities over fixed routes with regular schedules.

        Includes a cross-country bus and buses that service between cities some distance apart, not cities that share borders. Examples: Greyhound or Trailways bus

        iii. **Transit / Commuter** – A bus used for passenger transportation over fixed, scheduled routes within primarily urban geographical areas.

        Includes service within a city and between cities that share borders.

Examples: City metro or a trolley (on highway tires).

iv. **Charter / Tour** – A bus providing contract service for a group tour or outing, usually on a round-trip basis.

This does not include a limousine.

v. **Other** – Any bus used for transportation purposes other than school bus, transit / commuter bus, intercity bus, or charter / tour bus.

Includes (but is not limited to):

- Private company providing transportation services for its own employees and others (hotel shuttles, etc.).
- Non-governmental organization (such as churches and non-profit groups).
- Non-educational unit of government (such as Department of Corrections).

10. **Motorcycle / ATV**

a. **Motorcycle –** Any motor vehicle having a seat or saddle for the use of its operator and traditionally designed to travel on not more than three wheels in contact with the ground. Non-traditional designs exist with more than three wheels, and these may be considered a motorcycle. Explain in *Section 9 - Narrative / Statements* if a non-traditional motorcycle is involved.

b. **ATV (All-Terrain Vehicle) –** A motor vehicle generally with three or four wheels, a saddle-type seat, and handlebars for steering (no steering wheel) and intended for off-road use. Does not include Recreational Off-road Vehicles (ROVs).

Sub-categories of motorcycle and ATV: One must be selected to indicate the wheel configuration when motorcycle or ATV is identified as a body type.

i. **2 Wh –** Mark when a motorcycle has only two wheels. This cannot be selected for an ATV.

ii. **3 Wh** – Mark when a motorcycle or ATV has three wheels.

iii. **4 Wh** – Mark when a motorcycle or ATV has four wheels.

iv. **5 Wh / More** – Mark when a motorcycle or ATV has five or more wheels.

v. **Unknown** – Mark when this information is unknown. Explain in *Section 9 - Narrative / Statements.*

11. **Autocycle –** A large motorcycle with one rear wheel and two front wheels, with either a saddle and handlebars or seat(s) and a steering wheel, that can be fully enclosed, partially enclosed, or unenclosed.

12. **Recreational Off-Highway Vehicles (ROV) –** ROVs are intended to be used on terrain similar to that on which all-terrain vehicles (ATV) are used. ROVs are

distinguished from ATVs by the presence of a steering wheel instead of a handlebar for steering, bench or bucket seats for the driver and passenger(s) instead of straddle seating, and foot controls for throttle and braking instead of levers located on the handlebar. In addition, ROVs have a rollover protective system (ROPS), restraint systems, and a maximum speed greater than 30 mph.

13. **Motor Home –** A motor vehicle which is a recreational unit suitable to live in, drive cross country, and is mounted on a bus / truck chassis. This does not include pick-up truck slide-in camping units or camper shells.

14. **Farm Implements** – Unlicensed motor vehicle typically used for agricultural purposes such as a tractor, combine, cotton picker, etc. Excludes trucks.

15. **Construction Equip. Heavy Mach.** – Unlicensed heavy-duty motor vehicle specially designed for executing construction tasks (e.g., bulldozer, road grader, skid-steer loader, etc.). Excludes trucks.

16. **Other Vehicle (Code)** – Any vehicle involved in the crash that is not described by any of the other descriptions shown. Enter the code for the device listed below on the line.

    1. **Riding Mower / Garden Tractor** – Device originally constructed as a lawn mower or garden tractor.

    2. **Golf Cart** – Device originally constructed as an electric or gasoline powered golf cart. This includes any modified or hybrid golf cart converted for transportation use only.

    3. **Snowmobile** – A motorized vehicle with runners and a continuous track, used for traveling over snow.

    4. **Forklift** – A motorized lifting device with two long grid rigid steel bars that can be raised and lowered, used especially to move pallets loaded with boxes or other goods.

    5. ***(Historical code** – No longer used.)*

    6. **Low Speed Vehicle (LSV)** – A motor vehicle with four or more wheels whose top speed is greater than 20 miles-per-hour, but not greater than 25 miles per-hour. LSVs are required to be equipped with basic items of safety equipment: tail lamps, reflex reflectors, parking brake, windshields constructed with safety glass, rearview mirrors, seat belts, and vehicle identification numbers.

    7. **Other (Explain)** – Includes all other vehicles that do not fall into the previous categories (e.g., mini truck).

(Mini Truck)

17. **Unknown (Explain)** – Mark if the motor vehicle body type cannot be determined.

18. **Cargo Van** – A van where the area behind the driver or cab is designed for transporting cargo or operated for general commercial use. This is a 2-axle, 4-tire vehicle only.

19. **Pickup** – A motor vehicle having two axles and four tires with a rear cargo area (bed) separate from the passenger compartment and with a gross vehicle weight rating (GVWR) 26,000 pounds or less. Examples include Ford F150, 250, or 350; Chevrolet 1500, 2500, 3500, El Camino, Ranchero, Ridgeline, Avalanche, Brat, Ram, etc.

20. **Other Heavy Truck** – A motor vehicle having two axles and four tires with a gross vehicle weight rating (GVWR) more than 26,000 pounds.

21. **Single-unit Truck; 2 axles, 6 tires** – A truck consisting of one unit having 2 axles and 6 tires. This includes, but is not limited to, pickup trucks with four tires on the rear axle and ambulances with this configuration.

22. **Single-unit Truck; 3 or more axles** – A truck consisting of one unit having 3 or more axles. Examples include single unit dump trucks, concrete mixers, etc. **This does not include truck-tractors.**

    Note: A truck is a motor vehicle designed primarily for carrying property.

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

24. **Number of Trailer / Towed Units: (Applies to all above Vehicle Body Types - MUST COMPLETE) –** Enter the number of trailers or towed units attached to any of the above motor vehicle body types at the time it was involved in the crash. Enter "NA" if there were no trailers or towed units attached to the vehicle. Enter "U" (unknown) if the information is unknown. **DO NOT LEAVE BLANK.**

25. **GVW / GCVW Rating** – The gross vehicle weight rating (GVWR) in the case of a single unit motor vehicle or the gross combined vehicle weight rating (GCVWR) in the case of a motor vehicle combination (power unit plus towed unit(s)). **This is not the licensed weight.** It only applies to pickups, cargo vans, all trucks, truck tractors, or any vehicles displaying a hazardous materials placard.

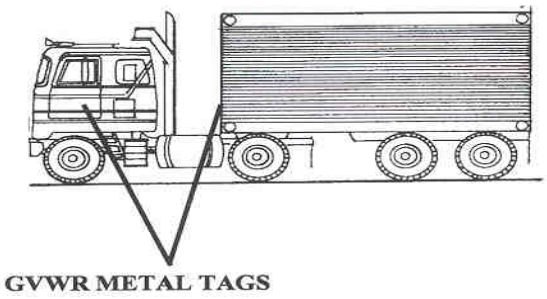
    a. **Less than or equal to 10,000 lbs.** – Mark if the GVWR or GCVWR is less than or equal to 10,000 pounds.

    b. **10,001 - 26,000 lbs.** – Mark if the GVWR or GCVWR is 10,001 to 26,000 pounds.

    c. **Greater than 26,000 lbs.** – Mark if the GVWR or GCVWR is greater than 26,000 pounds.

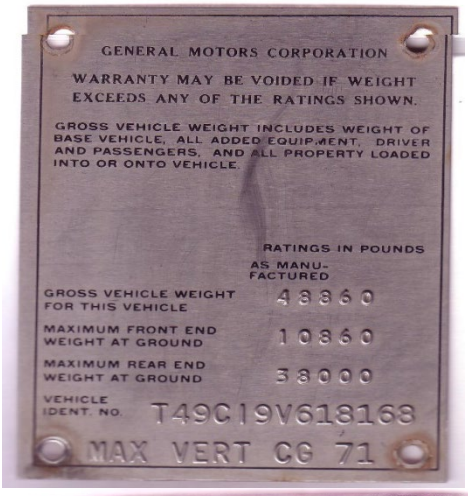
    d. **Unknown** – Mark if the vehicle meets the criteria where the GVWR or GCVWR is required for the report; however, it cannot be determined. Explain in *Section 9 - Narrative / Statements*.

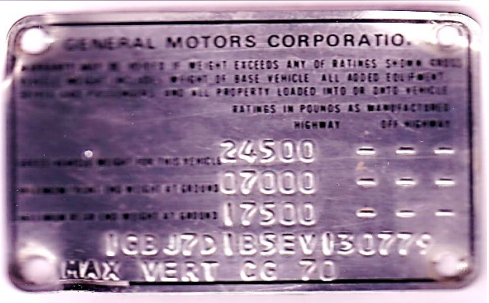
e. **Location of GVWR tags:**



GVWR METAL TAGS

Examples of GVWR tags:





xix. **FIRST TRAILER / TOWED UNIT AND SECOND TRAILER / TOWED UNIT –** These fields identify the first, and if applicable, second trailer or towed unit attached to the motor vehicle at the time of the crash. Complete fields regardless if a trailer / towed unit(s) received damage or not.

1. **Year –** Enter the four-digit trailer or towed unit year. If in doubt, use the year indicated on the title or as obtained from the Department of Revenue.

2. **Make –** Enter the trailer or towed unit make. Use the appropriate NCIC code or the complete name. Enter NCIC code “HMDE” for homemade trailers.

3. **Model –** Enter the manufacturer's trailer or towed unit model designation. Use the appropriate NCIC code or the complete name. Enter “NA”- not applicable for homemade trailers.

4. **License-Plate No.–** Enter the trailer / towed unit license plate or temporary license / permit number. If a trailer / towed unit has no plates or temporary license / permit, enter “NONE.”

Enter:
"NOTREQ" when a crash involves a trailer / towed unit not requiring a license and not displaying a license plate or temporary license / permit (i.e., government owned vehicles, self-propelled construction equipment, well-driller, etc.).
"**TEMP"** if trailer / towed unit has a temporary or in-transit license that is not registered. Ex. Out-of-state temporary tag with just a date of expiration.
"UNK" if the plate number or temporary license / permit is unknown.

5. **State –** Enter state / province issuing the trailer / towed unit license or temporary license / permit using the standard NCIC two letter abbreviation as shown in *Appendix C - United States, Canada, and Mexico Abbreviations*, *page 160*. Enter "XX" for licenses issued by entities not listed in the appendix. Enter "NA," if NONE or NOTREQ is entered as the license plate number. Enter "UK" if the state is unknown.

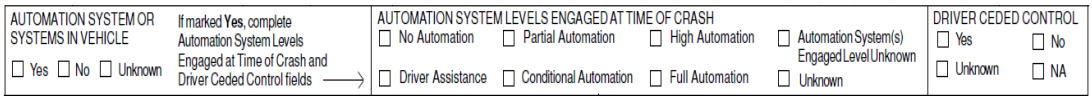
6. **Year –** Enter the four-digit year designation of the plate / permit. If in doubt, use the year obtained from the Department of Revenue. Enter the current year for license plates not displaying a year, such as an apportioned plate.

   Enter "NA," if NONE or NOTREQ is entered as the license plate number. Enter "UNK" if the year is unknown.

7. **VIN –** Enter the vehicle identification number (VIN) or serial number as shown on the trailer / towed unit. Enter NA if the trailer / towed unit is not assigned a VIN or serial number. Enter "UNK" or "UNKNOWN" if the VIN or serial number is unknown.

   Note: Enter or record information (year; make; model; license plate number, state, year; and VIN) on the third or subsequent trailer / towed unit in *Section 9 - Narrative / Statements*.

xx. **AUTOMATION SYSTEM OR SYSTEMS IN VEHICLE –** This field addresses the automation system(s) equipped in or on the motor vehicle and engaged at the time of the crash.



The hardware and software that are collectively capable of performing part or all of the dynamic driving task on a sustained basis. This term is used generically to describe any system capable of level 1-5 driving automation" (SAE 2016). See SAE International's Levels of Driving Automation; SAE International Standard J3016 (2014)" on page 86 for automation level determination.

Dynamic Driving Task – The operational (steering, braking, accelerating, monitoring the vehicle and roadway) and tactical (responding to events, determining when to change lanes, turn, use signals, etc.) aspects of the driving task, but not the strategic (determining destinations and waypoints) aspect of the driving task.

1. **Yes –** Mark if the motor vehicle is equipped with an automation system(s) that is capable of performing part or all of the dynamic driving task on a sustained basis. If marked, complete the Automation System Levels Engaged At Time of Crash and Driver Ceded Control fields.

2. **No –** Mark if the motor vehicle is not equipped with an automation system(s) that is capable of performing part or all of the dynamic driving task on a sustained basis. If marked, do not complete the Automation System Levels Engaged At Time of Crash and Driver Ceded Control fields.

3. **Unknown –** Mark if it is unknown if the motor vehicle is not equipped with an automation system(s) that is capable of performing part or all of the dynamic driving task on a sustained basis.

xxi. **AUTOMATION SYSTEM LEVELS ENGAGED AT TIME OF CRASH –** Mark one box that identifies the level of automation system(s) engaged on the motor vehicle at the time of the crash. Leave blank if Automation System or Systems In Vehicle is "No." Mark "Unknown" if Automation System or Systems In Vehicle is "Unknown." Note: The number in the parentheses refers to the SAE level of automation 0-5.

1. **No Automation (0)–** Mark if the full-time performance by the human driver of all aspects of the dynamic driving task, even when enhanced by warning or intervention system.

2. **Driver Assistance (1) –** Mark if the driver assistance system of either steering or acceleration / deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task.

3. **Partial Automation (2) –** The driving mode-specific execution by one or more driver assistance systems of both steering and acceleration / deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task.

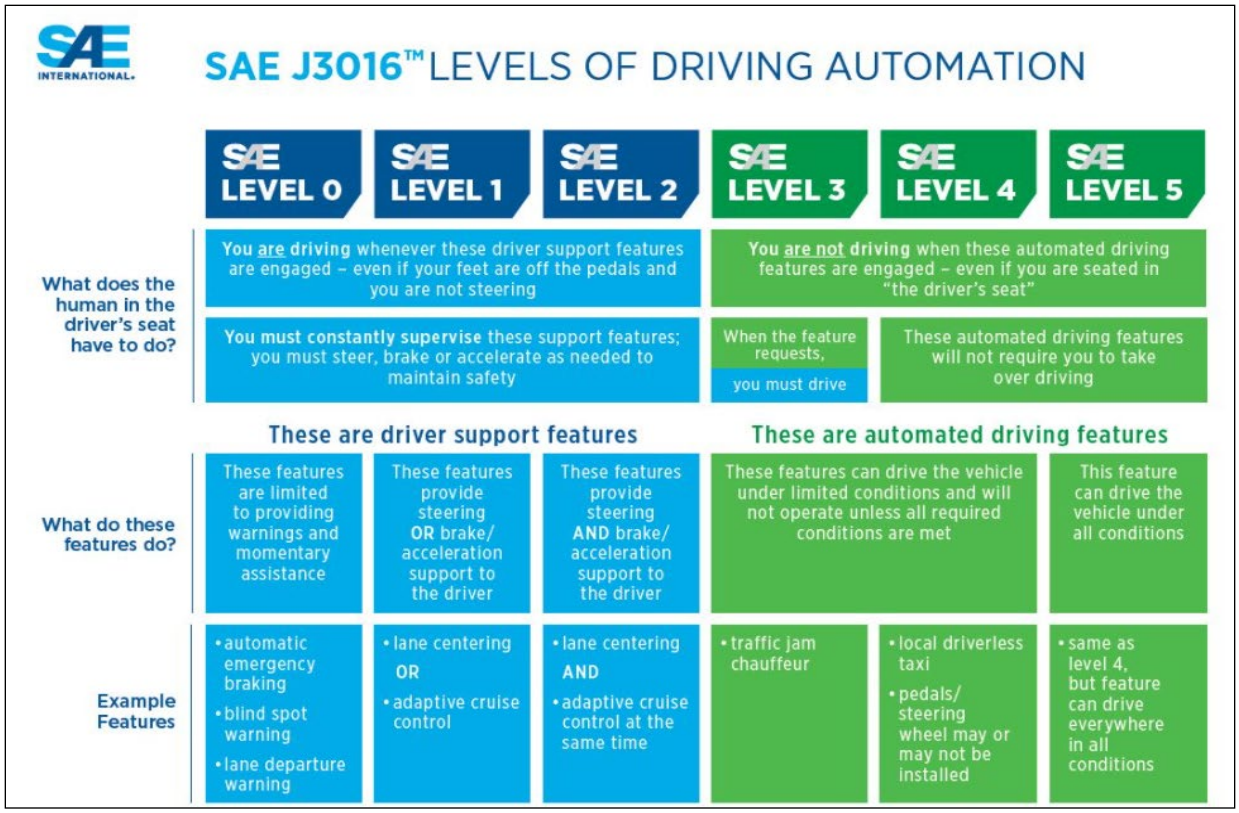
4. **Conditional Automation (3) –** Mark if the driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene.

5. **High Automation (4) –** Mark if the driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene.

6. **Full Automation (5) –** Mark if the full-time performance by an automated driving system of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human driver.

7. **Automation System(s) Engaged Level Unknown –** Mark if it is known an automation system(s) was engaged on the motor vehicle at the time of the crash; however, the level of automation is unknown.

8. **Unknown** – Mark if it is unknown an automation system(s) was engaged on the motor vehicle at the time of the crash.



(SAE International Standard J3016 (Source: SAE International).

xxii. **DRIVER CEDED CONTROL –** This indicates if the driver had ceded control of the motor vehicle and the dynamic driving task of the vehicle was being controlled by the vehicle. This is typically while engaged in "Conditional Automation, SAE Level 3;" "High Automation, SAE Level 4;" or "Full Automation, SAE Level 5," at the time it was involved in the crash. Leave blank if Automation System or Systems In Vehicle is "No." Mark "Unknown" if Automation System or Systems In Vehicle is "Unknown."

1. **Yes** – Mark if the driver ceded control of the motor vehicle while the dynamic driving task of the vehicle was being controlled by the vehicle at the time it was involved in the crash.

2. **No** – Mark if the driver had not ceded control of the motor vehicle and the dynamic driving task of the vehicle was being controlled by the driver at the time it was involved in the crash.

3. **Unknown** – Mark if it is unknown if the driver had ceded control of the motor vehicle and the dynamic driving task of the vehicle was being controlled by the vehicle at the time it was involved in the crash.

4. **NA** – Mark if there was no driver.

xxiii. **EMERGENCY VEHICLE INVOLVEMENT** – This field indicates operation of any motor vehicle involved in the crash equipped with emergency lights and/or siren that is legally authorized under Section 304.022, RSMo., to respond to emergencies with or without the use of emergency warning equipment.

EMERGENCY VEHICLE INVOLVEMENT ☐ NA
☐ Police ☐ Ambulance ☐ A. Emergency Vehicle on Emergency Run
☐ Fire ☐ Other (Must check "A" or "B") ⟶ ☐ B. Stationary With Emergency Equip. Activated

1. **NA** – Mark when no emergency vehicle was involved.

2. **Police** – Mark if the motor vehicle was a police vehicle, equipped with emergency lights and/or siren, regardless of markings. A or B (below) must be marked if emergency equipment was activated.

3. **Fire** – Mark if the motor vehicle was a fire department vehicle equipped with emergency lights and/or siren, regardless of markings. A or B (below) must be marked if emergency equipment was activated.

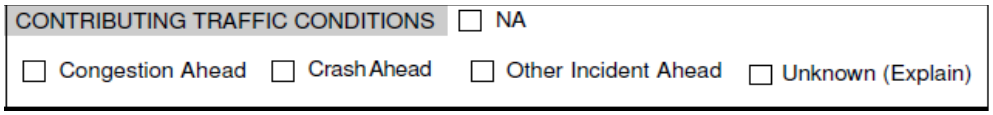
4. **Ambulance** – Mark if the motor vehicle was an ambulance. A or B (below) must be marked if emergency equipment was activated.

5. **Other (Must check "A" or "B")** – Mark if the motor vehicle was not police, fire, or ambulance; however, it was equipped with emergency lights and/or siren and met the statutory requirements for an emergency vehicle given the circumstances. This would include a wrecker making an emergency run to a crash scene, volunteer fire fighter responding to a fire in a personally owned vehicle, or public utility / public service corporation while performing emergency service. A or B (below) must be marked if this is marked.

   A. **Emergency Vehicle on Emergency Run** – Mark if the emergency vehicle was on an emergency run (moving with emergency equipment activated) at the time of the crash.

   B. **Stationary With Emergency Equip. Activated** – Mark if the emergency vehicle was stationary with emergency equipment activated when the crash occurred.

xxiv. **CONTRIBUTING TRAFFIC CONDITIONS** – This field describes traffic conditions at the time of the crash.



1. **NA** – Mark if none of the below selections apply. "NA" should be marked if traffic conditions were normal, or traffic congestion did NOT contribute to the crash.

2. **Congestion Ahead** – Mark if heavy volume of traffic caused congestion, which contributed to the crash. The congestion was not caused by a traffic crash or other incident.

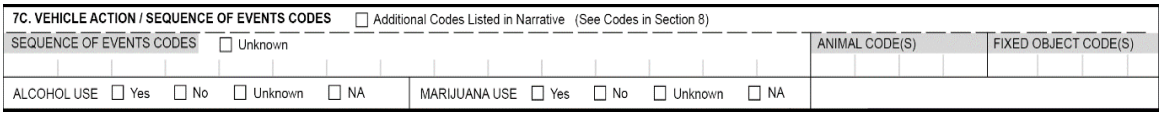
3. **Crash Ahead** – Includes instances where congestion is caused by a traffic crash and contributes to this crash.

4. **Other Incident Ahead** – Includes instances where an incident other than a traffic crash has created congestion, which contributed to this crash. An example would include traffic congestion due to a disabled vehicle.

5. **Unknown (Explain)** – Mark if the traffic conditions at the time of the crash cannot be determined. Explain in *Section 9 - Narrative / Statements.*

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES

This subsection describes motor vehicle action(s) just prior to the first unstabilized event to final rest, or the end of the unstabalized event(s). All sequence of events, animal codes, and fixed object codes must be explained in *Section 9 - Narrative / Statements.* All codes are listed in Section 8 - Codes, *pages 104 - 134.*



i. **ADDITIONAL CODES LISTED IN NARRATIVE** – Mark if there are more than fifteen sequence of events codes. Codes in excess of fifteen should be listed in *Section 9 - Narrative / Statements*.

ii. **SEQUENCE OF EVENTS CODES** – Starting with the motor vehicle's actions just prior to the first unstabilized event, identify chronological events associated with the vehicle. Write the code for the first event in the first block, second in the second block, etc. List up to fifteen events with any additional listed in *Section 9 - Narrative / Statements*. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 122)*.

Example: A motor vehicle going straight strikes a dog, runs off right side of the road, and strikes a tree. Complete subsection as follows - find code for going straight ("01. Going Straight") and enter "01" in the first space; find code for striking animal ("33. Collision Inv. Animal") and enter "33" in second space; find code for runs off right side of road ("20. Ran Off Road - Right") and enter "20" in the third space; find code for strikes tree ("36. Collision Inv. Fixed Object") and enter "36" in fourth space.

Unknown – Mark if the motor vehicle's sequence of events cannot be determined.

iii. **ANIMAL CODE(S)** – If sequence of events code "33" (Collision Involving Animal) is marked, a code for the animal involved must be indicated. Enter the appropriate code from the list of animals shown in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 127*). List up to four types of animals involved. Animals include both live and dead animals. Do not list the same type of animal code more than once. In the example above, enter "62" (Dog) in the "Animal Code" space.

iv. **FIXED OBJECT CODE(S)** – If sequence of events code "36" (Collision Involving Fixed Object) is marked, code(s) for the fixed object(s) must be indicated. Enter the appropriate code identifying the fixed object(s) involved. Identify up to four fixed objects with any additional listed in *Section 9 - Narrative / Statements*. Enter object codes in chronological order as they were involved. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 127*). In example above, enter "20" (Tree / Stump) in the first "Fixed Object Code" space.

v. **ALCOHOL USE –** This field indicates whether the motor vehicle driver involved in the crash is suspected to have used alcohol. This is reflective of the investigating officer's opinion of the use (presence) of alcohol, not a judgment of quantity or intoxication. The officer's opinion as to alcohol's contribution to the crash is shown under "Probable Contributing Circumstances."

1. **Yes** – Mark if use of alcohol on the part of the driver is suspected. This must be selected if "Alcohol" is marked under Probable Contributing Circumstances for the driver / operator.

2. **No –** Mark if use of alcohol on the part of the driver is not suspected.

3. **Unknown** – Mark if alcohol use on the part of the driver is unknown.

4. **NA** – Mark if there is no driver.

vi. **MARIJUANA USE –** This field indicates whether the motor vehicle driver involved in the crash is suspected to have used marijuana. This is reflective of the investigating officer's opinion of the use (presence) of marijuana, not a judgment of quantity or impairment. The officer's opinion as to the driver's use of marijuana contributing to the crash is shown under "Probable Contributing Circumstances, 19 – Drugs."

1. **Yes** – Mark if use of marijuana on the part of the driver is suspected.

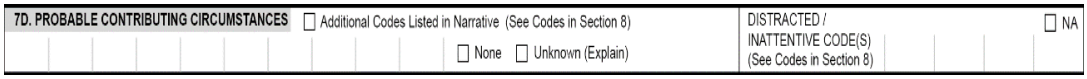
2. **No –** Mark if use of marijuana on the part of the driver is not suspected.

3. **Unknown** – Mark if marijuana use on the part of the driver is unknown.

4. **NA** – Mark if there is no driver.

7D. PROBABLE CONTRIBUTING CIRCUMSTANCES

i. This subsection is used to record driver errors, vehicle defects, and miscellaneous circumstances that contributed to the crash. Criterion here should not be whether an arrest was made, but that the circumstances existed in the investigator's judgment. Enter all codes associated with probable contributing circumstances that apply and only if it contributed to the crash and not simply that it existed. If "None" or "Unknown" are marked, then no other circumstances can be entered. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 134*).



1. **Additional Codes Listed in Narrative –** Mark if there are more than ten probable contributing circumstances codes. Codes in excess of ten should be listed in *Section 9 - Narrative / Statements*.

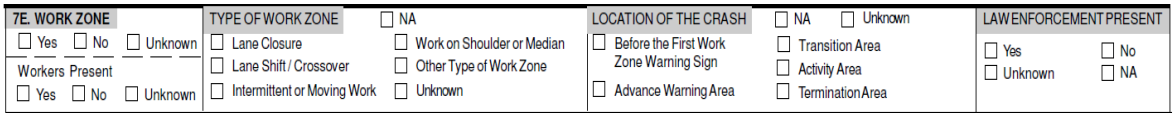
2. **None** – Mark only if, in the investigating officer's opinion, there were no probable contributing circumstances. When marked, no other circumstance codes can be entered.

3. **Unknown (Explain)** – Mark if it is unknown whether actions on the part of the driver contributed to the crash or if there was not enough evidence at the scene to ascertain who or what contributed. If **marked**, no other selections can be made. Explain in *Section 9 - Narrative / Statements*. When marked, no other circumstance codes can be entered.

ii. **DISTRACTED / INATTENTIVE CODE(S)** – This field identifies the type of distraction(s) involved when "Distracted / Inattentive" is selected as a probable contributing circumstance. Up to four can be entered. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 118*). Explain cause of the distraction or inattention in *Section 9 - Narrative / Statements*.

NA – Mark if "Distracted / Inattentive" was not marked as a probable contributing circumstance.

7E. WORK ZONE-RELATED – A crash that occurs in or related to a construction, maintenance, or utility 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.



i. **WORK ZONE** – Mark to indicate if the crash occurred in a work zone or was work zone-related and, if so, whether workers were present.

A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs / signals / indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance, or utility work activity.

A work zone extends from the first warning sign, signal, or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity.

Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

1. **Yes** – Mark if the crash occurred in a work zone or was work zone-related. If yes, go to "Workers Present" and mark appropriate box.

2. **No** – Mark if the crash did not occur in a work zone or was work-zone related.

3. **Unknown** – Mark if it could not be determined if the crash occurred in a work zone or was work zone-related.

ii. **WORKERS PRESENT –** Mark only if the crash occurred in a work zone (marked "Yes" above). Leave blank if the crash was not in a work zone or unknown was marked above.

1. **Yes** – Mark if the crash occurred in a work zone and workers were present at the time of the crash. This includes workers in or on a working motor vehicle, equipment, etc. or off such devices (standing on their feet, sitting, lying, etc.).

2. **No** – Mark if the crash occurred in a work zone, but no workers were present at the time of the crash.

3. **Unknown** – Mark if the crash occurred in a work zone and it could not be determined if workers were present at the time of the crash.

Includes (but is not limited to):

- Long-term stationary construction such as building a new bridge, adding travel lanes to the roadway, extending an existing trafficway, etc. (construction activity / work).

- Work involving moving activities such as striping the roadway, median and roadside grass mowing / landscaping, pothole repair, lane line painting, etc., where there are warning signs or signals marking the beginning of the moving work area (mobile maintenance activity / work).

- Short-term stationary work such as repairing / maintaining electric, gas, water lines, or traffic signals (utility activity / work) where there are warning signs or signals marking the beginning of the work area.

- Areas identified by signage as a work zone where the ongoing work activity has temporarily paused.

Excludes:

- Any private construction, maintenance, or utility work outside the trafficway.

- Any area of the trafficway where there is moving maintenance activity (e.g., roadside grass mowing / landscaping, pothole repair, snowplowing, lane line painting) without warning signs or signals.

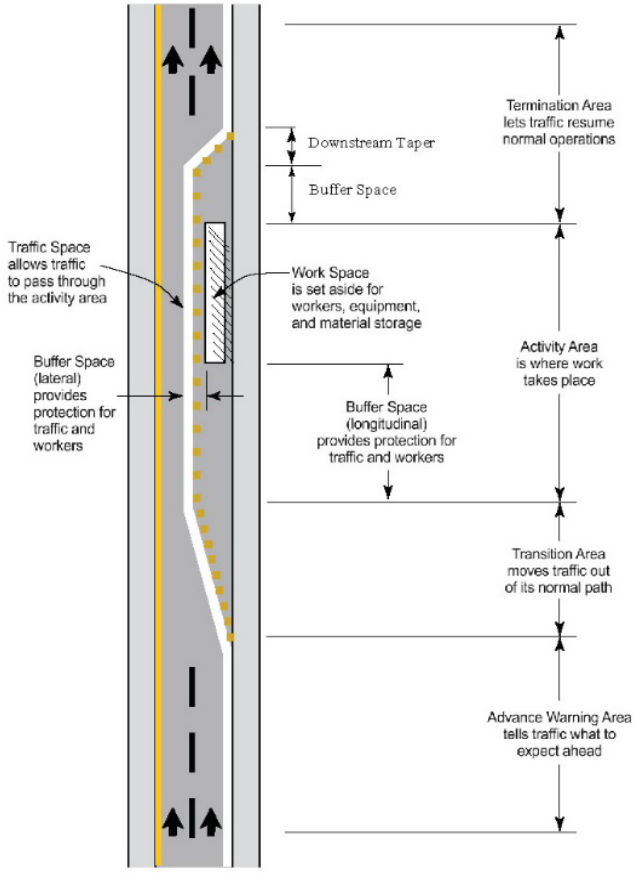
- Citizen removing snow from the trafficway as a neighborly gesture.
- Private individuals picking up trash roadside.

iii. **TYPE OF WORK ZONE –** Mark the box that best identifies the type of work zone at the crash scene.

1. **NA** – The crash did not occur within a work zone. This must be marked if Work Zone is marked "No".
2. **Lane Closure** –The closure of travel lane in one direction of a roadway.
3. **Lane Shift / Crossover** – Involves the lateral shift of vehicular traffic from the original travel lane. This could occur within the same roadway or traverse to an opposing roadway.
4. **Intermittent or Moving Work Zone –** Temporary activity that may move or shift frequently. Example, mobile striping or mowing operation.
5. **Work on Shoulder or Median** – The closure of the shoulder or median within a trafficway.
6. **Other Type of Work Zone –** Mark if the crash occurred in a work zone not listed in the attributes for this field. *Explain in Section 9 - Narrative / Statements*.
7. **Unknown –** Mark if it could not be determined the type of work zone present. This should be marked if Work Zone is marked "Unknown."

iv. **LOCATION OF THE CRASH –** Mark the box that best identifies the location of the crash in association with the work zone or work zone-related area.

1. **NA –** The crash did not occur within a work zone or was work zone-related. This must be marked if Work Zone is marked "No."
2. **Unknown –** Mark if it could not be determined the location of the crash within the work zone or work-zone related area. This should be marked if Work Zone is marked "Unknown."
3. **Before the First Work Zone Warning Sign –** Located prior to the first warning sign but related to the work zone such as a rear end crash due to congestion from the work zone.
4. **Advance Warning Area –** Located after the first warning sign but before the work area. Informs motorists what to expect ahead.
5. **Transition Area –** Location where traffic is traversed out of its normal path.
6. **Activity Area –** Location where the actual work occurs whether workers and equipment were present or not.
7. **Termination Area –** Location after the activity area where traffic resumes normal operations.



(Source: MMUCC 5th Edition).

v. **LAW ENFORCEMENT PRESENT**

1. **Yes** – Mark if the crash occurred in a work zone or was work zone-related and law enforcement was present at the time of the crash.

2. **No** – Mark if the crash occurred in a work zone or was work zone-related, but no law enforcement was present at the time of the crash.

3. **Unknown** – Mark if the crash occurred in a work zone or was work zone-related and it could not be determined if law enforcement was present at the time of the crash.

4. **NA –** The crash did not occur within a work zone or was work zone-related. This must be marked if Work Zone is marked "No."

7F. TRAFFIC CONTROL - This subsection identifies the type of traffic control device(s) present at the crash scene.

7F. TRAFFIC CONTROL	☐ None	☐ Unknown				CONTROL MALFUNCTIONING / INOPERATIVE / MISSING
Electric:	☐ Green / Yellow / Red	☐ Flashing Red	☐ Flashing Yellow	☐ Ramp Meter	☐ Other Electric (Explain)	☐ Yes (Explain) ☐ No ☐ Unknown ☐ NA
Other Controls:	☐ Stop Sign	☐ No Passing Zone	☐ Turn Restricted	☐ Officer / Flagman	☐ Signal On School Bus	
	☐ Warning Sign / Device	☐ Railway Crossing Sign / Device	☐ School Zone	☐ Yield Sign	☐ Other (Explain)	

i. **None** – Mark if there were no traffic control devices, electric or other controls, present at the scene at the time of the crash. Mark if a traffic control device is missing, then indicate in *Subsection 7F - Control Malfunctioning / Inoperative / Missing.*

Mark if a no passing zone (solid yellow line) has been temporarily removed due to roadway resurfacing and has not been replaced.

ii. **Unknown** – Mark if the presence of a traffic control device at crash location cannot be determined. Explain in *Section 9 - Narrative / Statements*.

iii. **Electric** (Traffic Control Electric Signal)

Electrically powered devices that warn or direct vehicular traffic to take some specific action. This generally applies to the first vehicle approaching the electric signal. For example, a vehicle at an intersection is slowing/stopping due to a red traffic control signal and is the first vehicle approaching a stop line. Three other vehicles are also slowing/stopping in traffic directly following the first vehicle. *Subsection 7F - Traffic Control: Electric* for the first vehicle slowing/stopping would be marked "Green/Yellow/Red" and "None" would be marked for the remaining three vehicles slowing/stopping and following the first vehicle. Only one can be marked.

1. **Green / Yellow / Red** – Standard traffic signal (with or without turn arrows), either vertical or horizontal. This includes solid and flashing yellow arrows that are part of the signals cycle.

2. **Flashing Red** – Includes either a single flashing red light or when a standard traffic light is set to flashing red.

3. **Flashing Yellow** – Includes either a single flashing yellow light or when a standard traffic light is set to flashing yellow.

4. **Ramp Meter** – A traffic signal that controls the entry of vehicles from a ramp onto a freeway. Ramp meters control the frequency and spacing of merging vehicles. They normally consist of a two-section signal (red and green only). Also known as a ramp control signal. Mark only if the ramp meter was operating at the time of the crash.

(Source: KC Scout).

5. **Other (Explain)** – Any other traffic control electric signal not listed above. Describe in *Section 9 - Narrative / Statements*.

iv. **Other Controls** (Other traffic control)

Mark all that are applicable.

1. **Stop Sign** – A sign that instructs drivers to stop and then proceed only if the way ahead is clear. Normally is red in color and octagonal (eight-sided) with white letters "STOP." This generally applies to the first vehicle approaching the traffic control.

2. **No Passing Zone** – A section of roadway marked by either a solid yellow line or signs indicating one vehicle should not pass another vehicle going the same direction within that section of roadway.

3. **Turn Restricted** – Ability of vehicles to turn one direction or another is restricted by signs. Examples include no right turn on red, no left turn, or no U-turn. This generally applies to the first vehicle approaching the traffic control.

4. **Officer / Flagman** – Movement of traffic is directed by a law enforcement officer or a flagman. This generally applies to the first vehicle approaching the traffic control.

5. **Signal On School Bus** – A signal and sign on a school bus directing traffic in its vicinity. Normally consists of a "Stop" sign and red lights that are operated by a school bus driver. This generally applies to the first vehicle approaching the traffic control.

6. **Warning Sign / Device** – Any sign or device erected to control the flow of traffic or to alert motorists of an upcoming roadway condition.

   Examples include curve ahead sign, dip in road, slippery when wet, deer crossing, arrow boards or chevrons in curves, road closed, bump, etc.

7. **Railway Crossing Sign / Device** – Any sign or device designed to notify drivers of a railway crossing. Includes lights, gate, cross bucks, pavement markings, etc. This generally applies to the first vehicle approaching the traffic control.

8. **School Zone** – Signs, lights, etc. designating a school zone. The zone is normally the area between two or more signs, lights, etc. designating the beginning and possibly end of such zone.

9. **Yield Sign** – A sign that indicates that a vehicle driver should prepare to stop if necessary, but does not need to stop if the right-of-way is clear. Normally triangular in shape with letters "YIELD." This generally applies to the first vehicle approaching the traffic control.

10. **Other (Explain) -** Any other traffic control device, except electric signals, not listed above. Describe in *Section 9 - Narrative / Statements.*

v. **CONTROL MALFUNCTIONING / INOPERATIVE / MISSING**

a. **Yes (Explain)** – Mark if one or more of the traffic control devices (electric signals or other) was malfunctioning, inoperative, or missing at the time of the crash. Explain in *Section 9 - Narrative / Statements.* Mark this even if the malfunctioning, inoperative, or missing control was not a contributor to the crash.

Note: A standard traffic signal that is flashing red or yellow is not malfunctioning. A standard traffic signal that is dark (no electrical power) with temporary "Stop" signs in place controlling traffic is not malfunctioning.

b. **No** – Mark if the traffic control device(s) listed (electric signals or other) were present and operating correctly at the time of the crash.

c. **Unknown** – Mark if the investigator could not determine if a traffic control device (electric signal or other) was malfunctioning, inoperative, or missing at the time of the crash.

d. **NA** – Mark if this field is not applicable (there was no device present, or no device was missing).

Note: This should be marked if a no passing zone (solid yellow line) has been temporarily removed and has not been replaced.

7G. OCCUPANT INFORMATION

Note: It is important to ascertain exactly where the person was located in relationship to their transition into or out of a motor vehicle. Once the unstabilized situation begins, an occupant remains an occupant until the crash stabilizes.

- If a person is seated with his/her feet outside the vehicle, he/she is considered an occupant.
- If a person is entering or exiting a vehicle, ensure he/she has successfully completed the transition from pedestrian to occupant or vice-versa.

7G. OCCUPANTS — NAME (Last, First, MI) / ADDRESS (Street, City, State, Zip)	DATE OF BIRTH MM-DD-YYYY	SEX	SEAT LOC	INJ	TRANS-PORT	EJEC-TION	AIR BAG				SAFETY DEVICES		IMPROPER USE?	PHONE NUMBER
													☐ Yes ☐ No ☐ Unk ☐ NA	
													☐ Yes ☐ No ☐ Unk ☐ NA	
													☐ Yes ☐ No ☐ Unk ☐ NA	
													☐ Yes ☐ No ☐ Unk ☐ NA	
													☐ Yes ☐ No ☐ Unk ☐ NA	

i. **OCCUPANTS—NAME (LAST, FIRST, MI)** – Enter the occupant's name on the top line. Enter the occupant's current legal name using last name, first name, and middle initial format. (**Note:** Do not enter a period after the middle initial and leave blank if there is no middle initial).

ii. **ADDRESS (STREET, CITY, STATE, ZIP)** – Enter the occupant's most current address on the line below the name.

Enter SAD (Same As Driver) if the address is the same as the drivers.

iii. **DATE OF BIRTH (MM-DD-YYYY)** – Enter the occupant's date of birth in the month, day, and year format (mm-dd-yyyy). Enter "Unk" if unknown.

iv. **SEX** – Enter "M" for male, "F" for female, or "U" if the information is unknown.

v. **SEAT LOC.** – (Seat Location) Enter the appropriate code to indicate the occupant's seat location. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 107*).

Note: A person sitting in the driver's seat of a "Parked Motor Vehicle" is shown as an occupant, not a driver. The information pertaining to this person is shown in *Subsection 7G – Occupant Information*

When one occupant is sitting on another occupant's lap, enter the same seat location code for both and explain in *Section 9 - Narrative / Statements*.

vi. **INJ** – (Injury) Enter one code to indicate the occupant's injury severity. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 108*).

Note: Injuries should be classified on the basis of conditions at the scene of the crash. The exception to this rule applies to fatal injuries (late death). Injuries that do not meet these criteria may be documented in *Section 9 - Narrative / Statements*.

Enter "5" (No Apparent Injury) for occupants who are not injured but transported from the scene to a medical facility for precautionary measures. Explain in *Section 9 - Narrative / Statements*.

vii. **TRANSPORT** – Enter one code to indicate whether and how an occupant was transported from the scene to a medical facility for treatment of crash-related injuries. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 110)*.

List the name of the transporting agency or person, and medical facility they were transported to in *Section 9 - Narrative / Statements* if applicable.

Note: Enter "1" (No) for occupants who are not injured but transported from the scene to a medical facility for precautionary measures. In addition, enter "1" (No) if a person deceased at the scene is transported. In either case, explain in *Section 9 - Narrative / Statements*.

viii. **EJECTION** – Enter one code to indicate whether the occupant was ejected from the motor vehicle. Show ejection codes for all types of vehicles, including motorcyclists. This does not include persons falling off a vehicle. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 111*). 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 (the unstabilized situation).

Note: All Fatality Crashes – Identify ejection path (windshield, door, T-top, etc.) of **everyone ejected in a fatality crash** in *Section 9 - Narrative / Statements*. This is not applicable for cyclists.

ix. **AIR BAG** – Enter up to four codes to indicate if air bags were present for the occupant and whether any airbags were deployed. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 111*).

x. **SAFETY DEVICES** – Enter a maximum of two codes to indicate the type of safety device(s) used, if any, by the occupant. If only one safety device is applicable, then leave the second safety device field blank. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 113*).

xi. **IMPROPER USE?**

1. **Yes** – Mark if the motor vehicle occupant was using a safety device, but did not use it properly as designed or intended by the manufacturer or safety standards at the time of the crash. Do not mark when the vehicle occupant was not using a safety device.

   Examples:
   - A manual shoulder and lap belt restraint system was available but only the lap belt was used and the shoulder belt portion was behind the occupant's back.
   - A child is in a booster seat but not using the vehicle's restraint system.
   - A nine-month-old child is in the right rear seating position without a child restraint seat and using a shoulder and lap belt.
   - Automatic shoulder harness and a manual belt were available. The shoulder harness was used but the lap belt was not.

2. **No** – Mark when the motor vehicle occupant was using a safety device and there was no indication of misuse at the time of the crash. (The safety device was being used as designed or intended by the manufacturer or safety standards.)

3. **Unk. (Unknown)** – Mark when it is unknown if there was improper use of the safety device by the motor vehicle occupant. "U" - Use Unknown must be entered for Safety Device.

4. **NA** – Mark if the field is not applicable. Also, mark if no safety device was used by the occupant or present on the motor vehicle. For instance, Code 1. - None or 2. - Not Used was entered in the Safety Devices field for the occupant.

xii. **PHONE NUMBER** – Enter the occupant's telephone number, including the area code.

7H. COMMERCIAL MOTOR VEHICLE

7H. COMMERCIAL MOTOR VEHICLE ☐ NA	Required on Vehicle if "Yes" was answered to questions in parts 1 and 2 in CMV involvement criteria and vehicle meets one of the three criteria part 2.									
VEH NO.	MOTOR CARRIER IDENTIFICATION (Leasee, etc.) — NAME & ADDRESS (Street, City, State, Zip) ☐ SAO								PHONE NUMBER ☐ SAO	
COMMERCIAL / NON-COMMERCIAL	☐ Interstate Carrier ☐ Intrastate Carrier	☐ Not In Commerce — Government Vehicle ☐ Not In Commerce — Rental Vehicle	☐ Not In Commerce — Other Vehicle					MC / MX / ICC NO.	USDOT NO.	
CARGO BODY TYPE	☐ Enclosed Box ☐ Cargo Tank	☐ Flatbed ☐ Dump	☐ Concrete Mixer ☐ Auto Transporter	☐ Garbage / Refuse ☐ Grain / Chip / Gravel	☐ Pole Trailer ☐ Log	☐ Vehicle Towing Another Veh.	☐ Intermodal Container Chassis	☐ NA (No Cargo Body)	☐ Other ☐ Unknown	
HAZARDOUS MATERIALS	PLACARD DISPLAYED ☐ Yes ☐ No ☐ Unknown	4-DIGIT NO.	CLASS	HM CARGO PRESENT ☐ Yes ☐ No ☐ Unknown	HM CARGO RELEASED ☐ Yes ☐ No ☐ Unknown	HAZARDOUS MATERIAL NAME				

Completion of this subsection is required if "Yes" was answered to questions in parts 1 and 2 in the CMV involvement criteria in *Section 1 - General Crash Information*.

i. **NA**

If "No" was answered to either part 1 or part 2 in the CMV involvement criteria in *Section 1 - General Crash Information,* mark "NA" and do not complete *Subsection 7H - Commercial Motor Vehicle*.

Note: If "Yes" was answered to both parts 1 and 2 in the CMV Involvement Criteria fields in *Section 1 - General Crash Information*, do not mark "NA" and complete *Subsection 7H - Commercial Motor Vehicle* for all vehicles that meet the CMV criteria.

ii. **VEH NO.** – Enter the vehicle number for the commercial motor vehicle that corresponds with the vehicle number in *Section 7 - Drivers, Vehicles, Owners, & Occupants*. For instance, for a two-vehicle crash if Vehicle 2 meets the CMV Involvement Criteria in *Section 1 - General Crash Information,* enter “2” in the VEH NO. field.

iii. **MOTOR CARRIER IDENTIFICATION (LEASEE, ETC.)**

A valuable tool to identify the carrier via the Internet is the SAFER web site. *(http://safer.fmcsa.dot.gov/companysnapshot.aspx*). The "Company Snapshot" will allow you to cross-reference the USDOT and MC / MX numbers and carrier's name or identify the appropriate identification number(s) using the carrier's name. Some companies have the same name. Make sure when searching SAFER by carrier name that the correct carrier is selected. Refer to *Appendix D*, *page 161* for instructions on accessing and using the SAFER web site.

1. **Name & Address (Street, City, State, Zip) –** Enter the name of the motor carrier and the carrier's principal place of business address.

   Refer to *Appendix D* on *page 161* for instructions concerning how to properly identify the motor carrier and how to access carrier information. Make certain the USDOT and/or MC/MX/ICC number match the carrier’s name. (Do not include the letters MC, MX, or ICC when entering the number.)

   Note reference addresses: A nationwide company may have a local terminal address; however, use the corporate headquarters business address.

   SAO – (Same as Owner) Mark if the owner's name, motor carrier name, and address are the same. No further information is needed in this field if this is marked.

2. **Phone Number** – Enter the motor carrier's telephone number, including area code.

   SAO – (Same as Owner) Mark if the owner's telephone number and the motor carrier's telephone number are the same. No further information is needed in this field if this is marked.

iv. **COMMERCIAL / NON-COMMERCIAL**

1. **Interstate Carrier** – Any motor carrier where transit between the points of origin and termination does not occur entirely within the borders of the state of origin.

   Includes (but is not limited to):
   - Transit between a place in a state and a place outside of such state (including a place outside of the U.S.)
   - Transit between two places in a state through another state or place outside of the U.S.
   - Transit between two places in a state as part of trade, traffic, or transportation originating or terminating outside the state or U.S.

   Excludes:
   - Intrastate commerce

2. **Intrastate Carrier** – Any motor carrier where transit between the points of origin and termination occurs entirely within the borders of the state of origin.

3. **Not In Commerce—Government Vehicle** – Any government vehicle not operating in commerce whether it is operated by the local, state, or federal government.

4. **Not In Commerce—Rental Vehicle** – Includes rental vehicles (e.g., U-Haul, Ryder, Penske) that qualify by size (over 10,000 pounds GVWR/GCVWR) that are operated by a private individual and not in commerce.

5. **Not In Commerce—Other Vehicle** – Includes personal vehicles that qualify by size (over 10,000 pounds GVWR/GCVWR) that are operated by a private individual and not in commerce.

v. **MC / MX / ICC NO. –** Enter the motor carrier's MC / MX number. The MC / MX number is formerly known as the ICC number. The number is assigned to each carrier by the Federal Motor Carrier Safety Administration for motor carrier identification. Refer to *Appendix D*, *page 161* for instructions concerning how to properly identify the motor carrier and how to access carrier information. Make certain the MC / MX number matches the carrier's name. If there is no MC / MX number identified, enter "none" in this field.

vi. **USDOT NO.** – Enter the motor carrier's USDOT number. The USDOT number is the primary number assigned to interstate and intrastate carriers by the Federal Motor Carrier Safety Administration for motor carrier identification. Refer to *Appendix D*, *page 161* for instructions concerning how to properly identify the motor carrier and how to access carrier information. Make certain the USDOT number matches the carrier's name. If there is no USDOT number, enter "none" in this field.

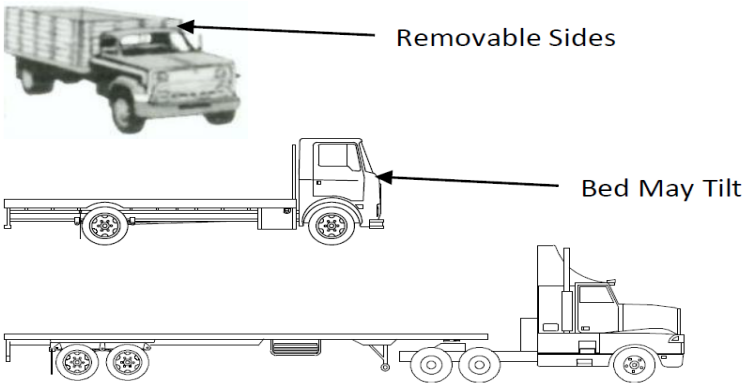
vii. **CARGO BODY TYPE –** Mark the appropriate box to indicate the commercial motor vehicle (CMV) cargo body type. Mark only one box.

(Source of illustrations: FMCSA).

1. **Enclosed Box** –

2. **Cargo Tank** –

3. **Flatbed** –



4. **Dump** –

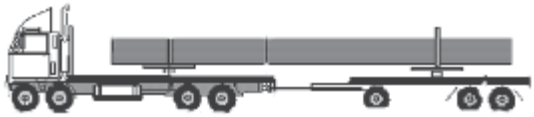
5. **Concrete Mixer** –

6. **Auto Transporter** –

7. **Garbage / Refuse** –

8. **Grain / Chip / Gravel** –

9. **Pole Trailer** –

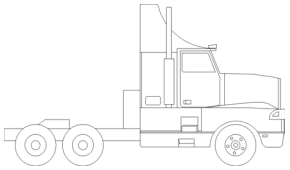


10. **Log** –

11. **Vehicle Towing Another Veh.** –

12. **Intermodal Container Chassis** –

13. **NA (No Cargo Body)** –



14. **Other** – Mark if the commercial motor vehicle has a cargo body type other than those shown above.

15. **Unknown** – Mark if it cannot be determined what cargo body type the commercial motor vehicle had.

viii. **HAZARDOUS MATERIALS**

1. **Placard Displayed**

   a. **Yes** – Mark if the motor vehicle is displaying a hazardous material placard.

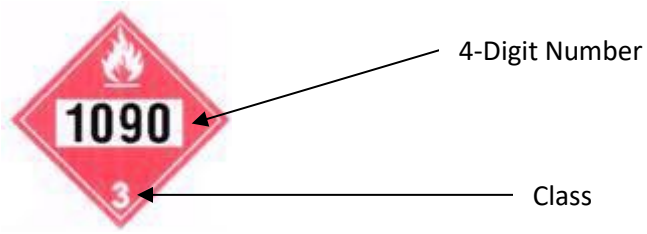
   b. **No** – Mark if the motor vehicle is not displaying a hazardous material placard.

   c. **Unknown** - Mark if it cannot be determined if the motor vehicle was displaying a hazardous material placard at the time of the crash.

2. **4-Digit No.** – Enter the four-digit hazardous materials number found in the middle of the placard, if applicable. (See example below). The number should be located on vehicles transporting hazardous materials in tank cars, cargo tanks, portable tanks, enclosed vans, open vans, or other containers. If more than one placard is displayed, enter the information from only one. The placard information entered must correspond with the information entered into the Hazardous Materials Name field (described below).

   Enter "NA" if no placard is displayed.

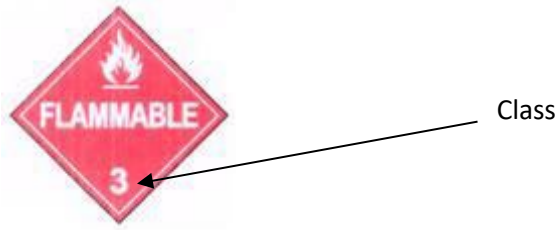
   Note: Some placards will not have a 4-Digit number and/or a Class number. In these cases, enter "N/A" in each of the respective fields.



3. **Class** – Enter the number found on the bottom of the diamond placard, if applicable. (See examples above and below). If more than one placard is displayed, enter the information from only one. The placard information entered must correspond with the information entered into the Hazardous Materials Name field (described below).

   Enter "NA" if no placard is displayed.

   Note: Some placards will not have a 4-Digit number and/or a Class number. In these cases, enter "N/A" in each of the respective fields.



4. **HM Cargo Present** (Hazardous Materials Cargo Present)

   The shipping papers or manifest identify the type of hazardous materials being transported. See *Appendix D, page 162* for guidelines to determine the presence of hazardous materials using shipping papers.

   a. **Yes** – Mark if the motor vehicle is transporting hazardous material(s). An empty hazardous material cargo tank that has not been cleaned and purged is still considered to be transporting hazardous materials.

   b. **No** – Mark if the motor vehicle is not transporting hazardous material(s).

   c. **Unknown** - Mark if it cannot be determined if the motor vehicle was transporting hazardous materials at the time of the crash.

5. **HM Cargo Released** (Hazardous Materials Cargo Released)

   a. **Yes** – Mark if hazardous material cargo was present and it was released due to damage sustained during the crash.

      Note: Leakage of fuel or oil carried by the vehicle for its own use DOES NOT qualify.

   b. **No** – Mark if hazardous material was not released due to the crash.

   c. **Unknown** – Mark if it cannot be determined if a hazardous material was released due to the crash.

ix. **HAZARDOUS MATERIAL NAME** – Enter the appropriate hazardous material name as shown on the shipping papers / manifest. Complete this field, even if a hazardous material is being transported and no placard is displayed. See *Appendix D*, page *162* for guidelines to identify hazardous materials using shipping papers.

Note: An empty hazardous material cargo tank that has not been cleaned and purged is still considered to be transporting hazardous materials. Therefore, the name of the material should be entered in this field.

VIII. SECTION 8 – CODES

a. **ROADWAY CONDITION** – Enter up to two codes that indicate the roadway surface condition at the time and location of the crash.

ROADWAY CONDITION CODES	
1. Dry	8. Moving Water
2. Wet	9. Other (Explain)
3. Snow	11. Mud, Dirt, Gravel
4. Ice / Frost	12. Sand
5. Slush	U. Unknown (Explain)
7. Standing Water	

1. **Dry** – Roadway surface that is primarily dry.

2. **Wet** – Roadway surface that is covered or partially covered with water.

3. **Snow** – Roadway surface that is covered or partially covered with snow.

4. **Ice / Frost** – Roadway surface that is covered or partially covered with ice or frost.

5. **Slush** – Roadway surface that is covered or partially covered with melting snow or ice.

6. *(**Historical code** – No longer used.)*

7. **Standing Water** – Roadway surface that is covered with an excessive amount of water that is not moving.

8. **Moving Water** – Roadway surface that is covered with an excessive amount of water that is moving. Usually attributed to flooding and typically localized.

9. **Other (Explain)** – This would include, but is not limited to, oil, grain, wet leaves, and liquids not listed in road condition attributes. Explain in *Section 9 - Narrative / Statements.*

10. *(**Historical code** – No longer used.)*

11. **Mud, Dirt, Gravel** – Roadway surface covered or partially covered with mud, dirt, or gravel. Indicates the substance's presence on the surface of the roadway at the crash location, not the surface type of the roadway.

12. **Sand** – Roadway surface covered or partially covered with sand. Includes, but is not limited to, sand on the roadway as a result of being blown by the wind, or sand discharged or thrown on the roadway by vehicles. This indicates the substance's presence on the surface of the roadway at the crash location, not the surface type of the roadway.

U. Unknown (Explain) – The roadway condition is unknown. Explain in *Section 9 - Narrative / Statements.*

b. **ROADWAY SURFACE** – Indicates the primary surface of the roadway at the crash location. Only one selection can be made.

ROADWAY SURFACE CODES	
1. Concrete	6. Multi-surface
2. Asphalt	7. Cobblestone
3. Brick	8. Other (Explain)
4. Gravel	U. Unknown (Explain)
5. Dirt / Sand	

1. **Concrete** – A roadway constructed of concrete for the surface. A concrete roadway with dirt, sand, or gravel washed on it is still a concrete roadway.

2. **Asphalt** – A roadway constructed of bituminous material for the surface. An asphalt roadway with dirt, sand, or gravel washed on it is still an asphalt road.

3. **Brick –** A roadway constructed using bricks for the surface. A brick roadway with dirt, sand, or gravel washed on it is still a brick roadway.

4. **Gravel** – A roadway with a gravel surface.

5. **Dirt / Sand** – A roadway with a dirt or sand surface.

6. **Multi-Surface** – Includes roadways with more than one type of surface. Explain in *Section 9 - Narrative / Statements*.

7. **Cobblestone** – A roadway constructed of cobblestone for the surface. A cobblestone roadway with dirt, sand, or gravel washed on it is still a cobblestone roadway.

8. **Other (Explain)** – A roadway surface not reflected in the listed attributes of the Roadway Surface Codes. Explain in *Section 9 - Narrative / Statements*.

U. **Unknown (Explain)** – The roadway surface is unknown. Explain in *Section 9 - Narrative / Statements*. "Unknown" cannot be marked if the crash was investigated at the scene.

c. **LIGHT CONDITION** – Enter one code that indicates the type / level of light at the time and location of the crash.

LIGHT CONDITION CODES
1. Daylight
2. Dark-Lighted
3. Dark-Unlighted
6. Dark-Unknown Lighting
7. Other (Explain)
8. Dawn / Dusk
U. Unknown (Explain)

1. **Daylight** – The sun is above the horizon at a given location and “natural” light is the main source of lighting and it is not dawn or dusk.

2. **Dark-Lighted** – No "natural" light exists but there is overhead "man-made" lighting on the roadway or area where the crash occurred. Lighted areas will generally include streets within cities or towns and some interchange areas. This does not include lighting from store fronts, houses, parking lots, etc.

3. **Dark-Unlighted** – No "natural" light exists, and no overhead "man-made" lighting is present on the roadway where the crash occurred.

4. *(**Historical code** – No longer used.)*

5. *(**Historical code** – No longer used.)*

6. **Dark-Unknown Lighting** – No "natural" light exists, and the investigator is unable to determine if "man-made" lighting was present at the time of the crash.

7. **Other (Explain)** – Includes any light condition other than the light condition attributes listed. Explain in *Section 9 - Narrative / Statements*. Mark if darkness is caused by an eclipse of the sun or other natural phenomenon.

8. **Dawn / Dusk –** Dawn describes the transition period going from "dark of night" to a daylight condition. This is typically the 30-minute period before the sun rises. Dusk describes the transition period going from a daylight condition to the "dark of night." This is typically the 30-minute period after the sun sets.

U. **Unknown (Explain)** – The light condition at the time of the crash is unknown. Explain in *Section 9 - Narrative / Statements*.

d. **WEATHER / ENVIRONMENTAL CONDITION** – Enter up to three codes that indicate the prevailing weather, environmental, and atmospheric conditions at the time and location of the crash.

WEATHER / ENVIRONMENTAL CONDITION CODES	
1. Clear	7. Fog / Mist
2. Cloudy	10. Severe Crosswinds
3. Rain	11. Other (Explain)
4. Snow	12. Blowing Snow
5. Sleet / Hail	13. Smoke / Smog
6. Freezing (Temp)	U. Unknown (Explain)

1. **Clear** – Includes partial cloudiness if sunlight is not diminished.

2. **Cloudy** – Usually "overcast" but may include partial cloudiness if light is diminished.

3. **Rain** – Applies when precipitation is falling as rain at the time of the crash.

4. **Snow** – Applies when precipitation is falling as snow at the time of the crash.

5. **Sleet / Hail** – Applies when precipitation is falling as ice (sleet / hail).

6. **Freezing (Temp)** – The outside temperature at the time of the crash was freezing (32 degrees Fahrenheit / 0 degrees Celsius or below).

7. **Fog / Mist** – Fog and mist are primarily water in the form of fine particles suspended or falling in the air. Applies when there is fog and/or mist at the scene at the time of the crash.

8. *(**Historical code** – No longer used.)*

9. *(**Historical code** – No longer used.)*

10. **Severe Crosswinds –** Refers to winds traveling at an angle with respect to the travel lanes at velocities significant enough to create a risk that vehicles could be diverted from their path or high-profile vehicles could be blown over. These are winds that are

strong enough to affect vehicle stability. **Note:** Includes only those winds not considered a cataclysmic event.

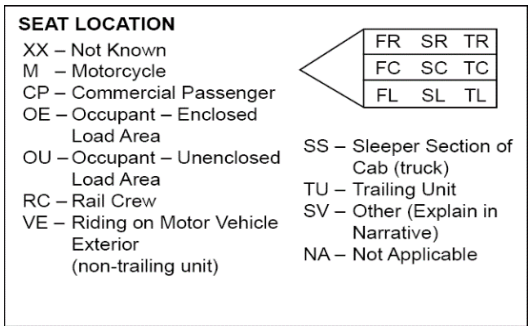
11. **Other (Explain)** - Includes, but is not limited to, blowing sand, soil, or dirt, or any other weather / environmental condition not listed in the attributes. Explain in *Section 9 - Narrative / Statements*.

12. **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.

13. **Smoke and Smog** – Refers to a natural or man-made condition that causes reduced visibility.

U. **Unknown (Explain)** – The weather condition at the time of the crash is unknown. Explain in *Section 9 - Narrative / Statements*.

e. **SEAT LOCATION –** Enter one of the following codes that indicates the seat location for each vehicle occupant.



FR, FC, FL – Shows seat location of driver / other front row occupants in passenger vehicles and trucks and vans. An explanation should be provided in *Section 9 - Narrative / Statements* when a driver is not shown seated in the Front-Left (FL) seat.

Note: Enter "FL" for the seating position for a person operating a farm tractor, road grader, skid steer, etc. Seating positions for other passengers should be shown as "SV".

SR, SC, SL – Shows seat location of second row occupants in passenger vehicles and trucks.

TR, TC, TL – Shows seat location of third row occupants in passenger vehicles and trucks.

Note: Show actual seat locations for drivers / occupants of all-terrain vehicles that are not straddled.

XX – Shows undetermined seat location.

M – Shows seat location of drivers of motorcycles, motorized bicycles, and all-terrain vehicles the driver has to straddle.

CP – Shows occupants, other than the driver or rail crew member, on commercial passenger-carrying vehicles, i.e., bus, school bus, train, etc.

Note: Use actual seat locations (FL, FR, FC, etc.) for commercial passenger carrying vehicles with three or less standard configuration seating areas, i.e., taxi and van.

OE – Shows location of occupants riding in **enclosed** cargo / bed area of vehicle.

OU – Shows location of occupants riding in **unenclosed** (open) cargo / bed area of vehicle.

RC – Use this code to show the seat location of a member of a train crew (i.e., engineer, conductor). Train passengers are shown as "CP".

Note: Use actual seat locations (FL, FR, FC, etc.) for rail maintenance vehicles (pickups, heavy duty trucks, etc.) with retractable flange wheels, which can be operated either on rails or a roadway.

VE – Riding on Motor Vehicle Exterior (non-trailing unit) – Person outside of motor vehicle (on hood, running board, trunk, non-trailing unit, etc.) while riding.

SS – Sleeper Section of Cab (truck) – Shows occupants in the sleeper section of a truck cab. A sleeper section is generally in the back portion of a truck/truck tractor cab where occupants can sleep.

TU – Trailing Unit – Shows occupants in or on the trailing / towed unit of the vehicle. Train crew and train passengers should be shown as RC or CP, respectively.

SV – Shows seat location of occupants:

- In fourth and subsequent rows in non-commercial passenger vehicles, i.e., van, etc.
- Riding on any part of a vehicle not specifically addressed in this section.
- When the motor vehicle is so constructed that it does not fit the normal arrangement for identifying seat positions of occupants other than the driver. This includes a person in a cargo area of an ambulance.
- Passengers (excluding the driver) on motorcycles, farm equipment, construction equipment, etc.

NA – This is only used when there is no vehicle driver or railway engineer and only applies to driver / engineer information. Do not use for occupant information.

Notes:

- When one occupant is sitting on another occupant's lap, enter the same seat location code for both and explain in *Section 9 - Narrative / Statements.*

- Identify the seat location of every driver and occupant on each vehicle if known. Do not use "SV" or "CP" for a driver.

- A person sitting in the driver's seat of a "Parked Motor Vehicle" is shown as an occupant, not a driver. The information pertaining to this person is shown in *Subsection 7G - Occupants.*

f. **INJURY** – Enter one of the following **numerical** codes to indicate injury information for each person involved in the crash if the injury was a direct result of the crash. Injuries not sustained as a direct result of the crash should not be codified in this field; however, they should be noted in *Section 9 - Narrative / Statements*. Note: The letter in parentheses represents the respective KABCO abbreviation.

INJURY
(Enter Numerical Value)

1. (K) Fatal Injury
2. (A) Suspected Serious Injury
3. (B) Suspected Minor Injury
4. (C) Possible Injury
5. (O) No Apparent Injury

U. Unknown
N. NA

Note: According to ANSI D16.1, a person is any living human. Within the context of this manual and for crash reporting purposes, a fetus is considered to be part of a pregnant woman rather than a separate individual. If a fetus is delivered alive during the unstabilized event, it is considered a person involved in the crash and counted as such.

1. **(K) 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."

2. **(A) 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

    Includes:

    - Fractured bone(s) or significantly distorted (dislocated) joint
    - Amputated extremities other than fingers or toes
    - Destruction of bone and internal structures to head, torso, or extremities other than hands, fingers, feet, and toes
    - Internal organ injuries

    Examples:

    - Burns to an entire arm or the front of one leg
    - Enucleation (eyeball popped out)

- Medically diagnosed concussion
- Patient's condition is deemed "critical" or "life threatening" by emergency medical services

Excludes:

- Broken or dislocated fingers, toes, teeth, or nose
- Sprains, strains, or joint swelling
- Unconsciousness due to substance-related impairment

3. **(B) Suspected Minor Injury** – A suspected minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include abrasions, lumps, bruises, contusions, visible swelling; black and blue eye(s); minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue / muscle); joint sprains and strains; any injury to fingers, toes, teeth, or nose; visible impairment due to spinal pain.

4. **(C) Possible Injury –** A possible injury is any injury reported, claimed, or indicated by a person's behavior where no wounds or injuries are readily evident. Examples include momentary loss of consciousness or possible concussion reported soreness of muscle(s), joints or possible fracture; headache, dizziness, or nausea; abdominal pain or discomfort without external marks; impaired mobility not due to substance use or spine discomfort; inability to concentrate or follow directions not due to substance abuse.

5. **(O) No Apparent Injury –** No apparent 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.

U. **Unknown** – Injuries could not be determined, e.g., the person left the scene is unavailable for questioning.

N. **NA** – This is only used when there is no driver or railway engineer and only applies to driver / engineer information. Do not use for non-motorists or occupant information.

g. **TRANSPORTED (For Medical Treatment) –** Enter one of the following codes for each person involved in the crash indicating whether and how they were transported from the scene to a medical facility for treatment of crash-related injuries. For any person transported to a medical facility, list the name of the transporting agency or person, and the medical facility in *Section 9 - Narrative / Statements*.

TRANSPORTED (For Medical Treatment)
1. No
2. EMS
3. Other
U. Unknown
N. NA

Note: Enter "1" (No) for a person who is not injured and is transported from the scene to a medical facility for precautionary measures. In addition, enter "1" (No) if a person deceased at the scene is transported. In either case, explain in *Section 9 - Narrative / Statements*.

1. **No** – The person was not transported from the scene for medical treatment.
2. **EMS** – The person was transported from the scene by ambulance / other emergency medical service vehicle / aircraft.
3. **Other** – The person was transported by any means other than EMS.

U. **Unknown** – Transportation from the scene for medical treatment is unknown.

N. **NA** – This is only used when there is no driver or railway engineer and only applies to driver / engineer information. Do not use for non-motorist or occupant transportation information.

h. **EJECTION** – Enter one of the following codes to indicate ejection information for each person in / on the vehicle.

EJECTION
1. NA
2. No
3. Partially
4. Totally
U. Unknown

Note: All Fatality Crashes – Identify ejection path (windshield, door, T-top, etc.) of **everyone ejected in a fatality crash** in *Section 9 - Narrative / Statements*. This is not applicable for cyclists.

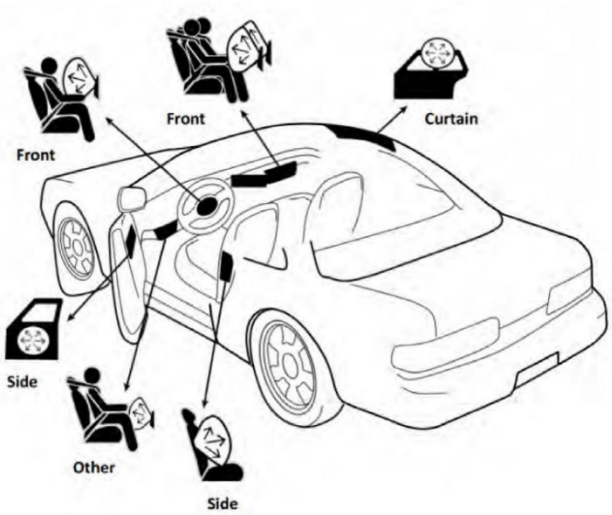
1. **NA** – This is only used when there is no driver or railway engineer and only applies to driver / engineer information.
2. **No** – Person was not ejected from the vehicle.
3. **Partially** – Person was partially ejected from the vehicle.
4. **Totally** – Person was totally ejected from the vehicle.

U. **Unknown** – It is unknown whether the person was ejected from the vehicle.

i. **AIR BAG** – Enter up to four of the following codes to indicate the status of the air bag for vehicle occupants. Air bag codes refer to the seated position of listed occupants, not the overall deployment of the device within the vehicle. Multiple air bags may be available for an occupant's seated position.

AIR BAG

1. None / Not Applicable
3. Not Deployed
4. Removed
5. Deployed – Front
6. Deployed – Side
7. Deployed – Curtain
8. Deployed – Other (Knee, Air Belt, etc.)
10. Deployment Unknown
U. Air Bag Presence Unknown



(Source: MMUCC 5th Edition).

1. **None / Not Applicable** – The vehicle is not equipped with any air bags or the entire category is not applicable (motorized bicycle, some motorcycles, some farm implements, etc.).

2. *(**Historical code** – No longer used)*

3. **Not Deployed** – The vehicle is equipped with an airbag(s), but they did not deploy.

4. **Removed** – The vehicle was equipped with an airbag(s); however, one or more have been removed. Also includes airbags that have previously deployed and have not been replaced.

5. **Deployed – Front** – The front air bag on the vehicle first-row was deployed during the crash. The driver frontal air bag is generally located in the hub of the steering wheel. The right front passenger frontal air bag is generally located in the dashboard (instrument panel).

6. **Deployed – Side** – The side air bag(s) on the vehicle were deployed during the crash. Generally, refers to an air bag mounted in the outboard side of the seat or in the door.

7. **Deployed – Curtain** – The curtain air bag(s) on the vehicle were deployed during the crash. Generally, refers to a head only, side impact air bag for outboard occupants. These are usually mounted in the roof rail above the side windows, deploying between the glazing and the occupant. These look like a curtain when deployed and are designed to help protect an occupant's head in a side-impact crash. This includes a head impact curtain in a convertible car body type, which deploys upward from the door panel near the lower edge of the side glazing. A single curtain may cover one or all rows, or a vehicle may have one for the first row with another covering multiple rearward rows.

8. **Deployed – Other (Knee, Air Belt, etc.) –** Only airbag(s) other than front, side, or curtain were deployed during the crash.

9. *(**Historical code** – No longer used.)*

10. **Deployment Unknown** – Deployment of air bags during the crash is unknown.

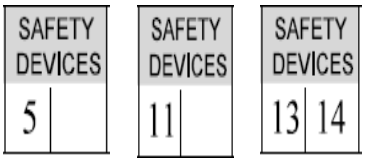
U. **Air Bag Presence Unknown** – It cannot be determined if the vehicle was equipped with an air bag(s).

j. **SAFETY DEVICES** – Enter one or two of the following codes to indicate safety device(s) used by each driver, occupant, or non-motorist. If only one safety device is applicable, then leave the second safety device field blank.

SAFETY DEVICES

1. None
2. Not Used
3. Shoulder Belt Only
4. Lap Belt Only
5. Shoulder & Lap Belt
7. DOT Compliant Motorcycle Helmet
8. No Helmet
10. Booster Seat
11. Child Restraint – Forward Facing
12. Child Restraint – Rear Facing
13. Other Helmet
14. Reflective Clothing
15. Other (Explain)
16. Child Restraint – Type Unknown
17. Stretcher
18. Wheelchair
19. Lighting
20. Reflectors
U. Use Unknown
N. Not Applicable

Examples:



1. **None** – Mark if the vehicle was not equipped with seatbelts for the driver or occupant seat location.

2. **Not Used** – Mark if the vehicle was equipped with seatbelts; belts were not in use by the driver or occupant at the time of the crash.

   Mark if a non-motorist (pedestrian, pedalcyclist, or other non-motorist) was not wearing reflective clothing or utilizing any other type of safety device excluding a helmet. Use code 8 - No Helmet for non-motorists not wearing a helmet.

3. **Shoulder Belt Only** – Mark if the vehicle was equipped with seat belts; only the shoulder belt was in use by the driver or occupant at the time of the crash.

4. **Lap Belt Only** – Mark if the vehicle was equipped with seat belts; only the lap belt was in use by the driver or occupant at the time of the crash.

5. **Shoulder and Lap Belt** – Mark if the vehicle was equipped with seat belts; both shoulder and lap belts were in use by the driver or occupant at the time of the crash.

6. *(**Historical code** – No longer used.)*

7. **DOT Compliant Motorcycle Helmet** – Mark if the driver or occupant of a cycle, ATV, or ROV as well as a non-motorist was wearing a Department of Transportation (DOT) compliant motorcycle helmet. Helmets that are not DOT compliant should be marked as "13. Other Helmet" (below).

   This applies to 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.

8. **No Helmet** – Mark if the driver or occupant of a cycle, ATV, or ROV as well as a non-motorist was not wearing a helmet.

9. *(**Historical code** – No longer used.)*

10. **Booster Seat** – Mark if the occupant was properly belted in a booster seat at the time of the crash.

11. **Child Restraint – Forward Facing** – Mark if the occupant was properly belted in a forward-facing child restraint device at the time of the crash.

12. **Child Restraint – Rear Facing** – Mark if the occupant was properly belted in a rear-facing child restraint device at the time of the crash.

13. **Other Helmet** – Mark if the driver or occupant of a cycle, ATV, or ROV as well as a non-motorist was wearing a non-DOT compliant helmet.

14. **Reflective Clothing** – Mark if the driver or occupant of a cycle, ATV, or ROV as well as a non-motorist was wearing reflective clothing.

15. **Other** (Explain) – Mark if the driver or occupant as well as a non-motorist was using a safety device not included in the list of attributes. Describe in *Section 9 - Narrative / Statements*.

16. **Child Restraint – Type Unknown** – Used when a child passenger is seated in a child safety seat; however, the type used (e.g., forward, rear, or booster, etc.) is not known.

17. **Stretcher** – Mark if the vehicle occupant was secured on a stretcher by means of a stretcher restraining system and the stretcher itself is also secured by means of a stretcher retention system.

    Stretcher Restraining System – Original equipment provided by the stretcher manufacture that secures the patient / restraining member and the attaching hardware.

    Stretcher Retention System – A system that provides means for securing a stretcher to the floor and/or side wall of a vehicle.

18. **Wheelchair –** Mark if the vehicle occupant was secured in a wheelchair by means of a wheelchair restraint system and the wheelchair itself is also secured by means of a wheelchair retention system.

    Wheelchair Restraint System – An occupant restraint for which the anchor points for the pelvic-restraint, or both pelvic- and shoulder-restraints, are located on the wheelchair, or on tiedown components not fastened to the vehicle.

    Wheelchair Retention System – An assembly of hardware and fittings by which loads are transferred directly from the wheelchair tiedown to the vehicle.

19. **Lighting –** A non-motorist's use of lights on his/her person, or on a pedalcycle, personal conveyance, or other transport device as safety equipment.

20. **Reflectors –** Mark if the non-motorist used reflectors. A device that reflects light back toward the source of light.

U. **Use Unknown** – Mark if use of safety devices could not be determined.

N. **Not Applicable** – Mark if there was no driver. This is only used when there is no driver or railway engineer and only applies to driver / engineer information. Do not use for non-motorist or occupant safety device information.

k. **PERSONAL CONVEYANCE TYPE CODES**

PERSONAL CONVEYANCE TYPE CODES	
1. Scooter — Mobility Assistance / Motorized	5. Stroller
2. Scooter — Stand-up / Motorized	6. Rideable Toy
3. Stand-up / Non-motorized	7. Other (Explain)
4. Stand-up / Motorized-Other	

1. **Scooter – Mobility Assistance / Motorized** – The pedestrian was on a motorized powered mobility assistance scooter at the time of the crash. Excludes two-wheeled motorized powered seated scooters used for recreational or transportation purposes.

   Includes:

   Excludes:

2. **Scooter – Stand-Up / Motorized** – The pedestrian was on a stand-up motorized powered scooter (e.g., Razor, Bird, etc.) at the time of the crash. Excludes devices where the pedestrian can sit on the device itself.

   Includes:

   Excludes:

3. **Stand-up / Non-motorized** – The pedestrian was on a stand-up, non-motorized device (e.g., skateboard, roller skates, roller blades, kick scooter, etc.) at the time of the crash.

4. **Stand-Up / Motorized-Other –** The pedestrian was on a stand-up, motorized device other than scooter (e.g., hoverboard, Segway transporter, motorized skateboards, etc.) at the time of the crash.

   Includes:

5. **Stroller** – The pedestrian was in or on a stroller at the time of the crash. Includes baby carriage.

6. **Rideable Toy –** The pedestrian was on a rideable toy either electrically or human powered at the time of the crash.

7. **Other (Explain) –** Mark if the pedestrian was on a conveyance not listed above. Includes wheelchair motorized and non-motorized. Explain in *Section 9 - Narrative / Statements*.

I. **BICYCLE LANE / FACILITY CODES** – Enter one of the following codes that identifies the type of bicycle lane or bicycle facility the non-motorist was in or on when struck (if applicable). Information is also provided if the non-motorist would be on or off the roadway in relation to each lane or facility.

BICYCLE LANE / FACILITY CODES

1. Signed Route (No Pavement Marking)
2. Shared Lane Markings
3. On-street Bike Lanes
4. On-street Buffered Bike Lanes
5. Separated Bike Lanes
6. Off-street Trails/Sidepaths
7. Other (Explain)

U. Unknown

N. Not Applicable

1. **Signed Route (No Pavement Marking)** – (On roadway.) See illustration below.

2. **Shared Lane Markings** – (On roadway.) See illustration below.

3. **On-street Bike Lanes** – (Off roadway if the lane is immediately adjacent to the curb/edge of the roadway. On roadway if the bike lane is between lanes of travel or a lane and the parking lane.) See illustration below.

4. **On-street Buffered Bike Lanes** – (Off roadway if the lane is immediately adjacent to the curb/edge of the roadway. On roadway if the bike lane is between lanes of travel or a lane and the parking lane.) See illustration below.

5. **Separated Bike Lanes** – (Off roadway.) See illustration below.

6. **Off-street Trails / Sidepaths** – (Off roadway.) See illustration below.

7. **Other (Explain) –** The non-motorist was in or on a bicycle lane / facility that is not reflected in the listed attributes when they were struck. Explain in *Section 9 - Narrative / Statements*.

U. **Unknown –** It is unknown if the non-motorist was in or on a bicycle lane / facility when they were struck.

N. **Not Applicable –** The non-motorist was not in or on a bicycle lane / facility when they were struck.

(Source: MMUCC 5th Edition).

m. **DISTRACTED / INATTENTIVE CODES**

DISTRACTED / INATTENTIVE CODES			
1. External Distraction	5. Communication Device—Hand-held	9. Eating / Drinking	13. Computer Equipment / Electronic Games / etc.
2. Passengers	6. Communication Device—Hands Free	10. Reading	14. Adjusting Vehicle Controls
3. Stereo / Audio / Video Equipment	7. Communication Device—Texting / E-mailing	11. Tobacco Use	15. Other (Explain)
4. Navigation Device	8. Communication Device—Web Browsing	12. Grooming	

1. **External Distraction** – Something external to the vehicle or other transport device distracted the driver or non-motorist. Explain in Section 9.

2. **Passengers** – Passenger(s) in or on the vehicle, pedalcycle, other transport device, or railway vehicle distracted the driver or non-motorist.

3. **Stereo / Audio / Video Equipment** – The driver or non-motorist was distracted using stereo, audio, and/or video equipment. Includes equipment both originally installed by the vehicle manufacturer and other equipment of this type in the vehicle or other transport device.

4. **Navigation Device** – The driver or non-motorist was distracted while viewing or operating a navigation device. This includes GPS or other devices being used for navigation.

5. **Communication Device – Hand-held** – The driver or non-motorist was distracted by using or attempting to use a hand-held mobile communication device to include a mobile telephone.

6. **Communication Device – Hands Free** – The driver or non-motorist was distracted by using or attempting to use a mobile hands-free communication device. This includes "On-Star" and other similar services.

7. **Communication Device – Texting / E-mailing** – The driver or non-motorist was distracted by texting / e-mailing / etc. on a mobile communication device to include a mobile telephone.

8. **Communication Device – Web Browsing** – The driver or non-motorist was distracted by web browsing or other application not listed (i.e., games, etc.) on a mobile communication device to include a mobile telephone.

9. **Eating / Drinking** – The driver or non-motorist was distracted by eating or drinking.

10. **Reading** – The driver or non-motorist was distracted by reading a book, newspaper, magazine, etc.

11. **Tobacco Use** – The driver or non-motorist was distracted by the use of tobacco. This includes the use of a cigarette lighter.

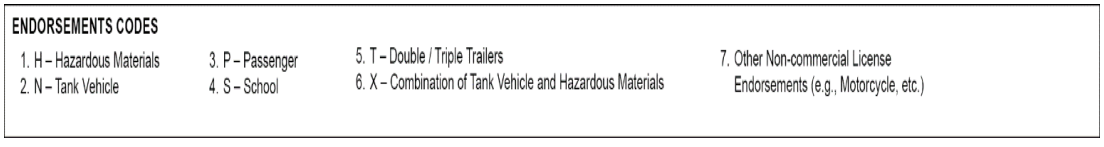
12. **Grooming** – The driver or non-motorist was distracted by grooming him or herself.

13. **Computer Equipment / Electronic Games / etc.** – The driver or non-motorist was distracted by using computer equipment / electronic games, etc. This does not include use of a mobile telephone as a computing / gaming device.

14. **Adjusting Vehicle Controls** – The driver was distracted by adjusting vehicle controls. This does not include adjusting radio controls. These should be shown as "Stereo / Audio / Video Equipment."

15. **Other (Explain)** – The driver or non-motorist was distracted by something that is not reflected in the listed attributes. Explain in *9 - Narrative / Statements.*

n. **ENDORSEMENTS CODES** – Enter up to two **numerical** codes that indicate the type of endorsement(s) assigned to the driver's license both commercial and non-commercial. For instance, if a driver has an endorsement of “H - Hazardous Materials,” enter “1” in the endorsement field. While the endorsement codes, H, N, P, etc. are nationally standardized, the descriptions for each are intended to serve as a guide and may vary from state to state. If more than two endorsements are assigned, select the codes that best relate to the type of vehicle the driver was operating when involved in the crash. For instance, the driver of a truck tractor pulling a cargo tank transporting fuel has endorsements “X” (Combination of Tank Vehicle and Hazardous Materials), “P” (Passenger), and “M" (Motorcycle) assigned to their driver license. Code “6.” (X - Combination of Tank Vehicle and Hazardous Materials) must be selected as one of the two endorsement codes.



Note: See *Appendix G - Driver License Status and Type* on *page 217* in reference to specific situations concerning license status and license type.

1. **H – Hazardous Materials –** Commercial driver license (CDL) classification in which the driver is at least 21 years old and has completed the Hazmat written test (new or renewal). Eligible to operate a vehicle carrying hazardous material in placarded quantities.

2. **N – Tank Vehicle –** The driver is eligible to operate a tank vehicle – any tank designed to transport liquid or gaseous materials, which has a rated capacity of 1,000 gallons or more. The amount of material actually contained in the tank is irrelevant.

3. **P – Passenger –** The driver is eligible to operate a passenger vehicle (any vehicle designed to transport 16 or more persons, including the operator). The passenger endorsement may be limited to specific commercial motor vehicle classification which will be indicated by placement of a restriction of M or N on the CDL or CLP.

4. **S – School –** License classifications of CDL, CLP, and Class E (for hire) in which the driver is 21 years old and:

    - CDL or Class E license holders with S endorsement are eligible to operate a school bus transporting students from school to home, home to school and/or to and from school-sponsored events.
    - CLP with S endorsement allows operation of an empty school bus for training purposes.
    - CDL applicants must have a passenger vehicle "P" endorsement to obtain the school bus "S" endorsement.
    - Class E applicants required to have the school bus "S" endorsement are not required to test for the passenger endorsement.
    - A Class E school bus "S" endorsement cannot be added to a Class A, B or C CDL. The driver must be complete the testing in a CDL class bus to add to a CDL license.

5. **T** – **Double / Triple Trailers –** A CDL classification in which the driver is eligible to operate double / triple trailers (any vehicle pulling double or triple trailers). A Double / Triple Trailer endorsement cannot be issued on a CLP.

6. **X – Combination of Tank Vehicle and Hazardous Materials –** A CDL classification in which the driver is at least 21 years old and:

    - Eligible to operate vehicles carrying hazardous materials and tank vehicles. This is a combination of a hazardous materials "H" and tank vehicle "N" endorsement.
    - To add and/or retain a hazardous material / tank "X" endorsement, a driver must apply for and obtain an approved TSA Security Threat Assessment.
    - An "X" endorsement **cannot** be issued on a **CLP permit**.

7. **Other Non-commercial License Endorsements (e.g., Motorcycle, etc.) –** A non-commercial type endorsement such as M – Motorcycle not listed above. These endorsements may be applied to all driver license classifications.

o. **VEHICLE TYPE CODES**

VEHICLE TYPE CODES	
1. Motor Vehicle In Transport	3. Working Motor Vehicle
2. Parked Motor Vehicle	U. Unknown

1. **Motor Vehicle in Transport** – A motor vehicle being used for moving persons or property from one place to another, and is either in motion or on a roadway, but not

parked in a designated area. Includes a motor vehicle moving, stopped, disabled, or abandoned on a roadway other than areas designated for parking. See examples for Motor Vehicle in Transport in Glossary, *page 20*.

2. **Parked Motor Vehicle** – A motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and not located on the roadway. A "parked motor vehicle" should be considered to be in-transport during periods when parking is prohibited in roadway lanes used for travel during some periods and for parking during other periods. (See *page 34*, Parked MV, for inclusions and exclusions).

3. **Working Motor Vehicle** – A motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside of the trafficway boundaries. For instance, a utility truck parked off the trafficway in a field placing a concrete culvert on the trafficway. (See *page 35*, Working MV, for inclusions and exclusions).

U. **Unknown** – The type of vehicle is unknown.

p. OTHER VEHICLE CODES

OTHER VEHICLE CODES		
1. Riding Mower / Garden Tractor	3. Snowmobile	6. Low Speed Vehicle (LSV)
2. Golf Cart	4. Forklift	7. Other (Explain)

1. **Riding Mower / Garden Tractor** – Device originally constructed as a lawn mower or garden tractor.

2. **Golf Cart** – Device originally constructed as an electric or gasoline powered golf cart. This includes any modified or hybrid golf cart converted for transportation use only.

3. **Snowmobile** – A motorized vehicle with runners and a continuous track, used for traveling over snow.

4. **Forklift** – A motorized lifting device with two long rigid steel bars that can be raised and lowered, used especially to move pallets loaded with boxes or other goods.

5. *(**Historical code** – No longer used.)*

6. **Low Speed Vehicle** (LSV) – A motor vehicle with four or more wheels whose top speed is greater than 20 miles-per-hour, but not greater than 25 miles-per-hour.

   LSVs are required to be equipped with basic items of safety equipment: tail lamps, reflex reflectors, parking brake, windshields constructed with safety glass, rearview mirrors, seat belts, and vehicle identification numbers.

7. **Other (Explain)** – Includes all other vehicles that do not fall into the previous categories (e.g., mini-truck). Explain in *Section 9 - Narrative / Statements.*

(Mini-truck)

q. VEHICLE ACTION / SEQUENCE OF EVENTS

VEHICLE ACTION / SEQUENCE OF EVENTS (Items with double-asterisk [**] require additional coding)

1. Going Straight
2. Overtaking
3. Making Right Turn
4. Right Turn on Red
5. Making Left Turn
6. Making U-Turn
7. Skidding / Sliding
8. Slowing / Stopping
9. Start In Traffic
10. Start From Parked
11. Backing
12. Stopped In Traffic
13. Parked
14. Changing / Merging Lanes
15. Avoiding
16. Cross Median
17. Cross Center Of Road
18. Cross Road
19. Airborne
20. Ran Off Roadway – Right
21. Ran Off Roadway – Left
22. Overturn / Rollover
23. Fire / Explosion
24. Immersion
25. Jackknife
26. Cargo / Equipment Loss / Shift
27. Equipment Failure
28. Separation Of Units
29. Returned To Roadway
30. Collision Inv. Pedestrian (**)
31. Collision Inv. Bicycle / Pedalcycle (**)
32. Collision Inv. Railway Vehicle
33. Collision Inv. Animal (**)
34. Collision Inv. MV in Transport
35. Collision Inv Parked MV
36. Collision Inv Fixed Object (**)
37. Collision Inv Other Object (Explain)
38. Other Non-collision
41. Collision Inv Working MV
42. Downhill Runaway
43. Fell / Jumped From MV
44. Thrown / Falling Object
46. Ran Off Roadway – Other (Explain)
47. Cross Separator
48. Collision Inv Other Non-motorist (**)
49. Struck by Falling / Shifting Cargo, Object Set in Motion by Motor Vehicle
50. End Departure (T-intersection, Dead-end, etc.)

1. **Going Straight** – The vehicle was going straight.

2. **Overtaking** – The vehicle was passing another vehicle traveling the same direction.

3. **Making Right Turn** – The vehicle was making a right turn.

4. **Right Turn on Red** – The vehicle was making a right turn while controlled by a red traffic signal.

5. **Making Left Turn** – The vehicle was making a left turn.

6. **Making U-Turn** – The vehicle was making a U-turn.

7. **Skidding / Sliding** – The vehicle was skidding or sliding.

8. **Slowing / Stopping** – The vehicle was slowing or stopping.

9. **Start in Traffic** – The vehicle was starting (from being stopped) in traffic.

10. **Start From Parked** – The vehicle was starting from being parked.

11. **Backing** – The vehicle was backing up.

12. **Stopped in Traffic** – The vehicle was stopped in traffic (not parked).

13. **Parked** – The vehicle was parked. See definition of Parked Motor Vehicle in the *Glossary* on *page 21*.

14. **Changing / Merging Lanes** – The vehicle was changing lanes or merging into traffic, such as moving from one lane to another while going the same direction, moving from a straight ahead lane into a turn lane, drifting from one lane into another lane going the same direction, merging into traffic from an entrance ramp or from a shoulder, etc.

15. **Avoiding –** Driver was avoiding an object, other vehicle, animal, etc. When marked, explain what was being avoided in *Section 9 - Narrative / Statements.*

16. **Cross Median** – The vehicle traveled completely across the median. The vehicle must come into contact with the opposing road.

17. **Cross Center of Road** – All, or a portion (mirrors, cargo, etc.), of the vehicle traveled across the center of the road into an opposing lane.

18. **Cross Road** – The vehicle was crossing the road from another road, private road, etc.

    Includes (but is not limited to):

- Vehicle crossing a road from another road at an intersection. For instance, a vehicle going straight entering an intersection in order to cross or a vehicle that has just completed crossing at the intersection.
- Vehicle out of control crosses an opposing road.

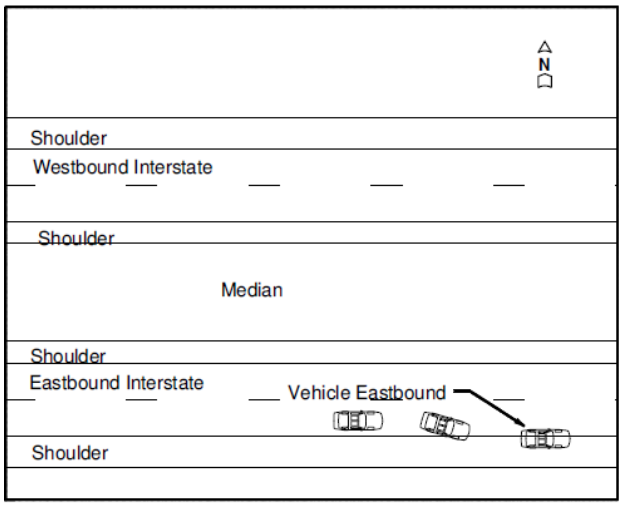
Excludes (but is not limited to):

- Vehicle running off the road and crossing a private drive.
- Vehicle running off the road, overcorrecting, and crossing the same road.
- Vehicle crosses median onto the opposing road / roadway, but does not entirely cross the road / roadway.

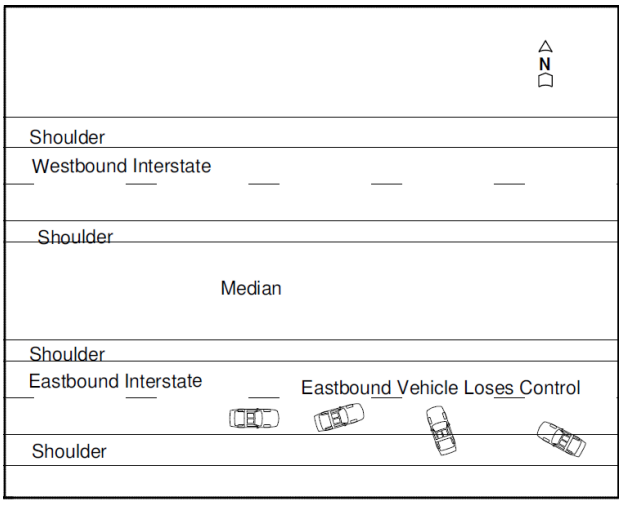
19. **Airborne** – The vehicle became airborne.

20. **Ran Off Roadway – Right** –Any part of the vehicle ran off the right side of the roadway. **Officer should indicate right or left based on the heading or direction of travel of the vehicle, regardless of the orientation of the vehicle.**

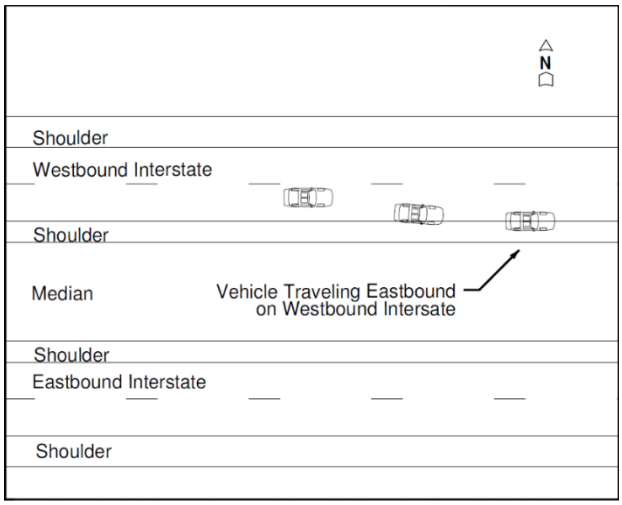
Examples:



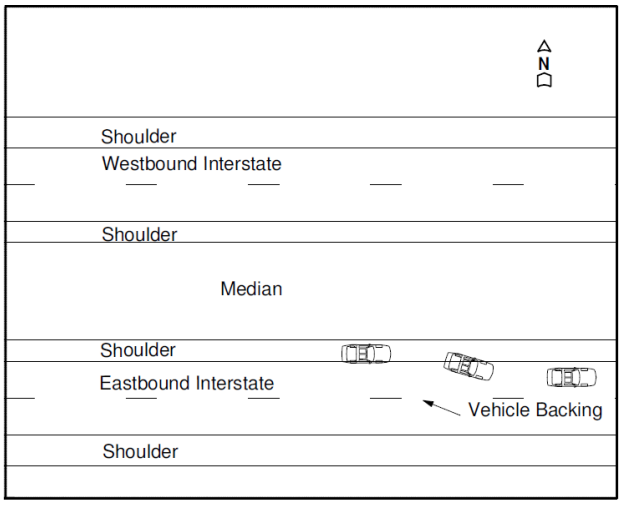
A vehicle going straight on eastbound IS 70 runs across the outside (right) roadway edge line onto the shoulder.



A vehicle going straight on eastbound IS 70 spinning 180 - 360 degrees crosses the outside (right) roadway edge line onto the shoulder.



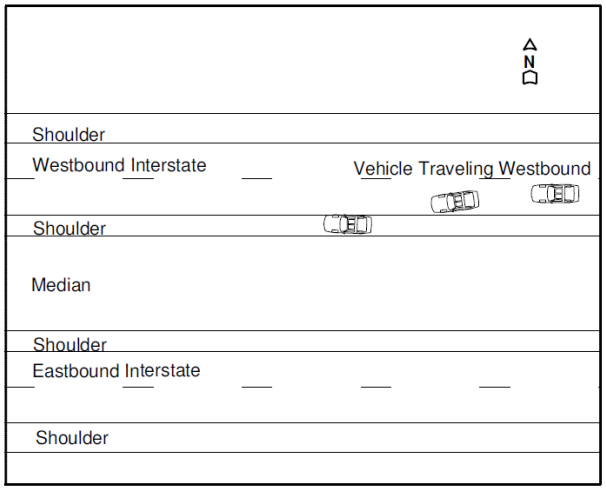
A vehicle going straight the wrong direction eastbound in the westbound lanes of IS 70 runs across the inside / left (westbound) roadway edge line and onto the left shoulder / median.



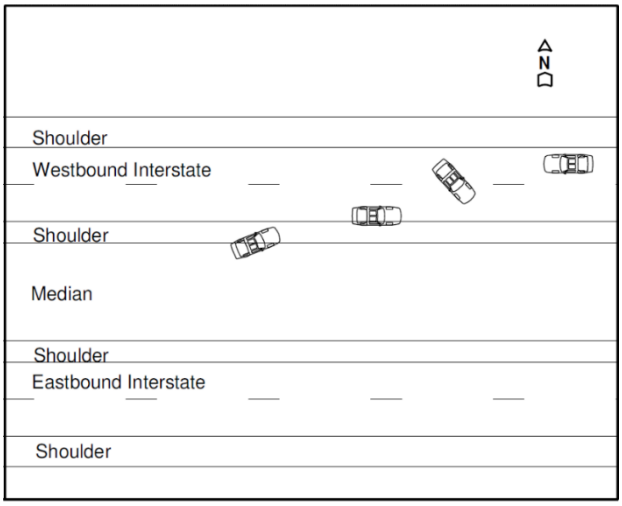
A vehicle backing westbound in the eastbound lanes of IS 70 runs across the inside / left (eastbound) roadway edge line and onto the left shoulder / median.

21. **Ran Off Roadway – Left** – The vehicle ran off the left side of the roadway. **Officer should indicate right or left based on the heading or direction of travel, regardless of the orientation of the vehicle.**

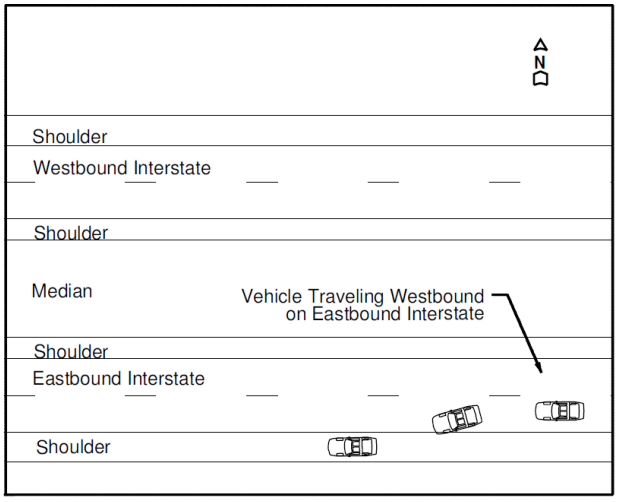
Examples:



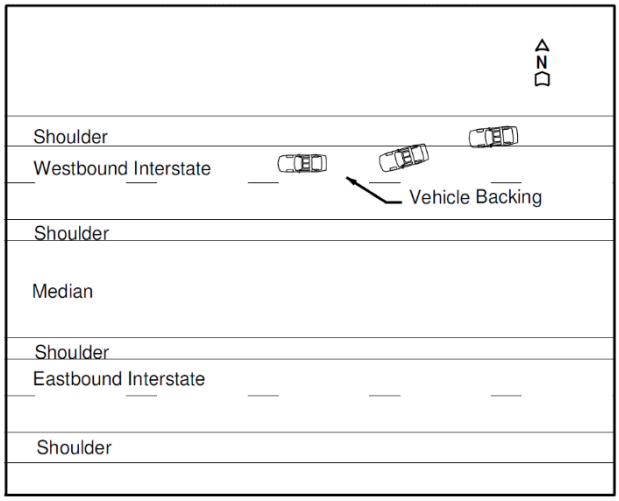
A vehicle going straight on westbound IS 70 runs across the inside (left) roadway edge line onto the shoulder / median.



A vehicle going straight on westbound IS 70 spinning 180 - 360 degrees crosses the inside (left) roadway edge line.



A vehicle going straight the wrong direction westbound in the eastbound lanes of IS 70 runs off the outside / right (eastbound) roadway edge line and onto the right eastbound shoulder.



A vehicle backing eastbound in the westbound lanes of IS 70 runs off the outside / right (westbound) roadway edge line and onto the right westbound shoulder.

Note: Do not select codes 20. Ran Off Roadway - Right, 21. Ran Off Roadway - Left, or 46. Ran Off Roadway - Other for crashes where a motor vehicle in-transport on a roadway collides with a motor vehicle physically in a designated parking area (i.e., parked motor vehicle) on the same roadway even though the crash type is "Off Roadway." Selection of these codes is permissible when a motor vehicle in-transport actually runs off the roadway and collides with a parked motor vehicle, such as one on a parking lot, or something else.

22. **Overturn / Rollover** – The vehicle overturned at least 90 degrees.

23. **Fire / Explosion** – The vehicle caught on fire or exploded.

24. **Immersion** – The vehicle became immersed into a liquid resulting in a harmful event.

25. **Jackknife** – An uncontrolled articulation between a vehicle and its trailing unit(s) causing contact and damage to the vehicle and/or trailing unit(s).

26. **Cargo / Equipment Loss / Shift** – The loss or shift of items carried on or in a motor vehicle or its trailing unit. Occupants are not considered cargo. **Does not apply to snow or ice coming off of the vehicle.**

27. **Equipment Failure** – Failure of the vehicle's parts or equipment.

28. **Separation Of Units** – The separation of the power and towed units or separation of towed units.

29. **Returned To Roadway** – All, or a portion (mirrors, cargo, etc.) of the vehicle returned to the roadway after running off of the same roadway.

30. **Collision Inv. Pedestrian** – Collision of the vehicle with a pedestrian.

31. **Collision Inv. Bicycle / Pedalcycle** – Collision of the vehicle with a bicycle or pedalcycle.

32. **Collision Inv. Railway Vehicle** – Collision of the vehicle with a railway vehicle.

33. **Collision Inv. Animal** – Collision of the vehicle with an animal. This includes only live animals. If marked, indicate the type of animal under *Animal Codes* in Subsection 7C.

    An animal being ridden by a person or harnessed to a conveyance and occupied by a person would be "Other Non-motorist."

34. **Collision Inv. MV in Transport** – Collision of the vehicle with a motor vehicle in transport.

35. **Collision Inv. Parked MV** – Collision of the vehicle with a parked motor vehicle.

36. **Collision Inv. Fixed Object** – Collision of the vehicle with a fixed object. If marked, indicate the fixed object(s) struck under Fixed Object Code(s) in Subsection 7C. See definition of Fixed Object in the glossary.

37. **Collision Inv. Other Object (Explain)** – Collision of the vehicle with some other non-fixed object.

38. **Other Non-collision** – The code should be used for non-collision crashes where no other non-collision code is applicable.

39. *(**Historical code** – No longer used.)*

40. *(**Historical code** – No longer used.)*

41. **Collision Inv. Working MV** – Collision of the vehicle with a working motor vehicle. This includes cargo, people, or objects set-in-motion by a working motor vehicle that results in a harmful event with a motor vehicle in-transport.

42. **Downhill Runaway** – A downhill runaway of the vehicle.

43. **Fell / Jumped From MV** – An individual/occupant fell or jumped from a motor vehicle.

44. **Thrown / Falling Object** – The vehicle is struck by a thrown or falling object. This excludes motor vehicle in-transport contacts loads/cargo, or objects set in-motion by another motor vehicle in-transport (see Sequence of Event code 49) or working motor vehicle (see Sequence of Event code 41). It also excludes thrown or fallen objects that have come to rest as these would be considered "other objects" (see Sequence of Event code 37).

45. *(**Historical code** – No longer used.)*

46. **Ran Off Roadway – Other (Explain) –** This is used when the vehicle ran off the roadway and "Ran Off Roadway – Right" or "Ran Off Roadway – Left" are not applicable. It is also used when "Ran Off Roadway – Right" or "Ran Off Roadway – Left" cannot be determined or is unknown. Explain in *Section 9 - Narrative / Statements.* Use code "50 – End Departure" when the vehicle leaves the roadway by traveling straight through the top of a "T-intersection" of a two-way trafficway or top of an intersecting one-way roadway.

47. **Cross Separator** – The motor vehicle traveled completely across the separator. The vehicle must come into contact with the opposing road. See definition of "separator" in the glossary.

48. **Collision Inv. Other Non-Motorist** – Collision of the vehicle with an other non-motorist.

49. **Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle** – A motor vehicle "in transport" is struck by load/cargo or anything that is set in motion by a separate motor vehicle in transport resulting in a harmful event. A load or cargo that falls from a motor vehicle is considered part of the motor vehicle until the load or cargo comes to rest at which point it becomes an "other object."

50. **End Departure –** Is used when the motor vehicle leaves the roadway by traveling straight through the top of a "T-intersection" of a two-way trafficway or top of an intersecting one-way roadway. This code should also apply to vehicles traveling off the end of dead-end roadways or into the barrier of a closed trafficway. See example in Appendix E, *page 177*.

r. **ANIMAL CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS**

ANIMAL CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS				
60. Deer	61. Farm Animal	62. Dog	63. Other Animal	U. Unknown

60. **Deer** – Includes deer only.

61. **Farm Animal** – Includes domesticated animals such as a cow, pig, horse, etc.

62. **Dog** – Includes domesticated dogs only.

63. **Other Animal** – Includes all other animals that do not fall into the previous categories. This includes all wild animals (except deer).

U. **Unknown** – The investigator has determined that an animal was struck; however, the type of animal cannot be determined.

s. **FIXED OBJECT CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS**

FIXED OBJECT CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS				
20. Tree / Stump (Standing)	26. Culvert	32. Building	38. Bridge Rail	44. Wall
21. Embankment / Driveway / Ground / Rock Bluff	27. Highway Traffic Sign Post / Support	33. Traffic Signal Support	39. Guardrail End	45. Cable Barrier
22. Guardrail Face	28. Bridge Pier / Abutment / Support	34. Impact Attenuator / Crash Cushion	40. Other Traffic Barrier	46. Bridge Overhead Structure
23. Utility Pole / Guy Wire	29. Curb	35. Fire Hydrant	41. Overhead Sign Support	47. Overhead Line / Cable
24. Fence	30. Mail Box	36. Other (Explain)	42. Ditch	U. Unknown
25. Street Light Support	31. Concrete Traffic Barrier	37. Bridge Parapet End	43. Other Post / Pole / Support	

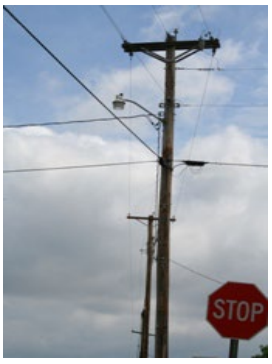
20. **Tree / Stump (Standing)** – Use this only if the tree or stump is standing. Otherwise, it is considered an "Other Object.

21. **Embankment / Driveway / Ground / Rock Bluff** – An embankment is a raised structure to hold back water, to carry or support a roadway, or the result of excavation or washout that may be faced with earth, rock, stone, or concrete.

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

    A low barrier running along the edge of the road shoulder either on the right or the left and which has primary longitudinal structure composed of metal (plates, cable, mesh, box beam, etc.). Guardrails which serve as bridge rails should be marked as "bridge rail."

23. **Utility Pole / Guy Wire** – Constructed for the primary function of supporting an electric line, telephone line, or other electrical-electronic transmission line or cable. It may have lights attached also. This includes guy wires.



24. **Fence** – A fence can be made of wood, chain link, stone, wire, PVC, etc.; however, does not include shrub hedges serving as containment for property. A "wall" that is part of a fence structure is considered a "fence."

25. **Street light support** – Support poles for roadway lighting. "Utility Pole" should be marked if lines are attached other than power for the light itself.

26. **Culvert** – An enclosed structure providing free passage under a roadway with a clear opening of less than twenty feet in width. If the distance is greater than twenty feet, the structure is considered a bridge.

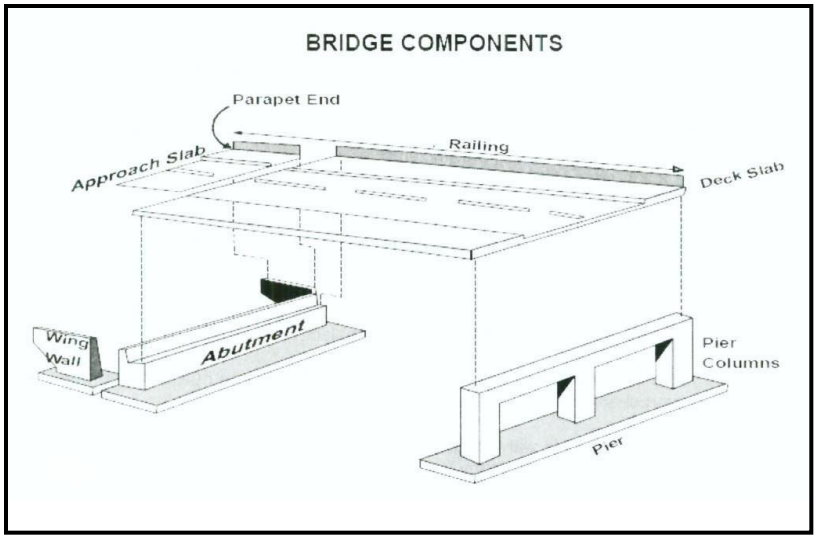
27. **Highway Traffic Sign Post / Support –** A <u>vertical</u> pole, post, or other type of support for a traffic sign.

Highway Traffic Sign Post / Support

28. **Bridge Pier / Abutment / Support** – Support for a bridge structure including the ends.

    A bridge pier is a square or round column of stone, concrete, brick, steel, or wood supporting a bridge between abutments.

    A bridge abutment is a wall supporting the ends of a bridge generally retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick, or wood (includes wing walls).



29. **Curb** – A structure composed of concrete, asphalt, brick, etc. that is up to twelve inches in height which borders the roadway, provides drainage control and pavement edge delineation. The face of the curb may be sloped or vertical.

30. **Mailbox** – A public or private box for the collection / delivery of mail. (Dictionary).

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

32. **Building** – A roofed and walled structure for permanent use attached to the terrain. (e.g., house, toll booth, pole barn, portable building attached to the terrain, etc.).

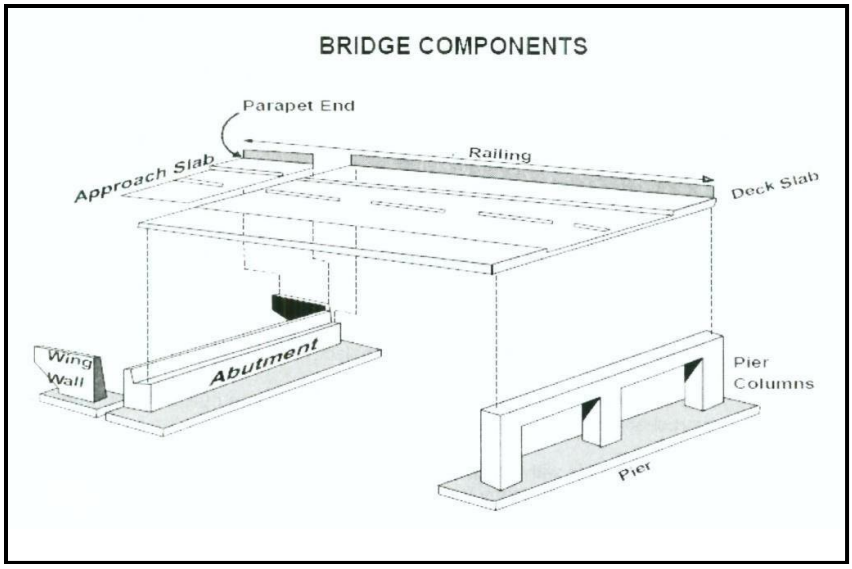
33. **Traffic Signal Support** – A pole, post, or other type of support for a traffic signal. Does not include work zone traffic control devices.

34. **Impact Attenuator / Crash Cushion** – A device for controlling the absorption of energy released during a vehicle collision ("crash cushions"). Its most common application involves protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include, but are not limited to, barrels filled with water or sand, plastic collapsible structures, collapsible guard rail ends, etc.

35. **Fire Hydrant** – A device used to provide water for fire protection.

36. **Other (Explain)** – Includes all other fixed objects not listed.

37. **Bridge Parapet End** – The end of a low wall which runs along the outermost edge of the roadway or sidewalk on the bridge and usually composed of brick, stone, or concrete. Includes the unprotected end of bridge rail. Does not include any guardrail or impact attenuator / crash cushion attached to the parapet end.



38. **Bridge Rail** – A bridge parapet or a barrier attached to a bridge deck to restrain motor vehicles, pedestrians, or other users. This includes guardrails which serve as bridge rails.

39. **Guardrail End** – May be painted a warning color and may include a breakaway or redirection design feature not to be confused with an impact attenuator / crash cushion.

40. **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.

41. **Overhead Sign Support** – Horizontal support for sign(s).

42. **Ditch** – Developed primarily to collect and move water.

43. **Other Post / Pole / Support** – Post, pole, or support excluding traffic sign / signal support, utility pole, and street light support.

44. **Wall** – A primarily vertical structure composed of concrete, metal, timber, stone, which 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 a primary function of a fence. Also not included are wing walls which are attached to the ends of bridge abutments or culverts and extend back at an angle from the roadway.

45. **Cable Barrier** – A flexible barrier system which uses more than one cable typically supported by steel posts. These can be used on the roadside or in a median. They are designed to help lesson impact or keep vehicles within the confines of the road.

(Source: MMUCC).

Note: A single strand cable system should be marked as "Other."

46. **Bridge Overhead Structure** – Any part of a bridge that is over the reference or subject roadway.

47. **Overhead Line / Cable** – Utility line, cable, etc. suspended either along or over the roadway. Excludes lines or cables to traffic signals. These should be marked "Traffic Signal Support."

U. **Unknown** – The motor vehicle struck a fixed object; however, the type of object could not be determined.

t. **PROBABLE CONTRIBUTING CIRCUMSTANCES (ITEMS WITH DOUBLE ASTERISK [**] REQUIRE ADDITIONAL CODING –** This subsection is used to record driver errors, vehicle defects, and miscellaneous circumstances that contributed to the crash. Criterion here should not be whether an arrest was made, but that the circumstances existed in the investigator's judgment. Enter all codes associated with probable contributing circumstances that apply and only if it contributed to the crash and not simply that it existed. If "None" or "Unknown" are marked, then no other circumstances can be entered.

PROBABLE CONTRIBUTING CIRCUMSTANCES (Items with double-asterisk [**] require additiona coding)

1. Vehicle Defects (Explain)	10. Improper Signal	19. Drugs	29. Improper Riding / Clinging To Vehicle Exterior
3. Improperly Stopped in Roadway	11. Improper Backing	20. Physical Impairment (Explain)	30. Failed To Secure Load / Improper Loading
4. Speed—Exceeded Limit	12. Improper Turn	21. Distracted / Inattentive (**)	31. Animal(s) In Roadway
5. Too Fast For Conditions	13. Improper Lane Usage / Change	23. Vision Obstructed	32. Object / Obstruction in Roadway
6. Improper Passing	14. Wrong Way	24. Driver Fatigue / Asleep	33. Other (Explain)
7. Failure to Obey Traffic Signs, Signals, or Officer	15. Improper Start From Park	25. Failed to Dim Headlights	
	16. Improperly Parked	26. Failed to Use Lights	
8. Wrong Side (Not Passing)	17. Failed To Yield	27. Improper Towing / Pushing	
9. Following Too Close	18. Alcohol	28. Overcorrected	

1. **Vehicle Defects (Explain) –** Mark if motor vehicle defects contributed to the crash. When marked, include an explanation in *Section 9 - Narrative / Statements*.

2. *(**Historical code** – No longer used.)*

3. **Improperly Stopped in Roadway** – Mark if a motor vehicle in-transport is stopped on a roadway inappropriately or when not directed to do so by a traffic control device or law enforcement officer.

4. **Speed – Exceeded Limit** – Mark if the motor vehicle was exceeding the speed limit.

5. **Too Fast for Conditions** – Mark if the motor vehicle's speed was too fast for the conditions at the time of the crash. This includes road, weather, and other conditions. When the speed is both over the speed limit and too fast for conditions, mark only *Speed - Exceeded Limit*.

6. **Improper Passing** – Mark if an improper pass (overtaking) of another motor vehicle going the same direction contributed to the crash.

7. **Failure to Obey Traffic Signs, Signals, or Officers** – Mark if the driver failed to comply with a traffic signal or sign or the direction of an officer. Includes electric signal, stop sign, officer / flagman, yield sign, road closed sign, no passing in a work zone, etc.

8. **Wrong Side (Not Passing)** – Mark if the motor vehicle veered across the centerline or was being driven on the wrong side of a two-way street. Does not include driving the wrong way on a one-way street.

9. **Following Too Close** – Mark if the driver followed another motor vehicle too closely and this contributed to the crash.

10. **Improper Signal** – Mark if an improper signal by the driver (or no signal when required) contributed to the crash. This includes turn or brake signals, either

electronic or hand, but does not include a turn or brake signal failing to operate, which should be shown under "Vehicle Defects" (above).

11. **Improper Backing** – Mark if the driver contributed to the crash by improperly backing the motor vehicle.

12. **Improper Turn** – Mark if an improper turn on the part of the driver contributed to the crash. A vehicle turning from a straight-only lane would be considered an improper turn. Do not mark in instances where a vehicle is changing from one lane to another, but not turning.

13. **Improper Lane Usage / Change** – Mark if improper lane usage or an improper lane change contributed to the crash. This does not include instances where the motor vehicle is making a turning movement. Includes changing lanes and striking another vehicle, going straight in a turn-only lane, etc.

14. **Wrong Way** – Mark if the motor vehicle was being driven the wrong way on a one-way street or highway. For instance, a vehicle traveling eastbound in the westbound lanes of a divided highway.

15. **Improper Start from Park** – Mark if the motor vehicle was parked and the improper start from the parked position contributed to the crash.

16. **Improperly Parked** – Mark if the motor vehicle was improperly parked in a place normally designated for parking or improperly parked along the roadway traffic lanes, such as blocking a driveway, beside a fire hydrant, or in a loading zone. **Note**: Vehicles that are stopped on the roadway, but not "parked" as defined in the glossary, should be shown as "improperly stopped."

17. **Failed to Yield** – Mark if the driver failed to yield the right-of-way to another motor vehicle or non-occupant/non-motorist as required.

18. **Alcohol** – Mark when, in the investigating officer's judgment, use of alcohol by the driver contributed to the crash. This does not indicate intoxication, only that alcohol consumption contributed to the crash. "Yes" under "Alcohol Use" (*Subsection 7C)* must be selected if this is marked.

19. **Drugs** – Mark when, in the investigating officer's judgment, use of drugs (legal or illegal) by the driver contributed to the crash. This does not indicate intoxication only that drug use contributed to the crash.

20. **Physical Impairment (Explain)** – Mark if a physical condition or impairment on the part of the driver contributed to the crash. Includes illness, but does not include impairment by alcohol or drugs. Wearing glasses is not considered an impairment. However, not wearing glasses when required is a physical impairment. When marked, explain in *Section 9 - Narrative / Statements.*

21. **Distracted / Inattentive (**)** – Mark if the driver was distracted or inattentive and it contributed to the crash. **"Distracted / Inattentive Code(s)" must be entered in the appropriate field when this is marked**.

    Note: "Distracted / Inattentive" only applies to the driver and should not be used as a contributing circumstance on vehicles without a driver. In cases where a non-driver associated with a vehicle was distracted or inattentive, officers should mark "Other" and explain in *Section 9 - Narrative / Statements.*

22. (Code reserved for when the “None” box is marked. **DO NOT** enter in Subsection 7D.)

23. **Vision Obstructed** – Mark if the driver's vision was obstructed and this contributed to the crash. "NA" or "Unknown" cannot be marked under "Vision Obstructed" (in Subs*ection 7A)* if this is marked. Explain in *Section 9 - Narrative / Statements.*

24. **Driver Fatigue / Asleep** – Mark if driver fatigue or falling asleep contributed to the crash.

25. **Failed to Dim Headlights** – Mark if the driver's failure to dim the motor vehicle's headlights contributed to the crash.

26. **Failed to Use Lights** – Mark if the driver's failure to use the motor vehicle's headlights and/or taillights contributed to the crash.

27. **Improper Towing / Pushing** – Mark if the driver was improperly towing or pushing another vehicle and this contributed to the crash.

28. **Overcorrected** – Mark if the driver over-steered in reaction to an event, causing loss of control of the motor vehicle.

29. **Improper Riding / Clinging to Veh. Exterior** – Mark if a driver or occupant of the motor vehicle was riding or clinging to the vehicle exterior and this contributed to the crash.

30. **Failed to Secure Load / Improper Loading** – Mark if failure to secure a load on/in the motor vehicle or improper loading of cargo on/in the vehicle contributed to the crash.

31. **Animal(s) In Roadway –** Mark if animal(s) in the roadway contributed to the crash. Includes both domestic and wild animals as well as animals in flight such as birds. It also includes animals that are alive.

32. **Object / Obstruction in Roadway** – Mark if an object or obstruction in the roadway contributed to the crash. Includes any item dropped on the roadway from another vehicle, which has come to rest, as well as a dead animal(s) in the roadway. Also includes trees, dirt, etc. deposited on the roadway.

33. **Other (Explain) –** Mark if another unlisted factor contributed to the crash. Explain in *Section 9 - Narrative / Statements*.

IX. SECTION 9 – NARRATIVE / STATEMENTS

9. NARRATIVE / STATEMENTS

a. The investigating officer uses this section to give an objective view of the crash. The section also includes any required explanations as indicated in other sections of the report.

b. The investigating officer's statement should be clearly separated from those of others (such as driver and/or witness statements).

c. Include vehicle owner information in the narrative when the owner is not included on the report but is pertinent to the investigation.

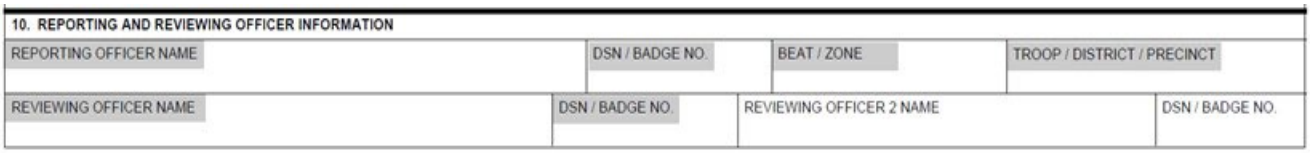
d. Include information (year, make, model, VIN, and license plate number, state, and year) on the third and subsequent towed unit(s).

e. Use *Section 11 - Narrative / Statements Continuation* if additional space is needed.

f. Numbering Roadway Lanes – Engineering standards call for lane numbering on roadways with two or more lanes in the same direction to begin on the inside of the roadway next to the median or barrier and progress to the outside lanes (or to the right). This method should be used when referring to lane numbers in the narrative.

Example: Lane one of a roadway with four lanes of travel in the same direction would be the inside lane next to the median or barrier and lane four would be the outside lane next to the shoulder (or right side of the roadway). See example below.

XI. SECTION 10 – REPORTING AND REVIEWING OFFICER INFORMATION



10. REPORTING AND REVIEWING OFFICER INFORMATION				
REPORTING OFFICER NAME	DSN / BADGE NO.	BEAT / ZONE	TROOP / DISTRICT / PRECINCT	
REVIEWING OFFICER NAME	DSN / BADGE NO.	REVIEWING OFFICER 2 NAME	DSN / BADGE NO.	

a. **REPORTING OFFICER NAME** – Print the reporting officer's name.

b. **DSN / BADGE NO.** – The reporting officer's department serial number (DSN) or badge number.

c. **BEAT / ZONE** – The reporting officer's beat or zone assignment (if applicable).

d. **TROOP / DISTRICT / PRECINCT** – The reporting officer's troop, district, or precinct assignment (if applicable).

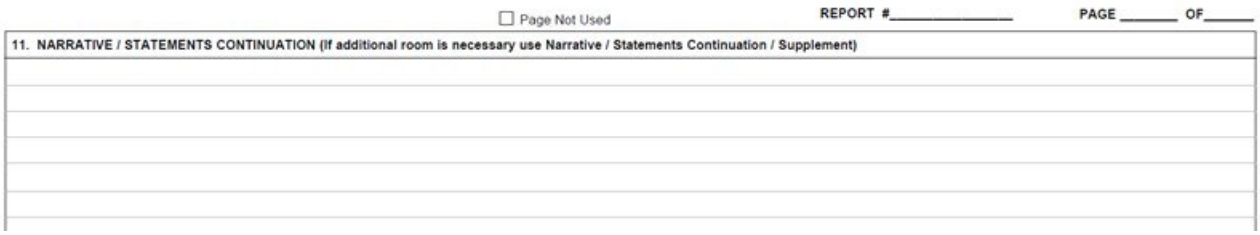
e. **REVIEWING OFFICER NAME** – Print the reviewing officer's name.

f. **DSN / BADGE NO.** – The reviewing officer's department serial number (DSN) or badge number.

g. **REVIEWING OFFICER 2 NAME** – This is an optional field. It may be used to show any additional officer's review of the report. This may include a reviewing reconstructionist or additional supervisor review.

h. **DSN / BADGE NO.** – The reviewing officer's department serial number (DSN) or badge number.

XII. SECTION 11 – NARRATIVE / STATEMENTS CONTINUATION



☐ Page Not Used REPORT #_____ PAGE _____ OF_____

11. NARRATIVE / STATEMENTS CONTINUATION (If additional room is necessary use Narrative / Statements Continuation / Supplement)

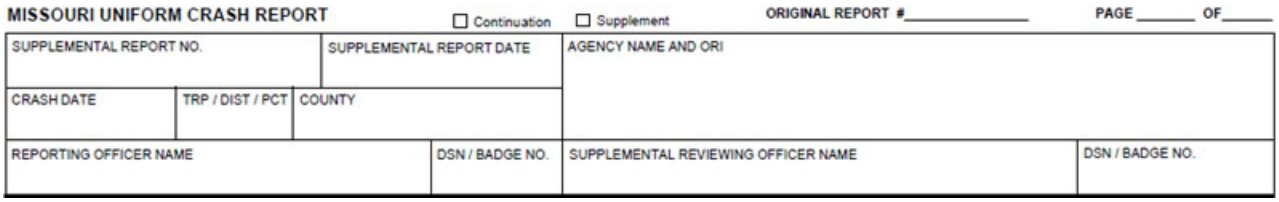
This section is used as a continuation of *Section 9 - Narrative / Statements.*

PAGE NOT USED – (Found on back of page containing Sections 8, 9, and 10) Mark if the *Section 11 - Narrative / Statements Continuation* page is not utilized. The page should be counted sequentially as part of the report. This block generally used for hard copy crash reports submitted to MOCARS.

MISSOURI UNIFORM CRASH REPORT CONTINUATION / SUPPLEMENT

GENERAL INFORMATION

Note: *Section 7 - Drivers, Vehicles, Owners, and Occupants* must be completed for each motor vehicle involved in the crash. The standard report includes two pages with this section. Additional pages with this section must be added for crashes involving more than two vehicles. Mark "**Page Not Used**" if a page with *Section 7* is not utilized. This is generally applicable to hard copy crash reports submitted to MOCARS versus reports submitted electronically.



There are three continuation / supplement forms to the Missouri Uniform Crash Report. These include:

1. Non-motorists / Occupants Continuation / Supplement (SHP-242) – Completed when more than one non-motorist is involved in a crash or more than five occupants (including the driver) from one vehicle are involved in a crash.

2. Narrative / Statements Continuation / Supplement (SHP-220) – Completed when more space is needed to complete *Section 11 - Narrative / Statements Continuation* or when additional narrative information is acquired after the original report has been submitted.

3. Railway Vehicle Continuation / Supplement (SHP-215) – Completed when a railway vehicle is involved in a motor vehicle crash.

With the exception of the *Railway Vehicle Continuation / Supplement*, forms are completed according to related field instructions in the original report. Instructions for the *Railway Vehicle Continuation / Supplement* begin on *page 142*.

Continuation – Use continuation forms provided by MOCARS to record additional information when space allowed on the standard report is insufficient. Submit continuation forms with the original report as one package. It is not necessary to complete header fields on a continuation form; however, the report / case / incident number is required on each page.

Supplement – Use supplement forms provided by MOCARS to record additional information not included in the original report. All header fields must be completed.

Note: The MOCARS only needs supplement reports involving fatalities or those significantly altering the original report; however, agencies may send any supplements to MOCARS. Reports must be submitted on forms provided by MOCARS or approved by the Patrol Records Division of the Missouri State Highway Patrol.

Specific Field Instructions for Continuation / Supplement

Follow the instructions in the front of the manual for fields not listed below.

I. **CONTINUATION** – Mark if the page is a continuation of, and will be submitted with, the original report.

II. **SUPPLEMENT** – Mark if the page is a supplement to, and was not submitted with, the original report.

III. **ORIGINAL REPORT #** – The submitting agency's original report / case / incident number. This must be completed on continuation and supplement forms.

IV. **PAGE ___ OF ___** – The first blank is the page number and second is the total number of pages. Continuations should reflect a continuation of the standard report's page numbers. Supplements should normally begin with "1" and end with the total number of supplemental pages.

V. **SUPPLEMENT REPORT NO.** – The submitting agency's additional supplement number, if applicable.

VI. **SUPPLEMENT REPORT DATE** – Enter the date the supplement was completed.

VII. **AGENCY NAME AND ORI** – Enter agency name and Originating Agency Identifier (ORI) number of the agency completing the supplement. Other information pertinent to the department may be shown here.

VIII. **CRASH DATE** – Enter the date the crash occurred.

IX. **TRP / DIST / PCT** – Enter the appropriate number(s) or letter(s) to indicate the troop, district, or precinct in which the crash occurred. Enter "NA" if this field is not applicable.

X. **COUNTY** – Enter the name of the county in which the crash occurred. Exception: Crashes occurring in the City of St. Louis enter "St. Louis City."

XI. **REPORTING OFFICER NAME** – Print the reporting officer's name.

XII. **DSN / BADGE NO.** – The reporting officer's department serial number (DSN) or badge number.

XIII. **SUPPLEMENTAL REVIEWING OFFICER NAME** – Print the officer's name who reviewed the supplemental report.

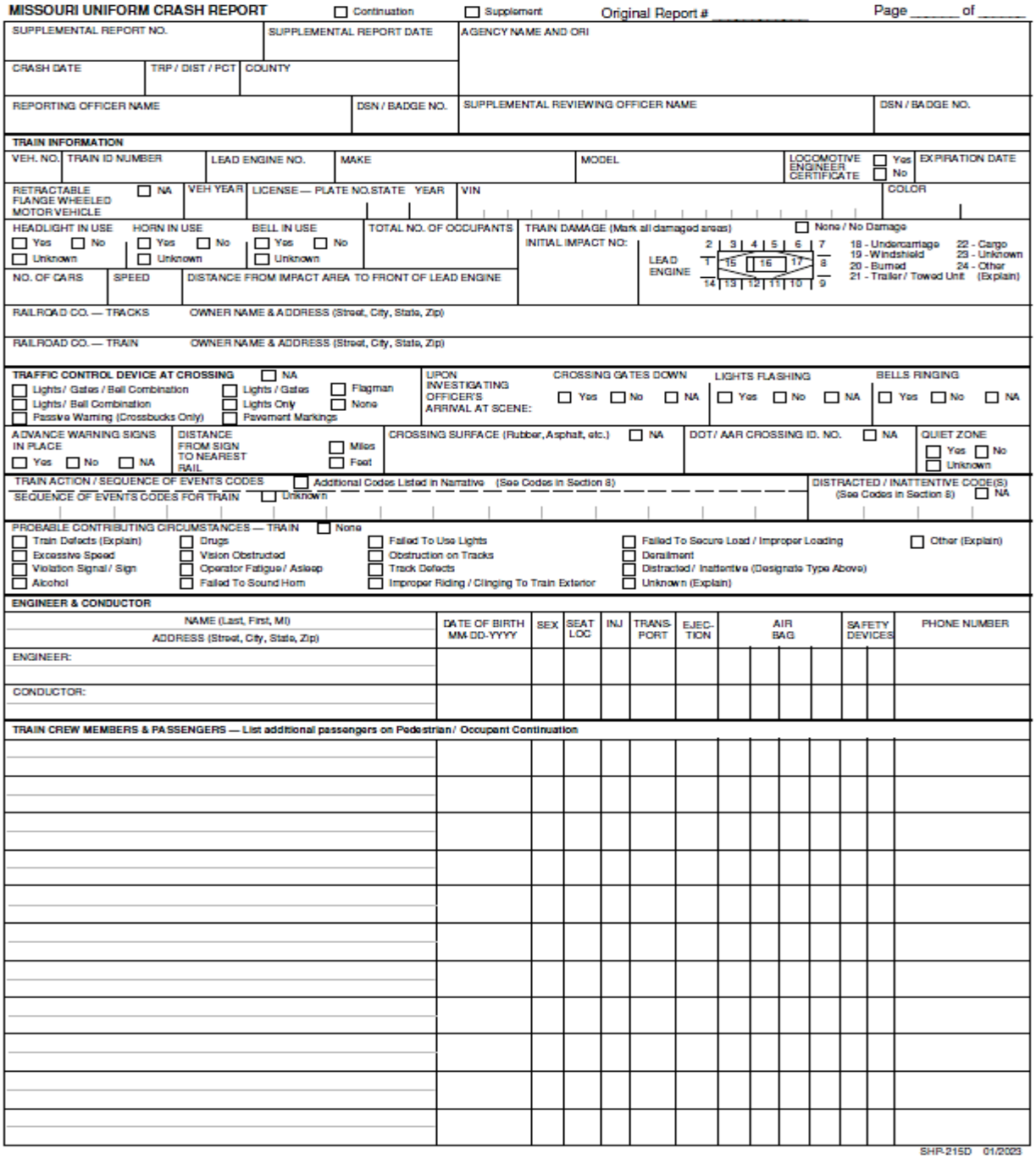
XIV. **DSN / BADGE NO.** – The reviewing officer's department serial number (DSN) or badge number.

XV. See Section 5 Non-Motorist of this manual (*page 55*) for instructions on completing the Non-motorist fields of the continuation / supplement forms.

See Section 7 - Drivers, Vehicles, Owners, & Occupants of this manual (*page 95)* for instructions on completing the occupant fields of the continuation / supplement forms.

See *Section 9 - Narrative / Statements* of this manual (*page 137*) for instructions on completion of this field of the continuation / supplement forms.

RAILWAY VEHICLE CRASH CONTINUATION / SUPPLEMENT (SHP-215)



MISSOURI UNIFORM CRASH REPORT ☐ Continuation ☐ Supplement Original Report # _____ Page _____ of _____

SUPPLEMENTAL REPORT NO.	SUPPLEMENTAL REPORT DATE	AGENCY NAME AND ORI
CRASH DATE	TRF / DIST / PCT	COUNTY
REPORTING OFFICER NAME	DSN / BADGE NO.	SUPPLEMENTAL REVIEWING OFFICER NAME / DSN / BADGE NO.

TRAIN INFORMATION

VEH. NO.	TRAIN ID NUMBER	LEAD ENGINE NO.	MAKE	MODEL	LOCOMOTIVE ENGINEER CERTIFICATE ☐ Yes ☐ No	EXPIRATION DATE

RETRACTABLE FLANGE WHEELED MOTOR VEHICLE ☐ NA	VEH YEAR	LICENSE — PLATE NO. STATE YEAR	VIN	COLOR

HEADLIGHT IN USE	HORN IN USE	BELL IN USE	TOTAL NO. OF OCCUPANTS	TRAIN DAMAGE (Mark all damaged areas) ☐ None / No Damage
☐ Yes ☐ No ☐ Unknown	☐ Yes ☐ No ☐ Unknown	☐ Yes ☐ No ☐ Unknown		INITIAL IMPACT NO: LEAD ENGINE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 - Undercarriage 19 - Windshield 20 - Burned 21 - Trailer / Towed Unit 22 - Cargo 23 - Unknown 24 - Other (Explain)

NO. OF CARS	SPEED	DISTANCE FROM IMPACT AREA TO FRONT OF LEAD ENGINE

RAILROAD CO. — TRACKS OWNER NAME & ADDRESS (Street, City, State, Zip)

RAILROAD CO. — TRAIN OWNER NAME & ADDRESS (Street, City, State, Zip)

TRAFFIC CONTROL DEVICE AT CROSSING ☐ NA	UPON INVESTIGATING OFFICER'S ARRIVAL AT SCENE:	CROSSING GATES DOWN	LIGHTS FLASHING	BELLS RINGING
☐ Lights / Gates / Bell Combination ☐ Lights / Bell Combination ☐ Passive Warning (Crossbucks Only) ☐ Lights / Gates ☐ Lights Only ☐ Pavement Markings ☐ Flagman ☐ None		☐ Yes ☐ No ☐ NA	☐ Yes ☐ No ☐ NA	☐ Yes ☐ No ☐ NA

ADVANCE WARNING SIGNS IN PLACE ☐ Yes ☐ No ☐ NA	DISTANCE FROM SIGN TO NEAREST RAIL ☐ Miles ☐ Feet	CROSSING SURFACE (Rubber, Asphalt, etc.) ☐ NA	DOT / AAR CROSSING ID. NO. ☐ NA	QUIET ZONE ☐ Yes ☐ No ☐ Unknown

TRAIN ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)	DISTRACTED / INATTENTIVE CODE(S) (See Codes in Section 8) ☐ NA
SEQUENCE OF EVENTS CODES FOR TRAIN ☐ Unknown	

PROBABLE CONTRIBUTING CIRCUMSTANCES — TRAIN ☐ None

☐ Train Defects (Explain) ☐ Excessive Speed ☐ Violation Signal / Sign ☐ Alcohol ☐ Drugs ☐ Vision Obstructed ☐ Operator Fatigue / Asleep ☐ Failed To Sound Horn ☐ Failed To Use Lights ☐ Obstruction on Tracks ☐ Track Defects ☐ Improper Riding / Clinging To Train Exterior ☐ Failed To Secure Load / Improper Loading ☐ Derailment ☐ Distracted / Inattentive (Designate Type Above) ☐ Unknown (Explain) ☐ Other (Explain)

ENGINEER & CONDUCTOR

NAME (Last, First, MI) ADDRESS (Street, City, State, Zip)	DATE OF BIRTH MM-DD-YYYY	SEX	SEAT LOC	INJ	TRANS-PORT	EJEC-TION	AIR BAG				SAFETY DEVICES		PHONE NUMBER
ENGINEER:													
CONDUCTOR:													

TRAIN CREW MEMBERS & PASSENGERS — List additional passengers on Pedestrian / Occupant Continuation

SHR-215D 01/2023

Complete and submit the *Railway Vehicle Crash Continuation / Supplement* any time a railway vehicle is involved in a reportable motor vehicle crash.

Important: To be considered a reportable motor vehicle crash involving a railway vehicle, the first harmful event must be between the railway vehicle and a motor vehicle in transport.

Example: An incident where a train derails and then strikes a motor vehicle in transport is not a reportable motor vehicle crash because the first harmful event is the derailment. However, an incident where a train strikes a motor vehicle and then derails would be a reportable motor vehicle crash because the first harmful event is the collision of the train with a motor vehicle in transport.

Note: Throughout these instructions the terms "Train" and "Railway Vehicle" are used interchangeably.

I. GENERAL CRASH INFORMATION

a. **CONTINUATION** – Mark if the page is a continuation of, and will be submitted with, the original report.

b. **SUPPLEMENT** – Mark if the page is a supplement to, and was not submitted with, the original report.

c. **ORIGINAL REPORT #** – The submitting agency's original report / case / incident number. This must be completed on continuation and supplement forms.

d. **PAGE ___ OF ___** – The first blank is the page number and second is the total number of pages. Continuations should reflect a continuation of the standard report's page numbers. Supplements should normally begin with "1" and end with the total number of supplemental pages.

e. **SUPPLEMENT REPORT NO.** – The submitting agency's additional supplement number, if applicable.

f. **SUPPLEMENT REPORT DATE** – Enter the date the supplement was completed.

g. **AGENCY NAME AND ORI** - Enter agency name and Originating Agency Identifier (ORI) number of the agency completing the supplement. Other information pertinent to the department may be shown here.

h. **CRASH DATE** – Enter the date the crash occurred.

i. **TRP / DIST / PCT** – Enter the appropriate number(s) or letter(s) to indicate the troop, district, or precinct in which the crash occurred. Enter "NA" if this field is not applicable.

j. **COUNTY** – Enter the name of the county in which the crash occurred. Exception: Crashes occurring in the City of St. Louis enter "St. Louis City."

k. **REPORTING OFFICER NAME** – Print the reporting officer's name.

l. **DSN / BADGE NO.** – The reporting officer's department serial number (DSN) or badge number.

m. **SUPPLEMENTAL REVIEWING OFFICER NAME** – Print the officer's name who reviewed the supplemental report.

n. **DSN / BADGE NO.** – The reviewing officer's department serial number (DSN) or badge number.

II. TRAIN INFORMATION

a. **VEH NO.** – The vehicle number assigned by the investigator.

b. **TRAIN ID NUMBER** – Enter the identification number on a train. This is normally available from the conductor. Enter "NA" if this is a retractable flange wheeled vehicle.

c. **LEAD ENGINE NO.** – The train lead engine number. This is often stenciled in large numbers on the side of the lead engine. It is not the same as the Train ID Number. Enter "NA" if this is a retractable flange wheeled vehicle.

d. **MAKE** – The train lead engine or retractable flange wheeled motor vehicle manufacturer. If not available or unknown, enter "Unknown."

e. **MODEL** – The train lead engine or retractable flange wheeled motor vehicle model name or number. If not available or unknown, enter "Unknown."

f. **LOCOMOTIVE ENGINEER CERTIFICATE**

i. **Yes** – Mark if the engineer is able to produce his/her locomotive engineer certificate.

ii. **No** – Mark if the engineer is unable to produce or does not have a locomotive engineer certificate. Mark if the operator is not required to have a certificate. (Note: Only locomotive engineers are required to have an Engineer's Certificate).

iii. **Expiration Date** – Enter the expiration date of the engineer's locomotive engineer certificate (if available). Enter "NA" if unknown, not available, or a certificate is not required.

g. **RETRACTABLE FLANGE WHEELED MOTOR VEHICLE**

Completed when a rail maintenance vehicle (pickups, heavy duty trucks, etc.) with retractable flange wheels, which can be operated either on rails or a roadway, is involved in the crash.

i. **NA** – Mark if a retractable flange wheeled motor vehicle is not involved. If marked, all other fields pertaining to the retractable flange wheeled motor vehicle must be blank.

ii. **VEH. YEAR** – Enter four-digit vehicle model year. If in doubt, use year indicated on title or as obtained from the Department of Revenue.

iii. **LICENSE-PLATE NO.** – Enter the state license plate number, if licensed. Enter "NOTREQ" if no license plate is displayed.

iv. **STATE** – Enter state / province issuing the vehicle license using the standard NCIC two letter abbreviation as shown in *Appendix C - United States, Canada, and Mexico Abbreviations, page 160*. Enter "XX" for licenses issued by entities not listed in the appendix. Enter "NA" if no license plate is displayed.

v. **YEAR** – Enter four-digit year designation of plate. Enter the current year for license plates not displaying a year. Enter "NA" if no license plate is displayed.

vi. **VIN** – Enter the vehicle identification number (VIN) as shown on the vehicle.

vii. **COLOR** – Enter the vehicle color(s) starting at the top. Use NCIC codes on *page 74.* Example: "BLK" I "RED" indicates the vehicle is predominately black on top and red on the bottom.

h. **HEADLIGHT IN USE**

i. **Yes** – Mark if the railway vehicle's headlight(s) was illuminated at the time of the crash.

ii. **No** – Mark if the railway vehicle's headlight(s) was not illuminated at the time of the crash.

iii. **Unknown** – Mark if the investigator could not determine if the railway vehicle's headlight(s) was illuminated at the time of the crash.

i. **HORN IN USE**

i. **Yes** – Mark if the railway vehicle's horn was sounding just prior to or during the crash.
ii. **No** – Mark if the railway vehicle's horn was not sounding just prior to or during the crash.

iii. **Unknown** – Mark if the investigator could not determine if the horn was sounding just prior to or during the crash.

j. **BELL IN USE**

i. **Yes** – Mark if the railway vehicle's bell was sounding just prior to or during the crash.

ii. **No** – Mark if the railway vehicle's bell was not sounding just prior to or during the crash or if the vehicle is not equipped with a bell.

iii. **Unknown** – Mark if the investigator could not determine if the bell was sounding just prior to or during the crash.

k. **TOTAL NO. OF OCCUPANTS** – The total number of occupants of the railway vehicle. Occupants include engineer, conductor, train crew members, and passengers.

l. **TRAIN DAMAGE** – Indicate damage sustained by the railway vehicle, if any, during the crash.

i. **None / no damage** – Mark if the railway vehicle (including any engine or cars and / or cargo) was not damaged.

ii. **Initial impact no.** – Enter the number corresponding to the initial impact point on the train lead engine. If the initial impact point was on another engine or cars, enter #21. If initial impact was to the cargo, enter #22. "NA" cannot be entered in this field.

iii. **Vehicle damage** – Circle number(s) corresponding to the damaged areas of the train lead engine. If there was damage to other engines or cars, circle #21.

m. **NO. OF CARS** – The total number of engines and cars in the train. This is available from the conductor. This cannot be "0".

n. **SPEED** – The estimated speed of the train at the time of collision. This is available from the engineer.

o. **DISTANCE FROM IMPACT AREA TO FRONT OF LEAD ENGINE** – The distance from the area of impact to the front of the lead engine at its final resting position.

p. **RAILROAD CO. – TRACKS**

OWNER NAME AND ADDRESS – The railroad tracks owner's name and address. This is available from the conductor.

q. **RAILROAD CO. – TRAIN**

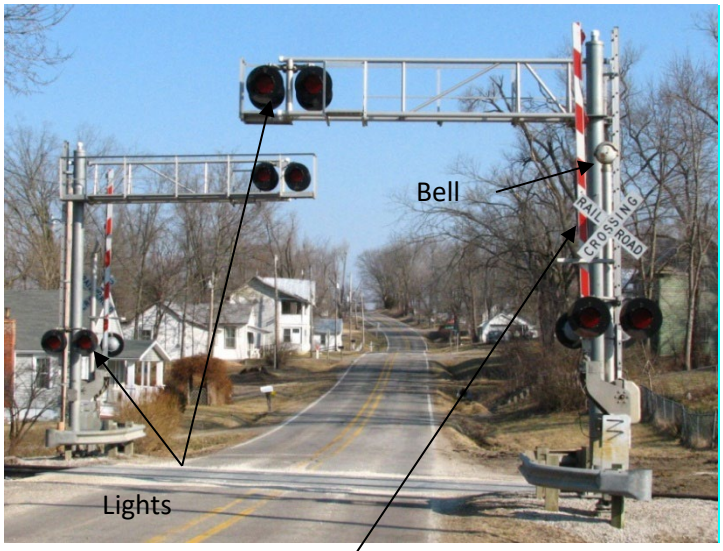
OWNER NAME AND ADDRESS – The train owner's name and address. This is available from the conductor.

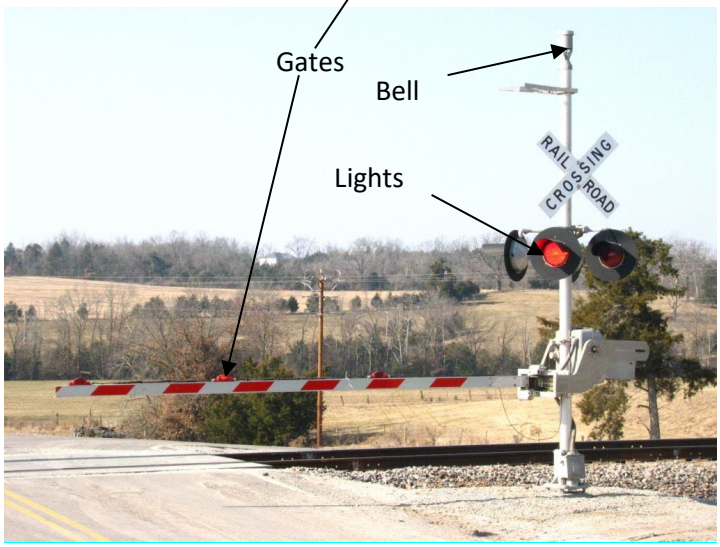
III. TRAFFIC CONTROL DEVICE AT CROSSING INFORMATION

a. **NA** – Mark if the crash did not occur at a railroad crossing.

b. **TRAFFIC CONTROL DEVICE AT CROSSING –** Mark up to three types of crossing signals present at the scene. This indicates only the presence of the signals, not whether they were operating at the time of the crash.

i. **LIGHTS / GATES / BELL COMBINATION** – Mark if there is a combination of warning lights, crossing gates and bells at the crossing.





ii. **LIGHTS / BELL COMBINATION** – Mark if there is a combination of warning lights and bells at the crossing.

iii. **PASSIVE WARNING (CROSSBUCKS ONLY)** – Mark if there are only passive warnings at the crossing. This normally consists of cross bucks.

iv. **LIGHTS / GATES** – Mark if there is a combination of warning lights and crossing gates at the crossing.

v. **LIGHTS ONLY** – Mark if there are warning lights at the crossing, but no bells or gates.

vi. **PAVEMENT MARKINGS** – Mark if there are pavement markings warning of the approaching crossing.

vii. **FLAGMAN** – Movement of traffic at the railroad crossing is directed by a flagman.

viii. **NONE** – Mark if the crash occurred at a railroad crossing; however, there were no crossing signals of any type.

c. **UPON INVESTIGATING OFFICER'S ARRIVAL AT SCENE**

i. **Crossing gates down**

1. **Yes –** Mark to indicate crossing gates were installed and down across the roadway.

2. **No** – Mark to indicate crossing gates were installed and up.

3. **NA** – Mark if there were no crossing gates installed at the crossing or the crash did not occur at a crossing.

ii. **Lights flashing**

1. **Yes –** Mark to indicate crossing lights were installed and flashing.

2. **No** – Mark to indicate crossing lights were installed and not flashing.

3. **NA** – Mark if there were no flashing lights installed at the crossing or the crash did not occur at a crossing.

iii. **Bells ringing**

1. **Yes –** Mark to indicate crossing bells were installed and ringing.

2. **No** – Mark to indicate crossing bells were installed and not ringing.

3. **NA** – Mark if there were no crossing bells installed at the crossing or the crash did not occur at a crossing.

d. **ADVANCE WARNING SIGNS IN PLACE**

i. **Yes –** Mark if there were signs warning the driver of the involved motor vehicle that a railroad crossing was ahead.

Includes (but is not limited to):

ii. **No** – Mark if there were no advance warning signs in place.

iii. **NA** – Mark if this field is not applicable to the crash, i.e., private road, crash not at a crossing, etc.

e. **DISTANCE FROM SIGN TO NEAREST RAIL –** If advance warning signs were present, measure and enter the distance from the nearest rail to the farthest warning sign based on the involved motor vehicle's direction of travel.

i. **NA** – Mark if there were no advance warning signs in place.

ii. **Miles** – Mark if the distance recorded was in miles.

iii. **Feet** – Mark if the distance recorded was in feet.

f. **CROSSING SURFACE –** Identify the surface type within the crossing, i.e., rubber, wood, asphalt, concrete, etc.

NA - Mark if the crash did not occur at a crossing.

g. **DOT / AAR CROSSING ID. NO.** – Enter the DOT / AAR Crossing Identification Number located on the crossing control box and/or cross bucks.

NA – Mark if the crash did not occur at a crossing or there was no control box and/or cross bucks present at the crossing.

h. **QUIET ZONE**

i. **Yes** – Mark if the crash occurred in a quiet zone established by local ordinance.

ii. **No** – Mark if the crash did not occur in a quiet zone.

iii. **Unknown** – Mark if the investigator is unable to determine if the crash occurred in a quiet zone.

IV. **TRAIN ACTION / SEQUENCE OF EVENTS CODES –** This field describes the railway vehicle action(s) from just prior to the first unstabilized event to final rest. All sequence of events, animal codes, and fixed object codes must be explained in *Section 9 - Narrative / Statements*. All codes are listed in *Section 8 - Codes, page 134*.

a. **Additional Codes Listed In Narrative** – Mark if there are more than fifteen sequence of events codes. Codes in excess of fifteen should be listed in *Section 9 - Narrative / Statements*.

b. **Unknown** – Mark if the railway vehicle's sequence of events cannot be determined.

c. **Sequence of Events Codes** – Starting with the railway vehicle's actions just prior to the first unstabilized event, identify chronological events associated with the railway vehicle. Write the code for the first event in the first block, second in the second block, etc. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 122*).

Note: Vehicle action code number "34" (Collision Involving a Motor Vehicle in Transport) must be shown in the sequence of events in order for it to be considered a motor vehicle crash. The first harmful event in the sequence must be between the railway vehicle and a motor vehicle in transport.

Note: Animal and fixed object codes are not applicable and documentation of the codes is not required; however, this information must be documented in *Section 9 - Narrative / Statements*.

d. **DISTRACTED / INATTENTIVE CODE(S)** – This identifies the type of distraction(s) involved when "Distracted / Inattentive" is selected as a probable contributing circumstance. Up to four can be entered. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 118*). Explain cause of the distraction in *Section 9 - Narrative / Statements*.

Not Applicable – Mark if "Distracted / Inattentive" was not marked as a probable contributing circumstance.

V. PROBABLE CONTRIBUTING CIRCUMSTANCES

This field is used to record contributing engineer / operator errors, railway vehicle defects, and miscellaneous circumstances. Criterion here should be based on whether the circumstances existed in the investigator's judgment, and it contributed to the crash. Mark all that apply. If "None," or "Unknown" are marked, then no other circumstances may be marked.

a. **NONE** – Mark only if, in the investigating officer's opinion, there were no probable contributing circumstances associated with the railway vehicle. When marked, no other circumstances may be marked.

b. **TRAIN DEFECTS (EXPLAIN)** – Includes railway vehicle defects that may have contributed to the crash. When marked, include an explanation in *Section 9 - Narrative / Statements*.

c. **EXCESSIVE SPEED** – The railway vehicle exceeded the recommended speed limit for the section of track where the crash occurred.

Note: The recommended speed limit is set by various regulatory authorities.

d. **VIOLATION SIGNAL / SIGN** – Failing to comply with railway signals / signs directing movement of the railway vehicle.

e. **ALCOHOL** – Includes instances when, in the investigating officer's judgment, use of alcohol by the engineer / operator contributed to the crash. This does not indicate intoxication, only that alcohol consumption contributed to the crash.

f. **DRUGS** – Includes instances when, in the investigating officer's judgment, use of drugs (legal or illegal) by the engineer / operator contributed to the crash. This does not indicate intoxication, only that drug use contributed to the crash.

g. **VISION OBSTRUCTED** – Mark if the engineer's / operator's vision was obstructed and this contributed to the crash. Explain in *Section 9 - Narrative / Statements.*

h. **OPERATOR FATIGUE / ASLEEP** – Mark if engineer / operator fatigue or falling asleep contributed to the crash.

i. **FAILED TO SOUND HORN** – Mark if the engineer / operator failed to sound the railway vehicle's horn when required and this contributed to the crash.

j. **FAILED TO USE LIGHTS** – Mark if light(s) on the railway vehicle were not illuminated at the time of the crash and this contributed to the crash.

k. **OBSTRUCTION ON TRACKS** – Mark if an obstruction on or near the tracks contributed to the crash.

l. **TRACK DEFECTS (Explain)** – Mark if track defect(s) contributed to the crash. Explain in *Section 9 - Narrative / Statements.*

m. **IMPROPER RIDING / CLINGING TO TRAIN EXTERIOR** – Mark if an engineer / operator or occupant of the railway vehicle was riding or clinging to the vehicle exterior and this contributed to the crash.

n. **FAILED TO SECURE LOAD / IMPROPER LOADING** – Mark if failure to secure a load on / in the railway vehicle or improper loading of cargo on / in the railway vehicle contributed to the crash.

o. **DERAILMENT** – Mark if derailment of a railway vehicle contributed to the crash.

p. **DISTRACTED / INATTENTIVE** – Mark if the engineer / operator was distracted or inattentive and it contributed to the crash. **"Distracted / Inattentive Code(s)" must be entered when this is marked**.

q. **UNKNOWN (EXPLAIN)** – Mark if it is unknown whether actions on the part of the engineer / operator contributed to the crash or if there was not enough evidence at the scene to ascertain who or what contributed. If marked, no other selections can be made. Explain in *Section 9 - Narrative / Statements.*

r. **OTHER (EXPLAIN)** – Mark if another unlisted factor on the part of the railway vehicle contributed to the crash. Explain in *Section 9 - Narrative / Statements.*

VI. **ENGINEER –** The operator of the railway vehicle.

a. **ENGINEER'S – NAME (LAST, FIRST, MI)** – Enter current legal name using last name, first name, and middle initial format. (**Note:** Do not enter a period after the middle initial).

b. **ADDRESS (STREET, CITY, STATE, ZIP)** – Enter current address on the line below the name.

c. **DATE OF BIRTH (MM-DD-YYYY)** – Enter the engineer's birth date in month, day, and year (mm-dd-yyyy) format. Enter "Unk" if unknown.

d. **SEX** – Enter "M" for male, "F" for female, "U" if the information is unknown, and “N” if there is no engineer.

e. **SEAT LOC.** – (Seat Location) Enter the code "RC" (Rail Crew) for the engineer's seat location. "NA" is entered only if there was no engineer.

Note: Use actual seat locations (FL, FR, FC, etc.) for rail maintenance vehicles (pickups, heavy duty trucks, etc.) with retractable flange wheels, which can be operated either on

rails or a roadway. Use the codes listed in *Section 8 - Codes.* For a description of the codes, refer to Section 8 - Codes in this manual (*page 107*).

f. **INJ** – (Injury) Enter one code to indicate the injury severity. Use the codes listed in *Section 8 - Codes.* For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 108*). "N" (NA) may be entered only if there was no engineer.

Note: Injuries should be classified on the basis of conditions at the scene of the crash. The exception to this rule applies to fatal injuries (late death). Injuries that do not meet these criteria may be documented in *Section 9 - Narrative / Statements.*

Enter "5" (None Apparent) for engineers who are not injured, but transported from the scene to a medical facility for precautionary measures. Explain in *Section 9 - Narrative / Statements.*

g. **TRANSPORT** – Enter one code to indicate whether and how the engineer was transported from the scene to a medical facility for treatment of crash-related injuries. "N" (NA) may be entered only if there was no engineer. Use the codes listed in *Section 8 - Codes.* For a description of the codes, refer to Section 8 - Codes in this manual (*page 110*).

List the name of the transporting agency or person, and medical facility they were transported to in *Section 9 - Narrative / Statements* if applicable.

Note: Enter "1" (No) for an engineer who is not injured, but transported from the scene to a medical facility for precautionary measures. In addition, mark "No" if an engineer deceased at the scene is transported. In either case, explain in *Section 9 - Narrative / Statements*.

h. **EJECTION** – Enter one code to indicate whether the engineer was ejected from the railway vehicle or if the field is not applicable. Code "1" (NA) may be entered only if there was no engineer. Use the codes listed in *Section 8 - Codes.* For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 111*). Ejection refers to situations where forces from a crash cause occupants to be totally or partially thrown from the vehicle during the course of the crash (the unstabilized situation).

i. **AIR BAG** – Enter up to four codes to indicate if air bags were present for the engineer and whether any airbags were deployed. Use the codes listed in *Section 8 - Codes.* For a description of the codes, refer to Section 8 - Codes in this manual (*page 111*).

j. **SAFETY DEVICES** – Enter one or two codes to indicate the type of safety device used, if any, by the engineer. Use the codes listed in *Section 8 - Codes.* For a description of the codes, refer to Section 8 - Codes in this manual (*page 113*).

k. **PHONE NUMBER** – Enter the engineer's telephone number, including the area code.

VII. CONDUCTOR

a. **CONDUCTOR'S – NAME (LAST, FIRST, MI)** – Enter current legal name using last name, first name, and middle initial format. (**Note:** Do not enter a period after the middle initial).

b. **ADDRESS (STREET, CITY, STATE, ZIP)** – Enter current address on the line below the name.

c. **DATE OF BIRTH (MM-DD-YYYY)** – Enter the conductor's birth date in month, day, and year (mm-dd-yyyy) format. Enter "Unk" if unknown.

d. **SEX** – Enter "M" for male, "F" for female, or "U" if the information is unknown.

e. **SEAT LOC.** – (Seat Location) Enter the code "RC" (Rail Crew) for the conductor's seat location.

Note: Use actual seat locations (FL, FR, FC, etc.) for rail maintenance vehicles (pickups, heavy duty trucks, etc.) with retractable flange wheels, which can be operated either on rails or a roadway. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 107)*.

f. **INJ** – (Injury) Enter one code to indicate the injury severity. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 108*).

Note: Injuries should be classified on the basis of conditions at the scene of the crash. The exception to this rule applies to fatal injuries (late death). Injuries that do not meet these criteria may be documented in *Section 9 - Narrative / Statements*.

Enter "5" (None Apparent) for conductors who are not injured, but transported from the scene to a medical facility for precautionary measures. Explain in *Section 9 - Narrative / Statements*.

g. **TRANSPORT** – Enter one code to indicate whether and how the conductor was transported from the scene to a medical facility for treatment of crash-related injuries. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 110*).

List the name of the transporting agency or person, and medical facility they were transported to in *Section 9 - Narrative / Statements* if applicable.

Note: Enter "1" (No) for a conductor who is not injured, but transported from the scene to a medical facility for precautionary measures. In addition, mark "No" if a conductor deceased at the scene is transported. In either case, explain in *Section 9 - Narrative / Statements*.

h. **EJECTION** – Enter one code to indicate whether the conductor was ejected from the railway vehicle. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 111*). Ejection refers to situations where forces from a crash cause occupants to be totally or partially thrown from the vehicle during the course of the crash (the unstabilized situation).

i. **AIR BAG** – Enter up to four codes to indicate if air bags were present for the conductor and whether any airbags were deployed. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 111*).

j. **SAFETY DEVICES** – Enter one or two codes to indicate the type of safety device used, if any, by the conductor. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 113*).

k. **PHONE NUMBER** – Enter the conductor's telephone number, including the area code.

VIII. TRAIN CREW MEMBERS & PASSENGERS

a. **TRAIN CREW MEMBER'S OR PASSENGER'S – NAME (LAST, FIRST, MI)** – Enter current legal name using last name, first name, and middle initial format. (**Note:** Do not enter a period after the middle initial).

b. **ADDRESS (STREET, CITY, STATE, ZIP)** – Enter current address on the line below the name.

c. **DATE OF BIRTH (MM-DD-YYYY)** – Enter the individual's birth date in month, day, and year (mm-dd-yyyy) format. Enter "Unk" if unknown.

d. **SEX** – Enter "M" for male, "F" for female, or "U" if the information is unknown.

e. **SEAT LOC.** – (Seat Location) Enter the code "RC" (Rail Crew) or "CP" (Commercial Passenger) for seat locations.

Note: Use actual seat locations (FL, FR, FC, etc.) for rail maintenance vehicles (pickups, heavy duty trucks, etc.) with retractable flange wheels, which can be operated either on rails or a roadway. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 107*).

f. **INJ** – (Injury) Enter one code to indicate the injury severity. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 108*).

Note: Injuries should be classified on the basis of conditions at the scene of the crash. The exception to this rule applies to fatal injuries (late death). Injuries that do not meet these criteria may be documented in *Section 9 - Narrative / Statements*.

Enter "5" (None Apparent) for those who are not injured, but transported from the scene to a medical facility for precautionary measures. Explain in *Section 9 - Narrative / Statements*.

g. **TRANSPORT** – Enter one code to indicate whether and how this individual was transported from the scene to a medical facility for treatment of crash-related injuries. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to Section 8 - Codes in this manual (*page 110*).

List the name of the transporting agency or person, and medical facility they were transported to in *Section 9 - Narrative / Statements* if applicable.

Note: Enter "1" (No) for those who are not injured, but transported from the scene to a medical facility for precautionary measures. In addition, mark "No" if a person deceased at the scene is transported. In either case, explain in *Section 9 - Narrative / Statements*.

h. **EJECTION** – Enter one code to indicate whether the person was ejected from the railway vehicle. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 111*). Ejection refers to situations where forces from a rash cause occupants to be totally or partially thrown from the vehicle during the course of the crash (the unstabilized siuation).

i. **AIR BAG** – Enter up to four codes to indicate if air bags were present for the individual and whether any airbags were deployed. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 111*).

j. **SAFETY DEVICES** – Enter one or two codes to indicate the type of safety device used, if any, by the individual. Use the codes listed in *Section 8 - Codes*. For a description of the codes, refer to *Section 8 - Codes* in this manual (*page 113*).

k. **PHONE NUMBER** – Enter the individual's telephone number, including the area code.

APPENDIX A
Short Form Information

SHORT FORM REQUIRED FIELDS – Following is a list of required short form fields. These fields have captions or borders shaded gray.

Section 1
- Agency Name and ORI
- Property Damage Only
- Report / Case / Incident Number
- No. Veh. Inv.
- Crash Date
- Crash Time (Mil.)
- Notified Date
- Time Notified (Mil.)
- Invest. Date
- Time Arrived (Mil.)
- Date of Rdwy. Clear
- Time of Rdwy. Clear
- Investigated at Scene
- Crash Type
- Commercial Motor Vehicle Involvement Criteria

Section 2
- County
- Municipality
- Beat / Zone
- Trp / Dist / Pct
- GPS Coordinates
- On
- Rdwy. Dir.
- Distance From
- Location
- Intersecting
- Speed Limit ("On" Roadway)
- Roadway Maintained By
- Speed Limit ("Intersecting" Roadway)
- Int. Dir.
- Geo-Code
- Roadway Condition
- Light Condition

Section 3
- Damage to Property Other Than Vehicles

Section 6
- Collision Diagram

Section 7
- Driver - No.
- Driver - Name & Address
- Driver - Date of Birth
- Driver - Air Bag
- Driver - Safety Devices
- Proof of Insurance
- Insurance Company
- Driver / Vehicle Insured
- Vehicle Owner's Name & Address
- License Plate No.
- License State
- VIN
- Towed from Scene
- Towed Due to Dis. Damage
- Towed By
- Vehicle Damage
- Initial Impact
- Vehicle Body Types
- First & Second Trailer Towed Unit - License Plate No. (If applicable)
- First & Second Trailer Towed Unit - State
- First & Second Trailer Towed Unit - VIN
- Contributing Traffic Conditions
- Sequence of Events
- Animal Codes (If applicable)
- Fixed Object Codes (If applicable)
- Probable Contributing Circumstances
- Distraction / Inattention Codes (If applicable)
- Work Zone
- Type of Work Zone
- Location of the Crash
- Law Enforcement Present
- Traffic Control
- Control Malfunctioning / Inoperative / Missing

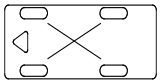
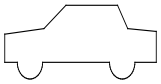
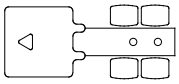
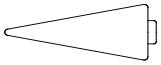
Section 9
- Narrative / Statements

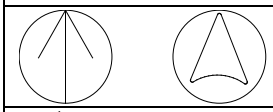
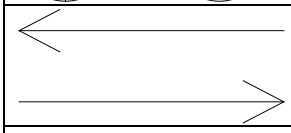
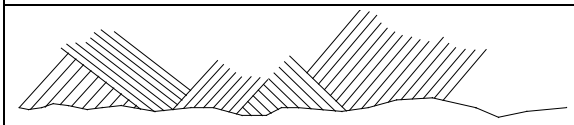
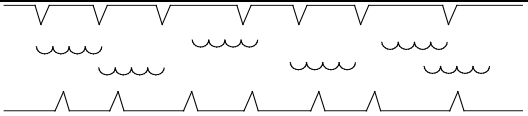
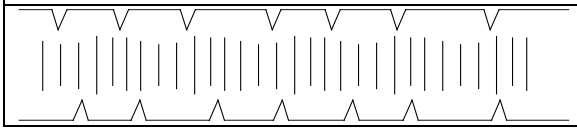
Section 10
- Reporting Officer Name
- DSN / Badge No.
- Beat / Zone
- Troop / District / Precinct
- Reviewing Officer Name
- DSN / Badge No.

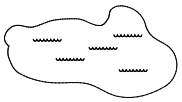
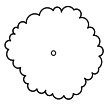
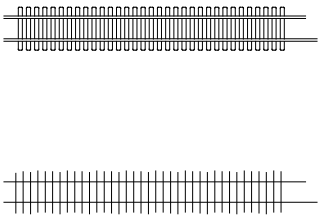
APPENDIX B
Diagramming Methods

A departmental decision will be made as to type of diagramming method used. An agency may use the Institute of Transportation Engineers (ITE) symbols, template drawings, or drawings produced using computer software. The following is a list of legends and examples of diagramming procedures.

Template Legend

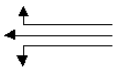
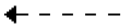
	Passenger Vehicle or Van at Final Rest
	Passenger Vehicle or Van in Motion
	Passenger Vehicle Overturned on Top
	Passenger Vehicle Overturned on Side
	Pickup Truck
	Straight Truck or Dump Truck
	Passenger Bus or Recreational Vehicle
	Cabover Truck Tractor
	Truck Tractor & Trailer Combination with Conventional Tractor Unit
	Box Trailer, House Trailer, or Camper Trailer
	Boat Trailer
	Tanker Trailer
	Locomotive Train Engine
	Farm Tractor

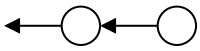
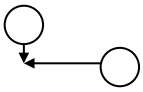
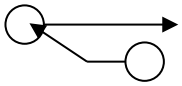
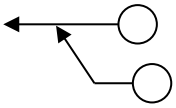
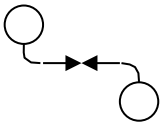
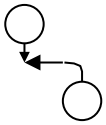
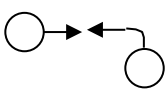
	Motorcycle
	Motorcycle on Side
	Bicycle
	Tricycle
	Body
	Direction Arrow
	Direction of Grade Arrow
	Utility Pole
	Fence
	Guardrail
	Wall Abutment or Concrete Barrier
	Highway Sign
	Electric Signal
	Embankment
	Rock Cut or Bluff Face
	Water Filled Ditch or Canal
	Ditch, Dry or Muddy

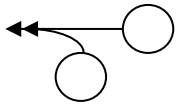
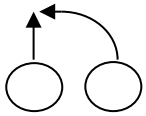
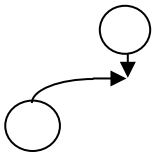
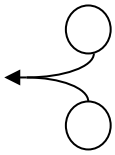
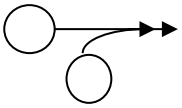
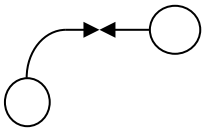
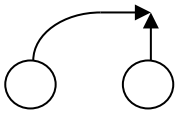
	Pond
	Tree
	Bush or Shrub
	Railway Tracks
	Pavement Edge or Curb Line
	Broken Pavement Edge, Gravel or Dirt Road Edge
	Center Line
	Center Line with No Passing Zone
	Shoulder Line
	Skid Mark
	Impact

ITE Symbol Legend

Unit Symbol	
1	Vehicle
1	Parked Vehicle
A	Animal
B	Bicycle
F	Fixed Object
O	Other Object
P	Pedestrian
T	Train

Movement Description	
	Moving
	Backing
	Moving (Not Involved)
	Out of Control
	Overturn
	Indicate Point of Initial Contact

Reflects Initial Impact	Type of Collision	Direction
	**Rear End**	**Same**
	**Right Angle**	**Angle**
	Head On	**Opposite**
	**Sideswipe**	**Meeting**
	**Sideswipe**	**Passing**
	**Both Left Turn**	**Opposite**
	**Left Turn**	**Opposite**
	**Left Turn**	**Angle Left**

	**Left Turn**	**Angle Right**
	**Left Turn**	**Same**
	**Right Turn**	**Opposite**
	**Left Turn / Right Turn**	**Opposite**
	**Right Turn**	**Angle Left**
	**Right Turn**	**Angle Right**
	**Right Turn**	**Same**

APPENDIX C
United States, Canada, & Mexico Abbreviations

Enter "XX" for foreign countries not listed below.

UNITED STATES	
Alabama	AL
Alaska	AK
Arizona	AZ
Arkansas	AR
California	CA
Colorado	CO
Connecticut	CT
Delaware	DE
District of Columbia	DC
Florida	FL
Georgia	GA
Hawaii	HI
Idaho	ID
Illinois	IL
Indiana	IN
Iowa	IA
Kansas	KS
Kentucky	KY
Louisiana	LA
Maine	ME
Maryland	MD
Massachusetts	MA
Michigan	MI
Minnesota	MN
Mississippi	MS
Missouri	MO
Montana	MT
Nebraska	NB
Nevada	NV
New Hampshire	NH
New Jersey	NJ
New Mexico	NM
New York	NY
North Carolina	NC
North Dakota	ND
Ohio	OH
Oklahoma	OK
Oregon	OR
Pennsylvania	PA
Rhode Island	RI
South Carolina	SC
South Dakota	SD
Tennessee	TN
Texas	TX
Utah	UT
Vermont	VT
Virginia	VA
Washington	WA
West Virginia	WV
Wisconsin	WI
Wyoming	WY

CANADA	
Alberta	AB
British Columbia	BC
Manitoba	MB
New Brunswick	NK
Newfoundland (includes Labrador)	NF
Northwest Territories	NT
Nova Scotia	NS
Ontario	ON
Nunavut	NU
Prince Edward Island	PE
Quebec	PQ
Saskatchewan	SN
Yukon (Territory)	YT

MEXICO	
Aguascalientes	AG
Baja California (Northern Section)	BA
Baja California Sur (Southern Section)	BJ
Campeche	CE
Chiapas	CI
Chihuahua	CH
Coahuila	CU
Colima	CL
Distrito Federal (Mexico, D. F.)	DF
Durango	DO
Guanajuato	GU
Guerrero	GR
Hidalgo	HL
Jalisco	JL
Mexico, D.F. (Distrito Federal)	DF
Mexico (State and Mexico City)	MX
Michoacan	MC
Morelos	MR
Nayarit	NR
Nuevo Leon	NL
Oaxaca	OA
Puebla	PB
Queretaro	QU
Quintana Roo	QR
San Luis Potosi	SL
Sinaloa	SI
Sonora	SO
Tabasco	TB
Tamaulipas	TA
Tlaxcala	TL
Veracruz	VC
Yucatan	YU
Zacatecas	ZA

OTHER	
Unknown	UK
U.S. Government	US

APPENDIX D

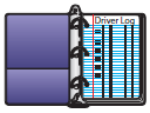
How to Find the Responsible Carrier and Correct U.S. DOT Number

SIDE OF THE VEHICLE
In most cases, this is good for name and number. Look for a number preceded by the letters: USDOT.

DON'T STOP
...keep on looking...
The information on the side of the truck may not be the U.S. DOT number, name, or address of the responsible motor carrier.

DRIVER INTERVIEW
1. Is the vehicle leased or rented?
2. Who is the motor carrier responsible for this load?
3. Who is directing and controlling the movement of this vehicle?
4. Where is the motor carrier's principal place of business?

LEASE AGREEMENT identifies the name of the lessee and their U.S. DOT number.



DRIVER'S LOG contains the name of the motor carrier and the city and State for the carrier's principal place of business.

SHIPPING PAPERS provide the name of the motor carrier responsible for the load, but not the carrier's U.S. DOT number.

NOTE: VEHICLE REGISTRATION
Generally good for identifying owner or registrant.
CAREFUL: This may not be the responsible carrier!

FMCSA WEB SITE: http://safer.fmcsa.dot.gov/CompanySnapshot.aspx is an excellent source for verifying a motor carrier's U.S. DOT number, legal name, "doing business as" name, physical address, and phone number.

Revised 06/05

Federal Motor Carrier Safety Administration

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

How to Find the Responsible Carrier and Correct U.S. DOT Number

EXAMPLE 1: John Smith owns his own truck tractor, operating under John Smith Trucking. He contracts with White Manufacturing to take one of its trailers loaded with its goods from New York to Los Angeles.

Who is the Motor Carrier:
A. John Smith?
B. White Manufacturing?

John Smith is the motor carrier, because he is the entity that has agreed to carry this particular load.

EXAMPLE 2: John Smith, driving his truck tractor, utilizes a cargo broker, K&S Trucking, to obtain goods from Intermodal Inc. shipping company for his return trip back to New York.

Who is the Motor Carrier:
A. John Smith?
B. K&S Trucking?
C. Intermodal Inc.?

John Smith is the motor carrier, because K&S transferred the responsibility of the load to John Smith.

EXAMPLE 3: John Smith, driving his truck tractor, leases his services to Polyester Chemical Company. Polyester directs Smith to deliver a semi-trailer from New York to St. Louis.

Who is the Motor Carrier:
A. John Smith?
B. Polyester?

The lease agreement between Polyester and Mr. Smith makes Polyester the motor carrier responsible for the load.

EXAMPLE 4: John Smith is driving a tractor/semi-trailer owned and operated by ABC Trucking.

Who is the Motor Carrier:
A. John Smith?
B. ABC Trucking?

ABC Trucking is the motor carrier. John Smith is just a driver for ABC Trucking.

EXAMPLE 5: John Smith is driving a tractor owned by ABC Trucking, which has been leased to XYZ Trucking. XYZ uses the tractor to pull XYZ trailers in its regular shipping service.

Who is the Motor Carrier:
A. John Smith?
B. ABC Trucking?
C. XYZ Trucking?

In this case XYZ is the motor carrier, because XYZ is directing the carrying of the load.

Federal Motor Carrier Safety Administration

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

GUIDELINES FOR IDENTIFYING HAZARDOUS MATERIALS BY SHIPPING PAPERS

Accessibility:
Shipping papers and emergency reponse information should be within the driver's reach while he/she is restrained in the lap belt of the vehicle and either readily visible to a person entering the driver's compartment or in a holder which is mounted to the inside of the driver's door.

Hazardous Material Shipping Paper Description:
The commercial motor vehicle may be transporting more than one hazardous material. The first hazardous material listed on the shipping papers under "Proper Shipping Name" must be shown in *Subsection 7H - Commercial Motor Vehicle*. The listing in the shipping papers will look similar to the following example:

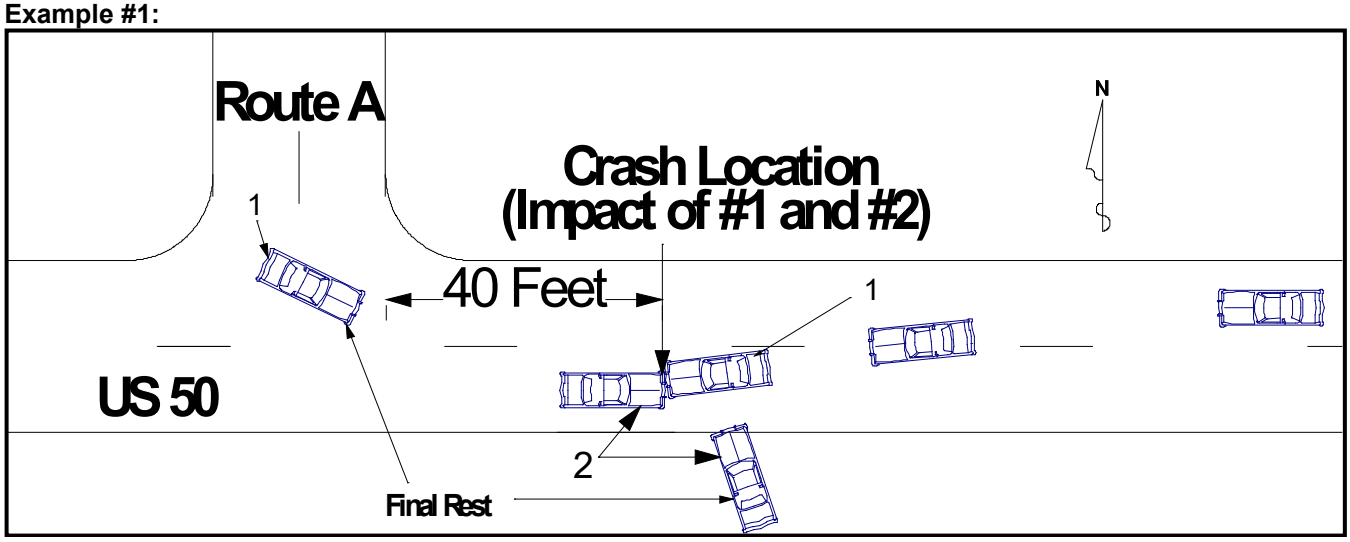
Proper Shipping Name	Hazard Class Division	Identification Number	PG	Quantity
Acetone	3	UN1090	II	55 gals
Petroleum Gases, Liquefied	2.1	UN1075		500 lbs

APPENDIX E
Classifying and Locating Crashes

The examples below are of fictitious locations, regardless of any similarity to Missouri roadways.

NON-INTERSECTION CRASHES

Example #1:



This crash is classified (*Section 1 - Crash Type)* as being a collision "On Roadway" with a "Motor Vehicle in Transport" because the first harmful event occurred on the roadway when the two vehicles struck headon. The *Directional Analysis* shows "Front to Front" because the front of one vehicle struck the front of the other.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☒ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☒ Front to Front	☐ Sideswipe (Same Dir.)
	☐ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☒ Motor Vehicle in Transport	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion		☐ Fixed Object		☐ Parked Motor Vehicle	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV	☐ Thrown or Falling Object			☐ Other Non-Motorist	☐ Angle (Front to Side)	

This crash is located (*Section 2 - Location)* where the two vehicles struck headon (first harmful event), which is in the eastbound lane of US 50, 40 Feet After RT A. The direction of the intersecting roadway (Int. Dir.) is "N" (northbound lane) because the location of the crash was measured to the northbound lane of Route A.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
US 50	E	40 ☐ NA Feet	☒ After ☐ NA	RT A		
SPEED LIMIT	ROADWAY MAINTAINED BY		☐ Before	SPEED LIMIT	INT. DIR.	GEO — CODE
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other	. Miles	☐ At	NA	N	NA

TRAFFICWAY				ROADWAY ALIGNMENT		ROADWAY PROFILE		
☐ One-Way	☒ Two-Way; Not Divided	☐ Two-Way; Divided; Unprotected Median	☐ Other	☒ Straight	☐ Curve	☒ Level	☐ Downhill	☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane		☐ Two-Way; Divided; Positive Median Barrier	☐ Unknown	☐ Unknown (Explain)		☐ Uphill	☐ Hillcrest	☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way)	☐ Y-Intersection	☐ Roundabout	☐ Other (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1
	☐ T-Intersection	☐ Five or More Legs and Not Circular	☐ Other Circular Intersection	☐ Unknown (Explain)					

The sequence of events (Subsection 7C) for Vehicle #1 is, "Going Straight" (1), "Cross Center of Road" (17) and "Collision with M/V In Transport" (34. The sequence of events for Vehicle #2 is, "Going Straight" (1), "Collision with M/V In Transport" (34), and "Ran Off Roadway - Right" (20).

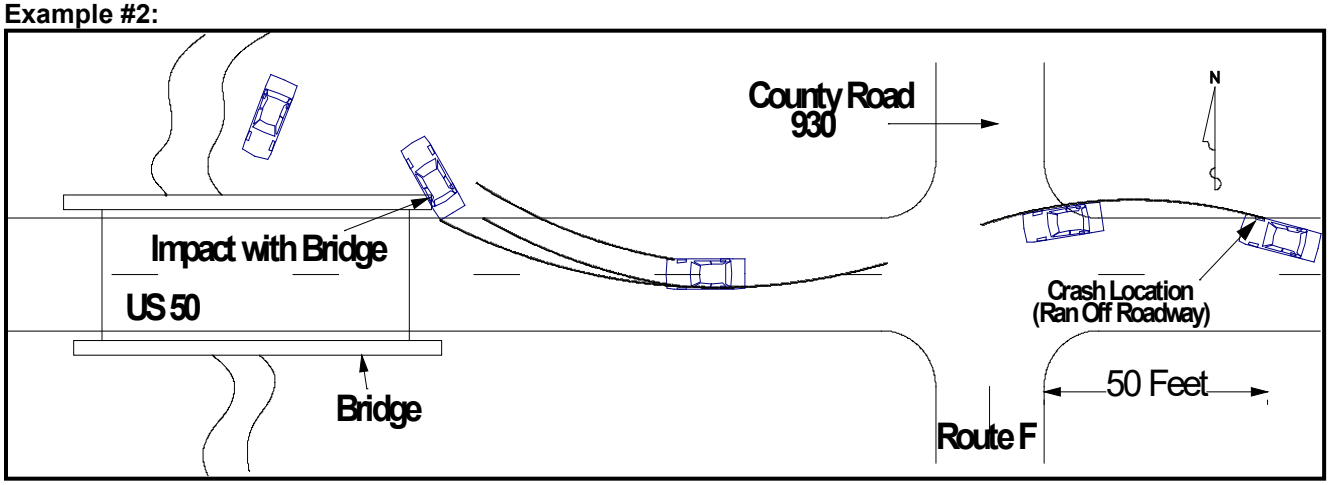
Vehicle #1:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES	☐ Unknown					
1	17	34				

Vehicle #2:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES	☐ Unknown					
1	34	20				

Example #2:



This crash is classified (*Section 1 - Crash Type)* as being a collision "Off Roadway" with a "Fixed Object" because the first harmful event was when the vehicle struck the bridge parapet end off the right side of the roadway.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☐ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☐ Front to Front	☐ Sideswipe (Same Dir.)
	☒ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☐ Motor Vehicle in Transport	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion	☐ Thrown or Falling Object	☒ Fixed Object		☐ Parked Motor Vehicle	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV				☐ Other Non-Motorist	☐ Angle (Front to Side)	

This crash is located (*Section 2 - Location*) where the vehicle initially ran off the right side of the roadway, rather than where it struck the bridge. This is true even if the vehicle had struck another vehicle head-on where it crossed the centerline. The crash is shown as occurring on US 50 (Roadway Direction - "W"), 50 Feet Before County Road 930. The direction of the intersecting roadway (Int. Dir.) is "N" (northbound lane) because the location of the crash was measured to the northbound lane of County Road 930.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
US 50	W	50 ☐ NA Feet / ☐ Miles	☐ After ☐ NA ☒ Before ☐ At	CRD 930		
SPEED LIMIT	**ROADWAY MAINTAINED BY**			**SPEED LIMIT**	**INT. DIR.**	**GEO — CODE**
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown			NA	N	NA

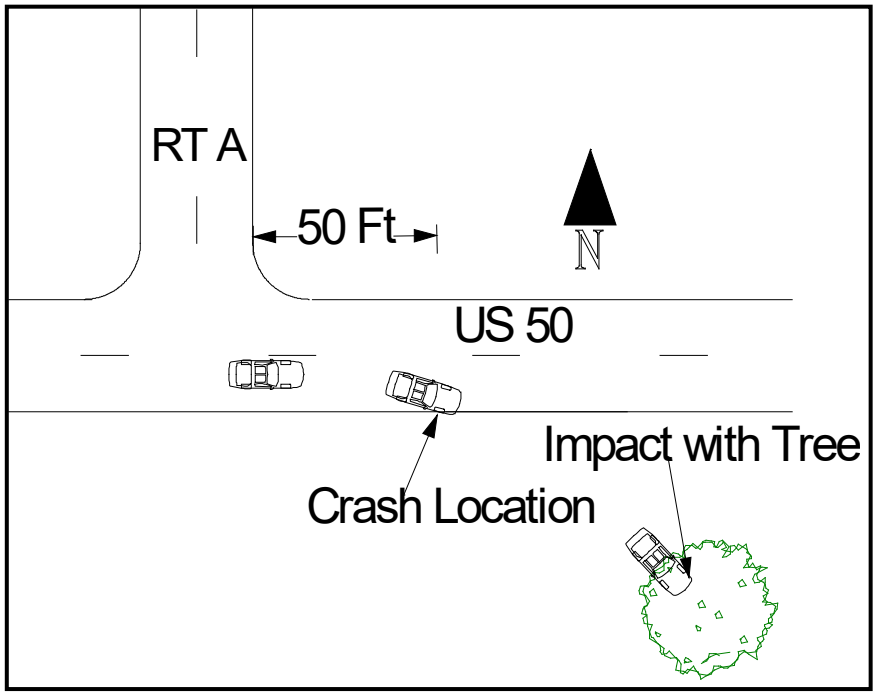
TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other	☒ Straight ☐ Curve	☒ Level ☐ Downhill ☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Unknown (Explain)	☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	2	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way)	☐ Y-Intersection	☐ Roundabout	☐ Other (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	3
	☐ T-Intersection	☐ Five or More Legs and Not Circular	☐ Other Circular Intersection	☐ Unknown (Explain)					

The sequence of events (*Subsection 7C*) is "Going Straight" (1), "Ran Off Roadway - Right" (20), "Returned to Roadway" (29), "Cross Center of Road" (17), "Ran Off Roadway - Right" (20), and then "Collision Inv. Fixed Object" (36). "Bridge Parapet End" (37) is shown in the "Fixed Object" field.

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES	☐ Additional Codes Listed in Narrative	(See Codes in Section 8)	
SEQUENCE OF EVENTS CODES	☐ Unknown	ANIMAL CODE(S)	FIXED OBJECT CODE(S)
1 20 29 17 20 36			37

Example #3:



This crash is classified (*Section 1 - Crash Type*) as being a collision "Off Roadway" with a “Fixed Object” because the first harmful event was when the vehicle struck the tree off of the roadway.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☐ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☐ Front to Front	☐ Sideswipe (Same Dir.)
	☒ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☐ Motor Vehicle in Transport	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion		☒ Fixed Object		☐ Parked Motor Vehicle	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV	☐ Thrown or Falling Object			☐ Other Non-Motorist	☐ Angle (Front to Side)	

The crash is located (*Section 2 - Location*) where the vehicle left the main traveled portion of the roadway. In this case, the location is shown as being on US 50 (Roadway Direction - "E"), 50 Feet After RT A. The direction of the intersecting roadway (Int. Dir.) is "N" (northbound lane) because the location of the crash was measured to the northbound lane of Route A.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
US 50	E	50 ☐ NA Feet / Miles	☒ After ☐ NA / ☐ Before / ☐ At	RT A		
SPEED LIMIT	**ROADWAY MAINTAINED BY**			**SPEED LIMIT**	**INT. DIR.**	**GEO — CODE**
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown			NA	N	NA

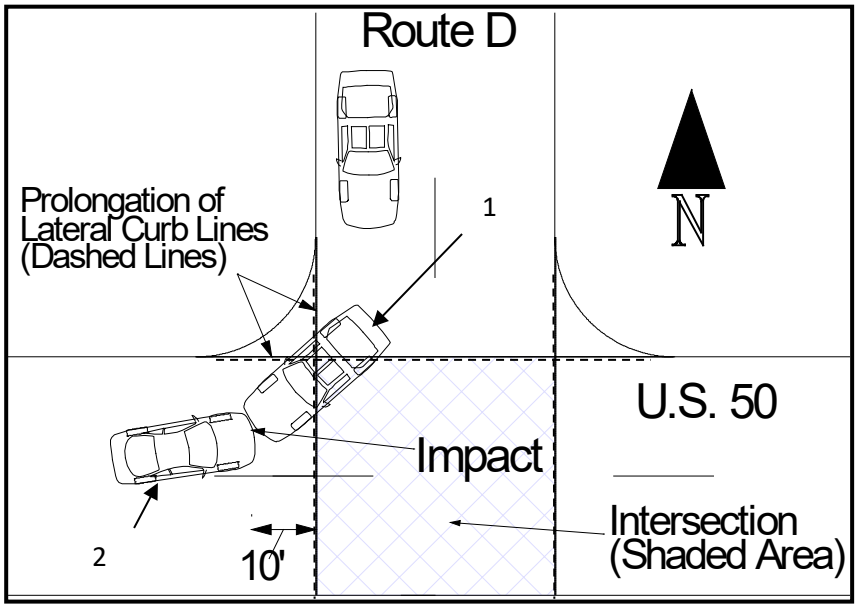
TRAFFICWAY				ROADWAY ALIGNMENT	ROADWAY PROFILE		
☐ One-Way	☒ Two-Way; Not Divided	☐ Two-Way; Divided; Unprotected Median	☐ Other	☒ Straight ☐ Curve	☒ Level	☐ Downhill	☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane		☐ Two-Way; Divided; Positive Median Barrier	☐ Unknown	☐ Unknown (Explain)	☐ Uphill	☐ Hillcrest	☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	2	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way)	☐ Y-Intersection	☐ Roundabout	☐ Other (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	3
	☐ T-Intersection	☐ Five or More Legs and Not Circular	☐ Other Circular Intersection	☐ Unknown (Explain)					

The sequence of events (*Subsection 7C*) is "Going Straight" (1), "Ran Off Roadway - Right" (20), and then "Collision Inv. Fixed Object" (36). "Tree / Stump (Standing)" (20) is shown in the "Fixed Object" field.

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)		
SEQUENCE OF EVENTS CODES ☐ Unknown	ANIMAL CODE(S)	FIXED OBJECT CODE(S)
1 20 36		20

Example #4:



This crash is classified (*Section 1 - Crash Type*) as being a collision "On Roadway" with a "Motor Vehicle in Transport" because the first harmful event occurred on the roadway when the two vehicles struck. The *Directional Analysis* shows "Front to Front" because the front of one vehicle struck the front of the other.

CRASH TYPE	ROADWAY	NON-COLLISION	COLLISION INVOLVING	DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE
	☒ On Roadway ☐ Off Roadway	☐ Overturning ☐ Fire / Explosion ☐ Immersion ☐ Jackknife ☐ Fell / Jumped From MV ☐ Cargo / Equip Loss / Shift ☐ Other Non-Collision ☐ Thrown or Falling Object	☐ Animal ☐ Pedalcycle ☐ Fixed Object ☐ Other Object ☐ Pedestrian ☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle ☐ Railway Vehicle ☒ Motor Vehicle in Transport ☐ Parked Motor Vehicle ☐ Working Motor Vehicle ☐ Other Non-Motorist	☒ Front to Front ☐ Front to Rear ☐ Rear to Rear ☐ Rear to Side ☐ Angle (Front to Side) ☐ Sideswipe (Same Dir.) ☐ Sideswipe (Opp. Dir.) ☐ Other (Explain) ☐ Unknown (Explain)

The crash is located (*Section 2 - Location*) outside the intersection. The location is shown as being on US 50 (Roadway Direction - "W"), 10 Feet After RT D. The direction of the intersecting roadway (Int. Dir.) is "S" (southbound lane) because the location of the crash was measured to the southbound lane of Route D.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 50	W	10 Feet ☐ NA _____ Miles	☒ After ☐ NA ☐ Before ☐ At	RT D

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	S	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Unprotected Median ☐ Two-Way; Divided; Positive Median Barrier ☐ Other ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

The sequence of events (*Subsection 7C*) for Vehicle #1 is (assuming it stopped before turning right) "Start in Traffic" (9), "Making Right Turn" (3), and Collision Inv. MV in Transport" (34). The sequence of events for Vehicle #2 is "Going Straight" (1), "Cross Center of Road" (17) and "Collision Inv. MV in Transport" (34).

Vehicle #1:

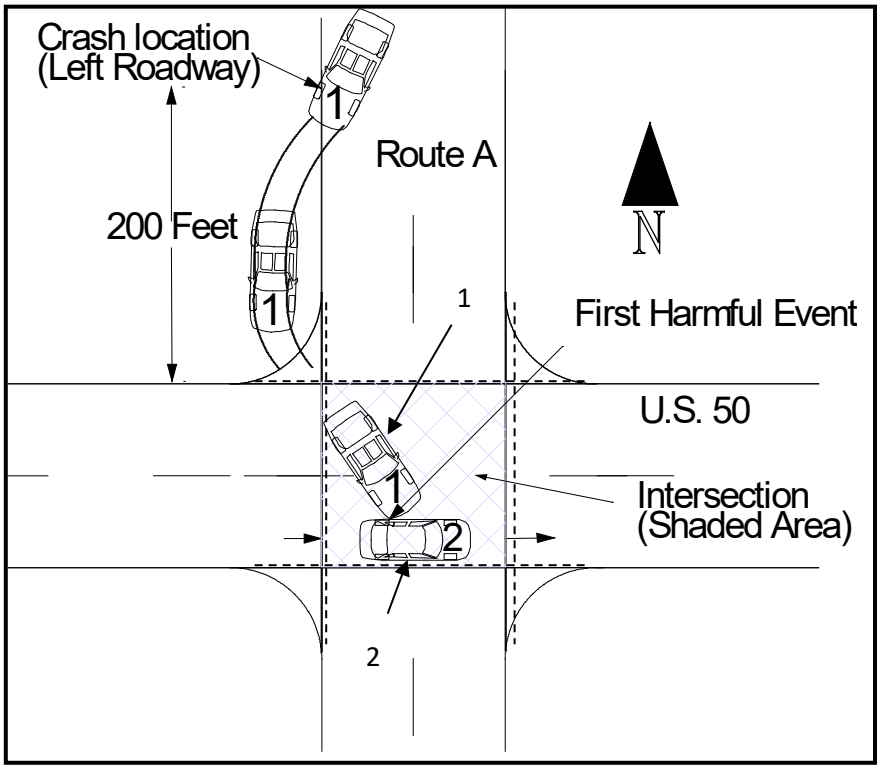
7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES	
SEQUENCE OF EVENTS CODES	☐ Unknown
9 3 34	

Vehicle #2:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES	
SEQUENCE OF EVENTS CODES	☐ Unknown
1 17 34	

In this case, the *Compass Direction* under *Section 6 - Collision Diagram* should reflect vehicle #1 as "S" (south) and vehicle #2 as "E" (east).

Example #5:



This crash is classified (*Section 1 - Crash Type*) as being a collision "On Roadway" with a "Motor Vehicle in Transport" because the first harmful event occurred on the roadway when the two vehicles struck. The *Directional Analysis* shows "Angle" because the front of vehicle #1 struck the side of vehicle #2.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☒ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☐ Front to Front	☐ Sideswipe (Same Dir.)
	☐ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☒ Motor Vehicle in Transport	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion	☐ Thrown or Falling Object	☐ Fixed Object		☐ Parked Motor Vehicle	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV				☐ Other Non-Motorist	☒ Angle (Front to Side)	

The crash is located (*Section 2 - Location*) outside the intersection where Vehicle #1 first left the roadway (even though the vehicle returned to and the first harmful event was on the roadway). The location is shown as being on RT A (Roadway Direction - "S"), 200 Feet Before US 50. The direction of the intersecting roadway (Int. Dir.) is "W" (westbound lanes) because the location was measured to the westbound lane of US 50.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
RT A	S	200 Feet ☐ NA; ___.___ Miles	☐ After ☐ NA; ☒ Before; ☐ At	US 50		
SPEED LIMIT: 55	ROADWAY MAINTAINED BY: ☐ Unknown; ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other			SPEED LIMIT: NA	INT. DIR.: W	GEO — CODE: NA

TRAFFICWAY				ROADWAY ALIGNMENT		ROADWAY PROFILE		
☐ One-Way	☒ Two-Way; Not Divided	☐ Two-Way; Divided; Unprotected Median	☐ Other	☒ Straight	☐ Curve	☒ Level	☐ Downhill	☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane		☐ Two-Way; Divided; Positive Median Barrier	☐ Unknown	☐ Unknown (Explain)		☐ Uphill	☐ Hillcrest	☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes				
☒ NA	☐ Cross Intersection (4-Way)	☐ Y-Intersection	☐ Roundabout	☐ Other (Explain)		ROADWAY CONDITION	1	ROADWAY SURFACE	1
	☐ T-Intersection	☐ Five or More Legs and Not Circular	☐ Other Circular Intersection	☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

The sequence of events (*Subsection 7C*) for Vehicle #1 is "Going Straight" (1), "Ran Off Roadway - Right" (20), "Returned to Roadway" (29), and "Collision Inv. MV in Transport" (34). The sequence of events for Vehicle #2 is "Going Straight" (1), "Cross Road" (18), and "Collision Inv. MV in Transport" (34).

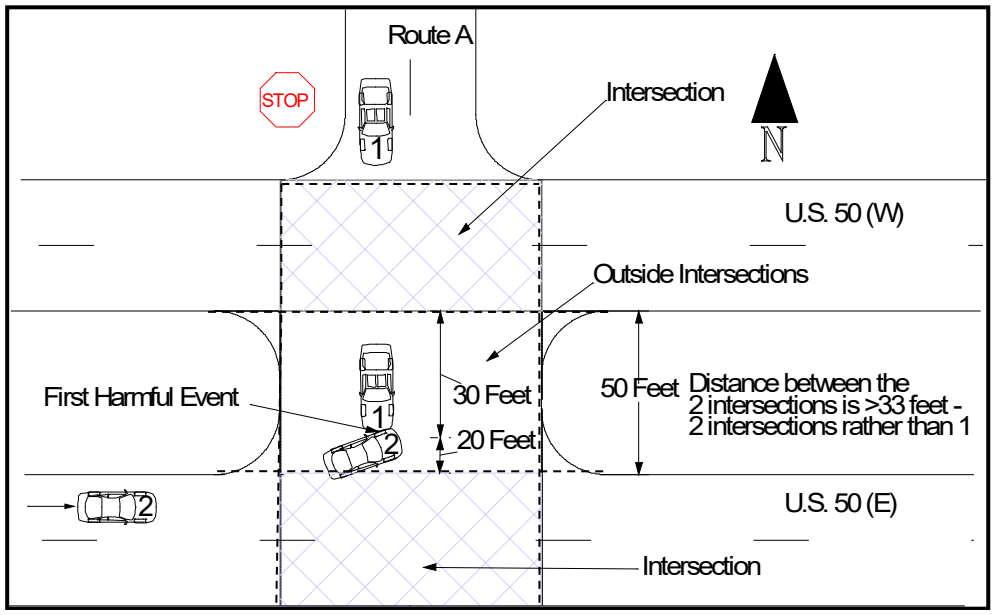
Vehicle #1:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES				☐ Unknown		
1	20	29	34			

Vehicle #2:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES				☐ Unknown		
1	18	34				

Example #6:



This crash is classified (*Section 1 - Crash Type*) as being a collision "On Roadway" with a "Motor Vehicle in Transport" because the first harmful event occurred on the roadway when the two vehicles struck. The *Directional Analysis* shows "Angle" because the front of vehicle #1 struck the side of vehicle #2.

CRASH TYPE	ROADWAY	NON-COLLISION	COLLISION INVOLVING	DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE
	☒ On Roadway ☐ Off Roadway	☐ Overturning ☐ Fire / Explosion ☐ Immersion ☐ Jackknife ☐ Fell / Jumped From MV ☐ Cargo / Equip Loss / Shift ☐ Other Non-Collision ☐ Thrown or Falling Object	☐ Animal ☐ Pedalcycle ☐ Fixed Object ☐ Other Object ☐ Pedestrian ☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle ☐ Railway Vehicle ☒ Motor Vehicle in Transport ☐ Parked Motor Vehicle ☐ Working Motor Vehicle ☐ Other Non-Motorist	☐ Front to Front ☐ Front to Rear ☐ Rear to Rear ☐ Rear to Side ☒ Angle (Front to Side) ☐ Sideswipe (Same Dir.) ☐ Sideswipe (Opp. Dir.) ☐ Other (Explain) ☐ Unknown (Explain)

The east and westbound lanes of US 50 are over 33 feet apart at Route A; therefore, there are two intersections. The crash is located (*Section 2 - Location*) outside the two intersections. The location can be shown on the crash report as on Route A and referenced to either east or westbound US 50.

1. On RT A (Roadway Direction - "S"), 30 Feet After US 50. The direction of the intersecting roadway (Int. Dir.) is shown as "W" (westbound lane).

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT A	S	30 ☐ NA Feet / . Miles	☒ After ☐ NA ☐ Before ☐ At	US 50

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	ROADWAY SURFACE
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		1	1
					LIGHT CONDITION 1	WEATHER / ENVIRON CONDITION 1

2. On RT A (Roadway Direction - "S"), 20 Feet Before US 50. The direction of the intersecting roadway (Int. Dir.) is shown as "E" (eastbound lane).

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT A	S	20 ☐ NA Feet / . Miles	☐ After ☐ NA ☒ Before ☐ At	US 50

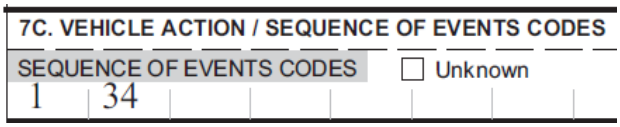
SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	E	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

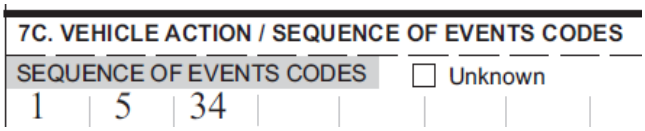
INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	ROADWAY SURFACE
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		1	1
					LIGHT CONDITION 1	WEATHER / ENVIRON CONDITION 1

The sequence of events (*Subsection 7C*) for Vehicle #1 is "Going Straight" (1) and "Collision Inv. MV in Transport" (34). The sequence of events for Vehicle #2 is "Going Straight" (1), "Making Left Turn" (5), and "Collision Inv. MV in Transport" (34).

Vehicle #1:

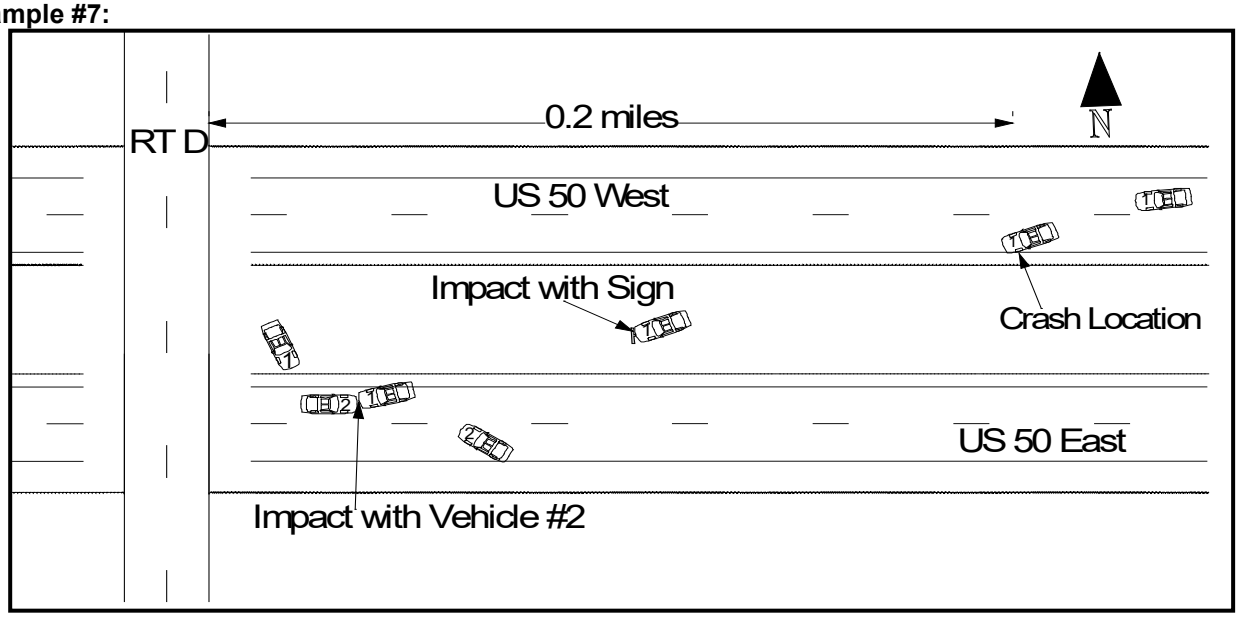


Vehicle #2:



In this case, the *Compass Direction* under *Section 6 - Collision Diagram* should reflect vehicle #1 as "S" (south) and vehicle #2 as "E" (east).

Example #7:



This crash is classified (*Section 1 - Crash Type)* as being a collision "Off Roadway" with a "Fixed Object" because the first harmful event was when the westbound vehicle struck the sign in the median.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☐ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☐ Front to Front	☐ Sideswipe (Same Dir.)
	☒ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☐ Motor Vehicle in Transport →	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion	☐ Other	☒ Fixed Object		☐ Parked Motor Vehicle →	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle →	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV	☐ Thrown or Falling Object			☐ Other Non-Motorist	☐ Angle (Front to Side)	

Although the first harmful event in this crash was impact of the westbound vehicle with the sign, the crash is located (*Section 2 - Location*) where the vehicle left the westbound roadway. The location is shown as being on US 50 (Roadway Direction - "W"), 0.2 Miles Before RT D. The direction of the intersecting roadway (Int. Dir.) is "N" (northbound lane) because the location of the crash was measured to the northbound lane of Route D.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
US 50	W	☐ NA Feet 0.2 Miles	☐ After ☐ NA ☒ Before ☐ At	RT D		
SPEED LIMIT	**ROADWAY MAINTAINED BY**			**SPEED LIMIT**	**INT. DIR.**	**GEO — CODE**
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown			NA	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	3	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	4 6

The sequence of events (*Subsection 7C*) for vehicle #1 is "Going Straight" (1), "Ran Off Roadway - Left" (21), "Collision Inv. Fixed Object" (36), "Cross Median" (16), "Collision Inv. MV In Transport" (34) and then "Ran Off Road - Right" (20). "Highway Traffic Sign Post / Support" (27) is shown in the "Fixed Object" field. The sequence of events for vehicle #2 is "Going Straight" (1) and then "Collision Inv. MV In Transport" (34).

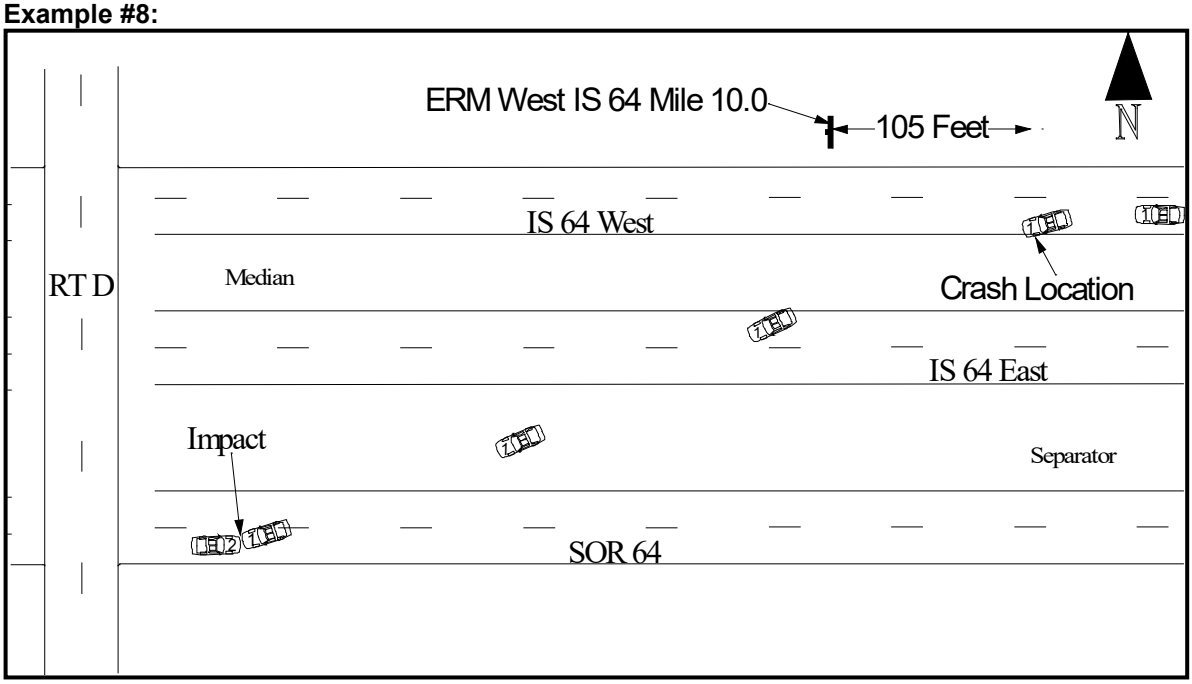
Vehicle #1:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)		
SEQUENCE OF EVENTS CODES ☐ Unknown	ANIMAL CODE(S)	FIXED OBJECT CODE(S)
1 21 36 16 34 20		27

Vehicle #2:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)		
SEQUENCE OF EVENTS CODES ☐ Unknown	ANIMAL CODE(S)	FIXED OBJECT CODE(S)
1 34		

Example #8:



This crash is classified (*Section 1 - Crash Type)* as being a collision "On Roadway" with a "Motor Vehicle In Transport" because the first harmful event occurred when the two vehicles struck headon on SOR 64. The *Directional Analysis* shows "Front to Front" because the front of one vehicle struck the front of the other.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☒ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☒ Front to Front	☐ Sideswipe (Same Dir.)
	☐ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☒ Motor Vehicle in Transport	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion		☐ Fixed Object		☐ Parked Motor Vehicle	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV	☐ Thrown or Falling Object			☐ Other Non-Motorist	☐ Angle (Front to Side)	

The crash is located (*Subsection 2 - Location*) where the eastbound vehicle first ran off the left side of the roadway. The location is shown as being on IS 64 (Roadway Direction - "W"), 105 Feet Before ERM West IS 64 Mile 10.0. "NA" is entered in the intersecting roadway (Int. Dir.) field because the crash location was measured to an ERM.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 64	W	105 ☐ NA Feet / . Miles	☐ After ☐ NA ☒ Before ☐ At	ERM West IS 64 Mile 10.0

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
70	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	NA	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other	☒ Straight ☐ Curve	☒ Level ☐ Downhill ☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Unknown (Explain)	☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	3	4	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way)	☐ Y-Intersection	☐ Roundabout	☐ Other (Explain)		LIGHT CONDITION	1		WEATHER / ENVIRON CONDITION	4	5	6
	☐ T-Intersection	☐ Five or More Legs and Not Circular	☐ Other Circular Intersection	☐ Unknown (Explain)								

The sequence of events (*Subsection 7C*) for vehicle #1 is "Going Straight" (1), "Ran Off Roadway - Left" (21), "Cross Median" (16), "Cross Road" (18), "Cross Separator" (47), and then "Collision Inv. MV In Transport" (34). The sequence of events for vehicle #2 is "Going Straight" (1), and then "Collision Inv. MV in Transport" (34).

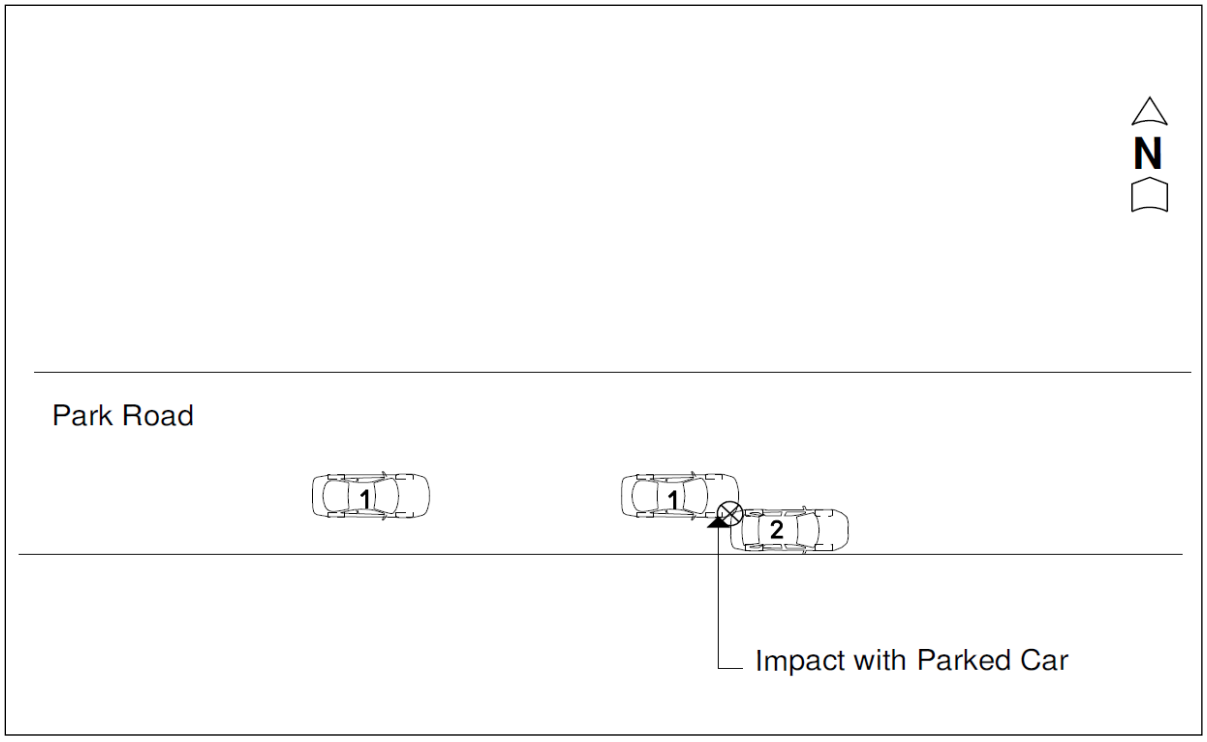
Vehicle #1:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES	☐ Unknown					
1	21	16	18	47	34	

Vehicle #2:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES	☐ Unknown					
1	34					

Example #9



This crash is classified (*Section 1 - Crash Type*) as being a collision "Off Roadway" with a "Parked Motor Vehicle" because the first harmful event involved vehicle #1 impacting vehicle #2, which was parked in a designated parking area and thus "Off Roadway." The *Directional Analysis* is "Front to Rear" because the front of vehicle #1 struck the rear of vehicle #2.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☐ On Roadway ☒ Off Roadway	☐ Overturning ☐ Fire / Explosion ☐ Immersion ☐ Jackknife ☐ Fell / Jumped From MV	☐ Cargo / Equip Loss / Shift ☐ Other Non-Collision ☐ Thrown or Falling Object	☐ Animal ☐ Pedalcycle ☐ Fixed Object ☐ Other Object	☐ Pedestrian ☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☐ Railway Vehicle ☐ Motor Vehicle in Transport → ☒ Parked Motor Vehicle → ☐ Working Motor Vehicle → ☐ Other Non-Motorist	☐ Front to Front ☒ Front to Rear ☐ Rear to Rear ☐ Rear to Side ☐ Angle (Front to Side)	☐ Sideswipe (Same Dir.) ☐ Sideswipe (Opp. Dir.) ☐ Other (Explain) ☐ Unknown (Explain)

This crash is located (*Section 2 - Location*) where the two vehicles struck front to rear (first harmful event) which is in the eastbound lane of CST Park RD, 73 Feet After CST Water ST.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CST Park RD	E	73 ☐ NA Feet ___ Miles	☒ After ☐ NA ☐ Before ☐ At	CST Water ST

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
35	☐ Unknown ☐ State ☐ County ☒ Municipal ☐ Private Property ☐ Other	35	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	ROADWAY SURFACE
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		2	2
					LIGHT CONDITION 2	WEATHER / ENVIRON CONDITION 3

The sequence of events (*Subsection 7C*) for vehicle #1 is "Going Straight" (1) and "Collision Inv. Parked M/V" (35). Although the crash type is "Off Roadway," sequence of events code "Ran Off Roadway - Right" (20) is **not** used because no part of vehicle #1 left the roadway. The sequence of events for vehicle #2 is "Parked" (13) and "Collision Inv. M/V in Transport" (34).

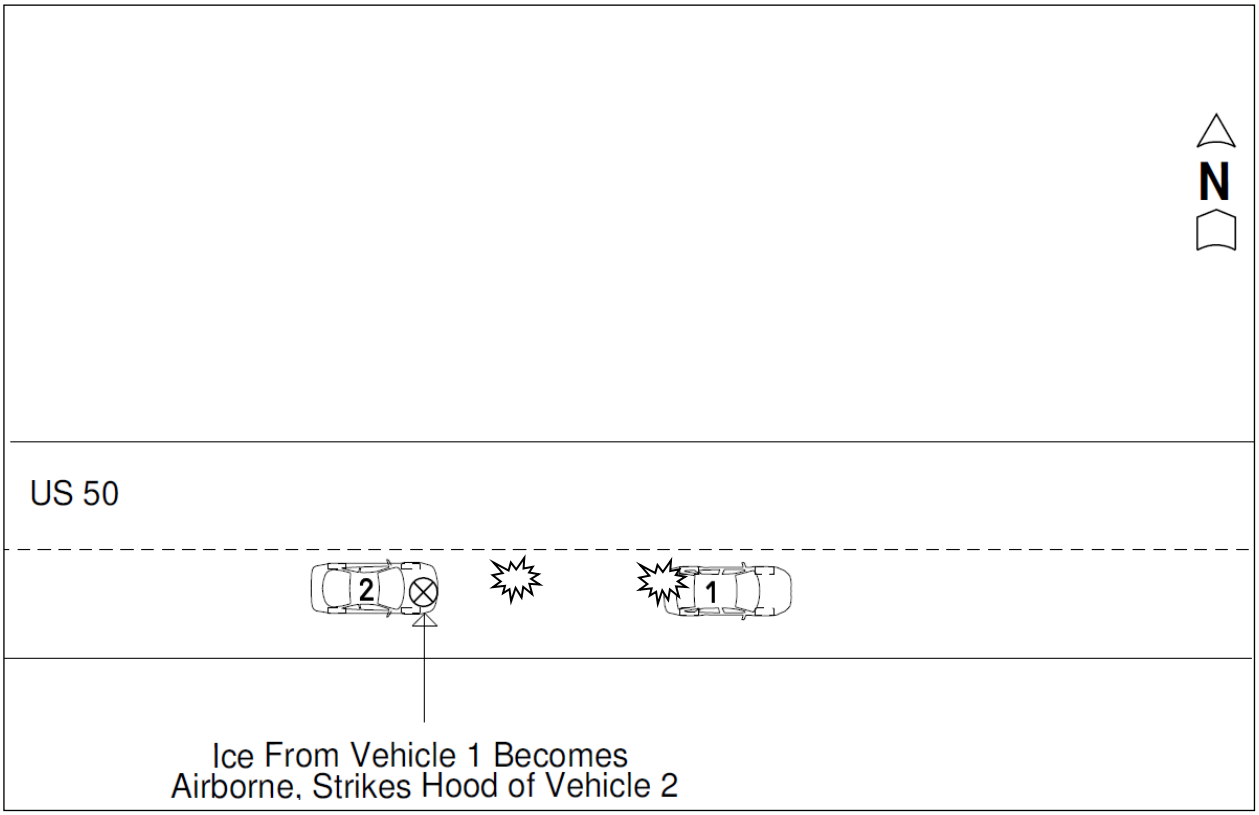
Vehicle #1:

7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES	
SEQUENCE OF EVENTS CODES	☐ Unknown
1	35

Vehicle #2:

7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES	
SEQUENCE OF EVENTS CODES	☐ Unknown
13	34

Example #10



This crash is classified (*Section 1 - Crash Type*) as being a collision “On Roadway” and “Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle” because the first harmful event involved a motor vehicle in-transport (vehicle #2) being struck by someting (ice) that came off and was put in motion by a separate motor vehicle in-transport (vehicle #1). *Directional Analysis* is not required because the crash type is “Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle.”

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☒ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☐ Front to Front	☐ Sideswipe (Same Dir.)
	☐ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☒ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☐ Motor Vehicle in Transport →	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion	☐ Thrown or Falling Object	☐ Fixed Object		☐ Parked Motor Vehicle →	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle →	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV				☐ Other Non-Motorist	☐ Angle (Front to Side)	

The crash is located *(Section 2 - Location*) where vehicle #2 was struck by the ice that came from vehicle #1 (first harmful event), which is in the eastbound lane of US 50, 0.3 Miles Before RT U.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 50	E	☐ NA Feet 0.3 Miles	☐ After ☐ NA ☒ Before ☐ At	RT U

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	2	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1 6
			☐ Other Circular Intersection						

The sequence of events (*Subsection 7C*) for vehicle #1 is “Going Straight” (1) and “Collision Inv. M/V in Transport” (34). The sequence of events for vehicle #2 is "Going Straignt” (1) and “Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle” (49). Sequence of event code “Cargo / Equipment Loss / Shift” (26) is **not** used because it never refers to a collision event.

Vehicle #1

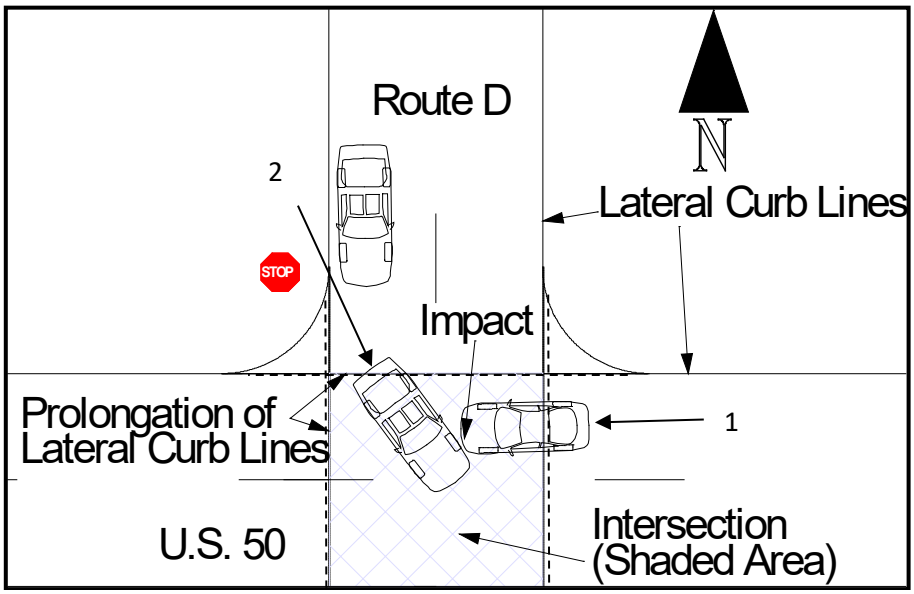
7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES						☐ Unknown
1	34					

Vehicle #2

7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES						☐ Unknown
1	49					

INTERSECTION CRASHES

Example #1:



This crash is classified (*Section 1 - Crash Type*) as being a collision "On Roadway" with a "Motor Vehicle in Transport" because the first harmful event occurred on the roadway when the two vehicles struck. The *Directional Analysis* shows "Angle" because the front of vehicle #1 struck the side of vehicle #2.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☒ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☐ Front to Front	☐ Sideswipe (Same Dir.)
	☐ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☒ Motor Vehicle in Transport →	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion	☐ Other Non-Collision	☐ Fixed Object		☐ Parked Motor Vehicle →	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife	☐ Thrown or Falling Object	☐ Other Object		☐ Working Motor Vehicle →	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV				☐ Other Non-Motorist	☒ Angle (Front to Side)	

The crash is located (*Section 2 - Location*) within the intersection where the two vehicles struck. The location can be shown on the crash report on either route within the intersection:

1. On US 50 (Roadway Direction - "E" or "W"), At RT D. The direction of the intersecting roadway (Int. Dir.) can be shown as either "N" (northbound lane) or "S" (southbound lane) because the location of the crash was within the intersection of an undivided roadway. Note: Although there are multiple methods for showing the location on US 50, only one example is provided.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
US 50	E	☒ NA	☐ After ☐ NA	RT D		
		____ Feet	☐ Before			
SPEED LIMIT	ROADWAY MAINTAINED BY	____.____ Miles	☒ At	SPEED LIMIT	INT. DIR.	GEO — CODE
60	☐ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown			55	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other	☒ Straight ☐ Curve	☒ Level ☐ Downhill ☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Unknown (Explain)	☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☐ NA	☐ Cross Intersection (4-Way)	☐ Y-Intersection	☐ Roundabout	☐ Other (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1
	☒ T-Intersection	☐ Five or More Legs and Not Circular	☐ Other Circular Intersection	☐ Unknown (Explain)					

2. On RT D (Roadway Direction - "N" or "S"), At US 50. The direction of the intersecting roadway (Int. Dir.) can be shown as either "E" (eastbound lane) or "W" (westbound lane) because the location of the crash was within the intersection of an undivided roadway. Note: Although there are multiple methods for showing the location on RT D, only one example is provided.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT D	S	☒ NA Feet Miles	☐ After ☐ NA ☐ Before ☒ At	US 50

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	60	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☐ NA	☐ Cross Intersection (4-Way) ☒ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

The sequence of events (*Subsection 7C*) for Vehicle #1 is "Going Straight" (1), “Cross Road” (18), and "Collision Inv. MV in Transport" (34). The sequence of events for Vehicle #2 (assuming it stopped before turning left) is "Start in Traffic" (9), "Making Left Turn" (5), and "Collision Inv. MV in Transport" (34).

Vehicle #1:

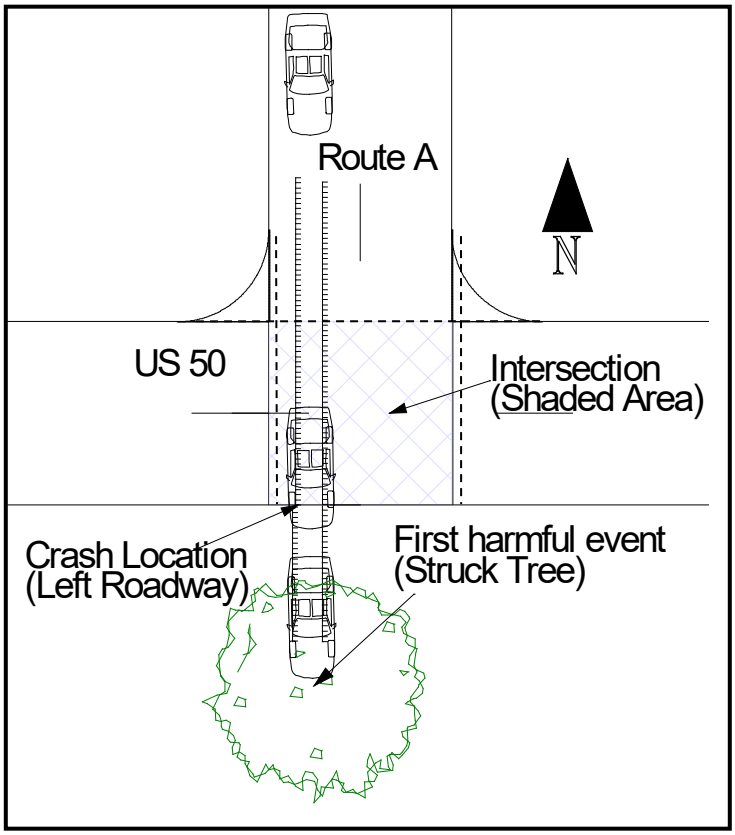
7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES	
SEQUENCE OF EVENTS CODES	☐ Unknown
1 | 18 | 34	

Vehicle #2:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES	
SEQUENCE OF EVENTS CODES	☐ Unknown
9 | 5 | 34	

In this case, the *Compass Direction* under *Section 6 - Collision Diagram* should reflect vehicle #1 as "W" (west) and vehicle #2 as "S" (south).

Example #2:



The crash is classified (*Section 1 - Crash Type*) as being a collision "Off Roadway" with a "Fixed Object" because the first harmful event occurred when the vehicle struck the tree off the roadway.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☐ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☐ Front to Front	☐ Sideswipe (Same Dir.)
	☒ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☐ Motor Vehicle in Transport →	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion		☒ Fixed Object		☐ Parked Motor Vehicle →	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle →	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV	☐ Thrown or Falling Object			☐ Other Non-Motorist	☐ Angle (Front to Side)	

The crash is located (*Section 2 - Location*) within the intersection where the vehicle left the roadway. The location can be shown on the crash report on either route within the intersection:

1. On RT A (Roadway Direction - "S") At US 50. The direction of the intersecting roadway (Int. Dir.) can be shown as either "E" (eastbound lane) or "W" (westbound lane) because the location of the crash was within the intersection of an undivided roadway. Note: Although there are two methods for showing the location on RT A, only one example is provided.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT A	S	☒ NA Feet Miles	☐ After ☐ NA ☐ Before ☒ At	US 50

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	60	E	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☐ NA	☐ Cross Intersection (4-Way) ☒ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

2. On US 50 (Roadway Direction "E" or "W") At RT A. The direction of the intersecting roadway (Int. Dir.) can be shown as either "S" (southbound lane) or "N" (northbound lane) because the location of the crash

was within the intersection of an undivided roadway. Note: Although there are two methods for showing the location on US 50, only one example is provided.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 50	E	☒ NA ____ Feet ____.____ Miles	☐ After ☐ NA ☐ Before ☒ At	RT A

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	55	S	NA

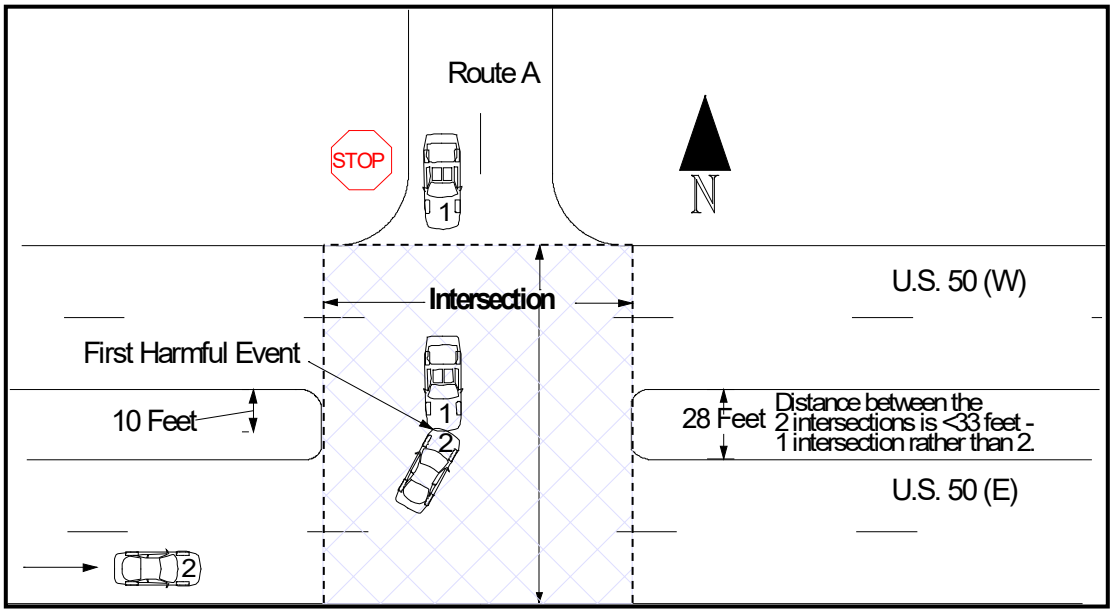
TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☐ NA	☐ Cross Intersection (4-Way) ☒ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other (Explain) ☐ Other Circular Intersection ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

The sequence of events (*Subsection* 7C) for the vehicle is "Going Straight" (1), "Skidding / Sliding" (7), “Cross Road” (18), "End Departure" (50), and "Collision Inv. Fixed Object" (36). "Tree / Stump (Standing)" (20) is shown in the "Fixed Object" field.

| 7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8) | | |

Example #3:



This crash is classified (*Section 1 - Crash Type*) as being a collision "On Roadway" with a "Motor Vehicle in Transport" because the first harmful event occurred on the roadway when the two vehicles struck. The *Directional Analysis* shows "Front-to-Front" because the front of vehicle #1 struck the front of vehicle #2.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☒ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☒ Front to Front	☐ Sideswipe (Same Dir.)
	☐ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☒ Motor Vehicle in Transport →	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion	☐ Other	☐ Fixed Object		☐ Parked Motor Vehicle →	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle →	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV	☐ Thrown or Falling Object			☐ Other Non-Motorist	☐ Angle (Front to Side)	

The crash is located (*Section 2 - Location*) within the intersection where the two vehicles struck. The location can be shown on the crash report on either route within the intersection:

1. On US 50 (Roadway Direction - "E" or "W"), At RT A. The direction of the intersecting roadway (Int. Dir.) can be shown as either "N" (northbound lane) or "S" (southbound lane) because the location of the crash was within the intersection of a divided roadway with less than 33 feet distance between the lanes. Note: Although there are multiple methods for showing the location on US 50, only one example is provided.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 50	E	☒ NA ☐ Feet ☐ Miles	☐ After ☐ NA ☐ Before ☒ At	RT A

SPEED LIMIT	ROADWAY MAINTAINED BY						SPEED LIMIT	INT. DIR.	GEO — CODE
65	☐ Unknown	☒ State	☐ County	☐ Municipal	☐ Private Property	☐ Other	55	S	NA

TRAFFICWAY					ROADWAY ALIGNMENT		ROADWAY PROFILE		
☐ One-Way	☐ Two-Way; Not Divided	☒ Two-Way; Divided; Unprotected Median	☐ Other		☒ Straight	☐ Curve	☒ Level	☐ Downhill	☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane		☐ Two-Way; Divided; Positive Median Barrier	☐ Unknown		☐ Unknown (Explain)		☐ Uphill	☐ Hillcrest	☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR		ANGLED / SKEWED		ROUNDABOUT / TRAFFIC CIRCLE			Enter Codes	ROADWAY CONDITION	4	ROADWAY SURFACE	1
☐ NA	☐ Cross Intersection (4-Way)	☒ T-Intersection	☐ Y-Intersection	☐ Five or More Legs and Not Circular	☐ Roundabout	☐ Other Circular Intersection	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	3 6

2. On RT A (Roadway Direction - "N" or "S"), At US 50. The direction of the intersecting roadway (Int. Dir.) can be shown as either "E" (eastbound lane) or "W" (westbound lane) because the location of the crash was within the intersection of a divided roadway with less than 33 feet distance between the lanes. Note: Although there are multiple methods for showing the location on RT A, only one example is provided.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT A	S	☒ NA ____ Feet ____ Miles	☐ After ☐ NA ☐ Before ☒ At	US 50

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	65	E	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	4	ROADWAY SURFACE	1
☐ NA	☐ Cross Intersection (4-Way) ☒ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	3 6

The sequence of events (*Subsection 7C*) for Vehicle #1 is "Going Straight" (1), “Cross Road” (18), and "Collision Inv. MV in Transport" (34). The sequence of events for Vehicle #2 is "Going Straight" (1), "Making Left Turn" (5), and "Collision Inv. MV in Transport" (34).

Vehicle #1:

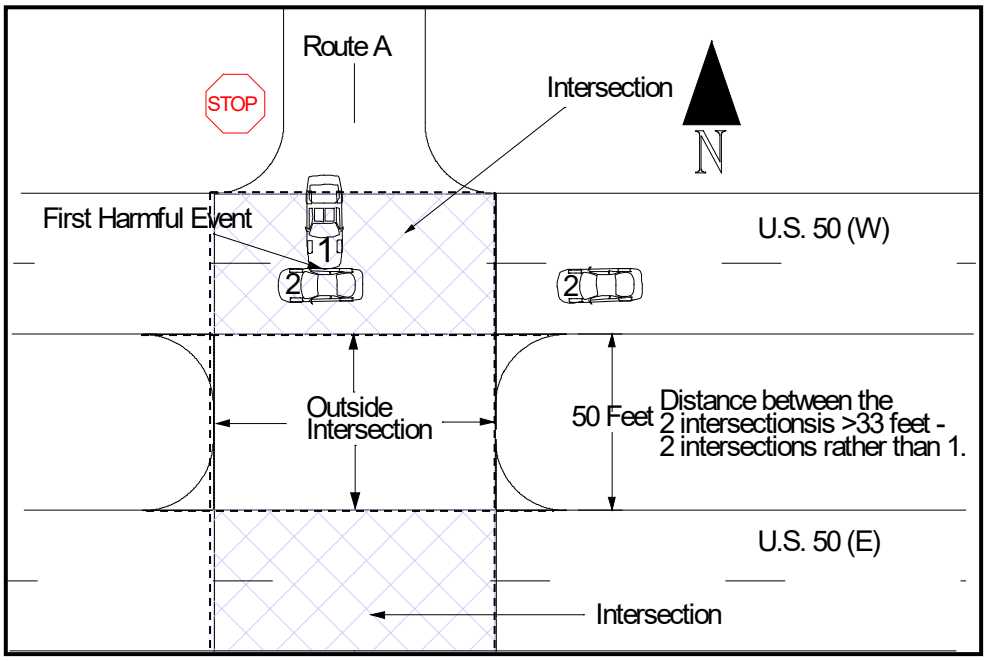
7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES						☐ Unknown
1	18	34				

Vehicle #2:

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES						☐ Unknown
1	5	34				

In this case, the *Compass Direction* under *Section 6 - Collision Diagram* should reflect vehicle #1 as "S" (south) and vehicle #2 as "E" (east).

Example #4:



This crash is classified (*Section 1 - Crash Type*) as being a collision "On Roadway" with a "Motor Vehicle in Transport" because the first harmful event occurred on the roadway when the two vehicles struck. The *Directional Analysis* shows "Angle" because the front of vehicle #1 struck the side of vehicle #2.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☒ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☐ Front to Front	☐ Sideswipe (Same Dir.)
	☐ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☒ Motor Vehicle in Transport →	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion		☐ Fixed Object		☐ Parked Motor Vehicle →	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle →	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV	☐ Thrown or Falling Object			☐ Other Non-Motorist	☒ Angle (Front to Side)	

The east and westbound lanes of US 50 are over 33 feet apart at Route A; therefore, there are two intersections. The crash is located (*Section 2 - Location*) within the intersection where the two vehicles struck. The location can be shown on the crash report on either Route A or westbound US 50:

1. On US 50 (Roadway Direction - "W"), At RT A. The direction of the intersecting roadway (Int. Dir.) is shown as either "N" (northbound lane) or "S" (southbound lane) because the crash was within the intersection. Note: Although there are two methods for showing the location on US 50, only one example is provided.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
US 50	W	☒ NA Feet Miles	☐ After ☐ NA ☐ Before ☒ At	RT A		
SPEED LIMIT	**ROADWAY MAINTAINED BY**			**SPEED LIMIT**	**INT. DIR.**	**GEO — CODE**
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown			55	S	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other	☒ Straight ☐ Curve	☒ Level ☐ Downhill ☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Unknown (Explain)	☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	4	ROADWAY SURFACE	1
☐ NA	☒ Cross Intersection (4-Way)	☐ Y-Intersection	☐ Roundabout	☐ Other (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	3 6
	☐ T-Intersection	☐ Five or More Legs and Not Circular	☐ Other Circular Intersection	☐ Unknown (Explain)					

2. On RT A (Roadway Direction - "S"), At US 50. The direction of the intersecting roadway (Int. Dir.) is shown as "W" (westbound lane) because the location of the crash was within the US 50 westbound intersection. Note: The "Roadway Direction" for RT A can be shown as either "N" or "S" because it is within the intersection.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT A	S	☒ NA	☐ After ☐ NA	US 50
		____ Feet	☐ Before	
		____.____ Miles	☒ At	

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	65	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other	☒ Straight ☐ Curve	☒ Level ☐ Downhill ☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Unknown (Explain)	☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☐ NA	☒ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		4		1	
					LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	3 6

The sequence of events (*Subsection* 7C) for Vehicle #1 is "Start in Traffic" (9), “Cross Road” (18), and "Collision Inv. MV in Transport" (34). The sequence of events for Vehicle #2 is "Going Straight" (1), “Cross Road” (18), and "Collision Inv. MV in Transport" (34).

Vehicle #1:

7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES						☐ Unknown
9	18	34				

Vehicle #2:

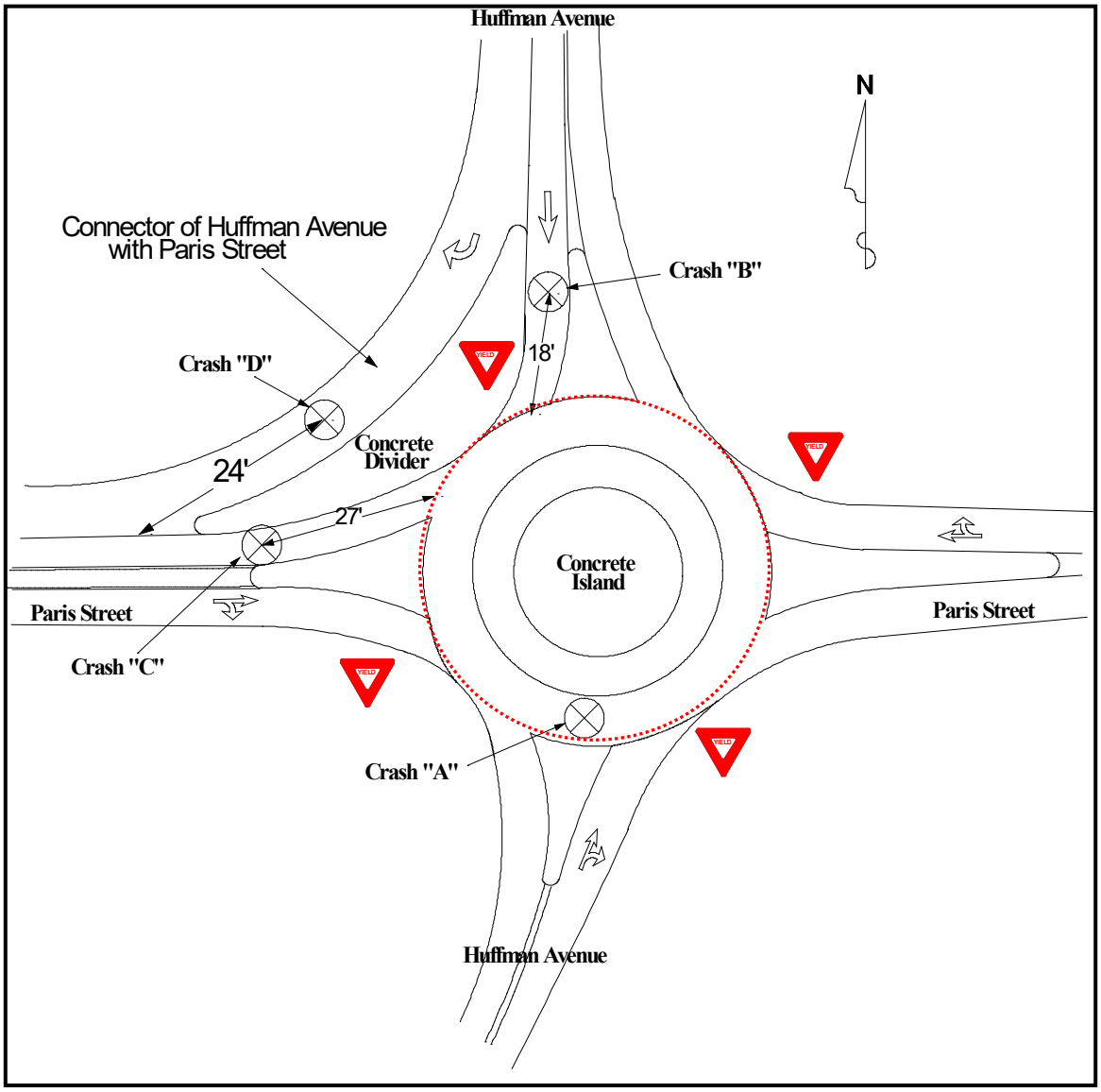
7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES						☐ Unknown
1	18	34				

In this case, the *Compass Direction* under *Section 6 - Collision Diagram* should reflect vehicle #1 as "S" (south) and vehicle #2 as "W" (west).

ROUNDABOUTS / TRAFFIC CIRCLES / CONNECTORS

Crashes occurring within the circle of a roundabout or traffic circle are shown as being "At" the intersection. Crashes occurring on one of the approaching or diverging lanes should be measured to the roundabout circle and then shown "Before" or "After" the intersecting roadway (whichever is appropriate).

Example #1:



The area within the dashed circle in the above example is considered "At" the intersection of CST Huffman AVE and CST Paris ST.

Crash "A":
Crash "A" occurred within the boundaries of the roundabout circle and is located (*Section 2 - Location*) within the intersection. The location can be shown on the crash report as occurring on Paris Street or Huffman Avenue.

1. On CST Paris ST (Roadway Direction - "E"), At CST Huffman AVE. The direction of the intersecting roadway (Int. Dir.) is shown as either "N" or "S" because the crash occurred within the intersection.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CST Paris ST	E	☒ NA; ____ Feet; ____ Miles	☐ After ☐ NA; ☐ Before; ☒ At	CST Huffman AVE

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
35	☐ Unknown; ☐ State ☐ County ☒ Municipal ☐ Private Property ☐ Other	35	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Straight ☒ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☐ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☒ Roundabout ☐ Other Circular Intersection		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

☐ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Other (Explain) ☐ Unknown (Explain)				1	

2. On CST Huffman AVE (Roadway Direction - "N" or "S"), At CST Paris ST. The direction of the intersecting roadway (Int. Dir.) is shown as either "E" or "W" because the crash occurred within the intersection.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CST Huffman AVE	N	☒ NA; ____ Feet; ____ Miles	☐ After ☐ NA; ☐ Before; ☒ At	CST Paris ST

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
35	☐ Unknown; ☐ State ☐ County ☒ Municipal ☐ Private Property ☐ Other	35	E	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Straight ☒ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☐ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☒ Roundabout ☐ Other Circular Intersection		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

☐ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Other (Explain) ☐ Unknown (Explain)				1	

Crash "B":
Crash "B" is measured to the roundabout circle and is located (*Section 2 - Location*) On CST Huffman AVE (Roadway Direction - "S"), 18 feet Before CST Paris ST. The direction of the intersecting roadway (Int. Dir.) is "W" because the location was measured to the westbound lane of CST Paris ST.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CST Huffman AVE	S	☐ NA; 18 Feet; ____ Miles	☐ After ☐ NA; ☒ Before; ☐ At	CST Paris ST

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
35	☐ Unknown; ☐ State ☐ County ☒ Municipal ☐ Private Property ☐ Other	NA	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Other (Explain) ☐ Unknown (Explain)				1	

Crash "C":
Crash "C" is measured to the roundabout circle and is located (*Section 2 - Location*) On CST Paris ST (Roadway Direction - "W"), 27 feet After CST Huffman AVE. The direction of the intersecting roadway (Int. Dir.) is "S" because the location was measured to the southbound lane of CST Huffman AVE.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CST Paris ST	W	☐ NA; 27 Feet; ____ Miles	☒ After ☐ NA; ☐ Before; ☐ At	CST Huffman AVE

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
35	☐ Unknown; ☐ State ☐ County ☒ Municipal ☐ Private Property ☐ Other	NA	S	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Straight ☒ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Other (Explain) ☐ Unknown (Explain)				1	

Crash "D":

Crash "D" is in a right turn only lane, which is a connector between Huffman Avenue and Paris Street. The crash is located by measuring to the intersection of the connector with Paris Street. The location is shown on the crash report as occurring on CO (Connector) Huffman AVE to Paris ST (Roadway Direction - "S"), 24 feet Before CST Paris ST (Int. Dir. - "W").

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CO Huffman AVE to Paris ST	S	24 Feet ☐ NA ___.___ Miles	☐ After ☐ NA ☒ Before ☐ At	CST Paris ST

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
35	☐ Unknown ☐ State ☐ County ☒ Municipal ☐ Private Property ☐ Other	NA	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Straight ☒ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

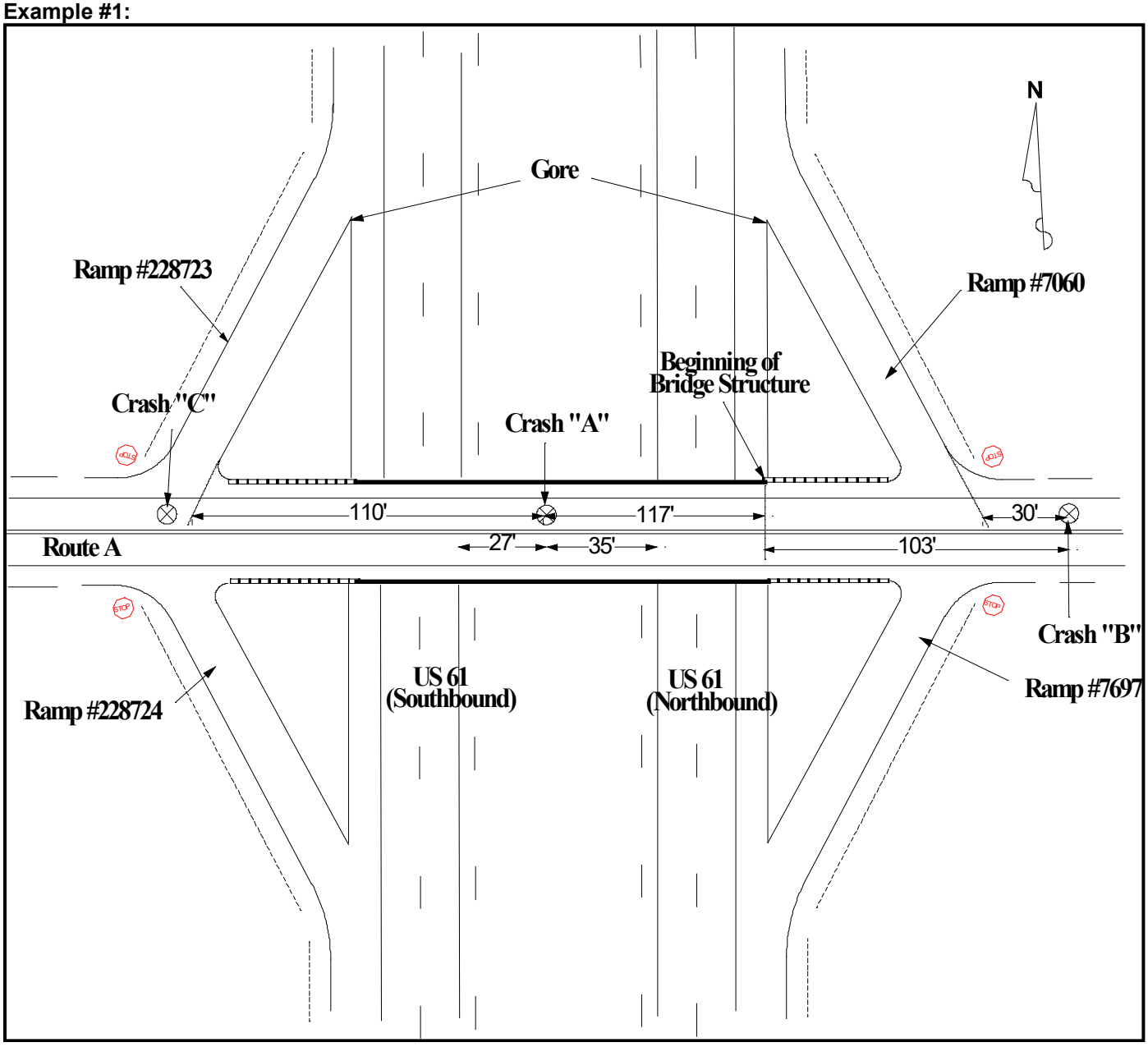
INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

INTERCHANGES

Traffic crashes occurring within interchanges are located on the roadways on which they occur, i.e., ramps, overpasses, primary roadway, etc. and to the nearest roadway, gore, ERM, or bridge structure.

Ramp numbers must be used when a crash occurs on a ramp. The numbers can be found in the MoDOT Interactive Mapping Tool. For example, a crash occurring on ramp number 6998, located on IS 70 eastbound at US 54, will be shown in this field as "RP 6998." The crashes should then be measured to the nearest roadway, painted gore (where the ramp leaves or joins a roadway - see diagrams below), or bridge structure. Ramps can overlap other ramps. The method for locating crashes on overlapping ramps is explained in Examples #7 (Diverging Diamond Interchanges) and #8 (Directional Interchanges) below.

Diamond Interchanges
Example #1:



The fact that the crashes occurred within the interchange is immaterial as far as completion of the crash report is concerned. Crash "A" and Crash "B" can be located to the nearest roadways (including ramps) or to the beginning of the bridge structure and Crash "C" is located within the intersection of Ramp 228723 and Route A.

Crash "A":
Crash "A" can be measured to the beginning of the bridge structure in the eastbound lane (as shown in diagram), Ramp 228723 (as shown in diagram and below), Ramp 7060 (not shown), southbound lanes of US 61 (as shown in diagram), or northbound lanes of US 61 (as shown in diagram).

ON	RDWY, DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT A	W	110 Feet / . Miles, ☐ NA	☐ After ☐ NA; ☒ Before; ☐ At	RP 228723

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	3	WEATHER / ENVIRON CONDITION	1

Crash "B":
Crash "B" can be measured to Ramp 7060 (as shown in diagram and below) or to the beginning of the bridge structure in the eastbound lane (as shown in diagram). It could also be measured to any of the other roadways (including ramps).

ON	RDWY, DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT A	W	30 Feet / . Miles, ☐ NA	☐ After ☐ NA; ☒ Before; ☐ At	RP 7060

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	3	WEATHER / ENVIRON CONDITION	1

Crash "C":
Crash "C" occurred within the intersection of Ramp 228723 and Route A. It is located either on RT A at RP 228723 (shown below) or on RP 228723 At RT A.

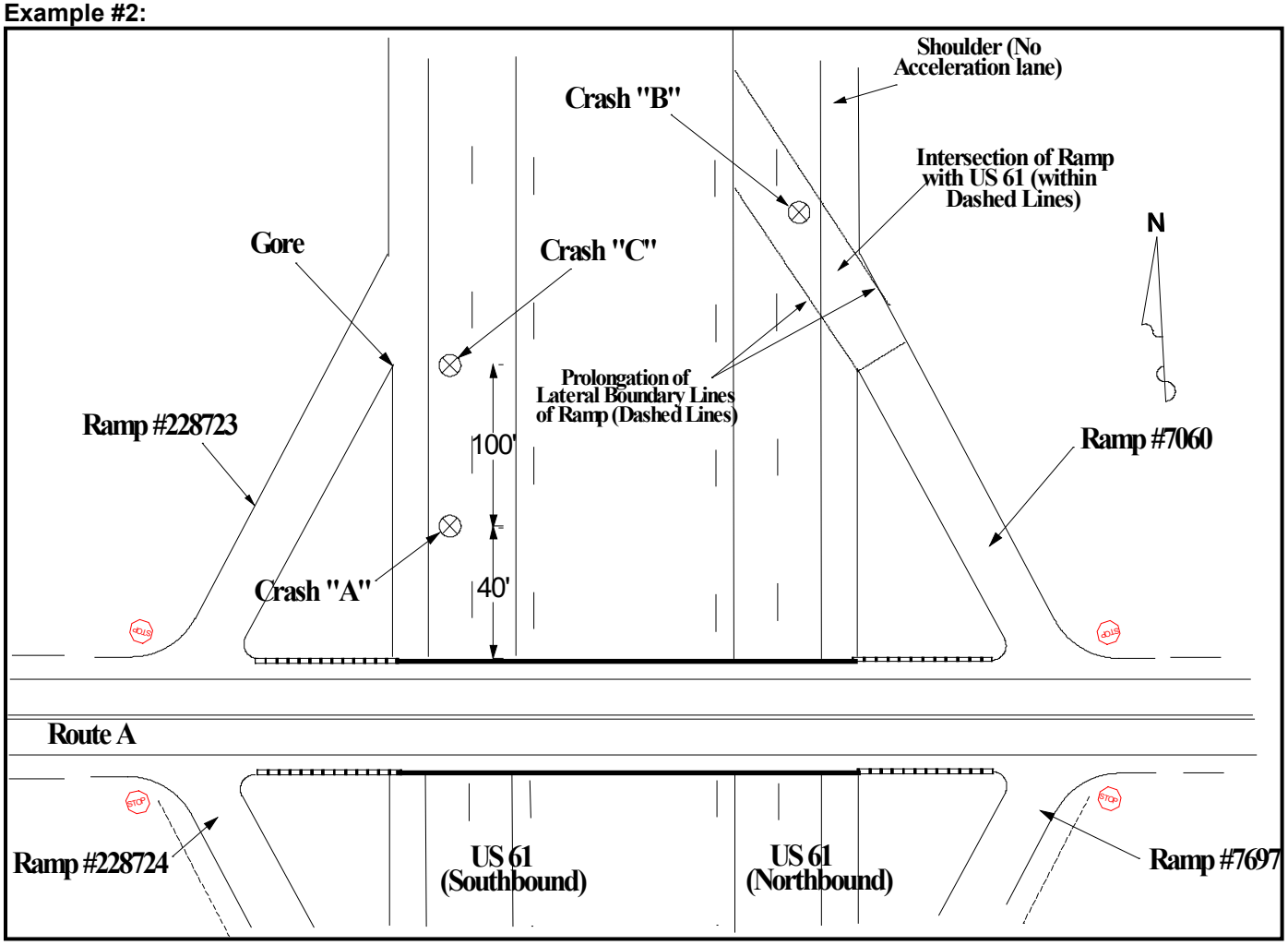
ON	RDWY, DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RT A	W	☒ NA Feet / . Miles	☐ After ☐ NA; ☐ Before; ☒ At	RP 228723

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	65	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☐ NA	☒ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	3	WEATHER / ENVIRON CONDITION	1

Example #2:



The fact that the crashes occurred within the interchange is immaterial as far as completion of the crash report is concerned. Crashes "A" and "C" can be located to the nearest roadway (westbound lane of Route A), to the painted gore on the corresponding ramp, or to the closest ERM (if on an Interstate). Crash "C" can also be located "At" the painted gore on the ramp. Crash "B" is located within the intersection of US 61 and the ramp (since there is no acceleration lane).

Crash "A":
Crash "A" can be measured to Route A (shown below) or the gore with Ramp #228723.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 61	S	40 Feet ☐ NA	☐ After ☐ NA ☒ Before ☐ At	RT A

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

Crash "B":
Crash "B" is within the intersection of the Northbound lanes of US 61 and Ramp #7060. It can be shown as occuring either On US 61 (Roadway Direction - "N") At RP 7060 (shown below) or On RP 7060 (Roadway Direction - "N") At US 61 (shown below). **This only applied because there is no acceleration (or deceleration) lane in the example. The crash would be measured to the nearest gore, roadway, or ERM if an acceleration lane had been present.**

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 61	N	☒ NA; Feet; Miles	☐ After ☐ NA; ☐ Before; ☒ At	RP 7060

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	55	N	NA

TRAFFICWAY: ☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown

ROADWAY ALIGNMENT: ☒ Straight ☐ Curve ☐ Unknown (Explain)

ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE: ☐ NA

PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection

ANGLED / SKEWED: ☒ Y-Intersection ☐ Five or More Legs and Not Circular

ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection

☐ Other (Explain) ☐ Unknown (Explain)

Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
	LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 7060	N	☒ NA; Feet; Miles	☐ After ☐ NA; ☐ Before; ☒ At	US 61

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	65	N	NA

TRAFFICWAY: ☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown

ROADWAY ALIGNMENT: ☒ Straight ☐ Curve ☐ Unknown (Explain)

ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE: ☐ NA

PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection

ANGLED / SKEWED: ☒ Y-Intersection ☐ Five or More Legs and Not Circular

ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection

☐ Other (Explain) ☐ Unknown (Explain)

Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
	LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

Crash "C":
Crash "C" occurred on US 61 At the painted gore with Ramp 228723. It can be located at the gore (shown below) or measured to Route A.

Note: "Intersection Type" is shown as "NA" because this location does not meet the definition of an intersection.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 61	S	☒ NA; Feet; Miles	☐ After ☐ NA; ☐ Before; ☒ At	RP 228723

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	65	W	NA

TRAFFICWAY: ☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown

ROADWAY ALIGNMENT: ☒ Straight ☐ Curve ☐ Unknown (Explain)

ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE: ☒ NA

PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection

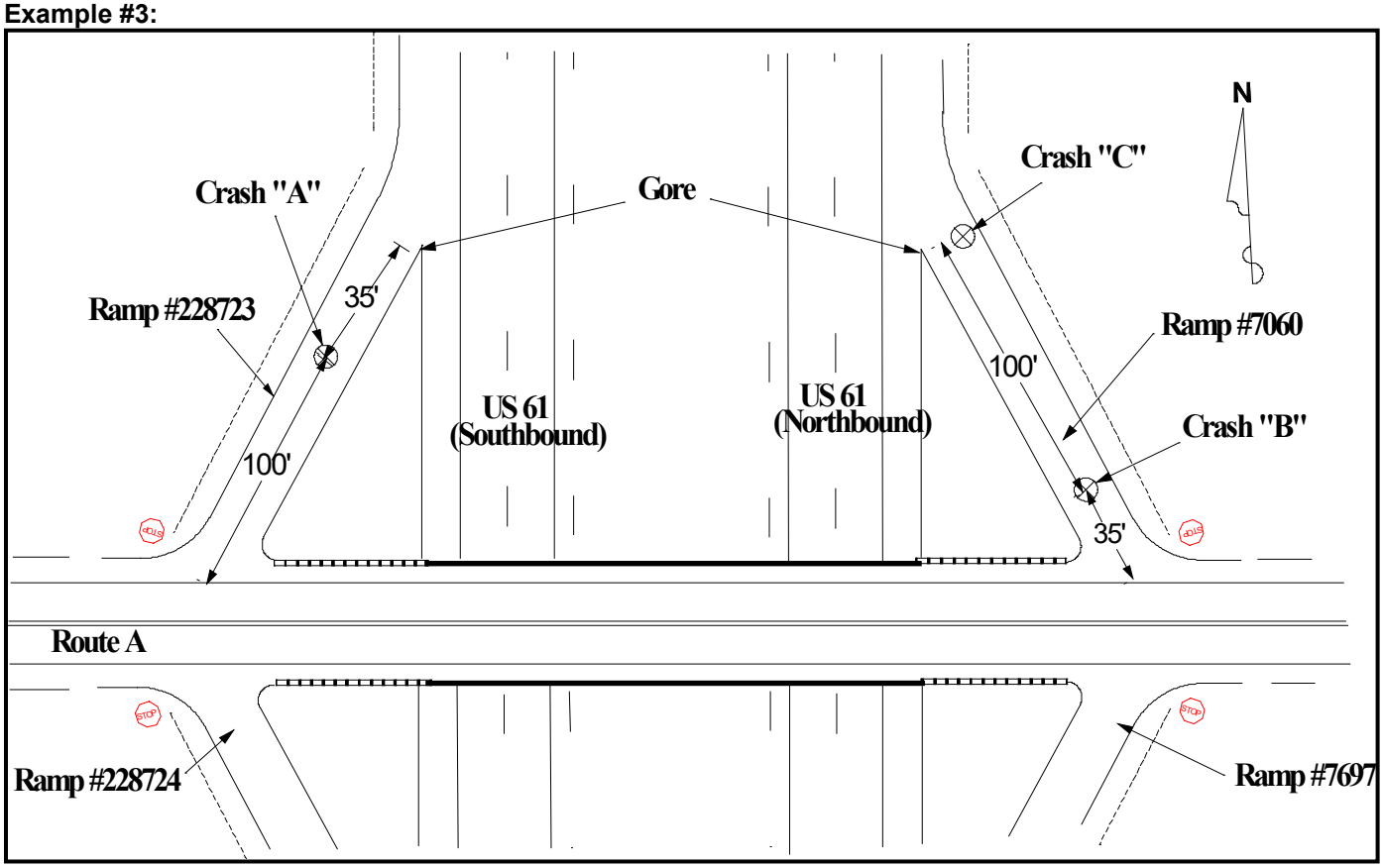
ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular

ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection

☐ Other (Explain) ☐ Unknown (Explain)

Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
	LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

Example #3:



The fact that the crashes occurred within the interchange is immaterial as far as completion of the crash report is concerned. Crashes "A" and "B" can be located to the nearest roadway (westbound lane of Route A) or to the painted gore on the corresponding ramp. Crash "C" is located "At" the painted gore on the ramp.

Crash "A":
Crash "A" can be measured to the gore with US 61 or to Route A (shown below).

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 228723	W	100 Feet ☐ NA	☐ After ☐ NA ☒ Before ☐ At	RT A

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☐ Level ☐ Downhill ☐ Dip ☒ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		2		1	
					LIGHT CONDITION 3		WEATHER / ENVIRON CONDITION 3	

Crash "B":
Crash "B" can be measured to the gore with US 61 (shown below) or to Route A.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 7060	N	100 Feet ☐ NA	☐ After ☐ NA ☒ Before ☐ At	US 61

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	N	NA

TRAFFICWAY	ROAD ALIGNMENT	ROAD PROFILE
☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☐ Level ☒ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROAD CONDITION		ROAD SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		2		1	
					LIGHT CONDITION 3		WEATHER / ENVIRON CONDITION 3	

Crash "C":
Crash "C" occurred on RP 7060 At US 61. It can be located at the gore (shown below) or measured to Route A.

Note: "Intersection Type" is shown as "NA" because this location does not meet the definition of an intersection.

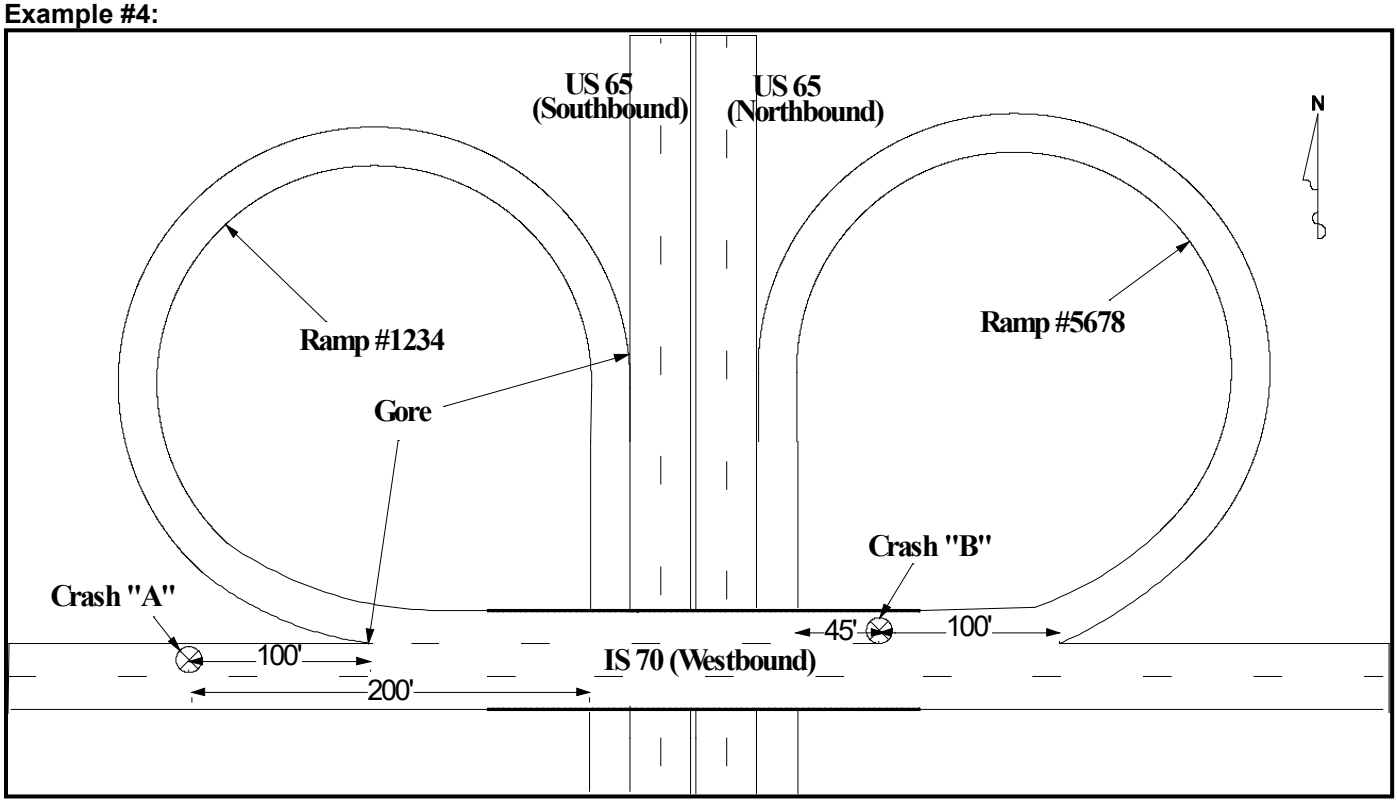
ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 7060	N	☒ NA ____ Feet ____ Miles	☐ After ☐ NA ☐ Before ☒ At	US 61

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	65	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☐ Level ☒ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	2	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	3	WEATHER / ENVIRON CONDITION	3

Coverleaf Interchange
Example #4:



The fact that the crashes occurred within the interchange is immaterial as far as completion of the crash report is concerned. Crash "A" and Crash "B" can be located to the gores of the nearest ramps, to the beginning of the bridge structure, or to the nearest ERM.

Crash "A":
Crash "A" can be measured to the gore with Ramp 1234 (shown below), the southbound lanes of US 65, the beginning of the bridge structure (not shown on diagram), or to the nearest ERM (not shown on diagram).

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 70	W	100 Feet ☐ NA	☒ After ☐ NA ☐ Before ☐ At	RP 1234

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
70	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	S	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☐ Level ☐ Downhill ☐ Dip ☐ Uphill ☒ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	ROADWAY SURFACE
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		1	1
					LIGHT CONDITION 1	WEATHER / ENVIRON CONDITION 1

Crash "B":
Crash "B" can be measured to the gore with Ramp 5678, the northbound lanes of US 65 (shown below), beginning of the bridge structure (not shown on the diagram), or to the nearest ERM (not shown on the diagram).

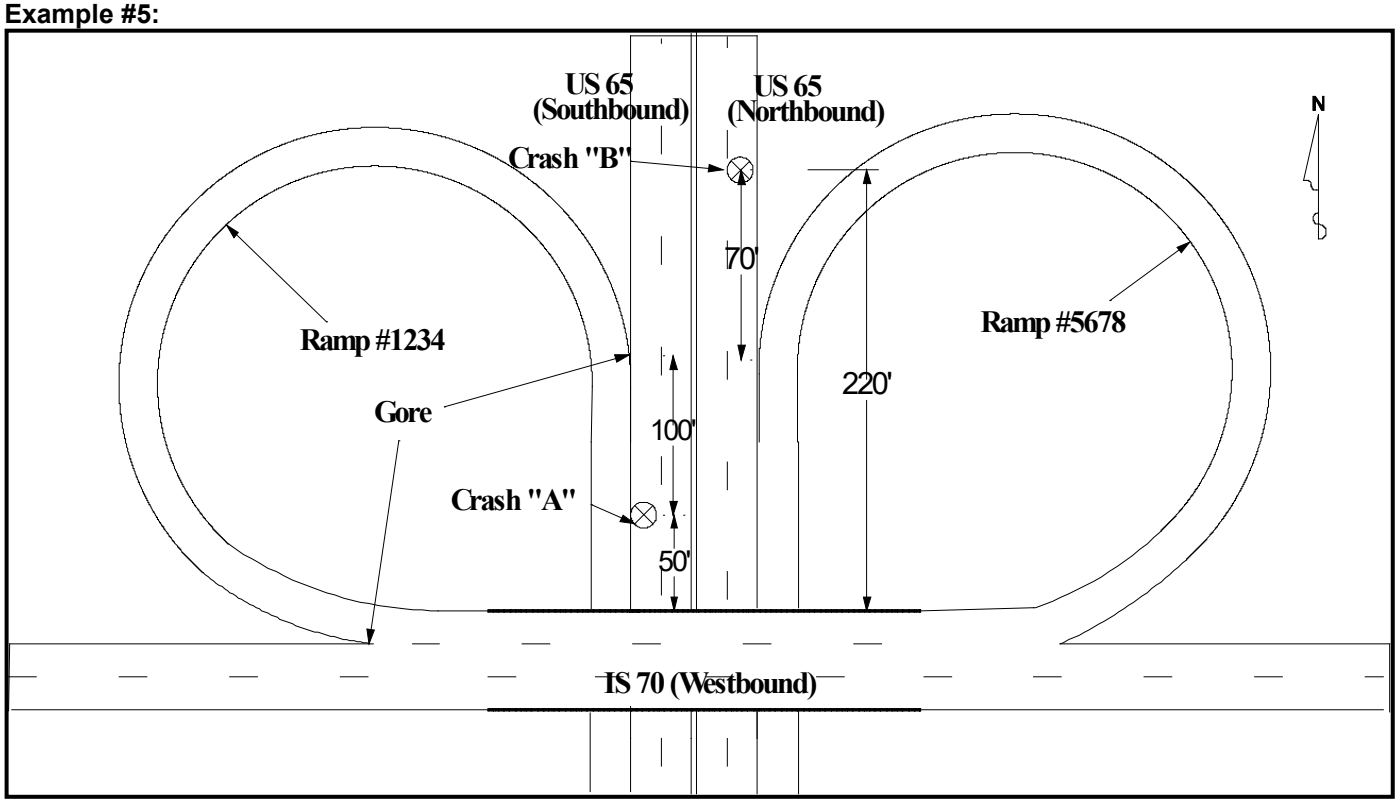
ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 70	W	45 Feet ☐ NA	☐ After ☐ NA ☒ Before ☐ At	US 65

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
70	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☐ Level ☐ Downhill ☐ Dip ☐ Uphill ☒ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	ROADWAY SURFACE
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		1	1
					LIGHT CONDITION 1	WEATHER / ENVIRON CONDITION 1

Example #5:



The fact that the crashes occurred within the interchange is immaterial as far as completion of the crash report is concerned. The crashes can be located to the nearest roadway (westbound lane of IS 70) or to the painted gore on the corresponding ramp.

Crash "A":
Crash "A" can be measured to IS 70 (shown below) or the gore with Ramp #1234.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 65	S	50 Feet ☐ NA	☐ After ☐ NA ☒ Before ☐ At	IS 70

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	2 6

Crash "B":
Crash "B" can be measured to IS 70 or the gore with Ramp #5678 (shown below).

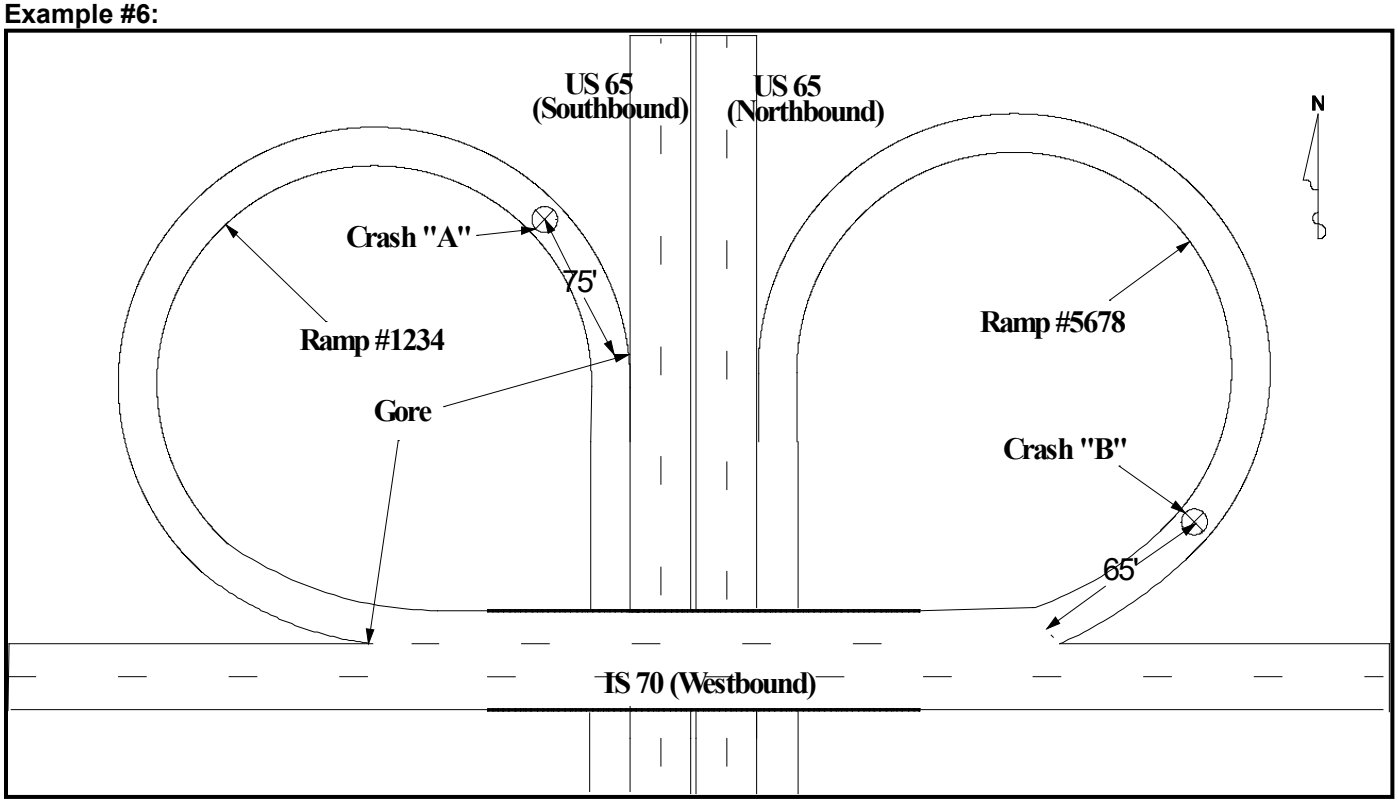
ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 65	N	70 Feet ☐ NA	☒ After ☐ NA ☐ Before ☐ At	RP 5678

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	W	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☒ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	2 6

Example #6:



The fact that the crashes occurred within the interchange is immaterial as far as completion of the crash report is concerned. The crashes can be located to the painted gore on either end of the ramp. The Roadway Direction indicates the direction of the roadway to which the ramp is entering.

Crash "A":
Crash "A" can be measured to the gore with southbound US 65 (shown below) or back around the ramp to the gore with westbound IS 70 (not shown on diagram). The Roadway Direction is "S" because the ramp is entering US 65 Southbound.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 1234	S	☐ NA 75 Feet ☐ Miles	☐ After ☐ NA ☒ Before ☐ At	US 65

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
70	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	S	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other	☐ Straight ☒ Curve	☐ Level ☒ Downhill ☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Unknown (Explain)	☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1 6

Crash "B":
Crash "B" can be measured to the gore with westbound IS 70 (shown below) or back around the ramp to the gore with northbound US 65 (not shown on diagram). The Roadway Direction is "W" because the ramp is entering IS-70 Westbound.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 5678	W	☐ NA 65 Feet ☐ Miles	☐ After ☐ NA ☒ Before ☐ At	IS 70

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	W	NA

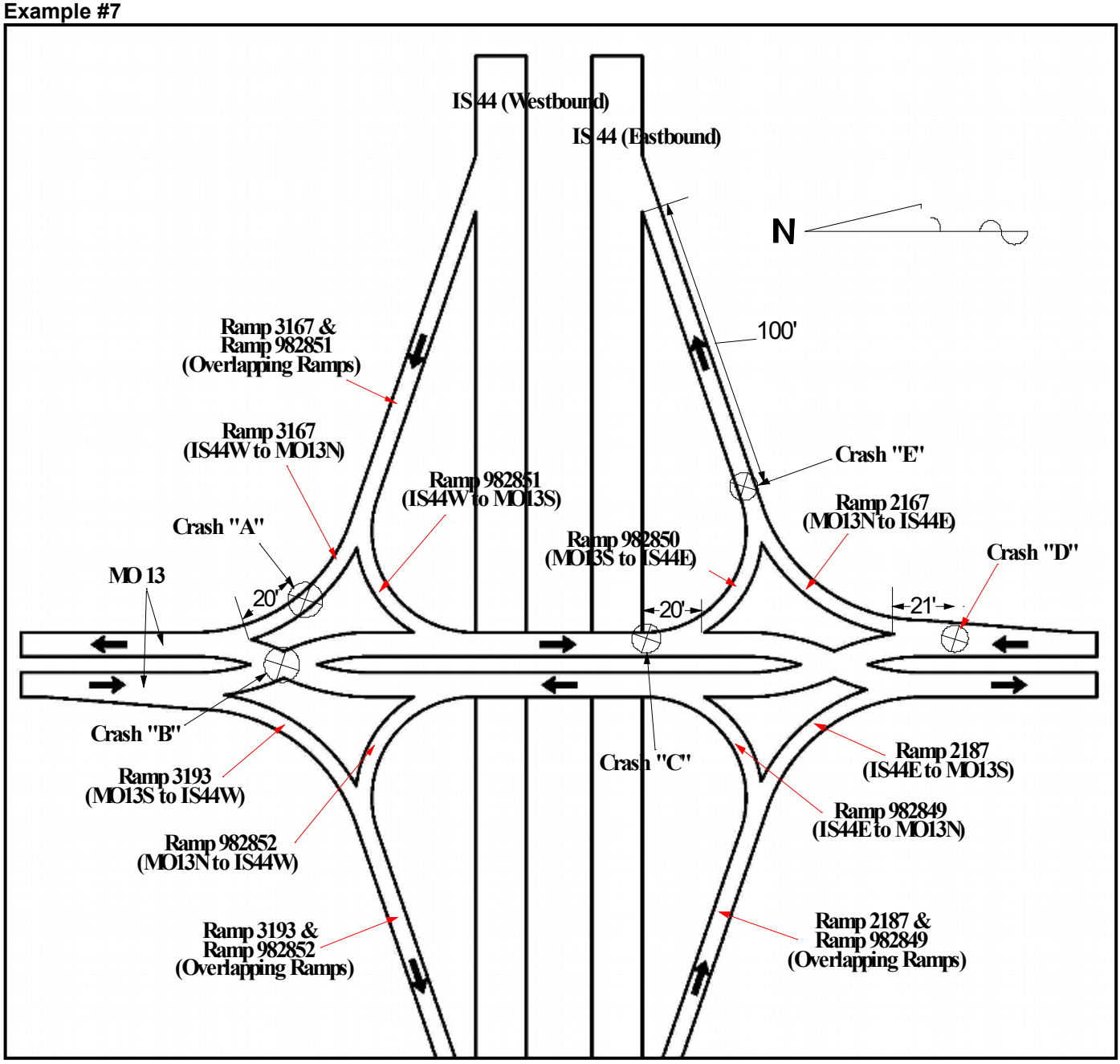
TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other	☐ Straight ☒ Curve	☐ Level ☐ Downhill ☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Unknown (Explain)	☒ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION		ROADWAY SURFACE	
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1 6

Diverging Diamond Interchange

Crashes are located in and around a diverging diamond interchange in the same method as any other interchange. Examples are provided due to the unique characteristics of this type of interchange. This also provides examples of locating crashes on overlapping ramps. In the case of overlapping ramps, it may be necessary to examine more than one roadway listing from the MoDOT Interactive Mapping Tool in order to determine the numbers of each ramp once they separate.

Example #7



The fact that the crashes occurred within the interchange is immaterial as far as completion of the crash report is concerned. Crashes "C" and "D" can be located to the nearest roadways (including ramps) or to the beginning of the bridge structure. Crash "A" is located on the ramp and can only be measured to the nearest painted gore with MO 13. Crash "E" is located on either of the overlapping ramps and can only be measured to the painted gore with IS 44. Crash "B" is located within the intersection of MO 13 North and MO 13 South.

An example from the MoDOT Interactive Mapping Tool showing MO 13 N as it approaches, crosses, and departs IS 44 is as follows and is used in the examples for Crashes "A," "B," and "D."

RP	**2167**	MO13N TO IS44E	**(E)**	
MO	**13**		**(S)**	**(SJ)**
CST	**KANSAS EXPY**		**(S)**	**(11.897)**
RP	**982849**	IS44E TO MO13N	**(N)**	
BRIDGE	**A0443**	IS 44		
IS	**44**		**(E)**	
IS	**44**		**(W)**	
RP	**982852**	MO13N TO IS44W	**(W)**	
MO	**13**		**(S)**	**(NJ)**
CST	**KANSAS EXPY**		**(S)**	**(12.003)**
RP	**3167**	IS44W TO MO13N	**(N)**	
CST	**KANSAS EXPY**		**(N)**	**(12.021)**

Crash "A":
Crash "A" is located on Ramp 3167 (Roadway Direction - "N") and can only be measured to the nearest painted gore at the northbound lanes of MO 13 (as shown in the diagram and below).

ON: RP 3167 | RDWY. DIR.: N | DISTANCE FROM: 20 Feet / ____ Miles, ☐ NA | LOCATION: ☐ After ☐ NA, ☒ Before, ☐ At | INTERSECTING: MO 13
SPEED LIMIT: 60 | ROADWAY MAINTAINED BY: ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown | SPEED LIMIT: NA | INT. DIR.: N | GEO — CODE: NA
TRAFFICWAY: ☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other / ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown
ROADWAY ALIGNMENT: ☐ Straight ☒ Curve ☐ Unknown (Explain)
ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)
INTERSECTION TYPE: ☒ NA | PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection | ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular | ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)
Enter Codes: ROADWAY CONDITION: 1 | ROADWAY SURFACE: 1 | LIGHT CONDITION: 1 | WEATHER / ENVIRON CONDITION: 1

Crash "B":
Crash "B" is located within the intersection of the northbound and southbound lanes of the MO 13 (North Junction). The crash can be shown as occurring On the northbound lanes of MO 13 (shown below) or the southbound lanes of MO 13.

ON: MO 13 | RDWY. DIR.: N | DISTANCE FROM: ____ Feet / ____ Miles, ☒ NA | LOCATION: ☐ After ☐ NA, ☐ Before, ☒ At | INTERSECTING: MO 13 (NJ)
SPEED LIMIT: 45 | ROADWAY MAINTAINED BY: ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown | SPEED LIMIT: 45 | INT. DIR.: S | GEO — CODE: NA
TRAFFICWAY: ☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other / ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown
ROADWAY ALIGNMENT: ☐ Straight ☒ Curve ☐ Unknown (Explain)
ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)
INTERSECTION TYPE: ☐ NA | PERPENDICULAR: ☒ Cross Intersection (4-Way) ☐ T-Intersection | ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular | ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)
Enter Codes: ROADWAY CONDITION: 1 | ROADWAY SURFACE: 1 | LIGHT CONDITION: 1 | WEATHER / ENVIRON CONDITION: 1

Crash "C":
Crash "C" is located on MO 13 (Roadway Direction - "S") and can be measured to the nearest ramp (as shown in the diagram and below), the beginning of the nearest bridge structure (not shown), the eastbound lanes of IS 44 (not shown), or the intersection of the northbound lanes of MO 13 at the South Junction (not shown).

ON	RDWY, DIR.	DISTANCE FROM	LOCATION	INTERSECTING
MO 13	S	20 Feet ☐ NA	☐ After ☐ NA ☒ Before ☐ At	RP 98250

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
45	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	E	NA

TRAFFICWAY: ☐ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☒ Two-Way; Divided; Positive Median Barrier ☐ Unknown

ROADWAY ALIGNMENT: ☒ Straight ☐ Curve ☐ Unknown (Explain)

ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE: ☒ NA
PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection
ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular
ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)

Enter Codes: ROADWAY CONDITION 1 | ROADWAY SURFACE 1 | LIGHT CONDITION 1 | WEATHER / ENVIRON CONDITION 1

Crash "D":
Crash "D" is located on MO 13 (Roadway Direction - "N") and can be measured to the nearest ramp (as shown in the diagram and below) or the intersection of the southbound lanes of MO 13 at the South Junction (not shown).

ON	RDWY, DIR.	DISTANCE FROM	LOCATION	INTERSECTING
MO 13	N	21 Feet ☐ NA	☐ After ☐ NA ☒ Before ☐ At	RP 2167

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
45	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	E	NA

TRAFFICWAY: ☐ One-Way ☐ Two-Way; Not Divided ☒ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown

ROADWAY ALIGNMENT: ☒ Straight ☐ Curve ☐ Unknown (Explain)

ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE: ☒ NA
PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection
ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular
ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)

Enter Codes: ROADWAY CONDITION 1 | ROADWAY SURFACE 1 | LIGHT CONDITION 1 | WEATHER / ENVIRON CONDITION 1

Crash "E":
Crash "E" is located either on Ramp 2167 or Ramp 982850 (because they overlap at the crash scene) and can only be measured to the nearst painted gore with IS 44 (as shown in the diagram and below).

ON	RDWY, DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 2167	E	100 Feet ☐ NA	☐ After ☐ NA ☒ Before ☐ At	IS 44

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
45	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	E	NA

TRAFFICWAY: ☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown

ROADWAY ALIGNMENT: ☒ Straight ☐ Curve ☐ Unknown (Explain)

ROADWAY PROFILE: ☐ Level ☒ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

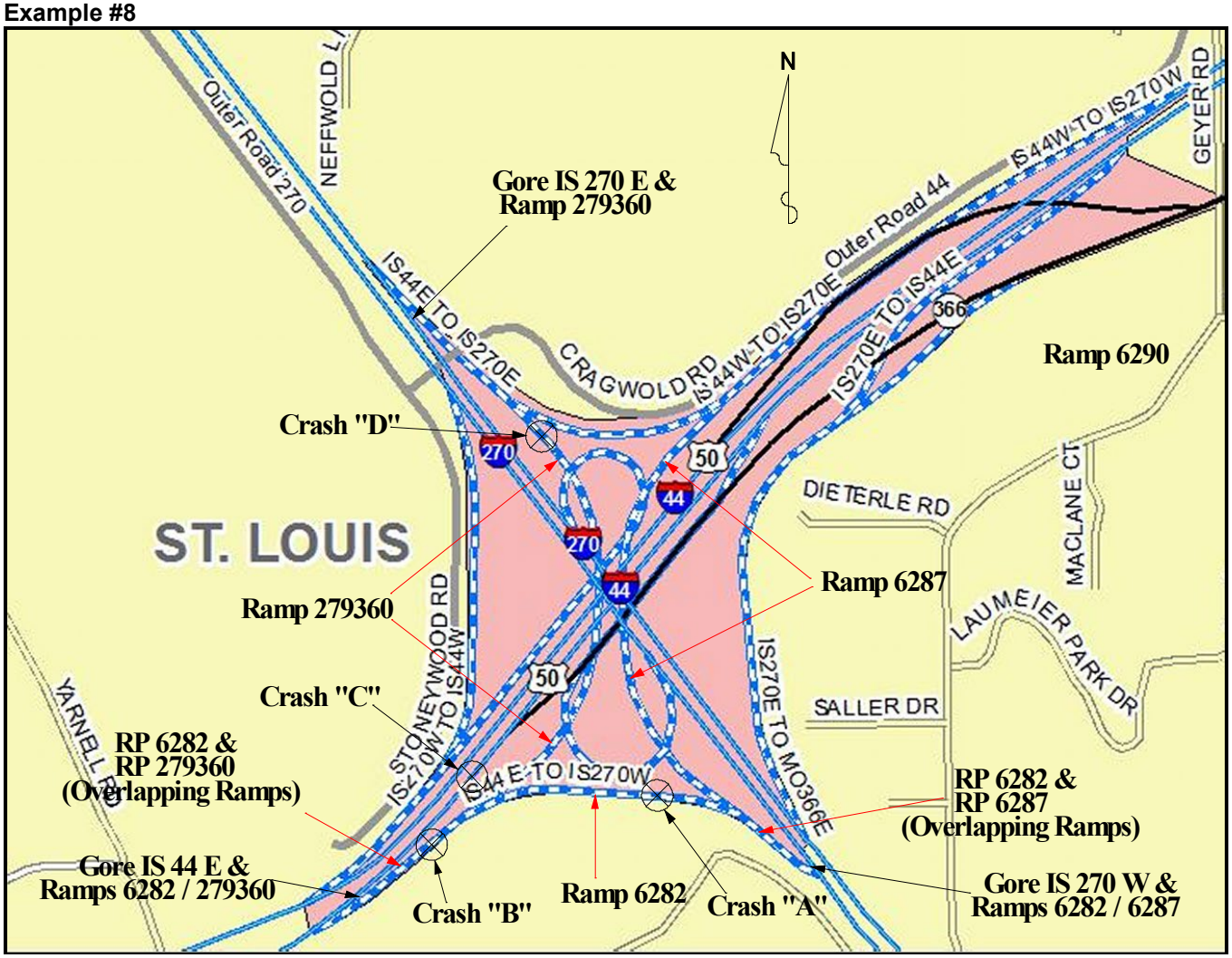
INTERSECTION TYPE: ☒ NA
PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection
ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular
ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)

Enter Codes: ROADWAY CONDITION 1 | ROADWAY SURFACE 1 | LIGHT CONDITION 1 | WEATHER / ENVIRON CONDITION 1

Directional or Combination Interchange

Crashes are located in and around a directional interchange in the same method as any other interchange. Examples are provided due to the unique characteristics of this type of interchange. This also provides examples of locating crashes on overlapping ramps. In the case of overlapping ramps, it may be necessary to examine more than one roadway listing from the MoDOT Interactive Mapping Tool in order to determine the numbers of each ramp once they separate.

Example #8

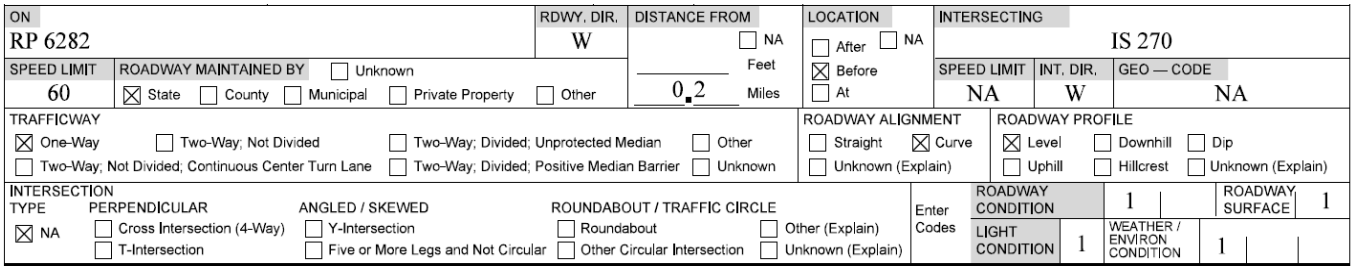


The fact that the crashes occurred within the interchange is immaterial as far as completion of the crash report is concerned. Crashes "A," "B," and "D" are located On the appropriate ramp and measured to the nearest gore with IS 44 or IS 270. Crash "C" is located on IS 44 and is measured to the nearest ramp, roadway, ERM, or to IS 270.

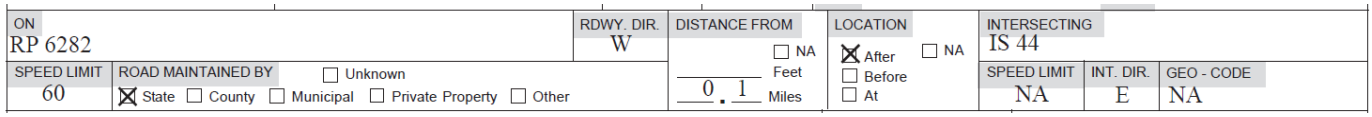
An example from the MoDOT Interactive Mapping Tool showing IS 44 E is as follows and is used in the following examples.

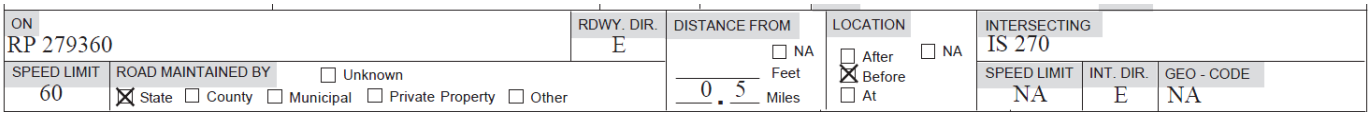
RP	6282	IS44E TO IS270W	(W)	
RP	279360	IS44E TO IS270E	(E)	(WJ)
MO	366		(E)	
RP	279360	IS44E TO IS270E	(E)	(EJ)
IS	270		(W)	
IS	270		(E)	
RP	6287	IS44W TO IS270W	(W)	
RP	6292	IS270W TO IS44E	(E)	
MO	366		(W)	
RP	6290	IS270E TO IS44E	(E)	

Crash "A":
Crash "A" is located On Ramp 6282 (Roadway Direction either "E" or "W") and can be measured back to the gore with IS 44 E or to the gore with IS 270 W (shown below). In the case of overlapping ramps, it may be necessary to examine more than one listing from the MoDOT Interactive Mapping Tool in order to determine the ramp number once overlapping ramps separate. In this case, Ramps 6282 and 279360 overlap for some distance and then separate prior to the location of Crash "A." Examination of the listing for either IS 270 E or IS 270 W will assist in determining that the crash occurred on Ramp 6282.



Crash "B":
Ramps 6282 and 279360 overlap at the location of Crash "B." Consequently, Crash "B" is located On Ramp 6282 or Ramp 279360 (Roadway Direction - "E"). If shown on Ramp 6282, it can be measured back to the gore with IS 44 E (shown below) or to the gore with IS 270 W. If shown on Ramp 279360, it can be measured back to the gore with IS 44 E or to the gore with IS 270 E (shown below).





Crash "C":
Crash "C" is located On IS 44 (Roadway Direction - "E") and can be measured back to the gore with Ramp 6282 (shown below) or the west junction (WJ) of Ramp 279360 since the two ramps overlap at this location (shown below), to the gore with MO 366, to the east junction (EJ) with Ramp 279360 (where the ramp goes over IS 44 E), to IS 270 W, or to the nearest ERM.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 44	E	☐ NA Feet 0.2 Miles	☒ After ☐ NA ☐ Before ☐ At	RP 6282

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
60	☐ Unknown ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other	NA	W	NA

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 44	E	☐ NA Feet 0.2 Miles	☒ After ☐ NA ☐ Before ☐ At	RP 279360 (WJ)

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
60	☐ Unknown ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other	NA	E	NA

Crash "D":
Crash "D" is located On Ramp 279360 (Roadway Direction - "E") and can be measured back to the gore with IS 44 E or to the gore with IS 270 E.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 279360	E	☐ NA Feet 0.5 Miles	☒ After ☐ NA ☐ Before ☐ At	IS 44

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
60	☐ Unknown ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other	NA	E	NA

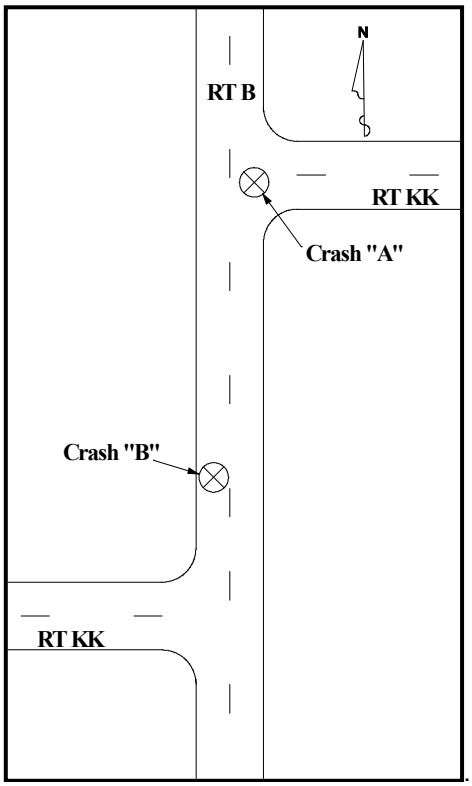
ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RP 279360	E	☐ NA Feet 0.1 Miles	☐ After ☐ NA ☒ Before ☐ At	IS 270

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
60	☐ Unknown ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other	NA	E	NA

JUNCTIONS

When two roadways with the same name intersect more than once within a county, a designation showing which junction is being referenced must be entered in the "Intersecting" field after the roadway name. The appropriate letter or numerical value as found in the MoDOT Interactive Mapping Tool must be used.

Two or three intersections:
If two or three intersections, use the appropriate letters from the MoDOT Interactive Mapping Tool. Use (NJ) - North Junction, (SJ) - South Junction, (EJ) - East Junction, (WJ) - West Junction, (MJ) - Middle Junction to indicate the junction being referenced.



RT B N			(7370)	
BEGIN	AUDRAIN		COUNTY	
US	54		(E)	
CRD	412		(E)	
CST	CHURCH ST		(E)	
CST	MAIN ST		(E)	
CST	SECOND ST		(E)	
CST	FIFTH ST		(E)	
CST	SIXTH ST		(E)	
RT	KK		(E)	(SJ)
RT	KK		(E)	(NJ)
CRD	9446		(E)	
CRD	448		(E)	
BRIDGE	T0208	W LICK CR		
RT	J		(E)	(SJ)
BRIDGE	T0206	W LICK CR		
BRIDGE	T0207	BR W LICK CR		
RT	J		(E)	(NJ)
CRD	472		(E)	
CRD	480		(E)	
BRIDGE	T0205	BR LICK CR		

In the example above RT B and RT KK overlap one another between the junctions.

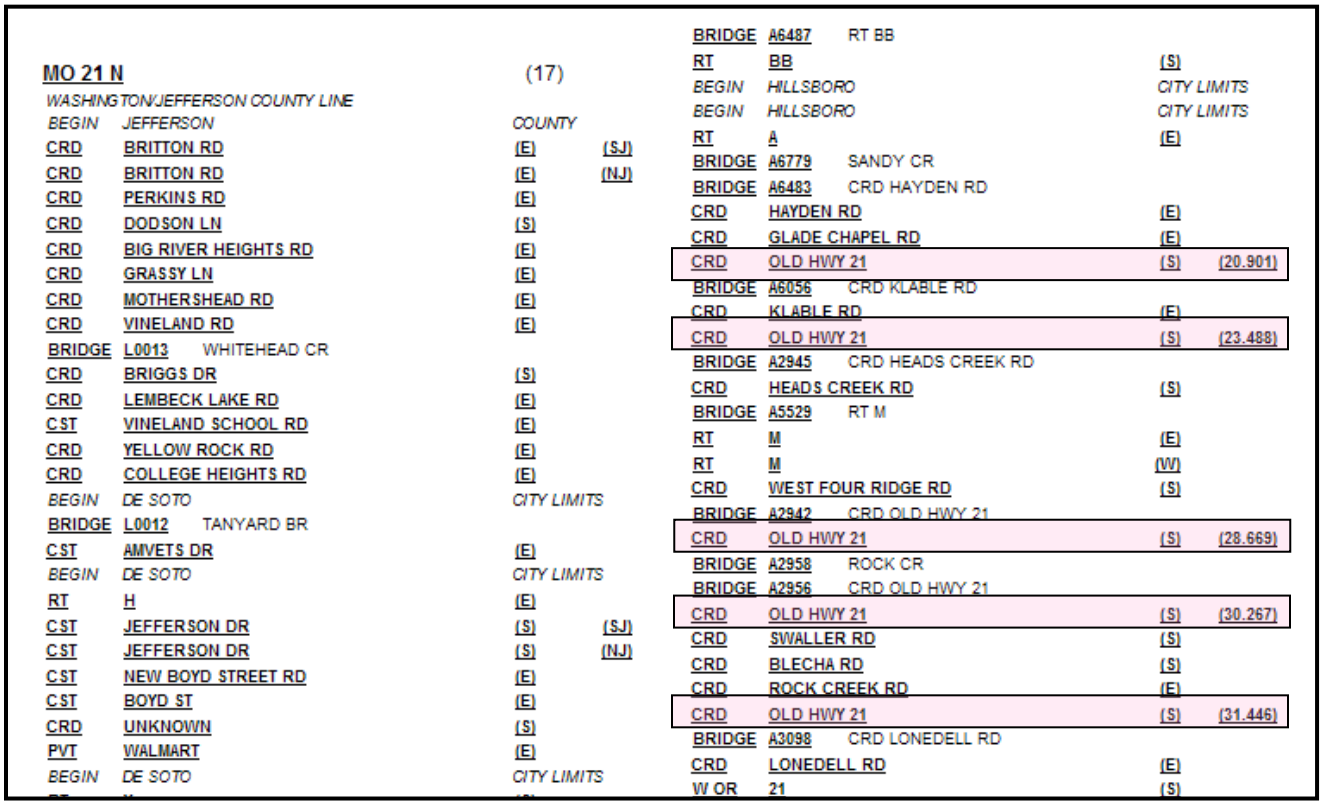
Crash "A":
Crash "A" is located in the intersection of RT B and the north junction with RT KK. The crash can be located On RT B (Roadway Direction - "N") At RT KK (NJ) (as shown in the example) or On RT KK (Roadway Direction - "E") At RT B (NJ) (Not shown).

ON		RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
RT B		N	☒ NA	☐ After ☐ NA	RT KK (NJ)		
SPEED LIMIT	ROAD MAINTAINED BY ☐ Unknown		____ Feet	☐ Before	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other		____ Miles	☒ At	55	E	NA

Crash "B":
Crash "B"can be located On RT B (Roadway Direction - "S"), 0.1 Mile Before the south junction with RT KK (as shown in the example) or On RT KK (Roadway Direction - "W"), 0.1 Mile Before the south junction with RT B (not shown).

ON		RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
RT B		S	☐ NA	☐ After ☐ NA	RT KK (SJ)		
SPEED LIMIT	ROAD MAINTAINED BY ☐ Unknown		____ Feet	☒ Before	SPEED LIMIT	INT. DIR.	GEO — CODE
55	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other		0.1 Miles	☐ At	55	W	NA

Four or More Intersections:
If four or more intersections, the MoDOT Interactive Mapping Tool MUST be used to obtain the appropriate numerical value assigned to the specific junction.



MO 21 N		(17)		
WASHINGTON/JEFFERSON COUNTY LINE				
BEGIN	JEFFERSON	COUNTY		
CRD	BRITTON RD	(E)	(SJ)	
CRD	BRITTON RD	(E)	(NJ)	
CRD	PERKINS RD	(E)		
CRD	DODSON LN	(S)		
CRD	BIG RIVER HEIGHTS RD	(E)		
CRD	GRASSY LN	(E)		
CRD	MOTHERSHEAD RD	(E)		
CRD	VINELAND RD	(E)		
BRIDGE	L0013 WHITEHEAD CR			
CRD	BRIGGS DR	(S)		
CRD	LEMBECK LAKE RD	(E)		
CST	VINELAND SCHOOL RD	(E)		
CRD	YELLOW ROCK RD	(E)		
CRD	COLLEGE HEIGHTS RD	(E)		
BEGIN	DE SOTO	CITY LIMITS		
BRIDGE	L0012 TANYARD BR			
CST	AMVETS DR	(E)		
BEGIN	DE SOTO	CITY LIMITS		
RT	H	(E)		
CST	JEFFERSON DR	(S)	(SJ)	
CST	JEFFERSON DR	(S)	(NJ)	
CST	NEW BOYD STREET RD	(E)		
CST	BOYD ST	(E)		
CRD	UNKNOWN	(S)		
PVT	WALMART	(E)		
BEGIN	DE SOTO	CITY LIMITS		
BRIDGE	A6487 RT BB			
RT	BB	(S)		
BEGIN	HILLSBORO	CITY LIMITS		
BEGIN	HILLSBORO	CITY LIMITS		
RT	A	(E)		
BRIDGE	A6779 SANDY CR			
BRIDGE	A6483 CRD HAYDEN RD			
CRD	HAYDEN RD	(E)		
CRD	GLADE CHAPEL RD	(E)		
CRD	OLD HWY 21	(S)	(20.901)	
BRIDGE	A6056 CRD KLABLE RD			
CRD	KLABLE RD	(E)		
CRD	OLD HWY 21	(S)	(23.488)	
BRIDGE	A2945 CRD HEADS CREEK RD			
CRD	HEADS CREEK RD	(S)		
BRIDGE	A5529 RT M			
RT	M	(E)		
RT	M	(W)		
CRD	WEST FOUR RIDGE RD	(S)		
BRIDGE	A2942 CRD OLD HWY 21			
CRD	OLD HWY 21	(S)	(28.669)	
BRIDGE	A2958 ROCK CR			
BRIDGE	A2956 CRD OLD HWY 21			
CRD	OLD HWY 21	(S)	(30.267)	
CRD	SWALLER RD	(S)		
CRD	BLECHA RD	(S)		
CRD	ROCK CREEK RD	(E)		
CRD	OLD HWY 21	(S)	(31.446)	
BRIDGE	A3098 CRD LONEDELL RD			
CRD	LONEDELL RD	(E)		
W OR	21	(S)		

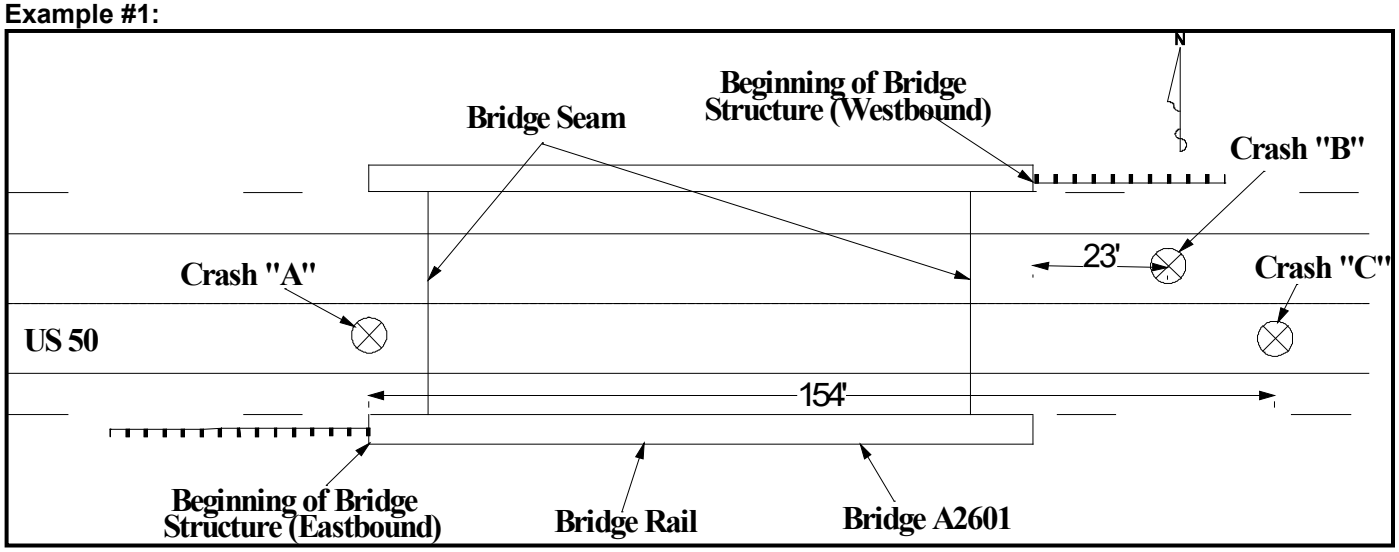
For example, there are five junctions of CRD Old Hwy 21 with MO 21 in Jefferson County. A crash occurring within the intersection at the first junction listed would be shown in *Section 2 - Location* as follows:

ON		RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
MO 21		N	☒ NA _____ Feet ___ . __ Miles	☐ After ☐ NA ☐ Before ☒ At	CRD Old Hwy 21 (20.901)		
SPEED LIMIT	ROAD MAINTAINED BY				SPEED LIMIT	INT. DIR.	GEO - CODE
65	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other	☐ Unknown			45	S	NA

BRIDGES

When locating crashes on or referenced to a bridge, the bridge number in the MoDOT Interactive Mapping Tool identifies the beginning of the bridge structure in conjunction with the direction of the roadway. Therefore, crashes must be measured to the BEGINNING (not the middle or end) of a bridge structure as it relates to the roadway direction entered in the "Rdwy. Dir." field. The bridge structure does not include any attached guardrail or crash barriers.

Example #1:



Crash "A":
Crash "A" occurred at the beginning of the bridge structure in the eastbound lane. The crash is located On US 50 (Roadway Direction - "E"), At BRIDGE A2601. "NA" is entered in the "Int Dir" field.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 50	E	☒ NA _____ Feet ___.___ Miles	☐ After ☐ Before ☒ At ☐ NA	BRIDGE A2601

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	NA	NA

Crash "B":
Crash "B" occurred in the westbound lane prior to the bridge structure. The crash is located On US 50 (Roadway Direction - "W"), 23 Feet Before BRIDGE A2601. "NA" is entered in the "Int Dir" field.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 50	W	23 ☐ NA Feet ___.___ Miles	☐ After ☒ Before ☐ At ☐ NA	BRIDGE A2601

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	NA	NA

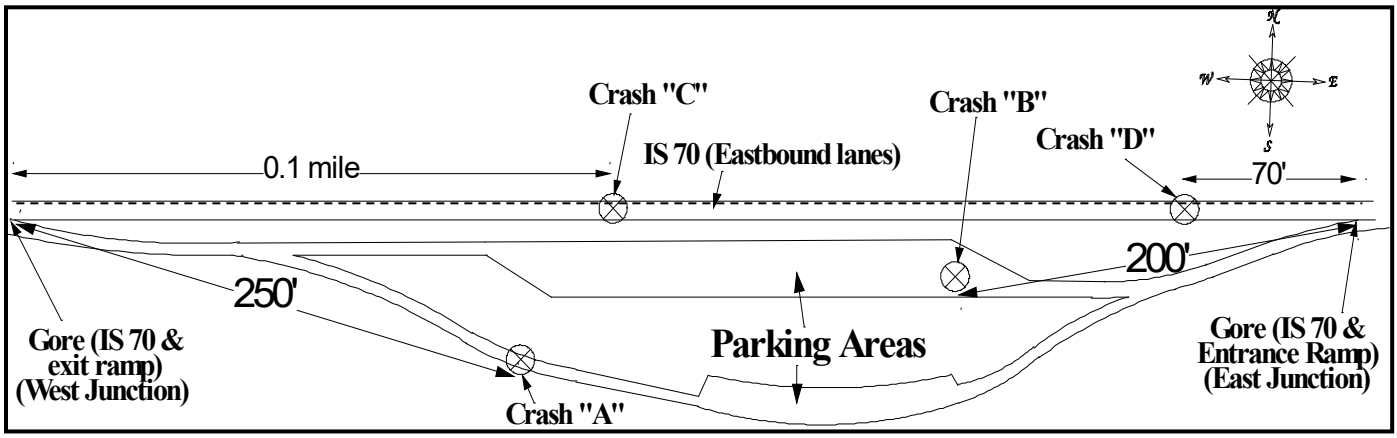
Crash "C":
Crash "C" occurred in the eastbound lane after the bridge structure. The crash is located On US 50 (Roadway Direction - "E"), 154 Feet After BRIDGE A2601. "NA" is entered in the "Int. Dir" field.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
US 50	E	154 ☐ NA Feet ___.___ Miles	☒ After ☐ Before ☐ At ☐ NA	BRIDGE A2601

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	NA	NA

REST AREAS and WEIGH STATIONS

The method for locating crashes on weight station or rest area lots is the same. The crash location is measured to the nearest entrance into the lot or the nearest exit from the lot.



IS 70 E (Montgomery County)

RT	N	(S)	
RA	IS70E MINEOLA	(E)	(WJ)
RA	IS70E MINEOLA	(E)	(EJ)
BRIDGE	L0395	LOUTRE RVR OVRFL	

IS 70 E (Lafayette County)

BRIDGE	A0094	WITCHET CR	
WS	IS70E MAYVIEW	(E)	(WJ)
WS	IS70E MAYVIEW	(E)	(EJ)
BRIDGE	A0077	CRD UNDERPASS RD	

Crash "A":
Assume Crash "A" occurred in the Mineola rest area on Interstate 70 in Montgomery County. Crash "A" is located On RA IS70E Mineola (Roadway Direction - "E"), 250 Feet After IS 70 (WJ) (shown below). The name of the rest area was obtained from the MoDOT Interactive Mapping Tool (shown above).

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
RA IS70E Mineola	E	250 Feet ☐ NA; ____.____ Miles	☒ After ☐ NA; ☐ Before; ☐ At	IS 70 (WJ)

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
NA	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	E	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☒ One-Way; ☐ Two-Way; Not Divided; ☐ Two-Way; Divided; Unprotected Median; ☐ Other; ☐ Two-Way; Not Divided; Continuous Center Turn Lane; ☐ Two-Way; Divided; Positive Median Barrier; ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☐ Level ☒ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	2
☒ NA	☐ Cross Intersection (4-Way); ☐ T-Intersection	☐ Y-Intersection; ☐ Five or More Legs and Not Circular	☐ Roundabout; ☐ Other Circular Intersection	☐ Other (Explain); ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

Crash "B":
Assume Crash "B" occurred on the Mayview weigh station lot on Interstate 70 in Lafayette County. Crash "B" is located On WS IS70E Mayview (Roadway Direction - "E"), 200 Feet Before IS 70 (EJ) (shown below). The name of the weigh station was obtained from the MoDOT Interactive Mapping Tool (shown above).

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
WS IS70E Mayview	E	200 Feet ☐ NA / . Miles	☐ After ☐ NA ☒ Before ☐ At	IS 70 (EJ)

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
NA	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	E	NA

TRAFFICWAY: ☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown

ROADWAY ALIGNMENT: ☒ Straight ☐ Curve ☐ Unknown (Explain)

ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE: ☒ NA

PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection

ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular

ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)

Enter Codes: ROADWAY CONDITION 1 | ROADWAY SURFACE 1 | LIGHT CONDITION 1 | WEATHER / ENVIRON CONDITION 1

Crash "C":
Assume Crash "C" occurred adjacent to the Mineola rest area on Interstate 70 in Montgomery County. Crash "C" is located On IS 70 (Roadway Direction - "E"), 0.1 Mile After RA IS70E Mineola (WJ) (shown below). The name of the rest area was obtained from the MoDOT Interactive Mapping Tool (shown above).

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 70	E	☐ NA 0.1 Miles	☒ After ☐ NA ☐ Before ☐ At	RA IS70E Mineola (WJ)

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
70	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	E	NA

Crash "D":
Assume Crash "D" occurred adjacent to the Mayview weigh station lot on Interstate 70 in Lafayette County. Crash "D" is located On IS 70 (Roadway Direction - "E"), 70 Feet Before WS IS70E Mayview (EJ) (shown below). The name of the weigh station was obtained from the MoDOT Interactive Mapping Tool (shown above).

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
IS 70	E	70 Feet ☐ NA . Miles	☐ After ☐ NA ☒ Before ☐ At	WS IS70E Mayview (EJ)

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
70	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	NA	E	NA

REVERSIBLE LANES

A reversible lane or roadway is one in which traffic may travel in either direction, depending on certain conditions. As of the publication of this preparation manual, the only reversible in Missouri is on IS-70 in the City of St. Louis. The information from the MoDOT Interactive Mapping Tool is shown below. The "Roadway Direction" on a crash occurring on the reversible will depend on the direction traffic was flowing at the time of the crash.

RV 70 W (7836)

IS	70	(W)	(EJ)
CST	BROADWAY	(S)	
CST	CASS AVE	(E)	
CST	N 7TH BLVD	(S)	
CST	HOWARD ST	(E)	
CST	9TH ST	(S)	
CST	MADISON ST	(E)	
PED	NORTH MARKET PL OVERPASS	(E)	
CST	ST LOUIS AVE	(E)	
CST	BRANCH ST	(E)	
MO	115	(S)	
CST	MC KINLEY BRG	(E)	
CST	ANGELICA ST	(E)	
CST	GRAND AVE	(E)	
CST	ADELAIDE AVE	(E)	
CST	CARRIE AVE	(E)	
CST	TAYLOR AVE	(E)	
CST	WEST FLORISSANT AVE	(S)	
CST	SHREVE AVE	(S)	
CST	KINGSHIGHWAY BLVD	(S)	
CST	UNION BLVD	(S)	
IS	70	(W)	(WJ)

...

RV 70 E (7835)

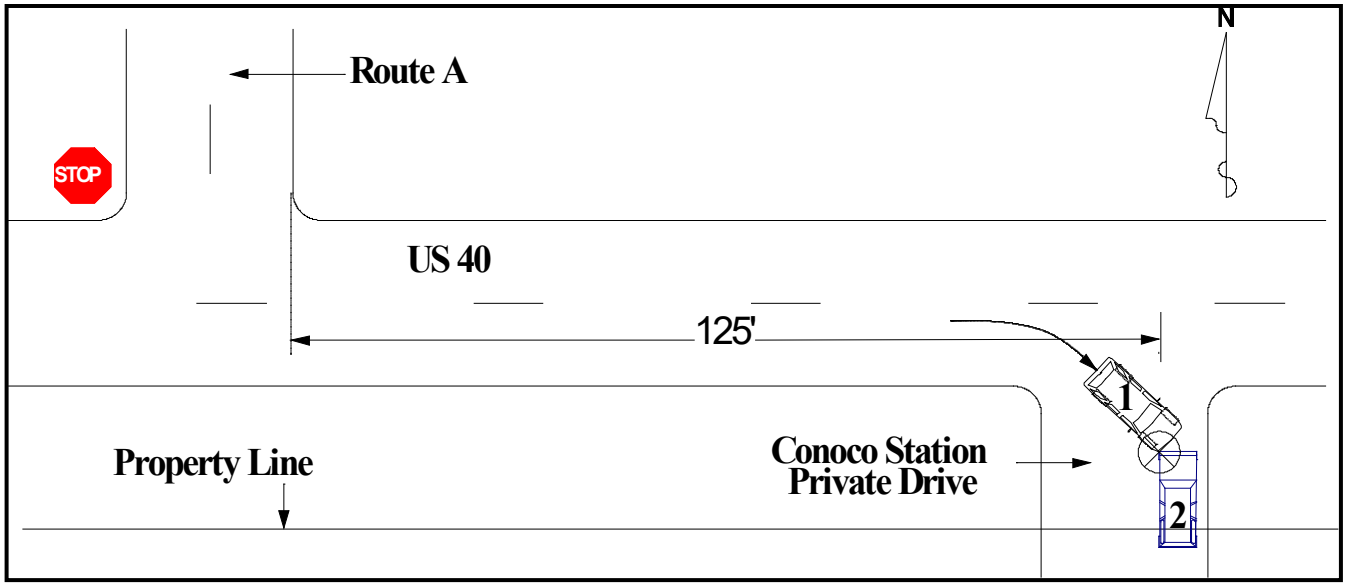
IS	70	(E)	(WJ)
CST	UNION BLVD	(S)	
CST	KINGSHIGHWAY BLVD	(S)	
CST	SHREVE AVE	(S)	
CST	WEST FLORISSANT AVE	(S)	
CST	TAYLOR AVE	(E)	
CST	CARRIE AVE	(E)	
CST	ADELAIDE AVE	(E)	
CST	GRAND AVE	(E)	
CST	ANGELICA ST	(E)	
CST	MC KINLEY BRG	(E)	
MO	115	(S)	
CST	BRANCH ST	(E)	
CST	ST LOUIS AVE	(E)	
PED	NORTH MARKET PL OVERPASS	(E)	
CST	MADISON ST	(E)	
CST	9TH ST	(S)	
CST	HOWARD ST	(E)	
CST	N 7TH BLVD	(S)	
CST	CASS AVE	(E)	
CST	BROADWAY	(S)	
IS	70	(E)	(EJ)

A crash that occurred on the reversible when traffic was flowing East, 0.23 Mile After Kingshighway Boulevard would be shown in *Section 2 - Location* as follows:

ON: RV 70	RDWY. DIR.: E	DISTANCE FROM: ☐ NA; 0.23 Feet / Miles	LOCATION: ☒ After ☐ NA; ☐ Before; ☐ At	INTERSECTING: CST Kingshighway BLVD			
SPEED LIMIT: 60	ROADWAY MAINTAINED BY: ☐ Unknown; ☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other			SPEED LIMIT: NA	INT. DIR.: S	GEO — CODE: NA	
TRAFFICWAY: ☒ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other; ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown			ROADWAY ALIGNMENT: ☒ Straight ☐ Curve; ☐ Unknown (Explain)	ROADWAY PROFILE: ☒ Level ☐ Downhill ☐ Dip; ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)			
INTERSECTION TYPE: ☒ NA; PERPENDICULAR: ☐ Cross Intersection (4-Way) ☐ T-Intersection; ANGLED / SKEWED: ☐ Y-Intersection ☐ Five or More Legs and Not Circular; ROUNDABOUT / TRAFFIC CIRCLE: ☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)				Enter Codes: ROADWAY CONDITION: 1; ROADWAY SURFACE: 1; LIGHT CONDITION: 1; WEATHER / ENVIRON CONDITION: 1			

DRIVEWAY ACCESS

A driveway access is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway. A driveway access is not considered an intersection. See the definition and examples in the glossary on *page 13*.



The crash above is located on US 40 because it occurred within the trafficway (right-of-way) of US 40. The private drive is not used in the "Intersecting" field because it provides access to the Conoco Station driveway. In the example, the crash is considered Off Roadway because the first harmful event was impact with a Parked Motor Vehicle (Front to Front) off of US 40.

CRASH TYPE	ROADWAY	NON-COLLISION		COLLISION INVOLVING			DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE	
	☐ On Roadway	☐ Overturning	☐ Cargo / Equip Loss / Shift	☐ Animal	☐ Pedestrian	☐ Railway Vehicle	☒ Front to Front	☐ Sideswipe (Same Dir.)
	☒ Off Roadway	☐ Fire / Explosion	☐ Other Non-Collision	☐ Pedalcycle	☐ Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	☐ Motor Vehicle in Transport	☐ Front to Rear	☐ Sideswipe (Opp. Dir.)
		☐ Immersion	☐ Thrown or Falling Object	☐ Fixed Object		☒ Parked Motor Vehicle	☐ Rear to Rear	☐ Other (Explain)
		☐ Jackknife		☐ Other Object		☐ Working Motor Vehicle	☐ Rear to Side	☐ Unknown (Explain)
		☐ Fell / Jumped From MV				☐ Other Non-Motorist	☐ Angle (Front to Side)	

The crash is located on US 40 (Roadway Direction - "E"), 125 Feet After Route A. The direction of the intersecting roadway (Int. Dir.) is shown as "N" (northbound lane) because the location of the crash was measured to the northbound lane of Route A.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING		
US 40	E	125 ☐ NA Feet / Miles	☒ After ☐ NA / ☐ Before / ☐ At	RT A		
SPEED LIMIT	ROADWAY MAINTAINED BY			SPEED LIMIT	INT. DIR.	GEO — CODE
60	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown			NA	N	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other	☒ Straight ☐ Curve	☒ Level ☐ Downhill ☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☐ Unknown (Explain)	☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☒ NA	☐ Cross Intersection (4-Way)	☐ Y-Intersection	☐ Roundabout	☐ Other (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1
	☐ T-Intersection	☐ Five or More Legs and Not Circular	☐ Other Circular Intersection	☐ Unknown (Explain)					

The sequence of events (*Subsection 7C*) for vehicle #1 is "Making Right Turn" (3) and "Collision Inv. Parked MV" (35). The sequence of events for vehicle #2 is "Parked" (13) and "Collision Inv. MV in Transport" (34).

Vehicle #1

7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES						☐ Unknown
3	35					

Vehicle #2

7C, VEHICLE ACTION / SEQUENCE OF EVENTS CODES						
SEQUENCE OF EVENTS CODES						☐ Unknown
13	34					

PARKING LOTS / PRIVATE ROADS

See examples of private property crashes on *page 47*.

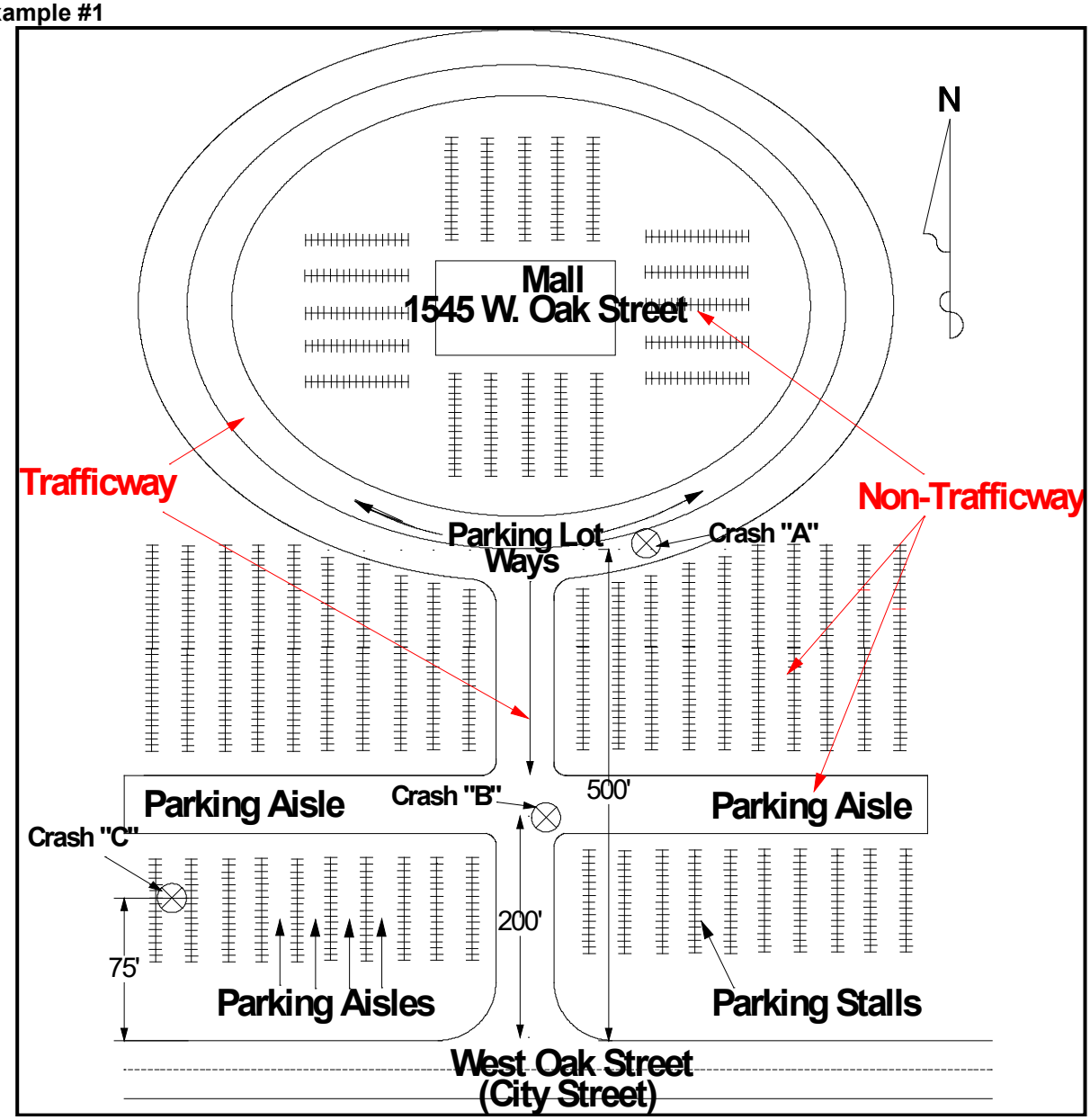
A parking lot is an area used primarily for parking road vehicles. When paved and marked it commonly includes parking stalls, parking lot aisles, and parking lot ways.

Parking lot ways are land ways used primarily for vehicle circulation within parking lots and for vehicular access to parking lot aisles. Parking lot ways in parking lots open to the public are trafficways.

Parking lot aisles are used primarily for vehiclular access to parking stalls. Parking lot aisles are not trafficways.

Parking stalls are reserved primarily for parked road vehicles. Parking stalls are not trafficways.

Example #1



Crash “A”:
Crash “A” occurred on the parking lot way, which is considered a trafficway. The crash is located On PP Parking Lot at 1545 West Oak ST (Roadway Direction - “NA”), 500 Feet North of CST West Oak ST. *Location* is shown as “NA” because the crash occurred on private property.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
PP Parking Lot At 1545 West Oak ST	NA	500 ☐ NA Feet	☐ After ☒ NA ☐ Before ☐ At	North Of CST West Oak ST

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
NA	☐ Unknown ☐ State ☐ County ☐ Municipal ☒ Private Property ☐ Other	NA	NA	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

Crash “B”:
Crash “B” occurred on the parkng lot way, which is considered a trafficway. The crash is located On PP Parking Lot at 1545 West Oak ST (Roadway Direction - “NA”), 200 Feet North of CST West Oak ST. *Location* is shown as “NA” because the crash occurred on private property.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
PP Parking Lot At 1545 West Oak ST	NA	200 ☐ NA Feet	☐ After ☒ NA ☐ Before ☐ At	North Of CST West Oak ST

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
NA	☐ Unknown ☐ State ☐ County ☐ Municipal ☒ Private Property ☐ Other	NA	NA	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

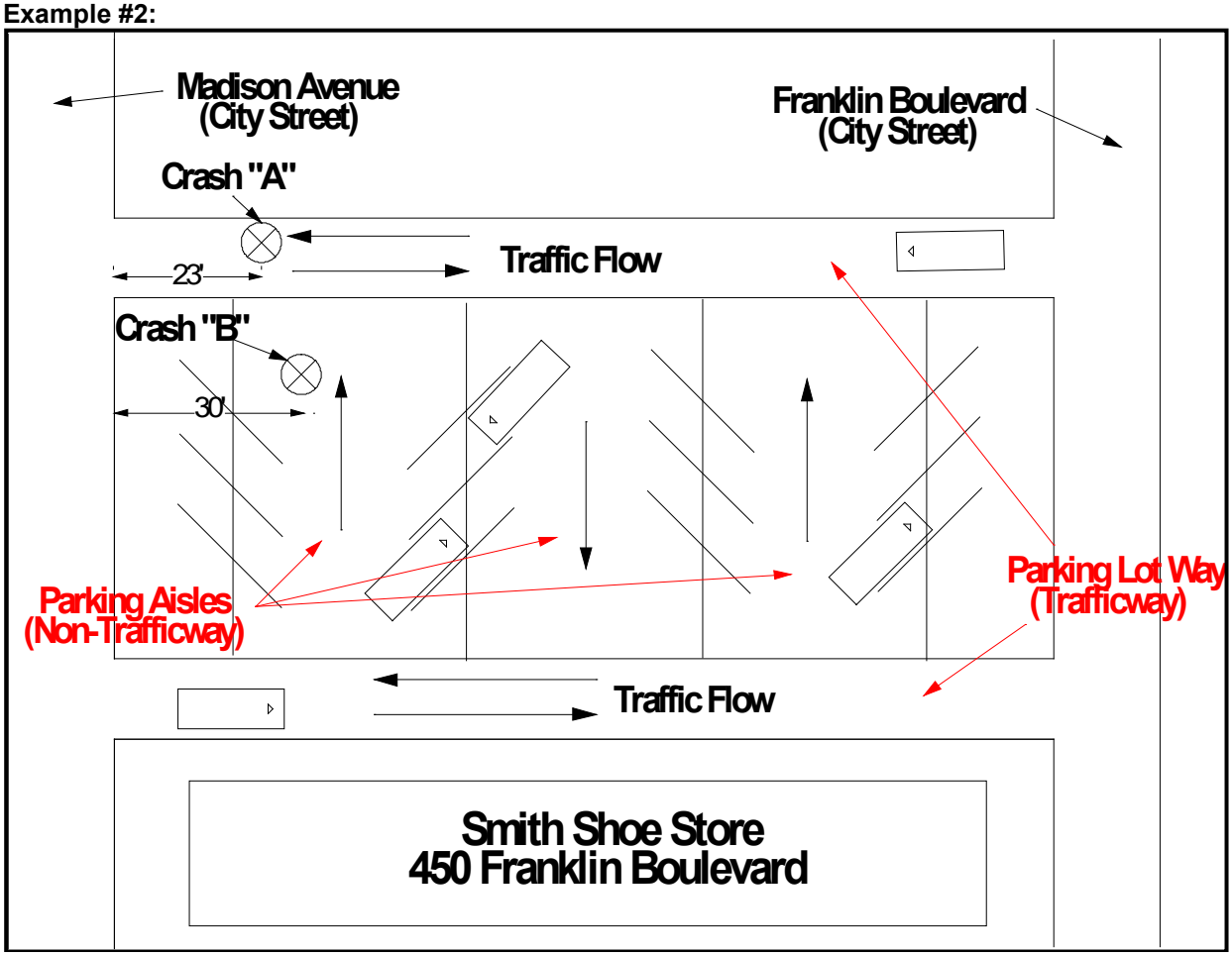
Crash “C”:
Crash “C” occurred in a parking aisle, which is not considered a trafficway. The crash is located On PP Parking Lot at 1545 West Oak ST (Roadway Direction - “NA”), 75 Feet North of CST West Oak ST. *Location* is shown as “NA” because the crash occurred on private property.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
PP Parking Lot At 1545 West Oak ST	NA	75 ☐ NA Feet	☐ After ☒ NA ☐ Before ☐ At	North Of CST West Oak ST

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
NA	☐ Unknown ☐ State ☐ County ☐ Municipal ☒ Private Property ☐ Other	NA	NA	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☒ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

Example #2:



Crash "A":
Crash "A" occurred on a parking lot way, which is considered a trafficway. The crash is located On PP Parking Lot at 450 Franklin BLVD (Roadway Direction - "NA"), 23 Feet East of CST Madison AVE. *Location* is shown as "NA" because the crash occurred on private property.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
PP Parking Lot At 450 Franklin BLVD	NA	☐ NA 23 Feet ____ Miles	☐ After ☒ NA ☐ Before ☐ At	East Of CST Madison AVE

SPEED LIMIT	ROADWAY MAINTAINED BY						SPEED LIMIT	INT. DIR.	GEO — CODE
NA	☐ Unknown	☐ State	☐ County	☐ Municipal	☒ Private Property	☐ Other	NA	NA	NA

TRAFFICWAY				ROADWAY ALIGNMENT		ROADWAY PROFILE		
☐ One-Way	☒ Two-Way; Not Divided	☐ Two-Way; Divided; Unprotected Median	☐ Other	☒ Straight	☐ Curve	☒ Level	☐ Downhill	☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane		☐ Two-Way; Divided; Positive Median Barrier	☐ Unknown	☐ Unknown (Explain)		☐ Uphill	☐ Hillcrest	☐ Unknown (Explain)

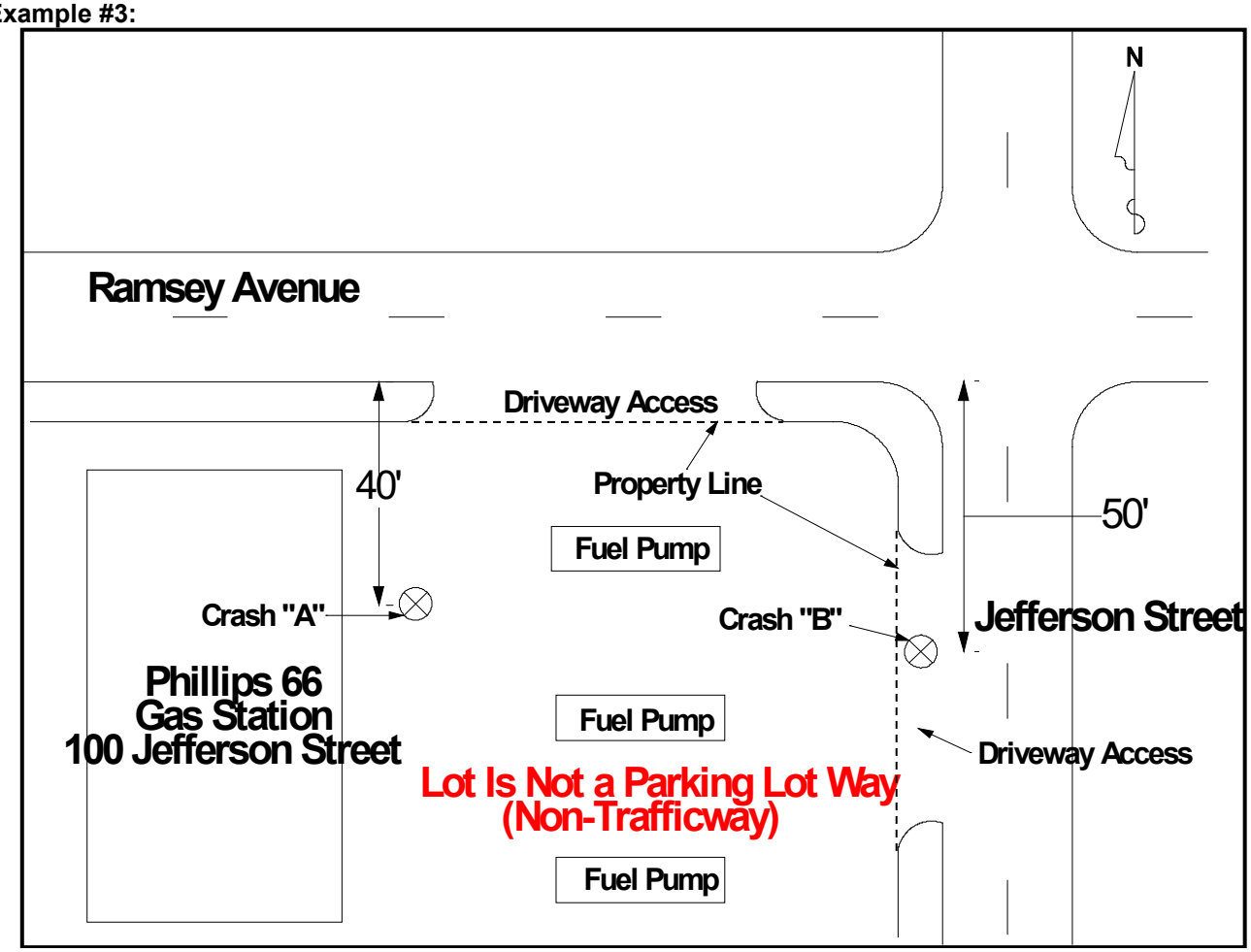
Crash "B":
Crash "B" occurred in the parking aisle, which is not considered a trafficway. The crash is located On PP Parking Lot at 450 Franklin BLVD (Roadway Direction - "NA"), 30 Feet East of CST Madison AVE. *Location* is shown as "NA" because the crash occurred on private property.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
PP Parking Lot At 450 Franklin BLVD	NA	☐ NA 30 Feet ____ Miles	☐ After ☒ NA ☐ Before ☐ At	East Of CST Madison AVE

SPEED LIMIT	ROADWAY MAINTAINED BY						SPEED LIMIT	INT. DIR.	GEO — CODE
NA	☐ Unknown	☐ State	☐ County	☐ Municipal	☒ Private Property	☐ Other	NA	NA	NA

TRAFFICWAY				ROADWAY ALIGNMENT		ROADWAY PROFILE		
☐ One-Way	☐ Two-Way; Not Divided	☐ Two-Way; Divided; Unprotected Median	☒ Other	☒ Straight	☐ Curve	☒ Level	☐ Downhill	☐ Dip
☐ Two-Way; Not Divided; Continuous Center Turn Lane		☐ Two-Way; Divided; Positive Median Barrier	☐ Unknown	☐ Unknown (Explain)		☐ Uphill	☐ Hillcrest	☐ Unknown (Explain)

Example #3:



Crash "A":
Crash "A" occurred on the gas station parking lot, which is not considered a trafficway. The crash is located On Parking Lot at 100 Jefferson ST (Roadway Direction - "NA"), 40 Feet South of CST Ramsey AVE. *Location* is shown as "NA" because the crash occurred on private property.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
PP Parking Lot At 100 Jefferson ST	NA	40 Feet ☐ NA	☐ After ☒ NA ☐ Before ☐ At	South Of CST Ramsey AVE

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
NA	☐ Unknown ☐ State ☐ County ☐ Municipal ☒ Private Property ☐ Other	NA	NA	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☐ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☒ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

Crash "B":
Crash "B" occurred in the driveway access from Jefferson Street to the gas station parking lot. The driveway access is considered part of the trafficway. The crash is located On CST Jefferson ST (Roadway Direction - "S"), 50 Feet After CST Ramsey AVE. The direction of the intersecting roadway (Int. Dir.) is "E" because the location was measured to the eastbound lane of CST Ramsey AVE.

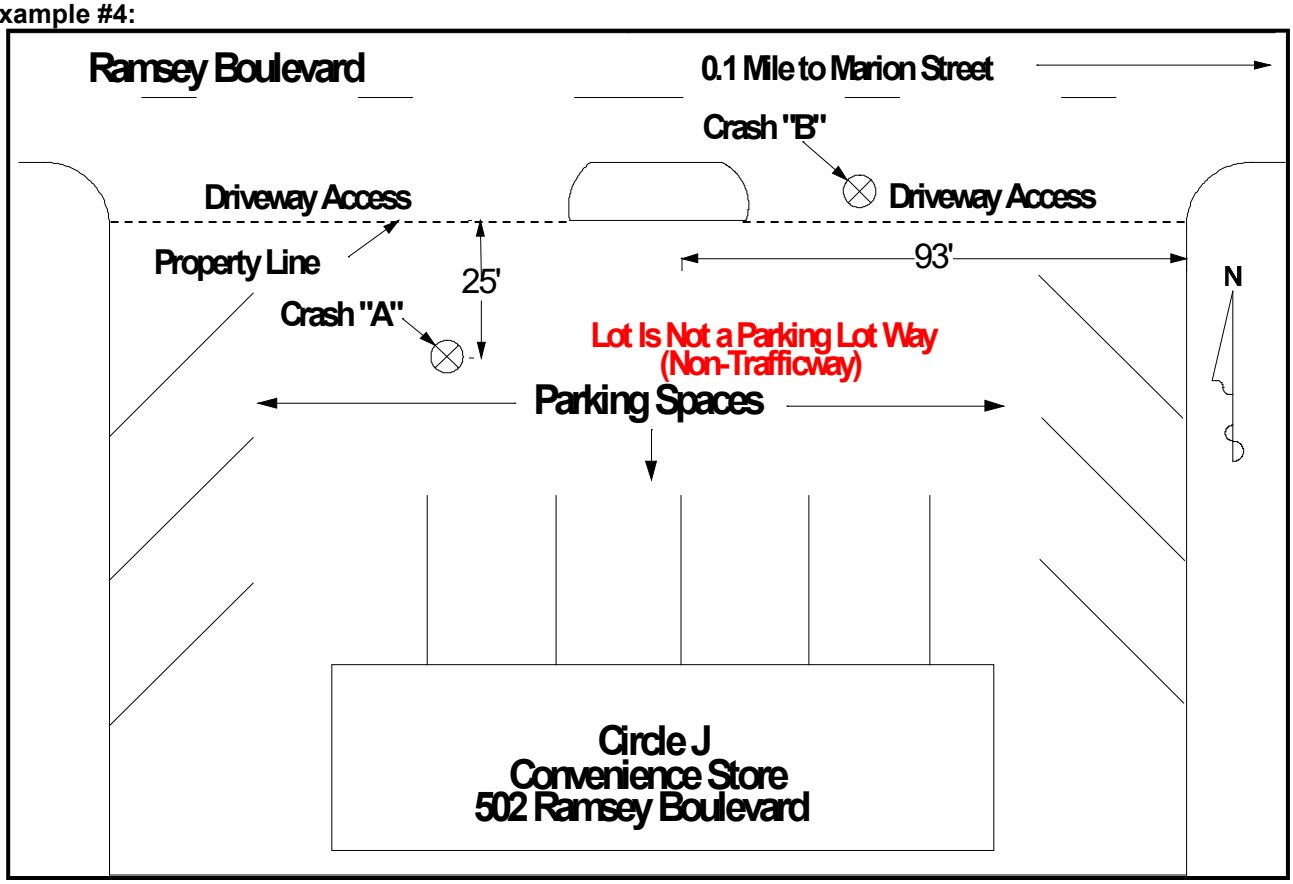
ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CST Jefferson ST	S	50 Feet ☐ NA	☒ After ☐ NA ☐ Before ☐ At	CST Ramsey AVE

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
30	☐ Unknown ☐ State ☐ County ☒ Municipal ☐ Private Property ☐ Other	NA	E	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE	Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	2
☒ NA	☐ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection ☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	2	WEATHER / ENVIRON CONDITION	2

Example #4:



Crash "A":
Crash "A" occurred on the convenience store parking lot, which is not considered a trafficway. The crash is located On PP Parking Lot at 502 Ramsey BLVD (Roadway Direction - "NA"), 25 Feet South of CST Ramsey BLVD. *Location* is shown as "NA" because the crash occurred on private property.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
PP Parking Lot At 502 Ramsey BLVD	NA	☐ NA 25 Feet ____ Miles	☐ After ☒ NA ☐ Before ☐ At	South Of CST Ramsey BLVD

SPEED LIMIT	ROADWAY MAINTAINED BY						INT. DIR.	GEO — CODE
NA	☐ Unknown	☐ State	☐ County	☐ Municipal	☒ Private Property	☐ Other	NA	NA

TRAFFICWAY				
☐ One-Way	☐ Two-Way; Not Divided	☐ Two-Way; Divided; Unprotected Median	☒ Other	
☐ Two-Way; Not Divided; Continuous Center Turn Lane		☐ Two-Way; Divided; Positive Median Barrier	☐ Unknown	

ROADWAY ALIGNMENT		ROADWAY PROFILE			
☒ Straight	☐ Curve	☒ Level	☐ Downhill	☐ Dip	
☐ Unknown (Explain)		☐ Uphill	☐ Hillcrest	☐ Unknown (Explain)	

Crash "B":
Crash "B" occurred in the driveway access from Ramsey Boulevard to the convenience store parking lot. The driveway access is considered part of the trafficway. The crash is located On CST Ramsey BLVD (Roadway Direction - "E"), 0.1 Mile Before CST Marion ST. The direction of the intersecting roadway (Int. Dir.) is "S" because the location was measured to the southbound lane of CST Marion ST.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CST Ramsey BLVD	E	☐ NA ____ Feet 0.1 Miles	☐ After ☐ NA ☒ Before ☐ At	CST Marion ST

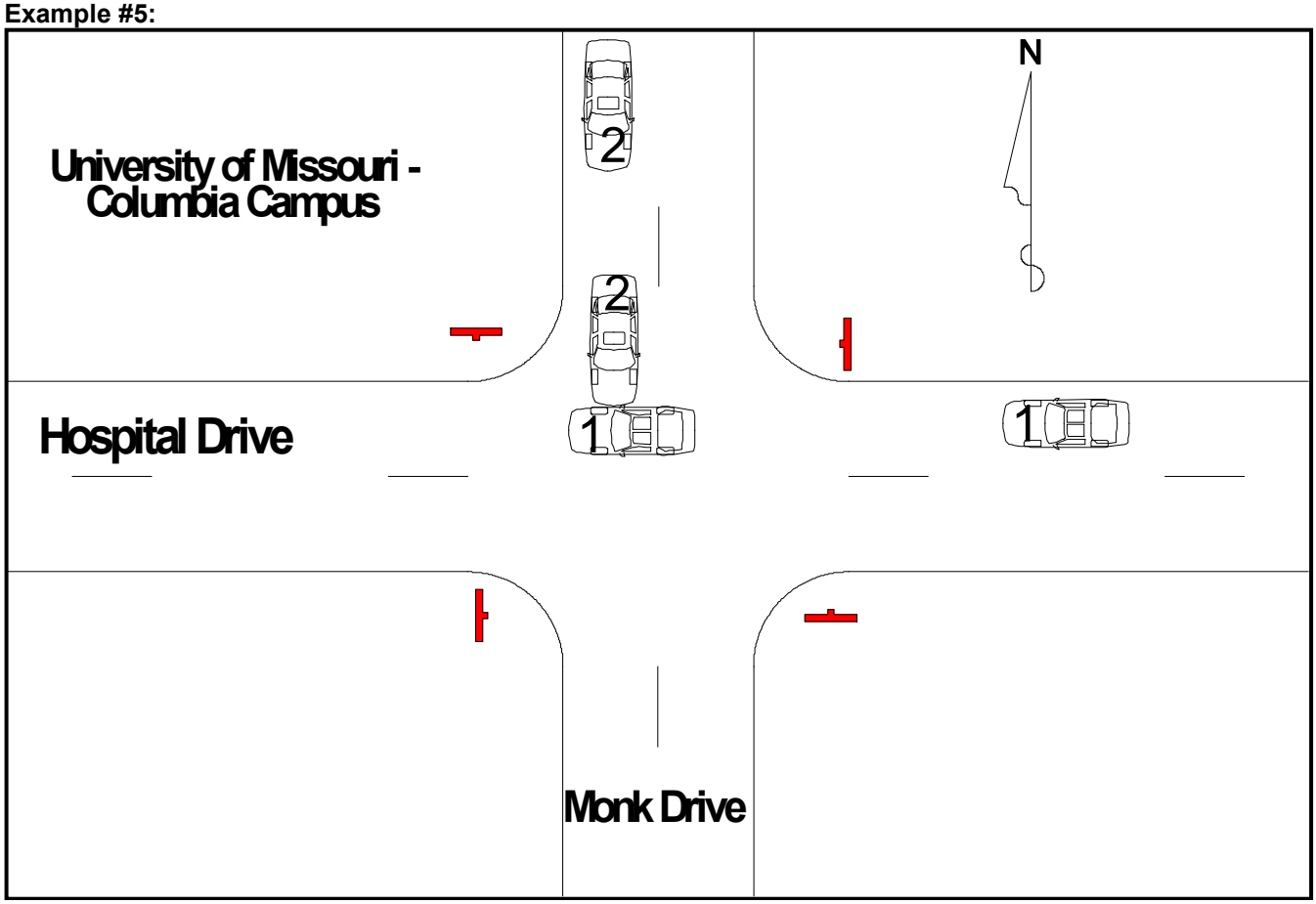
SPEED LIMIT	ROADWAY MAINTAINED BY						INT. DIR.	GEO — CODE
35	☐ Unknown	☐ State	☐ County	☒ Municipal	☐ Private Property	☐ Other	S	NA

TRAFFICWAY				
☐ One-Way	☒ Two-Way; Not Divided	☐ Two-Way; Divided; Unprotected Median	☐ Other	
☐ Two-Way; Not Divided; Continuous Center Turn Lane		☐ Two-Way; Divided; Positive Median Barrier	☐ Unknown	

ROADWAY ALIGNMENT		ROADWAY PROFILE			
☒ Straight	☐ Curve	☒ Level	☐ Downhill	☐ Dip	
☐ Unknown (Explain)		☐ Uphill	☐ Hillcrest	☐ Unknown (Explain)	

INTERSECTION TYPE	PERPENDICULAR		ANGLED / SKEWED		ROUNDABOUT / TRAFFIC CIRCLE			Enter Codes	ROADWAY CONDITION	2	ROADWAY SURFACE	2
☒ NA	☐ Cross Intersection (4-Way)	☐ T-Intersection	☐ Y-Intersection	☐ Five or More Legs and Not Circular	☐ Roundabout	☐ Other Circular Intersection	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	2

Example #5:



The roadways on the University of Missouri Campus are treated as private roadways even though they are maintained by the state. This occurs in several other locations such as other state college campuses, state parks, and other state-owned locations. In these cases, use the designator PVT.

The above crash is located On PVT Hospital DR (Roadway Direction - "W"), At PVT Monk DR. The direction of the intersecting roadway (Int. Dir.) can be shown either as "N" (northbound lane) or "S" (southbound lane) because it occurred within the intersection.

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
PVT Hospital DR	W	☒ NA ____ Feet ____ Miles	☐ After ☐ NA ☐ Before ☒ At	PVT Monk DR

SPEED LIMIT	ROADWAY MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO — CODE
20	☒ State ☐ County ☐ Municipal ☐ Private Property ☐ Other ☐ Unknown	20	S	NA

TRAFFICWAY	ROADWAY ALIGNMENT	ROADWAY PROFILE
☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown	☒ Straight ☐ Curve ☐ Unknown (Explain)	☒ Level ☐ Downhill ☐ Dip ☐ Uphill ☐ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE	PERPENDICULAR	ANGLED / SKEWED	ROUNDABOUT / TRAFFIC CIRCLE		Enter Codes	ROADWAY CONDITION	1	ROADWAY SURFACE	1
☐ NA	☒ Cross Intersection (4-Way) ☐ T-Intersection	☐ Y-Intersection ☐ Five or More Legs and Not Circular	☐ Roundabout ☐ Other Circular Intersection	☐ Other (Explain) ☐ Unknown (Explain)		LIGHT CONDITION	1	WEATHER / ENVIRON CONDITION	1

APPENDIX F

Miscellaneous

TIME CHART

ORDINARY TIME	MILITARY TIME	ORDINARY TIME	MILITARY TIME
1 a.m.	0100	1 p.m.	1300
2 a.m.	0200	2 p.m.	1400
3 a.m.	0300	3 p.m.	1500
4 a.m.	0400	4 p.m.	1600
5 a.m.	0500	5 p.m.	1700
6 a.m.	0600	6 p.m.	1800
7 a.m.	0700	7 p.m.	1900
8 a.m.	0800	8 p.m.	2000
9 a.m.	0900	9 p.m.	2100
10 a.m.	1000	10 p.m.	2200
11 a.m.	1100	11 p.m.	2300
Noon	1200	Midnight	0000

ROADWAY NAME ABBREVIATIONS

Avenue	AVE
Boulevard	BLVD
Circle	CIR
Court	CT
Cutoff	CUTOFF (Not abbreviated)
Drive	DR
Expressway	EXPY
Highway	HWY
Lane	LN
Parkway	PKWY
Place	PL
Road	RD
Street	ST
Terrace	TER
Trafficway	TRFY

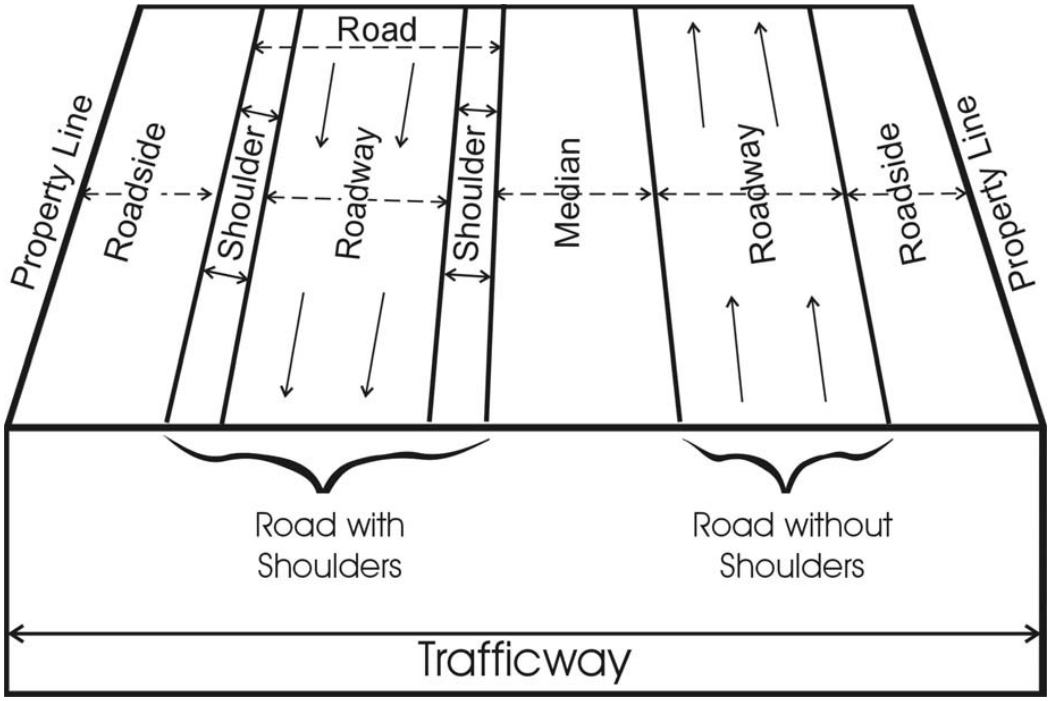
ROUTE DESIGNATION ABBREVIATIONS

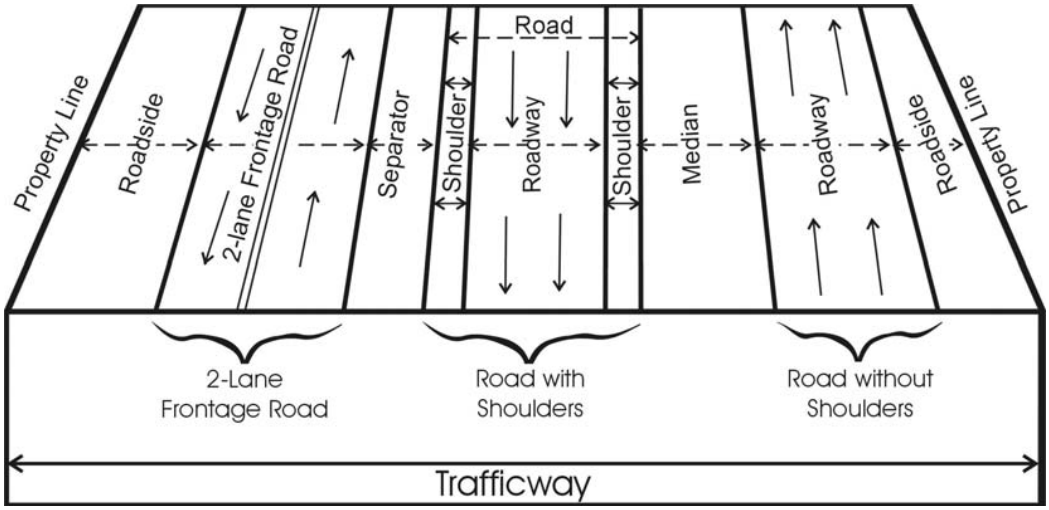
IS	Interstate	CO	Connector for Wye Leg
US	U.S. Highway	EOR	East Outer Road
MO	State Numbered	NOR	North Outer Road
RT	State Lettered	SOR	South Outer Road
AL	Alternate Route	WOR	West Outer Road
LP	Loop (Interstates Only)	PVT	Private Road
BU	Business Route (US or MO only)	RV	Reversible
SP	Spur	RA	Rest Area
CST	City Street	WS	Weigh Station
RP	Ramp	ALY	Alley
CRD	County Road	BRIDGE	Bridge
PP	Private Property	ERM	Emergency Reference Marker
DOD	Department of Defense	COE	Corp of Engineers
FWS	Fish and Wildlife	NFS	National Forest Service
NPS	National Park Service	PK	Park Road

VEHICLE COLOR ABBREVIATIONS

AME	Amethyst	DBL	Dk. Blue	MUL	Multicolored	TPE	Taupe
BGE	Beige	DGR	Dk. Green	MVE	Mauve	TRQ	Turquoise
BLK	Black	GLD	Gold	ONG	Orange	WHI	White
BLU	Blue	GRN	Green	PLE	Purple	YEL	Yellow
BRO	Brown	GRY	Gray	PNK	Pink	UNK	Unknown
BRZ	Bronze	LAV	Lavender	RED	Red		Color
CAM	Camouflage	LBL	Lt. Blue	SIL	Silver /		
COM	Chrome	LGR	Lt. Green		Aluminum		
CPR	Copper	MAR	Maroon /	TAN	Tan		
CRM	Cream		Burgundy	TEA	Teal		

DIAGRAM OF A TRAFFICWAY





Trafficway with Frontage Road. Frontage road could be one or two-way.
(Source: ANSI D.16 - 2017 Manual on Classification of Motor Vehicle Crashes, 8th Edition).

APPENDIX G
Driver License Status and Type

Specific Situations Concerning Lic. Status and Lic. Type

	Status	Type	Endorsements
Temporary Driving Permit / Privilege (Valid)	Valid	(Type Issued)	
Temporary Driving Permit / Privilege (Invalid)	(Current Status)	(Type Issued)	
Instruction Permit (Valid)	Valid	Permit	
Instruction Permit (Invalid)	Canceled / Oth. Invalid	Permit	
Limited Driving Privilege (Hardship Lic) - In Compliance with Permit	Valid	(Type Issued)	
Limited Driving Privilege (Hardship Lic) - Not in Compliance with Permit	(Current Status)	(Type Issued)	
Motorcycle Operator with valid MC permit	Valid	Permit	No
Motorcycle Operator with no permit or endorsement	Canceled / Oth. Invalid	(Type Issued)	No
Interlock Required Operator (Installed or not installed)	(Current Status)	(Type Issued)	
MO Resident with Out of State License	(Current Status in State of Issuance)	(Current Type in State of Issuance)	
Operator with an Assigned No. by DOR with Privilege Suspended, Revoked, Denied, etc.	Suspended, Revoked, Denied….	Unlicensed	
Operator with a license from a country other than U.S.	Current status if known Unknown if cannot be determined	Type Issued if known Unknown if cannot be determined	

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