## KANSAS

## MOTOR VEHICLE ACCIDENT REPORT CODING MANUAL

May 2014
Version 1.0


## RESOURCES:

- Email
- Twitter
- Facebook
- Phone
- Addresses
- Stats/Ordering
- Maps
accidentdata@ksdot.org
Follow us on https://twitter.com/\#!/KDOTCrashInfo
Friend Kdot Crashlinfo at www.facebook.com
785.296.0456, 785.296.7789, 785.296.5169

See page 3
http://www.ksdot.org/lawinfo/
http://ksdot.maps.arcgis.com (Groups $\rightarrow$ Law Enforcement)

## T.O.C.

## Significant Coding Manual Changes Since Version 2012, 1.0

Adjustments Click on any bullet item to jump to the page listed

- Modified KDOT Address and web link - Page 3
- New road name options for unnamed trafficways - Page 7 \& 15
- Example 23
- Correction concerning parked emergency vehicles - Page 9
- Clarification on "working vehicle" coding - Page 10
- Added web links for Mile Marker and Access Control maps - Pages 14 \& 17
- Replaced example for Accident Location 12, 13, and 14 - Page 23
- Enhancement to Latitude/Longitude wording - Page 19
- Correction to Special Event coding instructions - Page 36
- Clarification on co-owners of vehicles - Page 55
- Clarification on Expiration Year - Page 55
- Reminder concerning Vehicle Damage - Page 59
- Clarification on Vehicle Sequence of Events coding - Page 60
- Changed the examples to reflect the back of the 852 form - Page 62
- Removed an incorrect legally parked vehicle exclusion - Page 40
- Correction to Unusual Coding Situation: Cargo/debris - Page 93
- Added Work Zone Category to the definitions section - Page 81
- Report Examples: reviewed all for clarity, coding, correction - Page 96
- Example 5: Added an illegally parked vehicle
- Example 23: New Parking Lot coding scenarios
- Quick Reference Check List - Outside Back Cover

Note: There are a few other minor wording adjustments not listed above.

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## INTRODUCTION

This manual provides detailed instructions for completing each of the following motor vehicle traffic accident report forms for the State of Kansas: Motor Vehicle Accident Report (850A), Occupants \& Vehicles (850B), Narrative Report (851), Heavy Vehicle \& Hazmat Supplement (852), and the Passengers \& Pedestrians (854) forms. These forms are to be used for all state-reportable accidents. In addition, they can be used for non-state-reportable accidents per agency policy.

The initiation of the 2009 forms revision stems from a Kansas Traffic Records Assessment conducted by the federal government in 2005. The recommendations to Kansas emphasized data sharing between local, state, and federal systems. In order to facilitate this outcome, state databases and forms were retooled.

All of the content and the general layout of the forms were determined jointly by a special committee representing agencies interested in and affected by accident reporting. The following organizations participated:

Chiefs of Police Representative Kansas Department of Transportation
Sheriffs Association Representative
Emporia Police Department
Osage City Police Department
Kansas City Police Department
Overland Park Police Department
Hutchinson Police Department
Garden City Police Department
Salina Police Department
Wichita Police Department
Ford County Sheriff
Reno County Sheriff
Saline County Sheriff
Kansas Highway Patrol
Kansas Bureau of Investigation
Kansas Insurance Commission
Kansas Seat Belt Education Office
Kansas Health and Environment
Kansas Board of Healing Arts
Kansas Attorney General's Office
Mid-American Research Council DCCCA
Kansas Law Enforcement Training Center
Federal Highway Administration
FARS - NHTSA
Kansas Department of Revenue
Advice and consultation were also provided by individuals and organizations not able to attend or serve as working committee members but able to offer valuable comments and suggestions helpful to the success of the revision process.

Some codes used for various data elements on the forms are not listed in this manual, as they are illustrated on the forms themselves. This accident reporting forms revision is a step toward becoming more compliant with federal guidelines. Not every federal coding difference was incorporated. A measure of reasonableness and relevance was used to determine a compromise.

Resources:

- The Manual on Classification of Motor Vehicle Traffic Accidents, Standard D16.1-2007 (7th Edition) of the American National Standards Institute (ANSI), published by the National Safety Council, www.nsc.org (National Safety Council).
- The Data Dictionary for the American Motorists Data Base Standard, ANSI D20 published by the American Association of Motor Vehicle Administrators, http://www.aamva.org/.


## Organization of the Accident Forms:

- 850A - Accident Level information $\quad \rightarrow$ One per accident (no people or vehicles)
- 850B - Drivers, Passengers, and Vehicles $\rightarrow$ Can have more than one per accident
- 851 - Narrative only
$\rightarrow$ Witness statements / Officer documentation
- 852 - Truck / Bus / HazMat Supplement $\rightarrow$ Use as required
- 854 - Occupant or Pedestrian Supplement $\rightarrow$ Use as required
- 855 - Code Sheet $\rightarrow$ Reference listing

The back of the Motor Vehicle Accident Report (850A) form provides a large collision diagram area. The Narrative Report (851) form provides two full pages for the officer's complete description of the accident and any additional notes that might be relevant. When used, the Narrative report (851) form must be submitted to the State. The data for the Heavy Vehicle \& Hazmat Supplement (852) incorporates recommendations of the FMCSA and requirements for the federal Commercial Motor Vehicle (CMV) database: SafetyNet. The 852 is mandatory if the federal reportability requirements are met (See page 62 or the back of the form). There are two versions of the accident forms: 1) Paper and 2) electronic. A mixture of both is reflected in this manual.

Notes: The state accident forms are considered "open records" and should not contain information restricted by other laws such as criminal/illegal details. If Social Security Numbers (SSN) are recorded, they must be redacted (blocked) upon release to the public. Do not record an SSN in the Driver's License field. Further, do not watermark or stamp records to be sent to KDOT.

## STATE-REPORTABLE ACCIDENTS

By law, any accident occurring on or involving a public roadway (including parking lot trafficways) which results in death or injury to a person or total property damage of $\$ 1,000$ or more (estimated professional replacement) must be reported to KDOT within 10 days of the investigation on state approved forms. No provision exists for documenting and submitting state-reportable accidents on abbreviated, non-state forms for any reason like weather, simple accidents, etc. Non-reportable accidents not involving a public trafficway can be documented on the state forms if desired, but are not reportable to the KDOT. One exception to this is fatal accidents occurring on private property. These reports must be submitted to the KDOT to satisfy Federal requirements. A fatal accident is one that causes death of one or more persons either at the time of the accident, or within a 30 days of the time and date of the accident. If a person dies of a medical condition and not as a result of the accident, record their injury severity according to the accident repercussions. Example: Driver has a heart attack at low speed causing little damage, but dies.

| Criteria | Code Marked | Reportable |  |
| :---: | :---: | :---: | :---: |
| Fatal only | ('F') | Yes |  |
| Injury only | ('I') | Yes |  |
| PDO >= \$1,000 only | ('PO') | Yes | - Injury |
| PDO < \$1,000 only | ('PU') | No | - PDO $<=11,000$ - PDO < $\$ 1,000$ |
| Fatal \& Private Prope |  | Yes (federal need) | $\square$ Private Property |
| All other Private Prop | rty combinations | No | Private Property |

## AUTHORITIES AND REQUIREMENTS

Accident reporting requirements are established by Kansas statute and sections are shown below.
Article 16.--UNIFORM ACT REGULATING TRAFFIC; ACCIDENTS AND ACCIDENT REPORTS
8-1601. Application of sections in article 16. The provisions of this article shall apply upon highways and elsewhere throughout the state. History: L. 1974, ch. 33, § 8-1601; July 1. Other relevant sections are 81602, 8-1603, 8-1604, 8-1605, 8-1611, 8-1612, and 8-1613. Chapter 14 has relevance for definitions.

## LAW ENFORCEMENT FORMS ORDERING

## WHERE TO SEND COMPLETED ACCIDENT FORMS

Accident Data Manager
Bureau of Transportation Planning
Kansas Department of Transportation
700 SW Harrison, $2^{\text {nd }}$ Floor
Topeka, Kansas 66603-3754

## WHERE TO REQUEST BLANK ACCIDENT FORMS AND CODING MANUALS

Blank forms may be ordered from our website: http://www.ksdot.org/lawinfo/

## WHERE TO OBTAIN ANSWERS TO QUESTIONS and ACCIDENT STATISTICS

For answers to questions on accident coding and interpretation or seeking accident statistics, call one of the following telephone numbers, or use the email address below:

Phone numbers: (785) 296-0456, .. 5169, ... 7789
E-mail address: accidentdata@ksdot.org.
Web address: http://www.ksdot.org/burtransplan/prodinfo/accista.asp

## INSURANCE REPORTING - DC-66 Form (pg. 90-91)

By law, the Kansas Department of Revenue (KDOR) requires a DC-66 form to be submitted for verification of automobile insurance coverage. However, this form is only mandatory in specific situations. The reporting officer is afforded some discretion regarding traffic stops and vehicle accidents. Please complete and forward the DC-66 form in the manner described on page 90 of this manual reflecting detailed scenarios.

Additional entry of insurance information on the 850 B accident report form is helpful and encouraged.

## WHERE TO OBTAIN DC-66 AND OTHER ‘몬er Control’ FORMS

DC-66 and other Driver Control forms may be obtained only from the Kansas Department of Revenue at the address shown on the form or by calling (785) 296-3671. KDOT does not stock these forms.
Please note that the DC-66 form must submitted to:
Driver Control Bureau,
Docking State Office Bldg,
P.O. Box 12021,

Topeka, KS 66612-2021

## WHERE TO OBTAIN KBI FORMS

1) Kansas Standard Offense Report (KSOR)
2) Kansas Standard Arrest Report (KSAR)
3) Kansas Supplemental Homicide Report
4) Kansas Juvenile and Adult Disposition Reports
5) Law Enforcement Officers Killed or Assaulted Report (LEOKA)

Write to: Kansas Bureau of Investigation (KBI)
1620 SW Tyler Street
Topeka, KS 66612-1800
Or call: (785) 296-8200

## ACCIDENT REPORTING QUALIFICATION, STANDARDS, \& SPECIAL NOTES

## ACCIDENT QUALIFICATION

The definition of an accident is "an unstabilized situation which includes at least one harmful event." The ANSI D16.1 Manual on Classification of Motor Vehicle Traffic Accidents asks eight questions and each must be answered "YES" for an incident to be classified as a state-reportable motor vehicle traffic accident. (Skip question \#7 if no train is involved.)

1. Did the incident include loss in the form of damage or at least one injury?
2. Was the injury or damage unintentional and not a direct result of a cataclysm?
3. Did the incident involve at least one motor vehicle?
4. Did the incident involve at least one motor vehicle in-transport?
5. Was the incident an unstabilized situation?

Unstabilized Situation: An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or, in the absence of persons who are able to regain control, when all persons and property are at rest. In cases of multiple events, determination for documenting one or more accidents is based upon whether the events are continuous or whether there is time between unstabilized situations.
6. Did the unstabilized situation originate on or involve a public trafficway or did injury or damage occur on a trafficway?
7. If the incident involved a railway train in-transport, did a motor vehicle in-transport become involved prior to the train being involved in other property damage or injury (i.e. derailment)?
8. Did the incident exclude aircraft or watercraft in-transport?

Trafficway: A trafficway is any land way open to the public as a matter of right or custom for moving persons or property from one place to another. A trafficway resembling public streets, county roads, and highways reach from property line to property line including any shoulders, ditches, sidewalks, and additional right-of-way (page 6).

## Trafficway Inclusions:

- Areas with guarded or gated entrances, such as military posts or private residential developments, are considered trafficways if the guards or gates 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, which are open to the public


## Examples:

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


## Trafficway Exclusions:

- Roads in a gated community only open to the residents and guests
- Parking spaces and parking aisles. (See pg. 7)
- Closed lanes or roadways due to construction

Examples:
— Driveway to a residence or business including most gas station lots

- Military base or gated community with restricted access
- Parking aisles providing entry to parking spaces or stalls


## T.O.C.

## ACCIDENT QUALIFICATION:

The following events do NOT qualify as state-reportable motor vehicle accident:

1) Any possible injury or damage involving a motor vehicle in-transport on a trafficway if the event was deliberately intended, such as suicide, self-inflicted injury, homicide, assault, legal intervention, a domestic violence occurrence, or intent to do harm to self or others.

Legal Intervention: Legal intervention is a category of deliberate intent in which the person who acts or refrains from acting is a law-enforcing agent or other official.

## Examples:

- If a lawbreaker crashes either intentionally or unintentionally into a road block set up by police to stop him, the crash is considered a result of legal intervention.
- If a police car is intentionally driven into another vehicle, the crash is considered to result from legal intervention.
- If tire deflation devices are used (spike strips), and the pursued vehicle crashes near the area of deflation as a result, the accident is considered legal intervention.


## Exclusions:

- If the fleeing driver willfully continues driving on deflated tires and subsequently crashes later, the accident is not considered legal intervention and is reportable.
- If a driver other than the lawbreaker crashes into the road block, the crash is not considered to be a result of legal intervention.
- If a lawbreaker being pursued by the police loses control of his vehicle and crashes, the crash is not considered legal intervention and is reportable.
- If during the course of the pursuit, the police vehicle strikes a vehicle other than the subject of the pursuit, a non-motorist, or property, then that harmful event is not legal intervention.

2) A motor vehicle in-transport running off the road and returning (or coming to a stop off the road) without injury or damage to the vehicle or real property in its path.
3) Injury from live electric wires after an accident ends when a vehicle occupant would have been safe otherwise
4) Events initiated by and/or loss resulting from cataclysm, such as motor vehicle damage resulting from lightning, excessive wind (above 73 mph ), downburst, tornado, landslide, flood or earthquake. (ANSI D-16.1-2.4.5)
5) A train collision involving only a pedestrian whether at an at-grade crossing or not.

Note: The state forms can be used for non-state-reportable accidents per agency policy.

## BASIC TERMS AND QUALIFICATIONS

Many of the following definitions and explanations are taken verbatim from the ANSI D16.1-2007 Manual on Classification of Motor Vehicle Traffic Accidents.

MOTOR VEHICLE To be considered a state-reportable accident, a motor vehicle "INTRANSPORT" must be involved in the accident. "IN-TRANSPORT" means that the motor vehicle, a motorized device being used for transportation, is in motion, is ready for motion (such as stopped for a traffic light or stopped before turning), or is improperly stopped where traffic is intended to move (illegally parked, disabled, or abandoned in the roadway). "IN-TRANSPORT" does not include vehicles such as legally parked vehicles or those parked off the roadway. In this manual, "motor vehicle" means "motor vehicle in-transport."

TRAFFIC "Transport" and "traffic" are associated with the road locations where motor vehicles are intended to travel. The unstabilized event must be initiated on, occur on, or involve a public trafficway.

ROADWAY A roadway is that part of a road which is intended for travel (driving lanes). The "Road" includes both the driving lanes and shoulders (if any). And a "Trafficway" includes the road, roadway, and land out to the "Property Line" (public right-of-way).


TRAFFICWAY A trafficway is any land way open to the public as a matter of right or custom for moving persons or property from one place to another without regard to ownership. A trafficway resembling public streets, county roads, and highways reach from property line to property line including any shoulders, ditches, sidewalks, and additional right-of-way. This includes "gated" communities, trailer parks, and like roads which customarily admit public traffic. Defining a reportable trafficway is based more the use of the road versus who owns the road. The diagram on the next page illustrates the difference between public roadways or trafficways and private property portions of a parking lot as defined by the National Safety Council.


TRAFFICWAYS IN A PARKING LOT provide public access to and from and circulation within the lot. These trafficways are considered public roadways (do NOT mark private property box). Parking lot AISLES provide access to the parking stalls and are NOT considered public roadways (mark private property box). Motor vehicle accidents occurring in parking lot AISLES, restaurants drive-through lanes, and lots without defined trafficways (like gas stations) are not reportable to the state. Unnamed trafficways that provide access to (but not inside) parking lots should be called Access Rd and unnamed loops around malls should be called Mall Loop TRFY. Use the route Prefix field to help pinpoint which access road or where along the loop if possible. (see Example 23)

One Exception: All fatal accidents are to be submitted for FARS analysis (Federal system) even if they are on private property. See page 15 for addition parking lot information.

On-Street Parking: If parking stalls are provided on a public street, the street is not considered an Aisle as explained above. And, accidents relating to the parking stalls would be reportable to the state.

CROSSOVER A designated crossing area typically between divided highway lanes. (See Example \#7A and 7B in the back)


## GENERAL INFORMATION AND INSTRUCTIONS

## Basic Reporting

The basic accident report (850A) consists of a single page with information on both sides dealing with "accident level" data only. There will only be one (1) 850A per accident. The second part of the basic report is the 850B for reporting "occupant and vehicle" data. The main advantage to dividing the forms in this way is to allow officers to take separate pieces of an accident scene and then easily bring the forms together into one report. ("Divide and conquer")

Example: 4 car pileup - One officer handles all of the accident level data (850A); officer 2 takes vehicle one and two (850B1); officer 3 takes vehicles 3 and 4 (850B2).

The "extended narrative" report (851) should include witness statements and a description of events. The "Heavy Vehicle \& Hazmat" supplement (852) is for reporting large/commercial vehicle data as well as vehicles carrying hazardous materials. The "Passengers \& Pedestrian" form (854) allows for additional listings of passengers and EMS data (for example, van or bus passengers).

All KDOT forms are to be submitted as one report within 10 days of the accident investigation (state statute 8-1611).

These forms are considered "Open Records" for the public, and by law, KDOT is the repository for all reportable accident reports (see page 2). Therefore, KDOT must receive and retain all KDOT forms filled out for each reportable accident. This includes amended reports. If the most complete version of the report is not sent to the state, customers of the report will not receive the final/complete report. Do not record criminal information or social security numbers on these forms.

## Paper Forms

For those completing reports on paper, you will notice circles or check boxes next to field codes. These are there to speed completion of the report. They are not to be filled in like a bubble form but rather with a hash mark, check mark, or X. Care should be taken not to accidently mark over more than the intended selection. If a field requires only one code, a circle is shown. If the field can have more than one entry like Road Special Features, there are checkboxes.

ROAD SPECIAL FEATURES (up to 3)

- 00 None

ヌ 01 Bridge
ㅁ 02 Bridge Overhead
ㅁ 03 Railroad Bridge

- 04 RRXING
- 05 Interchange

Ø 06 Ramp

- 99 Unknown

For electronic forms, the user will have a box or boxes to enter the code value(s) into.

## +INTERSECTION TYPE

- 01 Four-way intersection

02 Five-way or more
03 T - intersection

- 04 Y - intersection
- 05 L -intersection
- 06 Roundabout (See Manual
- 07 Traffic Circle for Definitions)

O 08 Part of an interchange

- 99 Unknown


## Recording Data

Accuracy and completeness of all forms are very important to those that make local, state, or federal decisions. Law enforcement review data and determine target areas and safety measures. Engineers and Researchers at all private and government levels review the data to improve intersections, roadway geometrics, vehicle safety, pedestrian safety, etc. It is crucial that the data is the very best.

## Special Notes on Traffic Units

Traffic units are mechanically or electrically powered motor vehicles in-transport (not including personal conveyance devices like electric wheelchairs or sidewalk scooters), all pedestrian types (See page 10 - Special Notes on Pedestrians), and trains involved with a motor vehicle. A traffic unit includes all parts of the traffic unit, including towed units or anything transported by the traffic unit. If parts of the traffic unit or its cargo become detached, it is still considered a part of the traffic unit until the parts or cargo come to rest (motionless). Once at rest, the parts or cargo become an "object." Motor vehicles in-transport have maneuvers (some of which are not in motion) and positions in trafficways. Consistent referencing of unique traffic unit numbers in the narrative(s), code fields, and diagram is crucial to the reader's understanding of the event.

Remember, vehicles stopped in traffic due to normal traffic flow are NOT considered "parked." Per federal guidelines, these vehicles are considered "in-transport" and are recorded as normal traffic units ( 01,02 , etc.). DO NOT record legally parked vehicles or non-contact vehicles as normal traffic units (\#\#\#). Record their information after recording and numbering all regular traffic units involved if possible. Do not repeat unit numbers for any type of traffic unit. Example of proper coding: 01 (traffic unit \#1), N2 (non-contact unit), X3 (legally parked unit). Improper coding would be 01, X1, and N1.

When completing information on each person involved in the accident, list:

- Their association with a traffic unit or as a traffic unit, and code their seat type (position)
- Include all passengers whether injured or not (this includes bus passengers)
- Exception: Record train passengers only if they are injured (does not apply to train crew)
- Individual's age and gender
- The use of safety equipment and injury severity
- EMS transport of each involved person taken to a hospital if applicable
- Whether they are ejected or trapped if people are associated with motor vehicles
- Witness information in the Narrative (form 851)


## Special Notes on Parked Vehicles

The distinction of motor vehicles in-transport eliminates legally parked vehicles; legally parked vehicles (X-Units: X3) are not "normal" traffic units. Likewise, non-contact vehicles (N-Unit: N2) are not considered "normal" traffic units because contact is not made with another traffic unit. Legally parked vehicles may have positions in trafficways, but do NOT have maneuvers. Sometimes there is confusion concerning how to record legally or illegally parked vehicles involved in accidents. Please use the follow as a guide:

## ILLEGALLY PARKED (Normal Traffic Unit...01, 02, etc)

* A part or all of the vehicle is in the driving lanes (unless on-street parking allows such)
* Examples: door open in driving lanes, cargo in driving lanes, car running in driving lanes, any vehicle providing assistance in driving lanes, attached trailer in driving lanes, etc.
* Disabled vehicles in driving lanes are considered illegally parked.


## LEGALLY PARKED (X Unit...X2, X3, etc)

* No part of the vehicle is in the driving lanes (unless on-street parking allows such)
* Transport vehicle parked in roadway unloading cargo
* Emergency vehicle parked outside the driving lanes (police, fire, ambulance, tow, etc.)
* Construction / utility vehicle parked with caution lights on and/or cones and signs Note: Injured occupants of legally parked vehicles are PED Type 25 \& recorded on 854 form.


## Special Notes on Working Vehicles

A "working motor vehicle" is a motor vehicle in the act of performing enforcement, construction, maintenance, or utility activities 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. Drivers of these vehicles are NOT to be listed in the Drivers Table. They are a PED type 26 (machine operator) and must be listed on the 854 form. Their PED action is (04) Working. Record passengers in the passenger table (850B). Kansas is differing from the ANSI D16 standard in two ways: 1. A working vehicle is considered in-transport if in motion and 2. Emergency vehicle activities are included.

## Inclusions:

- Vehicles at work in a marked work zone
- Vehicles at work on the median, shoulder or roadside.
- Mobile maintenance convoys
- A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.
- Emergency vehicles performing work activities such as: working an accident scene, traffic stops, legal intervention, responding to an emergency call, police pursuit, and traffic control.


## Examples:

1. Asphalt roller working in a highway construction zone.
2. Maintenance crew mowing grass on roadside or plowing snow.
3. Utility truck performing maintenance on the power lines along the roadway.
4. A private excavating company contracted by the state digging the foundation for a new overpass.
5. Law enforcement parked with lights on for a traffic stop or serving as traffic control
6. Ambulance, fire, law enforcement, and tow vehicles responding to emergency calls or working on scene, where they are at greater risk than normal traffic.
7. Law enforcement in pursuit

## Exclusions:

- Vehicles performing a private construction/maintenance activity
- Law enforcement vehicles on routine patrol or responding to non-emergency situations
- Construction, maintenance, utility vehicles while moving from one job site to another
- Mail or Parcel service vehicles

Examples:
Garbage trucks, delivery trucks, taxis, etc.
Important Note: If after investigation the working vehicle driver is found to be inappropriately responsible for the damage and/or injury, record them in the Drivers Table (not as a PED type 26), and reflect the proper driver contributing circumstances, violations, and citations.

## Special Notes on Trains

- Trains colliding with motor vehicles at public roadway crossings are considered state-reportable accidents. The Accident Class coding should include 05-Train along with a Road Special Features code of 04-RRXING.
- If a vehicle loses control on a public roadway, runs off the road, and strikes a train not within the right-of-way of a public crossing, code the train as you would an object: Accident Class equals 09-Other object, and do NOT record a Road Special Features code of 04-RRXING.
- Finally, the following are NOT considered public motor vehicle accidents by state and federal standards: 1) a train collision with a pedestrian only, 2) a train/vehicle collision at a private property crossing, or 3 ) train collisions where neither the 1st harmful event nor the unstabilized situation involved a public roadway.

Record identification and description of train traffic units on the 850B form. Identify trains only by ownership (e.g., BN\&SF, UP, or AMTRAK) and, in the Vehicle Identification Number space, place numerals or other identification for the locomotive (for the lead locomotive only, if more than one). DO NOT record driver information for train crew in the Driver Table (front of the 850B). Record all crew members of the lead engine in the Passenger Table as seat type '31'. Record any train passengers who are injured (seat type '32'). Seat type ' 32 ' would also include any other train crew members including conductors, engineers, car attendants, brakemen, etc.

## Special Notes on Pedestrians (Peds)

Pedestrians (Peds) in the general sense refer to persons who are not occupants of motor vehicles intransport (except "working vehicle" drivers). Peds are considered "traffic units" and are typically listed after motor vehicles in-transport as 02,03 , etc. Inclusions: persons walking, jogging, playing, or pedal cyclists, riders of animals, occupants of animal-drawn vehicles, occupants of a vehicle NOT IN-TRANSPORT (legally parked), "working vehicle" drivers, and machine operators when such machine is used for its intended purpose. Example: While mowing along a road, a mowing machine is struck, thus the driver is considered a Ped (type 26).

Each pedestrian injured as a result of a reportable motor vehicle accident is recorded as a new traffic unit on the back of the 854 form. Occupants of legally parked vehicles are recorded as Peds (Seat/Ped Type 25) and must be listed if they are injured. If they are not injured, recording them is as a Ped is optional, though they can be listed as witnesses in the Narrative. Most Peds also have maneuvers (Ped Action) and positions in trafficways (Ped Location or Other Location).

DO NOT record pedal cycles (i.e. a bicycle) as vehicles. The pedal cyclist (operator) is a pedestrian traffic unit. A pedal cyclist is a Ped type 22. Do not record identification or description of pedal cycles in the vehicle area (back of 850B) because "VEHICLE" on the form means "motor vehicle." Record information of damaged pedal cycles, when needed, in the 'Object damaged and nature of damage' block (front of 850A) or in the narrative (851).

Unknown and Other codes: In many areas of the KDOT forms the follow codes are available:
Other - Use code ' 88 ' and specify if possible what the "other" is.
Unknown" - Use code ‘99'

## Accidents Requiring Additional 850B Forms

The 850B report form will accommodate two traffic units and up to six people, including two drivers, and four other passengers. For additional vehicle occupants, use form 854 (Passengers \& Pedestrians). Approximately $7 \%$ of the accidents in Kansas involve enough passengers to require adding an 854 form.

An accident involving more than two traffic units requires additional pages of the 850B report form. When additional 850B forms are needed, do NOT repeat the Violations and Contributing Circumstances from the first 850B form. List the Violations and Contributing Circumstances with the traffic unit on the 850B form to which they belong.

## ACCIDENT LEVEL CODING

## $\rightarrow$ Only one 850A form can be used per accident.

INVESTIGATING DEPARTMENT Enter the agency name (including clear abbreviations) of your police department. (Examples: KHPA (= troop A), KCPD, Wichita PD, DG Co Sheriff, Hays PD). This field is mandatory.

REVIEWED BY Enter the name, initials, or badge number of the officer reviewing and approving the report.


LOCAL CASE NUMBER (MANDATORY) Each report must have a unique local case number here (number according to your local policy). It should be unique per agency per

| Local Case No. |
| :---: |
|  | year. In other words, do not repeat the same case number within a calendar year. If you send an amended accident report to the State, PLEASE BE SURE TO INCLUDE the same, original, local case number. It will assist in flagging amended reports to avoid duplication. A maximum of 12 Characters can be used.

PAGE __ OF __ number the pages in a way that suits your needs the best, but please submit them in the following order: the Motor Vehicle Accident Report form (850A) first. Next, the Occupants \& Vehicles forms (850B). Then add the Passengers \& Pedestrians forms (854), any Heavy Vehicle/Hazmat Supplement forms (852) and finally, any Narrative forms (851) used. When you know how many total pages are to be sent to the State, go back to page 1 and enter the total number of pages on each sheet after the word "of."

| Investigating Officer Name | Badge Number | County | City Name |
| :--- | :--- | :--- | :--- |

INVESTIGATING OFFICER \& BADGE NUMBER Enter the name and badge number of the officer responsible for or in charge of the accident investigation and the report.
(Maximum of 8 characters)
COUNTY Enter the 2-character county abbreviation where the $\mathbf{1}^{\text {st }}$ Harmful Event occurred. See: County Codes (page 86). This field is mandatory. If the county is unknown, you must choose the most probable county code.

CITY NAME Enter the name of the city or town only if the accident the $\mathbf{1}^{\text {st }}$ Harmful Event occurred within city limits. Leave blank if accident occurred outside of city limits. Sheriff's departments and KHP personnel need to be especially careful about this when the accident location is near a large city (Wichita, Topeka, etc) but not within the corporate city limits. Leave the "CITY NAME " box in these cases blank.

CHECKBOXES AT TOP OF FORM on the Kansas Motor Vehicle Accident Report form 850A are for classifying reports and separating them for efficient handling.


Amended reports cannot be processed correctly unless all completed pages are re-submitted to the State. (All applicable forms: 850s, 851s, 852s, 854s). This applies to both paper and electronic submissions.

1. Make a copy of all KDOT form pages for the report.
2. Correct/Modify values as necessary and mark the amended box.
3. Highlight the new item(s)
4. Please send the full, modified report (all KDOT forms) to KDOT.
5. The previously sent original is then replaced at KDOT with the new, amended copy.

* Please do not send in just the page that was changed.

Mark the DUI checkbox if one or more drivers in the accident was impaired by alcohol or drugs, AND they were charged based on probable cause. If a DUI charge is pending due to chemical test results pending, indicate such under Impairment Tests, and do not mark the DUI box until the results are known and a charge is made. If the test results will take a number of days or weeks to return, an amended report must be submitted with the test results ( P - Positive or N - Negative) for alcohol and/or drug recorded, along with the DUI box marked (or not) as applicable. The DUI box applies to alcohol, legal drugs (medication), and illegal drugs.


Mark Hit \& Run if at least one of the vehicles involved is considered a "hit \& run" traffic unit. If the hit and run accident box is marked on the 850A, there must be a vehicle (driver) that left the crash scene with the Special Conditions code of Hit \& Run marked on the backside of the 850B form.

Five choices identify the criteria by which accidents are reportable to the State. Mark only one of the top four which identifies the reportability and severity of the accident: (F) Fatal Accident (at least one injury severity of 'F'), (I) Injury Accident (No 'F', but at least one injury severity of D, I, or P), (PO) Property Damage Only Accident $>=\$ 1,000$ (No injuries), or (PU) PDO <\$1,000 (No injuries).

Only mark the Private Property Checkbox if the accident unstabilized situation and first harmful event do not involve a public trafficway...which include parking lot trafficways (see pg 7,15, \& Example 23). Do NOT mark this box where the unstabilized situation begins on the trafficway and/or the harm occurs in the trafficway boundaries and mark this box in combination with one of the accident severity boxes. Note: Private property fatal accidents are reportable to the state, while non-fatal are not.

Special Note: If it is determined that a person dies of a medical condition (not the result of the accident), do not use the Injury Severity code of 'F' here. This person's injury severity should be listed according to the reporting officer's observations at the time of the accident: Possible Injury, Non-incapacitating Injury, Disabling Injury, or PDO. The same is true if the person dies after 30 days of the accident date. An amended report should be submitted to reflect the medical condition. If there is uncertainty as to which injury severity code to use, choose $P$ (Possible).

Remember: Non-reportable accidents will not be entered into the statewide accident database. The accidents occurring on private property or under the $\$ 1,000$ property damage threshold and no injury are NOT to be submitted to the KDOT (exception: a fatality accident). Policies are set by local agencies for how to record and keep reports not meeting the state criteria.

The "KDOT?" checkboxes located in Work Zone Type and Object Damaged sections must be marked if KDOT is the responsible party. Normally, this only includes all State, US, and Interstate highways. This does NOT include the turnpike (KTA).

MILEPOST Enter the state milepost of the accident location to the tenth of a mile (192.3).
Avoid using MP references only where possible. Because of road alignment changes over time, signed mileposts are sometimes unreliable as some are not moved reflecting road length changes. The best reference is using the nearest At Road, even if the closest reference road is several miles from the area of impact (AOI). For highway Rest or Service Areas, a milepost is mandatory. For interchange locations where the On and At Road Name fields are the same, the milepost is required to identify the interchange (see ramp coding). (Mile marker map: http://ksdot.maps.arcgis.com/home/)

BLOCK NUMBER...helps to identify the accident location (usually within a city) in addition to the proper "On Road" and "At Road" names.

| Block No | Dir Pfx | On Road Name | Road Type | Dir Sfx |
| :--- | :--- | :--- | :--- | :--- |

If the On Road (Name) is an alley, the block number must contain a value along with the nearest At Road reference to identify which alley.
Example: V1 was in the alley between $15^{\text {th }}$ and $16^{\text {th }} \ldots$ Without a block number value of say 1552 , one cannot identify which alley. There may be 2 alleys here. The proper description would be: 1552 (Block No) Alley (On Road Name) WAY (Road Type), 200 ft N of 15th.

DIR PFX Direction Prefix is to be used to identify the On Road Name as distinct and signed within a city or county. Example: N $39^{\text {th }}$ St. distinguishes from S $39^{\text {th }}$ St. Valid codes are: 'N', 'S', 'E', 'W', 'NE', 'NW', 'SE', 'SW', and 'U'. The same applies to Reference Road Name. Leave the Dir Pfx blank if the road sign does not indicate a direction prefix. Also, consider the naming standards of your city / county.

ON ROAD NAME Record the On Road Name as signed where the unstabilized situation began. Code fields like Light Conditions, Road Conditions, Surface Type, Surface Character, etc. based upon the On Road Name field. An exception would be where the situation began on private property and damage and/or injury occurred within trafficway boundaries. If the event began outside of the trafficway and harm occurred within the trafficway right-of-way, record the trafficway road name.

If unknown, record Unknown. If the On Road is an Interstate, US, or Kansas route, always use the I\#\#\#, U\#\#\#, or K\#\#\# route identifiers as opposed to the local name (e.g. "Kellogg" in Wichita is U054). Record U054 in the On Road Name field, not "Kellogg" where they share the same road section. Since there is also a "Kellogg Drive" that parallels U054, there can be significant confusion if not coded properly. Highways are coded with a letter and three numbers including leading zeros. Include the letter suffix for "Business" or "Alternate" (example: U069B) if it applies.

Please be consistent within your agency with how road names are coded. Do NOT add a second name in the On Road or At Road Name fields such as: U054 (Kellogg) or U059 (lowa). This greatly hinders an agency's ability to query accidents by route as the data possibilities are numerous (e.g. U024, U-24, US-24 (State St), U-24 (State), etc)

For accidents in alleys, record Alley (see Block Number). For rest areas, record Rest Area. Record Parking Lot if inside parking lot boundaries. For the KTA, record I035, I335, 1470, 1070 and then TPKE for the Road Type field. If the accident does not occur on a highway, enter the most current signed name of the road or street. If the accident occurred inside an intersection of different road classes, record the highest class.

## The hierarchy of highway road classes is:

1) I (Interstate) I070, I135, I435, etc
2) $\mathbf{U}$ (US) U050, U081, etc, and then Business (B) Alternate (A), and Spur (S) Routes
3) K (Kansas) K004, K023, etc, and then Business (B) Alternate (A), and Spur (S) Routes
4) All other roads. Use 911 road names if available or the name shown on the street signs.

Example: If an accident occurs at (in) the intersection of U040 \& K027 (junction), use U040 as the On Road. If at U024 \& U283, use U024 as the ON Road. (Use the lower route number where multiple routes of the same class are marked). Exception: See interchange coding on page 23-26.

For unnamed trafficways, record Lot Access RD, Mall Loop TRFY, Park RD, or Noname RD as appropriate in the On Road Name field. Occasionally, more than one set of distances and directions is necessary to indicate an accident location. Description of the location should be reflected in the 850A narrative. (Example: " 2 miles north FROM U024 and 2.5 miles east FROM County Rd 210, ON "Noname" county road").

When referencing accident locations, always identify junctions if they apply (See page 19). Example: "1 mile north and 1.5 miles east FROM U069/K057NJCT (North junction) ON a county road". For unknown locations, record Unknown in the On Road / At Road Name fields, along with $\mathbf{0}$ (distance), $\mathbf{U}$ (ft/mi), $\mathbf{U}$ (direction) From. Record RD for the Road Type.
Roads formerly known as US or Kansas highways and removed from the state road system should be identified as the newly assigned county/city road name. If only known as "OldU040" (OldU056, OldK132,etc.), record such. Record 'RD' for the On Road, Road Type when using the "OLD" tag.

Parking Lots: (see Examples 15 \& 23)

- Block Number: Record the address number of the parking lot in the Block No. field (pinpoints the location). Use the address road name for that

| Kansas Motor Vehicle Accident Report KDOT Form 850A Rev 1-2009 |  |  |  |  |  | Investigating Department <br> TOPEKA POLICE <br> Investigating Officer Name <br> JOE KINNETT |  | Reviewed by <br> R MCCOMMON |  |  |  | $\begin{aligned} & \hline \text { Local Case No. } \\ & \hline 09-12541 \end{aligned}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | Badge Number$765$ | County | City Name TOPEKA |  |
| Milepost |  | $\begin{array}{\|l\|l\|} \hline \text { Block No } \\ \hline 2815 \end{array}$ |  | ${ }^{\text {Dif PIt }}$ | On Road Name PARKING LOT |  | $\begin{gathered} \text { Road Type } \\ \text { TRFY } \end{gathered}$ | Dit Stix | ${ }^{\text {en }}$ Spdtmt | $\begin{array}{\|c} \text { Date of Accident } \\ 01 / 01 / 2009 \end{array}$ |  | (mmiddyyy) <br> 9 | $\begin{aligned} & \text { Time Occur. } \\ & 11: 00 \end{aligned}$ |
| $\begin{array}{\|c} \text { From Dist } \\ 230 \end{array}$ | $\left\lvert\, \begin{gathered} \mathrm{FPM} \mid \\ \mathrm{F} \end{gathered}\right.$ | $\mathrm{W}$ | $\begin{aligned} & \text { OfROM } \\ & \text { OAT } \end{aligned}$ | Dir Pax SW | $\begin{aligned} & \text { \|x } \\ & \text { Reference or At Road Name } \\ & 29 \mathrm{TH} \end{aligned}$ |  | $\begin{gathered} \text { Road Type } \\ \text { ST } \end{gathered}$ | Dir Stix | ( $\times$ Spd.mt |  | $02 / 2009$ | (mm/dd/yyyy) | $\begin{array}{\|c} \hline \text { Time Notif } \\ 10: 30 \end{array}$ | structure/location in the At Road Name field.

- On Road Name: Use "Parking Lot" only for the On Road Name if inside the boundaries of the

See page 7
\& Example 23 parking lot. Do NOT put the address in the On or At Road name fields. For on-street-parking, record the street name in the On Road Name field. For unnamed trafficways going to/from businesses, record Lot Access RD, Mall Loop TRFY, etc.

- On Road Type: Record TRFY (trafficway) for the On Road Type if applicable. If the accident is not state-reportable (occurs in an aisle or an area with no defined trafficway), leave the On Road Type field blank and check the private property checkbox. Do NOT check this box for reportable parking lot trafficway accidents.
- The Distance, Unit of Measure, and Direction from an At Road are only beneficial for parking lot trafficways and entrance or exit ramps to a parking lot.
- If the accident occurs in an aisle, undefined area of the parking lot, or a location where an At Road measurement does not make sense, the "From"

| Milepost |  | $\begin{aligned} & \text { Block No } \\ & 2815 \end{aligned}$ |  | Dir Pfx | On Road Name PARKING LOT | Road Type |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| From Dist | Ft/Mi | From Dir | OfROM O AT | $\begin{array}{c\|c} \text { Mir Pfx } \\ \text { SW } \end{array}$ | $\begin{aligned} & \text { Reference or At Road Name } \\ & 29 \mathrm{TH} \end{aligned}$ | $\begin{gathered} \text { Road Type } \\ \text { ST } \end{gathered}$ | Road measurement is not required. Mark the AT choice like the example above. Mark the private property checkbox only if the AOI is NOT in or related to a trafficway (see page 7).

- Accident Location: Use code 23 - for inside the Parking Lot or Rest Area

| DILLONS $^{\text {SPECAAL DATA }}$ |
| :--- |

- Special Data: For parking lots, indicate nearest business name (e.g. Wal-Mart, Nazarene Church, Dentist, etc.) in the Special Data field on the back of the 850A form.


## Service or Rest Areas:

- Milepost: Record the milepost of the rest area to the nearest tenth of a mile (371.0, 371.7, etc). This reference helps one determine which rest area along a given route. See Special Data below.
- On Road Name:
- Accidents within the rest area boundaries require "Rest area" for the On Road Name with a milepost reference and the associated Highway as the At Road (like the example below). The Accident Location would be 23 - Parking Lot or Rest Area.
- On Road Type: If the accident occurs within a defined trafficway, record TRFY (trafficway) for the On Road Type. If it occurs on the entrance or exit ramps (lanes), record RAMP.
- If the accident is not state-reportable (occurs in an aisle or an area with no defined trafficway), leave the On Road Type field blank and be sure to check the private property checkbox. Do NOT check this box for reportable trafficway accidents.

| Milepost$371.7$ |  | Block No |  | Dir Pfx On RoadName <br>  <br> REST AREA |  | Road Type | Dir Sfx | SpdLmt | Date of Accident (mm/dd/yyyy) 01/02/2010 | Time Occur.$07: 39$ |  | $\begin{array}{\|l\|l} \text { Day } \\ \text { SU } \end{array}$ | Fatal <br> Injury $\begin{aligned} & \text { PDO }>=\$ 1,000 \\ & \text { PDO }<\$ 1,000 \end{aligned}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| From Dist | FtMi | From Dir | OfROM OAT | M ${ }^{\text {Dir Pfx }}$ | $\begin{array}{l\|l} \hline \text { Reference or At Road Name } \\ \text { IO70KTA } \end{array}$ | Road Type TPKE | Dir Sfx | Spdimt | $\begin{array}{\|l\|} \hline \text { Date Notified (mm/dd/yyyy) } \\ 01 / 02 / 2010 \\ \hline \end{array}$ | $\begin{array}{r} \text { Time N } \\ 07: 4 \\ \hline \end{array}$ |  | $\begin{array}{\|l\|l} \hline \text { Day } \\ \text { SU } \end{array}$ |  |  |
| Narrative: Describe each traffic unit's pre-crash movement and direction of travel <br> V1 BEGAN TO PULL OUT OF PARKED POSITION IN OPEN AREA OF |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { Date Arrived (mm/dd/yyyy) } \\ & 01 / 02 / 2010 \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { Time Ariv. } \\ 08: 00 \end{array}$ |  | $\begin{aligned} & \text { Day } \\ & \text { SU } \end{aligned}$ | 区 Private Property |  |
|  |  |  |  |  |  |  |  |  | Latitude (AOI) | 00 | ON | wo | ONE TYPE |  |

- If the accident occurs on the entrance or exit ramps (lanes), the On Road Name field should be coded to the adjacent road name (i.e. IO70, I035, U081). Record RAMP as the On Road, Road Type. Show a milepost reference, and record the adjacent road name as the At Road reference; the At Road Type will equal FWY, HWY, EXPY, RAMP or TPKE. The Accident Location is 14 - Parking Lot / Driveway Access.

| $\begin{aligned} & \hline \text { Milepost } \\ & 371.7 \end{aligned}$ |  | Block No |  | Dir Pfx | $\begin{aligned} & \text { On Road Name } \\ & \text { IO70 } \end{aligned}$ |  | Dir Sfx | SpdLmt | $\begin{aligned} & \text { Date of Accident (mm/dd/yyy) } \\ & 01 / 02 / 2010 \end{aligned}$ | Time Occur. <br> 05:00 | $\begin{aligned} & \text { Day } \\ & \text { SU } \end{aligned}$ |  <br> Fatal |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c} \text { From Dist } \\ 273.5 \end{array}$ | $\left\lvert\, \begin{gathered} \text { FIMi } \\ \mathrm{F} \end{gathered}\right.$ | $\begin{gathered} \text { From Dir } \\ \mathrm{E} \end{gathered}$ | $\begin{aligned} & \text { O FROM } \\ & \mathrm{O}_{\text {AT }} \end{aligned}$ | ${ }^{\text {a }}$ Diir Pfx | $\begin{aligned} & \text { Reference or At Road Name } \\ & 1070 \end{aligned}$ | Road Type TPKE | Dir Sfx | SpdLmt | Date Notified (mm/ddyyyy) 01/02/2010 | $\begin{aligned} & \text { Time Notif } \\ & 05: 09 \end{aligned}$ | $\begin{aligned} & \text { Day } \\ & \text { SU } \end{aligned}$ | $\begin{aligned} & \text { Injury } \\ & \text { PDO }>=\$ \end{aligned}$ | $000$ |
| Narative: Describe each traffic unit's pre-crash movement and direction of travel |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { Date Arived (mm/dd/yyyy) } \\ & 01 / 02 / 2010 \end{aligned}$ | $\begin{aligned} & \text { Time Ariv. } \\ & 05: 11 \end{aligned}$ | $\begin{gathered} \text { Day } \\ \text { SU } \end{gathered}$ | $\square$ Private | Property |
| V1 MOVING EAST ON REST AREA TRAFFICWAY RAMP REAR-ENDED V2 THAT WAS SLOWING FOR OTHER TRAFFIC |  |  |  |  |  |  |  |  | Latitude (AOD) | 00 | wo | One type | AT |

- For rest areas, the Distance, Unit of Measure, and Direction from an At Road reference are required for entrance / exit ramps. Measure from the entry or exit point (gore area) to or from the adjacent roadway. If the accident occurs in a trafficway, an aisle, undefined area of the rest area lot, or a location where an At Road measurement does not make sense, the At Road measurement is optional. In these cases, select the AT choice. Be sure to show location in the diagram.
- Special Data: Indicate the rest area name (e.g. Lawrence RA, Matfield Green RA, etc.) on the back of the 850A SPECIAL DATA form in Special Data as well as the narrative E TOPEKA REST AREA and/or diagram.

Public parks: If the road is NOT named, record "Park" for the On Road Name. Use RD (Road) for the Road Type. List the park name in the Special Data field. If the park road is named, record it.

ROAD TYPE ...is mandatory except for Parking lot aisles, undefined areas, and private property. Be careful to use the right code. Code the Road Type for both the On Road and At Road fields according to how the road name is signed. Do not use 'RD' for every "Road." Use 'AVE', 'BLVD', 'DR', ‘ST', etc. as they apply. If the road is a Kansas, US, or Interstate highway, the Road Type will be HWY (regular highway; no access control), EXPY (Expressway; partial access control), FWY (Freeway; full access control), TPKE (Turnpike), or RAMP. For an Alley, use WAY. For a Parking lot trafficway, TRFY. If in a parking lot and not in a TRFY, leave the road type blank. If the On Road Name reflects "Unknown" or "Noname," record RD for the Road Type.


SIDE NOTE: Access Control is "engineer speak" for limiting (or not) one's ability to access another roadway. The following values apply to Interstate, US, and Kansas routes only.

HWY - No Access Control: Route has many "at-grade" (same plane) intersections and driveway entrances and no interchanges (no grade separation; no elevated ramps or bridges at junctions)

EXPY - Partial Access Control: Some access restriction for intersections / entrances. Normally routes with a mixture of interchanges (grade separation; ramps \& bridges) and "at-grade" intersections. Access Control map: http://ksdot.maps.arcgis.com/home.
FWY - Full Access Control: Normally divided routes with 4 or more lanes with only interchange junctions like Interstate highways.
TPKE - Full Access Control: Used for the Kansas Turnpike only (Same configuration as FWY)
DIR SFX Direction Suffix is to be used to identify the On Road Name as distinct within a city or county. Example: To distinguish Adams Road E from Adams Road W...The same would apply to Reference Road Name. Valid codes are: 'N', 'S', 'E', 'W', 'NE', 'NW', 'SE', 'SW', and 'U'.

ON ROAD SPEED LIMIT Enter the Speed Limit posted for the ON road. If not posted, enter the speed limit established for that type of road or street by statute or regulation. (the At Road Speed Limit is only required if the accident location is related to an intersection). If the trafficway is not signed and does not have an expected default speed limit, leave the speed limit field blank. Do not record the traveling speed of the vehicle here.

DATE OF ACCIDENT Code the date of the accident (mm/dd/yyyy); if unknown, code '99/99/yyyy' (the Year must be included for this field).

DATE NOTIFIED code the date when law enforcement was notified of the accident (mm/dd/yyyy).

DATE ARRIVED code the date when the reporting agency arrived on the scene of the accident ( $\mathrm{mm} / \mathrm{dd} / \mathrm{yy} y \mathrm{y}$ ). If not applicable, leave blank.

TIME OCCURRED, TIME NOTIFIED, TIME ARRIVED: Code appropriate times for the accident occurrence, when law enforcement was notified, and the arrival time at the scene of the accident. These must be coded in "military time". If unknown, leave blank. If submitting electronic accident reports, code '9999'. Do not use '0000' for midnight; use '1159' or '0001'.

DAY Code the day of week using the first two letters of that day ('SU', 'MO', 'TU', 'WE', 'TH', 'FR', 'SA'). Note: The distinction of different days helps eliminate confusion surrounding the timing of events (like nighttime accidents before midnight and Notification and/or Arrival are the next day).


FROM DISTANCE If the accident first harmful event occurs in the driving lanes within the intersection boundaries ("inside the box", Accident Location=‘12'), leave the From Dist, Ft/Mi, and From Dir fields blank and mark the AT circle. If the Accident Location is not a ' 12 ', measure and record the distance from the nearest named reference road, and mark the FROM option. Do not measure from alleys and private/business driveways. If the distance is greater than 999 feet, Miles should be used instead (e.g. 1,000 ft/5,280 ft per mile $=0.189$ miles). For highways without close intersecting roads, it is acceptable to use a milepost reference to the tenth of a mile (190.2). The measured distance is associated with the next two fields: the Unit of Measurement ( $\mathrm{Ft} / \mathrm{Mi}$ ) and From Direction. If the distance, UOM, \& Direction are unknown and cannot be assessed, record zero, ' $\mathbf{U}$ ', ‘ $\mathbf{U}$ '.

FT/MI (Unit Of Measurement - ' $F$ ', ' $M$ ') It is preferred that the officer record feet for distances of less than 0.10 mile ( 528 ft ) measured from the Reference Road. "Paces" and "Blocks" are NOT acceptable units of measurement.

FROM DIR Using the chosen Reference Road, identify which direction LEADS TO the accident first harmful event. In other words, the actual direction from the reference road and not based upon route inventory direction. Valid codes are: ' N ', ' S ', 'E', 'W', 'NE', 'NW', 'SE', 'SW', and 'U’.

## Example near an intersection:

The $\sum_{\mathrm{sm}_{n}}^{\mu}$ (area of impact) is on $5^{\text {th }}$ Ave., 30 feet West of Elm Street.
FROM Mark the "FROM" option when NOT inside intersection or interchange boundaries. This requires measurements and a direction from a signed Reference Road that point toward the accident location (Area of impact).

AT The "AT" option can only be marked when the $1^{\text {st }}$ harmful event occurs in the roadway driving lanes within intersection boundaries (Accident Location=12), certain areas of an interchange ( $\mathrm{AL}=15$ ), on an intersection crossover ( $\mathrm{AL}=16$ ), at a toll booth ( $\mathrm{AL}=17$ ), or in non-trafficway parking lot/rest area situations (AL=23). The 'Distance', 'Ft/Mi', and 'Dir' is typically blank for these locations. (See diagram on page 23)

DIR PFX (Direction Prefix) Use to identify the AT Road Name as distinct from another road with the same name: example $-\mathbf{N} 39^{\text {th }}$ St to distinguish from $\mathbf{S} 39^{\text {th }}$ St in Shawnee County. If one only records $39^{\text {th }} \mathrm{ST}$, the reader cannot discern which $39^{\text {th }}$ street is referenced.

REFERENCE (AT) ROAD NAME The best reference road choice is the nearest cross road/street (that has a road/street name). The purpose is to identify where an accident occurs related to the On Road. This field can only be blank for private property accidents or highway accidents where no reasonable crossroad is available and a milepost is recorded to the nearest tenth of a mile.

IMPORTANT: When referencing a road that has two junctions with the On Road within a county or city, be sure to indicate which junction using NJCT (North Junction), WJCT, etc. (1070 \& K004WJCT or K004EJCT)

| Example: | Meriden EJCT -> <br>  <br>  <br> <- Meriden WJCT$46^{\text {th } \mathrm{St}}$Since there are two Meriden Rd <br> junctions with $46^{\text {th }}$ Street in Shawnee <br> County, record Meriden WJCT or EJCT <br> in the AT Road Name field <br> (MeridenWJCT, MeridenEJCT). |
| :---: | :---: |

ROAD TYPE This applies to both On Road and Reference Road. (See page 17 for codes)
DIR SFX Direction Suffix is to be used to identify the AT Road Name as distinct within a city or county: Example: to distinguish Adams Road E from Adams Road W. The same would apply to On Road Name.

REFERENCE (AT) ROAD SPEED LIMIT Enter the posted speed limit for this road if the Accident Location code equals ' 12 ' or ' 13 '. Otherwise this field is optional. If not known, enter the speed limit established for that type of road or street by statute or regulation.

850A NARRATIVE (Action \& Direction of Units)...is required for every accident. Describe concisely what happened. Sample narrative: "V1 was EB on State St.; V2 was WB on State St. turning south on $17^{\text {th }}$ St.; V2 failed to yield to V1 and struck V1." A more detail description along with other documentation should be recorded on the Narrative form (851).

LATITUDE / LONGITUDE Record the location of the "First Harmful Event". Capturing such these days is easy using devices like smart phones (apps) to determine the latitude and longitude at the crash location. Another option is to use map tools such as Google Earth on a computer by showing the satellite
 view, zooming in on the crash location, and choosing a map feature to capture the latitude/longitude values. These values must be recorded in decimal degrees to the $5^{\text {th }}$ decimal place (not hours $/ \mathrm{min} / \mathrm{sec}$ ) using a geographic North direction (not magnetic). The accuracy of the GPS unit should be within approximately 10 ft ( 3 Meters). The Kansas latitude range is between 36.00000 to 40.50000 ; longitude is between negative (minus) -94.00000 to -102.50000 .

PHOTOS BY Record who took (or owns) the photos of the accident scene, damaged vehicles, or injured persons. Photography is an indispensable means of recording certain kinds of traffic crash information and a useful supplement to the traffic crash report and diagram. See Accident Photography (pages 82-85).

OBJECT DAMAGED AND NATURE OF DAMAGE Describe significant, non-vehicular property that is damaged as a result of the accident. If the damage is to KDOT property (owned by KDOT), check the "KDOT?" box. Remember, the Kansas Turnpike property is NOT KDOT property. Also specify the type of damage: e.g., broken, bent, crushed, burned. If more than two "objects" are damaged, the remainder can be noted on the narrative form (851). Further, please list KDOT property damage on the 850A in these cases.

## Object Inclusions:

- Pedal cycles (device not person)
- Buildings
- Vegetation
- Domestic animals
- Bridge rail, pier, etc
- Guardrail
- Fence
- Road sign, post
- Utility fixtures

Exclusions (do NOT list the following):

- Motor vehicles
- Objects carried inside involved vehicles
- Intangibles such as "psychological"
- Wild animals.

OBJECT OWNER Enter the name, address, phone number of the owner of the damaged property. If the owner is KDOT, please mark the KDOT? Box, record the object, and record "KDOT" in the Owner Last Name field...the phone and address are not necessary in these cases.

WORK ZONE TYPE Mark the appropriate option for both the ON (O) Road option for each accident. Only mark the AT (A) option if the At Road has a work zone, and the Accident Location is '12', '13', or '15'. If it is a KDOT Construction Zone (01) or Maintenance Zone (02) involving a State, US, or Interstate Highway, mark the "KDOT?" box. If the accident occurs in a construction zone detour using other established roadways, code 00 - None apply. If the detour is within the work zone area, code 01, 02, or 03. If signed, code work zone regardless of work taking place at the time of the accident.

WORK ZONE CATEGORY ...is mandatory for each On Road work zone. Do not record for At Road work zones. Established construction zones normally involve lane closures, lane shifts or crossovers. Whereas, maintenance or utility zones tend to have intermittent or moving vehicle situations. Mark the code that best applies to the Work Zone area regardless of work in progress at the time. All require and are defined by some type of signing and/or traffic control. If signing and/or traffic control are not present, it is not considered a work zone.

WORK ZONE LOCATION (AOI) ...is mandatory for each On Road work zone. If the accident occurred in a work zone, mark the applicable option. If unknown, code '99'.

Before 1st Warning Sign (01) ...if the accident occurs inside the construction zone beginning and ending signs and prior to the advanced warning sign area, use ' 01 '.

Advanced Warning Area (02) ...tells traffic what to expect ahead in the Work Zone.

## Transition Area (03)

...moves traffic out of its normal path.

## Activity Area (04)

...is where the actual roadway work occurs.

## Termination Area (05)

```
-LOCATIONIN WORK ZONE (AOI)
    0 1 \text { Before first warning sign}
    02 Advance warning area
    03 Transition area
    0 4 \text { Activity area}
    05 Termination area 99 Unknown
```

...lets traffic resume normal operations and prior to the end of work zone sign.

## See Diagram on the next page...

## Diagram of a Work Zone Areas



Legend:
Direction of travel
Source: FHWA

[^0]ACCIDENT LOCATION The Accident Location identifies where the "First Harmful Event" ( $1^{\text {st }} \mathrm{AOI}$ ) occurred and NOT where the unstabilized situation began. It should be noted that this field is one of the most miscoded on the form, and at the same time, one of the more important fields. Diagrams have been added to improve understanding. A few special situations regarding accident location are shown below for both "ON" Roadway, and "OFF" Roadway locations.

## ON ROADWAY CODES (AOI in the driving lanes)

Remember the coding of "On Roadway - Accident Location" is based upon the $1^{\text {st }}$ harmful event occurring within the driving lanes (where traffic is intended to travel). This applies to codes '11'-‘17'.

## CODE '11' (1st harm occurs in driving lanes)

Non-intersection accidents do NOT take place at or related to an intersection, interchange area, toll plaza, driveway or parking lot access,

ACC. LOCATION (of 1st Harmful Event) or on a crossover.

Note: Code '11' does include accidents in or at alleys or at railroad crossings as well as on-street parking locations. If at or near an alley, do not record the alley as the reference (AT) road, but rather record the nearest named roadway.

## CODE '12' (1st harm occurs in driving lanes)

First Harm occurs inside the intersection boundaries of two public roadways. We refer to it as "inside the box" (or circle) of the intersection. Be sure to code the corresponding "Intersection Type". Recording associated At Road field data are mandatory: Speed limit, Work Zone, Surface Type \& Condition, Number of lanes, etc. This code does not apply to accidents at parking lot or driveway accesses such as mall or shopping center entrances, alleys, or private driveways (see Code ' 14 '). Exception: If the Mall or other business has a named street(s) intersecting with another adjacent named street, it would be treated as an intersection.

## CODE '13' (1st harm occurs in driving lanes)

Intersection-Related requires a judgment call about the effects of intersections and their traffic controls upon traffic and accident causation. If the accident is deemed to occur as a result of traffic slowing or backing up from an intersection (any distance), code the location as '13' (IntersectionRelated). Be sure to code the corresponding "Intersection Type". Recording associated At Road field data are optional: Speed limit, Work Zone, Surface Type \& Condition, No. of lanes, etc.

## CODE '14' (1st harm occurs in driving lanes)

Use code '14' (Parking Lot/Private Driveway Access) for accidents that occur at or related to the intersection of a roadway and a driveway (e.g. private or public driveway entrance). Do NOT code these accidents as '12' or '13' unless the accident is a result of the intersection traffic verses driveway related. If the parking lot access road is not a named street, it is a code ' 14 ' regardless of whether it has traffic control devices or not. Remember that a trafficway extends from property line to property line, so accidents that occur at the end of a driveway and within the right-of-way of the street are coded as '14' and state-reportable (this includes where a sidewalk crosses a driveway). Indications of right-of-way lines: power poles, fences, mowing lines, etc.

Exception: If an accident occurs at a driveway/parking lot entrance intersecting a named street, and opposite the driveway/parking lot entrance there is a named street, the location is to be coded a '12' (intersection) or '13'.

See the diagram on the following page for examples of codes ' 12 ', ' 13 ', and ' 14 '.


CODE '15' (1st harm occurs in driving lanes of interchange roadway, ramp. or intersection) Interchange Area coding is for accidents that happen within the boundary area of an interchange. An interchange can include junctions of two highways or a highway and a local street/road or two local streets. Code ' 15 ' would NOT include "Same Grade" intersections/junctions where two road surfaces meet each other normally without ramps and bridges. An "interchange" will have grade separation where one road goes over or under another and have exit and entrance ramps.

Code '15' for any accident where the "First Harmful Event" occurs on the roadway...

1) Going over or under the main roadway within the interchange boundaries
2) On an interchange ramp
3) On an acceleration/deceleration lane
4) At the ramp terminals

The only exception is at toll plazas which are a part of an interchange...record code 17.

The Interchange diagram below indicates that accidents occurring at the junction of a ramp and a city street should be coded as Accident Location '15' (interchange), not ' 12 ' (for example, AOI on Kansas Ave. at the U054 EB Exit Ramp). Please notice the text box concerning "Maple St" and it's junction with "Kansas Ave." Any accidents that happen on any of the "on" or "off/exit" ramps should be coded as Accident Location '15' (interchange). In addition, accidents occurring (in this diagram example) on U054, either EB or WB where the AOI falls between the ramp junctions on U054 should be coded a location of '15' (e.g. underneath the Kansas Ave. bridge). Please record At Road field data for accidents in interchange intersections.

Accidents with a AOI on the Kansas Ave bridge over U054, or a AOI with a guardrail on either end of the bridge in this example, should be coded a location of ' 15 ' (interchange) while making sure you code a "Road Special Feature" of '01' (bridge). Accidents occurring at the center of the interchange or within the intersection boundaries of a ramp terminal and cross street may be recorded using the AT circle with no distance, unit of measure, and direction. Be sure to specify RAMP in the Road Type Field and the bound direction in the 850A narrative field (U054 WB Ramp...etc).

All accidents occurring within interchange boundaries should have a "Road Special Feature" of '05' coded.


The following "Diamond" interchange diagram shows an outline to indicate that any accident occurring within the outline rectangle should be coded as an interchange accident. This is just a simple type of interchange, and the same coding principle applies to all types of interchanges.


Note: code "Road Special Features" as an "05" (Interchange);
however, code an "06" (Ramp) only if the AOI is on the ramp which begins and ends at the gore area. Acceleration and deceleration lanes are NOT considered a "ramp".

## IMPORTANT INTERCHANGE/RAMP NOTES

There are three scenarios for coding interchanges:

1. Junction of a city street or county road with a state (K), US, or Interstate highway (see previous page)
a. All ramps are coded to the highway name, not the local road.
2. Interchange of two highways with no "riding route" (see definitions, page 83)
a. 1070 junctions with U083
i. The ramps exiting from 1070 are coded to 1070
ii. The ramps exiting from U083 are coded to U083
b. The rule: "You are not ON the connecting route until you fully leave the previous route."
3. Interchange of two highways where one is a "riding route" (see definitions, page 78)
a. U075 rides on 1070 between the West junction (WJCT) and East junction (EJCT) in SN county.
i. At the EJCT "gore" area, NB U075 leaves EB IO70
ii. The ramp exiting from 1070 in this case is coded to U075
b. The rule: "When riding (U075) on a higher classed route (IO70) and then exiting from that route, the ramp is coded to the route that it is leaving (U075) beginning at the gore area, because it is not riding on the carrying route (I070) any longer...."

Measuring Interchanges: For ramps, measure from the gore area or from the ramp-cross street connection point staying on (along) the ramp. If measuring from the gore area, the On Road and At Road Names can be the same, but the Road Type is different (see example below). It is crucial that a route milepost be recorded in these situations, else the reader cannot locate which interchange. Be sure to reference which ramp (NB, SB, EB, WB) in the 850A short narrative to further clarify the location.

| $\begin{aligned} & \text { Milepost } \\ & 1.3 \end{aligned}$ |  | Block No |  | Dir Pfx | On Road Name 1135 | Road Type RAMP | Dir Sfx |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|l\|} \hline \text { From Dist } \\ 120 \end{array}$ | $\mathrm{Ft} / \mathrm{Mi}$ F | $\begin{array}{\|c\|} \hline \text { From Dir } \\ \text { NE } \end{array}$ | O FROM O AT | Dir Pfx | Reference or At Road Name 1135 | Road Type FWY | Dir Sfx |

## If measuring from the crossroad \& ramp connection area, the On Road and At Road Names will be different.

| $\begin{aligned} & \text { Milepost } \\ & 8.5 \end{aligned}$ |  | Block No |  | Dir Pfx | On Road Name 1135 | Road Type RAMP | Dir Sfx |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| From Dist 45 | $\mathrm{Ft} / \mathrm{Mi}$ <br> F | $\begin{gathered} \text { From Dir } \\ S \\ \hline \end{gathered}$ | $\begin{aligned} & \text { O FROM } \\ & \text { O AT } \end{aligned}$ | M $\begin{gathered}\text { Dir Pfx } \\ \text { E }\end{gathered}$ | $\begin{aligned} & \text { Reference or At Road Name } \\ & 13 \mathrm{TH} \\ & \hline \end{aligned}$ | Road Type ST | Dir Sfx N |

If the accident does not occur on a ramp at an interchange, code the On Road and At Road as normal.

| $8 .{ }^{\text {Milepost }}$ |  | Block No |  | Dir Pfx | On Road Name I135 | Road Type FWY | Dir Sfx |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|l} \text { From Dist } \\ 200 \end{array}$ | $\mathrm{Ft} / \mathrm{Mi}$ <br> F | $\left\lvert\, \begin{gathered} \text { From Dir } \\ \mathrm{S} \end{gathered}\right.$ | $\begin{aligned} & \text { O FROM } \\ & \text { O AT } \end{aligned}$ | Dir Pfx <br> E | $\begin{aligned} & \text { Reference or At Road Name } \\ & \text { 13TH } \end{aligned}$ | $\begin{array}{\|c} \hline \text { Road Type } \\ \text { ST } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Dir Sfx } \\ \mathrm{N} \end{array}$ |

OR

| Milepost |  | Block No |  | $\begin{gathered} \hline \text { Dir Pfx } \\ E \end{gathered}$ | $\begin{array}{\|l} \hline \text { On Road Name } \\ \text { 13TH } \end{array}$ | Road Type ST | $\begin{array}{\|c\|} \hline \text { Dir Sfx } \\ \mathrm{N} \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|l} \hline \text { From Dist } \\ 60 \end{array}$ | $\begin{gathered} \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { From Dir } \\ E \end{array}$ | $\begin{aligned} & \text { O FROM } \\ & \text { O AT } \end{aligned}$ | M ${ }^{\text {Dir Pfx }}$ | $\begin{aligned} & \text { Reference or At Road Name } \\ & \text { I135 } \end{aligned}$ | Road Type FWY | Dir Sfx |

If the accident occurs in the center of the interchange, code the On Road and At Road as normal and mark the AT circle.

## CODE '16' (1st harm occurs on or related to a designed median crossover)

A Crossover is an intended land way or paved section between two sections of divided roadway. These are often coded incorrectly. Example: a roadway that passes over another roadway is not a Crossover location. Use this code for accidents involving traffic units entering, within, or leaving a crossover at the time of the First Harmful Event. For further help, see Examples 7A and 7B in the back of this manual.


## CODE '17' (1st harm occurs at or related to a Toll Plaza)

Code "Toll Plaza" when the AOI is either at or related to a Toll Plaza on the Kansas Turnpike. Use this code for accidents where traffic is backed up from or collisions with the Toll Booth structure or barriers. This includes toll plazas that are a part of an interchange. Record 17 - Toll Plaza in these cases.

## OFF ROADWAY CODES (FHE-AOI outside the driving lanes)

CODE '20' (1st harm occurs on designed road shoulder)
Use code '20' (shoulder) when the AOI occurs within the shoulder area of a road. If V1 strikes V2 when both vehicles are on the shoulder, use code ' 20 '. If V 1 is in the driving lanes and V2 is on the shoulder and D2 opens their door causing V1 to strike V2, it should be coded as an '11'.

A road shoulder normally consists of a paved or turf slope extending from the edge of the driving lanes one to 10 feet. See the road cross section below which is a basic example showing 10 foot shoulders. Notice the shoulder is defined by two break points: 1) the edge of the pavement and 2) the fore slope break. For roads that do NOT have a defined shoulder, do not use code

OFF ROADWAY:

- 20 Shoulder
- 21 Roadside (not shoulder)
- 22 Median
- 23 Parking lot or Rest area

O 88 Other:

- 99 Unknown '20'.


CODE '21' (1st harm occurs beyond the roadway and shoulder and within the right-of-way) Use code '21' (Roadside) where the First Harmful Event occurs off the road (outside driving lanes and shoulder). This would include from the edge of the road (and shoulder, if present) to the edge of the trafficway right-of-way delineation (fence, poles, sidewalk, etc). See diagram on page 6.

CODE '22' (1st harm occurs in the roadway median)
Use code '22' (Median) for accidents where the AOI occurs in the median between divided roadway sections. (does not include crossover areas: code '16'). It DOES include collisions with a concrete barrier between the divided roadway and collisions within a "painted" median between divided roadways.

CODE '23' (1st harm occurs in a parking lot or rest area)
Use code '23' for accidents occurring in a parking lot, rest area, or service area. Accidents occurring in the driveway entrance within the road right-of-way are coded as a '14,' and those occurring where there is street parking are coded as an '11.' (See pages 15-16)

CODE '88' (1st harm occurs outside of the trafficway boundaries)
This code reflects accidents "Off Roadway" and outside of the trafficway right-of-way. This includes yards, houses, fields, etc. It should not be used for accidents occurring at a Turnpike Toll Booth since this is an "On Roadway" accident. There is a specific Accident Location code for Toll Plaza accidents (17).

CODE '99' "unknown" if the Accident Location is truly unknown.
INTERSECTION TYPES If the Accident Location reflects '12' (Intersection), '13' (Intersection-related), or '15' (Interchange), mark the option that best applies. If the accident occurs in or related to a Roundabout (06) within a part of an interchange, record Roundabout (06). Roundabout takes priority over other Intersection Type codes.

FOUR (01) OR FIVE-WAY (02) These intersections have four or five "legs" that connect to them.
' $T$ ' (03) OR ' $Y$ ' (04) INTERSECTIONS Two or three routes join at a fork in the road reflecting either a ' $Y$ ' or ' $T$ ' configuration.

## +INTERSECTION TYPE

- 01 Four-way intersection
- 02 Five-way or more
- 03 T -intersection
- 04 Y - intersection
- 05 L -intersection
- 06 Roundabout (See Manual - 07 Traffic Circle for Definitions)
- 08 Part of an interchange
- 99 Unknown
'L' (05) INTERSECTION Use this code where two streets terminate at the same point. The transition point can be on a curve. Example below: SW Hodges Rd terminates at the same point where SW $29^{\text {th }}$ ST terminates.


ROUNDABOUTS (06) If the First Harmful Event occurs in the center obstruction of the roundabout, code the Accident Location as ' 88 '- roundabout. If the FHE occurs on the roadway within the boundaries of the roundabout (circle), the Accident Location can equal ' 12 '-Intersection or ' 15 '-Interchange Area. If the accident is related to the roundabout (e.g. traffic congestion) and not a part of an interchange, code ' 13 '-Intersection-related.
Typical elements that constitute a roundabout are: (also see diagram example 22)

- Yielded entry - cars entering must wait for a gap in the circulating traffic before entering
- Roundabout Islands separate the entry from the circular roadway and direct traffic to the right.
- Designated crossing area for pedestrians
- Designed to be driven at speeds of $\mathbf{1 5 - 2 0}$ miles per hour
- Single or multiple lanes
- Sometimes an inside "apron" is present for large vehicle use

TRAFFIC CIRCLES (07) are generally smaller with a single lane and do NOT have islands and marked yielded entrances or designated speed limits and pedestrian crossings. (see Example 22)

PART OF INTERCHANGE (08) Mark for any accident occurring within interchange boundaries with the exception of where the accident occurs at or near the intersection of a ramp and a Roundabout (06), record Roundabout. (See interchange information on pages 23-26 \& Example 22)

## ACCIDENT CLASSES (FIRST/MOST HARMFUL EVENT)

Mark the Accident Classification code for the "1st Harmful Event" AND the "Most Harmful Event". The First Harmful Event (FHE) is specific and clearly discernible, whereas the Most Harmful Event (MHE) (See page 33) can be open to debate. Therefore, the official classification procedure uses the First Harmful Event, and it is the consistency of states following this data-coding standard that enables national statistics to be developed and used for meaningful analysis. Both are required for every statereportable accident in the Accident Class area.

Note: The Accident Location is based on the FHE not where the unstabilized situation begins. This is important to remember when an accident occurs at or near an intersection, at county lines, or where two city limits connect.


## Example:

If the unstabilized situation begins in Ford County, but the FHE occurs in Kiowa County, the accident County field should indicate KW for Kiowa County. To complicate matters, there may be violations attributed to Ford County. From a state perspective, it matters not who works the accident...either the Kiowa County Sheriff or another agency. What is most important is that the victims are tended to properly and the documentation is accurate and complete.

All Accident Class codes are based upon the First or Most Harmful Events (FHE) occurring on a public trafficway or as a result of unstable events beginning on a trafficway.

NOTE: The Collision with Other Vehicle (CWOV) and Fixed Object Type (FO) coding must directly correspond with the Accident Class (AC) coding for the First (FHE) and Most Harmful Events (MHE). Examples: If AC-FHE = 03, CWOV FHE cannot be blank. If AC-MHE $=08, \mathrm{FO} \mathrm{MHE}$ cannot be blank.

| **FIXED OBJECT TYPE <br> (mark 1 box per side if applicable) |  |
| :---: | :---: |
| Harmful Event Most HarmfulEvent |  |
| - 01 Bridge structure | $\bigcirc$ |
| - 02 Bridge rail | $\varnothing$ |
| - 03 Crash cush./Impact attenuator | $\bigcirc$ |
| - 04 Divider, median barrier | $\bigcirc$ |
| - 05 Overhead sign support | $\bigcirc$ |
| - 06 Utility devices: pole,meter,etc | $\bigcirc$ |
| - 07 Other post or pole | $\bigcirc$ |
| - 08 Building | $\bigcirc$ |
| O 09 Guardrail | $\bigcirc$ |
| - 10 Sign post | $\bigcirc$ |
| - 11 Culvert | 0 |
| - 12 Curb | 0 |
| - 13 Fence/Gate | $\bigcirc$ |
| O 14 Hydrant | $\bigcirc$ |
| O 15 Barricade | $\bigcirc$ |
| - 16 Mailbox | $\bigcirc$ |
| O 17 Ditch | $\bigcirc$ |
| O 18 Embankment | $\bigcirc$ |
| - 19 Wall | $\bigcirc$ |
| - 20 Tree | $\bigcirc$ |
| - 21 RRXING fixtures | 0 |
| O 88 Other: | $\bigcirc$ |
| O 99 Unknown | $\bigcirc$ |



| $*$ COLLISION WITH VEHICLE <br> (mark 1 box per side if applicable) |  |  |
| :--- | :--- | :--- |
| $\mathbf{1}^{\text {st }}$ Harmful Event | Most Harmful Event |  |
| 0 | 01 Head on | 0 |
| $\varnothing$ | 02 Rear end | 0 |
| 0 | 03 Angle - side impact | 0 |
| 0 | 04 Sideswipe: opposite direction | 0 |
| 0 | 05 Sideswipe: Same direction | 0 |
| 0 | 06 Backed into | 0 |
| 0 | 88 Other: | 0 |
| $\circ$ | 99 Unknown | 0 |

The following are brief explanations of Accident Class coding for First Harmful and Most Harmful Events.

## NON-COLLISION

## 00 Other Non-collision

- All other non-collision events including:
- Fire starting in motor vehicle intransport
- Explosion
- Gas Inhalation (e.g., carbon monoxide)
- Jackknife
- Injury from a fall or jump from vehicle; exceptions are someone "being pushed" (intentional) from a vehicle or someone attempting suicide
- Object in or thrown against vehicle except deliberate intent
- Injury or damage from breakage of any vehicle part (example: drive shaft, tire blowout) resulting in an accident
- A moving part of vehicle (example: wheel comes off)
- A object falling on vehicle except from a cataclysm (example: vehicle hits
power pole, then pole falls upon a different vehicle)
- A vehicle's load shifting or falling causing damage load or to carrying vehicle
- Toxic or corrosive chemicals leaking out of vehicle
- Motionless debris set in motion by another vehicle such as gravel, ice/slush/snow
- Striking holes or bumps
- Driving into water, without overturning


## - 01 Overturn / Rollover

- Involves a motor vehicle overturning at least a $1 / 4$ turn. This includes motorcycles only where injury and/or damage result.


## COLLISION WITH...

Pedestrian ('02') An accident in which the event is the collision of a pedestrian and at least one vehicle in-transport. Inclusions: a person on foot or on a non-motorized conveyance such as skateboard, skates, sled, or scooter, not including a pedal cycle (see '06-pedal cycle' ). Further, it does include a person attempting to enter into a motor vehicle but is not fully in the vehicle.

Motor Vehicle In-Transport ('03') A collision where the First Harmful Event involves at least two motor vehicles in-transport (mechanically or electrically powered). Keep in mind that illegally parked vehicles, including disabled vehicles in the roadway, are considered "in-transport." This does NOT include collisions with legally parked vehicles or "person conveyance."

Inclusions:

- Car, Pickup, SUV
- Truck
- Bus
- Working vehicles
- Etc


## Exclusions:

- Electric wheelchairs
- Motorized skateboards or sidewalk scooters (not registered or tagged)
- Animal conveyance
- Etc

Note: It is common to have an '03' Accident Class and Collision with Other Motor Vehicle (CWOV) =‘88' where an object in motion originating from one vehicle hits another vehicle (renegade tire, gravel or rock from a dump truck, etc.).

## Basic Sample Diagrams for CWOV:

01 Head on

88 Other: Do not code 88 for 'T-Bone’; code 03 angle instead. Some uses for 88 are found in 'Unusual Accident Coding Situations' (pages 93-96).

Vehicle Not In-Transport (04): A collision where the First Harmful Event involves one motor vehicle in-transport and a legally parked vehicle.

Railway Train (05): A collision where the First Harmful Event involves a motor vehicle intransport and a railway train...includes a truck with rail wheels while on the tracks.

Pedal Cycle (06): A collision accident in which the First Harmful Event is the collision of a pedal cyclist and a motor vehicle in-transport. Although bicycles are the most common pedal cycles, the category includes tricycles, unicycles and pedal cars. This category does not include sidewalk scooters or non-motorized wheelchairs

Animal (07): The collision with a live wild or domestic animal (other than an animal powering another road vehicle) and a vehicle in-transport. If the animal is deceased, code 09 - Other Object. If uncertain, code 07. If submitting reports electronically, the software will need to pass the code and not the description in the data. However, the description can be used for a dropdown list and should be what is visible on the printed form.

## Codes

01 - Deer
02 - Other wild animal: bobcat, coyote, antelope, elk, etc.
03 - Cow, steer, bull

04 - Other domestic animal: cat, dog, goat, llama, sheep, donkey, etc.
05 - Horse or mule
88 - Other
99 - Unknown

Use the code that best describes the fixed object struck only when the Accident Class is $1^{\text {st }}$ Harmful Event or Most Harmful Event = 08 (Collision with Fixed Object). The FO coding must directly correspond with the Accident Class coding 08 for the $1^{\text {st }}$ and Most Harmful Events.

Example: V1 was NB on Mosquito Rd when it struck a guardrail and went through ditch and struck tree

Sample coding: AC-FHE $=08$ AND AC-MHE $=08$; the CWOV-FHE $=09$ (guardrail) and MHE = 20 (tree)

Fixed Object ('08'): An accident in which the First Harmful Event is the striking of a fixed object by a vehicle in-transport. Fixed objects include the objects shown on the form such as guardrail, bridge railing or abutments, impact attenuators, trees, embedded rocks, utility poles, ditches, steep earth or rock slopes, culverts, fences and buildings. The key word is FIXED, implying immovable.

Other Object ('09'): Other Object collisions are not included in any other category of collision type. They include collisions with parts of a motor vehicle or its cargo which have come loose and are motionless in the roadway and collisions with dead bodies (animal or human).

## Examples:

1) Engine block in roadway
2) Deceased deer laying in the road
3) Furniture in the roadway
4) Deceased pedestrian laying in the road

## ACCIDENT CLASS MOST HARMFUL EVENT (MHE)

Accidents also must be classified according to the Most Harmful Event (MHE). Though the Most Harmful Event (MHE) can be open to debate, a determination is required. To the best of your ability, indicate the Accident Class MHE that best represents the evidence and witness information gathered. Generally speaking, personal injury should be weighed above property damage.

In many cases, the FHE and MHE will be the same.

## Examples:

V1 was NB on Main when EB V2 ran a red light striking V1 in the front and then V2 struck P3
Sample coding: $\mathrm{AC}-\mathrm{FHE}=03, \mathrm{AC}-\mathrm{MHE}=02$
V1 was WB on Spruce when EB V2 went left of center striking V1 head on
Sample coding: $\mathrm{AC}-\mathrm{FHE}=03, \mathrm{AC}-\mathrm{MHE}=03$
Note: for coding unique / strange accident situations, refer to 'Unusual Accident Coding Situations (see pages 93-96)

| ACCIDENT CLASS (mark 1 box per side) |  |
| :---: | :---: |
| Harmful Event Most Harmful Event. |  |
| - 00 Other non-collision | $\bigcirc$ |
| - 01 Overturned/Rollover | - |
| COLLISION WITH: |  |
| - 02 Pedestrian | $\sigma$ |
| - 03 Motor vehicle in-transport* | $\bigcirc$ |
| - 04 Motor veh. NOT in-transport | $\bigcirc$ |
| - 05 Railway train | $\bigcirc$ |
| - 06 Pedal cyclist | $\bigcirc$ |
| - 07 Animal Type: | $\bigcirc$ |
| - 08 Fixed object** | - |
| - 09 Other object: | $\bigcirc$ |
| - 99 Unknown | $\bigcirc$ |

LIGHT CONDITIONS Mark the option that best applies to the Light Conditions at the time of the accident.

ADVERSE WEATHER CONDITIONS Record the most appropriate code for the weather conditions at the time of the accident. Sun or sun glare, cloudy, hazy and breezy are NOT adverse weather conditions and should be coded as $00-\mathrm{No}$ Adverse Conditions (not 88 -Other). If the officer investigating the accident feels these were a factor, they should be recorded as contributing circumstances (see "environment" contributing circumstances on the back of the Accident Code Sheet (855) form).

Rain (01) includes drizzle, mist, sprinkles, and light rain. Use code '08' for freezing rain (rain which freezes on contact with the road surface or other objects). If a combination of conditions exist, some combinations are provided on the list of choices. Use the most appropriate code for the weather conditions at the time of the accident.

| ADVERSE WEATHER CONDITIONS <br> - 00 No adverse conditions <br> - 01 Rain, mist, drizzle <br> - 02 Sleet, hail <br> - 03 Snow <br> - 04 Fog <br> - 05 Smoke <br> - 06 Strong wind <br> - 07 Blowing dust, sand, etc. <br> - 08 Freezing rain, mist, drizzle <br> - 14 Rain \& fog <br> - 16 Rain \& wind 088 Other: <br> - 24 Sleet $\&$ fog <br> - 36 Snow \& wind 099 Unknown |
| :---: |
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|  |  | If none of these fit, use code ' 88 '.

Note: A "cataclysm" is considered to be a "violent disaster" of nature. Strong thunderstorm winds would not be considered "cataclysmic" unless the winds were above 73 mph and causing significant damage to stationary objects. But, an accident caused by strong winds less than 74 mph would be considered an "adverse" weather causation (code '06') and deemed a reportable accident. Further, cataclysm applies if the accident is the result of a flooding event (e.g. excessive rain). If events involve a cataclysm and a motor vehicle accident, they would not be considered a reportable accident (see page 5, bullet 4).

SURFACE TYPE Record the proper code reflecting the ON Road Surface Type. Mark the AT Road option only if the accident location is a ' 12 ', ' 13 ', or ' 15 '.

SURFACE CONDITION Record the proper code reflecting the ON Road Surface Condition at the time of the accident. Mark the AT Road option only if the accident location is a ' 12 ', ' 13 ', or ' 15 '.

Note: Wet ('02') includes "damp". "Glaze or frost" on the roadway is "Ice" ('04').
ROAD SPECIAL FEATURES Record up to three codes for special features at the accident AOI (not near or within sight of the accident location). If there is no Road Special Feature that applies, record ' 00 '.

BRIDGE (01) If an accident occurs on a bridge, or if contact is made with a bridge structure, bridge rail, or the guardrail adjoining the bridge, code ' 01 ' and record the posted bridge number if possible.

BRIDGE OVERHEAD (02) A non-railroad bridge running over the roadway where the accident occurs.

> | ROAD SPECIAL FEATURES (up to 3) |  |  |
| :--- | :--- | :--- |
| ㅁ | 00 None |  |
| ㅁ | 01 | Bridge |
| ㅁ | 02 Bridge Overhead |  |
| ㅁ | 03 Railroad Bridge |  |
| ㅁ | 04 RRXING |  |
| ㅁ | 05 Interchange |  |
| ㅁ | 06 Ramp |  |
| ㅁ | 99 | Unknown |

RAILROAD BRIDGE (03) This refers to a RR bridge over the roadway where the accident occurs.

RRXING (04) Record this code only if one or more of the following situations exist:

1. A motor vehicle collides with a train
2. A motor vehicle collides with a fixed object related to the crossing (examples: cross bucks, lights, gate, control box);
3. A traffic unit collides with another traffic unit (not a train) stopped at or slowing for the crossing, such as for passing of a train or for a fuel truck or bus stopping or slowing as required by law.
4. If a motor vehicle is damaged because of rough tracks
5. A motor vehicle loses control and crashes due to the crossing itself (because of rough tracks for example, a vehicle overturns).

Note: If possible, identify the crossing by obtaining the Federal Crossing Number from the cross bucks or on the metal box nearby if the crossing is signalized (lights, gate, etc). Code this Federal number on the line next to "04 RRXING".

INTERCHANGE (' 05 ') This code applies if the accident occurs within the boundaries of an interchange including all ramps and toll areas (see notes for Accident Location code '15' on pages 23-26).

RAMP (' 06 ') Use this code only if the AOI is actually on a ramp of an interchange or a rest area ramp. (see notes for Accident Location code '15' on pages 2326).

TRAFFIC CONTROLS (ON/AT) There must be at least one 'O' (On Road) recorded in the first box for every accident. In the box to the right, code the Type of Traffic Control device present (00-None, 02-Traffic Signal, 01-Flagger, etc). Finally, code 'OK' (functioning properly) or 'NF' (Not functioning properly) for each device.

Functioning "OK" indicates the Traffic Control (sign, signal, gate, pavement lines, etc.) are visible, not broken prior to the accident, and used according to their intended purpose. If the accident caused the device to not function properly, and the devise was "OK" prior to the accident occurrence, record OK.

Not functioning (NF) applies to signs that are knocked down before an accident occurs, lights that do not work properly, RRXING gates not working properly, center or edge lines that are not effectively visible, etc. "NF" does NOT apply to flashers not flashing as a part of their normal operation (like a school zone). Record 'A' (At Road) Traffic Control devices if the
 Accident Location is '12' and '13' or '15' if they apply. Code all traffic control devices present (up to five).

If a school zone sign ('11’) has a flasher attached, code ('04’) as well. If a warning sign ('10’) has a flasher attached, code '04' as well. If a portable message board is used for traffic control (like a warning message or arrow), it should be coded as a '10'. If the message board displays information such as "Don't Drink and Drive" or "Click it or ticket", etc, it would NOT be considered a Traffic Control device.

A basic diagram or unknown value is required for all accidents, and is especially important for fatality accidents. Indicate "Unknown" only if not enough information is known to reconstruct a basic scene. Draw a concise diagram of the roads and vehicles showing their names, and the movement(s) of vehicle(s).

This does not have to be a scaled drawing and should be completed whether vehicles were moved from the scene or not.

## BACK SIDE OF THE 850A

A basic diagram is required for all state reportable accidents showing movements, direction, and positions of all traffic units in relationship to the trafficway. Identify (label) the street(s) and traffic unit(s) along with the area of impact (AOI) where possible. Refer to vehicles and pedestrians by unique numbers assigned in this report.

Indicate North Direction


Arrows showing vehicle movements leading to the collision are sufficient. Examples: " $\rightarrow \leftarrow$ " indicates a head-on collision or " $\rightarrow$ - " shows a vehicle striking a pole (or another fixed object). Show location features like a creek or river, RR tracks etc. if possible.

Other suggested inclusions:

- Direction of units prior to and after impact, skid marks, etc.
- Location of signs, traffic controls, and reference points
- Location of other property hit or damaged (trees, signs, etc.)
- Location of temporary roadway conditions (construction or maintenance zone, etc.)
- Measurements to locate the accident relative to specific, fixed, and identifiable points

Note that there is a $\nrightarrow$ symbol located to the top right of the collision diagram. Please indicate the North ( $\mathbf{N}$ ) direction using this symbol. Note: Electronic diagrams may use a different north arrow orientation.

SPECIAL EVENT...can be used for tracking accidents at or related to an unusual or unique community event.

Examples: "Kansas State Fair" (RN Co.), "Kansas Speedway Races" (WY Co.), "Walnut Valley Music Festival" (CL Co.), "Verizon Theater Concert" (WY Co.), etc.

Note: To do research on this data field, consistency is very important in listing the event you would like to show in this box. If several accidents for instance, happen in conjunction with the Kansas State Fair, the law enforcement officers in Reno County should make sure they all list the "Special Event" in the same way. "Kansas State Fair" versus "KS State Fair" or whichever way is agreed upon. The main point here is to be consistent in the way the "Special Event" is spelled/listed.

SPECIAL DATA This box is for recording additional description of an accident location such as for a parking lot (Dillons, Walmart, etc) or a rest area description (Matfield Green, East Topeka, Lawrence, etc), or for any additional coding useful to accident reporting.

## T.O.C.

ROADWAY NUMBER OF LANES Check the appropriate circle for the "ON Road," and if the Accident Location is a " 12 " (intersection), also check the appropriate "AT Road" circle. This includes all roadway lanes (driving lanes), even when the roadway is divided by any type of median. Turn lanes are excluded. Note: Recording "At Road" data is useful for an Accident Location of " 13 " (intersection-related) and "15" (Interchange).

- If the location is under construction, code the number of lanes open to travel.
- If the accident occurs on an interchange ramp, record the

| ROADWAY <br> NUMBER OF LANES |
| :---: |
| $\underline{O / A}$ |
| - O 01 One |
| - o 02 Two |
| - O 03 Three |
| - 004 Four to Six |
| - 0505 Seven or more |
| - 088 Other: |
| - 099 Unknown | number of lanes for the ramp only.

- If the accident occurs on a gravel or other unmarked roadway that handles two-way traffic, record "02-Two"
- If the accident occurs in a parking lot trafficway, record the appropriate number. If in a parking lot aisle or unmarked lot area, record " 88 - Other."

|  | ROAD CHARACTER |
| :---: | :---: |
| O/A |  |
| $\bigcirc 0$ | 01 Straight \& Level |
| $\bigcirc$ | 02 Straight on grade/slope |
| $\bigcirc 0$ | 03 Straight on hillcrest |
| $\bigcirc$ | 04 Curved \& level |
| $\bigcirc$ | 05 Curved on grade/slope |
| $\bigcirc 0$ | 06 Curved on hillcrest |
| $\bigcirc$ | 88 Other: |
| $\bigcirc$ | 99 Unknown |

ROAD CHARACTER check the appropriate circle for the "ON Road," and if the accident location is a ' 12 ' (intersection), also check the appropriate "AT Road" circle. Note: Recording "At Road" data is useful for an Accident Location of "13" (intersection-related) and "15" (Interchange).

SPECIAL JURISDICTION Record the Special Jurisdiction in which the accident occurred. If there is no Special Jurisdiction applicable, code ' 00 '.

## TRAFFIC UNIT INFORMATION

## SPECIAL NOTES ON TRAFFIC UNITS

## Traffic Unit Inclusions:

- Mechanically or some electrically powered motor vehicles in-transport
- All pedestrian types
- Trains involved with a motor vehicle in-transport at public roadway crossings.


## Exclusions:

- The distinction of motor vehicles "in-transport" eliminates legally parked vehicles
- The term "in-transport" denotes the state or condition of a motor vehicle which is in motion, ready for motion, or illegally parked within the portion of a driving lane ordinarily used by similar transport vehicles.
- A traffic unit includes all parts of the traffic unit, including towed units or anything transported by the traffic unit. If parts of the traffic unit or its cargo become detached, it is still considered a part of the traffic unit until the parts or cargo come to rest (motionless).


## Vehicles "In-transport" Inclusions:

- Motor vehicle on a roadway (within driving lanes)
- Driverless motor vehicle in motion on the shoulder, roadside or median.
- Motionless or disabled motor vehicle abandoned in a roadway (driving lanes)
- Motor vehicle in motion outside the trafficway.
- A stopped 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.
- Working vehicles operating for their intended purpose: Paving machines, Snow Plows, etc.


## Examples:

- A driverless vehicle previously parked on the shoulder begins to roll forward because the parking brake was not set.
- A stopped vehicle partially on the shoulder with two tires on the roadway.
- A tractor trailer with its load hanging over the roadway edge line.
- A person deliberately driving an all-terrain vehicle (ATV) down a median or the roadside.
- A police vehicle patrolling or responding to an emergency.
- A police or emergency vehicle stopped on the roadway at the scene of an accident or 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.
- Taxies, limousines, or other passenger vehicles, with or without passengers while on the roadway or in-motion on a trafficway.
- A school bus stopped in a travel lane with signs and/or lights activated.
- A private citizen using his pickup truck or lawn tractor with a blade removing snow from the roadways in his neighborhood. (Not a official city, county, highway maintenance activity.)
- A farm tractor or combine moving from a storage facility to a field under its own power on the trafficway.
- A moving motor vehicle on a private driveway.
- A car pulling away from a gas pump in a gas station.
- An ATV driving on a recreational off-road trail inside or outside the trafficway.
- A 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 the time.


## Exclusions:

- Transport vehicle stopped off the roadway within the trafficway.
- Transport vehicle stopped in parking lanes during periods when parking is allowed.
- A stopped 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 utility vehicle stopped on the shoulder, median, or roadside.
- An automobile parked in an area designated for parking area 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 power company truck working on the power lines in an elevated basket in a maintenance work zone.
- A concrete mixer discharging its load of concrete in a construction work zone.

NON-CONTACT VEHICLES: While non-contact vehicles are considered "in-transport," code them with a special prefix of ' $N$ ' ( $N \# \#$ ). Be careful not to repeat any traffic unit numbers regardless of their type. Non-contact vehicles are only to be recorded if their actions or inactions directly affected the circumstances of the accident.

## NOT "IN-TRANSPORT" VEHICLES:

Vehicles not in motion, not ready for motion, and no portion of the vehicle or its load intrude into the driving lanes of a road.

## Inclusions:

- Legally parked transport vehicles off the roadway.
- Motionless vehicles off the roadway.


## Examples:

- A stopped vehicle on the shoulder to change a tire as long as no portion is intruding into driving lanes.
- A car legally parked against the curb on a residential street.
- A parked truck completely on the shoulder of a road.

PARKED MOTOR VEHICLE: A parked motor vehicle is a motor vehicle not in-transport that is not in motion and not located in the roadway (driving lanes). Motor vehicles in-transport have maneuvers (some of which are not in motion) and positions in trafficways. Legally parked vehicles may have positions in trafficways, but they do not have maneuvers.

## Also see Section 98 of the Kansas Traffic Ordinances

DO NOT code legally parked vehicles or non-contact vehicles with normal traffic unit numbers ( 01 , 02, etc.). Record their information after recording and numbering all "in-transport" traffic units where possible. Code a legally parked traffic unit as unit 'X\#\#' and a non-contact traffic unit as unit ' $\mathrm{N} \# \#$ '. Do not repeat unit numbers for any type of traffic unit. Example: TU 01, 02, NO3, X04.

## Legally Parked Vehicle Inclusions:

- Any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g. tires, bumpers, fenders) and load, if any, is not within the roadway.
- A truck stopped on the shoulder where only the extended side-view mirror overhangs the roadway edge line.
- Where roadway lanes are 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.
- A motionless vehicle completely on the shoulder, median, or roadside.
- A vehicle at a gas station pump.
- A delivery vehicle parked on a roadway to unload cargo, merchandise, etc is legally parked by ordinance.


## Exclusions:

- Disabled vehicles in the roadway are not legally parked.
- A motor vehicle left unattended on a roadway, where parking is always prohibited.
- A driver of vehicle stopped curbside on a city street opens his door into the travel lane.
- A car stopped in a private driveway waiting to enter a roadway.
- A stopped vehicle partially on the shoulder with two tires on the roadway.
- A tractor trailer with part of its load extending over the roadway edge line.

TRAINS colliding with motor vehicles at public roadway crossings are considered state-reportable accidents. However, a train collision at any other location is considered a private property accident and a train collision with a pedestrian only is not considered a motor vehicle accident by state standards. Record identification and description of train traffic units in the middle part of the form. Identify trains only by ownership (e.g., BN\&SF or UP) and, in the Vehicle Identification Number space, place numerals or other identification for the locomotive (for the lead locomotive only, if more than one). DO NOT record driver information for train crew in the Driver Table (front of the 850B). Record all crew members of the lead engine in the Passenger Table as seat type '31'. Record any train passengers who are injured (seat type ' 32 '). Seat type ' 32 ' would also include any other train crew members including conductors, engineers, car attendants, brakemen, etc.

## RECORDING DATA

As with every form, accuracy and completeness are the most important elements. There are many users of the information, including law enforcement. The data collected impacts court proceedings, road safety improvements, targeted enforcement efforts, the driving record, vehicle safety research, accident severity studies, driver impairment legislation, driver age studies, and so on.

The Occupants \& Vehicles form (850B) is structured such that an officer can capture up to two drivers and two vehicles as well as up to four passengers. This allocation represents approximately 93\% of the accidents in Kansas. All data related to drivers and vehicles are captured on this form.

Note: Pedestrian and witness information are not captured on the 850B, which includes occupants of legally parked vehicles.
If a given accident involves pedestrians or more passengers than the 850 B can hold, the Passengers \& Pedestrians supplement (form 854) is used. DO NOT record drivers, pedestrians, or witnesses in the Passenger table. Record drivers in the Drivers table (top), passengers in the Passenger table (bottom), pedestrians in the Pedestrians table (854 backside), and witness information in the accident narrative (form 851).

If a commercial motor vehicle, other vehicles with a GVW/GVWR over 10,000 lbs., or a placardable amount of hazardous materials are involved, one should complete the Heavy Vehicle / Hazmat supplement (form 852). The federal completion requirements are located on the back of the form.

## CODING ORDER

Traffic units should be numbered according to type and then involvement. The priority of types is: Motor vehicles in-transport, other transport vehicles, PED types, non-contact traffic units (listed as unit N\#\#), and legally parked vehicles (listed as unit X\#\#). This numbering format is not concerned with fault, but rather consistency of structure. Fault should be indicated at the conclusion of the investigation and reflected in the Contributing Circumstances and Violations sections of the 850B. Some, by agency policy, record the striking or "at fault" vehicle first, which is a good practice but not mandatory. Always record the traffic unit number per unit or person, and verify the correct people are associated with the proper vehicle.

## ADDITIONAL 850B FORMS

Add an 850B form for more than 2 ( $4,6,8$, etc.) traffic units. If there are more passengers than the required amount of 850B forms hold, add a Passenger Supplement (854). Do NOT use the Passenger Supplement until all the passenger lines are used on the 850B form(s).

Example: Accident 09-1324 has 3 vehicles and 11 occupants...
850B \#1 TU1 - van with 1 driver and 6 passengers
850B \#1\&2 TU2 - car with 1 driver and 1 passenger
850B \#2 TU3 - car with 1 driver and 1 passenger
The first 850B captures TU1 and TU2 drivers and 4 out of 6 passengers from TU1. The second 850B captures the TU3 driver, the remaining 3 passengers from TU1 and TU2, as well as the passenger from TU3. Please list the passengers in TU order. When additional pages are needed, always use the traffic unit section for drivers and vehicles on the left before using the right side. DO NOT repeat any traffic unit numbers.

DRIVER INFORMATION

VIOLATIONS CHARGED; CITATION NUMBER: Identify each citation issued by the traffic unit type ( D or P), the traffic unit number, the violation charged (by state statute code or description), and the citation document number. Please use the state statute. If no state statue is relevant, use the applicable Standard Traffic Ordinance value. If the drivers on an 850B form exceed four citations, mark the checkbox, and list the remaining citations on the narrative form (851). The citation data on the accident form is captured for the convenience of those who use the forms: law enforcement, insurance companies, courts, etc. This is not a requirement by KDOT.

CONTRIBUTING CIRCUMSTANCES (CCs): Contributing circumstances can be recorded on any 850B form. At least one contributing circumstance should be coded per driver and pedestrian even if it is ' 00 ' (No driver CC evident) or ' 99 ' (unknown). Capturing contributing circumstance information is crucial to traffic safety. It is the main element relied upon to assess the cause(s) of accidents stated in Kansas Statute 8-1612. Improper coding or a lack of coding can significantly hinder traffic safety efforts.

Example: If an intersection has many accidents related to "failure to yield..." and officers record this contributing circumstance on the accident forms, countermeasures can be implemented to address the problem. If the CC is not recorded, the problem is not identified or substantiated and appropriate improvements might not be made. Grant money is directly tied to proving a problem exists; no data, no problem.

It is important that law enforcement record CCs whenever known. Record as many per accident as apply. Use the codes shown on the Accident Code Sheet (form 855).

Note: Inattention should not be used as a default value, but rather used as a secondary code along with codes such as "Failure to Yield" or "Distraction: Mobile (cell) Phone."

Record the CC type ('D, 'P', 'V', 'E', ‘OR', 'AR'), the traffic unit number for ' $D$ ', ' $P$ ', or ' $V$ ' types, and then the applicable code. TYPE/UNIT(D1) and SPECIFIC CODE(02)...Equals (D1) Driver1-(02) Under the influence of Alcohol.

## IMPORTANT:

- The CC list was revised and reordered in 2009. Codes of the past are now numbered differently. The new ordering and number breaks serve a purpose.
- Code at least one CC per accident; better yet, all that apply. If no contributing circumstances are known, code ' 99 '.
- Contributing circumstances should reflect probable causes indicated by the evidence available to the recording officer (verbal or physical). They should not reflect mere speculation.
- Do NOT code "driver" contributing circumstances for a traffic unit that is "driverless". Vehicle CCs ('14’ or '15') may be more appropriate.

| Unit \# | DRIVER First Name | Middle Name | DRRVER ADDRESS( ${ }^{\text {a }}$ Number, Street, Suffix, etc.) | Personal Phone Number |
| :---: | :---: | :---: | :---: | :---: |
| Seat Type | DRIVER Last Name | Date of Birth | City $\ldots$ State Zip | Work Phonc Number |
| TU |  | MN | New address? | Personal |
| ST |  | DOB |  | Work |

Information concerning drivers is captured on the 850B on the front page. The Drivers Table located towards the top is for drivers only. DO NOT record passengers, pedestrians, or witnesses in this table including occupants of legally parked vehicles. Note that the table captures up to two drivers and each have two lines to complete in the table. Pay attention to the headings. If a vehicle is driverless, DO NOT record the owner or any other person in the driver fields.

NOTE: The following fields require a value where information is unknown: TU, ST, Last Name (Unknown), DOB (99/99/9999), Gender, Age, SE Used, Eject/Trapped, and Injury Severity.

TRAFFIC UNIT (TU) NUMBER: Record each traffic unit number starting with 01. Record TU numbers in order as much as possible. Place an 'X\#\#' in the unit box for legally parked vehicles and 'N\#\#' for non-contact vehicles followed by their unit number. Never repeat unit numbers regardless of the type of unit. Record ' X ' and ' $N$ ' units last. Make sure the traffic unit numbers in the drivers table, other driver fields, passenger table, and vehicle information are assigned correctly.

SEAT TYPE (Drivers): For occupants of vehicles, the term "seat type" equates to a person's position in relationship to a vehicle. The seat type will always be '01' in the Drivers Table.

When traveling on the roadway and not in a "working vehicle" situation, drivers of tractors, snow plows, road graders, street sweepers, etc. should be coded as seat type '01.' For drivers in seat position '03' (shotgun), record them as '01'. Example: a mail carrier with a right-hand steering wheel. All other occupant seat types are recorded in the Passenger Table including drivers of trains ('31') and towed vehicles (' 30 ').

Important: If a driver dies in one accident and their vehicle is involved in another, they are only recorded as "fatal" in the first accident and not recorded on the 850B in the next, but rather in narrative. Their vehicle is considered "driverless" in a subsequent accident.

IDENTIFICATION OF PERSONS: On the 850B, it is only necessary to record personal information one time. Example: If the driver and owner are the same, only record the information in the Drivers Table. Record "Same" in the Owner Last Name field. Record personal information as completely as possible.

DRIVER NAME: Transcribe the driver's full name exactly as shown on the driver's license. Record all drivers involved in the accident. Please ensure data is readable and understandable. If the name is unknown, type unknown in the Last Name field and leave the other name fields blank.
"Working vehicle" operators (PED Type 26) are not recorded in the Drivers Table. Record their information on the Ped form (854). Further, do not record train operators' (crew) in the Drivers Table. Record their information in the Passengers Table. For driverless vehicles, do not record driver information in the Drivers Table, but rather record the owner information on the back of the 850B or witness information on the 851.

DATE OF BIRTH Record the date of birth in MM/DD/YYYY format. This is a mandatory field. If the DOB is unknown, record '99/99/9999'. The date of birth field is important for identification purposes.

| (exile | Persomal Phone Number | $\xrightarrow{\text { Gender }}$ Act | SEUsed | Fimiseceserivy | Trampt Unit |
| :---: | :---: | :---: | :---: | :---: | :---: |
| New adures? |  |  |  |  |  |
| 1 | work |  |  |  | $\square$ |

DRIVER ADDRESS Transcribe the driver's address as shown on the driver's license unless it is incorrect. Check the "New address?" checkbox if their current address is different from the license. Enter the street address with the apartment number if any, or the rural route number, and the city, state, and zip code. Record addresses of unlicensed persons or pedestrians as completely as possible.

GENDER Record the gender for all vehicle occupants, pedestrian types, train crew, and injured train passengers. If the gender is unknown, record a ' $U$ '. Valid codes are: ' $M$ ', ' $F$ ', and ' $U$ '.

AGE Record the age for all vehicle occupants, pedestrian types, train crew, and injured train passengers.

## Valid Age codes are:

NN - Birth to 24 hours
NB - 1 to 6 days old
BB - 7 days to 364 days old
01-98 - exact age in years
99 - Ninety-nine years old and older
00 - Unknown
SAFETY EQUIPMENT USE This is a mandatory field for all drivers, passengers, and pedestrians. Do NOT use ' Y ' meaning Yes. If the Safety Equipment is not known, record a 'U'. All Safety Equipment codes are shown on the code sheet (form 855). Note: Booster Seats are normally used between the ages of $4-8$ where the child is between 40 and 80 lbs .

Airbag Codes: Use the 'Airbag' codes that affect only the seat position (if occupied) that applies to the airbag's deployment.


SAFETY EQUIPMENT USE
S Shoulder \& Lap belt
X Shoulder belt only
L Lap belt only
I Infant seat/restraint system (rear facing)
C Child seat/restraint system (front facing)
T "Booster" seat/restraint system (see manual)
P Airbag deployed only (Passive system)
R Airbag deployed - Shoulder \& Lap belt
$J$ Airbag deployed - Shoulder belt only
W Airbag deployed - Lap belt only
F Airbag deployed - Infant seat (rear facing)
D Airbag deployed - Child seat (front facing)
K Airbag deployed - "Booster" seat
B Both Motorcyclist helmet \& eye protection
E Motorcyclist eye protection
H Motorcyclist helmet
Q Pedestrian helmet or protective pads V Reflective clothing
N None used U Unknown

In the example, the only occupants requiring airbag codes would be the driver (1) and "shotgun" position (3).

If a side airbag deployed for another seat position, code it accordingly.

Another Example: If an occupant is riding in the back seat of a car on the left side (seat type '04') at the time of the accident, and they were wearing their seat belt and an airbag deployed directly affecting their seat position, code an ' R ' for that occupant.

Motorcyclists Codes: Record helmets (H), eye protection (E), or Both (B) as they apply to occupants of motorcycles, mopeds, and ATVs. Do NOT use these safety equipment codes for other vehicle body types or pedestrians even if these protection types are used.

EJECTED/TRAPPED: For occupants inside motor vehicles, record the ejected/trapped code, as well as for pedestrian types '24'-'26' as they apply. If the individual was not ejected or trapped, code ' N '. "Trapped" means they had to be extricated from inside the vehicle. If partially ejected and trapped, mark Partially Ejected ('P') and the Ejection Path. Note: Use code 'N' for motorcycle / motor scooter occupants, as the "ejected" and "trapped" definitions do not include two-wheeled motor vehicle body types. However, ATVs with three or more wheels are included.

INJURY SEVERITY: Record injury severity for all vehicle occupants, pedestrian types, train crew, and injured train passengers. The definitions listed below are taken from the Manual on Classification of Motor Vehicle Traffic Accidents. Note: If a person was involved in multiple accidents, record their injury severity for each accident. They may be the same, but can be different. Keep in mind that if a person dies in the first accident, it is a Fatal Accident. Subsequent accidents involving the deceased and/or their vehicle would not be considered Fatal (unless someone else dies), and the deceased is not recorded except for in the narrative.

U - Unknown N - Not Injured
P - Possible Injury: A Possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating (evident) injury. Inclusions: momentary unconsciousness, limping, complaint of injuries not evident, nausea, hysteria.

```
    INJURY SEVERITY
N Not injured
P Possible injury (complaint of pain)
I Injury - not incapacitating
D Injury - incapacitating (disabling)
F Fatal injury U Unknown
```

I - Non-incapacitating Injury: A Non-incapacitating Injury is NOT fatal or disabling, but rather is an injury evident to observers at the scene of the accident where the injury occurred. Inclusions: Lump on head, abrasions, bruises, minor lacerations, etc.

D - Disabling Injury (incapacitating): A Disabling injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness at or when taken from the accident scene, or inability to leave the accident scene without assistance.

F -Fatal: Fatal injury is any injury that results in death to a person within 30 days of the accident. Note: See page 13 (Special Note) of the Form 850A instructions for details concerning a death occurring more than 30 days from the date/time of the accident or from a prior medical condition.

EJECT PATH: Record the code below that best depicts the occupant path as they were ejected from the vehicle. This coding is mandatory for every occupant of a vehicle who is fully or partially ejected.

| EJECTION PATH |  |
| :--- | :--- |
| 01 Side door | 06 Roof - sunroof/convertible top down) |
| 02 Side window | 07 Roof - convertible top up |
| 03 Windshield | 08 Other path (pickup bed) |
| 04 Back window | 99 Unknown |
| 05 Back door/Tailgate |  |

EXTRICATION: Mark the extrication checkbox if an occupant was trapped inside a vehicle and had to be extricated from it. To be "extricated" is to be freed or disentangled from inside a motor vehicle.

## Example:

Having my foot released from the spokes of the front wheel of my bicycle would NOT be considered extrication.

| Gender | SE Used | Inj Severity | Transpt Unit |
| :---: | :---: | :---: | :---: |
| Age | Eject/Trap | Eject Path | Extrication? |
| M | N | D | A |
| 25 | T |  | X |
|  |  |  |  |
|  |  |  | $\square$ |

## TRANSPORTING UNIT CODE This code is to be used

ONLY when a person is transported to a medical facility for treatment (even if the person dies on the way or at the facility). Do not use for deceased victims at the scene transported to a morgue. Record this information in the narrative.

| Transport <br> Unit | EMS Time Notified | Injured taken by: |
| :--- | :--- | :--- |
| EMS Arrived | EMS Time@Hosp | Injured taken to: |

Use letters ' A '- 'N' in sequential order in the Transport Unit field at the bottom of the 850B (or 854) form. Then label the Transport Unit for each victim using the corresponding letter. The letter designation applies to each vehicle (unit), not the transport company. If more than one person was transferred to the hospital in the same unit, use the same Transport Unit letter for both. Additional Transport Units can be shown on the Passenger Supplement (form 854) as necessary.

Transport Units can include non-EMS vehicles where the unit is transporting a patient to a medical facility. If transportation is provided for someone to take them somewhere other than a hospital, record this on the Accident Narrative form (851) if needed for documentation purposes.

## TIME EMS NOTIFIED, ARRIVED ON SCENE, AND ARRIVED AT HOSPITAL (bottom of the 850B form)

Where possible, record the time you requested Emergency Medical Services (EMS) along with when they arrived on scene and at the hospital. These data are mandatory for fatal accidents. (Follow up with EMS personnel to collect this information)

INJURED TAKEN BY: Identify the EMS transporters including non-EMS units. Include all resources used for emergency transportation of the injured to a medical facility.

INJURED TAKEN TO: Identify the hospital (medical facility) destination for each of the transporters. If the injured are not taken to a medical care facility, do not complete this field. Use the narrative where appropriate.

| DL State | Driver's License Number | DL Class | Driving for <br> Employer? | CDL? |
| :--- | :--- | :--- | :--- | :--- | :--- |

DRIVER'S LICENSE STATE Record the two letter abbreviation of the state issuing the license. For Indian Nations, code 'OT' (other jurisdiction). See State Abbreviations on page 87 for Canadian provinces and Mexican states.

DRIVER'S LICENSE NUMBER Record the number as shown on the driver's license. If the driver claims to be licensed but cannot present the license and you are unable find it by other means, leave the field blank. If through a search, a license number, ID number, or a computer generated number is found, record it. If the DL is an identification number (not a DL license), record 'ID' in the DL Class field. Please do not record the Social Security Number in this field, as the accident forms are considered an "Open Record," and SSNs are protected requiring field redaction.

DRIVER'S LICENSE CLASS The classification of a driver's license is determined by the Kansas Department of Revenue. The codes for Kansas licenses are listed below. The codes ' $A$ ', ' $B$ ', and ' C ' are used for both commercial and non-commercial drivers. Licenses from other states can have different code values. Further, the Class codes may be combined to show multiple privileges (CMP - auto, motorcycle, permit). Simply record the classification show on the license. If the DL Number field contains a number, the DL Class field must contain a value even if it is $U$ - Unknown.

## NON-DL; IDENTIFICATION NUMBER

ID - If the person is not licensed to drive but has an ID number issued by the state, record the number in the Driver's License Number field and then record 'ID' in the DL Class field.

## PERMITS

$\mathbf{P}$ - Add a ' $\mathbf{P}$ ' to the DL class for driving permits (e.g. 'CP'). According to the Department of Revenue, a permit is a valid license for the person to operate a vehicle within the restrictions allowed by the permit. DL Comply should equal 07 - Restricted. For example, a person can have a valid Class C driver's license and a CDL permit. In this case you would record 'CP' for the DL Class. The person can drive under the class $C$ as usual, but then only operate CMV under the restrictions of the permit.

## COMMERCIAL DL

A - For operators of any combination of vehicles with a GVW/GCWR of 26,001 pounds or more, providing the GVWR of the vehicles being towed is in excess of 10,000 pounds and all other lawful combinations of vehicles with a GVW/GCWR of 26,001 pounds or more.

B - Motor vehicles which include any single vehicle with a GVW/GVWR of 26,001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR qualifies for class ' C '.

C - Motor Vehicles include any single vehicle less than 26,001 pounds GVWR, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR, provided the GCWR of the combination is less than 26,001 comprising:
a. Vehicles designed to transport sixteen or more passengers (including driver); or
b. Vehicles used in the transportation of hazardous materials which require a placarded.

NON-COMMERCIAL DL
A - For operators of any combination of vehicles with a GCWR of 26,001 pounds or more, providing the GVWR of the vehicles being towed is in excess of 10,000 pounds; except that Class A does not include a combination of vehicles that has a truck registered as a farmtruck under subsection (2) of K.S.A. 8-143, and amendments thereto.

B - Motor vehicles which include any single vehicle with a GVWR of 26,001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. Class B motor vehicles do not include a single vehicle registered as a truck registered as a farm-truck under subsection (2) of K.S.A. 8-143, and amendments thereto, when such farm-truck has a GVWR of 26,001 pounds or more, or any fire truck operated by a volunteer fire department.

C - Motor Vehicles include any single vehicle less than 26,001 pounds GVWR, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR, or any vehicle with less than a 26,0001 pound GVWR towing a vehicle in excess of 10,000 pounds GVWR, provided the combination is less than 26,001 pounds, or any single vehicle registered as a farm truck under subsection (2) of K.S.A. 8-143, and amendments thereto, when such farm-truck has a GVWR of 26001 pounds or more.

M - Motor vehicles which include motorcycles
$\mathbf{U}$ - If the Class is unknown, code ' $\mathbf{U}$ '.
COMMERCIAL VEHICLE DRIVER Drivers of commercial motor vehicles used for the transportation of goods, property or people in interstate or intrastate commerce:

## Inclusions:

- Motor vehicles providing transportation of goods, property, or people for compensation (forhire)
- Privately-owned motor vehicles providing transportation of privately-owned goods or property in furtherance of a business enterprise.
- Privately-owned motor vehicles providing passenger transportation in furtherance of a business enterprise.


## Examples:

1. A trucking company hauling a manufacturing company's goods for a fee.
2. A motor coach transporting passengers within and between cities and towns.
3. A truck or truck tractor owned by an individual truck driver used to carry goods or property under contract.
4. An airport shuttle bus service paid to transport persons to hotels and other businesses.
5. A manufacturing company hauling its own products to retail stores.
6. A retail store delivering products to its buyers.
7. A business engaged in the transportation of students to and from school and schoolrelated activities.
8. An agricultural farm hauling its produce to market.
9. A taxi or limousine service transporting passengers for a fee.

## Exclusions:

- Persons providing private transportation of personal property or people.


## Examples:

1. A non-commercial horse rancher transporting hay bales from his pasture on one side of the road to his stables on the other side in a medium truck.
2. Homeowner carrying recyclables to a drop-off point in a personally owned pickup truck greater than 10,000 lbs.
3. Large family of 10 persons taking a trip in the family's 12-person van.


DRIVING FOR EMPLOYER? This applies to commercial motor vehicle drivers who are driving for their employer at the time of the accident.

CDL? If the driver's license reflects a Commercial Driver's License, mark the checkbox (regardless of the driver's current activity). Leave blank if it is not a commercial license.

DR LICENSE COMPLY - 00 Not licensed O 01 Valid License - 02 Suspended - 03 Revoked - 04 Expired - 05 Cancld or Denied - 06 Disqualified - 07 Restricted O 99 Unknown

DR. LICENSE COMPLIANCE Record one code which describes the driver's license status. The DL status is determined by a driver's compliance with various laws and / or for the type of vehicle driven at the time of accident.

One law may indicate that a driver in violation will have their licensed suspended for "x" amount of time. While another law may say Revoked, Denied, Restricted and so on. The state Department of Revenue maintains the driving records and is the source for the status of the license.

If a driver is operating a vehicle (i.e. motorcycle or commercial vehicle) but is not licensed to do so, record '00' Not Licensed in this case, though they have a valid license, but not for the vehicle they are driving.

RESTRICTIONS COMPLIANCE If the "Restrictions?" area equals No ( N ), leave the Drivers Lic Restrictions fields blank. If "Restrictions?" equals Yes (Y), at least one Drivers Lic Restrictions field cannot be blank. Record all driving restrictions listed on the driver's license (up to 4). For each restriction listed, select Yes $(\mathrm{Y})$ if the driver compiled with the restriction or No ( N ) if they did not comply. If the restriction compliance is unknown, leave the "Complied?" area blank. The Kansas License Restrictions are listed on the back side of the code sheet (855). For driver interlock or other restrictions not listed, use code I - Limited other.


NOTE: There is a difference between having a Restricted License (Driver's License Compliance) and having Restrictions on a license (Restriction Compliance). Example: A restricted license like a permit, may or may not have restrictions present.

COMMERCIAL ENDORSEMENTS Enter all endorsements listed on the driver's license (up to 4). Endorsements apply to CDL licenses only. Do not code 'Z' (leave blank) if the driver does not have a CDL. Each endorsement qualifies the driver to handle vehicles or payload signified by the endorsement code. A person can have a CDL with no endorsements.

SUBSTANCE USE Indicate whether the substance(s) was

$$
\begin{aligned}
& \text { COMMERCIAL ENDORSEMENTS } \\
& \text { ㅁZ- None } \\
& \text { ㅁT- Double/Triple Trailer } \\
& \text { ㅁ P - Passenger Vehicle } \\
& \text { N - Tank Vehicle } \\
& \text { ㅁH - Placarded Haz. Material } \\
& \text { ㅁ - Combination Tank/HazMat } \\
& \text { S - School Bus } \\
& \text { U - Unknown }
\end{aligned}
$$ ingested and whether it contributed to the cause of the accident. As the form says, mark all that apply. It is important to know what a driver's BAC is where there is indication of 'AP' or 'AC'. Be sure to complete the Method of Determination and Impairment Test fields as they apply even if this requires sending an amended report later. Please make sure that substance use data does not conflict with Contributing Circumstances that are coded.

Example: If a Substance Use code of 'AC' (Alcohol Contributed) is used for Traffic Unit 1, a Contributing Circumstance of '02' should be coded for Driver 1 (D1 02).

METHOD OF DETERMINATION should be coded whenever possible for each driver and pedestrian. If there is no evidence of impairment, simply choose ' 00 ' for both Alcohol and Drugs. Otherwise, mark all methods used to determine a driver's impairment for alcohol (to the left) and illegal drugs (to the right). If the outcome of the test does not reflect impairment, mark ' 00 ' as well. Ensure that this coding agrees with Driver Contributing Circumstances, Substance Use, and Impairment Tests. If unknown, leave blank.

Example: If the Driver CC = '01' (illegal drugs contributed), Method of determination, Substance Use, and Impairment tests must contain values in agreement.

DRIVERIPED IMPAIRMENT TEST If no test is given, choose 'NG'. If a test was refused, choose 'TR'. Otherwise select the test type and record the results where applicable. Evidentiary Breath, Blood, Eye Fluid, and Other are for alcohol results only. If results are pending, be sure to submit an amended report indicating the final test results. BAC reporting is very important to all levels of government (including law enforcement). Please ensure all test results are recorded and submitted. Further, ensure that the Method of Determination coding agrees with these values.


## IMPAIRMENT TEST

(mark all that apply)

- NG - No Test given
- TR - Test Refused (Alcohol/Drug)
- PT - Prelim Positive Test (PBT)
$\boldsymbol{\square}$ TG - Evidentiary Test given
- RP - Results pending

For illegal drugs, record whether a drug screen was given and whether it was positive (' P ') or negative ('N'). DO NOT record illegal drug result values and the type of drugs used on the KDOT forms, as this is criminal information. The KDOT forms are considered "open records." Record this on other documentation. If the accident is fatal, be sure to send the additional documentation with the accident for federal reporting.

Special Note: In the event that there is a drunk pedestrian not directly impacted by the collision and you want to record their intoxication, list them in the narrative along with their results.

Example: Jethro Bodine from the Beverly Hillbillies is drunk and stops the family truck in the roadway; he gets out, and relieves his abdominal pressure in the ditch. Meanwhile, the Clampett's prized truck is struck by V2. You may want to record that Jethro had too much of Granny's "medicine," but he is NOT a driver or a pedestrian in this situation...just a witness. Driver/Ped Contributing Circumstances or other impairment data are not recorded on the 850B or 854. List his information in the narrative. However, if he is harmed by the collision (outside the vehicle), record him as a drunk Ped on the 854 form.

## BLOOD ALCOHOL CONTENT (BAC)

## Requirements:

According to state law (8-1001), a law enforcement officer shall request a BAC test if an officer believes the person was operating or attempting to operate under the influence of alcohol and drugs or an accident has resulted in serious injury or death. This information is vital for our Federal reporting and should be submitted as an amended report when known.


- When alcohol test results are available, record those results to the $3^{\text {rd }}$ decimal place (0.081).
- It is vital that all test results are recorded and submitted when known. Please submit amended (complete) reports when necessary.
- BAC data can affect whether agencies are able to obtain federal grant money for safety programs or law enforcement initiatives.
- When submitting the test kits to the KBI , be sure to submit the KBI form as complete as possible including driver designation.
- Alcohol-related accident data is one of the most requested from the media, research groups, local, state, and federal government, etc. Recording the BAC on all alcohol involved accidents helps maintain more accurate data for reporting and decision making. Missing information creates inept data which then provides insufficient answers to those that make significant decisions (it's important!).


## PASSENGER INFORMATION

PASSENGER TABLE: The passenger table accommodates up to four passengers per 850B form. It is best to list passengers of each traffic unit together in traffic unit number order. If a given accident involves more passengers than the 850B(s) can hold, the Passengers supplement (form 854) is used. Pedestrians are NOT to be listed in the Passenger or Driver sections, use the back of form 854 for all pedestrians involved.

NOTE: The following fields require a value where information is unknown: TU, ST, Last Name (Unknown), DOB (99/99/9999), Gender, Age, SE Used, Eject/Trapped, and Injury Severity.


To find codes and descriptions for Seat Type, Gender, Safety Equipment Use, Ejected/Trapped, Ejection Path, and Injury Severity codes, use the Accident Code Sheet (form 855).

TAKE NOTE OF THE NEW CODES OR RENUMBERED CODES

TRAFFIC UNIT (ASSOCIATION): Identify which traffic unit each person is associated with. Record the passengers for each traffic unit together and in unit order where possible.

SEAT TYPE (Passengers): For occupants of vehicles, the term "seat type" equates to a person's position in relationship to a vehicle. DO NOT record drivers, pedestrians, or witnesses in the Passenger Table. Remember, legally parked vehicle occupants are coded as PEDs: Type 25 and are shown on the Pedestrian side of the 854 form. Review the list of seat types. Some of the codes are different from the 2005 forms. Record the appropriate position per passenger and vehicle type.

Note: Because motorcycles are vehicles, motorcycles drivers and passengers are vehicle occupants.

SAFETY EQUIPMENT USE: This is a mandatory field for all drivers, passengers, and pedestrians. Do NOT use ' Y ' meaning Yes.

OCCUPANT SEAT POSITION

| FRONT ROW | 01 Driver |  |
| :---: | :---: | :---: |
|  | 02 Center |  |
|  | 03 Right |  |
|  |  | 19) Front |
| SECOND ROW | 04 Left |  |
|  | 05 Center | (1) (2) (3) |
|  | 06 Right | (4) 5 6 |
| THIRD ROW | 07 Left | (7) (8) 9 |
|  | 08 Center |  |
|  | 09 Right | (18) 18 (18) |
| 10 Motorcycle passenger 19 |  |  |
| 11 Extra person on driver's seat or lap |  |  |
| 12-17 Extra person on passenger lap |  |  |
| 18 Other seat position IN vehicle |  |  |
| 19 Other position ON or Outside vehicle |  |  |
| 27 Enclosed cargo area |  |  |
| 28 Unenclosed cargo area (pickup bed, etc) |  |  |
| 29 Sleeper section of truck cab |  |  |
| 30 Trailing unit (auto, boat, camper) |  |  |
| 99 Unknown position IN or On vehicle |  |  |

If the Safety Equipment is not known, record a ' U '. All Safety Equipment codes are shown on the code sheet (form 855).
Three types of child restraint seats;

1) Infant - seat faces backwards
2) Child - Front facing seat for infant up to approx 5 years old
3) Booster - Front facing booster seat for approximately 5 to 8 years old (up to 80 lbs or 4'9")

## Important notes about safety equipment use:

Child Passenger Safety Act (KSA 8-1343)

1) Requires all children under age 4 to be in a federally approved child safety seat.
2) Children ages 4 to 8 years must be in a federally approved child safety seat/booster seat UNLESS the child weighs more than 80 pounds OR is taller than 4' 9 ".
3) Children 8 years of age but under the age of 14 must be protected by a safety belt.
4) This law applies to all passenger cars designed for carrying fewer than 10 passengers, as defined by KSA $8-1343 \mathrm{a}$. The fine in $\$ 60$ including court costs.
Safety Belt Use Act (KSA 8-2501)
5) Primary Enforcement: Occupants of a passenger car (carrying fewer than 10 passengers) 14 years of age but younger than 18 years of age can be cited for this violation - KSA 8-2503. The fine is $\$ 60$ including court costs.
6) Secondary Enforcement: front seat occupants of a passenger car (carrying fewer than 10 passengers) 18 years of age or older can be cited for a seat belt violation only after being cited for another violation, such as an expired registration. KSA $8-2503$. The fine is $\$ 30$, including court costs.

Commercial Seat Belt DOT.392.16/ CMV 66-1,129 82-4-3h
A commercial motor vehicle which has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself/herself with the seat belt assembly. The fine is $\$ 115$ plus court costs.

Airbag Codes: Use the 'Airbag' codes that affect only the seat position (if occupied) that applies to the airbag's deployment.


In the example, the only occupants requiring airbag codes would be the driver (1) and "shotgun" position (3).

If a side airbag deployed for another seat position, code it accordingly.

Another Example: If an occupant is riding in the back seat of a car on the left side (seat type ${ }^{\prime} 04$ ') at the time of the accident, and they were wearing their seat belt and an airbag deployed directly affecting their seat position, code an ' $R$ ' for that occupant.

Motorcyclists Codes: Record helmets (H), eye protection (E), or Both (B) as they apply to occupants of motorcycles, mopeds, and ATVs. Do NOT use these safety equipment codes for other vehicle body types or pedestrians even if these protection types are used.

## CODING EXAMPLES FOR PASSENGERS

- A person who illegally parks his/her vehicle and enters the vehicle from the passenger side and is sliding across front seat to driver's seat when struck by another vehicle is a driver (seat type ' 01 '). Likewise, if the driver is exiting (from the passenger side of the vehicle) he/she is also a driver.
- If a driver or passenger of a vehicle falls or jumps out, the person is considered an occupant (not a pedestrian). Code to seat position occupied before falling or jumping out. The traffic unit should not be coded driverless if the driver jumps or falls out.
- For buses, record ' 01 ' for the driver and all passengers as seat type ' 18 '. After filling the passenger table(s), list any remaining passengers on the Passenger Supplement (form 854).
- A skateboarder, skater, or skier, attached to a motor vehicle (vehicle--pulling unit) is a seat type ' 19 ' as it is considered part of the traffic unit similar to a trailer.
- Use seat type code '26' for machine operator/rider only when such machine is being used for its intended purpose (e.g. riding lawn mower mowing on the side of the road, or a road grader moving materials on the side of the road). If such machine is traveling (not working) on the roadway, code operator as seat type code '01' (Driver).
- An occupant of a truck bed who falls out is a seat type '28.'
- Injured occupants of non-motorized wheelchairs, skateboarders, skaters, sledders, etc., should be coded as ped type ' 88 ' (Other).


## MANDATORY FIELDS FOR FATAL ACCIDENTS

- Contributing circumstances
- Violations / Citations
- All Location information
- Special Jurisdiction
- Age / DOB
- Safety Equipment / Airbags
- Eject/Trapped
- Ejection Path (based on ejection
coding)
- First and Major Impact points
- Method of Determination
- Evidentiary test results for alcohol
- EMS information
- Drug Screen Results: Positive or Negative

No other drug result (criminal) information should be shown on the KDOT accident forms, since they are considered an Open Record. When sending additional drug information for the FARS (federal) analysis database, simply put it on another document (not the state forms) and attach it to the accident forms. KDOT will separate them for processing. Be sure to send the complete report (all DOT forms) for each accident.

PASSENGER SUPPLEMENT: The passenger tables on the 850 B and 854 forms are identical. Once the 850B form(s) is full, add a Passenger Supplement to capture the remaining occupants. Be sure to assign the passengers to the right traffic unit and seat type. List in order of traffic unit where possible.

WITNESSES: Record witnesses and their statements on the Narrative form (851). Do not include them in the passenger/drivers tables on the form 850B or the 854.

VEHICLE TRAFFIC UNIT NUMBER See Motor Vehicle Basic Terms and Qualifications on page 6 and Special Notes on Traffic Units on pages 9 and 10.

## VEHICLE\#

(01, 03, N3, X3, etc)

SPECIAL DATA This special data field can be utilized by anyone completing the forms to capture additional information concerning vehicles involved.

Example: An officer notices a unique modification or marking on a vehicle and wants to record it.

VEHICLE OWNER IDENTIFICATION ...is mandatory for each vehicle. If not discernable, record "unknown" in the Owner Last Name field. Enter "SAME" in the owner Last Name field if the owner information is the same as the driver. If the driver is a co-owner and not a young student, list "SAME." Otherwise, enter the owner's full name, phone number, and address from the registration document or by other means.

COLOR Record the National Crime Information Center (NCIC) code for the vehicle color. Do not use marketing descriptions for colors such as "Sand Drift Metallic, or Carmine Red" or other descriptive names.


Paint transferred from the striking vehicle onto another vehicle (particularly onto the "victim vehicle" struck by a hit and run vehicle) may be the only descriptive information available for the hit and run vehicle, therefore, use color information whenever possible.

YEAR (Vehicle) Record the model year as shown on the vehicle or its registration label.
MAKE Record the NCIC 4-character code. Most NCIC vehicle make codes are the first four letters of the name of the make. See page 88 for a partial list of common NCIC codes. Examples: Buic (Buick) or Toyt (Toyota).

MODEL \& BODY STYLE Record the NCIC model and body style (up to 10 characters each)
REGISTRATION STATE (ST) If the License Plate is recorded, record the state abbreviation code for which the vehicle is registered (shown on the registration document or as shown on the license plate). Otherwise, leave the field blank.

LICENSE PLATE NUMBER Record the complete license plate number as shown on the tag.
COUNTY (Registration) Record the two character abbreviation shown on the vehicle license plate or registration. If a county abbreviation does not apply like a Native American Nation tag, leave it blank.

EXPIRATION YEAR Record the expiration year of the license tag as shown on the vehicle registration or license plate. If the registration does not expire, leave blank.

REMOVED BY Record who removed the vehicle from the scene either by tow or driving away (name of towing service, "owner," "friend," etc.). If the vehicle was towed because of disabling damage, be sure to mark the Towed Away, Special Conditions box.

MOTORCYCLE CCs Record the engine size in cubic centimeters. The size is often part of the model or description of a motorcycle and is marked clearly on the vehicle.

Examples: Honda 350, Suzuki 200
VEHICLE IDENTIFICATION NUMBER (VIN) Record the VIN in upper case letters and smaller numbers (A2C3F4...) from the VIN plate on the vehicle (showing through the lower part of the windshield on most vehicles manufactured since the late 1960s). It may also be found inside the driver's side doorjamb, on the insurance card, or the vehicle registration. For railway trains, record the identification number for the lead locomotive where possible.

DIRECTION OF TRAVEL Enter direction of travel prior to the accident for each traffic unit, including and pedestrians. Valid codes are: 'N', 'S', 'E', 'W', 'NE', 'NW', 'SE', 'SW', and 'U'.

NUMBER OF OCCUPANTS IN VEHICLE Record the total number of vehicle occupants including the driver for each non-pedestrian traffic unit. If unknown and at least one was present, record 1, else 0 . Do not code 99 for unknown. Do NOT list Occupants of legally parked vehicles in the passenger table. If they are injured, list them as pedestrians (seat type 25) on form 854 in the pedestrian table. If they were not injured, they are considered witnesses and can be listed in the Narrative (851).

INSURANCE COMPANY According to the policy of your department, enter the name of the automobile insurer (not the agent) as indicated by documentary proof or according to the driver or owner's statement. If insurance coverage is not in force (per document or statement), write "NOT INSURED." Also see INSURANCE REPORTING (pg. 3) concerning the DC-66 (pg. 90-91).

POLICY NUMBER Record the insurance policy number if available.
ODOMETER READING Record the odometer reading to the nearest mile. Record the actual miles, if known by the owner, in cases of "odometer roll-over". If inoperable or illegible, leave blank.

FIRE Check the box if a fire occurred either as a first or subsequent event. To indicate "no fire", leave the box blank. Check the box if a fire breaks out in a vehicle which has been totally destroyed

or a fire breaks out but is extinguished before significant damage occurs from the fire.
SPECIAL CONDITIONS CHECK BOXES FOR VEHICLE DATA Check a maximum of 5 boxes that apply to the specific traffic unit described.

Check "Hit \& Run" ('1') for the vehicle (driver) which left the accident scene. Also, check the hit-and-run accident checkbox at the top right on form 850A.
"Non-contact" ('2') Non-contact traffic units are sometimes called "phantom" vehicles or peds and are alleged to have contributed to an accident even though they were not part of the collision. They may or may not have left the scene. If non-contact is checked, an 'N' followed by the traffic unit number should appear in the traffic unit number box. List ' N '-units after regular traffic units with the next consecutive number.
"Stolen" ('3’) applies only to the vehicle being described.
"Legally Parked" ('4’) Includes legally parked vehicles designated by state or local ordinances. If "Legally Parked" is checked, an 'X\#\#' should appear in the traffic unit number box. List ' $X$ '-units after regular traffic units whenever possible. Do not repeat unit numbers for any type of traffic unit. Example: TU1, N2, X3. Legally parked does not include vehicles with any portion of the vehicle in the driving lanes of traffic.
"Pursued by LE (law enforcement)" ('5') This applies only to the vehicle being pursued in a "chase", not the law enforcement vehicle. Pursuit does not apply to a routine traffic stop.
"Driverless" ('6') Applies to the vehicle being described which was either in motion or illegally parked. Do NOT code driver ('DR') contributing circumstances for 'driverless' traffic units.
"Towed Away" ('7') Applies to the vehicle being towed away from the scene due to disabling damage from the accident. Do not mark this box if the vehicle was not towed or towed for other reasons. Be sure to indicate who towed the vehicle in the Removed by field.

## VEHICLE BODY TYPE

Record one code per vehicle.

## Automobile (car)

Includes all passenger vehicles not on a truck frame. El Caminos \& Rancheros should be coded '01' (automobile). Automobiles could be used as a "school bus" - if so, be sure to code the Vehicle Use as '03'

|  | VEHICLE BODY TYPE | LARGE / HEAVY VEHICLE (GCVWR over 10,0001bs) |
| :---: | :---: | :---: |
| 0 | 01 Automobile | - 10 Single heavy truck $>10,000 \mathrm{lbs}$ |
| $\bigcirc$ | 02 Motorcycle | - 11 Truck \& trailer(s) |
| 0 | 03 Motor scooter or Mope | - 12 Tractor-trailer(s) $\quad \begin{aligned} & \text { Calculated speed } \\ & \text { at impact }\end{aligned}$ |
| $\bigcirc$ | 04 Van | - 13 Cross country bus |
| $\bigcirc$ | 05 Pickup truck <10,001 | - 14 School bus |
| $\bigcirc$ | 06 Sport utility veh - SUV | - 15 Transit (city) bus |
| $\bigcirc$ | 07 Camper or RV | - 16 Other bus |
| $\bigcirc$ | 08 Farm machinery | - 25 Train O Fuel O Hybrid O Elec |
| $\bigcirc$ | 09 All-terrain vehicle - ATV | - 88 Other: | (school bus).

Motorcycles Include two and three wheeled motorcycles where the engine CCs are greater than 50.

Mopeds, Motor scooters, etc. Use code '03' for engine sizes less than 50cc. Other Examples: minibike, "pocket" motorcycles.

Van Full size passenger vans, mini vans, but not larger vans such as a furniture delivery van.
Pickup Truck Vehicles under 10,001 pounds with a truck frame generally made to carry a small to medium size payload. A pickup truck with dual wheels (four tires on one axle) should be coded ' 05 ' unless the GVW is 10,001 lbs or greater. No truck supplement report is required for an ' 05 ' code. A single truck over $10,000 \mathrm{lbs}$ with a minimum of two axles and 6 tires is a code ' 10 ' and a Truck-Bus Supplement (852) may be required. If a pickup-trailer combination is over $10,000 \mathrm{lbs}$, record code ' 11. '

Sport Utility Vehicle Use code '06' for Broncos, Blazers, Jeeps, Suburbans, Explorers etc. (enclosed vehicles that normally have a higher road clearance for off-road use).

Recreational Vehicles Vehicle body type '07' includes personal use motorized campers, recreational vehicles, and buses or truck-trailer combinations converted into an RV; it does not include camping trailers that are towed or any RV configuration used commercial business (like a band).

Farm Machinery Vehicles such as tractors, combines, sprayers, swath / windrower, etc. This would NOT include grain trucks, as they would be considered a body type of '10'-'12'.

All Terrain Vehicle - ATV Use code '09' only for all-terrain vehicles which are used mainly as recreation vehicles; include 3-wheelers, 4-wheelers, and dune buggies.

## LARGE I HEAVY VEHICLES (GVWIGCWR OVER 10,000 POUNDS):

Single Heavy Truck (10) - having no trailer attached; can have 3 or more axles or more than 6 tires. See "Vehicle Configuration" chart on the back of the 852 "Heavy Vehicle/Hazmat Supplement" form Codes '02’ and '03'. Single Truck includes buses converted into an RV with less than 9 seats and used for commercial business (not personal) and a bobtail semi.

Truck and Trailer (11) A single -unit truck pulling a trailer. See "Vehicle Configuration" chart on the back of the 852 "Heavy Vehicle/Hazmat Supplement" form Code '04’. Truck and Trailer includes truck-trailer combinations converted into an RV and used for commercial business (not personal).


Tractor-Trailer(s) (12) or Tractor/Semi Trailer consists of a truck tractor (bobtail; see Vehicle Configuration Code 05) and/or one or more attached trailers. See "Vehicle Configuration" chart on the back of the 852 "Heavy Vehicle/Hazmat Supplement" form Codes '06', '07', and '08'.

Cross Country Bus (13) A large bus that has 16 or more seats, usually used for intrastate or interstate travel, such as a Greyhound Bus. See "Vehicle Configuration" chart on the back of the 852 "Heavy Vehicle/Hazmat Supplement" form Code '01'.

School Bus (14) A conveyance vehicle to normally transport passengers to and from $K$ through 12 school or a school associated function. Usually has 9 or more seats (including the driver). See "Vehicle Configuration" chart on the back of the 852 "Heavy Vehicle/Hazmat Supplement" form Code '00' and '01'.

Transit Bus (15) A bus that has 16 or more seats. Usually a "city" bus conveying passengers to various places in a larger city. See "Vehicle Configuration" chart on the back of the 852 "Heavy Vehicle/Hazmat Supplement" form Code '01'.

Other Bus (16) A conveyance vehicle that has 9 or more seats (including the driver) that would not fit the other "bus" types. Other bus includes buses converted into an RV with more than 8 seats and used for commercial business (not personal).

Train (25) A motor vehicle that rides on rails. This would include a truck that is able to ride on the rails, that also can be driven on a roadway using tires, or other single unit testing vehicles used by the railway companies to check rail tracks.
Note: The code "Emergency Vehicle" ('77') has been eliminated. Record the body type that best describes the vehicle, and then record what the Vehicle Use was at the time of the accident.

Other If "other" ('88') is coded, specify type (a riding lawn mower, golf cart, etc.). Tractors, street sweepers, sanding trucks, snowplows, road graders and other construction equipment, when in the roadway, are traffic units with a body type of ' 88 ' ("other") with a seat type of ' 01 '.

CALCULATED SPEED If a trained person is reconstructing an accident event and calculates the minimum speed of a vehicle before impact, please record the value. This is strongly encouraged for fatal accidents.

BUS CAPACITY Record the seat capacity for any vehicle body type used as a bus as defined by ANSI D. $167^{\text {th }}$ Edition 2.8.1. Submit a Heavy Vehicle / Hazmat Supplement (852) if the bus seat capacity is 9 or more, and the other form 852 requirements are met.

## POWER SOURCE

Fuel ('F'): Gasoline, Ethanol, Diesel, etc.
Electric ('E'): Generally runs on battery power only
Hybrid ('H'): Uses both fuel and electricity
VEHICLE USE Record how the vehicle was used at the time of the accident. Record '01'- No Special Use, if the other codes do not apply. $\mathbf{0 3 - S c h o o l ~ b u s ~ a p p l i e s ~ t o ~ g r a d e s ~ K ~ t h r o u g h ~} 12$ only (private or public).

| VEHICLE USE |  |
| :--- | :--- |
| 001 No special use 006 Police |  |
| 002 Taxi / Limo | $\circ 07$ Ambulance |
| 003 School bus | $\circ 08$ Fire |
| 004 Other bus | ○ 09 Mail/Parcel |
| 005 Military | 099 Unknown |

## Examples:

- If an individual is a volunteer fireman and uses their pickup truck to respond to an emergency call, record ' 08 ' (Fire) for the Vehicle Use if they are involved in an accident.
- If a School bus is driven to the shop for repairs (not carrying passengers), record '01' (No Special Use).
- Use ' 06 ' where law enforcement is on patrol or responding to a call.

VEHICLE DAMAGE Record one code for the vehicle damage. The following definitions are from the Manual on Classification of Motor Vehicle Accidents. Record 00 -None if the vehicle is not damaged and remember that towed units (trailers, etc) are considered part of the traffic unit.

- Minor (' 01 '): Minor damage is harm to property that reduces its monetary value.
- Functional ('02'): Functional damage is any damage, other than disabling, which affects operation of the vehicle or its parts.
- Disabling ('03'): Disabling damage prevents departure of the vehicle from the scene of the accident in its usual operating manner by daylight after simple repairs.
- Destroyed ('04'): Salvage is not possible or reasonable. Excludes damage which may not be feasible for economic reasons only.
- '88' - Other and '99' - Unknown

DAMAGE LOCATION AREA There are four separate coding opportunities in this section: First (initial) Impact, Major (Principal) Impact, Vehicle Damage Locations, and whether a Trailer was Present ('P') or Damaged ('D').

First (initial) Impact...is required. It signifies the location of the vehicle where the first harm/impact occurred. Record the number value (01-14, 88, 99) most appropriate to the evidence at the scene; do NOT record the trailing letters (i.e. $3 \underline{A}, 6 \underline{B}$, etc). Record 88 where there is no impact.


Major (principal) Impact...is required. It signifies the location of the vehicle where the most harm/impact occurred. Record the number value ( $01-14,88,99$ ) most appropriate to the evidence at the scene; do not record the letters (i.e. $3 \underline{\mathrm{~A}}, 6 \underline{\mathrm{~B}}$, etc). Record 88 where there is no impact.

Vehicle Damage Locations Circle or check all damaged locations applicable for each vehicle (01$17,88,99$ ). If the vehicle has a trailer, the diagram represents the combination unit not just the towing vehicle. DIAGRAMS REFLECTING DIFFERENT VEHICLE COMBINATIONS are shown on EXAMPLE 21 in the back of this manual.

Trailer Present, Damaged If a trailer was present for the given traffic unit, check the Present circle. If the trailer was damaged as a result of the accident, check the Damaged circle. For electronic reports, key a ' P ' (present but undamaged) or ' D ' (present and damaged).

VEHICLE MANEUVER BEFORE UNSTABILIZED SITUATION Record one code for the vehicle's maneuver just prior to the unstabilized situation (loss of control, etc) in the associated traffic unit box. Example: On an icy roadway, the driver is "straight and following the road," then goes out of control (swerving, sliding) for 500 feet prior to the First Harmful Event. Code '01'. Do not code ' 88 ' sliding.

Note: A legally parked vehicle is not considered "in-transport" and therefore does not have a vehicle maneuver.

## VEHICLE SEQUENCE OF EVENTS

Consider that Vehicle Sequence of Events (VSEs) apply to each vehicle once the unstabilized situation begins. Notice the two sections: "Non-collision" and "Collision With". For each vehicle involved in the accident, record all (up to four) VSE codes that apply in the order they occurred as they apply to that vehicle. Record VSEs for the striking vehicle and vehicles being struck. If there are more than four events applicable to a given vehicle, code what you consider the most important four. Keep in mind that codes '01'-05' are significant from an engineering / traffic safety standpoint, as they influence potential safety improvements. Accurately recording VSEs will result in safer roadways and vehicles. If the events are known, but the exact sequence is not known, mark the "...exact sequence is unknown" box. Code ' 98 ' or ' 99 ' where the non-collision or collision event is unknown.

Example: (shown below) A vehicle runs off the road to the right (01) and then strikes a guardrail
VEHICLE SEQUENCE OF EVENTS (List up to 4 per unit in the order of occurrence)
 (27), bounces back into traffic and strikes a vehicle (22). At some point, the vehicle caught on fire (14), but when is not determined.

Multiple Hits: If V1 is struck by V2 and then by V3 and then by V4, code '22' in three boxes for V1.
Codes such as Crossed Median, Overturn, Legally Parked Vehicle, and so on require an understanding of how they are defined. What is a legally parked vehicle? (Page 9) Does Overturn apply to a motorcycle? (Page 31) What is a median? (Page 77) Keep in mind that "crossed median" is not an intentional action, does not involve a designed crossover, and does not include ramp gore areas, but rather is an event stemming from an unstabilized situation where a vehicle travels through a median area and reaches the opposing travel lanes.
NOTE: The Sequence of Events codes may not agree with the First Harmful Event description for the accident. Also, Overturn includes vehicles rotating at least a $1 / 4$ turn.

## REPORT HEADER

The fields in the header are duplicated for the purpose of matching the Narrative report (851) with all other pages of a case if they become inadvertently separated. Copy the entries from the 850A form. INVESTIGATING OFFICER / BADGE NUMBER Enter the name and/or badge number of the officer responsible for or in charge of the accident investigation and the report.


PAGE _ OF __ number the pages in a way that suits your needs the best, but please submit them in the following order: the Motor Vehicle Accident Report form (850A) first. Next, the Occupants \& Vehicles forms (850B). Then add the Passengers \& Pedestrians forms (854), any Heavy Vehicle/Hazmat Supplement forms (852) and finally, any Narrative forms (851) used. When you know how many total pages are to be sent to the State, go back to page 1 and enter the total number of pages on each sheet after the word "of."

## NARRATIVE

The Narrative Report (851) form provides for the officer's complete description of the accident and any additional notes that might be relevant to the accident. When the Narrative report (851) form is used, it must be submitted to the State with the rest of the report.

Completion of the 851 form is mandatory if the accident involves a fatality, and we highly recommend its use for all accidents, as it contains vital information. Do NOT use other agency forms to take the place of the 851 . Keep in mind that this document is considered an "open record" and its content should exclude information protected by law. Example: Do not record specific illegal drug test results on this form or other criminal information. The only indicator allowed for illegal drugs is Positive ( P ) or Negative ( N ) drug screen results.

It is important to all who review the report (including attorneys, insurance companies, etc.) that the narrative provides enough description to support the accident information recorded. Include any information that helps explain the accident and/or irregularities that may be associated with it. Make your statements brief and clear. Avoid excessive wordiness and inclusion of information which does not contribute to the facts which explain and describe the accident.

Note: Witness statements and other investigative documentation (not required by KDOT) captured on the KDOT forms must be submitted to KDOT and could be required in a court of law.

WITNESSES Record witnesses and their statements on the Narrative form (851). Do NOT list witnesses in the passenger table on the Occupants page (form 850B).

Fatality accidents require an extended narrative. Form 851 must be submitted with the 850A, 850B, and any other accident forms to KDOT.

It matters not if the vehicle is a commercial motor vehicle (CMV) or a personal use vehicle. If it meets the reportable criteria below, form 852 will need to be filled out and submitted along with the 850A and 850B forms.

| 852 cont'd | REPORTING CRITERIA FOR HEAVY VEHICLES AND/OR HAZARDOUS MATERIALS |
| :---: | :---: |
| COMPLETE THIS SUPPLEMENT FOR EACH OF THE FOLLOWING VEHICLES INVOLVED WHERE AT LEAST ONE MOTOR VEHICLE IN-TRANSPORT WAS ON A TRAFFICWAY OPEN TO THE PUBLIC: |  |
| >10,000 lbs | Any truck having a gross vehicle weight rating (GVW/GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) over 10,000 pounds used on public trafficways, OR... |
| BUS | Any motor vehicle with seats to transport nine (9) or more people, including the driver OR... |
| HAZMAT | Any vehicle, regardless of weight, carrying placardable hazardous materials or displaying a hazardous materials placard. |
|  | AND |
| IF THIS ACCIDENT INCLUDES: |  |
| A FATALITY: | Any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash, OR... |
| AN INJURY: | Any person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene, OR... |
| TOW-AWAY: | Any motor vehicle (truck combination, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle. |



## T.O.C.

## CRASH SEVERITY

FATAL: A fatality is ANY person(s) killed in or outside of any vehicle involved in the crash or who dies within 30 days of the crash as a result of an injury sustained from the crash.

INJURY: For the purpose of commercial motor vehicle reporting, an injury is ANY person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene.

Q: What is the meaning of "immediate medical attention?"
A: A person immediately receives medical treatment, and he or she is transported directly from the scene of an accident to a hospital or other medical facility (taken to the hospital regardless of method of transportation).

TOWED: A tow-away is ANY motor vehicle disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle. Do NOT include vehicles that are not disabled and are towed from the scene for other reasons (i.e. driver arrested).

Disabling Damage means damage which precludes departure of a motor vehicle from the scene of the accident in its usual manner after simple repairs. A truck tractor or a single-unit truck pulling a trailer is considered one unit at the time of the accident. Therefore, if the truck tractor can drive away but the trailer is disabled, the entire truck combination should be considered disabled.

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

## Exclusions:

- Damage which can be remedied temporarily at the scene of the accident without special tools or parts
- Tire disablement without other damage even if no spare tire is available
- Headlamp or taillight damage
- Damage to turn signals, horn, or windshield wipers which make them inoperative
- If a vehicle is driven from the scene with damage determined to be minor or functional after being assisted by a another vehicle (e.g. being pulled out of a ditch for a slide off or being up-righted after), it is not considered to be towed due to disabling damage.


## Important data fields for identifying Large/Hazmat vehicles.

If any of the vehicles involved have a Vehicle Body Type of 10 through 16, then a Large Vehicle/Hazmat supplement (852) must be filled out, UNLESS there is no fatality, injury requiring medical treatment away from the scene, or a vehicle towed away due to disabling damage.


POST CRASH INSPECTION CHECKBOX Check this box to indicate if a post-crash inspection CVSA Level I, II, III or V has been completed.

REPORT HEADER Selected fields in the first line are duplicated from the basic form (850A). Their purpose is to enable matching the supplemental form to the rest of the forms if they become separated.

TRAFFIC UNIT NUMBER (TU) Enter the traffic unit number for the truck or bus which corresponds to the traffic unit number on form 850B. This is especially important when more than one truck or bus in involved in the same collision.

CARRIER NAME If the large vehicle involved in the collision is a commercial vehicle then record the carrier name of the truck or bus even if the vehicle is leased, registered, or owned by another company or person. The motor carrier is the business entity, individual, partnership corporation or religious organization responsible for the transportation of the goods, property, or people. It may not be the registered owner. If driven non-commercially, record Non Motor Carrier.

USDOT\# Companies that operate commercial vehicles transporting passengers or hauling cargo in interstate commerce must be registered with the FMCSA and must have a USDOT Number. Also, commercial intrastate hazardous materials carriers who haul quantities requiring a safety permit must register for a USDOT Number. The USDOT Number serves as a unique identifier when collecting and monitoring a company's safety information acquired during audits, compliance reviews, crash investigations, and inspections. In Kansas, all registrants of commercial motor vehicles, even intrastate and non-Motor Carrier registrants, are required to obtain a USDOT Number as a necessary condition for commercial vehicle registration.

MCIMX\# FMCSA operating authority is also referred to as an "MC," "FF," or "MX" number, depending on the type of authority that is granted. This number will be found in the driver's paper work and / or on the outside of the vehicle. Unlike the USDOT Number application process, a company may need to obtain multiple operating authorities to support its planned business operations. The Operating Authority dictates the type of operation a company may run, the cargo it may carry, and the geographical area in which it may legally operate.

## Commercial motor vehicles are required to display:

* Legal or single trade name of the CMV
* A motor carrier DOT number preceded by "USDOT" for a federal DOT number.
* If the name of any person other than the operating carrier appears...the name of the operating carrier must appear and be preceded by "Operated By"
Note: Other identifying information may be displayed on the vehicle if it is not inconsistent with the information required.
* It does not matter if the motor carrier is for hire or a private carrier.

Most motor carriers involved in a collision can be identified by their company name and USDOT number that is on the side of the driver's truck tractor or truck, but do NOT stop investigating the DOT number as this may not be the correct carrier.

## STEPS IN IDENTIFYING THE CORRECT MOTOR CARRIER

Complete a driver interview asking:

1. Is the vehicle leased or rented?
2. Who is the motor carrier responsible for this load (one carrier may responsible for the load to the destination; while another is responsible for the load on the return trip).
3. Who is directing and controlling the movement of this vehicle?
4. Where is the motor carrier's principal
 place of business?

Shipping papers or a Bus Trip Manifest can provide the name of the motor carrier responsible for the load, but not the carrier's USDOT number. Shipping papers are only required for hazardous material cargo. The driver may state that there are no shipping papers even when they may be in the vehicle. The drivers log may also be useful in identifying the carrier (shown on the next page). The USDOT number will likely not be on the log sheet.

If this vehicle is leased or rented the lease agreement will identify the motor carrier and their USDOT number. A short-term rental agreement for less than 30 days is required to be inside the vehicle. A carrier is required to have their name and USDOT number on the side of the vehicle within 30 days of a long-term lease. One problem that may be encountered is a carrier that extends a short-term lease agreement (by re-renting the vehicle). This is an attempt to avoid putting the carrier's name and USDOT number on the vehicle.

The vehicle registration may also be used for identifying the owner as well as the registrant. A registrant is a carrier that has a USDOT number that is used to obtain registration only. This number should not be found on the vehicle. The registrant may then lease to another carrier. If a registrant number is found on the registration, look for a lease agreement.

If internet access is available, the following site may be used to assist in identifying the carrier responsible, http://safer.fmcsa.dot.gov/companysnapshot.aspx. This site will verify a motor carrier's USDOT number, legal name, "doing business" name, physical address, and telephone number.


## EXAMPLES \#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.

Q: Who is the motor carrier, John Smith of White Manufacturing?
A: 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.

Q: Who is the motor carrier K\&S Trucking, John Smith, or Intermodal Inc.?
A: 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.

Q: Who is the motor carrier John Smith or Polyester?
A: The lease agreement between Polyester and Mr. Smith makes Polyester the motor carrier responsible for this load.

## EXAMPLE \#4

John Smith is driving a tractor/semi-trailer owned and operated by ABC Trucking.
Q: Who is the motor carrier John Smith or ABC Trucking:
A: 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.

Q: Who is the motor carrier John Smith, ABC Trucking or XYZ Trucking?
A: In this case, $X Y Z$ is the carrier because $X Y Z$ is directing the carrying of the load.
CARRIER ADDRESS/PHONE NUMBER Record the complete address of the carrier. Record the phone number for the carrier. Attempt to verify the number with the driver.

CARRIER COUNTRY Record the country the carrier is operating out of. The country of origin may be identified by the license plates of the tractor. US carriers, Canadian carriers and Mexican domiciled carriers should have their home country's plate on the tractor. This information may also be obtained during the driver interview. Mexican domiciled carriers legally allowed to be present in the US will have an " $X$ " suffix after their USDOT designation number. If a " $Z$ " suffix is found after the USDOT number this means the carrier is only allowed to operate in the US/Mexico border zone and should NOT be in Kansas. If there is no designated letter on a Mexican carrier they are not legally allowed to operate in the US.

If a Mexican Carrier operating in Kansas with a "Z" suffix or no authority at all, the vehicle shall immediately be placed out of service by a CVSA certified inspector under 49 CFR 392.9a. This carrier should be immediately reported to the Kansas Highway Patrol at 785-296-7189, or KHP dispatch during evening or nighttime hours.

Canadian carriers will not have any designation letter suffix attached to their USDOT number. Also, the registration on the trailer(s) may legally display Canadian or Mexico tags.

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CARRIER TYPE
O 0-Intrastate O 1-Interstate O 2-Not in Commerce - Other Truck or Bus O 3-Not in Commerce - Government Veh O 4-Other / Not Specified
```

CARRIER TYPE Record the proper Carrier Type (0-4). For the purposes of INTER and INTRA state motor carriers the origin or destination of the load is the concern.

INTERSTATE carrier is a carrier engaged in commerce that is destined to or from a place in a State and a place outside such State (including a place outside the United States/International shipments)

INTRASTATE carrier is a carrier engaged in commerce, whose origin and destination are in Kansas.

Not in commerce-Government should be used for any government OWNED vehicle. (e.g. buses, Military vehicles, KDOT vehicles, Police/Fire vehicles, most EMS vehicles unless privately owned) A sub-contractor working on a highway for KDOT but not owned by KDOT should have a USDOT number and may be a INTER or INTRAstate CMV.

Not in Commerce-Other Trucks should be used for a private citizen who is not in commerce. Example: An individual in a qualifying vehicle who is moving his or her own property from one location to another. Other / Not Specified should only be used when it is undeterminable if there is a motor carrier. The possible person or carriers responsible for the load should ALL be listed in the narrative.

GVWR/GCWR The Gross Vehicle Weight Rating or Gross Combined Weight Rating code is a mandatory field and may be determined by the manufacture's sticker/plate for the truck or single unit. It is usually located inside the driver's door between the door and the pillar of the door. The manufacture's sticker/plate for a trailer may be located in several locations. On a Semi-Trailer it will usually be found on the front left side of the unit; another common location would be on the left side of the trailer near the frame. On smaller

## GVWR/GCWR

o 01 10,000 lbs or less
O 02 10,001-26,000 lbs
o 03 More than $26,000 \mathrm{lbs}$
O 99 Unknown
 trailers, the plate may be located on the tongue, left or right side, and may even be located on the underside of the unit.

Determine the GCWR by adding the GVWR of the units together (this designation is in pounds and kgs; record ONLY the GVWR in lbs. ( $1 \mathrm{lb}=0.4535924 \mathrm{~kg}$ )). If the GVWR of one of the units in a combination can be determined and meets the criteria for category 02 or 03, but the second GVWR in a combination cannot be determined, mark what code seems appropriate for the combination (02 or 03). For example, if the GVWR of a truck (power unit) alone has a known GVWR of $26,001 \mathrm{lbs}$, then use code 03 - More than $26,000 \mathrm{lbs}$. A second example would be a truck that has a GVWR of $8,500 \mathrm{lbs}$ and is pulling a two-axel trailer that the GVWR cannot be found or determined. However, the trailer load, your training or experience indicate the trailer would clearly have a GCWR exceeding combination. So you would code either 02 or 03 . Only record 99 if the GVWR, GCVW or category of the units cannot be determined.

The Actual Weight box is for the weight of the vehicle and the load it is carrying ONLY. This is determined based on information from a scale (KHP or otherwise) or is determined post collision by weighing the vehicles. Where the Actual Weight is not known for both the vehicle and load BUT the GVWR of the "power unit" is known and the weight of the load is known, add them together for the Actual Weight...this is closer than no weight at all. If the actual Weight cannot be determined, leave blank.

SOURCE OF CARRIER NAME Indicate where the carrier information was obtained from.

PERMITS (Issuer and Permit) Record any applicable permit numbers found on the left line and type of permit and state in the right line. These may include oversize or overweight permits issued by KS or another jurisdiction, MC numbers, and temporary registration permits.


## VEHICLE INFORMATION

Trailer Dimensions Record the width in inches. Record the length of the units in combination (Truck-Trailer(s) length when coupled together) in feet. Use 99 for unknown.

Trailer Damage Mark the proper checkbox for each trailer damaged. If no trailer damage exists, choose none.

Truck and Trailer Totals Record the total length (Feet) of the vehicle including trailers in the first box. Record the total number of trailers towed. And, record the total number of axles for both the towing unit and the trailers. If these values cannot be discovered, leave blank.

Oversized Load Check any applicable oversize indicator for Height, Weight or Width.


Trailer Identification Numbers (TIN) Record the trailer identification number(s).

HAZMAT/ROADWAY INFORMATION Indicate whether or not the vehicle had a placard. A placard is the diamond shaped point on point fixture, comprised of various colors, which should be located on all four sides of a vehicle which is carrying placarded hazardous materials. There are nine classes of Hazardous materials.

Since there is only room on the report to record one hazardous material, record Class 1 hazardous materials over Class 2 hazardous materials. If more than one hazardous material on Class 2 then record the information for the highest quantity of hazardous material transported.

## PLACARD EXAMPLES



If the vehicle does have a placard then indicate the hazardous material's 4-digit ID number in the space provided. The ID number may be found in the center of the placard. It may also be found on an orange panel or white square-on-point configuration adjacent to the placard.


The "Class" number is located at the bottom of the hazardous material placard and is critical for identifying and studying the various types of hazardous materials involved in traffic crashes. This number may be a single number or a two digit code with a decimal in the middle. The "Class" number should also be available on the required shipping papers.

Indicate whether or not there was a hazardous materials release. Fuel or oil carried by the vehicle for its own use is NOT considered cargo and should not be reported in this section. Any material other than fuel or oil carried by the vehicle for its own use should be considered cargo.

ON ROAD LANE TYPE Record the code which best describes the lane type for the road on which the accident occurred.

VEHICLE ACCESS CONTROL TO ROADWAYS Record the code which best describes the Access Control of the road on which the accident occurred. (See page 17 "SIDE NOTE" for further explanation)

VEHICLE CONFIGURATION Record the vehicle configuration code. Detailed examples and codes of vehicle configurations are shown on the back of the 852 form.

CARGO BODY TYPE Record the cargo body type for single trucks or combinations. Detailed examples of various configurations are shown on the back of the 852 form.

CARGO TYPE Record the code for the cargo. If code ' 88 ' is used, indicate the type of cargo in the blank provided.

CAB TYPE Record the code that best describes the cab type for the vehicle.

## ADDITIONAL PASSENGERS \& PEDESTRIANS

The front of this form is to be used to list additional passengers (only) that cannot be listed on the 850B form(s). Do NOT record drivers, pedestrians, or witnesses on the front of this form. Please list passengers in traffic unit and seat type order if possible. See the instructions on pages $52-54$ for form 850 B on how to fill out the front of this form.

## PEDESTRIAN INFORMATION

NOTE: The following fields require a value where information is unknown: TU, ST, Last Name (Unknown), DOB (99/99/9999), Gender, Age, SE Used, Eject/Trapped, and Injury Severity.

| Unit \# | PEDESTRIAN First Name | Middle Name | PEDESTRIAN ADDRESS (Number, Street, Sfx, etc.) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Ped Type | PEDESTRIAN Last Name | Date of Birth | City | State | Zip |

TRAFFIC UNIT (TU) NUMBER Record a unique (non-repeating) number in relation to the other TU's involved.

Example: Do NOT record V1 (01), V2 (02), PED1 ('01'). In this case, the pedestrian is coded as PED3 ('03'). They are the third traffic unit.

If an injured occupant of legally parked vehicle, record as separate TU with the parked vehicle as the last TU number: striking vehicle '01', injured Ped '02', and then 'X03'.

```
                                    PEDESTRIAN TYPES (non-motorist)
21 Walking, standing, running, etc
22 Pedal cyclist
23 Rider of animal
24 Occupant of animal-drawn vehicle
25 In vehicle NOT IN TRANSPORT
    (legally parked vehicles, snow plows...see manual)
26 Machine operator or passenger
88 Other
```

PEDESTRIAN TYPE See pedestrian type list on the Accident Code Sheet, form 855 and code the appropriate ped type.

PEDESTRIAN NAME, DOB, ADDRESS, PHONE \#, ETC. Record all information requested on the 854 form, including the transporting unit (EMS, private car etc) with 'A', 'B', 'C', ... ' $N$ '.

SAFETY EQUIPMENT USE This is a mandatory field for all drivers, passengers, and pedestrians. If the safety equipment is not known, record a ' $U$ '. The following two codes ('Q', ' $V$ ') are to be used for pedestrians only. Do NOT record a motorcycle helmet for pedestrians


GENDER, AGE, INJURY SEVERITY Code the same as drivers and passengers.
EJECTED/TRAPPED Record ejected/trapped codes for pedestrian types 24- in animal-drawn vehicle, 25- in vehicle NOT in-transport, and 26- machine operator or passenger as they apply. If the individual was not ejected, code ' N '. If the person was ejected, indicate the Ejection Path.

EXTRICATION? Check this box as it applies to pedestrian types 24- in animal-drawn vehicle, 25 - in vehicle NOT in-transport, and 26- machine operator or passenger.

EMS INFORMATION The Pedestrian EMS fields are the same as the Driver and Passenger fields. Refer to page 46 for instruction.

DIRECTION OF TRAVEL Enter a direction of travel prior to the accident for each pedestrian traffic unit. Valid codes are: 'N', 'S', 'E', 'W', 'NE', 'NW', 'SE', 'SW', 'NA' (not applicable), and 'U' (unknown).

DRIVER'S LICENSE NUMBER If deemed useful for identification purposes or other reasons, record the number as shown on the driver's license or identification number obtained by other means. Do not record a Social Security Number.

DRIVER'S LICENSE STATE Record the two letter abbreviation of the state issuing the license. See State Abbreviations, page 87.

SPECIAL DATA This special data field can be utilized by anyone completing the forms to capture additional information concerning pedestrians involved.

PEDESTRIAN ROADWAY LOCATION BEFORE IMPACT Three main choices apply here: 1) NOT in the roadway 2) IN the roadway, "In or At Intersection" 3) IN the roadway "NOT In or At Intersection". Mark what is appropriate for the pedestrian TU you are coding.

OTHER PEDESTRIAN LOCATION (Not in Driving Lanes) If you have marked choice '01' above (NOT in the roadway), mark whichever code applies for the accident scenario.

PEDESTRIAN ACTION BEFORE CRASH Choose the PED Action that is most appropriate. Mark only one choice.

PEDESTRIAN OBEDIENCE TO TRAFFIC SIGNAL This is a mandatory section. Mark '00' (No pedestrian signal) if there is not one at the accident location.

IMPAIRMENT INFORMATION The Pedestrian impairment fields are the same as the Driver fields. Refer to pages 50-51 for instruction.

PEDESTRIAN ACTION BEFORE CRASH

| ○ 01 Walking / cycling to or from school | $\circ 07$ Standing, sitting, or lying |
| :--- | :--- |
| $\circ 02$ Approaching or leaving bus | $\circ 08$ Playing, running, walking |
| $\circ 03$ Approaching or leaving vehicle | $\circ 09$ Cycling |
| 004 Working (not on vehicle) | $\circ 10$ Entering or crossing |
| $\circ 05$ Working on vehicle | $\circ 88$ Other: |
| $\circ 06$ Pushing motor vehicle | $\circ 99$ Unknown |

## DEFINITIONS / CLARIFICATIONS

ACCIDENT: An unstabilized situation which includes at least one motor vehicle in-transport and at least one harmful event. For the purpose of this manual, accident fully implies "motor vehicle accident."

AGGRESSIVE I ANTAGONISTIC DRIVING: A contributing circumstance code representing the actions of a driver. Such actions are with the intent to display a driver's irritation towards others or about circumstances. Intimidation, fear, and threats are attributes of this display.

Aggression: an offensive action....an unprovoked attack.
Antagonism: actively expressed opposition or hostility.
Examples: tailgating (intentional), improper passing, shinning bright lights, etc. (Note: This is NOT the same as a road-rage incident.)

This code should only be used when evidence, either physical or witnessed, indicates aggressive action by a driver. In addition, this code is not a substitute for other codes such as followed too closely. It should be used in conjunction with any and all codes that apply to the accident.

BUS: A bus is a motor vehicle with seating for transporting nine or more persons, including the driver.
BOOSTER SEATS: Used when a child outgrows the child seat and is normally between ages 4-8 and/or 40-80 lbs. This seat is intended to raise the child up so the shoulder and lap belts can properly protect. Keep in mind that booster seats can be no, low, or high back and can have their own safety belt restraint system.

CATACLYSM: A cataclysm is a cloudburst (very intense rain), downburst (very strong winds from a storm), tornado, earthquake, flood, or lightning. Accidents resulting from a cataclysm are not considered state-reportable accidents.

Exclusions (reportable accidents):

1. Rain, snow, fog, hail, sleet, freezing rain, strong winds (less than 74 mph ), etc.
2. An old tree falling only due to a rotting root system.
3. Shallow standing water.

CARRYING ROUTE: Applies only to Kansas, US, and Interstate highways: Where two highways ride together, the carrying route is the higher classed route or, if the same class, the lower numbered route. The On Road Name field should always reflect the carrying route in these cases.

Example: U040 rides on 1070 . 1070 therefore is the carrying route (interstate is highest class).
COMMERCIAL MOTOR VEHICLE: A commercial motor vehicle is any motor vehicle used for the transportation of goods, property or people in interstate or intrastate commerce.

## CMV Inclusions:

- Motor vehicles providing transportation of goods, property, or people for hire
- Privately-owned motor vehicles providing transportation of privately-owned goods or property in furtherance of a business enterprise.
- Privately-owned motor vehicles providing passenger transportation in furtherance of a business enterprise.


## DEFINITIONS / CLARIFICATIONS

## Examples:

1. A trucking company hauling a company's goods for a fee. (UPS, DHL or FedEx for example)
2. A motor coach transporting passengers within and between cities and towns. (Greyhound bus)
3. A truck or truck tractor owned by an individual truck driver used to carry goods or property under contract. (Independent hauler)
4. An airport shuttle bus service paid to transport persons to hotels and other businesses. (Roadrunner Express, Emu-Express)
5. A manufacturing company hauling its own products to retail stores. (Steinway Piano Company)
6. A retail store delivering products to its buyers. (Best Buy, Sears)
7. A business engaged in the transportation of students to and from school and school-related activities. (Various USD buses)
8. An agricultural farm hauling its produce to market. (Meadow Gold Dairy)
9. A taxi or limousine service transporting passengers for a fee. (Yellow Cab)

## CMV Exclusions:

- Persons providing private transportation of personal property or people.


## Examples:

1. Large family of 10 persons taking a trip in the family's 12-person van.
2. Recreational vehicle (provided they are not selling anything or providing a service out of it)

CROSSED MEDIAN During an unstabilized situation on a divided roadway, a vehicle travels off the roadway, across the median, and reaches the opposing lanes of travel.

EMERGENCY VEHICLE: (MMUCC) "Indicates of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck, or ambulance while actually engaged in such response." We add vehicles used for towing or traffic control under the same response conditions.

FRONTAGE ROAD: A roadway generally paralleling an expressway, freeway, or parkway. It also could be a through street designed to intercept, collect and distribute traffic desiring to cross, or enter the main trafficway.

FULL TRAILER: A full trailer is a trailer, other than a pole trailer, designed for carrying property and so constructed that no part of its weight rests upon or is carried by the towing road vehicle.

GORE: The area at the end of a lane (e.g. interchange ramp) where the lane or it's shoulder merge with another road. The direction of the diverging or converging lanes must be the same.

GROSS VEHICLE WEIGHT (GVW): Gross vehicle weight is the actual weight of a road vehicle including the weight of the road vehicle, its load of persons and property, and all added equipment.

GROSS VEHICLE WEIGHT RATING (GVWR): A gross vehicle weight rating is the value specified by the manufacturer as the recommended maximum loaded weight and appears on a label or tag affixed to single-unit trucks, truck tractors and trailers manufactured for use in the United States. Such a label is required by federal regulations issued by the National Highway Traffic Safety Administration. The required label is generally placed on the door or door frame next to the driver's seating position or, for trailers, on the forward half of the left side. Gross vehicle weight ratings for trucks are also encoded in vehicle identification numbers and may be included in computerized motor vehicle records maintained by the states This rating includes the maximum rated capacity of a vehicle, including the base vehicle, mounted equipment and any cargo and passengers. Most of the time, GVWR is the sum of the maximum rated capacity of the axles of the vehicle.

## DEFINITIONS / CLARIFICATIONS

HARMFUL EVENT: A harmful event is an occurrence of injury or damage. Harm is NOT defined as only an adverse reaction or the beginning of an unstabilized situation.

HEAVY TRUCK: A heavy truck has a gross vehicle weight rating of more than 26,000 lbs.
INTERSECTION: An area which contains a crossing or connection of two or more public roadways not classified as driveway access or alleys. Intersection applies only to "At-Grade" or "Same Plane" junctions (no grade separation, ramps, etc).

IN-TRANSPORT: The term "in-transport" denotes the state or condition of a transport vehicle which is in motion or within the portion of a transport way ordinarily used by similar transport vehicles. When applied to motor vehicles, "in-transport" means on a roadway or in motion within or outside the trafficway. For Kansas reporting, a "working motor vehicle" (see definition) at the time of the unstabilized situation is considered "in-transport."

## In-transport Inclusions:

- Motor vehicle in traffic on a roadway
- Driverless motor vehicle in motion on the shoulder, roadside or median.
- Motionless or disabled motor vehicle abandoned on a roadway (in driving lanes)
- Motor vehicle in motion outside the trafficway.
- A stopped 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:

1. A driverless vehicle previously parked on the shoulder begins to roll forward because the parking brake was not set.
2. A stopped vehicle partially on the shoulder with two tires on the roadway.
3. A stopped tractor trailer on the shoulder with its load hanging over the roadway edge line.
4. A person deliberately driving an all-terrain vehicle (ATV) down a median or the roadside.
5. A police vehicle patrolling or responding to an emergency.
6. A police or emergency vehicle stopped on the roadway (in the driving lanes) at the scene of an accident or traffic stop or other police action, regardless of whether or not the emergency lights have been activated.
7. Construction, maintenance, or utility work vehicles traveling on a trafficway from one work site to another location.
8. A school bus stopped in a travel lane with signs and/or lights activated.
9. A private citizen using his pickup truck or lawn tractor with a blade removing snow from the roadways in his neighborhood. (Not a highway maintenance activity.)
10. A farm tractor or combine moving from a storage facility to a field under its own power on the trafficway.
11. An ATV driving on a recreational off-road trail inside or outside the trafficway.

## In-transport Exclusions:

- Transport vehicle stopped off the roadway within the trafficway.
- Transport vehicle stopped in parking lanes during periods when parking is allowed.
- Transport vehicle performing construction, maintenance, or utility work related to the work zone of a trafficway.
- A stopped 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.
- A vehicle parked in roadway in order to unload merchandise (see Section 98 of the Kansas Traffic

Ordinances)

## DEFINITIONS / CLARIFICATIONS

## Examples:

1. A disabled utility vehicle stopped on the shoulder, median, or roadside.
2. An automobile parked in an area designated for parking area against the curb of a residential street, or in a parking space or lane.
3. A truck stopped on the shoulder where only the extended side-view mirror overhangs the roadway edge line.
4. A power company truck working on the power lines in an elevated basket in a maintenance work zone.
5. A concrete mixer discharging its load of concrete in a construction work zone.
6. An asphalt spreader or roller repaving the roadway.

MEDIAN: A median is an area of a trafficway between parallel roads separating travel in opposite directions (See Example 7A and 7B in the back). A flush or painted median should be four or more feet wide between inside roadway edge lines. Medians fewer than four feet wide must have a barrier to be considered a median. Continuous left-turn lanes are not considered painted medians.

## Median Inclusions:

- Physical barriers separating roads with travel in opposite directions
- Depressed, raised or flush areas between roads with travel in opposite directions
- Painted medians of four or more feet wide between roads with travel in opposite directions


## Examples:

1. A depressed grassy median separating directions of travel of a divided highway.
2. A median with a concrete traffic barrier, guardrail or cable, separating roads of a multi-lane divided highway.
3. A flush painted median of four or more feet of a divided highway.

## Median Exclusions:

- Shoulders
- Turn lanes
- Continuous left-turn lanes

MEDIUM TRUCK: A medium truck is a truck which has a gross vehicle weight rating of more than 10,000 pounds and less than or equal to 26,000 pounds.

MOPED: A moped is a speed-limited motor-driven cycle which may be propelled by pedaling.
MOTORCYCLE: A motorcycle is any motor vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels in contact with the ground.

MOTOR-DRIVEN CYCLE: A motor-driven cycle is any motorcycle having an engine with less than 150 cubic centimeters displacement or with five brake horsepower or less.

Inclusions: Moped, Miniature motorcycles, "Pocket Bikes"
MOTOR VEHICLE ACCIDENT: A transport accident that 1) involves a motor vehicle in transport, and 2) is not an aircraft accident or watercraft accident.

NON-CONTACT VEHICLES: A non-contact ("phantom") vehicle or pedestrian may be recorded if it had a role in the accident. Record them as an "N\#\#" unit. Information about a non-contact vehicle may be recorded for legal or documentation purposes, but such vehicles are not counted for statistical purposes.

## Examples:

1. A vehicle changes lanes into the path of another vehicle (without making contact) causing an accident. The vehicle changing lanes is a non-contact vehicle.
2. A school bus is stopped on the roadway picking up or discharging pupils and one of the pupils is struck without the school bus being struck. The school bus is a non-contact vehicle.
3. A pedestrian darts into the roadway causing a motor vehicle to stop suddenly without striking the pedestrian. A following vehicle swerves to avoid the stopped vehicle and collides with a fixed object. The first vehicle is a non-contact vehicle.

OTHER BUS: An "other bus" is any bus used for transportation purposes other than school bus, transit bus, intercity bus, or charter bus.

## Inclusions:

- Private companies providing transportation services for their own employees and others (hotel shuttles, etc.).
- Non-governmental organizations (such as churches and non-profit groups).
- Non-educational units of government (such as departments of corrections).

OVERTURN/ROLLOVER: Includes vehicles rotating at least a $1 / 4$ turn (motorcycles included if damaged or riders injured)

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

## Personal Conveyance Inclusions:

- Rideable toys
- Roller skates or incline skates
- Skateboards
- Roller blades
- Baby Carriage
- Scooters
- Toy Wagons
- Motorized rideable toys
- Motorized skateboard
- Motorized toy car
- Sidewalk scooters
- Devices for personal mobility assistance
- Segway-style devices
- Motorized/non-motorized wheelchairs
- Handicapped scooters


## Personal Conveyance Exclusions:

- Golf cart
- Low Speed Vehicles (LSVs)
- Go-carts
- Mini-bike
- "Pocket" motorcycles
- Motor scooters
- Any registered or "tagged" vehicle
- Lawn Mower
- Parade motorized cars

RIDING ROUTE: A riding route is a highway that rides on another highway with a higher designation. Example - U040 rides on IO70 from Oakley to Topeka; IO70 is the "carrying route" and U040 is the "riding route", because Interstate routes "carry" U and K routes. Further, lower numbered routes of the same type "carry" higher numbered routes (e.g. U160 and U183).

SEMI-TRAILER: A semitrailer is a trailer, other than a pole trailer, designed for carrying property and so constructed that part of its weight rests upon or is carried by the towing road vehicle.

## DEFINITIONS / CLARIFICATIONS

SHOULDER: A shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped road vehicles, and for lateral support of the roadway structure.

SINGLE-UNIT TRUCK: A single-unit truck is a truck consisting primarily of a single motorized transport device designed for carrying property. When connected to a trailer, such a device may be part of a truck combination.

## Examples:

- Two axle, four-tire trucks
- Two axle, six-tire trucks
- Three or more axle trucks


## Exclusions:

- Truck tractors
- Truck combinations

SPORT UTILITY VEHICLE (SUV): A utility vehicle is a motor vehicle other than a motorcycle or large bus consisting primarily of a transport device designed for carrying persons, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are generally four-wheel-drive ( $4 \times 4$ ) and have increased ground clearance. An SUV typically has a gross vehicle weight rating (GVWR) of 10,000 pounds or less.

## Examples:

1. Small - S-10, Blazer, Wrangler, Ranger, Jimmy, Tracker
2. Midsize - Cherokee, Comanche, Yukon, Typhoon, Explorer, Escape, Envoy, Sorrento, Element, Axiom, Rodeo, Mountaineer, Xterra
3. Full-size - Blazer, Suburban, Bronco, F Series, Sierra, Land Cruiser, Pathfinder Armada, Ascender, Pilot, Escalade, Expedition, Excursion, Yukon
4. Large - Hummer, Navigator
5. Small bus - Utility vehicles with more than nine seats; i.e. Chevy Suburban, Ford Excursion, Ford Expedition, GMC Yukon SL, Chevy Tahoe

TRUCK TRACTOR: A truck tractor is a motor vehicle consisting of a single motorized transport device designed primarily for drawing trailers.

RECKLESS / CARELESS DRIVING: A contributing circumstance code representing the actions of a driver. Such actions display a driver's apathy towards the law and others. This code should only be used when evidence, either physical or witnessed, indicates reckless action by a driver. In addition, this code is not a substitute for other codes such as improper passing or exceeded posted speed limit. It should be used in conjunction with any and all codes that apply to the accident.

Reckless: marked by a lack of caution; rash; irresponsible; wild; negligent.
Careless: not taking care; unconcerned or indifferent of the consequences.

Examples: Excessive speed or racing, "pulling stunts" with a vehicle, disregarding traffic control devices (intentional), etc. (Note: This is not the same as aggressive / antagonistic driving)

ROAD RAGE INCIDENT: "...an assault with a motor vehicle or other dangerous weapon by the operator or passenger(s) of one motor vehicle on the operator or passenger(s) of another motor vehicle or is caused by an incident that occurred on a roadway." (source: NHTSA) Therefore, Road Rage is an intentional act of harming another and is not an accident.

## DEFINITIONS / CLARIFICATIONS

TRUCK CLASSIFICATION BY WEIGHT..........(see Gross Vehicle Weight)<br>Categories: Light truck - Gross vehicle weight rating under 10,000 pounds<br>Medium truck - Gross vehicle weight rating 10,000 to 26,000 pounds<br>Heavy truck - Gross vehicle weight rating over 26,000 pounds

UNSTABILIZED SITUATION: An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or, in the absence of persons who are able to regain control, when all persons and property are at rest. In cases of multiple events, determination for documenting one or more accidents is based upon whether the events are continuous or whether there is time between unstabilized situations.

WORKING MOTOR VEHICLE: is a motor vehicle in the act of performing emergency response, enforcement, construction, maintenance, or utility activities 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. Drivers of these vehicles are NOT to be listed in the Drivers Table (unless at fault). Record as PED type 26 and list on the 854 form. Their PED action is (04) Working; PED Location is where the vehicle was at the time of collision (like '13'; see Report Example 19); PED Obedience equals NA ('04'). Record passengers in the passenger table (850B). Kansas is differing from the ANSI D16 standard in two ways: 1. A working vehicle is considered "in-transport" when operating within an open trafficway and 2. Law enforcement and emergency vehicle activities are included.

## Working Motor Vehicle Inclusions:

- Vehicles at work in a marked work zone (Note: non-state-reportable accident if on closed roadway)
- Vehicles at work on the median, shoulder or roadside.
- Mobile maintenance convoys
- A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.
- Emergency vehicles (Fire, police, EMS, \& tow) performing work activities such as traffic stops, responding to an emergency call, legal intervention, and traffic control (where risk is above normal).


## Examples:

1. Asphalt roller working in a highway construction zone. (non-state-reportable accident)
2. Maintenance crew mowing grass on roadside or plowing snow.
3. Utility truck performing maintenance on the power lines along the roadway.
4. A private excavating company contracted by the state digging the foundation for a new overpass.
5. Law enforcement parked with lights for a traffic stop

## Working Motor Vehicle Exclusions:

- Vehicles performing a private construction/maintenance activity.
- Law enforcement vehicles on routine patrol
- Construction, maintenance, utility vehicles while moving from one job site to another.


## Examples:

Garbage trucks, delivery trucks, taxis, etc.
Important Note: If after investigation the working vehicle driver is found to be held responsible for the damage and/or injury, record them in the Drivers Table (not as a PED type 26), and reflect the proper driver contributing circumstances, violations, and citations.

## DEFINITIONS / CLARIFICATIONS

WORK ZONE: 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. It extends from the first warning sign, signal or flashing lights to the "END ROAD CONSTRUCTION" 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.

WORK ZONE ACCIDENT: a motor vehicle traffic accident where the unstabilized situation and/or the First Harmful Event occur within the boundaries of a trafficway work zone or on an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone.

## Inclusions:

- Collision and non-collision accidents occurring within the signs or markings indicating a work zone.
- Collision and non-collision accidents occurring on approach to, exiting from, or adjacent to work zones that are related to the work zone, regardless of distance. (See Example \#4 below)


## Examples:

1. An automobile on the roadway loses control within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle in the work zone.
2. A van in an open travel lane strikes a highway worker in the work zone.
3. A highway construction vehicle working on the edge of the roadway is struck by a motor vehicle in-transport in a construction work zone.
4. A rear-end collision accident occurs before the signs or markings indicating a work zone caused by vehicles slowing or stopped on the roadway because of the work zone activity.
5. A pickup in-transport loses control in an open travel lane within a work zone caused by a shift or reduction in the travel lanes and crashes into another vehicle down the road that had already exited the work zone.
6. A sport utility loses control and overturns on a roadway within a work zone due to a severe lane shift without any collision event.

## Exclusion Examples:

1. Two motor vehicles collide while performing work in a work zone closed area.
2. A highway maintenance truck strikes a highway worker...both are within the closed portion of the work site.

NOTE: The Private Property checkbox must be checked for work zone exclusions, as these accidents are not state-reportable (except fatal). By normal definition, they are not private property areas. However, this marking allows programs to exclude the records from state processing, and thus the box must be checked.

WORK ZONE CATEGORY: Denotes the main characteristic of work zone...Lane closure (01) indicates the project consists of one or more closed lanes of traffic by cones, barricades, or other such devices. Traffic flow is more restricted and may be led by a pilot car, controlled by automated devices, or flaggers depending on the project extent. Lane shift / crossover (02) reflect projects where the traffic flow is moved over in order to allow continuous flow during work. Shoulder and median only work should be shown as code 03. Projects involving intermittent or moving work zones are coded as 04.

## ACCIDENT PHOTOGRAPHS

An important part of traffic crash investigation is recording information so that it can be used later. Photography is an indispensable means of recording certain kinds of traffic crash information and a useful supplement to the traffic crash report and diagram. Photos are employed in two ways to preserve information:
a. As a permanent, accurate unbiased record of something specifically observed by an investigator.
b. To capture the detailed appearance of something such as a mark on the road or damage to a vehicle, which may later reveal significant details that were not observed at the time the picture was taken.

As a record of observations, photos serve...

1) To recall later to an investigator's mind details of what he saw, and
2) To explain what the investigator saw to someone else, perhaps in court. A dozen pages, which could take hours to write, cannot describe details of damage to a vehicle as well as a single picture. The nature of scratches on a vehicle's body, or the pattern of fractures in a windshield defy accurate description in words.

As a reservoir of nondescript information, photos include unnecessary data and may omit essential facts because the photographer was unaware of those facts when the photo was made. However, photos made on the chance that they might prove useful to include an immense amount of data that would otherwise be unavailable. Moreover, photos made only to record an investigator's particular observations often also include a wealth of detail not noticed by the investigator at the time he made the photograph.

## Uses of photographs

Credibility of photos is impressive. People tend to believe that "photos don't lie." Although a photo may not be completely "true representation," it is regarded as relatively free from the bias that may influence verbal or written reports. Photos are certainly not subject to the loss of detail and uncertainties that memory is. Hence, photos are very effective in verifying reports of observations. Photos are unsurpassed in offering the officer a reminder to refresh the memory about something seen in the past, perhaps years ago.

Writing and sketching are simplified by making photos. Often a photograph makes notes of observations unnecessary. A spare print of a photograph can be marked with notes giving dimensions, pointing out significant observations, and explaining why the photo was made. Do this as soon as you receive the print of the picture. This makes the photo more effective in reminding you of what you observed. Such a marked photo cannot ordinarily be admitted as evidence in court, but it may be referred to like any other notes you have made. It is useful to mark each photo of a traffic crash scene with a small arrow to show which direction is north.

If the crash is later sent to a reconstructionist, photographs are very helpful to bring the reconstructionist to the scene. Sometimes details that the investigating officer did not observe or note will be evident to the trained professional. It may allow the reconstructionist a chance to follow up with the investigator or witness in dissecting this crash further.

Copies of documents made photographically by one process or another are frequently used in traffic crash investigation. The most commonly copied document is the official traffic crash report form.

## When to make photographs

The point in the investigation at which to make photos depends on how urgent photographic documentation is compared to other procedures. For example, if there are no injuries, but damaged vehicles must be moved promptly to clear the road, photographing the position of the vehicles may be the first thing you should do upon arrival at the scene. It may take priority over locating the position of vehicles by measurements because the position can be quickly marked when the pictures are taken and the measurements made later. On the other hand, if no photos are necessary, except a general view of the scene, photos may be deferred until just before trial. In this case, photography might be about the last step in the investigation.

## Postponing some photographs

Make photographs soon of things that will change. Marks on the road are very important because they may soon be obliterated. Photograph vehicles on the roadway promptly so that they can be removed to restore traffic movement, but photographs of vehicles off the road can be postponed. You can delay getting views of the general scene, pictures of view obstructions, damage to cars or fixed objects, and positions of signs. Delay in taking pictures may prove to be desirable, because light or weather conditions may improve. It is a good practice to return to the site the day following a serious night traffic crash for better photos than were possible in darkness. Sometimes tire and other marks on the roadway may be obscured by debris, water or snow at the time of the traffic crash but become visible later and may be photographed, perhaps even days later.

## At the scene

At the scene, photography is most difficult because there are so many other things to do, and because conditions at the time may be unfavorable. Remember the general rule: at the scene, you do not have to do anything that can be done later. However, remember too, that it is sometimes easier to take a photo at the scene than to make a special trip to get it later.

Final positions of vehicles and bodies can only be photographed at the scene, and sometimes if the vehicles or bodies must be removed for safety reasons before photos can be made, then mark the road giving an indication of their position to be photographed later.

To be most useful, take pictures showing either vehicles or a vehicle and a body where they came to rest. It is important to include some of the roadway and recognizable landmarks in the vicinity; otherwise, the picture may lose much of its value. If there is more than one vehicle, take one picture with each vehicle in the foreground and one or more with them in the background. If vehicles are widely separated and it is dark, good photos that meet these requirements are not easily made. A second flash for the further car is recommended. Photograph final resting positions of vehicles. Show their relationship to the road and other vehicles, if possible. General views of final positions of vehicles and bodies help make traffic crash situation maps when measurements either were not made at the scene or turn out to be unsatisfactory.

Photos made of vehicle damage at the scene are preferable to those made after the vehicle has been moved because they may show additional damage caused by the process of removing the vehicle. Photo documentation of damaged vehicles can often show the relationship of damage to other vehicles or fixed objects with which damaged vehicles are engaged. Photos of damage can be taken more easily at the scene then elsewhere. For example, during daylight when the vehicle is in the open, it may be more accessible to the photographer than it will be later in a crowded salvage yard.

On the other hand, a vehicle down in a ditch among bushes at night may make good at-scene damage pictures impossible. So a decision has to be made about where it is best to make damage photos. Detached parts of vehicles should be treated exactly like separate vehicles as far as photographing final positions is concerned.

Results of the traffic crash on the road require the same kind of decision. Some traffic crash evidence like debris, tire ruts in snow, furrows in gravel roads, and light tire scrubs, will soon disappear and must be photographed as soon as possible. Other evidence like gouges will last and photographs of them can be left until later, possibly for someone else to do. Taken later, they become part of the technical follow-up rather than initial at-scene investigation.

## What to photograph

Tire marks and long scratches that show the path of the vehicle need to be fully and systematically photographed to supplement rather than substitute for measurements. If tire marks are shown adequately in photos of the final positions of the vehicles, no additional photos are required. If the marks extend along the roadway for more than about 50 ft ., a series of photos may be necessary.

Ruts and furrows on the roadside are usually best photographed in the direction of movement of the vehicle that made them. Show the edge of the road where such marks begin or if they are more than 40 ft ., make a series of two or more pictures.

Smaller marks, especially gouges or groups of gouges, collision scrubs and irregularities in tire marks, require close-up photographs to show necessary detail, even if the marks are included in the general pictures. If there are more than two small marks, be careful to identify each in some way so as to eliminate possible confusion about which mark shown on the field sketch was the one in the picture. The easiest way to identify a mark is by a crayon letter -- A, B, C, etc. -- beside it. This can be the same letter used to identify it for measurements or you can make special notes relating to it.

Often, close-up pictures of sections of long marks are useful to show exactly what they look like. Such pictures can show pavement texture in a skid mark or striations in yaw mark.

## RESULTS OF THE TRAFFIC CRASH TO THE VEHICLE

Contact and induced damage is usually recorded better by photographs than any other way; but do not think the photographs make other records of damage unnecessary. For example, photography is no substitute for measurements to show how much the wheels have been moved by the collision.

Damage is photographed to help reconstruct the traffic crash, to evaluate the probable cost of repair, or both. In reconstruction, we want to know such things as how one vehicle fitted against another vehicle or fixed object at maximum engagement, from what direction the force came, whether the vehicle rolled over, whether it was involved in more than one collision during the traffic crash, what areas received contact damage, and what parts of the vehicle were forced into unusual contact with the road. In evaluating cost of repairs for financial responsibility assessments or claim settlements, investigators/adjusters want to know what parts will require replacement. For either traffic crash reconstruction or repair cost evaluation, it is often as important to know what parts of the vehicle were not damaged as to know what parts were affected.

When the traffic crash warrants few pictures or when your supply of film is limited, you may decide that one picture of damage to a vehicle will be enough. In this case, the best single picture usually shows not only the damage area but also as much adjacent undamaged area as possible. Therefore, take the picture to show one side and one end. There are exceptions to this rule, of course. For example, the vehicle may be so located that it is impossible to take a picture from the most desirable viewpoint without moving the vehicle or some other object and you cannot or may not move either; or perhaps it is important to show more minute detail of the damage than would be possible from a distance required to include the entire vehicle in the one picture.

If not all the damage can be shown in one picture, you should make additional photos. At least two are required to show satisfactorily which parts are damaged and which are not. Usually, therefore, the best two pictures of a damaged vehicle are those that show opposite corners, each photo showing one side and one end. Circumstances may be such that it is impossible to get such pictures, but try to approximate such views as well as possible.

Oblique or corner photographs like those recommended for the best one or two photographs usually leave much to be desired for technical reconstruction purposes. For example, from an oblique picture it may be difficult to judge how far a vehicle part, such as a wheel or headlamp, was pushed straight back and how much to the right or left. This is important; four damage pictures of a vehicle are usually needed for technical purposes. Each shows the entire vehicle from one side or end. Make these pictures on the centerline of the vehicle facing directly toward it. Damage to the vehicle often makes it difficult to decide just where the centerline is. Align your camera by undamaged parts of the vehicle. For example, if the front end has been forced to the right, do not take the picture looking directly toward the offset front end, but rather on a line that passes down the left side.

The center of the windshield and the rear window if in their normal position. For side views, make the center doorposts on each side coincide so that the one on the rear side covers that on the far side.

View obstructions should be photographed under two conditions: (1) the driver claims or suggests that his view was obstructed by something on the road; and/or (2) you believe that this may have been the case. Much time can be avoided in court, if photographs are produced which allow others to judge for themselves the nature of the view obstruction.

If there are vertical view obstructions such as crests or hills, have a person or a car stationed at known and recorded distances beyond the crest to show how much or how little they could have seen. If there are horizontal view obstructions on curves, a sequence of pictures with a wide-angle lens will show them adequately. For view obstructions at junctions or railroad crossings, an extremely wide-angle lens would be necessary to show as much to the side as the human eye can perceive. Such a lens usually gives distorted perspective, so if there is a view obstruction probable, make approach pictures at 50 -ft. intervals, but in addition, one straight ahead down the road at each location. Also, make one at a 45-degree angle to the side in the direction at which the hazard was located.

Try to make view obstruction pictures under as nearly as possible the same conditions as existed at the time of the traffic crash. For example, if trees and shrubs were bare of leaves at the time of the traffic crash, try to make the picture when they are that way; and if cars were parked at a junction when the traffic crash occurred, make the picture with cars parked in as nearly the same way as possible.

Photography documentation provided by the Kansas Law Enforcement Training Center.

## COUNTY ABBREVIATIONS

The following are the standard alphabetic abbreviations for each county in Kansas:

| Allen | AL | Greeley | GL | Osborne | OB |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Anderson | AN | Greenwood | GW | Ottawa | OT |
| Atchison | AT | Hamilton | HM | Pawnee | PN |
| Barber | BA | Harper | HP | Phillips | PL |
| Barton | BT | Harvey | HV | Pottawatomie | PT |
| Bourbon | BB | Haskell | HS | Pratt | PR |
| Brown | BR | Hodgeman | HG | Rawlins | RA |
| Butler | BU | Jackson | JA | Reno | RN |
| Chase | CS | Jefferson | JF | Republic | RP |
| Chautauqua | CQ | Jewell | JW | Rice | RC |
| Cherokee | CK | Johnson | JO | Riley | RL |
| Cheyenne | CN | Kearny | KE | Rooks | RO |
| Clark | CA | Kingman | KM | Rush | RH |
| Clay | CY | Kiowa | KW | Russell | RS |
| Cloud | CD | Labette | LB | Saline | SA |
| Coffey | CF | Lane | LE | Scott | SC |
| Comanche | CM | Leavenworth | LV | Sedgwick | SG |
| Cowley | CL | Lincoln | LC | Seward | SW |
| Crawford | CR | Linn | LN | Shawnee | SN |
| Decatur | DC | Logan | LG | Sheridan | SD |
| Dickinson | DK | Lyon | LY | Sherman | SH |
| Doniphan | DP | Marion | MN | Smith | SM |
| Douglas | DG | Marshall | MS | Stafford | SF |
| Edwards | ED | McPherson | MP | Stanton | ST |
| Elk | EK | Meade | ME | Stevens | SV |
| Ellis | EL | Miami | MI | Sumner | SU |
| Ellsworth | EW | Mitchell | MC | Thomas | TH |
| Finney | FI | Montgomery | MG | Trego | TR |
| Ford | FO | Morris | MR | Wabaunsee | WB |
| Franklin | FR | Morton | MT | Wallace | WA |
| Geary | GE | Nemaha | NM | Washington | WS |
| Gove | GO | Neosho | NO | Wichita | WH |
| Graham | GH | Ness | NS | Wilson | WL |
| Grant | GT | Norton | NT | Woodson | WO |
| Gray | GY | Osage | OS | Wyandotte | WY |

## STATE ABBREVIATIONS

AL - Alabama
AK - Alaska
AZ - Arizona
AR - Arkansas
CA - California
CO - Colorado
CT - Connecticut
DE - Delaware
DC - Dist. of Col.
FL - Florida
GA - Georgia
HI - Hawaii
ID - Idano
IL - Illinois
IN - Indiana
IA - Iowa
KS - Kansas
KY - Kentucky
LA - Louisiana
ME - Maine
MD - Maryland
MA - Massachusetts
MI - Michigan
MN - Minnesota
MS - Mississippi
MO - Missouri
MT - Montana
NE - Nebraska
NV - Nevada
NH - New Hampshire
NJ - New Jersey
NM - New Mexico
NY - New York
NC - North Carolina

ND - North Dakota
OH - Ohio
OK - Oklahoma
OR - Oregon
PA - Pennsylvania
RI - Rhode Island
SC - South Carolina
SD - South Dakota
TN - Tennessee
TX - Texas
UT - Utah
VT - Vermont
VA - Virginia
WA - Washington
WV - West Virginia
WI - Wisconsin
WY - Wyoming

## INTERNATIONAL ABBREVIATIONS

| Canada (CD) | Mexico (MM) |  |  |
| :--- | :--- | :--- | :--- |
| AB - Alberta | AG - Aguascalientes | JL - Jalisco | TB - Tabasco |
| BC - British Columbia | BA - Baja California Norte | MX - Mexico | TA - Tamaulipas |
| MB - Manitoba | BJ - Baja California Sur | MC - Michoacán de Ocampo | TL - Tlaxcala |
| NB - New Brunswick | CE - Campeche | MR - Morelos | VC - Veracruz |
| NF - Newfoundland | CI - Chiapas | NA - Nayarit | YU - Yucatan |
| NT - Northwest Territory | CH - Chihuahua | NL - Nuevo Leon | ZA - Zacatecas |
| NS - Nova Scotia | CU - Coahuila de Zaragoza | OA - Oaxaca |  |
| ON - Ontario | CL - Colima | PB - Puebla |  |
| PE - Prince Edward Is. | DF - Distrito Federal | QU - Queretaro de Arteaga |  |
| QC - Quebec | DO - Durango | QR - Quintana Roo |  |
| SK - Saskatchewan | GU - Guanajuato | SL - San Luis Potosi |  |
| YT - Yukon Territory | GR - Guerrero | SI - Sinaloa |  |
|  | HL - Hidalgo | SO - Sonora |  |

## MISCELLANEOUS OTHER CODES

US - US Government
YY - Other Countries, Provinces or States
UN - Unknown

PR - Puerto Rico VI - Virgin Islands
OT- Native American Reservations (US, CA, MX)

SOURCE: MMUCC THIRD EDITION (2008); NCIC; FIPS PUB 5-2 \& 10-3; ANSI X3, 38-R1994 (not all standard codes included)

## т.O.C.

## NCIC CODES FOR COMMON AUTOMOBILE MAKES

ACUR - Acura
AMER - American Motors
AUDI - Audi
BMW - BMW
BUIC - Buick
CADI - Cadillac
CHEV - Chevrolet
CHRY - Chrysler
DATS - Datsun
DODG - Dodge

FIAT - Fiat
FORD - Ford
HOND - Honda
HYUN - Hyundai
LINC - Lincoln
MAZD - Mazda
MERZ - Mercedes Benz
MERC - Mercury
MITS - Mitsubishi
NISS - Nissan

OLDS - Oldsmobile
PLYM - Plymouth
PONT - Pontiac
PORS - Porsche
RENA - Renault
SUBA - Subaru
TOYT - Toyota
VOLK - Volkswagen
VOLV - Volvo
A. DRIVER INFORMATION:

| Last Name | First Name |  | Middle Initial |
| :--- | :---: | :---: | :---: |
|  |  |  | Date Licensed |
| DEHICLE License Number |  |  |  |


C. INSURANCE INFORMATION OBTAINED:

E. LAW ENFORCEMENT COMPLETING THIS FORM: $\qquad$
F. COURT COMPLETING THIS FORM:

## Court Name

| Address | City | State | Zip |
| :--- | :---: | :---: | :---: |
| Citation number (if issued for no insurance): |  |  |  |

## COURT INSTRUCTIONS

If insurance information was not furnished when requested by a law enforcement officer; the vehicle owner or driver is required to present to the court designated on the citation within ten (10) days either (1) a policy of motor vehicle liability insurance, (2) a policy identification card or certificate of insurance, or (3) a certificate of self-insurance signed by the Commissioner of Insurance which shows the (a) name of the insurance company, (b) policy number covering the vehicle at the time the citation was issued, and (c) the effective and expiration dates of the policy. Pursuant to K.S.A. 8-1604 or K.S.A. 40-3104, when the insurance information has been furnished within ten (10) days after the issuance of a citation, prosecution is to be stayed for 60 days and this form completed by the court where evidence of insurance was presented and mailed to: Driver Control Bureau, P. O. Box 12021, Topeka, Kansas 66612-2021.

## LAW ENFORCEMENT INSTRUCTIONS

Upon requesting evidence of insurance as required by K.S.A. 8-1604 or K.S.A. 40-3104 and such evidence is not furnished, a traffic citation is to be issued and the information in Sections A, B and D completed and attached to the citation being forwarded to the court.

## FOR INSURANCE COMPANY USE ONLY

If a policy was NOT in effect on the date cited in Section $D$, please return this form within thirty (30) days to: Driver Control Bureau, P.O. Box 12021, Topeka, Kansas 66612-2021.
$\square$ This policy was not in effect by the company cited in Section C on the date cited in Section D.
Comments: $\qquad$

## DC-66 FORM REPORTING REQUIREMENTS

| Circumstance | Action by Law Enforcement |
| :--- | :--- |
| Accident - Driver provides <br> proof of vehicle liability insurance <br> coverage | The filing of a DC-66 form with the Division of <br> Vehicles (KDOR) is not required. A completed DC- <br> 66 form should be prepared and mailed to the <br> Division only if the law enforcement questions the <br> authenticity of insurance documentation provided. |
| Accident - Driver does not <br> provide proof of vehicle liability <br> insurance coverage | The preparation of a DC-66 form is required. The <br> completed DC-66 form should be attached to the <br> citation for no proof of vehicle insurance and <br> fowarded, along with the citation, to the court. The <br> officer is not required to mail a copy of the DC-66 <br> form to the Division of Vehicles (KDOR). |
| Traffic Stop - Driver provides <br> proof of vehicle liability insurance <br> coverage | A DC-66 form is not required. A DC-66 form should <br> be prepared and mailed to the Division of Vehicles <br> (KDOR) only if the law enforcement officer |
| questions the authenticity of insurance |  |
| documentation provided. |  |

## ADDRESS:

Driver Control Bureau
P. O. Box 12021

Topeka, Kansas 66612-2021

## PHONE:

785-296-3671

## T.O.C.

## ACCIDENT CODING EXAMPLES

## Example No. Scenario Click on any bullet item to jump to the example

## * Unusual Accident Coding Situations

## * Completed Accident Form Examples

Note: On the accident forms, the Example Number is located in the Local Case Number field.

1. Two vehicle accident, intersection of two highways with two junctions, KDOT property
2. Cross-median collision, three vehicle accident, highway milepost reference only
3. Car/ large truck accident, two local city streets
4. Car accident, interchange location in work zone
5. Fatal accident on a named county road with illegally parked vehicle
6. School Bus, single vehicle, injury accident, with medication contributing circumstances
7. Examples of ‘Crossover’ accidents (Acc. Location 16)
8. Single vehicle accident (Acc. Location 22)
9. 'Other Non-Collision' (Fire)
10. Hit \& Run using a NONAME On Road, two road references, \& other Unknown info
11. Animal accident on a named county road
12. Non-contact accident
13. 'Other Object' accident class at an interchange with a roundabout
14. Train/ vehicle accident (alcohol involved)
15. Parking lot trafficway accident
16. Legally parked vehicle accident
17. Pedestrian accident
18. Interchange Ramp
19. Working Vehicle Scenario
20. Accident Location Diagrams - Coding Examples (14, 88, 21, \& 23)
21. First (Initial) and Most (Principal) Impact Point Examples
22. Roundabout / Traffic Circle Diagrams
23. Parking Lot Diagram

| CATEGORY | SITUATION | CODING |
| :---: | :---: | :---: |
| Cargo, debris, a part of a vehicle hits another vehicle, water, etc. | - Vehicle hits motionless cargo or debris in roadway <br> - Motionless cargo / debris, but set in motion by V1 hitting V2 <br> - Motionless and damages more than one vehicle <br> - Vehicle in-transport hits cargo or debris that is In motion <br> - Vehicle in-transport loses tire/wheel on roadway, tire in motion hits legally parked vehicle off roadway ( $1^{\text {st }}$ harm is vehicle brake rotor striking pavement) <br> - Ice comes off V1 and hits V2 <br> - Cargo or debris set in motion by V1 and hits V 2 on another roadway <br> - If cargo only is damaged inside / on a vehicle over $\$ 1,000$, it is an accident <br> - Mower throws debris and strikes a vehicle <br> - Power line falls on vehicle (Not an accident if an act of God) <br> - Golf ball hits a vehicle <br> - Jackknife <br> - Immersion in standing water without overturning or collision (It is not a reportable accident if the water is running over a roadway due to flooding) | - 1 TU, AC=09 <br> - $\mathrm{AC}=00,1 \mathrm{TU}$ <br> - 2 TUs, $\mathrm{AC}=09$ <br> - 2 TUs, $\mathrm{AC}=03$ and CWOV=88 <br> - 2 TUs - 01 \& X2, AC_FHE=08 and AC_MHE may be 04 <br> - 2 TUs, $\mathrm{AC}=03$ and $\mathrm{CWOV}=88$ <br> - 2 TUs, $A C=03$, and CWOV=88 <br> - $A C=00,1$ TU <br> - $\mathrm{AC}=00,1 \mathrm{TU}$ <br> - $A C=00,1$ TU <br> - $\mathrm{AC}=00,1 \mathrm{TU}$ <br> - $\mathrm{AC}=00,1 \mathrm{TU}$ <br> - $\mathrm{AC}=00,1 \mathrm{TU}$ |
| Fatalities | - A pregnant mother is injured or dies, and her fetus/baby dies (ANSI D16-2.1.1 pg. 4) <br> - If a person dies of medical condition OR after 30 days <br> - If a person dies as a result of one accident, and then is involved in another accident (see page 45) | - 1 fatality or injury (fetus/baby ignored) <br> - Injury accident, person's Injury Severity per accident cause <br> - Only $1^{\text {st }}$ accident is Fatal; they are only listed in the narrative for the next event |
| Fire | - Vehicle catches fire while parked, not while traveling on roadway <br> - Fire or accidental Explosion in vehicle in-transport | - Not an accident <br> - $\mathrm{AC}=00,1 \mathrm{TU}$ |
| AC= Accident Class, TU= Traffic Unit, PT= Ped Type, ST= Seat Type, CWOV= Collision with other motor veh. 93 |  |  |


| Illegally parked vehicles | - TU hits parked vehicle on roadside or parked in a stall on a street and door(s) is open or vehicle parked in the roadway <br> - Giving assistance and in the roadway (illegally parked) <br> - Driver leaves car and re-enters from Passenger's Side and is hit <br> Note: If you are entering a vehicle but not all the way in = Ped.; If you exit a vehicle but not all the way out =Occupant | - 2 TUs or more, $\mathrm{AC}=03$ <br> - 2 TUs or more, $\mathrm{AC}=03$ <br> - person is the driver |
| :---: | :---: | :---: |
| Legally parked vehicles <br> Defined: parked, all doors are shut, in the proper direction of traffic, and not in the roadway (does not include bridges) <br> (Also see Vehicles in the line of duty) | - Collision with a legally parked vehicle <br> - If there are occupants, they are considered peds only if injured. <br> - A bicycle hits a legally parked vehicle. <br> - A vehicle (with or without driver) rolls into a legally parked vehicle on or across the roadway. <br> - Vehicle giving assistance (not in the roadway) to another vehicle regardless of which direction vehicles are facing. | - 1 TU, 1 Unit X, AC=04 <br> - 2 or more TUs, $\mathrm{PT}=25,1$ Unit X <br> - $\quad$ Not reportable (NR) <br> - $1 \mathrm{TU}, \mathrm{AC}=04$ <br> - 1 TU, AC=04 |
| Non-statereportable (NR) (unless fatal) | - Private roads (not used by the traveling public) <br> - Unstabilized event and damage all occur on / within closed travel lanes or roads. <br> - Vehicle comes out of gear (or parking brake fails) and the unstabilized situation does NOT begin on and NO damage occurs on a public trafficway <br> - Drive through lanes at banks, pick-up windows, and scales <br> - Parking lots with no defined aisles or trafficways. <br> - Train strikes a pedestrian NOT at a public roadway crossing | - All are NR unless fatal |
| Persons falls or jumps out of vehicle <br> (for reasons other than the intent to harm oneself...like suicide) | - Driver <br> - Passenger <br> Note: If you are entering a vehicle but not all the way in = Ped.; If you exit a vehicle but not all the way out =Occupant | - $\mathrm{ST}=01$, not a driverless veh. or ped. <br> - ST= before they fell, not a ped. $A C=00$ (most of the time) |
| Railroad crossing | - RR equipment / device comes down on a vehicle <br> - RR equipment / device is hit by a vehicle <br> - Train strikes a pedestrian w/ no other motor vehicle involvement | - 1 TU, AC=00 <br> - 1 TU, AC=08 <br> - Not an Accident |

## T.O.C. R.I.

| Miscellaneous | - Vehicle hits Horse-n-buggy (not a TU)- ..... <br> - Horse wl a rider kicks, backs into, etc. a vehicle <br> - School buses used other than for school <br> - Vehicle traveled off roadway then struck by another vehicle <br> - Vehicle comes out of gear (or parking brake fails) and the unstabilized situation begins on or damage occurs on a public trafficway <br> - Vehicle comes out of gear (or parking brake fails) and the unstabilized situation does NOT begin on or NO damage occurs on a public trafficway <br> - Vehicle traveled off roadway then struck building injuring residents inside <br> - Vehicle hits an overhead bridge <br> - Electric wheelchairs, motorized skateboards, etc. <br> - Driver of a tractor on a public roadway | - 1 TU, AC=09, occup. are peds (24). <br> - 1 TU, AC=02, Ped=23 <br> - Body Type=16 <br> - $1 \mathrm{TU}, \mathrm{AC}=04, \mathrm{Sp}$ Cond=4 <br> - Is a TU \& a reportable accident <br> - Not state-reportable <br> - $\mathrm{AC}=08,2$ or more TUs, PT=88 <br> - Fixed object=88, Road Special Features $=02$ <br> - PED ST=88 <br> - ST 01 (driver) |
| :---: | :---: | :---: |

## T.O.C. R.I.

| Towing Vehicles | - Vehicle is hit while towing another vehicle (considered a trailer) <br> - Trailer comes unhooked, hits another vehicle <br> - Vehicle hits trailer attached to another vehicle | - 2 TUs, $\mathrm{AC}=03$, Occupants in trailer are ST=08. <br> - 2 TUs, $\mathrm{AC}=03$, and CWOV=88 <br> - 2 TUs, $\mathrm{AC}=03$, and CWOV=1-6 |
| :---: | :---: | :---: |
| Vehicles in the line of duty in the roadway \& working vehicles scenarios | - Hit an emergency vehicle acting as a barricade in the line of duty <br> - Emergency vehicle intentionally strikes another vehicle to redirect or slow pursued vehicle <br> - Emergency vehicle parked in the roadway in the line of duty is struck <br> - Officer takes action to deflate vehicle tires and a the vehicle crashes <br> - Paving machinery used for intended function is struck by a vehicle traveling on or coming from the roadway <br> - Commercial motor vehicles parked in the roadway for loading or unloading are legally parked according to Standard Traffic Ordinance Section 98 <br> - Utility vehicle w/ cones and/or signing (considered legally parked) is struck by another vehicle <br> - Street sweepers are considered working vehicles <br> - Snow from snow plow strikes and damages legally parked car <br> - Snow from snow plow strikes and damages vehicle intransport | - $A C=03,2$ TUs...the $E V$ is considered "in-transport" ANSI 2.2.34...if there is a driver of EV , code as PED type 26 <br> - NR: Legal intervention <br> - $2 \mathrm{TU}, \mathrm{AC}=03$, ...if there is a driver of EV , code as PED type 26 <br> - NR: Legal intervention <br> - $\mathrm{AC}=09,1 \mathrm{TU}$ <br> - $1 \mathrm{TU}, \mathrm{AC}=04$ <br> - 1 TU, AC=04 <br> - $2 T \mathrm{~T}, \mathrm{AC}=03$, ...if there is a driver of sweeper, code as PED type 26 <br> - $1 \mathrm{TU}, \mathrm{AC}=04 . .$. Driver of plow is PED type 26 <br> - $2 \mathrm{TU}, \mathrm{AC}=03, \mathrm{CWOV}=88$, ...Driver of plow is PED type 26 |


T.O.C. R.I.

| Local Case No. | Pag |
| :---: | :---: |
| Example 1 | 2 |


| 02 | ADWAY | 02 | 01 | ROAD CHARACTER 01 | 00 | SPECIAL JURISDICTION |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ON | NUMBER OF LANES <br> 01 One <br> 02 Two <br> 03 Three <br> 04 Four to Six <br> 05 Seven or more <br> 88 Other: $\qquad$ <br> 99 Unknown | AT |  | ON <br> 01 Straight \& Level <br> 02 Straight on grade/slope <br> 03 Straight on hillcrest <br> 04 Curved \& level <br> 05 Curved on grade/slope <br> 06 Curved on hillcrest <br> 88 Other: $\qquad$ <br> 99 Unknown |  | 00 Normal Jurisdiction (Not Special) <br> 01 National Park Service <br> 02 Military <br> 03 Indian Reservation <br> 04 College / University Campus <br> 05 Other Federal property <br> 88 Other: $\qquad$ <br> 99 Unknown | A basic diagram is required for all state reportable accidents showing movements, direction, and positions of all traffic units in relationship to the trafficway. Identify (label) the street(s) and traffic unit(s) along with the area of impact (AOI) where possible. Refer to vehicles and pedestrians by unique numbers assigned in this report. |

Draw scene as observed or recreate per statements and evidence available






Draw scene as observed or recreate per statements and evidence available

I-70 WB






T.O.C . R. Ve | Ve | $\begin{array}{l}\text { Officer Observations } \\ \text { Description of Events }\end{array} \quad$ Witness Statements |
| :--- | :--- | :--- | :--- | Additional Information

Driver 1: I lost control while attempting to pass, veered to the right, and struck vehicle in front of me.
Driver 2: V1 hit the back of my car causing me to lose control, go across the center grass median, and strike a car in the opposing lanes.

Driver 3: A vehicle came across the median and struck my vehicle. I could not avoid the collision due to other traffic and the weather conditions.

Officer summary: Because of the wet pavement and traveling speed, the driver of V1 appeared to hydroplane and clip the back of V 2 causing V 2 to lose control and cross the median going into the WB lanes and colliding with V3.

## T.O.C. R.I. Vehicle neport

KDOT Form 850A Rev 1-2009

| Investigating Department | Reviewed by <br> Wichita Police Dept |  | Officer Bale |  |
| :--- | :--- | :--- | :--- | :--- |


| $\square$ | Amended Report |
| :--- | :--- |
| $\square$ | DUI |
| $\square$ | Hit \& Run |
| I | Accident Severity |

 V1 was NB not paying full attention to traffic and rear ended V1.
t.o.c. R.I.

$\square$ One Day Jewelry 216


Draw scene as observed or recreate per statements and evidence available




Driver 1: I was heading north on Oliver...I looked away for a moment, and when I looked ahead, I saw the other vehicle stopped in the roadway. I could not stop in time and struck them.

Driver 2: I was stopped waiting to turn into the One Day Jewelry lot to make a delivery when I was struck from behind.
Officer Summary:
V1 was yielding to SB traffic so he could turn into One Day Jewelry; Because of the wet pavement, following too closely, and not paying attention, V2 struck V1 in the rear.

## Topeka

1515 SW Wanamaker
Carrier Street Address (P.O. Box only if no street address)

MOTOR CARRIER INFORMATION


Durkins Furniture
Carrier Name

CARRIER IDENTIFICATION NUMBER(S)


## CARRIER TYPE

0 - Intrastate $\quad 1$ - Interstate 2 - Not in Commerce - Other Truck or Bus
3 - Not in Commerce - Government Veh
4-Other / Not Specified



\section*{| T.O.C. | R.I. Vehicle |
| :--- | :--- | neport}

KDOT Form 850A Rev 1-2009

| Investigating Department |
| :--- | :--- |
| Topeka Police Dept |


| Reviewed by <br> Officer Myers |  |
| :--- | :--- |
| Badge Number <br> 312 | County | Investigating Officer Name C. Huffman

Local Case No.
Page of Example 4 1 , 5

| $\square$ |
| :--- |
| $\square$ |
| $\square$ | Amended Report City Name

Accident Severity

| Milepost |  | $\begin{aligned} & \hline \text { Block No } \\ & 3200 \end{aligned}$ |  | $\begin{gathered} \hline \text { Dir Pfx } \\ \text { SW } \end{gathered}$ | On Road Name Gage |
| :---: | :---: | :---: | :---: | :---: | :---: |
| From Dist $50$ | $\begin{gathered} \hline \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}$ | $\begin{array}{\|c} \hline \text { From Dir } \\ \mathrm{N} \end{array}$ | $\begin{aligned} & \text { O FROM } \\ & \text { O AT } \\ & \hline \end{aligned}$ | Dir P | Reference or At Road Name $1470$ |


| Milepost |  | $\begin{aligned} & \hline \text { Block No } \\ & 3200 \end{aligned}$ |  | $\begin{gathered} \hline \text { Dir Pfx } \\ \text { SW } \end{gathered}$ | On Road Name Gage |
| :---: | :---: | :---: | :---: | :---: | :---: |
| From Dist $50$ | $\begin{gathered} \hline \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}$ | $\begin{array}{\|c} \hline \text { From Dir } \\ \mathrm{N} \end{array}$ | $\begin{aligned} & \text { O FROM } \\ & \text { O AT } \\ & \hline \end{aligned}$ | Dir P | Reference or At Road Name $1470$ |


| Road Type |
| :---: | :---: |
| BLVD |$|$| Road Type |
| :---: |
| RAMP |

V2 made a left turn into the NB lanes of Gage from the EB 1470 exit ramp. V1 failed to stop at the red light and collided with V2 in a KDOT maintenance zone. V1 then veered right and struck a KDOT sign.

| $\begin{array}{\|c} \hline \text { KDOT? } \\ \boldsymbol{x} ? \end{array}$ | Object 1 Damaged \& Nature of Damage (s <br> Sign - Broke post |  |
| :---: | :---: | :---: |
| Owner Last NameKDOT |  | First Name |
| $\begin{gathered} \text { KDOT? } \\ \square \\ \hline \end{gathered}$ | Object 2 D | maged \& Nature of |
| Owner Last Name |  | First Name |
| ONLY CHOOSE |  |  |
| 04 | LIGHT CONDITIONS |  |
|  | Daylight | 04 Dark: stree |
|  | Dawn | 05 Dark: no st |
|  | Dusk | 99 Unknown |

00 ADVERSE WEATHER CONDITIONS
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc.
08 Freezing rain, mist, drizzle
14 Rain \& fog

|  | Rain \& wind | 88 Oth |
| :---: | :---: | :---: |
|  | Sleet \& fog |  |
|  | Snow \& wind | 99 Un |
| 01 | ON SUR | TYPE |

## 01 Concrete

02 Blacktop (Asphalt)

| 03 Gravel |  | 88 Other: |
| :---: | :---: | :---: |
| 04 Dirt |  |  |
| 05 Brick |  | 99 Unkno |
| 01 |  | NDITIONS |

01 Dry
88 Other:
02 Wet
03 Snow

## 99 Unknown

04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush
 (of 1st Harmful Event)
ON ROADWAY: (within travel lanes)
11 Non-intersection
12 Intersection +
13 Intersection-related +
14 Access to Parking lot/Drvwy
15 Interchange Area +
16 On Crossover
17 Toll Plaza
OFF ROADWAY:
20 Shoulder
21 Roadside (not shoulder)
22 Median
23 Parking lot or Rest area 88 Other: 99 Unknown

08
+INTERSECTION TYPE
01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual 07 Traffic Circle for Definitions)

08 Part of an interchange
99 Unknown

| ROAD SPECIAL FEATURES (up to 3) |
| :--- |
| 00 None ${ }^{1} 05$ |
| $\left.\right\|^{2}$ |

01 Bridge
02 Bridge Overhead
03 Railroad Bridge
04 RRXING
05 Interchange
06 Ramp
99 Unknown
$\mathbf{1}^{\text {st }}$ Harmful Event Most Harmful Event 00 Other non-collision
01 Overturned/Rollover
COLLISION WITH:
02 Pedestrian
03 Motor vehicle in-transport*
04 Legally Parked Vehicle
05 Railway train
06 Pedal cyclist
07 Animal Type:
08 Fixed object**
09 Other object:
99 Unknown

## **FIXED OBJECT TYPE

(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event 01 Bridge structure
02 Bridge rail
03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown

Fatal
Injury
PDO >= \$1,000
PDO $<\$ 1,000$

00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown
04 - LOCATION IN WORK ZONE (AOI)
01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown
01 - WORK ZONE CATEGORY
Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
02 *COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown

## TRAFFIC CONTROLS

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown



## Draw scene as observed or recreate per statements and evidence available


$\qquad$


V2 had just exited EB I-470 Ramp and made a left turn into the NB lanes of Gage Blvd. D1 said she mad at her boyfriend, texting him, and didn't see the light change. V1 failed to stop at the red light and collided with V2. V1 then veered right and struck a KDOT sign. D1 sustained minor injuries. KDOT was performing maintenance work in the interchange area at the time of the crash. The NB right lane was closed off by construction cones.

## T.O.C. R.I. Vehicle eport

KDOT Form 850A Rev 1-2009

| Investigating Department <br> Cloud County Sheriff | Reviewed by <br> J. Hancock |  | Local Case | Page of |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  | Example 5 | 1 , 5 |
| Investigating Officer Name Susan Stewart | Badge Number <br> 245 | County CD | City Name |  |

$\square$
$\square$
$\square$

$\square$|  | Amended Report |
| :--- | :--- |
| D |  |
| DUI |  |
| Hit \& Run |  |
| F | Accident Severity |


|  | $\left\lvert\, \begin{array}{\|l\|} \text { Time occ } \\ 15: 05 \end{array}\right.$ |
| :---: | :---: |
|  | Time N |
|  | Time A |
|  |  |
|  | 00 |
|  | - |
|  | 02 |
|  |  |
|  | 03 99 |
|  |  |

00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown - WORK ZONE CATEGORY

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
03 *COLLISION WITH VEHICLE (mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown

## TRAFFIC CONTROLS

03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown
(On / At Road) O/A

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown


Draw scene as observed or recreate per statements and evidence available

## JADE RD





V1 was traveling EB at a high rate of speed. V1 came upon an illegally parked vehicle and swerved to miss it. However, V1 struck V2 on the left rear, overcorrected and struck V2 on the right front, lost control, and left the roadway to the right striking a drainage culvert wall. V2 then overturned landing in the ditch on the south side of Jade Rd.

Opened beer cans and other alcohol containers were found both inside and outside the vehicle. Both occupants were without breath and pulse upon our arrival.

Officer assessment: The significant factors contributing to this accident were driver 1 impairment, excessive speed (operating far beyond the posted speed), and reckless driving. In addition, V2 was disabled in the roadway causing an obstruction for V1. No adverse weather or road conditions were present.

| T.O.C. | R.I. Vehicle |
| :---: | :---: |
| mectuerit neport |  |

KDOT Form 850A Rev 1-2009

| Investigating Department | Reviewed by | Local Case No. | Page of |  |
| :--- | :--- | :--- | :--- | :--- |
|  | KHP | Matt Soper | Example 6 | 1,6 |
| Investigating Officer Name | Badge Number | County | City Name |  |
| Nathan Myers | 771 | LE |  |  |


| Milepost |  | Block No |  | Dir Pfx | $\begin{aligned} & \text { On Road Name } \\ & 190 \end{aligned}$ | $\begin{array}{\|c} \hline \text { Road Type } \\ \text { RD } \end{array}$ | Dir Sfx |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \hline \text { From Dist } \\ 1.04 \end{gathered}$ | $\begin{gathered} \hline \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{M} \end{gathered}$ | From Dir <br> W | $\begin{aligned} & \text { O FROM } \\ & \text { O AT }^{2} \end{aligned}$ | Dir Pfx | Reference or At Road Name K023 | Road Type HWY | Dir |
| Narrative: Describe each traffic unit's pre-crash movement and direction of trave |  |  |  |  |  |  |  |
| V-1 (WB) on County Road 190, apparently fell asleep, drifted off the roadway, and struck bridge rail. |  |  |  |  |  |  |  |




16 ADVERSE WEATHER CONDITIONS
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc.
08 Freezing rain, mist, drizzle
14 Rain \& fog
16 Rain \& wind
24 Sleet \& fog
36 Snow \& wind
88 Other:
$02{ }^{2}$ ON SURFACE TYPE $\quad$ AT $\quad$ _

## 01 Concrete

02 Blacktop (Asphalt)


01 Dry
02 Wet
03 Snow
04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush

88 Other:

99 Unknown
$\square$

21 ACC. LOCATION
(of 1st Harmul

ON ROADWAY: (within travel lanes)
11 Non-intersection
12 Intersection +
13 Intersection-related +
14 Access to Parking lot/Drvwy
15 Interchange Area +
16 On Crossover
17 Toll Plaza
OFF ROADWAY:
20 Shoulder
21 Roadside (not shoulder)
22 Median
23 Parking lot or Rest area
88 Other:
99 Unknown

## +INTERSECTION TYPE

01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual
07 Traffic Circle for Definitions)
08 Part of an interchange
99 Unknown

| ROAD SPECIAL FEATURES (up to 3) |
| :--- |
| 00 None ${ }^{1}$ O1 |
| $\left.\right\|^{2}$ |

00 None
01 Bridge
02 Bridge Overhead
03 Railroad Bridge
04 RRXING
05 Interchange
06 Ramp
99 Unknown
$1^{\text {st }}$ Harmful Event Most Harmful Event 00 Other non-collision
01 Overturned/Rollover
COLLISION WITH:
02 Pedestrian
03 Motor vehicle in-transport*
04 Legally Parked Vehicle
05 Railway train
06 Pedal cyclist
07 Animal Type:
08 Fixed object**
09 Other object:
99 Unknown

\section*{| 02 | **FIXED OBJECT TYPE | 02 |
| :--- | :--- | :--- |}

(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event 01 Bridge structure
02 Bridge rail
03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown

| Time Occur. | Day |
| :--- | :--- |
| 15:02 | FR |
| Time Notif. | Day |
| 15:12 | FR |
| Time Arriv. | Day |
| $15: 32$ | FR |
| 00 | WORK |

Fatal Injury PDO >= \$1,000 PDO $<\$ 1,000$

00

00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown

- work zone category

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
*COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown
TRAFFIC CONTROLS

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown


Draw scene as observed or recreate per statements and evidence available

County Road 190


### 1.04 Miles W of K-23




It appears that V-1 was traveling WB on County Road 190 when he fell asleep. As a result of his fatigue, he ran off the road striking the bridge rail. V-1 was not towed away and no occupants were transported by EMS.

Driver indicated he had taken sinus medication for his cold which made him drowsy.

| T.O.C |  |  |  | LIST ADDITIONAL PASSENGERS BY TRAFFIC UNIT |  |  | Investigating Officer / Badge No. <br> Nathan Myers 771 |  |  | Local Case No. <br> Example 6 |  | Page of <br> $5 \quad / 6$ <br> Transpt Unit <br> Extrication? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | PASSENGER Last Name PASSENGER First Name |  | Middle Name Date of Birth | PASSENGER ADDRESS (Number, Street, Sfx, etc.)City $\quad$ State Zip |  |  | Personal Phone Number Work Phone Number |  | Gender Age | SE Used Eject/Trap | Inj Severity Eject Path |  |
| ${ }^{\mathrm{TU}} 01$ G <br> ${ }^{\mathrm{ST}}$  <br>  18 K | Gibbs <br> Kaylie |  | MN <br> DOB <br> $08 / 16 / 1997$ | 2455 W CR190 RD <br> Dighton | New addr KS 678 | dress? $839$ | Personal $(620) 58$ Work | 87-1254 | $\begin{gathered} F \\ 15 \end{gathered}$ | N <br> N | N |  |
| ${ }^{\text {TU }} 01$ G <br> ${ }^{\text {ST }}$  <br> 18 K | Gibbs <br> Kent |  | MN DOB $08 / 16 / 1999$ | 2455 W CR190 RD <br> Dighton | New add $\text { KS } 1678$ | dress? $839$ | $\begin{aligned} & \hline \end{aligned} \left\lvert\, \begin{aligned} & \text { Personal } \\ & (620) \\ & \hline \end{aligned}\right.$ | 87-1254 | $\begin{gathered} F \\ 13 \end{gathered}$ | N <br> N | P |  |
| ${ }^{\text {TU }} 01$ M <br> ${ }^{\text {ST }}$  <br> 18 To | McGee <br> Tony |  | MN DOB $07 / 05 / 2001$ | 2565 W CR190 RD <br> Dighton | $\begin{aligned} & \hline \text { New addr } \\ & \text { KS } \\ & \hline \end{aligned}$ | dress? $839$ | $\begin{aligned} & \hline \text { Personal } \\ & (620) 58 \\ & \text { Work } \end{aligned}$ | 87-5874 | M $11$ | N N | P |  |
| ${ }^{\text {TU }} 01$ M <br> ST  <br> 18 T | McGee <br> Tommy |  | MN DOB $02 / 15 / 2003$ | 2565 W CR190 RD   <br> New address?   <br> Dighton KS 67839 |  |  | Personal$(620) 587-5874$Work |  | $\begin{gathered} \mathrm{M} \\ 09 \end{gathered}$ | N <br> N | I |  |
| TU ST |  |  | $\begin{array}{\|l\|} \hline \mathrm{MN} \\ \mathrm{DOB} \end{array}$ | New address? |  |  | Personal <br> Work |  |  |  |  |  |
| TU ST |  |  | $\begin{aligned} & \mathrm{MN} \\ & \mathrm{DOB} \end{aligned}$ | New address? |  |  | Personal <br> Work |  |  |  |  | $\square$ |
| TU ST |  |  | $\begin{aligned} & \mathrm{MN} \\ & \mathrm{DOB} \end{aligned}$ | New address? |  |  | Personal <br> Work |  |  |  |  |  |
| TU |  |  | $\begin{array}{\|l\|} \hline \mathrm{MN} \\ \mathrm{DOB} \end{array}$ | New address? |  |  | Personal <br> Work |  |  |  |  |  |
| TU ST |  |  | $\begin{aligned} & \mathrm{MN} \\ & \mathrm{DOB} \end{aligned}$ | New address? $\square$ |  |  | Personal <br> Work |  |  |  |  | $\square$ |
| TU ST |  |  | $\begin{array}{\|l\|} \hline \mathrm{MN} \\ \mathrm{DOB} \end{array}$ | New address? $\square$ |  |  | Personal <br> Work |  |  |  |  | $\square$ |
| TU ST |  |  | $\begin{aligned} & \mathrm{MN} \\ & \mathrm{DOB} \end{aligned}$ | New address? $\square$ |  |  | Personal <br> Work |  |  |  |  |  |
| TU |  |  | $\begin{array}{\|l} \hline \text { MN } \\ \text { DOB } \end{array}$ | New address? $\square$ |  |  | PersonalWork |  |  |  |  |  |
| TU ST |  |  | $\begin{aligned} & \mathrm{MN} \\ & \mathrm{DOB} \end{aligned}$ | New address? |  |  | Personal <br> Work |  |  |  |  | $\square$ |
| TU ST |  |  | $\begin{aligned} & \mathrm{MN} \\ & \mathrm{DOB} \end{aligned}$ | New address? $\square$ |  |  | Personal <br> Work |  |  |  |  | $\square$ |
| TU ST |  |  | $\begin{aligned} & \mathrm{MN} \\ & \mathrm{DOB} \end{aligned}$ | New address? $\square$ |  |  | Personal <br> Work |  |  |  |  | $\square$ |
| TU ST |  |  | $\mathrm{MN}_{\mathrm{DOB}}^{\mathrm{MN}}$ | New address? $\square$ |  |  | Personal <br> Work |  |  |  |  | $\square$ |
| Transport Unit $\qquad$ | - EMS Time Notified Injured taken by: |  |  |  | Transport <br> Unit EMS Time Notified Injured taken by: |  |  |  |  |  |  |  |
| EMS Arrived | ed EMS Time@Hosp | Injured taken to: |  |  | EMS Arrived | EMS Time@Hosp |  | Injured taken to: |  |  |  |  |
| Transport <br> Unit $\qquad$ | EMS Time Notified | Injured taken by: |  |  | Transport Unit | EMS Time Notified |  | Injured taken by: |  |  |  |  |
| EMS Arrived | ed EMS Time@Hosp | Injured taken to: |  |  | EMS Arrived | EMS T | Time@Hosp | Injured taken |  |  |  |  |


T.O.C. R.I.




Draw scene as observed or recreate per statements and evidence available




V1 was headed east on I-70 when it lost control, ran off the road left into the median, and struck a KDOT overhead sign. The driver admitted that he was going too fast for the snow and ice conditions. There was damage to the front and undercarriage of the car.

## T.O.C. R.I. Vehicle eport

KDOT Form 850A Rev 1-2009

| Vehicle port <br> ev 1-2009 | Investigating Department Cherokee Co Sheriff | Reviewed by <br> J.Wake |  | Local Case No. | $\begin{aligned} & \hline \text { Page of } \\ & 1,5 \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Example 9 |  |
|  | Investigating Officer Name <br> T. Havenstein | $\begin{aligned} & \text { Badge Number } \\ & 052 \end{aligned}$ |  | City Name |  |


| $\begin{gathered} \text { Road Type } \\ \text { RD } \end{gathered}$ | Dir Sfx |
| :---: | :---: |
| Road T | Dir Sfx |


| From Dist | Ft/Mi | From Dir | 〇 from | Dir Pfx | Reference or At Road Name |
| :--- | :---: | :---: | :---: | :---: | :---: |
| 0.25 | M | E | O AT | NE | 20TH |

V1 (EB) began to give off smoke. Driver pulled over to the right shoulder, and vehicle engine compartment burst into flame.


01 Daylight 04 Dark: street lights on
02 Dawn 05 Dark: no street lights 03 Dusk 99 Unknown

00 ADVERSE WEATHER CONDITIONS
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc.
08 Freezing rain, mist, drizzle
14 Rain \& fog
16 Rain \& wind
24 Sleet \& fog
36 Snow \& wind
88 Other:

02 ON SURFACE TYPE
99 Unknown

## 01 Concrete

02 Blacktop (Asphalt)

| 03 Gravel |  | 88 Other: |
| :---: | :---: | :---: |
| 04 Dirt |  |  |
| 05 Brick |  | 99 Unknown |
| 01 |  | NDITIONS |

01 Dry
88 Other:
02 Wet
03 Snow
04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush

## 99 Unknown

ONLY CHOOSE ONE CODE PER CATEGORY UNLESS SPECIFIED OTHERWISE

| ROAD SPECIAL FEATURES (up to 3) |
| :---: |
| 00 None ${ }^{1} 00$ |
|  |

01 Bridge
02 Bridge Overhead
03 Railroad Bridge
04 RRXING
05 Interchange
06 Ramp
99 Unknown
$\qquad$

| 11 | ACC. LOCATION | 00 |
| :---: | :---: | :---: |
| ON ROADWAY: (within travel lanes) $1^{\text {st }}$ |  |  |
| 11 Non-intersection |  |  |
| 12 Intersection + |  |  |
| 13 Intersection-related + |  |  |
| 14 Access to Parking lot/Drvwy |  |  |
| 15 Interchange Area + |  |  |
| 16 On Crossover |  |  |
| 17 Toll Plaza |  |  |
| OFF ROADWAY: |  |  |
| 20 Shoulder |  |  |
| 21 Roadside (not shoulder) |  |  |
| 22 Median |  |  |
| 23 Parking lot or Rest area |  |  |
| 88 Other: |  |  |
| 99 Unknown |  | $1{ }^{\text {st }}$ H |

## +INTERSECTION TYPE

01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual
07 Traffic Circle for Definitions)
08 Part of an interchange
99 Unknown

19 Wa
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown
04 Divider, median barrier
05 Overhead sign support

07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
Wall

03 Crash cush./Impact attenuator

06 Utility devices: pole,meter,etc
$\square$ Amended Report DUI Hit \& Run


00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown

- work zone category

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
*COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1{ }^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown

## TRAFFIC CONTROLS

On / At Road) O/A

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown


## Draw scene as observed or recreate per statements and evidence available

### 0.25 Mi E of NE 20TH St (2.25 Mi E of K-7)

NE Scammon RD



When I arrived at the scene, I observed that V1 had caught on fire. D1 said that he was going east on NE Scammon Road when he noticed smoke coming from his engine compartment. He pulled onto the shoulder where his car caught on fire. Further investigation discovered a leak in a hose and the liquid ignited. The driver escaped unharmed.

## T.O.C. R.I. Vehicle neport

KDOT Form 850A Rev 1-2009

| Investigating Department Jewell County Sheriff | Reviewed by <br> J. Davis |  | Local Case No. | Page of |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  | Example 10 | 1 , 5 |
| Investigating Officer Name R. Hood | Badge Number | County | City Name |  |
|  | 12 | JW |  |  |


| Milepost |  |  | Block No |  | Dir Pfx | On Road Name NONAME |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \hline \text { From Dist } \\ & 0.45 \end{aligned}$ | $\begin{gathered} \hline \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{M} \end{gathered}$ | $\begin{array}{\|c\|c} \hline \text { From Dir } \\ \text { W } \end{array}$ | $\begin{aligned} & \hline \text { O FROM } \\ & \text { O AT } \end{aligned}$ | M ${ }^{\text {Dir }}$ | Reference or At Road Name K128 |


| Road Type <br> RD | Dir Sfx | SpdLmt <br> 45 | Date of Accident (mm/dd/yyyy) <br> 08/16/2014 | Time Occur. <br> $99: 99$ | Day <br> SA |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Road Type | Dir Sfx | SpdLmt | Date Notified (mm/dd/yyyy) <br> HWY |  | $08 / 17 / 2014$ |

Narrative: Describe each traffic unit's pre-crash movement and direction of travel
Evidence indicates unknown V1 was west bound on a county road (no name) 2.0 miles North of U036 and 0.45 miles West of N K128 Rd; driver lost control, went off the roadway, striking a legally parked vehicle (X2) off the roadway and in the ditch. Then a utility pole was stuck in the south ditch before leaving the scene.


## Draw scene as observed or recreate per statements and evidence available





From my investigation, it appears an unknown vehicle traveling WB on an unnamed county road, ran off the road right, and struck a legally parked vehicle on the shoulder. The striking vehicle then deflected to the left, and struck a utility pole in the south ditch. Said vehicle left the scene and further information is unknown at this time. It is noted that there was a transfer of dark blue paint on the legally parked vehicle.

Owner of X2 discovered the damage upon returning to his vehicle after fishing at a nearby pond.

## T.O.C. R.I. Vehicle eport

KDOT Form 850A Rev 1-2009

| Investigating Department <br> Bird City PD | Reviewed by <br> M. Goose |  |
| :--- | :--- | :--- |
| Investigating Officer Name | Badge Number <br> D. Duck | County |
| 002 | CN |  |


| Milepost |  | $\begin{aligned} & \text { Block No } \\ & 100 \end{aligned}$ |  | Dir Pfx | $\begin{aligned} & \text { On Road Name } \\ & \text { 7TH } \end{aligned}$ | $\begin{array}{\|c} \hline \text { Road Type } \\ \text { ST } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { From Dist } \\ & 200 \end{aligned}$ | $\begin{gathered} \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { From Dir } \\ \mathrm{W} \end{array}$ | $\begin{aligned} & \text { O FROM } \\ & \text { OAT } \end{aligned}$ | M Dir Pfx | $\begin{aligned} & \text { Reference or At Road Name } \\ & \text { Bird } \end{aligned}$ | Road Type AVE |

Local Case No.

Page of Example 11 | $\square$ | Amended Report |
| :--- | :--- |
| $\square$ | DUI |
| $\square$ | Hit \& Run |
| PO | Accident Severity |

| d/yyyy) | Time Oc |
| :---: | :---: |
|  | 19:15 |
| yyyy) | Time No |
|  | 19:18 |
| yyy) | Time Ar |
|  | 19:41 |
|  | 00 |
|  | 00 |
|  | 01 |
|  | 02 |
|  | 99 |
|  |  |

00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown

- WORK Zone category

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
*COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown

## TRAFFIC CONTROLS

03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown
(On / At Road) O/A

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown


## 7TH ST





V1 was westbound on 7TH ST when an turkey entered the road way headed north. Elmer stated he was unable to avoid hitting the animal. The turkey was pronounced dead at the scene.

## T.O.C. R.I. Vehicle eport

KDOT Form 850A Rev 1-2009


| $\begin{aligned} & \text { ad Type } \\ & \text { ST } \end{aligned}$ | Dir Sfx | $\begin{aligned} & \hline \text { SpdLmt } \\ & 30 \end{aligned}$ | Date of Accident (mm/dd/yyyy) $05 / 18 / 2014$ | 14:15 | $\begin{aligned} & \text { Day } \\ & \text { SU } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Road Type HWY | fx | SpdLmt $35$ | $05 / 18 / 2014$ | 14:18 | $\begin{aligned} & \text { Day } \\ & \text { SU } \end{aligned}$ |


| Milepost |  | $\begin{aligned} & \text { Block No } \\ & 1000 \end{aligned}$ |  | $\begin{gathered} \text { Dir Pfx } \\ \mathrm{W} \end{gathered}$ | On Road Name 27th |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { From Dist } \\ & 175 \end{aligned}$ | $\left\lvert\, \begin{gathered} \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}\right.$ | $\begin{array}{\|c\|} \hline \text { From Dir } \\ E \end{array}$ | $\begin{aligned} & \text { 〇 FROM } \\ & \text { ○ AT } \end{aligned}$ | ${ }^{\text {a }}$ Dir Pfx | Reference or At Road Name U183 |

Driver 1 left the roadway while traveling WB on 27th St, an EB non-contact vehicle drifted across the center line causing Driver 1 to take evasive action. Vehicle 1 then collided with a light pole, and proceeded into a bank parking lot before stopping.

| $\begin{gathered} \mathrm{KDOT} ? \\ \square \\ \square \end{gathered}$ | Object 1 Damaged \& Nature of Damage (sla Light pole destroyed |  |
| :---: | :---: | :---: |
| Hays |  |  |
| $\begin{gathered} \text { KDOT? } \\ \square \\ \hline \end{gathered}$ | Object 2 D | maged \& Nature of |
| Owner Last Name ${ }^{\text {a }}$ Fio.......irst Name |  |  |
| ONLY CHOOSE |  |  |
| 01 | LIGHT CONDITIONS |  |
| 01 Daylight 04 Dark: street lights on |  |  |
| 02 Dawn |  |  |
| 03 Dusk 99 Unknown |  |  |

01 ADVERSE WEATHER CONDITIONS
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc.
08 Freezing rain, mist, drizzle
14 Rain \& fog
16 Rain \& wind
24 Sleet \& fog
36 Snow \& wind
88 Other:

| 02 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |

## 01 Concrete

02 Blacktop (Asphalt)

| 03 Gravel |  | 88 Other: |
| :---: | :---: | :---: |
| 04 Dirt |  |  |
| 05 Brick |  | 99 Unkno |
| 02 |  | NDITIONS |

01 Dry
88 Other:
02 Wet
03 Snow

## 99 Unknown

04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush

## 21

## ACC. LOCATION

ON ROADWAY: (within travel lanes)
11 Non-intersection
12 Intersection +
13 Intersection-related +
14 Access to Parking lot/Drvwy
15 Interchange Area +
16 On Crossover
17 Toll Plaza
OFF ROADWAY:
20 Shoulder
21 Roadside (not shoulder)
22 Median
23 Parking Iot or Rest area
88 Other:
99 Unknown

## +INTERSECTION TYPE

01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual 07 Traffic Circle for Definitions)

08 Part of an interchange
99 Unknown
ROAD SPECIAL FEATURES (up to 3)
00 None


01 Bridge
02 Bridge Overhead
03 Railroad Bridge
04 RRXING
05 Interchange
06 Ramp
99 Unknown

OTHERWISE

$\mathbf{1}^{\text {st }}$ Harmful Event $\quad$ Most Harmful Event 00 Other non-collision
01 Overturned/Rollover
COLLISION WITH:
02 Pedestrian
03 Motor vehicle in-transport*
04 Legally Parked Vehicle
05 Railway train
06 Pedal cyclist
07 Animal Type:
08 Fixed object**
09 Other object:
99 Unknown

## 06

$\qquad$
(mark 1 box per side if applicable)
1 st Harmful Event Most Harmful Event 01 Bridge structure
02 Bridge rail
03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown

Fatal
Injury
PDO $>=\$ 1,000$
PDO $<\$ 1,000$

| Time Arriv. | Day |
| :--- | :--- |
| $14: 22$ | SU | Private Property

WORK ZONE TYPE
00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown

- work zone category

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
*COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown

## TRAFFIC CONTROLS

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown




While traveling west on 27 th St. driver 1 went off the north side of the road because of a pickup that drifted across the center line (N2). V1 then collided with a mailbox, and proceeded into a private yard before stopping. The identity of the pickup driver is unknown at this time. There were no known witnesses to the incident. D1 observed the driver of the pickup to be asleep or passed out. Upon D1 sounding the horn, N2 driver awoke, steered back into the EB lane and proceeded east. N2 did not stop.

## T.O.C. R.I. Vehicle eport

KDOT Form 850A Rev 1-2009

| Investigating Department | Reviewed by | Local Case No. | Page of |  |
| :--- | :--- | :--- | :--- | :--- |
| Shawnee Co Sheriff | G. Barner | Example 13 | 1,5 |  |
| Investigating Officer Name | Badge Number | County | City Name |  |
| Clayton McMurray | 117 | SN |  |  |




| Sfx | SpdLm <br> 70 |
| :--- | :--- |



Draw scene as observed or recreate per statements and evidence available




V1 was NB on US-75 exit ramp to EB NW 46TH ST and came upon an engine block in the middle of the right driving lane. Driver 1 could not avoid hitting the engine block doing severe damage to V 1 . Upon arrival to the scene, V1 was disabled on the NB US-75 ramp shoulder.

Due to a previous storm, the street lights were without power at the time of the accident.

## T.O.C. R.I. Vehicle eport

KDOT Form 850A Rev 1-2009

| KDOT Form 850A Rev 1-2009 | Investigating Department | Reviewed by <br> Ziva David |  | Local Case No. | $\begin{aligned} & \text { Page of } \\ & 1,5 \end{aligned}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | KHP Troop F |  |  | Example 14 |  |  |
|  | Investigating Officer Name Tony DiNozzo | Badge Number $231$ | County <br> BU | City Name <br> DOUGLASS |  |  |


| Road Type | Dir Sfx | SpdLmt | Date of Accident (mm/dd/yyyy) <br> ST |  | 30 | Time Occur. |
| :---: | :---: | :--- | :--- | :--- | :--- | :--- |
| $03 / 03 / 2014$ | $14: 25$ | Day |  |  |  |  |
|  | MO |  |  |  |  |  |
|  | Road Type | Dir Sfx | SpdLmt | Date Notified (mm/dd/yyyy) | Time Notif. | Day |
| ST |  | 30 | $03 / 03 / 2014$ | $14: 30$ | MO |  |


| Date Arrived (mm/dd/yyyy) | Time Arriv. | Day |
| :--- | :--- | :--- |
| $03 / 03 / 2014$ | $14: 55$ | MO |

PDO < \$1,000

V1 was WB, and because of heavy snowfall and slick roads, failed to stop for railroad crossing. V1 proceeded accross the tracks and was hit by V2 a SB train.


36
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc.
08 Freezing rain, mist, drizzle
14 Rain \& fog

| 16 Rain \& wind <br> 24 Sleet \& fog <br> 36 Snow \& wind | 89 Other: Unknown |  |  |
| :--- | :--- | :--- | :--- |
| 02 | ON SURFACE TYPE |  |  |

## 01 Concrete

02 Blacktop (Asphalt)

| 03 Gravel <br> 04 Dirt <br> 05 Brick | 88 Other: |  |
| :--- | :--- | :--- |
|  | 99 Unknown |  |
| 03 | SURFACE CONDITIONS |  |

01 Dry
88 Other:
02 Wet
03 Snow
04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush

## 99 Unknown

$\square$ <br> \section*{| 11 |
| :---: |
| ON | <br> \section*{| 11 |
| :---: |
| ON | <br> 11} ACC. LOCATION

(of 1st Harmful Event
ON ROADWAY: (within travel lanes)
11 Non-intersection
12 Intersection +
13 Intersection-related +
14 Access to Parking lot/Drvwy
15 Interchange Area +
16 On Crossover
17 Toll Plaza
OFF ROADWAY:
20 Shoulder
21 Roadside (not shoulder)
22 Median
23 Parking lot or Rest area
88 Other:
99 Unknown

## +INTERSECTION TYPE

01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual
07 Traffic Circle for Definitions)
08 Part of an interchange
99 Unknown

| ROAD SPECIAL FEATURES (up to 3) |
| :--- |
| 00 None ${ }^{1} 04$ |

01 Bridge
02 Bridge Overhead
03 Railroad Bridge
04 RRXING 009763S
05 Interchange
06 Ramp
99 Unknown

OTHERWISE

$\mathbf{1}^{\text {st }}$ Harmful Event $\quad$ Most Harmful Event 00 Other non-collision
01 Overturned/Rollover
COLLISION WITH:
02 Pedestrian
03 Motor vehicle in-transport*
04 Legally Parked Vehicle
05 Railway train
06 Pedal cyclist
07 Animal Type:
08 Fixed object**
09 Other object:
99 Unknown

## **FIXED OBJECT TYPE

(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event 01 Bridge structure
02 Bridge rail
03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown

00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown

- WORk Zone category

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
*COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown

## TRAFFIC CONTROLS

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown

| T.O.C. |  |  |  | SPECIAL EVENT |  |  | SPECIAL DATA | Local Case No. | Page of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 02 |  |  | 01 ROAD CHARACTER |  | 00 | SPECIAL JURISDICTION |  |  |  |
| ON | NUMBER OF LANES <br> 01 One <br> 02 Two <br> 03 Three <br> 04 Four to Six <br> 05 Seven or more <br> 88 Other: $\qquad$ <br> 99 Unknown | AT | 01 Straight \& Level <br> 02 Straight on grade/slope 03 Straight on hillcrest 04 Curved \& level 05 Curved on grade/slope 06 Curved on hillcrest 88 Other: $\qquad$ 99 Unknown |  | 00 Normal Jurisdiction (Not Special) <br> 01 National Park Service <br> 02 Military <br> 03 Indian Reservation <br> 04 College / University Campus |  | A basic accidents of all traffic Identify (la with the to vehicle assigned | red for all state repo ments, direction, an ionship to the traffic (s) and traffic unit(s) (AOI) where possible. ans by unique numb <br> tion |  |

Draw scene as observed or recreate per statements and evidence available






V1 was WB on E 1st Street. Because of heavy snowfall and slick roads, driver 1 was unable to stop for railroad crossing. The visibility was very low as a result of heavy blowing snow, and V 1 proceeded onto the tracks and was hit by V 2 , a SW bound BNSF train. The train was composed of 4 engines and 33 fully loaded coal cars. Emergency stopping procedures were started about 100 feet Southwest from the track crossing. Again, visibility was only approximately 100-150 feet.

## T.O.C. R.I. Vehicle neport

KDOT Form 850A Rev 1-2009

| Investigating Department | Reviewed by Tim Burton |  | Local Case No. | $\begin{aligned} & \text { Page of } \\ & 1,5 \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: |
| Sherman Co. Sheriff |  |  | Example 15 |  |
| Investigating Officer Name | Badge Number | County | City Name |  |
| B. House | 007 | SH | GOODLAND |  |


| On Road Name | Road Type | Dir Sfx | SpdLmt | Date of Accident (mm/dd/yyyy) <br> Parking Lot | Time Occur. <br> TRFY |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| $05 / 15 / 2014$ | Day <br> TH |  |  |  |  |  |


T.O.C. R.I.

| Local Case No. |
| :---: |
| Example 15 |


| 02 | ROADWAY |  | 01 | ROAD CHARACTER | 00 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ON | 01 One <br> 02 Two <br> 03 Three <br> 04 Four to Six <br> 05 Seven or more <br> 88 Other: $\qquad$ <br> 99 Unknown | AT |  | 01 Straight \& Level <br> 02 Straight on grade/slope <br> 03 Straight on hillcrest <br> 04 Curved \& level <br> 05 Curved on grade/slope <br> 06 Curved on hillcrest <br> 88 Other: $\qquad$ <br> 99 Unknown |  | 00 Normal Jurisdiction (Not Special) <br> 01 National Park Service <br> 02 Military <br> 03 Indian Reservation <br> 04 College / University Campus <br> 05 Other Federal property <br> 88 Other: $\qquad$ <br> 99 Unknown | A basic diagram is required for all state reportable accidents showing movements, direction, and positions of all traffic units in relationship to the trafficway. Identify (label) the street(s) and traffic unit(s) along with the area of impact (AOI) where possible. Refer to vehicles and pedestrians by unique numbers assigned in this report. <br> Indicate North Direction |

Draw scene as observed or recreate per statements and evidence available

WAL-MART


Parking Lot AISLE


AISLE



Commerce Rd




Driver 1 (Stoddard) was headed North through the Wal-Mart parking trafficway in front of the store. Driver 2 (Pierce) was exiting a parking aisle turning left. Driver 2 did not yield to driver 1 and the two collided in the traffic way.

## T.O.C. R.I. Vehicle eport

KDOT Form 850A Rev 1-2009

| Investigating Department | Reviewed by | Local Case No. | Page of |  |
| :--- | :--- | :--- | :--- | :--- |
| Liberal PD | J. Bateman | Example 16 | 1,6 |  |
| Investigating Officer Name | Badge Number | County | City Name |  |
| R. Crowe | 14 | SW | LIBERAL |  |


| Milepost |  | $\begin{gathered} \text { Block } \\ 800 \end{gathered}$ |  | $\begin{gathered} \hline \text { Dir Pfx } \\ \mathrm{N} \end{gathered}$ | On Road Name Pershing |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \hline \text { From Dist } \\ 175 \end{gathered}$ | $\begin{array}{\|c\|} \hline \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{array}$ | $\begin{gathered} \left\lvert\, \begin{array}{c} \text { From Dir } \\ \mathrm{N} \end{array}\right. \\ \hline \end{gathered}$ | $\begin{aligned} & \text { © FROM } \\ & \text { O AT } \end{aligned}$ | $\begin{array}{c\|c} \hline \text { Mir Pfx } \\ \text { W } \end{array}$ | Reference or At Road Name 8th |


| $\begin{array}{\|c} \hline \text { Road Type } \\ \text { AVE } \end{array}$ | Dir Sfx | $\begin{aligned} & \hline \text { SpdLmt } \\ & 40 \end{aligned}$ | Date of Accident (mm/dd/yyyy) $06 / 12 / 2014$ | $\begin{aligned} & \hline \text { Time Occur. } \\ & \text { 23:30 } \end{aligned}$ | $\begin{aligned} & \text { Day } \\ & \text { TH } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c} \hline \text { Road Type } \\ \text { ST } \end{array}$ | Dir S | $\begin{aligned} & \hline \text { SpdLmt } \\ & 30 \end{aligned}$ | $\begin{aligned} & \hline \text { Date Notified (mm/dd/yyyy) } \\ & 06 / 12 / 2014 \end{aligned}$ | $\begin{aligned} & \text { Time Notif. } \\ & 23: 32 \end{aligned}$ | TH |

Narrative: Describe each traffic unit's pre-crash movement and direction of travel

V1 veered right and sideswiped X3 which was legally parked on the street and left the scene. There was a passenger inside X3 (Ped 2) who was injured.

| KDOT? $\ddagger$ | Object 1 Damaged \& Nature of Damage (s |  |
| :---: | :---: | :---: |
| Owner Last Name |  | First Name |
|  | Object 2 D | maged \& Nature of Damage (sh |
| Owner Last Name |  | First Name |
| ONLY CHOOSE |  |  |
| 05 | LIGHT CONDITIONS |  |
| 01 Daylight 04 Dark: street lights on |  |  |
| 02 Dawn |  | 05 Dark: no street lights |
| 03 Dusk |  | 99 Unknown |

00 ADVERSE WEATHER CONDITIONS
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc.
08 Freezing rain, mist, drizzle
14 Rain \& fog
16 Rain \& wind
24 Sleet \& fog
36 Snow \& wind
88 Other:


## 01 Concrete

02 Blacktop (Asphalt)

| 03 Gravel |  | 88 Other: |
| :---: | :---: | :---: |
| 04 Dirt |  |  |
| 05 Brick |  | 99 Unkno |
| 01 |  | NDITIONS |

01 Dry
88 Other:
02 Wet
03 Snow
04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush

## 99 Unknown

| 11 |
| :---: |

ON ROADWAY: (within travel lanes)
11 Non-intersection
12 Intersection +
13 Intersection-related +
14 Access to Parking lot/Drvwy
15 Interchange Area +
16 On Crossover
17 Toll Plaza
OFF ROADWAY:
20 Shoulder
21 Roadside (not shoulder)
22 Median
23 Parking Iot or Rest area 88 Other:

99 Unknown

## +INTERSECTION TYPE

01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual
07 Traffic Circle for Definitions)
08 Part of an interchange
99 Unknown
ROAD SPECIAL FEATURES (up to 3)
00 None


01 Bridge
02 Bridge Overhead
03 Railroad Bridge
04 RRXING $\qquad$
05 Interchange
06 Ramp
99 Unknown

$1^{\text {st }}$ Harmful Event Most Harmful Event 00 Other non-collision

## 01 Overturned/Rollover

COLLISION WITH:
02 Pedestrian
03 Motor vehicle in-transport*
04 Legally Parked Vehicle
05 Railway train
06 Pedal cyclist
07 Animal Type: $\qquad$
08 Fixed object**
09 Other object: $\qquad$
99 Unknown

## **FIXED OBJECT TYPE

(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event 01 Bridge structure
02 Bridge rail
03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown
$\square$ Amended Report

Fatal
Injury
PDO >= \$1,000
PDO $<\$ 1,000$

| $23: 47$ | TH |
| :--- | :--- | Private Property

00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown

- work zone category

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
*COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown

## TRAFFIC CONTROLS

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown


## Draw scene as observed or recreate per statements and evidence available



## 8th





While traveling north on Pershing, V1 was driving erratically and veered to the right side of the road, striking a legally parked vehicle (X3). This parked vehicle was occupied by a 16 yr old male who was subsequently injured by the impact. D1 was found driving on N Western Ave shortly after the accident occurred. An open container was found in V1, and there was a distinct order of alcohol on D1. D1 received possible injury and the 16 year old occupant (P2) although injured, was not transported for medical attention (he refused treatment for minor cuts).


## T.O.C. <br> R.I. Vehicle eport

KDOT Form 850A Rev 1-2009


| Milepost |  | $\begin{aligned} & \text { Block No } \\ & 100 \end{aligned}$ |  | Dir Pfx | On Road Name <br> Pearl | Road Type ST | Dir |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \hline \text { From Dist } \\ 96.5 \end{gathered}$ | $\left\lvert\, \begin{gathered} \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}\right.$ | $\begin{array}{\|c\|} \hline \text { From Dir } \\ \mathrm{W} \end{array}$ | $\begin{aligned} & \text { 〇 FROM } \\ & \text { OAT } \end{aligned}$ | $\begin{array}{c\|c}  & 1 \\ \hline \text { Dir Pfx } \\ S \end{array}$ | Reference or At Road Name 2nd | $\begin{array}{\|c} \hline \text { Road Type } \\ \text { ST } \end{array}$ | Dir |
| Narrative: Describe each traffic unit's pre-crash movement and direction of travel |  |  |  |  |  |  |  |
| Vehicle 1 EB on Pearl ST. Ped 2 ran into road chasing after a soccer ball. Veh 1 struck Ped 2. |  |  |  |  |  |  |  |

## ONLY CHOOSE



00 ADVERSE WEATHER CONDITIONS
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc
08 Freezing rain, mist, drizzle
14 Rain \& fog
16 Rain \& wind
24 Sleet \& fog
36 Snow \& wind
88 Other:
02 ON SURFACE TYPE $^{2}$ AT

## 01 Concrete

02 Blacktop (Asphalt)

| 03 Gravel | 88 Other: |  |
| :--- | :--- | :---: |
| 04 Dirt |  |  |
| 05 Brick | 99 Unknown |  |
| 01 | SURFACE CONDITIONS |  |

01 Dry
88 Other:
02 Wet
03 Snow
99 Unknown
04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush

\section*{| 11 |
| :---: |
|  | 11} ACC. LOCATION

(of 1st Harmful Event)

ON ROADWAY: (within travel lanes)
11 Non-intersection
12 Intersection +
13 Intersection-related +
14 Access to Parking lot/Drvwy
15 Interchange Area +
16 On Crossover
17 Toll Plaza
OFF ROADWAY:
20 Shoulder
21 Roadside (not shoulder)
22 Median
23 Parking Iot or Rest area 88 Other:

99 Unknown

## +INTERSECTION TYPE

01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual
07 Traffic Circle for Definitions)
08 Part of an interchange
99 Unknown

| ROAD SPECIAL FEATURES (up to 3) |
| :--- |
| 00 None ${ }^{1} 00$ |
| ${ }^{1} 0$ |

01 Bridge
02 Bridge Overhead
03 Railroad Bridge
04 RRXING
05 Interchange
06 Ramp
99 Unknown
 WORK ZONE CATEGORY
01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
*COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown

## TRAFFIC CONTROLS

03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown
(On / At Road) O/A

00 None
01 Officer, flagger
02 Traffic signa
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown


Draw scene as observed or recreate per statements and evidence available

PEARL ST

## NDT TD SCALE




Mr. Finch (driver of vehicle 1) was westbound on Pearl ST when a young boy ran out directly in front of his vehicle from south to north. He was unable to avoid colliding with the child, who was chasing after a soccer ball.

D1 stopped immediately, and called for help via a cell phone. An ambulance was also called to the scene and transported the boy to the nearest hospital for medical attention. It appears that the child had a possible broken right arm and leg, along with several smaller cuts and bruises. Mr. Finch was not injured.


# T.O.C. R.I. Vehicle eport 

KDOT Form 850A Rev 1-2009

| Investigating DepartmentKHP | Reviewed by <br> J. Carpenter |  | Local Case No. | Page of |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  | Example 18 | 1,5 |
| Investigating Officer Name Calvin Hobbs | Badge Number $555$ | $\begin{aligned} & \text { County } \\ & \text { SN } \end{aligned}$ | City Name |  |


| $\begin{aligned} & \text { Milepost } \\ & 161.2 \end{aligned}$ |  | Block No |  | Dir Pfx | On Road Name U075 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|l} \hline \text { From Dist } \\ 100 \end{array}$ | $\begin{gathered} \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}$ | $\left\lvert\, \begin{gathered} \hline \text { From Dir } \\ \mathrm{N} \end{gathered}\right.$ | $\begin{aligned} & \text { O FROM } \\ & \text { OAT } \end{aligned}$ | ${ }^{\text {Di }}$ | Reference or At Road Name $1070$ |

Narrative: Describe each traffic unit's pre-crash movement and direction of travel
TU1, while exiting WB I-70 to NB U-75, lost control and collided with the bridge rail just north of the ramp gore area.

CODING NOTE: What is signed as US-75 NB Ramp is really considered an I-70 ramp...The rule: "You are not ON the next route until you fully leave the previous route." (See page 25)



Owner Last Name $\quad$ First Name
$\square$ KDOT
KDOT?
$\square$
$\square . . .$.
Owner Last Name First Name
${ }^{-1 . . . . . . . . . . . . . . ~}$ Mididie Name e................it

ONLY CHOOSE ONE CODE PER CATEGORY UNLESS SPECIFIED OTHERWISE


00 ADVERSE WEATHER CONDITIONS
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc.
08 Freezing rain, mist, drizzle
14 Rain \& fog


## 01 Concrete

02 Blacktop (Asphalt)

| 02 Blacktop (Asphalt) |  |  |
| :---: | :---: | :---: |
| 03 Gravel |  | 88 Other: |
| 04 Dirt |  |  |
| 05 Brick |  | 99 Unkno |
| 01 |  | NDITIONS |

01 Dry
02 Wet
03 Snow
99 Unknown
04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush

|  |
| :--- |
|  |
|  |
|  |
|  |

ON ROADWAY: (within travel lanes)
11 Non-intersection
12 Intersection +
13 Intersection-related +
14 Access to Parking lot/Drvwy
15 Interchange Area +
16 On Crossover
17 Toll Plaza
OFF ROADWAY:
20 Shoulder
21 Roadside (not shoulder)
22 Median
23 Parking lot or Rest area
88 Other:
99 Unknown

## +INTERSECTION TYPE

01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual
07 Traffic Circle for Definitions)
08 Part of an interchange
99 Unknown

00 None
01 Bridge B
02 Bridge Overhead
03 Railroad Bridge
04 RRXING
05 Interchange
06 Ramp
99 Unknown
 $\mathbf{1}^{\text {st }}$ Harmful Event $\quad$ Most Harmful Event 00 Other non-collision 01 Overturned/Rollover COLLISION WITH:
02 Pedestrian
03 Motor vehicle in-transport*
04 Legally Parked Vehicle
05 Railway train
06 Pedal cyclist
07 Animal Type:
08 Fixed object**
09 Other object:
99 Unknown

\section*{| 02 | $*$ FIXED OBJECT TYPE | 02 |
| :---: | :---: | :---: |}

(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event 01 Bridge structure
02 Bridge rail
03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown

| Time Occur. |  |
| :---: | :--- |
| $23: 55$ | Day |
| SA |  |
| Time Notif. | Day |
| $23: 58$ | SA |
| Time Arriv. <br> $00: 15$ | Day |
| SU |  |
| 00 | WORK |

Fatal Injury PDO >= \$1,000 PDO $<\$ 1,000$

0

00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown

- WORK ZONE CATEGORY

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
*COLLISION WITH VEHICLE
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other:
99 Unknown
TRAFFIC CONTROLS

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown

| F,OMC, R.C. |  |  |  | SPECIAL EVENT |  | SPECIAL DATA |  | Local Case No. <br> Example 18 | Page of $2 / 5$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04 | ROADWAY NUMBER OF LANES |  | 05 | ROAD CHARACTER | 00 | SPECIAL JURISDICTION |  |  |  |
| ON | NUMBER OF LANES <br> 01 One <br> 02 Two <br> 03 Three <br> 04 Four to Six <br> 05 Seven or more <br> 88 Other: $\qquad$ <br> 99 Unknown | AT |  | 01 Straight \& Level <br> 02 Straight on grade/slope <br> 03 Straight on hillcrest <br> 04 Curved \& level <br> 05 Curved on grade/slope <br> 06 Curved on hillcrest <br> 88 Other: $\qquad$ <br> 99 Unknown |  | 00 Normal Jurisdiction (Not Special) <br> 01 National Park Service <br> 02 Military <br> 03 Indian Reservation <br> 04 College / University Campus <br> 05 Other Federal property <br> 88 Other: $\qquad$ <br> 99 Unknown | A basic accident of all traf Identify with the to vehicle assigned <br> Indica | red for all state repo ments, direction, and onship to the trafficu (s) and traffic unit(s) (AOI) where possible ans by unique numb | itions <br> r <br> $\bigcirc$ <br> $\bigcirc$ |

## Draw scene as observed or recreate per statements and evidence available





Traffic unit 1 was exiting in a northwest direction to go northbound on US-75 from eastbound I-70. Driver over steered while merging with traffic and struck the bridge rail. Evidence and statements indicate speed and carelessness were factors in this accident.

## T.O.C. R.I. Vehicle eport

KDOT Form 850A Rev 1-2009


| Road Type |
| :---: | :---: | :---: | :---: | :---: | :--- |
| ST |$\quad$ Dir Sfx | SpdLmt |
| :--- |
| 45 |$\quad$| Date of Accident (mm/dd/yyyy) |
| :--- |
| $11 / 21 / 2014$ |


| Milepost |  | $\begin{aligned} & \text { Block No } \\ & 1819 \end{aligned}$ |  | $\begin{gathered} \text { Dir Pfx } \\ \mathrm{N} \end{gathered}$ | On Road Name 18th |
| :---: | :---: | :---: | :---: | :---: | :---: |
| From Dist 112 | $\left\lvert\, \begin{gathered} \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}\right.$ | $\begin{array}{\|c} \hline \text { From Dir } \\ \mathrm{S} \end{array}$ | $\begin{aligned} & \text { O FROM } \\ & \text { OAT } \end{aligned}$ | Mir Pfx | Reference or At Road Name <br> Wood |

V1 was waiting at a driveway entrance/exit (facing WB) to pull SB onto 18th St. V2 was NB plowing a wet heavy snow on 18th St. As V2 passed by V1, a large amount of snow was thrown onto the windshield and front end of the WB vehicle. The windshield (V1) was broken by the force and weight of the slushy snow.


| Object 1 Damaged \& Nature of Damage (show |  |
| :---: | :---: |
| Owner Last Name | First Name Min |
| Object 2 Damaged \& Nature of Damage (show |  |
| Owner Last Name | First Name Min |
| ONLY CHOOSE |  |
| LIGHT CONDITIONS |  |
| 01 Daylight | 04 Dark: street lights on |
| 02 Dawn | 05 Dark: no street lights |
| 03 Dusk | 99 Unknown |

03 ADVERSE WEATHER CONDITIONS
00 No adverse conditions
01 Rain, mist, drizzle
02 Sleet, hail
03 Snow
04 Fog
05 Smoke
06 Strong wind
07 Blowing dust, sand, etc.
08 Freezing rain, mist, drizzle
14 Rain \& fog

| 16 Rain \& wind |  | 88 Other: |
| :---: | :---: | :---: |
| 24 Sleet \& fog |  |  |
| 36 Snow \& wind |  | 99 Unknown |
| 02 | ON SUR | TYPE AT |

## 01 Concrete

02 Blacktop (Asphalt)


01 Dry
88 Other:
02 Wet
03 Snow

## 99 Unknown

04 Ice
05 Mud/dirt/sand
06 Debris (oil, etc.)
07 Standing/ moving water
08 Slush

\section*{| 14 |
| :---: |
|  |}

ON ROADWAY: (within travel lanes)
11 Non-intersection
12 Intersection +
13 Intersection-related +
14 Access to Parking lot/Drvwy
15 Interchange Area +
16 On Crossover
17 Toll Plaza
OFF ROADWAY:
20 Shoulder
21 Roadside (not shoulder)
22 Median
23 Parking Iot or Rest area 88 Other:

99 Unknown

## +INTERSECTION TYPE

01 Four-way intersection
02 Five-way or more
03 T - intersection
04 Y - intersection
05 L - intersection
06 Roundabout (See Manual 07 Traffic Circle for Definitions)

08 Part of an interchange
99 Unknown
ROAD SPECIAL FEATURES (up to 3)
00 None


01 Bridge
02 Bridge Overhead
03 Railroad Bridge
04 RRXING
05 Interchange
06 Ramp
99 Unknown

(mark 1 box per side)
$1^{\text {st }}$ Harmful Event Most Harmful Event 00 Other non-collision
01 Overturned/Rollover
COLLISION WITH:
02 Pedestrian
03 Motor vehicle in-transport*
04 Legally Parked Vehicle
05 Railway train
06 Pedal cyclist
07 Animal Type:
08 Fixed object**
09 Other object:
99 Unknown

## **FIXED OBJECT TYPE

(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event 01 Bridge structure
02 Bridge rail
03 Crash cush./Impact attenuator
04 Divider, median barrier
05 Overhead sign support
06 Utility devices: pole,meter,etc
07 Other post or pole
08 Building
09 Guardrail
10 Sign post
11 Culvert
12 Curb
13 Fence/Gate
14 Hydrant
15 Barricade
16 Mailbox
17 Ditch
18 Embankment
19 Wall
20 Tree
21 RRXING fixtures
88 Other:
99 Unknown

| $\square$ | Amended Report |
| :--- | :--- |
| $\square$ | DUI |
| $\square$ | Hit \& Run |
| O | Accident Severity |

Fatal
Injury
PDO $>=\$ 1,000$
PDO $<\$ 1,000$

06:33 FR Private Property

00
00 None Apply
01 Construction Zone
02 Maintenance Zone -


03 Utility Zone -
99 Unknown

- LOCATION IN WORK ZONE (AOI)

01 Before first warning sign
02 Advance warning area
03 Transition area
04 Activity area
05 Termination area 99 Unknown - work zone category

01 Lane closure
02 Lane shift / crossover
03 Work on shoulder / median
04 Intermittent or moving vehicle
88 Other:
99 Unknown
88 *COLLISION WITH VEHICLE 88
(mark 1 box per side if applicable)
$1^{\text {st }}$ Harmful Event Most Harmful Event
01 Head on
02 Rear end
03 Angle - side impact
04 Sideswipe: opposite direction
05 Sideswipe: Same direction
06 Backed into
88 Other: Plowed Snow
99 Unknown
TRAFFIC CONTROLS

00 None
01 Officer, flagger
02 Traffic signal
03 Stop sign
04 Flasher
05 Yield sign


06 RR gates / signal
07 RR crossing signs
08 No passing zone
09 Center/Edge lines
10 Warning signs
11 School zone signs
12 Parking lines
88 Other:
99 Unknown


## Draw scene as observed or recreate per statements and evidence available





01

## Kansas City Public Works

Carrier Name

1220 Minnesota AVE
Carrier Street Address (P.O. Box only if no street address)

Kansas City
City

CARRIER IDENTIFICATION NUMBER(S)


## CARRIER TYPE

0 - Intrastate $\quad 1$ - Interstate 2 - Not in Commerce - Other Truck or Bus
3 - Not in Commerce - Government Veh
4-Other / Not Specified




V1 was waiting at a driveway entrance/exit (facing WB) to pull SB onto 18th. V2 was NB plowing a wet heavy snow on 18th. As V2 passed by V1, a large amount of slushy snow was thrown onto the windshield and front end of the WB vehicle. The windshield was broken by the force and weight of the slushy snow.

## T.O.C. <br> R.I.



First (Initial) \& Most (Principal) Impact Points

Other Vehicle Examples
CLOCKPOINT DIAGRAM


Source: National Highway Traffic Safety Administration (NHTSA)

## ROUNDABOUT CHARACTERISTICS

Typical elements that constitute a roundabout are:

1. Yielded entry - cars entering must wait for a gap in the circulating traffic before entering
2. Roundabout Islands separate the entry from the circular roadway and direct traffic to the right.
3. Designated crossing area for pedestrians
4. Designed to be driven at speeds of $\mathbf{1 5} \mathbf{- 2 0}$ miles per hour
5. Single or multiple lanes
6. Sometimes an inside "apron" is present for large vehicle use

Remember, roundabouts are not the same as traffic circles...see the next page.


## TRAFFIC CIRCLE CHARACTERISTICS

Typical elements that constitute traffic circle are:

1. NO signed, yielded entry
2. NO Islands to separate the entry from the circular roadway and direct traffic to the right.
3. NO Designated crossing area for pedestrians
4. NO signed speed of $\mathbf{1 5} \mathbf{- 2 0}$ miles per hour
5. Normally single lane
6. NO inside "apron" present for large vehicle use


ROUNDABOUT ACCIDENT LOCATION (AL) CODING


Nieman Rd



One key is recognizing the difference between an aisle (access to stalls) and a trafficway designed to allow public traffic to move through / around a parking lot. For accident reporting, parking lot ownership and maintenance do NOT influence state reportability. Accidents related to parking lot trafficways are considered public and reportable to the state. Accidents in parking lot aisles are considered private and not reportable to the state unless fatal. Please mark the private property box for aisle crashes. For unnamed trafficways going to/from businesses, record Lot Access RD, Mall Loop TRFY, or Noname RD as appropriate. For large business areas with multiple lots, it is useful to record these reflecting quadrants: NE, NW, etc.
See the next page for more information.

The "1" location represents an accident occurring on a parking lot trafficway. These accidents should reflect the Accident Location of 23 - Parking Lot. Notice the "TRFY" Road Type is shown and the Private Property box is NOT marked. These accidents should reflect the accident location information as shown below.

| Kansas Motor Vehicle Accident Report <br> KDOT Form 850A Rev 1-2009 |  |  |  |  |  |  | Investigating Department Overland Park Police <br> Investigating Officer Name Hanson |  | Reviewed by Ferguson |  |  |  | Local Case No. <br> Example 23-1 |  | $\begin{array}{\|c} \hline \text { Page of } \\ 1,3 \\ \hline \end{array}$ | Amended ReportDUIHit \& Run |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  | dge Numb 96 |  | $\begin{gathered} \text { County } \\ \text { JO } \end{gathered}$ | City Name <br> OVERL |  |  |  |
| Milepost |  | $$ |  | $\begin{aligned} & \text { Dir Pfx } \\ & \text { NE } \end{aligned}$ |  | $\begin{aligned} & \text { On Road Name } \\ & \text { PARKING LOT } \end{aligned}$ |  | Road Type TRFY | Dir Sfx | SpdLmt Da <br> SpdLmt D |  |  |  |  |  | I Accident Severity <br> Fatal  <br> Injury  <br> PDO $>=\$ 1,000$  <br> PDO $<\$ 1,000$  |
| $\begin{array}{\|l\|} \hline \text { From Dist } \\ 612 \end{array}$ | $\begin{gathered} \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}$ | $\begin{gathered} \text { From Dir } \\ \mathrm{S} \end{gathered}$ |  |  | $\begin{gathered} \text { Dir Pfx } \\ \text { W } \end{gathered}$ | $\begin{array}{\|l\|l\|} \text { fx } & \text { Refer } \\ 957 \end{array}$ |  |  | er At Road Name |  |  | $\begin{array}{\|c} \text { Road Type } \\ \text { ST } \end{array}$ | Dir Sfx | Date Notified (mm/dd/yyyy) |  |  | Time Notif. | Day |
| D1 was heading SB in a NE Oak Park Mall trafficway while texting her mother. D2 was stopped awaiting a left turn when V1 struck V2 from behind. |  |  |  |  |  |  |  | Spellcheck |  |  | Date Arrived (mm/dd/yyyy) |  |  | Time Arriv. | Private Property |  |
| D1 was heading SB in a NE Oak Park Mall trafficway while texting her mother. D2 was stopped awaiting a left turn when V1 struck V2 from behind. |  |  |  |  |  |  |  |  |  |  | Latitude (AOI) <br> 38.95471 <br> Longitude (AOI) <br> -94.716640 |  |  | WORK ZONCTVPE |  |  |
|  |  |  |  |  |  |  |  |  |  |  | OAK | K PA | SPECIAL DATA RK MALL |  |  |

The "2" location represents accidents occurring in unnamed mall trafficway loops. Notice the Road Type field is "TRFY", and the Private Property box is not marked. (Accident Location "14") A helpful addition here is naming the lot in the Special Data field - "Macys Furniture."

| Kansas Motor Vehicle Accident Report <br> KDOT Form 850A Rev 1-2009 |  |  |  |  |  | Investigating Department Overland Park Police <br> Investigating Officer Name Naylor |  | Reviewed by Ferguson |  |  | Local Case No.Example 23-2 |  | $\begin{aligned} & \text { Page of } \\ & 1,3 \end{aligned}$ | Amended Report <br> DUI <br> Hit \& Run |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | Badge Number <br> 801 | er County <br> JO | City Name OVERLA | ND PARK |  |  |
| Milepost |  | $\begin{aligned} & \text { Block No } \\ & 11201 \end{aligned}$ |  | $\begin{array}{\|c\|} \hline \text { Dir Pfx } \\ \text { NE } \end{array}$ | On Road Name MALL LOOP |  | Road Type TRFY | Dir Sfx SpdLmt <br>  <br> 20 |  | $\begin{aligned} & \hline \text { Date of Accident }(\mathrm{mm} / \mathrm{dd} / \mathrm{yyy}) \\ & \hline \text { Time Occur. } \end{aligned}$ |  |  |  | I Accident Severity <br> Fatal <br> Injury <br> $\mathrm{PDO}>=\$ 1.000$ |
| $\begin{array}{\|l\|} \hline \text { From Dist } \\ 297 \end{array}$ | $\left\lvert\, \begin{gathered} \mathrm{Ft} / \mathrm{Mi} \\ \mathrm{~F} \end{gathered}\right.$ | $\begin{gathered} \text { From Dir } \\ \mathrm{S} \end{gathered}$ | $\begin{aligned} & \text { ' } \begin{array}{l} \text { FROM } \\ \text { O AT } \end{array} \\ & \hline \end{aligned}$ | Dir Pfx <br> $W$ |  |  | $\begin{array}{\|c} \text { Road Type } \\ \text { ST } \end{array}$ | Dir Sfx | SpdLmt | Date Notified (mm/dd/yyyy) |  | Time Notif. | Day |  |
| Narrative: Describe each traffic unit's pre-crash movement and direction of travel <br> D1 was heading WB in the NE quadrant of the Oak Park Mall Loop. D2 was stopped preparing to exit from Macy's Furniture Store. A bird flew into V1's car and D1 swerved into V2. |  |  |  |  |  |  |  |  |  | Date Arrived (mm/dd/yyyy) |  | Time Arriv. | D? $\square$ Private Property |  |
|  |  |  |  |  |  |  |  |  |  | $\begin{array}{\|c\|} \hline \text { Latitude (AOI) } \\ 38.95555 \end{array}$ |  | $L_{\mathrm{ON}}$ | work |  |
|  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { Longitude (AOI) } \\ & -94.716998 \end{aligned}$ |  | SPECIAL DATA Macys Furniture |  |  |

The " 3 " location represents accidents occurring in parking lot aisles. (Accident Location " 23 ") Notice the On Road Name is Parking Lot and the Road Type is blank. The AT circle is marked, and the Private Property box is marked. (Not state-reportable unless fatal)


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## DRIVER CCs <br> ( $\mathrm{D}+\mathrm{TU} \#=\underline{\text { D1 }})$

00 No driver contributing circumstance evident
DRIVER CONDITION AT THE TIME OF CRASH
01 Under the influence of illegal Drugs
02 Under the influence of Alcohol
03 Under the influence of medication
04 Ill or Medical condition
05 Fell asleep or fatigued
06 Emotional: Angry, depressed, upset, impatient, etc.

## DRIVER DISTRACTED BY

20 Mobile (cell) phone (calling, texting, other use)
21 Other electronic devices (audio, video, GPS, computer,...)
22 Other distraction in or on vehicle
23 An item or action NOT in or on vehicle
24 Inattention (general sense)
DRIVER ACTIONS AT THE TIME OF CRASH
30 Failed to yield the right of way
31 Disregarded traffic signs, signals, or markings
32 Red light running (disregarded traffic signal)
33 Followed too closely
34 Exceeded posted speed limit
35 Too fast for conditions
36 Impeding or Too slow for traffic
37 Avoidance or Evasive action
38 Over correction / Over steering
39 Reckless / Careless driving
40 Aggressive / Antagonistic driving
41 Improper lane change
42 Made improper turn
43 Improper backing
44 Improper passing
45 Improper or No turn signal
46 Improper parking
47 Wrong side or wrong way
48 Did not comply with license restrictions

## ENVIRONMENT (code E, no TU\#)

01 Animal: domestic or wild
WEATHER RELATED
02 Rain, mist, or drizzle
03 Sleet, hail, or freezing rain
04 Falling or Blowing snow
05 Strong winds
06 Fog, smoke, or smog
07 Blowing sand, soil, or dirt
08 Reduced visibility due to cloudy skies

## VISION OBSTRUCTIONS

15 Building, vehicles, object made by humans
16 Vegetation: trees, shrubs, etc.
17 Glare from sun, headlights, or other lights

## PEDESTRIAN CCs $\quad(\mathbf{P}+\mathbf{T U} \#=\underline{\mathbf{P 1}})$

00 No pedestrian contributing circumstance evident
NON-MOTORIST CONDITION AT THE TIME OF CRASH
01 Under the influence of illegal drugs
02 Under the influence of Alcohol
03 Under the influence of medication
04 Ill or Medical condition
05 Fell asleep or fatigued
06 Emotional: Angry, depressed, upset, impatient, etc.

## NON-MOTORIST DISTRACTED BY

15 Mobile (cell) phone (calling, texting, other use)
16 Other electronic devices (audio, video, GPS, computer,...)
17 Inattention (general sense)
NON-MOTORIST ACTIONS AT THE TIME OF CRASH
25 Failed to yield the right of way
26 Disregarded traffic control signs, signals, officer, etc.
27 Improper crossing
28 In Roadway (standing, lying, etc)
29 Darting
30 Wrong side of roadway
31 Not visible (dark clothing)
32 Pedal cycle violation(s)

## VEHICLE CCs (V + TU\# = V1)

PROBLEMS WITH OR LOSS OF...
01 Brakes 13 Mirrors
02 Tires
14 Unattended or driverless in motion
03 Wheel(s)
15 Unattended or driverless not in motion
04 Trailer coupling, hitch, or safety chains
05 Cargo
06 Window or windshield; ice on windshield, tinting, etc
07 Wipers
08 Lights: Front (head), tail, signals, etc
09 Steering
10 Power Train: engine, driveshaft, transmission, differential
11 Exhaust
12 Suspension

## ROAD CCs (On/At) (code OR or AR, no TU\#)

01 Wet surface, standing or moving water
02 Icy or slushy
03 Snow accumulation or snow packed
04 Debris or obstruction
05 Road construction or maintenance
06 Ruts, holes, bumps
07 Traffic control device inoperative or missing
08 Shoulders: none, low, soft, or high
09 Worn, travel-polished surface


## T.O.C.

## QUICK REFERENCE GUIDE FOR ACCIDENT REPORTING

KEY THOUGHTS
Click on any bullet item to jump to the page listed
PAGES

- Reporting requirement: Submission "within 10 days of the investigation"2
- Intent to harm: Property / Person vs Accident ..... 4-5
- Unstabilized Situation: Where did it begin? End? $4,14, \ldots$
- $1^{\text {st }}$ harmful Event (damage or injury): What? Where? 12, 22-29
- Accident Location Code: Based upon the $1^{\text {st }}$ harmful event. 22-29
- See Example 20
- Public trafficway? (include parking lot trafficways) 4-7
- State-reportable?
- Fatality, Injury, and/or Damage >=\$1,000 and Public Trafficway?
- Parking Lot trafficways: Do not mark the Private Property box
- See Examples 20 \& 23; ignore ownership and consider road use.
- Private Property box: Do not mark for accidents where the unstabilized situation begins inside the trafficway boundaries and the $1^{\text {st }}$ harm is outside. - See Example 20
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[^0]:    ${ }^{5}$ Source: FHWA

