

Chapter 11

TRAFFIC CRASH SURVEILLANCE

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CHAPTER 11 - TRAFFIC CRASH SURVEILLANCE

11-1.00 INTRODUCTION

11-1.01 Purpose

Crash records and their analysis are an essential element in any traffic safety program for several reasons. First, crash studies aid in locating high crash locations on the existing highway system. Second, crash experience provides an evaluation of design features. Third, effective planning is based, in part, on traffic volumes and crash rates. Last, an analysis of crash records may have a direct influence on the budgeting of improvements. The District Offices are responsible for most crash analyses. The purpose of this chapter is to describe the existing data available to the crash analyst, how it may be obtained, how it may be used, and how it may affect the Highway Safety Improvement Program (H.S.I.P.).

11-1.02 Scope

This chapter describes the types of crash reports that are available to the crash analyst, presents guidelines concerning crash rate calculations, and discusses the crash analysis services available from the use of the Transportation Information System (T.I.S.). The use of crash analysis as it applies to the H.S.I.P. will be discussed later in the chapter.

11-1.03 Transportation Information System

The T.I.S. is a computer system that is used to relate several types of transportation data. The Accident Analysis Subsystem allows roadway files and crash files to be tied together. The Accident Subsystem details information on crash type, time, date, injuries, and vehicles involved. The Intersection Subsystem includes data on traffic control devices and intersection types. The Section Subsystem is used for analyzing crashes along portions of the roadways.

11-1.04 Chapter Organization

In this chapter the crash analysis process will be described. Crash reporting forms and processing procedures are described; crash data reports are discussed; and crash analysis procedures using T.I.S. are outlined; and the H.S.I.P. procedures are discussed.

11-2.00 CRASH REPORT FORMS

11-2.01 Responsibilities

Subdivision 7 of Minnesota Statutes (M.S.) Section 169.09 requires the driver of a vehicle involved in a crash (resulting in injury, death, or property damage in excess of \$1000) to file a written report of the crash (Citizen Report) with the Department of Public Safety (DPS) within 10 days of the crash occurrence. Subdivision 8 requires the law enforcement officer investigating a crash resulting in injury, death, or total property damage in excess of \$1000 to submit a report (Police Report) to the DPS. This report is also due within 10 days of the crash occurrence.

11-2.02 Crash Report Forms

Figures 11.1, 11.1A and 11.1B are copies of the Police Traffic Accident Report form and its overlay sheets. This form is used by all law enforcement agencies when reporting a crash to DPS. These forms as well as the Citizen Accident Report form, shown in Figures 11.2 and 11.2A, are used for entering data.

11-3.00 CRASH REPORT PROCESSING

11-3.01 Department of Public Safety (DPS)

1. Receipt of Accident/Crash Reports

Crash reports received by the DPS are channeled through the Drivers Compliance Section of the Drivers & Vehicles Services Division. Many law enforcement agencies also retain a copy of the police report form. The stubs of the citizen reports containing insurance information are sent to the insurance companies for verification.

2. Receiving Line

All reports (Citizen and Police) received by the DPS are passed through the receiving line. It is at this stage where they are combined into files and numbered. Crashes are numbered using an eight-digit format based on the Julian date. T.I.S. adds a decade number creating a nine-digit Crash number). These are the crash numbers by which each crash is filed and stored by the DPS. All major participants of a crash that are not Minnesota licensed drivers (pedestrians, bicyclists, owners of damaged property, out-of-state drivers, etc.) are cataloged on an application of an Alpha mini-computer housed at the Bureau of Criminal Apprehension.

3. Code-Locating Units

Only qualified traffic crashes (death, injury, or \$1000 total damage occurring on trafficways by motorized vehicles) are entered on the Accident Records database. Individual crashes are coded and geographically located in this process. Locations of crashes are pinpointed using the reference point system. Crashes occurring at or near an interchange are additionally coded using interchange element numbers. A typical interchange element sketch is shown in Figure 11.3. Coders enter drivers license numbers and other pertinent crash information, using the police report as their primary data source. All data is entered on the Accident Records database (an Alpha 6410 system) located at the Bureau of Criminal Apprehension. Every night, all records entered for the day are passed on to the Driver's License, Motor Vehicle, and T.I.S. databases on the Intertech mainframe to verify driver licenses, motor vehicle plates and reference point coordinates for correctness. The driver records in the Driver License database are updated with the eight-digit crash reference number, crash date, crash severity codes, and alcohol use codes. After the data is verified, appropriate information is brought back and placed on the Accident Records database. An error edit of incorrect data is run each morning. Department of Transportation personnel ensure that all crashes are included in the T.I.S. database by performing updates as needed.

4. Insurance Inspection

Insurance inspection is the means by which the DPS verifies a driver's insurance coverage. Data on owners who have not submitted a report with insurance information are entered on a tickler record of the Driver License database. Computer generated letters, that ask for a report and insurance information, are mailed to owners of motor vehicles. The owner has fifteen working days to respond. If no response is received, the computer then generates a notice of proposed motor vehicle license plate revocation. After ten working days, if still no response, the computer generates the revocation notice. The tickler record is deleted upon proof of insurance coverage given by the auto owner.

5. Electronic Imaging of Reports

All crash files, once processed, are sent to the Operations Support Unit of Driver & Vehicle Services (DVS) to be scanned and electronically imaged. Access to the imaged crash files is made available to government agencies for accident analysis.

11-3.02 Department of Transportation

The Department of Transportation (Mn/DOT) keeps a history of motor vehicle crash reports from 1984 to the present in the Office of Traffic, Safety, and Technology (OTST). In 1998, DPS switched crash report storage from microfilm to scanned computer files. Copies of crash reports are available to the Districts or local road authorities upon request. Caution must be exercised to maintain the confidential status of individual crash reports. Subdivision 13 of M.S. 169.09 should be consulted concerning this requirement.

11-4.00 CRASH DATA REPORTS

There are a number of general crash summation reports produced for Department use. The T.I.S. database offers a variety of these to traffic engineering personnel. The crash files used by the T.I.S. allow access to the system through a series of files. The user can gain access by date, location, or by individual crash number. Information requested and received may consist of crash details, vehicle characteristics, injury summaries or a combination of these. While it is not possible to explain all of the crash reports available, a brief summary of these crash reports follows

For more information please refer to the T.I.S. User's Manual.

11-4.01 Transportation Information System Reports

Crash listings are formatted in columns and rows of data. Code lists summarizing information on the listings can be provided in the printout. The lists contain a start-date and end-date specifying the time period under study. A list of elements printed for each crash on the listing is available in the T.I.S. User's Manual.

1. List-Accident-By-Reference-Point

Prints a list of crashes for the roadway and time period specified. The crashes are subjected to selection criteria if only crashes of a like nature are desired.

2. Find-Accident-Clusters

Locates a "cluster" of crashes along a roadway. A cluster is a grouping of crashes that occurred within a given distance of each other. The number of crashes, the time period, and the length of roadway are user-defined parameters.

3. Accident-Matrix-Summary

Produces general purpose summaries of crashes. Summaries can be broken down by one, two or three data elements. The summary provides system, vehicle type, or driver type studies.

4. Compute-Accident-Rates

This command reports crash statistics for user-specified sections of roadway and user-specified time. It combines crash data and traffic volume to provide information on crash rates.

5. Intersection-Accident-Analysis Capabilities

The Intersection/Interchange (I/I) files contain records for various intersections and interchanges for which crash analysis information is available. The I/I file is a highly flexible tool in T.I.S. A great deal of flexibility is provided in the software for performing many different types of analysis. As a result, a large number of user-specified parameters are available in the CREATE file and before the PRINT file function.

Three types of reports can be obtained from the I/I crash analysis software: showing data for a single intersection, for a group of intersections, or for several groups of intersections.

6. Section-Accident-Analysis Capabilities

The section file contains information required to define sections of roadway for crash analysis reports. It is maintained by individual construction districts for analysis purposes, and is currently available for Trunk Highways only. Its data elements include codes describing general geometric design and environment, speed limit, route system, route number and reference points, construction district and categorization codes as well as a verbal description.

7. List-Accidents-By-Accident-Number

It lists crash records specified by crash number. It allows a user to print every data element in individual crash records.

8. Bridge-Accident-Analysis Capabilities

This aids user in analyzing crashes that occurred at various types of bridges. A great deal of flexibility is provided for performing many different types of analyses.

11-4.02 Data Requests

Requests for crash information are received frequently by traffic personnel. Data requested may involve specific areas of study, from annual reports prepared by the traffic office for distribution, to site-specific information on crash rates and numbers. Requests are received from individuals as well as various types of businesses that require crash data.

Any request, regardless of the source, for information concerning a specific location on the trunk highway system should be directed to the District Traffic Engineer in the appropriate District. General requests for statewide or system wide data should be referred to OTST.

Any request, regardless of source, seeking information NOT relating to the trunk highway system, should be directed to the local road authority for processing. This guarantees the local government agency will have full knowledge of all information being provided to the requester. If requested by the local agency, the district or OTST may assist them in completing the request.

When information is being requested as the result of a crash, personal injury, or property damage incident, the procedure outlined in Section 12-6.02 shall be followed.

Crash information requests can be reported in tabular form or illustrated with Geographical Information Systems (G.I.S.) Maps.

11-4.03 Other Reports

1. Minnesota Motor Vehicle Crash Facts

This report is published annually by the Office of Traffic Safety within the DPS. It is a detailed examination of motor vehicle crashes occurring on Minnesota roadways based on crash reports submitted by drivers and investigating police officers to the DPS. The report contains a discussion of apparent crash trends, and graphical and tabular displays of crash data. Its purpose is to provide summary information about crashes occurring in Minnesota.

2. Freeway Volume Accident Study

This report is prepared annually by DOT personnel located at the Regional Traffic Management Center (RTMC). It is a summary of data on the operating characteristics of freeways within the Twin Cities Metropolitan Area. Comparisons are made each year to determine crash rate trends for specific freeway sections. These areas are also ranked in order of the highest crash rates to determine where problem areas exist. It is useful for the monitoring of existing systems, establishing traffic management priorities, and identifying problem sections in the Twin Cities area.

11-4.04 General Procedures and Services

The Traffic Safety section of OTST serves as a direct contact with DPS regarding all available crash record data. Through this section, information is available upon request to the Districts and other agencies.

1. General Procedures

Considerable effort is maintained at all times to provide the traveling public a safe roadway system. Efforts to reduce crashes generally involve several steps: location selection, study of possible improvements to that location, estimate of the benefit/cost of the improvement, selection and programming of locations to be improved, and finally, a determination of the improvement upon completion of the project. District personnel perform the foot work, in addition to making funding decisions and designation.

The first step, location selection, is determined by crash experience. The number of crashes, severity of crashes, crash rate, crash cost, crash details, or a combination of these can be used to weight crash experience. The cost of the improvement project is then compared to the benefit to be derived from the improvement. A benefit/cost ratio greater than one indicates that the proposed improvement does not cost more than the cost of the crashes that may be eliminated by the improvement.

2. Crash Rates and Crash Severities

The crash rate can be determined using the T.I.S. database by roadway sections, at specific locations, or by using the "clusters" command to determine areas with high crash counts. COMPUTE-ACCIDENT-RATES reports crash statistics for sections of roadway within a specified time period. Both the roadway section and time period are user-specified. The program retrieves traffic volume and crash data, combining them to provide crash rate information. Crash rates, severity rates and fatality rates are also provided. The user must specify the sections to be analyzed, using the ROUTES subcommand.

The crash rate (CR):

$$CR_{\text{section}} = \frac{1,000,000 \times \text{CRASH}}{\text{ADT} \times \text{Length} \times \text{Days}}$$

$$CR_{\text{intersection}} = \frac{1,000,000 \times \text{CRASH}}{\text{ADT} \times \text{Days}}$$

CRASH = Number of crashes for the section

Days = Number of days for the study

ADT = Average Daily Traffic

Length = Length of Section

The severity rate (SR) applies a weight value to the severity of the crash:

$$SR_{\text{section}} = \frac{1,000,000 \times [5(K) + 4(A) + 3(B) + 2(C) + 1(PD)]}{\text{ADT} \times \text{Length} \times \text{Days}}$$

K = Number of fatal crashes

A = Number of incapacitating injury crashes

B = Number of non-incapacitating injury crashes

C = Number of possible injury crashes

P = Number of property damage only crashes

VM = Vehicle Miles

The inclusion of crash and severity rate calculations in T.I.S. provides the user with numerous ways to apply these rates: significance limits, ordering of sections within groups, and best/worst section searches, to name just a few. More applications can be found in the T.I.S. User's Manual. There are also several types of manual calculations performed as described below.

3. Analytical Tools

There are several tools available to the crash analyst which aid in the evaluation of crash locations and the determination of appropriate improvements. These tools, described below, include: a) intersection collision diagrams, b) individual crash reports, c) crash reduction estimates, d) crash costs, e) before-after studies, f) crash differentials, and g) family of measures.

a. Intersection Collision Diagrams

One of the most basic tools in analyzing intersection crashes is the intersection collision diagram. Figure 11.4 illustrates a typical collision diagram form. Crash data from summation reports and/or individual crash reports can be utilized in preparing a collision diagram. Preparation of a collision diagram will assist in identifying the crash "pattern" in a graphic sense, thus providing an aid to locating the most common crashes and determining appropriate corrective measures. The same results can be obtained for interchanges by preparing interchange collision diagrams. The study of collision diagrams consists of looking for crashes with common circumstances. This is often aided by visiting the crash location to view its physical characteristics or by analyzing a condition diagram of the site. A typical condition diagram is drawn to scale and illustrates all physical characteristics of the location under study.

b. Individual Traffic Accident Reports

It is often valuable to analyze individual crash reports to obtain the best available "picture" of a crash or series of crashes. As previously noted, copies of individual traffic crash reports are available from OTST. All information identifying persons and vehicles involved in crashes is obliterated prior to distribution as explained in Section 11-3.02.

c. Estimating Crash Reduction

After analyzing the crash experience, the crash reduction from a proposed improvement can be estimated. These estimated reductions can be translated into a benefit-cost relationship for establishing priorities for safety improvement projects.

d. Crash Costs

Comprehensive costs, as defined by the National Safety Council (NCS), include cost factors and a measure of the value of lost quality of life that society is willing to pay to prevent deaths and injuries associated with motor vehicle crashes. For calculation simplicity, the DOT converted the comprehensive costs as outlined in the Federal Highway Administration (FHWA) Technical Advisory T 7570.2 from cost per injury into a cost per crash. For documentation of the procedure, contact the Traffic Safety Unit at 651-634-5100.

The following comprehensive costs per crash are only to be used when computing a benefit/cost analysis:

\$ 560,000 per Fatal Crash (= 2 x Severity A Crash)

\$ 280,000 per Severity A Crash

\$ 61,000 per Severity B Crash

\$ 30,000 per Severity C Crash

\$ 4,400 per Property Damage Only Crash

Economic cost is a measure of the loss of productivity and expenses incurred because of the crash. If a district wants to approximate the economic impacts of motor vehicle crashes that occurred within its jurisdiction, it is suggested that NSC's economic costs (2004) be used. The breakdown is as follows:

\$ 1,120,000 per Fatality
 \$ 55,500 per Severity A Injury
 \$ 18,200 per Severity B Injury
 \$ 10,300 per Severity C Injury
 \$ 8,200 per Property Damage Only Crash

It is important to note the units used in calculations. The comprehensive costs are per crash, whereas the economic costs are per injury except for property damage only.

e. Before-After Studies

While the previous three subsections were concerned with crash analysis in order to determine remedial measures, before-after studies are utilized to determine the actual effect of safety improvements that have been implemented. A comparison is not normally made until at least one year of "after" crash data has been accumulated. Three years of "after" crash data is preferred. Results are judged by comparing the "before" and "after" crash data.

f. Statistical Significance of Crash Differentials

There are several statistical procedures for determining the significance of crash differentials. If the analysis of one project does not contain a sufficient percent change to judge the improvement, the analysis of a number of similar projects may provide more reliable data.

The percent crash rate reduction must first be calculated. The following formula may be used:

$$\text{Percent Crash Rate Reduction} = \frac{(\text{CR}_B - \text{CR}_A)(100)}{\text{CR}_B}$$

CR_B = the "before" crash rate

CR_A = the "after" crash rate

Crash rate reduction by type can also be calculated using the following formula:

"Before" Crash Rate for a particular type crash equals $\frac{1}{100}(\text{percent crash type})(\text{CR}_B)$

"After" Crash Rate for a particular type crash equals $\frac{1}{100}(\text{percent crash type})(\text{CR}_A)$

The percent reduction is then calculated as shown previously.

g. Family of Measures

In October of 1998, OTST met with District Traffic Engineers to discuss DOT safety measures. A preferred organization of crash data was requested to assist the districts/division in their decision making.

Crash Rates by Trunk Highway Section as follows:

- 1) 2-Lane by Rural and Urban categories by ADT (Average Daily Traffic) in 4 categories:

Less than 1,500 ADT
1,500 - 5,000 ADT
5,000 - 8,000 ADT
Greater than 8,000 ADT

(A total of 8 numbers for this measure)

- 2) Freeways (includes Interstates and Trunk Highways) by Rural and Urban categories in 2 categories:

4 Lane
6 Lane

(A total of 4 numbers for this measure)

- 3) 4 Lane Expressways by Rural and Urban categories

(A total of 2 numbers for this measure)

Rural will be defined as roadways with speed limits of 55 mph or greater.

Urban as roadways with speed limits of less than 55 mph.

Crash Rates by Roadway Intersection as follows:

- 1) Signalized Trunk Highway Intersections by High or Low Speed Limit (where High Speed is when any leg has an approach speed limit of 45 mph or greater; and Low Speed is when no legs have an approach speed limit of 45 mph or greater) in 2 categories:

Low Volume (ADT < 15,000)
High Volume (ADT > 15,000)

- 2) Non-Signalized Trunk Highway Intersections in 2 categories:

All-Way Stop
Thru/Stop

ADT = Total intersection Average Annual Daily Traffic (entering vehicles)

It was agreed to continue to use a 3-year roll-up of all data for these measures.

11-5.00 HIGHWAY SAFETY IMPROVEMENT PROGRAM

The purpose of the Highway Safety Improvement Program (H.S.I.P.) is to eliminate hazardous conditions and/or to increase intersection capacity. The projects consist of mainly intersection improvements (channelization, signals), widening turn lanes, guardrail, improving curves, and skid resistant surface treatments. This category has two sub-categories determined by funding eligibility.

11-5.01 Hazard Elimination Safety

Based on requirements of the Transportation Efficiency Act for the 21st Century (TEA 21) of 1991, Federal Funds are available to all local agencies within the state of Minnesota. To participate in the Hazard Elimination Safety (HES) program, all interested local agencies within the Area Transportation Partnership (ATP) regions must complete the necessary studies, computations and forms according to the established eligibility criteria. The ATPs would solicit these types of projects and prioritize them. These projects would then be included in the State Transportation Investment Program (STIP). For a copy of the forms and instructions, contact your District/Division Traffic Engineer or visit the website

<http://www.dot.state.mn.us/trafficeng/safety/hes/>.

11-5.02 Safety Capacity

Safety Capacity (SC) projects are typically state funded. The project's potential to reduce crashes is reviewed but does not have a specific requirement for the Benefit/Cost Ratio.

11-6.00 REFERENCES

1. Traffic Engineering Handbook, Institute of Traffic Engineers, 1992.
2. Transportation Information System User's Manual, Department of Civil Engineering and Engineering Mechanics, Montana State University, 1991.
3. Minnesota Motor Vehicle Crash Facts, Office of Traffic Safety, Minnesota Department of Public Safety, 2004.
4. Freeway Volume - Crash Summary, Twin Cities Metropolitan Area, Minnesota Department of Transportation, 1990.

ABBREVIATIONS

AADT -- Annual average daily traffic
 ADT -- Average daily traffic
 Co. Rd. -- County Road
 CS -- Control station
 CSAH -- County State Aid Highway
 DOT -- Department of Transportation
 DPS -- Department of Public Safety
 I/I -- Intersection/Interchange
 K -- Fatality
 MSAS -- Municipal State Aid Street
 N -- Property damage
 PI -- Personal injury
 RP -- Reference point
 TH -- Trunk highway
 TIS -- Transportation information system
 twp -- Township

| | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|---|--|----------------|--|---|--|--|--|--|--|------------------|--|
| PS-32003-11 | | | | | | | | | | STATE OF MINNESOTA - DEPARTMENT OF PUBLIC SAFETY | | | | | | | | | | FOR DPS USE ONLY | |
| LOCAL CASE NO. _____ AMENDED ? | | | | | | | | | | ACCIDENT REPORT (LAW ENFORCEMENT ONLY) | | | | | | | | | | | |
| HIT-AND-RUN ? PUB PROP ? VEHICLES # KILLED # INJURED # \$ MIN ? | | | | | | | | | | PAGE _____ OF _____ | | | | | | | | | | | |
| ROUTE SYSTEM _____ ROUTE NUMBER OR STREET NAME _____ | | | | | | | | | | IF DIVIDED HIGHWAY ROADWAY DIRECTION | | | | | | | | | | | |
| ON _____ COUNTY NO _____ CITY TWP _____ INT ELEM _____ REFERENCE POINT _____ | | | | | | | | | | <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W <input type="checkbox"/> AT INTERSECTION WITH <input type="checkbox"/> OR <input type="checkbox"/> MI <input type="checkbox"/> FT <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W OF <input type="checkbox"/> | | | | | | | | | | | |
| UNIT 1 | | | | | | | | | | UNIT 2 | | | | | | | | | | | |
| FACTOR 1 POSITION DRIVER LICENSE NUMBER - 1 STATE CLASS DL STATUS FACTOR 2 NAME (FIRST, MIDDLE, LAST) DATE OF BIRTH MNUVER ADDRESS DR VIOLNS RESTRICT PHYSCL CITY, STATE, ZIP RCOMND ADDRESS CORRECT SEX SAFE EQPT TYPE SAFE EQPT USE AIRBAG EJECT INJ SEV ALCHL TEST TYPE DRUG TEST TO HOSP TRANSPORT AMB SERVICE RUN NUMBER | | | | | | | | | | FACTOR 1 POSITION DRIVER LICENSE NUMBER - 2 STATE CLASS DL STATUS FACTOR 2 NAME (FIRST, MIDDLE, LAST) DATE OF BIRTH MNUVER ADDRESS DR VIOLNS RESTRICT PHYSCL CITY, STATE, ZIP RCOMND ADDRESS CORRECT SEX SAFE EQPT TYPE SAFE EQPT USE AIRBAG EJECT INJ SEV ALCHL TEST TYPE DRUG TEST TO HOSP TRANSPORT AMB SERVICE RUN NUMBER | | | | | | | | | | | |
| OCCUP # OWNER NAME FIRE # | | | | | | | | | | OCCUP # OWNER NAME FIRE # | | | | | | | | | | | |
| VEH TYP ADDRESS TOWED | | | | | | | | | | VEH TYP ADDRESS TOWED | | | | | | | | | | | |
| VEH USE CITY, STATE, ZIP PULLING UNIT DIRECT | | | | | | | | | | VEH USE CITY, STATE, ZIP PULLING UNIT DIRECT | | | | | | | | | | | |
| DMG LOC MAKE MODEL YEAR COLOR | | | | | | | | | | DMG LOC MAKE MODEL YEAR COLOR | | | | | | | | | | | |
| DMG SEV PLATE # ST REG YEAR REG FIRST SEQUENCE OF EVENTS THIRD FOURTH MOST HARM EVENT | | | | | | | | | | DMG SEV PLATE # ST REG YEAR REG FIRST SEQUENCE OF EVENTS THIRD FOURTH MOST HARM EVENT | | | | | | | | | | | |
| INSURANCE POLICY NUMBER | | | | | | | | | | INSURANCE (UNIT 2) POLICY NUMBER | | | | | | | | | | | |
| CARGO BDY TYPE HAZ MAT PLAC WAIVED INSPECTION # INSP BADGE # | | | | | | | | | | IF ACCIDENT INVOLVED A COMMERCIAL MOTOR VEHICLE, SCHOOL BUS, OR HEAD START BUS REMEMBER TO NOTIFY THE STATE PATROL (required under MS 169.783 and 169.4511). | | | | | | | | | | CARGO BDY TYPE | |
| COMMERCIAL VEHICLE NUMBER 1 - MOTOR CARRIER NAME DOT NUMBER | | | | | | | | | | COMMERCIAL VEHICLE NUMBER 2 - MOTOR CARRIER NAME DOT NUMBER | | | | | | | | | | | |
| PASSENGERS / WITNESSES | | | | | | | | | | UNIT POSTN DATE OF BIRTH SEX TYPE USE AIRBAG EJECT INJ SEV TO HOSP TRANSPORT <input type="checkbox"/> AMB <input type="checkbox"/> OTHER AMB SERVICE RUN NUMBER <input type="checkbox"/> AMB <input type="checkbox"/> OTHER AMB SERVICE RUN NUMBER <input type="checkbox"/> AMB <input type="checkbox"/> OTHER AMB SERVICE RUN NUMBER | | | | | | | | | | | |
| OWNER OF OTHER DAMAGED PROPERTY AND DESCRIPTION OF DAMAGED PROPERTY AND/OR YELLOW TAG NUMBER(S) | | | | | | | | | | DAMAGED PROPERTY / YELLOW TAG NUMBER | | | | | | | | | | | |
| ACC TYP | | | | | | | | | | NARRATIVE: | | | | | | | | | | DEVICE | |
| SCHL BUS | | | | | | | | | | | | | | | | | | | | WORKING | |
| LOCATN | | | | | | | | | | | | | | | | | | | | INT REL | |
| ON BRIDGE ? | | | | | | | | | | | | | | | | | | | | SPEED LIMIT # | |
| TYPE OF WZ | | | | | | | | | | | | | | | | | | | | WEATHER 1 | |
| LOC OF CRASHWZ | | | | | | | | | | | | | | | | | | | | WEATHER 2 | |
| WORKERS PRESENT ? | | | | | | | | | | | | | | | | | | | | LIGHT | |
| RDESGN | | | | | | | | | | | | | | | | | | | | PHOTOS TAKEN ? | |
| RD SURF | | | | | | | | | | | | | | | | | | | | DIAGRAM | |
| RD CHAR | | | | | | | | | | | | | | | | | | | | | |
| OFFICER RANK, NAME AND BADGE # | | | | | | | | | | AGENCY | | PATROL STATION | | <input type="checkbox"/> STATE PATROL <input type="checkbox"/> LOCAL <input type="checkbox"/> SHERIFF <input type="checkbox"/> OTHER | | | | | | | |
| PLEASE SEND COMPLETED REPORT WITHIN 10 DAYS TO: DVS / ACCIDENT RECORDS | | | | | | | | | | 445 MINNESOTA STREET SUITE 181 ST. PAUL, MN 55101-5181 | | | | | | | | | | | |

Text Ref.: 11-2.02

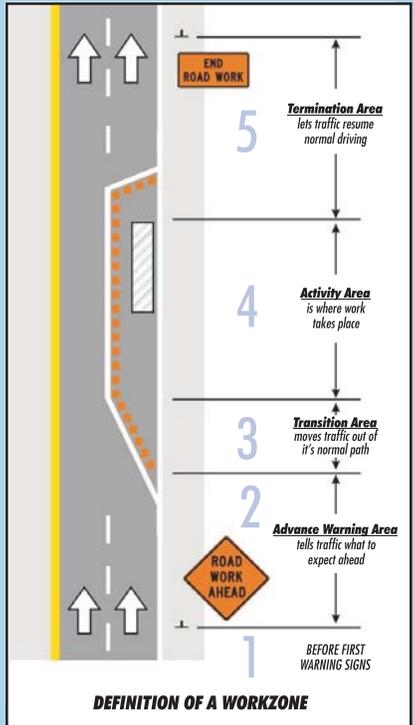
| | | |
|--------------|---|--------------------|
| July 1, 1992 | TRAFFIC ACCIDENT REPORT (POLICE) | FIGURE 11.1 |
|--------------|---|--------------------|

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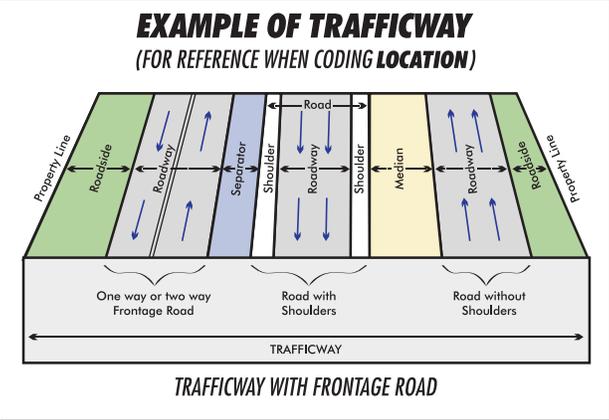
SEQUENCE OF EVENTS - PLEASE INDICATE UP TO FOUR CODES THAT REPRESENT THE SEQUENCE OF CRASH-RELATED EVENTS

| | | | | |
|--|---|--|--|---|
| <p>COLLISION WITH A(N)</p> <p>1- MOTOR VEHICLE IN TRANSPORT 2- PARKED MOTOR VEHICLE 3- ROADWAY EQUIPMENT - SNOWPLOW 4- ROADWAY EQUIPMENT - OTHER 5- TRAIN 6- PEDALCYCLE 7- PEDESTRIAN 8- DEER 9- OTHER ANIMAL</p> | <p>COLLISION FIXED OBJECT</p> <p>21- CONSTRUCTION EQUIPMENT 22- TRAFFIC SIGNAL 23- RR CROSSING DEVICE 24- LIGHT POLE 25- UTILITY POLE 26- SIGN STRUCTURE 27- MAILBOXES 28- OTHER POLES 29- HYDRANT</p> | <p>30- TREE/SHRUBBERY 31- BRIDGE PIERS 32- MEDIAN SAFETY BARRIER 33- CRASH CUSHION 34- GUARDRAIL 35- FENCE (NON-MEDIAN BARRIER) 36- CULVERT/HEADWALL 37- EMBANKMENT/DITCH/CURB 38- BUILDING/WALL</p> | <p>NON-COLLISION</p> <p>51- OVERTURN/ROLLOVER 52- SUBMERSION 53- FIRE/EXPLOSION 54- JACKKNIFE 55- LOSS/SPILLAGE NON-HAZ MAT 56- LOSS/SPILLAGE HAZ MAT 57- RAN-OFF ROAD - RIGHT 58- RAN OFF ROAD - LEFT 59- EQUIP FAILURE (TIRE, BRAKES)</p> | <p>60- SEPARATION OF UNITS 61- DOWNHILL RUNWAY 62- CROSS MEDIAN/CENTERLINE 63- CARGO/EQUIPMENT SHIFT 64- NON-COLLISION OF OTHER TYPE* 65- NON-COLLISION OF UNKNOWN TYPE 90- EVENT OF OTHER TYPE* 98- NOT APPLICABLE 99- EVENT OF UNKNOWN TYPE</p> |
|--|---|--|--|---|

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|--|--|---|--|---|---|--|---|
| <p>POSTN - POSITION IN/ON VEHICLE OR LOCATION OF NON-MOTORIST PRIOR TO CRASH</p> <p>MOTORIST</p> <p>1- DRIVER (INCLUDE MOTORCYCLE DRIVER) 2- FRONT CENTER 3- FRONT RIGHT 4- SECOND SEAT LEFT 5- SECOND SEAT CENTER 6- SECOND SEAT RIGHT 7- THIRD SEAT LEFT 8- THIRD SEAT CENTER 9- THIRD SEAT RIGHT 10- OUTSIDE OF VEHICLE 11- TRAILING UNIT 12- PICKUP TRUCK BED 13- TRUCK CAB SLEEPER SECTION 14- PASSENGER IN OTHER POSITION (INCLUDE MOTORCYCLE PASSENGER) 15- PASSENGER IN UNKNOWN POSITION 16- FRONT LEFT (NON-DRIVER)</p> | <p>NON-MOTORIST</p> <p>21- MARKED CROSSWALK AT INTERSECTION 22- AT INTERSECTION, BUT NO MARKED CROSSWALK 23- NON-INTERSECTION CROSSWALK 24- DRIVEWAY ACCESS CROSSWALK 25- IN ROADWAY 26- NOT IN ROADWAY 27- MEDIAN (BUT NOT ON SHOULDER) 28- ISLAND 29- SHOULDER 30- SIDEWALK 31- WITHIN 10 FT OF ROADWAY (BUT NOT ON MEDIAN, ISLAND, SHOULDER OR SIDEWALK) 32- BEYOND 10 FT OF ROADWAY 33- OUTSIDE TRAFFIC-WAY 34- SHARED-USED PATH OR TRAILS 35- OTHER NON-MOTORIST LOCATION* 36- UNKNOWN NON-MOTORIST LOCATION</p> | <p>SAFETY EQUIPMENT USE</p> <p>1- BELTS NOT USED 2- LAP BELT ONLY USED 3- SHOULDER BELT ONLY USED 4- LAP AND SHOULDER BELT USED 5- CHILD SEAT NOT USED 6- CHILD SEAT USED IMPROPERLY 7- CHILD SEAT USED PROPERLY</p> | <p>SAFETY EQUIPMENT TYPE</p> <p>1- REQUIRED SAFETY EQUIP NOT IN PLACE 2- LAP BELT 3- SHOULDER BELT 4- LAP & SHOULDER BELT 5- CHILD SAFETY SEAT 6- CHILD BOOSTER SEAT</p> <p>90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN</p> | <p>SAFETY - AIR BAG</p> <p>1- DEPLOYED-FRONT 2- DEPLOYED-SIDE 3- DEPLOYED-FRONT AND SIDE 4- NOT DEPLOYED-SWITCH ON 5- NOT DEPLOYED-SWITCH OFF 6- NOT DEPLOYED-UNKNOWN IF SWITCH ON OR OFF</p> <p>90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN</p> | <p>EJECT - EJECTION FROM VEHICLE</p> <p>1- TRAPPED, EXTRICATED (BY MECHANICAL MEANS) 2- TRAPPED, FREED BY NON-MECHANICAL MEANS 3- PARTIALLY EJECTED 4- EJECTED 5- NOT EJECTED</p> <p>90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN</p> | <p>DRIVER LICENSE STATUS</p> <p>1- VALID - W/IN RESTRICTIONS 2- VIOLATION - BEYOND RESTRICTIONS 3- VIOLATION - NOT ENDORSED FOR THIS TYPE VEHICLE 4- VIOLATION - LICENSE SUSPENDED 5- VIOLATION - LICENSE REVOKED 6- VIOLATION - LICENSE CANCELLED 7- VIOLATION OF LIMITED LICENSE PROVISIONS 8- VIOLATION - EXPIRED LICENSE 9- VIOLATION - NO LICENSE</p> <p>90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN</p> | <p>INJ SEV - INJURY SEVERITY</p> <p>K- KILLED A- INCAPACITATING INJURY B- NON-INCAPACITATING INJURY C- POSSIBLE INJURY N- NO APPARENT INJURY</p> |
|--|--|---|--|---|---|--|---|



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| <p>DIRECT - PRE-CRASH DIRECTION</p> <p>1- NORTH 2- NORTHEAST 3- EAST 4- SOUTHEAST 5- SOUTH 6- SOUTHWEST</p> <p>7- WEST 8- NORTHWEST 90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN</p> | <p>DRIVER LICENSE RESTRICTIONS</p> <p>1- NONE 2- CORRECTIVE LENSES 3- MECHANICAL DEVICES 4- PROSTHETIC AID 5- AUTOMATIC TRANSMISSION 6- OUTSIDE MIRROR</p> <p>7- LIMIT TO DAYLIGHT HOURS 8- LIMIT TO EMPLOYMENT ONLY 9- LIMITED - OTHER 10- LEARNER'S PERMIT 11- CDL - INTRASTATE ONLY 12- VEHICLES W/OUT AIR BRAKES 13- EXCEPT CLASS A & BUS 14- EXCEPT CLASS A/CLASS B BUS</p> <p>15- EXCEPT TRACTOR/TRAILER 16- FARM WAIVER 17- MULTIPLE RESTRICTIONS 90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN</p> |
| <p>TYPE OF ALCOHOL/DRUG TEST GIVEN</p> <p>1- BLOOD 2- SERUM 3- BREATH 4- URINE</p> <p>90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN</p> | |



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**TRAFFIC ACCIDENT REPORT (POLICE)
(OVERLAY - FRONT)**

**FIGURE
11.1A**

| | | | |
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| FACTOR 1 & FACTOR 2 - APPARENT CONTRIBUTING FACTORS (UP TO TWO PER DRIVER) (NOTE: PLEASE INDICATE PRIMARY FACTOR IN THE BOX MARKED FACTOR 1) | | | |
| 1- NO CLEAR CONTRIBUTING FACTOR 2- FAILURE TO YIELD RIGHT OF WAY 3- ILLEGAL/UNSAFE SPEED 4- FOLLOWING TOO CLOSELY 5- DISREGARDED TRAFFIC CONTROL DEVICE 6- DRIVING LEFT OF ROADWAY CENTER, NOT PASSING 7- IMPROPER PASSING/OVERTAKING 8- IMPROPER/UNSAFE LANE USE | 9- IMPROPER PARKING/START/STOP 10- IMPROPER TURN 11- UNSAFE BACKING 12- IMPROPER/NO SIGNAL 13- OVER-CORRECTING 14- IMPEDING TRAFFIC 15- DRIVER INATTENTION/DISTRACTION | 16- DRIVER INEXPERIENCE 17- NON-MOTORIST VIOLATION / ERROR 18- CHEMICAL IMPAIRMENT 19- FAILURE TO USE LIGHTS 20- DRIVER ON CAR PHONE/CB/2WAY RADIO 21- OTHER HUMAN CONTRIBUTING FACTOR* 31- VISION OBSCURED-WINDSHIELD GLASS | 32- VISION OBSCURED -SUN/HEADLIGHTS 33- OTHER VISION FACTOR 41- DEFECTIVE BRAKES 42- DEFECTIVE TIRE OR TIRE FAILURE 43- DEFECTIVE LIGHTS 44- INADEQUATE WINDSHIELD GLASS 45- OVERSIZE/OVERWEIGHT VEHICLE 46- SKIDDING 50- OTHER VEHICLE DEFECT FACTOR* 61- WEATHER 90- OTHER CONTRIBUTING FACTOR* 99- UNKNOWN |
| MANUEVER - PRE-CRASH MANUEVER BY VEHICLE 1- GOING STRAIGHT AHEAD FOLLOWING ROADWAY 2- WRONG WAY INTO OPPOSING TRAFFIC 3- RIGHT TURN ON RED 4- LEFT TURN ON RED 5- MAKING RIGHT TURN | | BY PEDESTRIAN 31- CROSSING WITH SIGNAL 32- CROSSING AGAINST SIGNAL 33- DARTING INTO TRAFFIC 34- OTHER IMPROPER CROSSING 35- CROSSING IN A MARKED CROSSWALK 36- CROSSING (NO SIGNAL OR CROSSWALK) 37- FAIL TO YIELD R/W TO TRAFFIC | |
| PHYSCL - APPARENT PHYSICAL CONDITION 1- NORMAL (NO DRUGS/ALCOHOL) 2- UNDER THE INFLUENCE 3- HAD BEEN DRINKING 4- COMMERCIAL DRIVER OVER .04 BAC | | COMDN - RECOMMENDATIONS FOR DRIVER 1- NONE 2- PHYSICAL EXAM 3- DRIVER EXAM 4- BOTH | |
| VEH TYPE - VEHICLE TYPE 1- PASSENGER CAR 2- PICKUP 3- SPORT UTILITY VEHICLE | | VEH TYPE - VEHICLE TYPE 4- VAN OR MINI-VAN 5- MOTORHOME/CAMPER/RV 6- LIMOUSINE 7- BUS (7-15 SEATS PLUS DRIVER) | |
| VEH USE - SPECIAL VEHICLE USE 1- NORMAL 2- TAXICAB 3- SCHOOL BUS 4- BUS (OTHER THAN SCHOOL) 5- MILITARY VEHICLE | | VEH USE - SPECIAL VEHICLE USE 6- HIT & RUN VEHICLE 7- POLICE DEPT VEHICLE- LIGHTS/SIRENS NOT OPERATING 8- POLICE DEPT VEHICLE- LIGHTS/SIRENS OPERATING 9- FIRE DEPT VEHICLE- LIGHTS/SIRENS NOT OPERATING 10- FIRE DEPT VEHICLE- LIGHTS/SIRENS OPERATING 11- MOTORCYCLE 12- MOTORSCOOTER / MOTORBIKE 13- MOPED/MOTORIZED BIKE 14- FARM EQUIPMENT 31- 2 AXLE, 6 TIRE SINGLE UNIT TRUCK | |
| DM LOC - PRINCIPAL DAMAGE AREA(S) OF VEHICLE 1- FRONT 2- RIGHT FRONT 3- RIGHT CENTER 4- RIGHT REAR 5- REAR 6- LEFT REAR 7- LEFT CENTER 8- LEFT FRONT 9- TOP 10- BOTTOM-UNDERCARRIAGE | | DMG SEV - DAMAGE SEVERITY 1- NONE 2- LIGHT 3- MODERATE 4- SEVERE 5- TOTAL | |
| CARGO BODY TYPE - 1- VAN/ENCLOSED BOX 2- DRY BULK CARGO TANK 3- LIQUID BULK 4- GAS BULK CARGO TANK | | CARGO BODY TYPE - 5- FLATBED OR PLATFORM 6- DUMP 7- CONCRETE MIXER 8- AUTO TRANSPORTER 9- GARBAGE/REFUSE 10- COMBINATION 11- SPECIAL PERMIT LOAD 12- GRAIN/CHIPS/GRAVEL 13- POLE | |
| IF ACCIDENT INVOLVED A COMMERCIAL MOTOR VEHICLE, SCHOOL BUS, OR HEAD START BUS, REMEMBER TO NOTIFY THE STATE PATROL (required under MS 169.783 and 169.4511). | | | |
| ACC TYP - ACCIDENT TYPE BY 1ST HARMFUL EVENT COLLISION WITH A(U) 1- MOTOR VEHICLE IN TRANSPORT 2- PARKED MOTOR VEHICLE 3- ROADWAY EQUIPMENT - SNOWPLOW 4- ROADWAY EQUIPMENT - OTHER 5- TRAIN 6- PEDALCYCLE 7- PEDESTRIAN 8- DEER 9- OTHER ANIMAL 10- UNDERRIDE - REAR 11- UNDERRIDE - SIDE 12- COLLISION WITH OTHER TYPE OF NON-FIXED OBJECT 13- OTHER COLLISION TYPE* 14- UNKNOWN COLLISION TYPE | | COLLISION WITH FIXED OBJECT 21- CONSTRUCTION EQUIPMENT 22- TRAFFIC SIGNAL 23- RR CROSSING DEVICE 24- LIGHT POLE 25- UTILITY POLE 26- SIGN STRUCTURE 27- MAILBOXES 28- OTHER POLES 29- HYDRANT 30- TREE/SHRUBBERY 31- BRIDGE PIERS 32- MEDIAN SAFETY BARRIER 33- CRASH CUSHION 34- GUARDRAIL 35- FENCE (NON-MEDIAN BARRIER) 36- CULVERT/HEADWALL 37- EMBANKMENT/DITCH/CURB 38- BUILDING/WALL 39- ROCK OUTCROPS 40- PARKING METER 41- OTHER FIXED OBJECT* 42- UNKNOWN FIXED OBJECT | |
| SCHOOL BUS INVOLVED 1- YES, INVOLVED DIRECTLY 2- YES, INVOLVED INDIRECTLY 3- NO 99- UNKNOWN | | NON-COLLISION 51- OVERTURN/ROLLOVER 52- SUBMERSION 53- FIRE/EXPLOSION 54- JACKKNIFE 55- LOSS/SPILLAGE NON-HAZ MAT 56- LOSS/SPILLAGE HAZ MAT 64- NON-COLLISION OF OTHER TYPE 65- NON-COLLISION OF UNKNOWN TYPE 90- OTHER ACCIDENT TYPE* 99- UNKNOWN ACCIDENT TYPE | |
| LOCATN - LOCATION OF FIRST HARMFUL EVENT (SEE EXAMPLE OF TRAFFIC WAY) 1- ON ROADWAY 2- ON SHOULDER 3- ON MEDIAN 4- ON ROADSIDE 5- ON SEPARATOR 6- PARKING LOT 7- PRIVATE PROPERTY 8- OUTSIDE OF TRAFFICWAY 90- OTHER* 99- UNKNOWN | | WORKING - WAS SIGNAL WORKING PROPERLY? 1- SIGNAL WORKING PROPERLY 2- SIGNAL NOT WORKING PROPERLY 3- SIGNAL WORKING IN MODIFIED FASHION 4- SIGNAL OBSCURED/ DAMAGED 90- OTHER* 99- UNKNOWN | |
| TYPE OF WZ - WORK ZONE 1- LANE CLOSURE 2- LANE SHIFT/CROSSOVER 3- WORK ON SHOULDER/MEDIAN 4- INTERMITTENT 5- MOVING WORK ZONE 90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN | | LOCATION OF CRASH RELATIVE TO THE WORK ZONE 1- BEFORE 1ST WARNING SIGN 2- ADVANCE WARNING AREA 3- TRANSITION AREA 4- ACTIVITY AREA 5- TERMINATION AREA 90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN | |
| RDESGN - ROAD DESIGN 1- FREEWAY - MAIN LINE 2- FREEWAY - RAMPS 3- OTHER DIVIDED HIGHWAY 4- ONE-WAY STREET 5- 4-6 LANES UNDIVIDED (2-3 LANES EACH WAY) 6- 3 LANES UNDIVIDED 7- 5 LANES UNDIVIDED (CENTER LEFT TURN LANE) 8- 2-LANES (1 LANE EACH WAY) 9- ALLEY/DRIVEWAY 10- ROAD ON PRIVATE PROPERTY 90- OTHER* 99- UNKNOWN | | WEATHER - WEATHER CONDITION #1 AND #2 1- CLEAR 2- CLOUDY 3- RAIN 4- SNOW 5- SLEET/HAUL/FREEZING RAIN 6- FOG/SMOG/SMOKE 7- BLOWING SAND/DUST/SNOW 8- SEVERE CROSSWINDS 90- OTHER* 99- UNKNOWN | |
| RD SURF - ROAD SURFACE CONDITIONS 1- DRY 2- WET 3- SNOW 4- SLUSH 5- ICE PACKED SNOW 6- WATER (STANDING/MOVING) 7- MUDDY 8- DEBRIS 9- ONLY 90- OTHER* 99- UNKNOWN | | LIGHT - LIGHTING 1- DAY LIGHT 2- BEFORE SUNRISE 3- AFTER SUNSET 4- DARK (STREET LIGHTS ON) 5- DARK (STREET LIGHTS OFF) 6- DARK (NO STREET LIGHTS) 7- DARK (UNKNOWN LIGHTING) 90- OTHER* 99- UNKNOWN | |
| RD CHAR - ROADWAY CHARACTER 1- STRAIGHT & LEVEL 2- STRAIGHT & GRADE 3- STRAIGHT AT HILLCREST 4- STRAIGHT AT SAG 5- CURVE & LEVEL 6- CURVE & GRADE 7- CURVE AT HILLCREST 8- CURVE AT SAG 90- OTHER* 99- UNKNOWN | | DIAGRAM - VEHICULAR RELATIONSHIPS WHICH LED TO IMPACT 1- REAR END 2- SIDESWIPE - SAME DIRECTION 3- LEFT TURN 4- RAN OFF ROAD - LEFT SIDE 5- RIGHT ANGLE 6- RIGHT TURN 7- RAN OFF ROAD - RIGHT SIDE 8- HEAD ON 9- SIDESWIPE - OPPOSING 90- OTHER* 98- NOT APPLICABLE 99- UNKNOWN | |

STATE OF MINNESOTA
TRAFFIC ACCIDENT REPORT
 (LAW ENFORCEMENT ONLY)

ANY BOXES WITH QUESTION MARKS ANSWER WITH ONE OF THE FOLLOWING:
 Y - YES, N - NO, I - INAPPLICABLE, X - UNKNOWN
 * DESCRIBE IN NARRATIVE

Text Ref.: 11-2.02

July 1, 1992

TRAFFIC ACCIDENT REPORT (POLICE)
 (OVERLAY - BACK)

FIGURE
11.1B

**MINNESOTA
MOTOR VEHICLE CRASH REPORT**

Please use **BLACK** ink and **CAPITAL** LETTERS

PS 32001 - 09

The information on this report is used to help build safer roads.
Every driver in a crash involving \$1,000 or more in property damage, or injury or death, **MUST COMPLETE** this form and send it to **Driver and Vehicle Services** within 10 days.
Failure to provide this information is a misdemeanor under Minnesota Statute 169.09, subdivision 7. See reverse side for address and for data privacy information.

DRIVER'S TRAFFIC CRASH REPORT E-form available at www.mndriveinfo.org

A **TIME OF CRASH** DATE OF CRASH MONTH DAY YEAR DAY OF WEEK TIME AM PM TOTAL # OF VEHICLES INVOLVED COUNTY NAME OF CITY OR TOWNSHIP CITY TWP

CRASH OCCURRED (Choose only one box below and proceed to the right)
 AT INTERSECTION → LOCATION OF CRASH: ON: _____ AT: _____
 (Street Name or Road Number) (Street Name or Road Number)
 NOT AT INTERSECTION → LOCATION OF CRASH: DISTANCE DIRECTION
 ON: _____ MILES N E
 (Street Name or Road Number) (Number) FEET S W FROM: _____
 (Street Name or Road Number)
 IN PARKING LOT → DESCRIBE LOCATION: _____

B **DRIVER** DRIVER'S FULL NAME ADDRESS CITY STATE ZIP CODE INJURY CODE*
 DRIVER'S LICENSE NUMBER CLASS STATE OF ISSUE DATE OF BIRTH SEX

VEHICLE OWNER'S FULL NAME ADDRESS CITY STATE ZIP CODE
 LICENSE PLATE NUMBER YEAR STATE OF ISSUE PARTS OF VEHICLE DAMAGED ESTIMATE REPAIR COST \$
 TYPE (CAR, PICKUP, VAN, SUV, MOTORCYCLE, TRUCK, ETC.) MAKE MODEL YEAR COLOR # OF OCCUPANTS

INSURANCE GIVE FULL LIABILITY INSURANCE INFORMATION OR IT WILL BE ASSUMED YOU DID NOT HAVE INSURANCE
 PLEASE NAME OF INSURANCE COMPANY (NOT AGENCY) _____
 FROM Automobile Insurance MONTH DAY YEAR MONTH DAY YEAR
 POLICY POLICY NUMBER _____ Policy Period: from _____ to _____
 Name of Policy Holder _____ Address _____

C **OTHER DRIVER** FULL NAME ADDRESS CITY STATE ZIP CODE INJURY CODE*
 DRIVER'S LICENSE NUMBER CLASS STATE OF ISSUE DATE OF BIRTH SEX

VEHICLE FULL NAME ADDRESS CITY STATE ZIP CODE
 LICENSE PLATE NUMBER YEAR STATE OF ISSUE PARTS OF VEHICLE DAMAGED ESTIMATE REPAIR COST \$
 TYPE (CAR, PICKUP, VAN, SUV, MOTORCYCLE, TRUCK, ETC.) MAKE MODEL YEAR COLOR # OF OCCUPANTS

IF MORE THAN TWO VEHICLES - FILL IN SECTION "C" ON SEPARATE FORM AND ATTACH

SEE CODES ON REVERSE SIDE

ENTER NUMBER FOR CORRECT RESPONSE IN EACH BOX BELOW

| | | |
|---|--|---|
| <p>TYPE CRASH</p> <p>COLLISION WITH A/N</p> <p>1- MOTOR VEHICLE 2- PARKED MOTOR VEHICLE 3- ROADWAY EQUIPMENT - SNOWPLOW 4- ROADWAY EQUIPMENT - OTHER 5- TRAIN 6- PEDALCYCLE, BIKE, ETC. 7- PEDESTRIAN 8- DEER</p> <p>9- OTHER ANIMAL 12- COLLISION WITH OTHER TYPE OF NON-FIXED OBJECT 13- OTHER COLLISION TYPE</p> | <p>COLLISION WITH FIXED OBJECT</p> <p>21- CONSTRUCTION EQUIPMENT 22- TRAFFIC SIGNAL 23- RR CROSSING DEVICE 24- LIGHT POLE 25- UTILITY POLE 26- SIGN STRUCTURE 27- MAILBOXES 28- OTHER POLES</p> <p>30- TRUCK GUARDRAIL 31- CRASH CUSHION 32- GUARDRAIL 33- FENCE (NON-MEDIAN BARRIER) 35- FENCE (NON-MEDIAN BARRIER) 36- CULVERT/HEADWALL 37- EMBANKMENT/DITCH/CURB 38- BUILDING WALL 39- ROCK OUTCROPS 40- PARKING METER 41- OTHER FIXED OBJECT 42- UNKNOWN FIXED OBJECT</p> <p>51- OVERTURN/ROLLOVER 52- SUBMERSION 53- FREE EXPLOSION 54- JACKKNIFE 55- LOSS/SPILLAGE NON-HAZ MAT 56- LOSS/SPILLAGE HAZ MAT 64- NON-COLLISION OF OTHER TYPE 65- NON-COLLISION OF UNKNOWN TYPE</p> | |
| <p>WORK ZONE (CIRCLE CORRECT RESPONSE)</p> <p>YES NO DID THE CRASH OCCUR IN A WORK ZONE? IF YES, WERE WORKERS PRESENT?</p> | <p>SPEED LIMIT ENTER POSTED SPEED LIMIT (NOT YOUR TRAVEL SPEED)</p> | |
| <p>ROAD SURFACE</p> <p>1- DRY 2- WET 3- SLUSH 4- ICE 5- WET/ICE (SLUSH/SLIPPERY) 6- WET/ICE (SLUSH/SLIPPERY) MOVING 7- DEBRIS 8- OTHER</p> | <p>WEATHER / ATMOSPHERE</p> <p>1- CLEAR 2- CLOUDY 3- SNOW 4- SLEET/HAIL/FREEZING RAIN 5- FOG/SMOG/SMOKE 6- BLOWING SAND/DUST/SNOW 7- SEVERE CROSSWINDS 8- OTHER</p> | |
| <p>TRAFFIC CONTROL</p> <p>1- PATROL 2- RR CROSSING - STOP SIGN 3- RR CROSSING - STOP SIGN 4- RR OVERHEAD FLASHERS/ GATE 5- RR OVERHEAD FLASHERS 6- RR SIGN ONLY (NO LIGHTS, GATES OR STOP SIGN) 7- OTHER 8- NOT APPLICABLE</p> | <p>LIGHT CONDITION</p> <p>1- DAY LIGHT 2- BEFORE SUNRISE (DAWN) 3- AFTER SUNSET (DUSK) 4- DARK (STREET LIGHTS ON) 5- DARK (STREET LIGHTS OFF) 6- DARK (NO STREET LIGHTS) 7- DARK (UNKNOWN LIGHTING) 8- OTHER</p> | |
| <p>ACTIONS / MANEUVERS PRIOR TO CRASH</p> <p>BY VEHICLE</p> <p>1- GOING STRAIGHT AHEAD 2- FOLLOWING ROADWAY 3- WRONG WAY INTO OPPOSING TRAFFIC 4- RIGHT TURN ON RED 5- LEFT TURN ON RED 6- MAKING RIGHT TURN 7- MAKING LEFT TURN 8- MAKING U-TURN 9- STARTING FROM PARKED POSITION 10- STARTING IN TRAFFIC 11- SLOWING IN TRAFFIC 12- STOPPED IN TRAFFIC 13- ENTERING PARKED POSITION 14- AVOID UNIT/OBJECT IN ROAD 15- CHANGING LANES 16- OVERTAKING/PASSING 17- MERGING 18- BACKING 19- STALLED ON ROADWAY</p> <p>PARKED VEHICLES</p> <p>21- PARKED LEGALLY 22- PARKED ILLEGALLY 23- VEHICLE STOPPED OFF ROADWAY</p> <p>BY PEDESTRIAN WITH SIGNAL</p> <p>32- CROSSING AGAINST SIGNAL 33- DARTING INTO TRAFFIC 34- OTHER IMPROPER CROSSING 35- CROSSING IN A MARKED CROSSWALK 36- CROSSING (NO SIGNAL OR CROSSWALK) 37- FAIL TO YIELD RIGHT OF WAY TO TRAFFIC 38- INATTENTION/DISTRACTION 39- WALKING/RUNNING IN ROAD WITH TRAFFIC 40- WALKING/RUNNING IN ROAD AGAINST TRAFFIC</p> <p>BY BICYCLIST</p> <p>51- RIDING WITH TRAFFIC 52- RIDING AGAINST TRAFFIC 53- MAKING RIGHT TURN 54- MAKING LEFT TURN 55- MAKING U-TURN 56- RIDING ACROSS ROAD 57- SLOWING/STOPPING/ STARTING 58- OTHER</p> <p>DIRECTION OF TRAVEL PRIOR TO CRASH</p> <p>1- NORTHBOUND 2- NORTH EASTBOUND 3- EASTBOUND 4- SOUTH EASTBOUND 5- SOUTHBOUND 6- SOUTH WESTBOUND 7- WESTBOUND 8- NORTH WESTBOUND</p> | <p>NON-COLLISION</p> <p>51- OVERTURN/ROLLOVER 52- SUBMERSION 53- FREE EXPLOSION 54- JACKKNIFE 55- LOSS/SPILLAGE NON-HAZ MAT 56- LOSS/SPILLAGE HAZ MAT 64- NON-COLLISION OF OTHER TYPE 65- NON-COLLISION OF UNKNOWN TYPE</p> | |
| <p>CONTINUE REPORT ON OTHER SIDE</p> | <p>WAS THERE A POLICE OFFICER AT THE SCENE? <input type="checkbox"/> YES <input type="checkbox"/> NO</p> | <p>IF YES, WHAT DEPARTMENT (NAME OF CITY, COUNTY OR STATE PATROL)</p> |

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**MINNESOTA MOTOR VEHICLE CRASH REPORT
(CITIZEN - FRONT)**

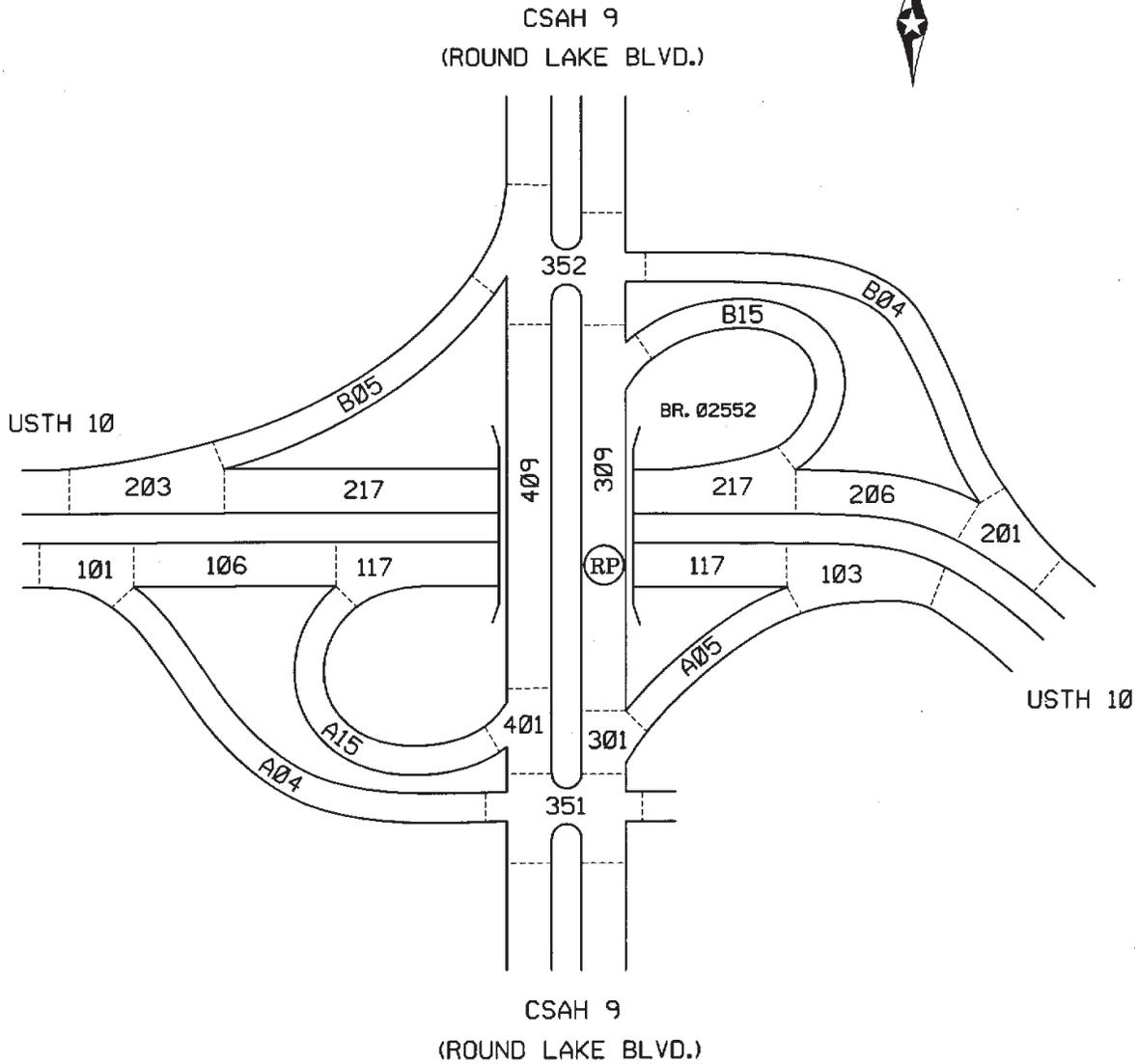
FIGURE
11.2A

**USTH 10 JCT WITH CSAH 9
(ROUND LAKE BLVD.)**

ANOKA CO. 02
COON RAPIDS 0820
PS 2540

USTH 10 100's
200's USE (RP) = 226 + 00.362
A&B's

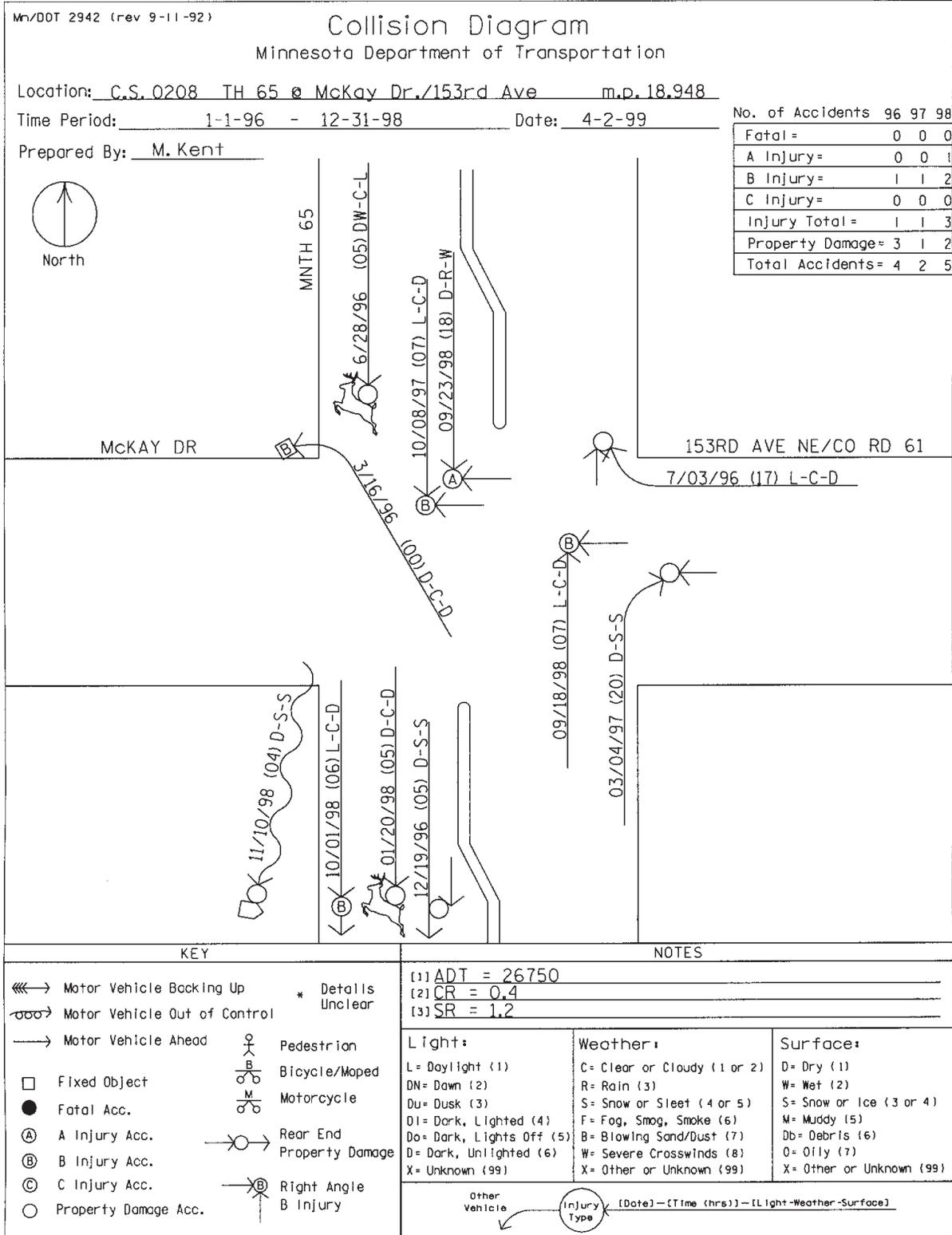
CSAH 9 300's
400's USE (RP) = 000 + 00.470



Other Diamond
Revised 6/30/98
02-2-10-226.3

Text Ref.: 11-3.01

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| <p>July 1, 2000</p> | <p>TYPICAL INTERCHANGE ELEMENT SKETCH</p> | <p>FIGURE 11.3</p> |
|---------------------|--|-------------------------------|



Text Ref.: 11-5.02

| | | |
|--------------|---------------------------|-----------------------|
| July 1, 2000 | TYPICAL COLLISION DIAGRAM | FIGURE 11.4 |
|--------------|---------------------------|-----------------------|