

# **INSTRUCTIONS FOR COMPLETING THE FLORIDA UNIFORM TRAFFIC CRASH REPORT FORMS**

**2010 to Present  
HSMV 90010S**



**STATE OF FLORIDA  
Department of Highway Safety and Motor Vehicles  
Neil Kirkman Building  
Tallahassee, Florida 32399-0500**

(Revised February 2011)

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## **Information About Florida Traffic Crash Report Forms**

The Florida Traffic Crash Report is used by law enforcement officers in Florida to report traffic crashes to the Department of Highway Safety and Motor Vehicles. Traffic crashes can be reported by the use of Florida Traffic Crash Report and designated as either the “Long Form” or “Short Form.”

A Long Form Report (HSMV 90010S) in its entirety must include a Narrative, Diagram and any necessary Update Report form (HSMV 90010S) when the following criteria are met:

- Death or personal injury,
- Leaving the scene involving damage to attended vehicles or property (F.S. 316.061 (1)),
- Driving while under the influence (F.S. 316.193),

The Short Form Report (HSMV 90010S) designation is used to report other types of traffic crashes. If form HSMV 90010S is used as a Short Form, the officer who investigates the traffic crash is only required to fill in the shaded areas. However, law enforcement agencies can require their officers to fill in additional information. The Short Form Report is to be maintained by the investigating agency.

The Florida Traffic Crash Reports are completed by filling in the blanks with required information obtained from an investigation of the event. In some cases, the report displays a list of values for certain data that pertains to vehicles, drivers, non-motorists, passengers, and the scene of the traffic crash. The investigating officer is required to select and enter a value in the appropriate data field. Some data fields are constructed to accept more than one value if warranted. The values

needed to complete the event, vehicle, or person sections on form HSMV 90010S (Florida Traffic Crash Report), are displayed next to the data fields.

It is important that those who investigate and complete traffic crash reports are doing so uniformly to ensure accuracy of the data captured from the report and the timely submission of a report designated as a Long Form to HSMV within 10 days of completing the investigation as required by F.S. 316.066.

# **FLORIDA TRAFFIC CRASH REPORT**

**HSMV 90010S**

# Crash Characteristics Section

## HSMV 90010S

This section is designed to identify overall characteristics of the traffic crash. The following are instructions for entering data into the traffic crash characteristics section of the Florida Traffic Crash Report (HSMV 90010S).

### CRASH DATE

CRASH DATE		
01	30	11

Enter the date of the traffic crash in month, day, and year order in the following manner:

- Display the month by using the numbers 01 through 12.
- Display the day by using the numbers 01 through 31.
- Display the appropriate year as required.

### TIME OF CRASH

TIME OF CRASH
<b>1:14 PM</b>

Enter the time of day or the approximate time of day the traffic crash occurred.

- Midnight is considered AM and noon is considered PM. Use the 12-hour clock system to identify the time of the traffic crash. Do NOT use the 24-hour clock system (a.k.a. military time).

### DATE OF REPORT

DATE OF REPORT
<b>01/30/11</b>

Enter the date of the traffic crash report in month, day, and year order in the following manner:

- Display the month by using the numbers 01 through 12.
- Display the day by using the numbers 01 through 31.
- Display the appropriate year as required.

**REPORTING AGENCY CASE NUMBER**

REPORTING AGENCY CASE NUMBER <b>FHPH06OFF12345</b>
---

This space is used to identify the investigating law enforcement agency’s report or file number.

- Enter the report or file number assigned by the agency.
- Enter the same reporting agency number or file number on each page of the report.

**HSMV CRASH REPORT NUMBER**

HSMV CRASH REPORT NUMBER <b>12345678</b>
---

This space is used to identify the assigned eight digit crash report number. A crash report number appears on each page of the Florida Traffic Crash Report, HSMV 90010S.

- Enter the crash report number on each page of the Florida Traffic Crash Report.

**COUNTY CODE**

COUNTY CODE <b>15</b>
--------------------------

This space is used to identify the county code. Please refer to Appendix C for the county codes.

- Enter the county code in the space provided.

**CITY CODE**

CITY CODE <b>55</b>
------------------------

This space is used to identify the city code. Please refer to Appendix D for the city codes.

- Enter the city code in the space provided.
- Enter 00 for the city code if the traffic crash occurred outside the corporate limits of the city or in an unincorporated area.

**COUNTY OF CRASH**

COUNTY OF CRASH <b>Leon</b>
--------------------------------

This space is used to identify the name of the county where the traffic crash occurred.

- Enter the county name as required in the space provided.
- Enter unknown in the space if the county of the traffic crash is unknown.

**PLACE OR CITY OF CRASH**

PLACE OR CITY OF CRASH <b>TALLAHASSEE</b>
--

This space is used to identify the place or city where the traffic crash occurred.

- Enter the city name in the space provided. (Saint may be abbreviated St.)
- Enter unincorporated for the city name if the traffic crash occurred outside the corporate limits of the city or in an unincorporated area.

**CHECK IF WITHIN CITY LIMITS**

CHECK IF WITHIN CITY LIMITS <input type="checkbox"/>
---

Place an X in the box if the traffic crash occurred inside the corporate limits of the city.

**TIME REPORTED**

TIME REPORTED <b>1:15 PM</b>
---------------------------------

Enter the time of day or the approximate time of day the traffic crash was reported to the investigating agency.

- Midnight is considered AM and noon is considered PM. Use the 12-hour clock system to identify the time of the traffic crash. Do NOT use the 24-hour clock system (a.k.a. military time).



**TIME DISPATCHED**

TIME DISPATCHED  
**1:14 PM**

Enter the time of day or the approximate time of day the investigating officer was dispatched to the scene of the traffic crash.

- Midnight is considered AM and noon is considered PM. Use the 12-hour clock system to identify the time of the traffic crash. Do NOT use the 24-hour clock system (a.k.a. military time).

**TIME ON SCENE**

TIME ON SCENE  
**1:24 PM**

Enter the time of day or the approximate time of day the investigating officer arrived at the scene of the traffic crash.

- Midnight is considered AM and noon is considered PM. Use the 12-hour clock system to identify the time of the traffic crash. Do NOT use the 24-hour clock system (a.k.a. military time).

**TIME CLEARED SCENE**

TIME CLEARED SCENE  
**2:25 PM**

Enter the time of day or the approximate time of day the traffic crash scene was cleared.

- Midnight is considered AM and noon is considered PM. Use the 12-hour clock system to identify the time of the traffic crash. Do NOT use the 24-hour clock system (a.k.a. military time).

**CHECK IF COMPLETED**

CHECK IF COMPLETED

**REASON (If Investigation NOT Complete)**

REASON (If Investigation NOT Complete)

Place an X in the box if the traffic crash investigation is complete.

- If left blank the reason field must be completed.

## NOTIFIED BY

Notified by	<b>2</b>
1 Motorist	
2 Law Enforcement	

This space is used to identify who notified the Department by completing the traffic crash report.

- Enter 1 in the space provided if the report is completed by a motorist.
- Enter 2 in the space provided if the report is completed by a member of Law Enforcement.

## CRASH OCCURRED ON STREET, ROAD, HIGHWAY

CRASH OCCURRED ON STREET, ROAD, HIGHWAY
<b>U.S. 90 (State Road 10 or Tennessee Street)</b>

This space is used to identify the name of the street, road or highway where the traffic crash occurred.

- Enter the name of the street, road or highway in the space provided. List the highest class of trafficway first. Refer to page 1 of the Florida Traffic Crash Report, HSMV 90010S, under the category “Road System Identifier” to determine the class of trafficway. The list is in descending order. List the next highest classification, local names, or aliases in parentheses.
- If the traffic crash occurred in a parking lot, enter the address of the parking lot.
- If the traffic crash occurred on private property, enter “private property” and the address.

## AT STREET ADDRESS #

AT STREET ADDRESS #
<b>1060</b>

This space is used to identify the street address number.

- Enter the street address number up to ten alpha-numeric characters in the space provided.
- If using the latitude/longitude coordinates this field is not required.
- If using distance and direction from an intersection this field is not required.
- If using distance and direction from an identified milepost this field is not required.

## AT LATITUDE AND LONGITUDE

AT	LATITUDE	AND	LONGITUDE
	<b>-85.869586</b>		<b>+12.094857</b>

This space is used to enter the latitude and longitude of the traffic crash.

- Enter the latitude and longitude coordinates using a float (two numbers to the left of the decimal point and 6 numbers to the right of the decimal point).
- If using the street name and street address number this field is not required.
- If using distance and direction from an intersection this field is not required.
- If using distance and direction from an identified milepost this field is not required.

**FROM INTERSECTION WITH STREET, ROAD, HIGHWAY**

FEET	MILE(S)	N	S	E	W	AT / FROM INTERSECTION WITH STREET, ROAD, HIGHWAY
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Example A**

FEET	MILE(S)	N	S	E	W	AT / FROM INTERSECTION WITH STREET, ROAD, HIGHWAY
	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>CALL STREET</b>

**Example B**

FEET	MILE(S)	N	S	E	W	AT / FROM INTERSECTION WITH STREET, ROAD, HIGHWAY
45		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>MERRITT DRIVE</b>

**Example C**

This space is used to identify the distance and direction from an intersection where the traffic crash occurred.

- If using street address and number previously, this field is not required (Example A).
- If using latitude and longitude previously, this field is not required (Example A).
- If not using street address and number, or latitude and longitude, enter miles, direction and nearest intersecting street, road, highway from street road or highway on which the traffic crash occurred (Example B).
- If not using street address and number, or latitude and longitude, enter feet, direction and nearest intersecting street, road, highway from street road or highway on which the traffic crash occurred (Example C).

**OR FROM MILEPOST #**

OR FROM MILEPOST #
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This space is used to identify the closest milepost to where the traffic crash occurred.

- Enter the milepost number into the space provided.
- If using the latitude/longitude coordinates this field is not required.

- If using distance and direction from an intersection this field is not required.
- If using a street address this field is not required.

**ROAD SYSTEM IDENTIFIER**

<div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2</div>	1 Interstate 2 U.S 3 State 4 County 5 Local 6 Turnpike/Toll	7 Forest Road 8 Private Roadway 9 Parking Lot 77 Other, Explain in Narrative
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This classification is used to identify the primary road system on which the traffic crash occurred. Use the highest road system classification assigned to a particular street, road or highway.

- Enter the road system identifier code in the space provided. The list provided is in descending order for codes 1 through 9.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.
- The road system identifier code 6 (turnpike/toll) must be entered for various urban expressway toll facilities as well as the Florida Turnpike.

**TYPE OF SHOULDER**

<div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2</div>	1 Paved 2 Unpaved 3 Curb
---	--------------------------------

This classification is used to identify the type of roadway shoulder in the area of the traffic crash.

- Enter the type of shoulder code in the space provided.
- If there are two types of shoulders, such as paved and curbed, then choose the shoulder type that is closest in proximity to the traffic crash point of impact location.

**TYPE OF INTERSECTION**

<div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2</div>	1 Not at Intersection 2 Four-Way Intersection 3 T-Intersection 4 Y-Intersection	5 Traffic Circle 6 Roundabout 7 Five-Point or More 77 Other, Explain in Narrative
---	--	--

This classification is used to identify the type of intersection where the traffic crash occurred.

- Enter the Type of Intersection code in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**CRASH INFORMATION (CHECK IF PICTURES TAKEN)**

This space is used to identify if photographs were taken at the scene of the traffic crash.

- Place an X in the box if pictures were taken at the scene.

**LIGHTING CONDITION**

<b>1</b>	1 Daylight 2 Dusk 3 Dawn 4 Dark-Lighted 5 Dark-Not Lighted 6 Dark-Unknown Lighting	77 Other, Explain in Narrative 88 Unknown
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This classification is used to identify the lighting condition at the time of the traffic crash.

- Enter the lighting condition code in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**WEATHER CONDITION**

<b>3</b>	1 Clear 2 Cloudy 3 Rain 4 Fog, Smog, Smoke 5 Sleet, Hail, Freezing Rain 6 Blowing Sand, Soil, Dirt	7 Severe Crosswinds 77 Other, Explain in Narrative
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This classification is used to identify the weather conditions at the time of the traffic crash.

- Enter the weather condition code at the time of the traffic crash in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

## ROADWAY SURFACE CONDITION

<b>4</b>	1 Dry	7 Sand
	2 Wet	8 Water (standing/moving)
	4 Ice/Frost	77 Other, Explain in Narrative
	5 Oil	88 Unknown
	6 Mud, Dirt, Gravel	

This classification is used to identify the surface condition of the street, road or highway at the time of the traffic crash.

- Enter the road surface condition code in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

## SCHOOL BUS RELATED

<b>1</b>	1 No
	2 Yes, School Bus Directly Involved
	3 Yes, School Bus Indirectly Involved

This classification is used to identify school bus involvement in a traffic crash.

- Enter the school bus related code in the space provided.

## MANNER OF COLLISION/IMPACT

<b>4</b>	4 Sideswipe, Same Direction
	5 Sideswipe, Opposite Direction
	6 Rear to Side
	7 Rear to Rear
	1 Front to Rear
	2 Front to Front
	3 Angle
	77 Other, Explain in Narrative
	88 Unknown

This classification is used to identify the manner in which two motor vehicles in transport initially came together without regard to direction or force. This data element refers only to traffic crashes where the first harmful event involves a collision between two motor vehicles in transport. Please refer to Appendix F for manner of collision.

- Enter the manner of collision in the space provided.

- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report, Narrative, to explain. This notation must be listed separately below the last sentence of the narrative section.

### FIRST HARMFUL EVENT

<b>4</b>	<b>Non-Collision</b> 1 Overturn/Rollover 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle 7 Thrown or Falling Object 8 Ran into water/Canal 9 Other Non-Collision	<b>Collision Non-Fixed Object</b> 10 Pedestrian 11 Pedalcycle 12 Railway Vehicle (train, engine) 13 Animal 14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone/Maintenance Equipment 17 Struck By Falling, Shifting Cargo 18 Other Non-Fixed Object	<b>Collision with Fixed Object</b> 19 Impact Attenuator/Crash Cushion 20 Bridge Overhead Structure 21 Bridge Pier or Support 22 Bridge Rail 23 Culvert 24 Curb 25 Ditch 26 Embankment 27 Guardrail Face 28 Guardrail End 29 Cable Barrier 30 Concrete Traffic Barrier 31 Other Traffic Barrier 32 Tree (standing) 33 Utility Pole/Lightning Support 34 Traffic Sign Support 35 Traffic Signal Support 36 Other Post, Pole or Support 37 Fence 38 Mailbox 39 Other Fixed Object (wall, building, tunnel, etc.)
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This classification is used to identify the first injury or damage-producing event that characterizes the traffic crash type.

- Enter the first harmful event in the space provided.

### FIRST HARMFUL EVENT LOCATION

<b>1</b>	1 On Roadway 2 Off Roadway 3 Shoulder 4 Median 6 Gore 7 Separator 8 In Parking Lane or Zone 9 Outside Right-Of-Way 10 Roadside 88 Unknown
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This classification is used to identify the location of the first harmful event as it relates to its position within or outside the trafficway.

- Enter the first harmful event location in the space provided.

### FIRST HARMFUL EVENT WITHIN INTERCHANGE

<b>2</b>	1 No 2 Yes 88 Unknown
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This classification is used to identify whether the first event occurred within an interchange. Please refer to Appendix G for diagram of an interchange.

- Enter the first harmful event within interchange in the space provided.

**FIRST HARMFUL EVENT RELATION TO JUNCTION**

<b>4</b>	5 Railway Grade Crossing 14 Entrance/Exit Ramp 15 Crossover - Related 16 Shared – Use Path or Trail 17 Acceleration/Deceleration Lane 18 Through Roadway 77 Other, Explain in Narrative 88 Unknown
1 Non-Junction 2 Intersection 3 Intersection-Related 4 Driveway/Alley Access Related	

This classification is used to identify the location of the first harmful event in relation to a junction.

- Enter the first harmful event relation to junction in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**CONTRIBUTING CIRCUMSTANCES: ROAD**

<b>4</b>	<input type="text"/>	<input type="text"/>	9 Worn, Travel-Polished Surface 10 Road Surface Condition (wet, Icy, snow, slush, etc) 11 Obstruction in Roadway 12 Debris 13 Traffic Control Device Inoperative, Missing or Obscured 14 Non-Highway Work 77 Other, Explain in Narrative 88 Unknown
1 None 4 Work Zone (construction/maintenance/utility) 6 Shoulders (none, low, soft, high) 7 Rut, Holes, Bumps			

This classification is used to identify the apparent roadway condition or articles (for instance, Traffic Control Device Inoperative) which may have contributed to the traffic crash.

- Enter the contributing circumstances: road in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.



## CONTRIBUTING CIRCUMSTANCES: ENVIRONMENT

<input type="text" value="4"/>	<input type="text"/>	<input type="text"/>
1 None 2 Weather Conditions 3 Physical Obstruction(s) 4 Glare	5 Animal(s) in Roadway 77 Other, Explain in Narrative 88 Unknown	

This classification is used to identify the apparent environmental conditions which may have contributed to the traffic crash.

- Enter the contributing circumstances: environment codes in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

## WORK ZONE RELATED

<input type="text"/>	1 No 2 Yes 88 Unknown
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This classification is used to identify a traffic crash that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the traffic crash. “Work Zone Related” traffic crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign. Please refer to Appendix I for diagram of work zone area.

- Enter the work zone related code in the space provided.
- If “2 Yes” is chosen then code subfields 1-4 are required, which follow.

## CRASH IN WORK ZONE

<input type="text"/>	1 Before the First Work Zone Warning Sign 2 Advance Warning Area 3 Transition Area 4 Activity Area 5 Termination Area
----------------------	--

This classification is subfield 1 of “Work Zone Related” and is used to identify the location of the traffic crash in relation to the work zone. Please refer to Appendix I for diagram of work zone area.

- Enter the crash in the work zone code in the space provided.

### TYPE OF WORK ZONE

<input type="checkbox"/>	1 Lane Closure 2 Lane Shift/Crossover 3 Work on Shoulder or Median 4 Intermittent or Moving Work 77 Other, Explain In Narrative
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This classification is subfield 2 of “Work Zone Related” and is used to identify the type of work zone.

- Enter the type of work zone in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

### WORKERS IN WORK ZONE

<input type="checkbox"/>	1 No 2 Yes 88 Unknown
--------------------------	-----------------------------

This classification is subfield 3 of “Work Zone Related” and is used to identify if there were workers present at the time of the traffic crash.

- Enter the workers in work zone code in the space provided.

### LAW ENFORCEMENT IN WORK ZONE

<input type="checkbox"/>	1 No 2 Officer Present 3 Law Enforcement Vehicle Only Present
--------------------------	--

This classification is subfield 4 of “Work Zone Related” and is used to identify if there was a law enforcement presence in the work zone, whether it be an officer and vehicle, or just a law enforcement vehicle at the time of the traffic crash.

- Enter the law enforcement in work zone code in the space provided.

**WITNESSES**

NAME	ADDRESS	CITY & STATE	ZIP CODE

This space is used to identify anyone who witnessed the traffic crash.

- Enter the name, address, city, state, and zip code for each witness.
- If there are no witnesses, leave blank.

**NON VEHICLE PROPERTY DAMAGE**

Veh#	Per#	PROPERTY DAMAGE – OTHER THAN VEHICLE	EST. AMOUNT	OWNER'S NAME <input type="checkbox"/> (Check if Business)	ADDRESS	CITY & STATE	ZIP

This space is used to identify damage to other kinds of property. Do not record damage to a vehicle, trailer, or driverless towed vehicle in this section.

- Enter the assigned vehicle number (Vehicle Section) that did the damage to the property, such as hitting a pole or a fence. This is not to imply that the vehicle is “responsible” for the damage, rather this vehicle came in contact with the property and as result there was property damage. Leave blank if a person did the damage.
- Enter the assigned person number other than a driver (Person Section) that did the damage to the property, such as a pedestrian/non-motorist being hit by a car and as a result the pedestrian/non-motorist then damages a fence during a fall. Again this in not to imply “responsibility” for the property damage, rather this pedestrian/non-motorist came in contact with the property and as a result there was property damage. Leave blank if a vehicle did the damage. This field is for pedestrians/non-motorists and is not to be used for drivers.
- Enter the type of property damaged, such as a fence, telephone pole, mailbox, street marker, animal, tree, or damage to cargo that was being carried by another vehicle.
- Enter the estimated damage amount in dollars.
- Enter the owner’s name.
- Enter an X in the “Check if Business” if property is owned by a company or corporation.
- Enter the full legal name of any company or corporation that owns the property.

- Enter the street address or mailing address, city, state abbreviation, and zip code of the person who owns the property.
- If a company or corporation owns the property, enter the address or mailing address, city, state abbreviation, and zip code of the company or corporation.
- Use the standard, two-letter postal abbreviation for all states. Please refer to Appendix E.
- If not applicable, leave blank.

# Vehicle Section

## HSMV 90010S

This section is designed to identify vehicle information. The following are instructions for entering data into the vehicle section of the Florida Traffic Crash Report HSMV 90010S. The vehicle data elements are used to describe the characteristics, events and consequences of the motor vehicles involved in the traffic crash. The violating vehicle is entered as vehicle number 1.

### VEHICLE #

<b>1</b>
----------

This space is used to assign each vehicle involved in the traffic crash a sequential number beginning with 1.

- Place a number in the box. This number is not assigned to a non-motorist.

### CHECK IF COMMERCIAL

--

This space is used to identify if a commercial vehicle was involved in the traffic crash.

- Place an X in the box if a commercial vehicle was involved.

1 Vehicle in Transport 2 Parked Motor Vehicle 3 Working Vehicle	<table border="1"><tr><td style="text-align: center;"><b>2</b></td></tr></table>	<b>2</b>
<b>2</b>		

This space is used to identify a motor vehicle status. The term “in transport” when applied to a motor vehicle means on a roadway or in motion within or outside the trafficway. The term “Working Vehicle” refers to a vehicle used as equipment and performing work like cutting trees, painting road lines, spreading gravel. If a working truck is used to transport people or is in route from one place to another and is not painting lines or spreading gravel it is a “Vehicle in Transport.”

- Enter the correct code in the box.

**VEHICLE LICENSE NUMBER**

VEHICLE LICENSE NUMBER <b>AB1234</b>
---

This space is used to identify the vehicle license plate number of the vehicle supplying power, not a vehicle being towed.

- Enter the vehicle license plate number of the vehicle involved in the space provided. Enter it exactly as it appears on the license plate.
- Enter UK in the space provided if unknown.

**STATE**

STATE <b>FL</b>
--------------------

This space is used to identify the state that issued the vehicle license plate.

- Enter the state of issuance. Use the standard, two-letter postal abbreviations for all states.
- Enter UK in the space provided if unknown.

**REGISTRATION EXPIRES**

REGISTRATION EXPIRES <b>01-10</b>
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**CHECK IF PERMANENT REGISTRATION**

Check if Permanent Registration <input type="checkbox"/>
---

This space is used to identify the date when the registration expires; and whether or not the registration is permanent and not subject to renewal.

- Enter the date the registration expires as found on the vehicle license plate number or registration. This is not required for foreign countries.
- Enter an X if the registration for the vehicle is permanent.

**VIN**

VIN <b>1FALP20X123456789</b>
---------------------------------

This space is used to identify the vehicle identification number (VIN) of the vehicle supplying power, not being towed.

- Enter the complete VIN in the space provided.

- Enter UK in the space provided if unknown.

## HIT AND RUN

Hit and Run 1 No 2 Yes 88 Unknown	<b>2</b>
--	----------

This space is used to identify a hit-and-run driver. A hit-and-run driver is a driver whose vehicle collides with another vehicle or non-motorist or causes damage to other property and leaves the scene of a traffic crash.

- Enter the number 1 in the space provided if the driver is not a hit-and-run driver.
- Enter the number 2 in the space provided if the driver is a hit-and-run driver.
- Enter the number 88 in the space provided if unknown.

## YEAR

YEAR <b>02</b>
-------------------

This space is used to display the last two digits of the vehicle year (manufacturer's model year) of any vehicle involved in a traffic crash.

- Enter the vehicle year in the space provided.
- Enter UK in the space provided if the vehicle year is unknown.

## MAKE

MAKE <b>Chev</b>
---------------------

This space is used to identify the vehicle manufacturer's trade name (Chevrolet, BMW, Ford, etc.) of any vehicle involved in the traffic crash.

- Enter the first four letters or the complete name of the vehicle make. Do not use a model name (Impala, F-150, Stratus). For vehicles with only three letters (BMW, Kia, GMC, etc.) enter the complete name.
- Enter UK in the space provided if the vehicle make is unknown.

## MODEL

MODEL
-------

This space is used to identify the vehicle manufacturer's assigned code denoting a family of vehicle involved in the traffic crash.

- Enter the code for the model assigned by the motor vehicle manufacturer if known.
- Enter UK in the space provided if the vehicle model is unknown or leave blank.

## STYLE

STYLE <b>4D</b>
--------------------

This space is used to identify the style of a vehicle involved in the traffic crash (consistent with National Crime Information Center (NCIC) codes). Please refer to Appendix NCIC vehicle style.

- Enter the NCIC vehicle style code.
- Enter UK in the space provided if the vehicle style is unknown.

## COLOR

COLOR <b>BLU</b>
---------------------

This space is used to identify the color of a vehicle involved in a traffic crash (consistent with NCIC vehicle color codes). Please refer to Appendix NCIC color codes (1) (2).

- Enter the NCIC vehicle color code that comes closest to the color of the vehicle involved in the traffic crash. If the car is two-toned separate colors with a slash (/).

## DAMAGE

DAMAGE: 1 Disabling 2 Functional 3 None	4 Minor 88 Unknown	<input type="checkbox"/>
--	-----------------------	--------------------------



This space is used to identify the extent of damage a motor vehicle sustained in the traffic crash. “Disabling” implies damage to the motor vehicle that is sufficient to require the motor vehicle to be towed.

- Enter the damage code in the space provided.

### **EST. AMOUNT**

EST. AMOUNT <b>2000</b>
----------------------------

This space is used to identify the estimated amount of damage to the vehicle.

- Enter a whole dollar amount only, no cents.

### **INSURANCE COMPANY**

INSURANCE COMPANY
-------------------

This space is used to identify the motor vehicle insurance company for the vehicle or driver. The best source for obtaining this information is a valid motor vehicle insurance identification card, a valid insurance policy, a valid insurance binder, or a certificate of self insurance issued by the Department of Highway Safety and Motor Vehicles.

- Enter the name of the motor vehicle insurance company in the space provided.
- Enter UK in the space provided if unknown.

### **INSURANCE POLICY NUMBER**

INSURANCE POLICY NUMBER
-------------------------

This space is used to identify the policy number of the vehicle driver. The best source for obtaining this information is a valid motor vehicle insurance identification card, a valid insurance policy, a valid insurance binder, or a certificate of self insurance issued by the Department of Highway Safety and Motor Vehicles.

- Enter the valid policy number, self insurance certificate number or the word “binder” in the space provided.
- Enter UK in the space provided if unknown.

**TOWED DUE TO DAMAGE**

Towed due to Damage: 1 No    2 Yes	<b>2</b>
---------------------------------------	----------

This space is used to identify whether the vehicle involved in the traffic crash is towed from the scene due to disabling damage. “Yes” is used for vehicles towed due to disabling damage in the traffic crash. “No” is used for vehicles that are driven from the scene or towed for other reasons (i.e., the driver is arrested or without required license, vehicle is placed out of service because it is unsafe to drive or impounded, etc.) Towing assistance without removal of the vehicle from the scene, such as pulling a vehicle out of a ditch, is not considered to be “towed” for the purposes of this element.

- Enter the correct code in the space provided.

**VEHICLE REMOVED BY**

VEHICLE REMOVED BY	1. Rotation 2. Owner Request 3. Driver 4. Other, Explain in Narrative	<input type="text"/>
--------------------	--	----------------------

This space is used to identify the name of the person, garage, or wrecker service that removed the vehicle from the scene of the traffic crash and how the vehicle was removed.

- Enter the name of the person, garage, or wrecker service in the space provided.
- Enter 1, 2, 3, or 4 in the box provided to indicate how the person, garage, or wrecker service that removed the vehicle from the scene of the traffic crash was determined.
- Enter UK in the space provided if unknown.
- If code 4 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**NAME OF VEHICLE OWNER**

NAME OF VEHICLE OWNER (Check if Business) CODE	<input type="checkbox"/>	CURRENT ADDRESS	CITY & STATE	ZIP
<b>Jacob B. Sampson</b>				

This space is used to identify the owner and current address of the owner of the vehicle involved in the traffic crash.

- Enter the first name, middle initial, and last name of the person who owns the vehicle.
- Enter only one name if joint ownership is established.
- Enter an X in the “Check if Business” if vehicle is owned by a company or corporation.
- Enter the full legal name of the company or corporation that owns the vehicle.
- Enter the street address or mailing address, city, state abbreviation, and zip code of the person who owns the vehicle.
- If a company or corporation owns the vehicle, enter the address or mailing address, city, state abbreviation, and zip code of the company or corporation.
- Do not abbreviate the name of the city.
- Use the standard, two-letter postal abbreviation for all states.
- Enter UK in the space if unknown.

**TRAILER OR TOWED VEHICLE GENERAL INFORMATION**

This record is used to identify all trailers or towed vehicles involved in the traffic crash. This information must be completed for traffic crashes involving trailers that are being towed, trailers that are unhitched (properly or improperly parked), and all other driverless towed vehicles. A towed vehicle is considered a Trailer Type and thus treated on form HSMV 90010S as a trailer.

Any vehicle which is being towed and guided by a driver positioned behind the steering wheel must appear in a separate vehicle section.

**LICENSE NUMBER**

Trailer License Number One:
--------------------------------

Trailer License Number Two:
--------------------------------

This space is used to identify the vehicle license plate number of the trailer or towed vehicle. This field should be filled out for each trailer involved in the traffic crash.

- Enter the license plate number of the trailer involved in the space provided.

- Enter UK in the space provided if unknown.
- If not applicable, leave blank.

## STATE

STATE <b>FL</b>
--------------------

This space is used to identify the state that issued the vehicle license plate to the trailer.

- Enter the state of issuance. Use the standard, two-letter postal abbreviations for all states.
- Enter UK in the space provided if unknown.
- If not applicable, leave blank.

## REGISTRATION EXPIRES

REGISTRATION EXPIRES <b>01-10</b>	Check if Permanent Registration <input type="checkbox"/>
--------------------------------------	---

This space is used to identify the date when the registration expires; and whether or not the registration is permanent and not subject to renewal.

- Enter the date the registration expires as found on the vehicle license plate number or registration. This is not required for foreign countries.
- Enter an X if the registration for the vehicle is permanent.

## VIN

VIN <b>3XYG74529YY123456</b>
---------------------------------

This space is used to identify the vehicle identification number (VIN) assigned to the trailer.

- Enter the complete VIN in the space provided.
- Enter UK in the space provided if unknown.
- If not applicable, leave blank.

## YEAR

YEAR <b>98</b>
-------------------

This space is used to identify the model year of the trailer.

- Enter the year of the trailer in the space provided.
- Enter UK in the space provided if the trailer year is unknown.
- If not applicable, leave blank

**MAKE**

MAKE <b>Mack</b>
---------------------

This space is used to identify the vehicle manufacturer’s trade name of the trailer.

**LENGTH**

LENGTH
--------

This space is used to identify the length of the trailer. Enter length as measured in feet.

**AXLES**

AXLES
-------

This space is used to identify the number of axles of the trailer.

**VEHICLE TRAVELING**

VEHICLE TRAVELING				ON STREET, ROAD, HIGHWAY	
N	S	E	W	Off-Road	Unknown
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This space is used to identify the direction and name of the street, road or highway the vehicle was traveling on when the traffic crash occurred.

- Enter the direction of travel on the street, road or highway at time of the impact by placing an X in the correct box.
- Enter the name of the street, road or highway the vehicle was traveling on in the space provided. If the impact occurred in a parking lot or on private property, enter the address of the location.
- If not applicable, leave blank.

**AT EST. SPEED**

AT EST. SPEED <b>55</b>
----------------------------

This space is used to identify the estimated speed the vehicle was traveling prior to the traffic crash.

- Enter the estimated speed in the space provided.
- If not applicable, leave blank.

**POSTED SPEED**

POSTED SPEED <b>55</b>
---------------------------

This space is used to identify the posted speed for the street, road or highway the vehicle was traveling on at the time the traffic crash occurred.

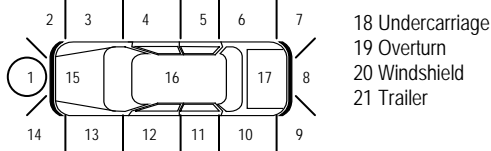
- Enter the posted speed, or if none, the statutory required speed in the space provided.
- If not applicable, leave blank.

**TOTAL LANES**

TOTAL LANES <b>4</b>
-------------------------

This space is used to identify the number of travel lanes on the roadway(s) of a street, road or highway.

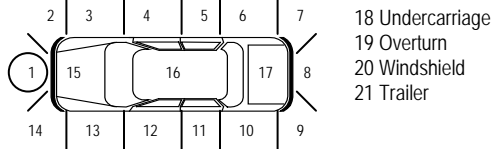
**AREA OF INITIAL IMPACT**



This space is used to identify the area of initial impact. The area of initial impact is that part of the vehicle that first collides with another vehicle or object.

- On the diagram, circle all areas of initial impact.

**MOST DAMAGED AREA**



This space is used to identify the most damaged area sustained by the vehicle in the traffic crash.

- On the diagram, circle the areas with the most damage.

**HAZ. MAT. RELEASED**

HAZ. MAT. RELEASED 1 No 2 Yes 88 Unknown	<b>2</b>
---	----------

This space is used to identify if the hazardous material (placarded cargo) was released from the cargo tank or compartment of the vehicle as a result of the traffic crash.

- Enter 1 in the space provided if hazardous material was NOT released.
- Enter 2 in the space provided if the hazardous material was released. (This includes large amounts of fuel spilled from a vehicle.)
- Enter 88 if unknown.

**HAZ. MAT. PLACARD**

HAZ. MAT. PLACARD 1 No 2 Yes 88 Unknown	<b>2</b>
--	----------

This space is used to identify if the vehicle carrying a hazardous material as cargo displayed a hazardous material placard as required by federal law. Please refer to Appendix K.

- Enter 1 in the space provided if a hazardous material placard was NOT displayed.

- Enter 2 in the space provided if a hazardous material placard was being displayed.
- Enter 88 if unknown.

There are two shapes of placards – diamond and rectangular. Vehicles carrying hazardous materials are required by law to display a placard that identifies the specific name of the hazardous material cargo. In addition, vehicles carrying hazardous materials in tank cars, cargo tanks, or portable tanks are required to display the 4-digit hazardous materials number assigned to the specific material on placards or orange panels.

### NUMBER

NUMBER
--------

This space is used to identify the type of hazardous material being carried, if any. Please refer to Appendix K.

- Enter the 4-digit number or the name of the hazardous material in the space provided. This information is extracted from the middle of the diamond shaped placard or from the rectangular shaped placard. If the 4-digit number is not displayed, the placard should have one of the following names: explosives, gases, flammable liquid, flammable solid, dangerous, oxidizer, poison, radioactive, or corrosive.
- If not applicable, leave blank.

### CLASS

CLASS
-------

This space is used to identify the class of hazardous material being carried, if any.

- Enter the 1-digit number located at the bottom of the diamond, if it is displayed, in the space provided. When multiple placards are displayed on the vehicle, enter the information from only one of the placards. Please refer to Appendix K.
- If not applicable, leave blank.

### MOTOR CARRIER NAME

MOTOR CARRIER NAME <b>Example Trucking</b>
---



This space is used to identify the name of the motor carrier. A motor carrier is “the business entity, individual, partnership, corporation, or religious organization responsible for the transportation of goods, property or people.”

- Enter the name of the motor carrier in the space provided. If the motor carrier is a person, enter the first name, middle initial and last name. If the motor carrier is a company or corporation, enter the full legal name of the company or corporation.
- Enter UK in the space provided if unknown.
- If not applicable, leave blank.

This space must be completed for any self-propelled vehicle – with or without a trailer – being used in commerce to transport cargo, passengers, or any vehicle displaying a hazardous material placard including a van, a light truck with six tires on the ground, a medium truck/heavy truck, a truck-tractor, a bus designed to transport 9 to 15 passengers, and a bus designed to transport over 15 passengers.

The shipping papers that drivers carry in the cab of the truck are the best source for identifying the name of the motor carrier. The name on the side of the truck can be different from the person or company responsible for the movement of the cargo or passengers. It is not unusual for a tractor and semi-trailer to display different company names.

**Example:** John Smith owns a truck-tractor (bobtail). He contracts with White Manufacturing Company to take one of its trailers loaded with its goods from New York to Los Angeles. John Smith is the motor carrier because his is the entity that has agreed to carry this particular load.

**Example:** John Smith, driving his truck-tractor, utilizes a cargo broker to obtain goods from XYZ Incorporated Shipping Company for his return trip to New York. On the return trip, John Smith is again the carrier.

**Example:** John Smith, driving his truck-tractor, leases his services to Polyester Chemical Company. Polyester Chemical Company has a contract to transport chemicals for a company based in St. Louis and directs John Smith to deliver a semi-trailer from New York to St. Louis. In this case, Polyester Chemical Company is the motor carrier because it told John Smith to deliver the particular load.

**Example:** John Smith is driving a tractor/semi-trailer. The tractor and semi-trailer are owned by ABC Trucking, so ABC Trucking is the motor carrier.

**Example:** John Smith is driving a tractor owned by ABC Trucking which has been leased to XYZ Trucking Company. XYZ uses the tractor to pull XYZ trailers in its regular shipping service. In this case, XYZ is the motor carrier because XYZ is directing the carrying of the load.

### US DOT NUMBER

US DOT NUMBER
---------------

This space is used to identify the United States Department of Transportation (US DOT) identification number assigned to the motor carrier. Please refer to Appendix K.

- Enter the US DOT identification number, if applicable, in the space provided. The US DOT number will have six or seven digits.
- Enter UK in the space provided if unknown.
- If not applicable, leave blank.

A US DOT number is issued to private fleet and for-hire vehicles involved in interstate commerce. The US DOT identification number is found only on vehicles of interstate private carriers (those trucks operating in the furtherance of any commercial enterprise). The identification number is always preceded by the abbreviation US DOT.

### MOTOR CARRIER ADDRESS

MOTOR CARRIER ADDRESS	CITY & STATE	ZIP CODE	PHONE NUMBER
<b>325 151<sup>st</sup> Street North</b>	<b>Miami, FL</b>	<b>32948</b>	

This space is used to identify the current physical address or mailing address of the owner of the motor carrier involved in the traffic crash.

- Enter the street address or mailing address, city, state abbreviation, and zip code of the motor carrier.
- Do not abbreviate the name of the city.
- Use the standard, two-letter postal abbreviation for all states.
- Enter the phone number of the motor carrier if known.
- Enter UK in the space provided if unknown.

- If not applicable, leave blank

## VEHICLE BODY TYPE

<div style="border: 1px solid black; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <span style="font-size: 24px; font-weight: bold;">2</span> </div>	<ul style="list-style-type: none"> <li>1 Passenger Car</li> <li>2 Passenger Van</li> <li>3 Pickup</li> <li>7 Motor Home</li> <li>8 Bus</li> <li>11 Motorcycle</li> <li>12 Moped</li> <li>13 All Terrain Vehicle (ATV)</li> <li>15 Low Speed Vehicle</li> <li>16 (Sport) Utility Vehicle</li> <li>17 Cargo Van (10,000 lbs (4,536 kg) or less)</li> <li>18 Motor Coach</li> <li>19 Other Light Trucks (10,000 lbs (4,536 kg) or less)</li> <li>20 Medium/Heavy Trucks (more than 10,000 lbs (4,536 kg))</li> <li>21 Farm Labor Vehicle</li> <li>77 Other, Explain in Narrative</li> <li>88 Unknown</li> </ul>
--	--

This space is used to identify the general configuration or shape of the motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line. Personal conveyances – such as skateboards, motorized toy cars, and wheelchairs are not considered motor vehicles.

- Enter the Vehicle Body Type code in the space provided.
- If not applicable, leave blank.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

A low speed vehicle (code 15) is any 4-wheel electric vehicle that has a top speed greater than 20 miles per hour but not greater than 25 miles per hour. A low speed vehicle can be operated on streets under certain conditions, must be licensed for use on the highway, and its operator must have a valid driver license. A golf cart is not considered a low speed vehicle.

## TRAFFICWAY

<div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>	<ul style="list-style-type: none"> <li>1 Two-Way, Not Divided</li> <li>2 Two-Way, Not Divided, with a Continuous Left Turn Lane</li> <li>3 Two-Way, Divided, Unprotected (painted &gt; 4 feet) Median</li> <li>4 Two-Way, Divided, Positive Median Barrier</li> <li>5 One-Way Trafficway</li> <li>88 Unknown</li> </ul>
---	---

This space is used to identify whether or not the trafficway for this vehicle is divided and whether it serves one-way or two-way traffic. (A divided trafficway is one on which roadways for travel in opposite directions are physically separated by a median.)

- Enter the Trafficway Type code in the space provided.

**COMMERCIAL MOTOR VEHICLE CONFIGURATION**

<b>2</b>	1 Vehicle 10,000 lbs or less Placarded For Hazardous Materials 2 Single-Unit Truck (2-axle and GVWR more than 10,000 lbs (4,536 kg)) 3 Single-Unit Truck (3 or more axles) 4 Truck Pulling Trailer(s) 5 Truck Tractor (bobtail) 6 Truck Tractor/Semi-Trailer 7 Truck Tractor/Double Truck	8 Tractor/Triple 9 Truck more than 10,000 lbs (4,536 kg), Cannot Classify 10 Bus/Large Van (seats for 9-15 occupants, including driver) 11 Bus (seats for more than 15 occupants, including driver) 77 Other, Explain in Narrative 88 Unknown
----------	---	--

This space is used to identify the general configuration of a commercial motor vehicle.

- Enter the Commercial Motor Vehicle Configuration code in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**COMM/NON-COMMERCIAL**

<input type="text"/>	1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck
----------------------	---

This space is used to identify a carrier’s commercial or non-commercial status.

- Enter the Comm/Non-Commercial code in the space provided.

**TRAILER TYPE**

TRAILER 1 <b>3</b>	TRAILER 2 <input type="text"/>	1 Single Semi Trailer 2 Tandem Semi Trailer 3 Tank Trailer 4 Saddle Mount/Trailer 5 Boat Trailer 6 Utility Trailer 7 House Trailer	8 Pole Trailer 9 Towed Vehicle 10 Auto Transport 77 Other, Explain in Narrative 88 Unknown
-----------------------	-----------------------------------	--	--

This space is used to identify the type of trailer being towed. A vehicle can tow more than one trailer at a time. If a single vehicle is towing more than one trailer, the second trailer type is identified as trailer two. Please refer to Appendix B for trailer types.

- Enter the Trailer Type(s) code in the space(s) provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**COMM GVWR/GCWR**

<input type="text"/>	1 10,000 lbs (4,536 kg) or less 2 10,001 – 26,000 lbs (4536 – 11,793 kg) 3 More than 26,000 lbs (11,793 kg) 4 Not applicable
----------------------	---

This space is used to identify the Gross Vehicle Weight Rating (GVWR), the amount recommended by the manufacturer as the upper limit to the operational weight for a motor vehicle and any cargo (human or other) to be carried. The Gross Combination Weight Rating (GCWR) is the sum of all GVWRs for each unit in a combination unit motor vehicle. Thus for single-unit trucks there is no difference between the GVWR and the GCWR. For combination trucks (truck tractors pulling a single semi-trailer, truck tractors pulling double or triple trailer, trucks pulling trailers, and trucks pulling other motor vehicles) the GCWR is the total of the GVWRs of all units in the combination.

- Enter the COMM GVWR/GCWR code in the space provided.

**CARGO BODY TYPE**

<input type="text" value="2"/>	1 No Cargo 2 Bus 3 Van/Enclosed Box 4 Hopper 5 Pole Trailer 6 Cargo Tank 7 Flatbed 8 Dump 9 Concrete Mixer 10 Auto Transport 11 Garbage/Refuse 12 Log 13 Intermodal Container Chassis 14 Vehicle Towing Another Vehicle 15 Not Applicable (vehicle 10,000 lbs (4,536 kg) or less not displaying HM placard) 77 Other, Explain in Narrative 88 Unknown
--------------------------------	---

This space is used to identify the type of body for buses and trucks more than 10,000 lbs GVWR. “1” No Cargo is No Cargo Body – (bobtail, light motor vehicle with hazardous materials placard, etc.) Please refer to Appendix K.

- Enter the Cargo Body Type code in the space provided.

- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

### MOST HARMFUL AND SEQUENCE OF EVENTS

Most Harmful Event	Non-Collision	Collision with Non-Fixed Object	Collision Fixed Object
<div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2</div>	1 Overturn/Rollover 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle 7 Thrown or Falling Object 8 Ran into Water/Canal 9 Other Non-Collision	10 Pedestrian 11 Pedalcycle 12 Railway Vehicle (train, engine) 13 Animal 14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone/Maintenance Equipment 17 Struck By Falling Shifting Cargo or Anything Set in Motion by Motor Vehicle 18 Other Non-Fixed Object	19 Impact Attenuator/ Crash Cushion 20 Bridge Overhead Structure 21 Bridge Pier or Support 22 Bridge Rail 23 Culvert 24 Curb 25 Ditch 26 Embankment 27 Guardrail Face 28 Guardrail End 29 Cable Barrier 30 Concrete Traffic Barrier 31 Other Traffic Barrier 32 Tree (standing) 33 Utility Pole/ Light Support 34 Traffic Sign Support 35 Traffic Signal Support 36 Other Post, Pole, or Support 37 Fence 38 Mailbox 39 Other Fixed Object (wall, Building, tunnel, etc.)
<b>Sequence of Events</b> 1 <sup>st</sup> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div> 2 <sup>nd</sup> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div> 3 <sup>rd</sup> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div> 4 <sup>th</sup> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>	<div style="border: 1px solid black; padding: 5px;"> <p><b>(40-46 Sequence of Events only)</b>              40 Equipment Failure (blown tire, Brake failure, etc.)              41 Separation of Units              42 Ran Off Roadway, Right              43 Ran Off Roadway, Left              44 Cross Median              45 Cross Centerline              46 Downhill Runaway</p> </div>		

This space (Most Harmful Event) is used to identify the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

- Enter the Most Harmful Event code in the space provided.

This space (Sequence of Events) is used to identify the events in sequence related to this motor vehicle, including both non-collision as well as collision events. Please refer to Appendix L.

- Enter the Sequence of Event codes in order of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> in the space provided.

### EMERGENCY VEHICLE USE

2

1 No  
2 Yes  
88 Unknown

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

Select “2 Yes” only if the motor vehicle involved in the crash was on an emergency response, regardless of whether the emergency warning equipment was in use.

- Enter the Emergency Vehicle Use code in the space provided.

**ROADWAY GRADE**

<input style="width: 40px; height: 40px;" type="text"/>	1 Level 2 Hillcrest 3 Uphill 4 Downhill 5 Sag (bottom)
---	--

This space is used to identify the inclination characteristic of the roadway in the direction of travel for this vehicle.

- Enter the Roadway Grade code in the space provided.

**ROADWAY ALIGNMENT**

<input style="width: 40px; height: 40px;" type="text"/>	1 Straight 2 Curve Right 3 Curve Left
---	---

This space is used to identify the geometric or layout characteristics of the roadway in the direction of travel for this vehicle.

- Enter the Roadway Alignment code in the space provided.

**VEHICLE MANEUVER ACTION**

<input style="width: 40px; height: 40px;" type="text" value="2"/>	1 Straight Ahead 3 Turning Left 4 Backing 5 Turning Right 6 Changing Lanes 8 Parked 10 Making U-Turn 11 Overtaking Passing	13 Stopped in Traffic 14 Slowing 15 Negotiating a Curve 16 Leaving Traffic Lane 17 Entering Traffic Lane 77 Other, Explain in Narrative 88 Unknown
---	--	--

This space is used to identify the controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

- Enter the Vehicle Maneuver Action code in the space provided.

- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**TRAFFIC CONTROL DEVICE FOR THIS VEHICLE**

<b>2</b>	8 Flashing Signal 9 Railway Crossing Device 10 Person (including Flagman, Officer, Guard, etc.) 13 Warning Sign 77 Other, Explain in Narrative 88 Unknown
1 No Controls 4 School Zone Sign/ Device 5 Traffic Control Signal 6 Stop Sign 7 Yield Sign	

This space is used to identify the type of traffic control device applicable to this motor vehicle at the crash location.

- Enter the Traffic Control Device For This Vehicle code in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**VEHICLE DEFECTS**

<b>1</b>	
1 None 2 Brakes 3 Tires 4 Lights (head, signal, tail) 6 Steering 7 Wipers 9 Exhaust System 10 Body, Doors 11 Power Train	12 Suspension 13 Wheels 14 Windows/ Windshield 15 Mirrors 16 Truck Coupling/ Trailer Hitch/ Safety Chains 77 Other, Explain in Narrative 88 Unknown



This space is used to identify pre-existing defects or maintenance conditions with this vehicle that might have contributed to the crash.

- Enter up to two Vehicle Defect codes in the space provided.
- If code 77 is used, a separate notation must be made on the Florida Traffic Crash Report Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

### Special Function of Motor Vehicle

<b>2</b>	1 No Special Function 2 Farm Vehicle 3 Police 7 Taxi 8 Military	9 Ambulance 10 Fire Truck 11 Farm Labor Transport 12 School Bus 13 Transit/Commuter Bus	14 Intercity Bus 15 Charter/Tour Bus 16 Shuttle Bus 17 Farm Labor Bus 88 Unknown
----------	---	---	--

This classification is used to identify the type of special function being served by this vehicle regardless of whether the function is marked on the vehicle.

- Enter the special function of motor vehicle code in the space provided.

### VIOLATIONS

PERSON #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
----------	------------------	-------------------	--------	-----------------

This classification is used to identify each vehicle driver or pedestrian who was given a citation for a traffic violation by the law enforcement officer who investigated the traffic crash.

- In the spaces provided, enter the correct person number, as assigned in the Person Section, the name of the violator (driver or non-motorist) who was given the traffic citation, the Florida Statute number, the type of charge, and the citation number.
- If more than three citations are issued, list the subsequent citations at the bottom of the Narrative page.
- Leave each box that is not used blank.

If a vehicle owner (who was not driving) or a passenger is issued a citation for an infraction, do not enter that information in the violator data fields.

## **PERSON SECTION**

### **HSMV 90010S**

The person data elements describe the characteristics, actions, and consequences to the person(s) involved in the crash.

#### **PERSON #**

<b>1</b>
----------

Each person involved in the crash shall be given a unique number. For example if the crash has 7 people involved each should be given a number 1 through 7.

#### **TYPE OF PERSON**

1 Driver 2 Non-Motorist 3 Passenger	<table border="1"><tr><td style="text-align: center;"><b>2</b></td></tr></table>	<b>2</b>
<b>2</b>		

This space is used to identify the type of person involved in the crash.

- Enter the Type of Person code in the space provided.
- Additional passengers may be added at the bottom of the Person and Narrative pages if needed.

#### **VEHICLE #**

--

This space is used to associate a person with a vehicle, specifically if the person is a driver or a passenger. The Vehicle # is a unique number assigned to each vehicle involved in a crash and can be located at the top of the Vehicle section.

- Enter the Vehicle # that the person (Driver or Passenger) is associated with.
- Leave the Vehicle # blank if the Person Type is Non-Motorist.

#### **NAME OF PERSON**

NAME <b>Sarah Ruth Martin</b>
----------------------------------

This space is used to identify the name of the Person.

- Enter the first name, middle initial, and last name of the person.
- Enter UK in the space provided if unknown.

**PHONE NUMBER**

- Enter the phone number, including area code, if known for the person identified in this section.
- Leave blank if unknown.

**RECOMMEND DRIVER RE-EXAM**

Check if Recommend Driver Re-exam	<input checked="" type="checkbox"/>
---	-------------------------------------

This space is used to identify if the driving ability of a vehicle driver is questionable.

- Enter an X in the space provided if the ability of the driver to operate a vehicle is questionable.

Section 322.126 (2), (3), Florida Statutes, provides that “any physician, person, or agency having knowledge of any licensed driver’s or applicant’s mental or physical disability to drive is authorized to report such knowledge to the Department.” The decision to require the driver to submit to another driver license exam is made by the law enforcement investigator. In making this assessment, the investigator should take into account obvious driver physical defects, coordination, reflexes, and perception. If a driver’s ability is questionable, you must explain your reasons in the narrative section. The explanation must be a separate notation following your crash narrative.

**CURRENT ADDRESS**

CURRENT ADDRESS (Number and Street) <b>38625 Yulee Avenue</b>	CITY & STATE <b>Tallahassee, FL</b>	ZIP CODE <b>32399</b>
--	--	--------------------------

This space is used to identify the current physical address or mailing address of the person involved in the traffic crash.

- Enter the street address or mailing address, city, state abbreviation, and zip code of the person in the space provided.
- Do not abbreviate the name of the city.
- Use the standard, two-letter postal abbreviation for all states.
- Enter UK in the space provided if unknown.

**DATE OF BIRTH**

DATE OF BIRTH <b>08-16-1962</b>
------------------------------------

This space is used to identify the date of birth of the person involved in a traffic crash.

- Enter the date of birth of the person in month, day and year sequence.
- Enter UK in the space provided if unknown.

**SEX**

1 Male 2 Female 88 Unknown	<b>2</b>
----------------------------------	----------

This space is used to identify the sex of person involved in the crash

- Enter the Sex code in the space provided.

**DRIVER LICENSE NUMBER**

DRIVER LICENSE NUMBER <b>M655-192-55-954-0</b>
---

This space is used to identify the driver license number of the vehicle driver.

- Enter the driver license number exactly as it appears on the driver license in the space provided.
- Enter “none” in the space provided if the vehicle driver does not have a driver license.

- Enter UK in the space provided if unknown.
- If not applicable, leave blank.

The driver license number is used to identify and update the driver history record. It is very important to enter the correct driver license number on the traffic crash report and ensure that this number matches the driver license number on any traffic citations issued as a result of the traffic crash.

**STATE**

STATE <b>FL</b>
--------------------

This space is used to identify the state that issued the driver license.

- Enter the state that issued the driver license in the space provided. Use the standard two letter abbreviations for all states.
- Enter UK in the space provided if unknown.
- If not applicable, leave blank.

**EXPIRES**

<b>01/23/10</b>
-----------------

This space is used to identify the expiration date of the driver license.

- Enter the date in month, day and year sequence.
- Enter UK in the space provided if unknown.
- If not applicable, leave blank.

**INJURY SEVERITY (INJ)**

1 None	4 Incapacitating	<b>2</b>
2 Possible	5 Fatal (within 30 days)	
3 Non-incapacitating	6 Non-Traffic Fatality	

This space is used to identify the severity of injuries sustained by a person involved in a traffic crash.

- Enter the appropriate injury code in the space provided.

- Non-incapacitating injuries are non-disabling injuries, such as lacerations, scrapes, bruises, etc. Incapacitating injuries are disabling injuries, such as broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to medical facility.
- Fatal injuries are those resulting in a death within 30 days of the traffic accident.
- To update a fatal injury where the death occurs after 30 days of the traffic accident use the narrative section.

## DRIVER

### DL TYPE

<input style="width: 40px; height: 30px;" type="text"/>	1 A 2 B3 C 4 D/Chauffeur 5 E/ Operator 6 E/ Oper-Rest 7 None
---	--

This space is used to identify the type (class) of driver license issued to the vehicle driver.

- Enter the driver license type in the space provided.
- Enter code 7 in the space provided if the driver license type is unknown, not required, or if a non-motorist is involved in the traffic crash.

The driver license type (class) codes verify that the driver in question has been tested and licensed to operate certain types of vehicles. Class A, B, and C driver licenses are required in order to drive commercial vehicles. A Class D driver license is required for a chauffeur license and Class E for an operator or restricted operator.

### REQUIRED ENDORSEMENTS

<input style="width: 40px; height: 30px;" type="text"/>	1 Yes 2 No 3 No Req. Endorsements
---	---

This space is used to identify if the driver license issued to the vehicle driver required any other special endorsements for the type of vehicle being operated.

- Enter a 1 in the space provided if the driver license presented requires endorsement. For example, the driver is operating a motorcycle and is authorized to operate a motorcycle or transport hazardous materials.
- Enter a 2 in the space provided if the driver license presented does require endorsement. For example, the driver is operating a motorcycle without a motorcycle endorsement or transporting hazardous materials without an endorsement.
- Enter a 3 in the space provided if an endorsement is not required. For example, the driver is operating an automobile for private transportation.

### DRIVERS ACTIONS AT TIME OF CRASH

1 <sup>st</sup> <input style="width: 50px; height: 40px;" type="text"/>	1 No Contributing Action 2 Operated MV in Careless Negligent Manner 3 Failed to Yield Right of Way 4 Improper Backing 6 Improper Turn 10 Followed too Closely 11 Ran Red Light 12 Drove too Fast for Conditions 13 Ran Stop Sign 15 Improper Passing 17 Exceeded Posted Speed 21 Wrong Side or Wrong Way 25 Failed to Keep in Proper Lane	26 Ran off Roadway 27 Disregard other Traffic Sign 28 Disregarded other Road Markings 29 Over-Correcting/ Over Steering 30 Swerved or Avoided: Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc. 31 Operated MV in Erratic, Reckless or Aggressive Manner 77 Other Contributing Action	3 <sup>rd</sup> <input style="width: 50px; height: 40px;" type="text"/>
2 <sup>nd</sup> <input style="width: 50px; height: 40px;" type="text"/>			4 <sup>th</sup> <input style="width: 50px; height: 40px;" type="text"/>

This space is used to identify the actions by the driver that may have contributed to the traffic crash. This data element is based on the judgment of the law enforcement officer investigating the traffic crash and need not match Violations.

- Enter up to four Drivers Actions At Time Of Crash codes in the space provided.

### CONDITION AT TIME OF CRASH

1 Apparently Normal 3 Asleep or Fatigued 5 Ill (sick) or Fainted 6 Seizure, Epilepsy, Blackout 7 Physically Impaired 8 Emotional (depression, Angry, Disturbed, etc.) 9 Under the Influence of Medication/Drugs/Alcohol 77 Other, Explain in Narrative 88 Unknown	<input style="width: 50px; height: 40px;" type="text" value="2"/>
---	---

This space is used to identify any relevant condition of the individual (driver or non-motorist) that is directly related to the traffic crash.

- Enter Condition At Time Of Crash code in the space provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**DRIVER DISTRACTED BY**

<input style="width: 40px; height: 40px;" type="text"/>	1 Not Distracted	5 External Distraction
	2 Electronic Communication Devices (cell phone, etc.)	(outside the vehicle, explain in narrative)
	3 Other Electronic Device (navigation device, DVD player)	6 Texting
	4 Other Inside the Vehicle (explain in narrative)	7 Inattentive
		88 Unknown

This space is used to identify distractions which may have influenced the driver performance. The distractions can be inside the motor vehicle (internal) or outside the motor vehicle (external).

- Enter Driver Distracted By code in the space provided.

**DRIVER VISION OBSTRUCTIONS**

<input style="width: 40px; height: 40px;" type="text"/>	1 Vision not Obscured	7 Signs/Billboards
	2 Inclement Weather	8 Fog
	3 Parked/ Stopped Vehicle	9 Smoke
	4 Trees/ Crops/ Bushes	10 Glare
	5 Load on Vehicle	77 All Other, Explain In Narrative
	6 Building/Fixed Objects	

This classification is used to identify if the driver’s or non-motorist’s vision was obstructed prior to the traffic crash.

- Enter the driver vision obstructions code in the space provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.



## Driver or Passenger

### MOTOR VEHICLE SEATING LOCATION

SEAT	ROW	OTHER	LOCATION: (LOC)	SEAT	ROW	OTHER
1 Left	1 Front	1 Not Applicable	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 5px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 5px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 5px;"></div> </div>	<input style="width: 100%; height: 100%;" type="text"/>	<input style="width: 100%; height: 100%;" type="text"/>	<input style="width: 100%; height: 100%;" type="text"/>
2 Middle	2 Second	2 Sleeper Section of Truck Cab				
3 Right	3 Third	3 Other Enclosed Cargo Area				
77 Other (explain in Narrative)	4 Fourth	4 Unenclosed Cargo Area				
88 Unknown	77 Other row	5 Trailing Unit				
	88 Unknown	6 Riding on Motor Vehicle Exterior (non- trailing unit)				
		88 Unknown				

This space is used to identify the location for this occupant in, on, or outside of the motor vehicle prior to the first event in the sequence of events.

- Enter the Seat Location code in the space provided.
- Enter the Row location code the space provided.
- If appropriate enter the Other location code in the space provided.

### EJECTION (EJECT)

<input style="width: 40px; height: 40px;" type="text"/>	1 Not Ejected 2 Ejected, Totally 3 Ejected, Partially 4 Not Applicable 88 Unknown
---	---

This space is used to identify an occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of the traffic crash.

- Enter the Ejection code in the space provided.

### HELMET USE (HU)

<input style="width: 40px; height: 40px;" type="text"/>	1 DOT - Compliant Motorcycle Helmet 2 Other Helmet 3 No Helmet
---	---

This space is used to identify the helmet use by a motorcyclist at the time of the traffic crash.

- Enter the Helmet Use code in the space provided.

A motorcycle passenger is considered a motorcyclist.

### Eye Protection (EP)

<input type="checkbox"/>	1 Yes 2 No 3 Not Applicable
--------------------------	-----------------------------------

This space is used to identify if eye protection was used by a motorcyclist.

- Enter the Eye Protection code in the space provided.

### AIR BAG DEPLOYED (ABD)

<input type="checkbox"/>	1 Not Applicable 2 Not Deployed 3 Deployed – Front 4 Deployed - Side 5 Deployed – Other (knee, air belt, etc.)	6 Deployed - Combination 7 Deployed - Curtain 88 Deployment Unknown
--------------------------	---	---

This space is used to identify the deployment status of an air bag relative to the position in the vehicle for this occupant. Please refer to Appendix M.

- Enter the Air Bag Deployed code in the space provided.

### RESTRAINT SYSTEM (RS)

<input type="checkbox"/>	1 Not Applicable (non-motorist) 2 None Used – Motor Vehicle Occupant 3 Shoulder and Lap Belt Used 4 Shoulder Belt only Used 5 Lap Belt Only Used 6 Restraint Used – Type Unknown 7 Child Restraint System – Forward Facing 8 Child Restraint System – Rear Facing 9 Booster Seat 10 Child Restraint type Unknown 77 Other Explain in Narrative
--------------------------	--

This space is used to identify the restraint equipment in use by the occupant at the time of the traffic crash.

- Enter the Restraint System code in the space provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

## Non-Motorist

### NON-MOTORIST DESCRIPTION

<input style="width: 30px; height: 30px;" type="text"/>	1 Pedestrian 2 Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.) 3 Bicyclist 4 Other Cyclist 5 Occupant of Vehicle Not in Transport (parked, etc.) 6 Occupant of Non-Motor Vehicle Transportation Device 7 Unknown Type of Non-Motorist
---	--

This space is used to identify the type non-motorist (non-occupant of vehicle in transport) involved in a traffic crash.

- Enter the Non-Motorist Description code in the space provided.

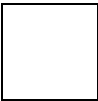
### NON-MOTORIST LOCATION AT TIME OF CRASH

<input style="width: 30px; height: 30px;" type="text"/>	1 Intersection – Marked Crosswalk 2 Intersection – Unmarked Crosswalk 3 Intersection – Other 4 Midblock – Marked Crosswalk 5 Travel Lane – Other Location 6 Bicycle Lane 7 Shoulder/ Roadside	8 Sidewalk 9 Median/ Crossing Island 10 Driveway Access 11 Shared-Use Path or Trail 12 Non-Trafficway Area 77 Other, Explain in Narrative 88 Unknown
---	---	--

This space is used to identify the location of the non-motorist with respect to the roadway at the time of the traffic crash.

- Enter the Non-Motorist Location At Time Of Crash code in the space provided.

**ACTION PRIOR TO CRASH**

	<p>1 Crossing Roadway</p> <p>2 Waiting to Cross Roadway</p> <p>3 Walking/ Cycling Along Roadway with Traffic (in or Adjacent to travel lane)</p> <p>4 Walking/ Cycling Along Roadway Against Traffic (in or adjacent to travel lane)</p> <p>5 Walking/ Cycling on Sidewalk</p> <p>6 In Roadway – Other (working, playing, etc.)</p> <p>7 Adjacent to Roadway (e.g., shoulder, median)</p> <p>8 Going to or from School (K-12)</p> <p>9 Working in Trafficway (incident response)</p> <p>10 None</p> <p>77 Other, Explain in Narrative</p> <p>88 Unknown</p>
---	---

This space is used to identify the action of the non-motorist immediately prior to the traffic crash.

- Enter Action Prior To Crash code in the space provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**SAFETY EQUIPMENT**

<p>1 None</p> <p>2 Helmet</p> <p>3 Protective Pads Used (elbows, knees, shins, etc.)</p> <p>4 Reflective Clothing (jacket, Backpack, etc.)</p>	<p>5 Lighting</p> <p>6 Not Applicable</p> <p>77 Other, Explain in Narrative</p> <p>88 Unknown</p>	<div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center; margin-bottom: 10px;"> <span style="font-size: 24px; font-weight: bold;">2</span> </div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>
--	---	---

This space is used to identify the safety equipment(s) used by the non-motorist.

- Enter up to two Safety Equipment codes in the space(s) provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

## NON-MOTORIST ACTIONS/CIRCUMSTANCES

<input type="checkbox"/>	1 No Improper Action 2 Dart/ Dash 3 Failure to Yield Right- of- Way 4 Failure to Obey Traffic Signs, Signals or Officer	8 Inattentive (talking, eating, etc.) 9 Not Visible (dark clothing, no lighting, etc.) 10 Improper Turn/ Merge 11 Improper Passing 12 Wrong-Way Riding or Walking
<input type="checkbox"/>	5 In Roadway Improperly (standing, lying, working, playing) 6 Disabled Vehicle Related (working On, pushing, leaving/ approaching) 7 Entering/ Exiting Parked/ Standing Vehicle	77 Other, Explain in Narrative 88 Unknown

This space is used to identify the actions/circumstances of the non-motorist that may have contributed to the traffic crash. This data element is based on the judgment of the law enforcement officer investigating the traffic crash.

- Enter up to two Non-Motorist Actions/Circumstances codes in the space(s) provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

## Alcohol/ Drugs/ EMS

### SUSPECTED ALCOHOL USE:

1 No 2 Yes 88 Unknown	<input style="width: 50px; height: 50px;" type="text" value="2"/>
-----------------------------	---

This classification is used to identify a driver or non-motorist involved in the traffic crash suspected by law enforcement to have used alcohol.

- Enter the Suspected Alcohol Use code in the space provided.

### ALCOHOL TESTED:

1 Test Not Given 2 Test Refused 3 Test Given 88 Unknown, if Tested	<input style="width: 50px; height: 50px;" type="text" value="2"/>
---	---

This classification is used to indicate the presence of alcohol by test.

- Enter the Alcohol Tested code in the space provided.

**ALCOHOL TEST TYPE:**

1 Blood 2 Breath 3 Urine 77 Other, Explain In Narrative	<b>2</b>
---	----------

This classification is used to indicate the presence of alcohol by test type.

- Enter the Alcohol Test Type code in the space provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**ALCOHOL TEST RESULT:**

1 Pending 2 Completed 88 Unknown	<b>2</b>
--	----------

This classification is used to indicate the presence of alcohol by test result.

- Enter the Alcohol Test Result code in the space provided.

**BAC**

--

This space is used to identify the results of any test a law enforcement officer required to determine if a person involved in a traffic crash is under the influence of alcohol.

- Enter the alcohol test results in the space provided.
- If not applicable, leave blank.
- Use the Florida Traffic Crash Update Report, HSMV 90010S, to report the results when they are known. **Results must be listed in this space** not explained in the narrative.

**SUSPECTED DRUG USE:**

1 No 2 Yes 88 Unknown	<b>2</b>
-----------------------------	----------

This classification is used to identify a driver or non-motorist involved in the traffic crash suspected by law enforcement to have used drugs.

- Enter the Suspected Drug Use code in the space provided.

**DRUG TESTED:**

1 Test Not Given 2 Test Refused 3 Test Given 88 Unknown, if Tested	<b>2</b>
---	----------

This classification is used to indicate the presence of drugs by test.

- Enter the Drug Tested code in the space provided.

Excludes drugs administered post-crash.

**DRUG TEST TYPE:**

1 Blood 3 Urine 77 Other, Explain In Narrative	<b>3</b>
---	----------

This classification is used to indicate the presence of drugs by test type.

- Enter the Drug Test Type code in the space provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

Excludes drugs administered post-crash.

**DRUG TEST RESULT:**

1 Positive 2 Negative Pending 88 Unknown	<b>2</b>
---	----------

This classification is used to indicate the presence of drugs by test result.

- Enter the Drug Test Result code in the space provided.

Excludes drugs administered post-crash.

**SOURCE OF TRANSPORTATION TO MEDICAL FACILITY**

1 Not Transported 2 EMS    3 Law Enforcement 77 Other, Explain in Narrative    88 Unknown	<b>2</b>
---	----------

This classification is used to identify the type and identity of the unit providing transport to the medical facility receiving the patient.

- Enter the Source Of Transportation To Medical Facility code in the space provided.
- If code 77 is used, a separate notation must be made in the Narrative to explain. This notation must be listed separately below the last sentence of the narrative section.

**EMS AGENCY NAME OR ID**

EMS AGENCY NAME OR ID <b>Leon County EMS</b>
---

This space is used to identify the name of the agency that transported the injured drivers, non-motorist, or passengers to a medical facility or hospital.

- Enter the complete name or ID of the agency.
- Enter “N/A” if the injured parties refused transport to a medical facility or hospital.

**EMS RUN NUMBER**

EMS RUN NUMBER
----------------

This space is used to identify the EMS call number or incident number.

- Enter the EMS Run Number related to this crash.



## MEDICAL FACILITY TRANSPORTED TO

MEDICAL FACILITY TRANSPORTED TO <b>YXZ Memorial Hospital</b>
---

This space is used to identify the name of the hospital or facility that received the injured drivers, non-motorist, or passengers.

- Enter the complete name of the hospital or facility.
- If emergency medical personnel (EMS) responded to the traffic crash scene to provide first aid to the injured parties but the parties refused to go to a medical facility with EMS, then enter “Refused transport” in the space provided.

# Narrative

## HSMV 90010S

This report is used to describe the traffic crash scene. It is always used in conjunction with the Florida Traffic Crash Report, Long Form, HSMV 90010S. The investigating agency report number and the eight digit HSMV crash report number must be identical to all other report pages.

### NARRATIVE

(NARRATIVE)
<b>Vehicle #1 was traveling south on State Road 263 (Capital Circle) directly behind Vehicle #2. Vehicle #2 driver slowed due to traffic slowing ahead. Vehicle #1 driver observed Vehicle #2 slowing and took evasive action by braking and skidding approximately 26 feet. As a result, the front of Vehicle #1 collided with the rear of Vehicle #2. Upon my arrival, both vehicles were at final rest on the west shoulder of State Road 263 facing south.</b>

Describe what happened prior to, at, and post collision for each vehicle, drivers and non-motorist in a chronological sequence of events. Ensure that the correct section number is used when referring to specific vehicles, drivers or non-motorist. If additional space is needed use an additional narrative page.

### REPORTING OFFICER

ID/BADGE NUMBER 123/567	RANK & NAME	DEPARTMENT Polk	FHP <input type="checkbox"/>	SO <input checked="" type="checkbox"/>	PD <input type="checkbox"/>	OTHER <input type="checkbox"/>
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This space is used to identify you as the investigator and your agency as the investigating law enforcement agency.

- Enter your ID or badge number.
- Enter your rank and name in the space provided.
- Enter the complete name of your department and place an X in the correct box.

# **DIAGRAM**

## **HSMV 90010S**

This space is used to draw the traffic crash scene. The diagram should be prepared based on the standard operating procedures of the submitting agency. However, at a minimum, the following information must be documented:

- Location of traffic crash (road names).
- Roadway width of each lane and roadway markings.
- North directional arrow being placed upward or to the right when looking at the page.
- Any physical evidence on the roadway (skid marks, ruts, holes, standing water, etc.).
- Each vehicle's position prior to, at, and post crash. This would include where the vehicle was located at final rest upon the officer's arrival on the scene even if the vehicle was moved.

# FLORIDA TRAFFIC CRASH FORM

## UPDATE HSMV 90010S

### Update

This report is used to update or upgrade information previously recorded on a Florida Traffic Crash Report. When completing this section, it is important to remember that code entries must correspond to the vehicle, driver or non-motorist section they are intended to represent and must be entered in the appropriate field(s) that are being updated. Also, all open investigations must be updated every 30 days until the investigation is closed.

Refer to the procedures for entering data on the Long Form, Narrative/ Diagram when completing this form.

#### UPDATE

#### FLORIDA TRAFFIC CRASH REPORT

**LONG FORM**  **SHORT FORM**  **UPDATE**

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES  
TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING  
TALLAHASSEE, FL 32399-0537

Provide the following information when this form is used to update a vehicle, driver or non-motorist section. Only the updated information and data to link the Update report with the Long Form and Narrative/Diagram are required.

- Enter an X in the box marked "Update."
- Enter the date of the crash. The date should be identical to the date of the traffic crash on the Florida Traffic Crash Report, Long Form, HSMV 90010S, unless the date of the traffic crash is being corrected.
- Enter the county/city code. The code should be identical to county/city codes on the Florida Traffic Crash Report, Long Form, HSMV 90010S, unless the county/city code is being corrected.

- Enter the investigating agency report number. The number must be identical to the investigating agency report or file number on the Florida Traffic Crash Report, Long Form, HSMV 90010S, and Narrative/Diagram pages.
- Enter the eight digit, pre-printed HSMV Crash Report Number. The number must be identical to the pre-printed HSMV Crash report number on the Florida Traffic Crash Report, Long Form, HSMV 90010S, and Narrative/Diagram pages.
- Enter the vehicle or pedestrian section number that you intend to update.
- Enter the updated information. For example, alcohol/drug test results from .000 to .010. Any information that is not updated should be left blank.
- Enter rank, name, and signature of officer.
- Enter your ID or badge number.
- Enter the complete name of your department and place and X in the appropriate box.
- Enter the page numbers starting with next number in sequence from the Long Form. For instance, if the originally submitted long form report was 7 pages, the update would begin with page 8. Each time a report is updated, the sequence of the page numbers must be continued in the proper chronological order.

# FLORIDA TRAFFIC CRASH REPORT

## **DRIVER REPORT OF TRAFFIC CRASH DRIVER EXCHANGE OF INFORMATION**

HSMV 90006

This form is used **ONLY** as a Driver Report of Traffic Crash, or Driver Exchange of Information form. Time and location data, and the vehicle and pedestrian sections should be completed based on the information requested for each field. This form is used to exchange driver information between the parties involved in a traffic crash.

If the officer decides not to report the crash, then the driver(s) must complete the form and send a copy to the department.

- The officer should remove Sheet 1 and place an X in the box at the top that identifies the report as a Driver Report of Traffic Crash.
- Place an X in the box at the bottom of Sheet 1 that states, “You must read and comply with the instructions on the back of this page.”

Use this form as a driver exchange of information when a HSMV 90010S form is completed. If this form is not used as a driver exchange, then the officer must provide each driver and/or non-motorist with the other party’s driver and vehicle information. Also, this form may be used as a driver exchange of information form when a HSMV 90010S is completed and designated as either a Long Form or a Short Form.

# Glossary

**\*\* These definitions are per Florida State Statute 316.003. \*\***

**AUTHORIZED EMERGENCY VEHICLES**--Vehicles of the fire department (fire patrol), police vehicles, and such ambulances and emergency vehicles of municipal departments, public service corporations operated by private corporations, the Department of Environmental Protection, the Department of Health, and the Department of Transportation as are designated or authorized by their respective department or the chief of police of an incorporated city or any sheriff of any of the various counties

**BICYCLE**--Every vehicle propelled solely by human power, and every motorized bicycle propelled by a combination of human power and an electric helper motor capable of propelling the vehicle at a speed of not more than 20 miles per hour on level ground upon which any person may ride, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include such a vehicle with a seat height of no more than 25 inches from the ground when the seat is adjusted to its highest position or a scooter or similar device. No person under the age of 16 may operate or ride upon a motorized bicycle.

**BICYCLE PATH**--Any road, path, or way that is open to bicycle travel, which road, path, or way is physically separated from motorized vehicular traffic by an open space or by a barrier and is located either within the highway right-of-way or within an independent right-of-way.

**BUS**--Any motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons and any motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

**BUSINESS DISTRICT**--The territory contiguous to, and including, a highway when 50 percent or more of the frontage thereon, for a distance of 300 feet or more, is occupied by buildings in use for business.

**COMMERCIAL MOTOR VEHICLE** --Any self-propelled or towed vehicle used on the public highways in commerce to transport passengers or cargo, if such vehicle:

- (a) Has a gross vehicle weight rating of 10,000 pounds or more;
- (b) Is designed to transport more than 15 passengers, including the driver; or
- (c) Is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act, as amended (49 U.S.C. ss. 1801 et seq.).

**CROSSWALK**--

- (a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway.
- (b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

**DAYTIME**--The period from a half hour before sunrise to a half hour after sunset. Nighttime means at any other hour.

**DEPARTMENT**--The Department of Highway Safety and Motor Vehicles as defined in s. [20.24](#). Any reference herein to Department of Transportation shall be construed as referring to the Department of Transportation, defined in s. [20.23](#), or the appropriate division thereof.

**DRIVER**--Any person who drives or is in actual physical control of a vehicle on a highway or who is exercising control of a vehicle or steering a vehicle being towed by a motor vehicle.

**ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE**--Any self-balancing, two-nontandem-wheeled device, designed to transport only one person, with an electric propulsion system with average power of 750 watts (1 horsepower), the maximum speed of which, on a paved level surface when powered solely by such a propulsion system while being ridden by an operator who weighs 170 pounds, is less than 20 miles per hour. Electric personal assistive mobility devices are not vehicles as defined in this section.

**FARM TRACTOR**--Any motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines, and other implements of husbandry.

**GOLF CART**--A motor vehicle designed and manufactured for operation on a golf course for sporting or recreational purposes.

**HAZARDOUS MATERIAL** --Any substance or material which has been determined by the secretary of the United States Department of Transportation to be capable of imposing an unreasonable risk to health, safety, and property. This term includes hazardous waste as defined in s. [403.703](#)(21).

**INTERSECTION** --

(a) The area embraced within the prolongation or connection of the lateral curblines; or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles; or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

(b) Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of such highways shall be regarded as a separate intersection.

**LANED HIGHWAY**--A highway the roadway of which is divided into two or more clearly marked lanes for vehicular traffic.

**LIMITED ACCESS FACILITY**--A street or highway especially designed for through traffic and over, from, or to which owners or occupants of abutting land or other persons have no right or easement, or only a limited right or easement, of access, light, air, or view by reason of the fact that their property abuts upon such limited access facility or for any other reason. Such highways or



streets may be parkways from which trucks, buses, and other commercial vehicles are excluded; or they may be freeways open to use by all customary forms of street and highway traffic.

**MOPED**--Any vehicle with pedals to permit propulsion by human power, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels; with a motor rated not in excess of 2 brake horsepower and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground; and with a power-drive system that functions directly or automatically without clutching or shifting gears by the operator after the drive system is engaged. If an internal combustion engine is used, the displacement may not exceed 50 cubic centimeters.

**MOTOR VEHICLE**--Any self-propelled vehicle not operated upon rails or guideway, but not including any bicycle, motorized scooter, electric personal assistive mobility device, or moped.

**MOTORCYCLE**--Any motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor or a moped.

**MOTORIZED SCOOTER**--Any vehicle not having a seat or saddle for the use of the rider, designed to travel on not more than three wheels, and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground.

**NONPUBLIC SECTOR BUS**--Any bus which is used for the transportation of persons for compensation and which is not owned, leased, operated, or controlled by a municipal, county, or state government or a governmentally owned or managed nonprofit corporation.

**OFFICIAL TRAFFIC CONTROL DEVICES**--All signs, signals, markings, and devices, not inconsistent with this chapter, placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating, warning, or guiding traffic.

**OFFICIAL TRAFFIC CONTROL SIGNAL**--Any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

**OPERATOR**--Any person who is in actual physical control of a motor vehicle upon the highway, or who is exercising control over or steering a vehicle being towed by a motor vehicle.

**OWNER**--A person who holds the legal title of a vehicle, or, in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee, or lessee, or mortgagor shall be deemed the owner, for the purposes of this chapter.

**PARK OR PARKING** --The standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers as may be permitted by law under this chapter.

**PEDESTRIAN**--Any person afoot.

**PERSON**--Any natural person, firm, co-partnership, association, or corporation.

**POLE TRAILER**--Any vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads such as poles, pipes, or structural members capable, generally, of sustaining themselves as beams between the supporting connections.

**POLICE OFFICER**--Any officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations, including Florida highway patrol officers, sheriffs, deputy sheriffs, and municipal police officers.

**PRIVATE ROAD OR DRIVEWAY**--Except as otherwise provided in paragraph (53)(b), any privately owned way or place used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

**RAILROAD SIGN OR SIGNAL**--Any sign, signal, or device erected by authority of a public body or official, or by a railroad, and intended to give notice of the presence of railroad tracks or the approach of a railroad train.

**RESIDENCE DISTRICT**--The territory contiguous to, and including, a highway, not comprising a business district, when the property on such highway, for a distance of 300 feet or more, is, in the main, improved with residences or residences and buildings in use for business.

**RIGHT-OF-WAY**--The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed, and proximity as to give rise to danger of collision unless one grants precedence to the other.

**ROAD TRACTOR**--Any motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon, either independently or as any part of the weight of a vehicle or load so drawn.

**ROADWAY**--That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways, the term "roadway" as used herein refers to any such roadway separately, but not to all such roadways collectively.

**SADDLE MOUNT**--An arrangement whereby the front wheels of one vehicle rest in a secured position upon another vehicle. All of the wheels of the towing vehicle are upon the ground and only the rear wheels of the towed vehicle rest upon the ground.

**SAFETY ZONE**--The area or space officially set apart within a roadway for the exclusive use of pedestrians and protected or so marked by adequate signs or authorized pavement markings as to be plainly visible at all times while set apart as a safety zone.

**SCHOOL BUS**--Any motor vehicle that complies with the color and identification requirements of chapter 1006 and is used to transport children to or from public or private school or in connection with school activities, but not including buses operated by common carriers in urban transportation of school children. The term "school" includes all preelementary, elementary, secondary, and postsecondary schools.

**SEMITRAILER**--Any vehicle with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon, or is carried by, another vehicle.

**SIDEWALK**--That portion of a street between the curblines, or the lateral lines, of a roadway and the adjacent property lines, intended for use by pedestrians.

**SPECIAL MOBILE EQUIPMENT**--Any vehicle not designed or used primarily for the transportation of persons or property and only incidentally operated or moved over a highway, including, but not limited to, ditchdigging apparatus, well-boring apparatus, and road construction and maintenance machinery, such as asphalt spreaders, bituminous mixers, bucket loaders, tractors other than truck tractors, ditchers, leveling graders, finishing machines, motor graders, road rollers, scarifiers, earthmoving carryalls and scrapers, power shovels and draglines, and self-propelled cranes and earthmoving equipment. The term does not include house trailers, dump trucks, truck-mounted transit mixers, cranes or shovels, or other vehicles designed for the transportation of persons or property to which machinery has been attached.

**STAND OR STANDING**--The halting of a vehicle, whether occupied or not, otherwise than temporarily, for the purpose of, and while actually engaged in, receiving or discharging passengers, as may be permitted by law under this chapter.

**STATE ROAD**--Any highway designated as a state-maintained road by the Department of Transportation.

**STOP**--When required, complete cessation from movement.

**STOP OR STOPPING**--When prohibited, any halting, even momentarily, of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or to comply with the directions of a law enforcement officer or traffic control sign or signal.

**STRAIGHT TRUCK**--Any truck on which the cargo unit and the motive power unit are located on the same frame so as to form a single, rigid unit.

**STREET OR HIGHWAY**--

- (a) The entire width between the boundary lines of every way or place of whatever nature when any part thereof is open to the use of the public for purposes of vehicular traffic;
- (b) The entire width between the boundary lines of any privately owned way or place used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons, or any limited access road owned or controlled by a special district, whenever, by written agreement entered into under s. [316.006\(2\)\(b\)](#) or [\(3\)\(b\)](#), a county or municipality exercises traffic control jurisdiction over said way or place;

(c) Any area, such as a runway, taxiway, ramp, clear zone, or parking lot, within the boundary of any airport owned by the state, a county, a municipality, or a political subdivision, which area is used for vehicular traffic but which is not open for vehicular operation by the general public; or

(d) Any way or place used for vehicular traffic on a controlled access basis within a mobile home park recreation district which has been created under s. [418.30](#) and the recreational facilities of which district are open to the general public.

**TANDEM AXLE**--Any two axles whose centers are more than 40 inches but not more than 96 inches apart and are individually attached to or articulated from, or both, a common attachment to the vehicle, including a connecting mechanism designed to equalize the load between axles.

**TANDEM TRAILER TRUCK**--Any combination of a truck tractor, semitrailer, and trailer coupled together so as to operate as a complete unit.

**TANDEM TRAILER TRUCK HIGHWAY NETWORK**--A highway network consisting primarily of four or more lanes, including all interstate highways; highways designated by the United States Department of Transportation as elements of the National Network; and any street or highway designated by the Florida Department of Transportation for use by tandem trailer trucks, in accordance with s. [316.515](#), except roads on which truck traffic was specifically prohibited on January 6, 1983.

**THROUGH HIGHWAY**--Any highway or portion thereof on which vehicular traffic is given the right-of-way and at the entrances to which vehicular traffic from intersecting highways is required to yield right-of-way to vehicles on such through highway in obedience to either a stop sign or yield sign, or otherwise in obedience to law.

**TRAFFIC**--Pedestrians, ridden or herded animals, and vehicles, streetcars, and other conveyances either singly or together while using any street or highway for purposes of travel.

**TRAILER**--Any vehicle with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle.

**TRUCK** --Any motor vehicle designed, used, or maintained primarily for the transportation of property.

**TRUCK TRACTOR** --Any motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

**VEHICLE** --Every device, in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks.

**WORK ZONE AREA** --The area and its approaches on any state-maintained highway, county-maintained highway, or municipal street where construction, repair, maintenance, or other street-related or highway-related work is being performed or where one or more lanes is closed to traffic.

# Other Useful Terms

**\*\* These terms are per the National Highway Traffic Safety Administration \*\***

**AIR BAG DEPLOYED** -- Deployment status of an air bag relative to position of the occupant.

**ALCOHOL** -- The percent of alcohol concentration.

**ALCOHOL/DRUG INVOLVEMENT** -- Investigating police officer's assessment of whether alcohol or drug use was suspected or demonstrated to be present by test for any vehicle driver or non-motorist in the crash.

**ALCOHOL/DRUG SUSPECTED** -- Investigating police officer's assessment of whether alcohol or drugs were used by the vehicle driver or non-motorist.

**ANGLE - MANNER OF IMPACT** -- A crash where two vehicles impact at an angle. For example, the left front of one vehicle impacts the side of another vehicle.

**ANIMAL** -- Creatures which have the capacity for movement and motor response to stimulation but are not human beings.

**APPROACHING OR LEAVING VEHICLE** -- Physical movement in the direction of or in the direction away from the vehicle.

**AT INTERSECTION BUT NO CROSSWALK** -- At an area which contains a crossing or connection of two or more roadways not classified as a driveway access but without the street crossing distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

**AUTO TRANSPORTER** -- A single-unit truck, truck/trailer, or tractor/semi-trailer having a cargo body specifically designed to transport other motor vehicles.

**BACKING** -- A start from a parked or stopped position in the direction of the rear of the vehicle.

**BARRIER** -- A device which provides a physical limitation through which a vehicle would not normally pass and is designed to contain or redirect an errant vehicle.

**BRIDGE** -- A structure, including supports, carrying a roadway, railroad, etc. over an obstruction such as water, a railway, or another roadway, having an opening of 20 feet or more measured along the center of the structure.

**BRIDGE - OVERHEAD STRUCTURE** -- Any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck.

**BRIDGE - PIER OR ABUTMENT** -- A bridge pier is a support for a bridge structure other than at the ends. A bridge abutment is the end support for a bridge.

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

**CARGO BODY TYPE** -- Coded for buses and trucks over 10,000 pounds GVWR.

**CARGO/LOSS OR SHIFT** -- The release of the goods being transported from the cargo compartment of the truck, or the change in the position of the goods within the cargo compartment.

**CARGO RELEASED** -- The goods being transported by truck spilled out of the vehicle cargo compartment.

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

**CARRIER IDENTIFICATION NUMBER** -- A unique number, found on the power unit, and assigned by the U.S. Department of Transportation, Interstate Commerce Commission, or by the state to a motor carrier.

**CARRIER NAME** -- The name of an individual, partnership, or corporation responsible for the transportation of persons or property.

**CARRIER NAME SOURCE** -- Where the name of the motor carrier was noted, be it the power unit of the truck, the trailer, the shipping papers, or other documents.

**CARRIER STREET ADDRESS** -- The street address of the carrier.

**CHANGING LANES** -- A vehicle shift from one traffic lane to another traffic lane moving in the same direction.

**CHILD SAFETY SEAT USED** -- Child passenger was seated in a child safety seat. This does not imply correct use or placement of the child safety seat.

**CITED** -- Receipt of a motor vehicle citation for actions as a result of a motor vehicle crash.

**CLEAR** -- Free from clouds, fog, smoke.

**CLOUDY** -- Overcast with clouds. (Cloud - a visible mass of particles of water or ice in the form of fog, mist, or haze suspended usually at a considerable height in the air.)

**COLLISION** -- A vehicle crash in which the first harmful event is a collision of a vehicle in transport with another vehicle, other property, animal or pedestrian.

**COLLISION WITH FIXED OBJECT** -- A collision crash in which the first harmful event is the striking of a fixed object by a vehicle in transport.

**COLLISION WITH OBJECT NOT FIXED** -- A collision crash in which the first harmful event is the striking by a vehicle in transport of an object that is not fixed.

**CONCRETE MIXER** -- A single-unit truck with a body specifically designed to mix or agitate concrete.

**CONSTRUCTION ZONE** -- See Work Zone.

**CONTRIBUTING CIRCUMSTANCES, DRIVER** -- The actions of the driver which may have contributed to the crash.

**CONTRIBUTING CIRCUMSTANCES, ENVIRONMENT** -- Apparent environmental conditions which contributed to the crash.

**CONTRIBUTING CIRCUMSTANCES, NON-MOTORIST** -- The actions of the non-motorist which may have contributed to the crash.

**CONTRIBUTING CIRCUMSTANCES, ROAD** -- Apparent condition of the road which contributed to the crash.

**CRASH CITY/PLACE** -- The city/place in which the crash occurred.

**CRASH COUNTY** -- The county in which the crash occurred.

**CRASH DATE AND TIME** -- The date (year, month, and day) and time (hour and minute) at which the crash occurred.

**CRASH ROADWAY LOCATION** -- Exact location on the roadway indicating where the crash occurred.

**CRASH SEVERITY** -- The severity of a crash based on the most severe injury to any person involved in the crash.

**CROSSOVER** -- Area in the median of a divided roadway where vehicles are permitted to travel cross the opposing lanes of traffic or do a U-turn.

**CULVERT** -- An enclosed structure providing free passage of water under a roadway with a clear opening of 20 feet or less measured along the center of the roadway.

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

**DARK - LIGHTED ROADWAY** -- It is dark but the roadway is lighted by lights designed and installed to illuminate the roadway. This is not lighting from store front, house lamps, etc.

**DARK - ROADWAY NOT LIGHTED** -- It is dark and the roadway is not lighted by lights designed and installed to illuminate the roadway.

**DARK - UNKNOWN ROADWAY LIGHTING** -- It is dark and it is unknown if the roadway was lighted by lights designed and installed to illuminate the roadway.

**DART OUT** -- Pedestrian enters street quickly and is struck by or walks or runs into a moving vehicle.

**DATE AND TIME CRASH REPORTED TO POLICE AGENCY** -- The date and time at which the call was placed notifying the police agency about the crash.

**DATE OF BIRTH** --Year, month, and day of birth of person involved in crash.

**DAWN** -- The first appearance of light in the morning.

**DAYLIGHT** -- The light of day.

**DEBRIS** -- The remains of something broken or destroyed.

**DEPLOYED AIR BAG-DRIVER** -- Driver air bag out of its cover and protruding into driver compartment. Bag is fully or partially deflated or inflated.

**DEPLOYED AIR BAG-FRONT SEAT PASSENGER** -- Front seat passenger air bag out of its cover and protruding into front seat passenger compartment. Bag is fully or partially deflated or inflated.

**DEPLOYED SIDE AIR BAG** -- Air bag on side of vehicle is out of its cover and protruding into occupant compartment. Bag is fully or partially deflated or inflated.

**DEPLOYMENT OF AIR BAG** -- Air bag out of its cover and protruding into occupant compartment. Bag is fully or partially deflated or inflated.

**DEPLOYMENT OF AIR BAG UNKNOWN** -- Not known if air bag is out of its cover and protruding into occupant compartment.

**DIRECTION OF TRAVEL BEFORE CRASH** -- The direction of a vehicle's normal, general travel on the roadway before the crash. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

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



**DISREGARDED TRAFFIC SIGNS, SIGNALS, ROAD MARKINGS** -- Driver failed to comply with the instructions directed by traffic signs, signals, or road markings.

**DITCH** -- Channel dug into the ground.

**DOWNHILL RUNAWAY** -- A motor vehicle that is moving down a hill without the ability to stop.

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

**DRIVER CONDITION** -- The condition of the driver which may have contributed to the crash.

**DRIVER DISTRACTED** -- Determination that occupant who is in actual physical control of a vehicle had his/her attention diverted from driving.

**DRIVER LICENSE CLASS** -- The type of commercial or noncommercial vehicle that a licensed driver has been examined on and/or approved to operate.

**DRIVER LICENSE NUMBER** -- A unique number assigned by the authorizing agent issuing a driver license to the individual.

**DRIVER LICENSE RESTRICTIONS** -- Restrictions assigned to an individual's driver license by the license examiner.

**DRIVER LICENSE STATE/PROVINCE** -- The geographic or political entity issuing a driver license.

**DRIVER LICENSE STATUS** -- The current status of an individual's driver license.

**DRIVER NAME** -- The full name of the individual driver.

**DRIVEWAY** -- A roadway providing access to property adjacent to a trafficway.

**DRIVEWAY ACCESS CROSSWALK** -- Crosswalk on roadway providing access to property adjacent to a trafficway.

**DRIVING TOO FAST FOR CONDITIONS** -- Traveling at a speed that was unsafe for the road, weather, traffic or other environmental conditions at the time.

**DRUGS** -- Indication of the presence of drugs through drug testing.

**DRY** -- Free from water or liquid.

**DUMP TRUCK** -- A truck which can be tilted or otherwise manipulated to discharge its load by gravity.

**DUSK** -- The darker part of twilight at night.

**EJECTION** -- The location of each occupant's body as being completely or partially thrown from the vehicle as a result of a crash.

**EMBANKMENT** -- A structure of soil or rock above the original ground upon which a structure is constructed.

**EMERGENCY USE** -- Indicates vehicles, such as military, police, ambulance, fire, etc., which are on an emergency response. Emergency refers to a vehicle that is traveling with physical emergency signals in use, siren sounding, etc.

**ENTERING OR CROSSING SPECIFIED LOCATION** -- Non-occupant went into or crossed over a specific identified area that either was or was not part of the trafficway or roadway.

**ENTERING TRAFFIC LANE** -- Physical presence in trafficway.

**EXCEEDED AUTHORIZED SPEED LIMIT** -- Driver was operating vehicle faster than posted speed limit at time of crash.

**FAILURE TO KEEP IN PROPER LANE OR RUNNING OFF ROAD** -- Driver did not maintain position in appropriate travel lane or moved off that part of a trafficway which includes both the roadway and any shoulder alongside the roadway.

**FAILURE TO OBEY TRAFFIC SIGNS, SIGNALS, OR OFFICER** -- Non-motorist did not comply with the instructions directed by traffic signs, signals, or a police officer at the scene.

**FAILED TO YIELD RIGHT OF WAY** -- Driver did not give way to another vehicle or non-occupant as required.

**FATAL INJURY** -- Any injury that results in death within a 30 day period after the crash occurred.

**FIRE/EXPLOSION** -- Fire/explosion which was the cause or product of the crash.

**FIRST EVENT** -- Occurrence which was the first thing that happened to the vehicle, relevant to the crash.

**FIRST HARMFUL EVENT** -- The injury or damage producing event which characterizes the crash type and identifies the nature of the first harmful event.

**FLATBED** -- A single-unit truck, truck/trailer, or tractor/semi-trailer whose body is without sides or roof, with or without readily removable stakes which may be tied together with chains, slats, or panels.

**FOG, SMOG, SMOKE** -- Fog - a vapor condensed to fine particles of water suspended in the lower atmosphere that differs from cloud only in being near the ground. Smog - a fog made heavier

and darker by smoke and chemical fumes. Smoke - the suspension of solid particles of combustion in the atmosphere.

**FOLLOWED TOO CLOSELY** -- Driver was positioned too near another vehicle or non-occupant to permit safe response to any change in movement or behavior of the other vehicle or non-occupant.

**FRONT SEAT - LEFT SIDE** -- Driver seat for motor vehicle or motorcycle.

**FRONT SEAT - RIGHT SIDE** -- Passenger seat to right of driver and next to the door.

**FRONT SEAT - MIDDLE** -- Passenger seat between driver and right seat passenger.

**FUNCTIONAL DAMAGE** -- Damage which is not disabling, but affects operation of the vehicle or its parts.

**GLARE** -- A harsh uncomfortably bright light.

**GRADE** -- The inclination of a roadway, expressed in the rate of rise or fall in feet per 100 feet of horizontal distance.

**GRAIN/CHIPS/GRAVEL TRUCK** -- Truck with closed sides and bottom to carry grain, chips, gravel, etc.

**GROSS VEHICLE WEIGHT RATING OF POWER UNIT** -- A gross vehicle weight rating (GVWR) is a value specified by the manufacturer for the power unit of a motor vehicle.

**GUARDRAIL** -- A longitudinal barrier consisting of posts and rails or cables.

**HAZARDOUS MATERIALS** -- Any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designed under regulations of the US DOT.

**HAZARDOUS MATERIALS PLACARD (CARGO ONLY)** -- A diamond shaped sign that must be affixed to any motor vehicle that carries hazardous materials usually contains a four digit number in the middle of the placard and a one digit number at the bottom that indicate the hazard class and specific material being carried.

**HAZARDOUS MATERIALS RELEASED INVOLVEMENT (CARGO ONLY)** -- Indication whether hazardous materials were released from the cargo compartment.

**HEAD-ON - MANNER OF IMPACT** -- A crash where the front end of two vehicles impact.

**HELMET USED** -- Safety helmet was worn by non-motorist or driver.

**HIGHWAY, STREET OR ROAD** -- A general term denoting a public way for purpose of vehicular travel, including the entire area within the right-of-way.

**HIGHWAY TRAFFIC SIGN POST** -- A pole, post, or structure constructed to support a highway sign intended to guide, regulate, or inform highway users.

**HOLES** -- An opening in the road.

**IMPACT ATTENUATOR/CRASH CUSHION** -- A barrier at a spot location, less than 25 feet, designed to prevent an errant vehicle from impacting a fixed object hazard by gradually decelerating the vehicle to a safe stop or by redirecting the vehicle away from the hazard.

**IMPROPER ACTION** -- Action contrary to motor vehicle rules.

**IMPROPER CROSSING** -- Crossing a trafficway against the rules.

**IN ROADWAY** -- Physically located in that part of trafficway designed, improved, and ordinarily used for motor vehicle travel.

**INJURY DESCRIPTION** -- Type of injury.

**INTERSECTION TYPE** -- The type of intersection at which two or more roadways intersect at the same level.

**JACKKNIFE** -- An event involving a truck pulling a semi-trailer or semi-trailers and trailers where the trailing unit(s) and the pulling vehicle rotate with respect to each other.

**LANE** -- A strip of roadway used for a single line of vehicles.

**LANE LINE** -- A pavement marking used to separate traffic traveling in the same direction. Lane lines are normally 4 to 6 inches wide.

**LAP BELT ONLY USED** -- Use of or presence of only a lap safety belt either because vehicle is equipped only with lap belt or because shoulder belt is not in use.

**LIGHT TRUCK WITH ONLY FOUR TIRES** -- Trucks (van, mini-van, panel, pickup, sport utility) of 10,000 pounds gross vehicle weight rating or less.

**LIGHTING** -- Non-motorist use of lights on his/her person or on a vehicle not in transport or transport vehicles other than motor vehicle as safety equipment.

**LOGBOOK** -- A document carried in the truck cab or bus in which commercial motor vehicle drivers must enter their record of duty status for each 24 hour period using methods proscribed by the US DOT.

**LYING/ILLEGALLY IN ROADWAY** -- Person physically located in that part of trafficway designed, improved, and ordinarily used for motor vehicle travel.

**MADE IMPROPER TURN** -- Driver turned vehicle incorrectly or not suitably to the circumstances.

**MAINTENANCE ZONE** -- See Work Zone.

**MARKED CROSSWALK AT INTERSECTION** -- That portion of the roadway at the intersection that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

**MEDIAN** -- The portion of a divided highway separating the traveled way for traffic in opposing directions.

**MOST HARMFUL EVENT FOR THIS VEHICLE** -- Event which produced the most severe injury or greatest property damage for this vehicle.

**MOTOR HOME** -- A van where a frame-mounted recreational unit is added behind the driver or cab area or mounted on a bus/truck chassis.

**MOTOR VEHICLE IN TRANSPORT** -- Motor vehicle - any motorized (mechanically or electrically powered) road vehicle not operated on rails. In Transport - means in motion or on a roadway. Inclusions: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disable motor vehicle on a roadway, etc.

**MOTORCYCLE** -- A two- or three-wheeled motor vehicle designed to transport one or two people.

**MOTORIST** -- Any occupant of a motor vehicle in transport.

**NO ACCESS CONTROL** -- Includes all sections that do not meet the criteria for full or partial access control.

**NO IMPROPER DRIVING** -- Driver operated vehicle in an apparently correct manner.

**NON-FATAL INJURY** -- Bodily harm to a person.

**NON-HIGHWAY WORK** -- Work on the roadside but not related to the roadway. For example, workers mowing the roadside, utility workers working on utility poles adjacent to roadway.

**NON-INTERSECTION CROSSWALK** -- A portion of the roadway, not at an intersection, that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

**NON-MOTORIST** -- Any person other than an occupant of a motor vehicle in transport. This includes pedestrians, occupants of other motor vehicles not in transport and occupants of transport vehicles other than motor vehicles.

**NON-MOTORIST ACTION** -- The actions of the non-motorist prior to the crash.

**NON-MOTORIST LOCATION PRIOR TO IMPACT** -- The non-motorist's location with respect to the roadway prior to impact.

**NON-MOTORIST SAFETY EQUIPMENT** -- The safety equipment(s) used by the non-motorist, including retro-reflective clothing, lighting, protective pads, helmet, etc.

**OBSTRUCTION IN ROADWAY** -- A blockage in roadway.

**OCCUPANT PROTECTION SYSTEM USE** -- The restraint equipment in use by occupant at the time of the crash, or the helmet use by a motorcyclist.

**OFF RAMP** -- An auxiliary roadway used for leaving through-traffic lanes.

**ON RAMP** -- An auxiliary roadway used for entering through-traffic lanes.

**OPERATING DEFECTIVE EQUIPMENT (DRIVER)** -- Vehicle in transport or any part or component of vehicle in transport is deficient, faulty, incomplete or incapacitated.

**OPERATING VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER** -- Operating the vehicle without regard to the safety of occupants, non-occupants or property.

**OTHER NON-FIXED OBJECT - COLLISION WITH** -- A collision with an object other than a motor vehicle in transit, a pedestrian, an other road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedalcycle, an animal, or a fixed object.

**OVERCORRECTING/OVERSTEERING** -- Wide swing of vehicle to right or left because of sliding, etc. or to compensate for obstacle in roadway.

**OVERHEAD SIGN SUPPORT** -- A pole, post, or structure constructed to support a sign which is over a roadway.

**OVERTAKING/PASSING** -- A vehicle that moves from behind a vehicle to in front of the same vehicle.

**OVERTURN/ROLLOVER** -- A vehicle that has overturned at least 90 degrees to its side.

**PARKED MOTOR VEHICLE** -- A motor vehicle not in transport.

**PARTIALLY EJECTED** -- The location of an occupant's body not completely thrown from the vehicle as a result of a crash.

**PASSENGER** -- Occupant of vehicle other than the driver of the vehicle.

**PAVEMENT MARKINGS** -- Markings set into the surface of, applied upon, or attached to the pavement for the purpose of regulating, warning, or guiding traffic. Markings are typically paint or plastic but may be devices of various materials.

**PEDALCYCLIST** -- Any occupant of a pedalcycle (bicycle, tricycle, unicycle, pedal car).

**PEDESTRIAN** -- Any person on foot on a roadway.

**PHYSICAL IMPAIRMENT** -- A condition that results in some decrease in a physical ability.

**PHYSICAL OBSTRUCTION - CONTRIBUTING CIRCUMSTANCES** -- An object which blocked sight and contributed to the crash. (For example, bush, tree, etc.)

**PLACARD NUMBER** -- A number included on the hazardous material placard displayed on trucks that are carrying hazardous materials. Many placards have two numbers, a four-digit number in the middle, and a one digit number at the bottom.

**PLAYING OR WORKING ON VEHICLE** -- Non-motorist touching vehicle.

**POINT OF IMPACT** -- The portion of the vehicle that impacted first in a crash.

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

**PROPERTY DAMAGE ONLY** -- Crash in which at least one vehicle is damaged but no occupants or non-motorists are injured.

**RAILWAY CROSSING DEVICE** -- Any sign, signal, or gate which warns of on-coming trains or train tracks crossing the roadway.

**RAILWAY GRADE CROSSING** -- A intersection between a roadway and train tracks which cross each other at the same level (Grade).

**RAILWAY VEHICLE** -- Any land vehicle (e.g., train, engine) that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

**RAILWAY VEHICLE – COLLISION WITH** -- A collision crash in which the first harmful event is the collision of a road vehicle in transport and railway vehicle (e.g., train, engine).

**RAISED PAVEMENT MARKER** -- An individual unit marker, reflectorized or nonreflectorized, generally less than one-inch in height, attached to and extending above the normal pavement surface for the purpose of regulating, warning, or guiding traffic.

**RAN OFF ROAD** -- Failure of the driver to keep the vehicle within the roadway traffic lanes.

**REAR-END - MANNER OF IMPACT** -- A crash where the front of one vehicle impacts the back of another vehicle.

**RELATION TO ROADWAY** -- The location of the first harmful event as it relates to its position within or outside the trafficway.

**RIDING ON VEHICLE EXTERIOR** -- Person outside of vehicle (on hood, running board, trunk, non-trailing unit, etc.) while riding.

**ROAD SURFACE CONDITION** -- The roadway surface condition at the time and place of a crash.

**ROAD UNDER CONSTRUCTION/MAINTENANCE** -- Roadway being constructed or resurfaced.

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

**ROADWAY** -- That part of a trafficway designed, improved, and ordinary used for motor vehicle travel or, where various classes of motor vehicle are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. Bridle paths and bicycle paths are not included in this definition.

**ROADWAY - CRASH ON** -- (1) a collision crash in which the initial point of contact between colliding units in the first harmful event is within a roadway or (2) a non-collision crash in which the road vehicle involved was partly or entirely on the roadway at the time of the first harmful event.

**ROADWAY LIGHTING** -- The type of roadway illumination on the roadway.

**ROADWAY SURFACE CONDITION** -- The roadway surface conditions at the time and place of a crash.

**RUT** -- Track worn by wheel or by habitual passage in the road.

**SAND, MUD, DIRT, OIL, GRAVEL** -- Sand - loose granular material resulting from the disintegration of rock on the road. Mud - slimy sticky mixture of soil and water on the road. Dirt - loosed or packed soil on the road. Oil - substance that is liquid and soluble in ether but not in water. Gravel – loose rounded fragments of rock on the road.

**SCHOOL BUS** -- A motor vehicle used for the transportation of any school pupil at or below the 12th-grade level to or from a public or private school or school-related activity, if it is externally identifiable by the color yellow, the words “school bus”, flashing red lights are located on the front and rear, and identifying lettering on both sides indicating the school or school district served, or the company operating the bus.



**SCHOOL ZONE SIGNS** -- Signs which change the speed limit on road adjacent to schools on school days, signs which give advance warning of school and signs which warn of children crossing the road.

**SEATING POSITION** -- Location of occupant in, on, or outside of the motor vehicle prior to the impact of a crash.

**SECOND EVENT** -- Occurrence which was the second thing that happened to the vehicle in question that was relevant to the crash.

**SEPARATION OF UNITS** -- When the truck or truck tractor becomes separated from the semi-trailer and/or trailer(s) they are pulling.

**SEQUENCE OF EVENTS** -- The events in sequence for this vehicle.

**SHIPPING PAPERS (TRUCK)** -- The documents carried in the cab of the truck or truck tractor that indicates the cargo being carried and other motor carrier responsible for the movement of the cargo.

**SHOULDER** -- 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.

**SHOULDER AND LAP BELT USED** -- In a two part occupant restraint system, both the shoulder belt and lap belt portions are connected to a buckle.

**SHOULDER BELT ONLY USED** -- In a two part occupant restraint system, only the shoulder belt portion is connected to a buckle.

**SHOULDERS LOW, SOFT, OR HIGH** -- A shoulder with a different height than that of the roadway.

**SIDESWIPE, SAME DIRECTION - MANNER OF IMPACT** -- A crash where two vehicles traveling the same direction and impact on the side.

**SIDESWIPE, OPPOSITE DIRECTION - MANNER OF IMPACT** -- A crash where two vehicles traveling the opposite direction and impact on the side.

**SIDEWALK** -- The portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for exclusive use by pedestrians.

**SINGLE-UNIT TRUCK (3-OR-MORE AXLES)** -- A power unit that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles.

**SINGLE-UNIT TRUCK (2-AXLE, 6- TIRE)** -- A power unit that includes a permanently mounted cargo body (also called a straight truck) that has only two axles and at least six tires on the ground.

**SLOPE** -- The change in the elevation of an element of the roadway per unit of horizontal length, may be expressed as a percent or a ratio.

**STANDING** -- Non-motorist not in movement on the roadway.

**STOPPED IN TRAFFIC** -- Vehicle stopped in traffic at the time of the crash.

**SWERVING OR AVOIDING DUE TO WIND, SLIPPERY SURFACE, VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY, ETC.** -- Defensive driver action to defend against an apparent danger in, on, or due to the condition of the roadway or the presence of vehicle or object or non-motorist in the roadway in order to avoid a crash.

**TEST GIVEN, RESULTS UNKNOWN** -- Person administered test for drug/alcohol presence, but outcome of test not known.

**TEST REFUSED** -- Person refused to take drug/alcohol test.

**TEST RESULT** -- Outcome of test for drug presence indicating, if drugs present, which type is present.

**THROUGH TRAVELED WAY** -- The portion of the roadway for the movement of vehicles, exclusive of shoulders and auxiliary lanes.

**TRACTOR/SEMI-TRAILER** -- A truck tractor that is pulling a semi-trailer.

**TRACTOR/TRIPLES** -- A truck tractor that is pulling a single semi-trailer and two full trailers.

**TRAFFIC CIRCLE/ROUNDABOUT** -- An intersection of roads where vehicles must travel around a circle to continue on the same road or to any intersecting road.

**TRAFFIC CONTROL DEVICE - INOPERATIVE OR MISSING** -- A traffic control device which is not working or is not present.

**TRAFFIC CONTROL SIGNAL** -- A device which controls traffic movements by illuminating systematically a green, yellow, or red light.

**TRAFFICWAY** -- Any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

**TRAILER LICENSE PLATE NUMBER** -- The number or other characters, exactly as displayed, on the registration plate or tag affixed to the trailer.

**TRAILER REGISTRATION STATE AND YEAR** -- The State, commonwealth, territory, foreign country, Indian nation, U.S. Government, etc. issuing the registration plate and the year of registration as indicated on the registration plate displayed on the trailer.

**TRANSPORTED TO MEDICAL FACILITY BY** -- Type and identity of unit providing transport to medical facility receiving patient.

**TRUCK TRACTOR (BOBTAIL)** -- A motor vehicle consisting of a single motorized transport device designed primarily for pulling semitrailers.

**TRUCK/TRAILER** -- A motor vehicle combination consisting of a single unit truck and a trailer (a vehicle designed for carrying property and so constructed that no part of its weight rests upon or is carried by the towing road vehicle).

**UNDERRIDE/OVERRIDE** -- An underride refers to a vehicle sliding under another vehicle during a crash. An Override refers to a vehicle riding up over another vehicle. Both can occur with a parked vehicle.

**UTILITY POLE** -- A pole or post constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable.

**UTILITY ZONE** -- See Work Zone.

**VAN/ENCLOSED BOX** -- A single-unit truck, truck/trailer, or tractor/semi-trailer having an enclosed body integral to the frame of the vehicle.

**VEHICLE AUTHORIZED SPEED LIMIT** -- Authorized speed limit for the vehicle at the time of the crash. The authorization may be indicated by the posted speed limit, blinking sign at construction zones, etc.

**VEHICLE BODY TYPE** -- The general configuration or shape of a vehicle distinguished by characteristics such as number of doors, seats, windows, roof line, hard top or convertible.

**VEHICLE CONFIGURATION** -- Indicates the general configuration of vehicle.

**VEHICLE IDENTIFICATION NUMBER** -- A unique combination of alphanumeric characters assigned to a specific vehicle and formulated by the manufacturer.

**VEHICLE LICENSE PLATE NUMBER** -- The number or other characters, exactly as displayed, on the registration plate or tag affixed to the vehicle. For combination trucks, vehicle plate number is obtained from the power unit or tractor.

**VEHICLE MAKE** -- The distinctive (coded) name applied to a group of vehicles by a manufacturer. This information also can be obtained separately from the Vehicle Registration File.

**VEHICLE MODEL YEAR** -- The year which is assigned to a vehicle by the manufacturer. Usually it is the year in which the model change occurs. This information also can be obtained separately from the Vehicle Registration File.

**VEHICLE REGISTRATION STATE AND YEAR** -- The State, commonwealth, territory, foreign country, Indian nation, U.S. Government, etc. issuing the registration plate and the year of registration as indicated on the registration plate displayed on the vehicle.

**WARNING SIGNS** -- Signs used to warn traffic of existing or potentially hazardous conditions on or adjacent to a road.

**WATER (STANDING, MOVING)** -- Water in the road either standing still or moving which is there because of flooding.

**WEATHER CONDITION** -- The prevailing atmospheric conditions that existed at the time of a crash.

**WORK ZONE** -- A section of road marked to warn motorists that construction, maintenance, repair or utility work is being done. A work zone extends from the first warning sign to the end construction (work) sign or the last traffic control device. Work zones may or may not involve workers or equipment on or near the road. A work zone may be stationary (such as repairing a water line) or moving (such as re-striping the centerline); it may be short term (such as pothole patching) or long term (such as building a new bridge).

**WORK ZONE RELATED** -- A crash that occurs in or near a work zone or involves vehicles slowed or stopped because of the work zone even if the first harmful event was before the first warning sign.

**WORN, TRAVEL-POLISHED SURFACE** -- A road surface which is well used and shinny.