

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

Do not write in these spaces

1		No. of Units Involved		Form 1 of 1		Supplemental Report ☐ Non-Reportable ☐			
2		Date 07/28/2004 MMDDYYYY		County Mecklenburg		Time 1801 (24 hour Clock)		Local Use / Patrol Area 2004072818010 12	
1		33 Relation to Roadway Surface		Crash occurred ☐ IN ☒ NEAR		Charlotte		Or 3 Miles	
1		On 7700 Robinson Church Road		☐ (R.R. Crossing #)		Miles		N S E W E Outside Municipality	
1		At or from Ludell Lane		NE Toward Irwin Road		Latitude		N S E W NE	
1		Use Highway Number, Street Name or Adjacent County or State Line		N S E W Use Highway Number, Street Name or Adjacent County or State Line		Longitude		Altitude	
1		UNIT #1 ☐ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☒ COMMERCIAL 20 VEHICLE		UNIT # ☐ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER					
1		Driver		First Middle Last		Address		City State Zip	
1		Address		First Middle Last		Address		City State Zip	
1		City		State NC Zip		City		State Zip	
1		Same Address on Driver's License? ☒ Yes ☐ No		Driver's Phone H N/A		Numbers W		State NC	
1		D.L. #		CDL License ☒		DOB		34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions 0	
1		37 Alcohol/ Drugs Suspected 0		38 Alcohol/ Drugs Test 0		39 Results (if known) 0		40 Vehicle Seizure (DWI) ☐	
1		Owner City of Charlotte		Same as Driver? ☐		Address		City State Zip	
1		City Charlotte		State NC Zip 28202		Plate #		Plate State Year	
1		VIN		Vehicle Spartan Vehicle 2003		41 Vehicle Style (Type) 28		42 Vehicle ☐ Yes ☒ No	
1		43 TAD FD-5 - RS-5 - 5		44 Estimated Damage \$ 100000		Insurance Self-Insured		Company Policy # NA	
1		20 COMMERCIAL VEHICLE: Cargo Carrier Name, Address, Source		Source: ☐ Truck ☐ Shipping Papers ☐ Driver		Carrier Identification Numbers, GVWR, Axles		US DOT # ICC # STATE # FLEET #	
1		45 Cargo Body Type 13		Same Address As Owner 1 ☒ 2 ☐		Name: Charlotte Fire Department		Address: 800 E. 4th Street	
1		City, State, Zip: Charlotte, NC, 28202				Axis on vehicle including Trailer: 2		IFTA # Gross Vehicle Weight Rating: 47000	

21 22 23 24 25 26 27 28 29 30 31 32

Names and Addresses for all persons (Unit 1/Unit 2 Drv, Ped, etc. - See Above):
Use check blocks if address same as driver

A	1	1	1	Unit 1 - Drv, ped 1, etc. see above	W	M	2	0	0	2	1	5	see above	Veh # 1 Towed to / By: Dellinger Wrecker
B				Unit 2 - Drv, ped 1, etc. see above				1					see above	Veh # Towed to / By:
C														
D														
E														
F														
G														
H														

46 Name of EMS

47 Injured Taken

By EMS to

N/A N/A

(Treatment Facility and City or Town)

46 Name of EMS

47 Injured Taken

By EMS to

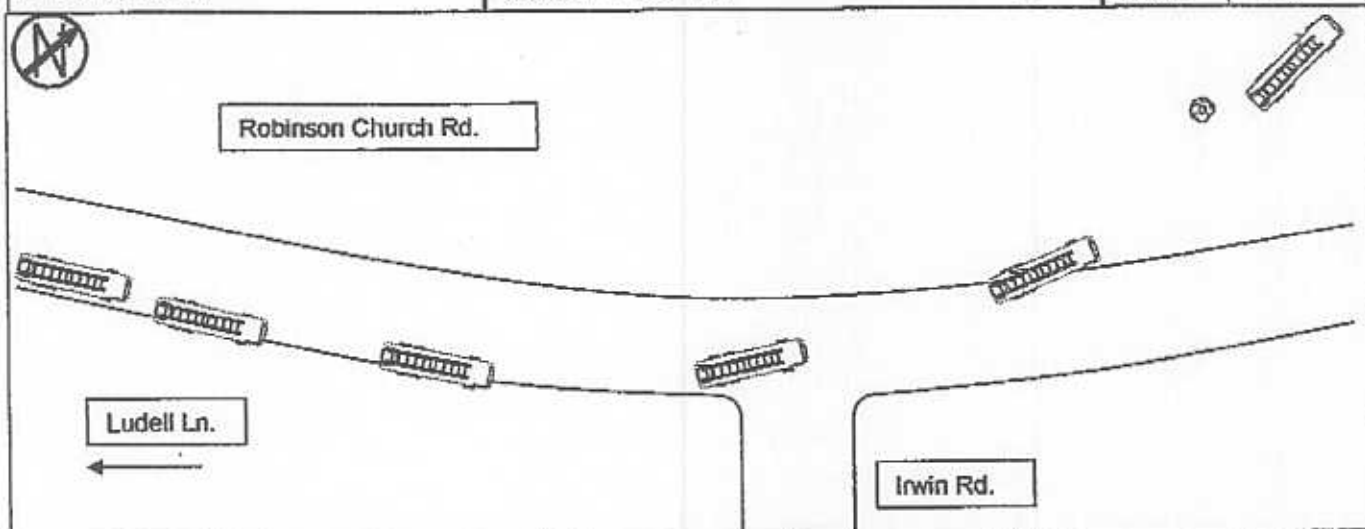
N/A

N/A

(Treatment Facility and City or Town)

Date 07/28/2004		County Mecklenburg		Time 1801		Local Use / Patrol area 2004072818010 12		Page # 2			
48 Points of Initial Contact (Write in Codes)		Unit # 1 1.2 - 3.31 - 32 Unit # 1 1-1-1		VEHICLE INFO.		Veh # 1 Veh # 2		ROADWAY INFO.		WORKZONE RELATED	
				60 Authorized Speed Limit		45 /		69 Road Feature		8	
				61 Estimate of Original Traveling Speed		58 /		70 Road Character		7	
				62 Estimate of Speed at Impact		58 /		71 Road Classification		5	
				63 Tire Impressions Before Impact (u)		280 /		72 Road Surface Type		3	
				64 Distance Traveled After Impact (u)		274 /		73 Road Configuration		3	
				65 Emergency Vehicle Use		1 /		74 Access Control		3	
				66 Post Crash Fire (if "Yes" check block)		☐ ☐		75 Number of Lanes		2	
				67 School Bus - Contact Vehicle *		☐ ☐		76 Traffic Control Type		0	
				68 School Bus - Noncontact Vehicle *		☐ ☐		77 Traffic Control Oper		-	
CRASH SEQUENCE (Unit Level)		Unit # Unit #		61 Estimate of Original Traveling Speed		58 /		70 Road Character		7	
49 Vehicle Maneuver / Action		4 /		62 Estimate of Speed at Impact		58 /		71 Road Classification		5	
50 Non - Motorist Action		1 /		63 Tire Impressions Before Impact (u)		280 /		72 Road Surface Type		3	
51 Non - Motorist Location Prior to Impact		1 /		64 Distance Traveled After Impact (u)		274 /		73 Road Configuration		3	
52 Crash Sequence - First Event for This Unit		1 /		65 Emergency Vehicle Use		1 /		74 Access Control		3	
53 Crash Sequence - Second Event		2 /		66 Post Crash Fire (if "Yes" check block)		☐ ☐		75 Number of Lanes		2	
54 Crash Sequence - Third Event		68 /		67 School Bus - Contact Vehicle *		☐ ☐		76 Traffic Control Type		0	
55 Crash Sequence - Fourth Event		33 /		68 School Bus - Noncontact Vehicle *		☐ ☐		77 Traffic Control Oper		-	
56 Most Harmful Event for This Unit		33 /		COMMERCIAL VEHICLE: Hazardous Materials involvement				82 Trailer Type		0 0	
57 Distance / Direction to Object Struck		7 /		Hazard Placard ☐ Yes ☒ No		From Placard Indicator:		1st Trailer No. Axles		1 1	
58 Vehicle Under ride / Over ride		3 /		Hazardous Cargo ☐ Yes ☒ No		4-digit placard number or name from diamond or box		1-digit number from Bottom of Diamond		Width (inches)	
59 Vehicle Defects		0 /		Released (does not include fuel from fuel tank)						Length (feet)	
				Carrying Hazard ☐ Yes ☒ No						2nd Trailer No. Axles	
										Width (inches)	
										Length (feet)	
										83 Unit #	
										Over-width Trailer and Over-width Mobile Home	
										Over-width Permit #	

84 DIAGRAM



Unit #1 ☒ Traveling E On Robinson Church Road
 Unit #2 ☐ Traveling W On Robinson Church Road
 Unit #3 ☐ Traveling N On Robinson Church Road
 Unit #4 ☐ Traveling S On Robinson Church Road

85 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form)
 While responding to an emergency call for service, vehicle 1, a fire truck ran, ran off of the right side of the road. Vehicle 1 came back on to the road and overcorrected. The rear of vehicle one began to track outside of the front tires and started side slipping. Vehicle one continued skidding at an angle until it ran off of the left side of the road and struck a fence. The truck continued to travel past the fence and in a field and struck trees before coming to a stop.

86 Type / Owner Fence / Haskell		Thompson		Address & Phone 7824 Robinson Church Road Charlotte NC 28215/		State Property? Estimated Damage	
2nd Type / Owner				Address & Phone		☐ \$400 ☐ \$	
WITNESSES							
Name		Address		Phone No.			
Name		Address		Phone No.			
TRAFFIC VIOLATION(S)							
Name		Charge(s)		Name		Charge(s)	
Name		Charge(s)		Name		Charge(s)	
Officer Title & Name		Officer Number		Department		Date of Report	
Officer T. W. Watson		0972		Charlotte-Mecklenburg PD NC0600100		9/1/2004	

DDEC® Reports - Hard Brake #1

Print Date: Jul 30, 2004 07:52 AM (EDT)

Covington Diesel

Trip: 10/20/2003 to 07/29/2004 (EST)

Vehicle ID: ENGINE23

Driver ID:

Odometer: 20011.0 mi

Incident Time: 07/28/2004 16:51:45 (EST)

Incident Odometer: 20010.8 mi

Vehicle Speed (mph)	Engine Speed (rpm)	Brake	Clutch	Engine Load (%)	Throttle (%)	Cruise	Diagnostic
68.5	1896	No	No	70.00	70.40	No	No
68.0	1886	No	No	66.00	69.60	No	No
67.0	1856	No	No	26.50	43.20	No	No
66.0	1826	No	No	30.50	46.40	No	No
65.0	1810	No	No	84.50	81.60	No	No
65.0	1798	No	No	72.50	72.00	No	No
64.5	1789	No	No	64.50	68.80	No	No
65.0	1798	No	No	62.50	68.00	No	No
65.5	1811	No	No	26.00	42.80	No	No
65.5	1808	No	No	21.50	38.80	No	No
65.5	1817	No	No	10.00	20.40	No	No
65.5	1822	No	No	1.00	1.20	No	No
65.5	1817	No	No	1.50	3.60	No	No
65.5	1810	No	No	3.50	7.60	No	No
64.5	1798	No	No	5.00	10.00	No	No
62.5	1731	No	No	0.00	0.00	No	No
43.5	1590	No	No	25.50	0.00	No	No
52.0	1840	No	No	0.00	0.00	No	No
40.0	1237	No	No	0.00	0.00	No	No
37.5	995	No	No	0.00	0.00	No	No
30.0	807	No	No	0.00	0.00	No	No
21.0	681	No	No	48.00	0.00	No	No
13.0	654	No	No	15.50	0.00	No	No
8.5	650	No	No	23.50	0.00	No	No
7.5	649	No	No	22.50	0.00	No	No
4.5	649	No	No	27.50	0.00	No	No
4.5	649	No	No	23.00	0.00	No	No
4.5	648	No	No	22.00	0.00	No	No
4.5	648	No	No	21.50	0.00	No	No
4.5	649	No	No	21.50	0.00	No	No
4.5	648	No	No	22.50	0.00	No	No
3.5	652	No	No	13.50	0.00	No	No
0.0	650	No	No	14.50	0.00	No	No
0.0	651	No	No	14.50	0.00	No	No
0.0	650	No	No	14.50	0.00	No	No



CHARLOTTE-MECKLENBURG POLICE DEPARTMENT
HIGHWAY INTERDICTION & TRAFFIC SAFETY UNIT



MEDIA BRIEFING SHEET

Complaint Number: 20040728 180100

Crash Location: Robinson Church Rd

Driver One Information:

Name: _____ Date of Birth: _____ Status:

Vehicle Driven: _____

Passenger Information Vehicle One:

Names: _____ Date of Birth: _____ Status:

_____ Date of Birth: _____ Status:

_____ Date of Birth: _____ Status:

_____ Date of Birth: _____ Status:

Driver Two Information:

Name: _____ Date of Birth: _____ Status:

Vehicle Driven: _____

Passenger Information Vehicle Two:

Names: _____ Date of Birth: _____ Status:

_____ Date of Birth: _____ Status:

_____ Date of Birth: _____ Status:

_____ Date of Birth: _____ Status:

Narrative: While responding to a medical call for service, a fire truck ran off of the road and through a fence. The truck continued on into the pasture and struck a tree before coming to a stop. The crash is still under investigation.

**** FURTHER INFORMATION WILL BE RELEASED THROUGH
THE PUBLIC INFORMATION OFFICE****

Collision Report

Case Number: 20040728 180100

Printed at 8/1/2004 9:04:58 PM

RECONSTRUCTIONIST INFORMATION

Name: T. W. Watson Rank: Officer
Department: Charlotte-Mecklenburg Police Troop/Div: HITS

PRIMARY POLICE INVESTIGATOR INFORMATION

Name: T. W. Watson Rank: Officer
Department: Charlotte-Mecklenburg Police Department Phone: 704-336-4465

COLLISION INFORMATION

Date: 7/28/2004 Time: 1800 Hours
Location: 7700 Robinson Church Road
City/Town: Charlotte County: Mecklenburg
State/Prov.: NC Type: Property Damage
Photos Taken: Yes By Whom: Sgt. R. Robbins
Road Cond'n: Dry Road Surface: Smooth Asphalt
Weather: Sunny / Hot Speed Limit: 45
Alc Related: No

COLLIDING ITEMS INFORMATION

Item #1: Fire Truck
Desc. #1: 2003 Smeal Engine 23

CASE NUMBER: 20040728 180100

Item # 1: 2003 Smeal Engine 23

**** CRITICAL SPEED W/ COEFF. OF FRICTION AND RADIUS ****

$$S = 3.86 \times \sqrt{R \times (\mu \pm e)}$$

$$S = 3.86 \times \sqrt{312.6250 \times (0.7300 - 0.0000)}$$

$$S = 3.86 \times \sqrt{312.6250 \times 0.7300}$$

$$S = 3.86 \times \sqrt{228.2162}$$

$$S = 3.86 \times 15.1068$$

$$S = 58.3122$$

S = The Speed in MPH.

3.86 = A Constant

R = The Radius in Feet

μ = The Coeff. of Friction, Level Surface.

e = The Superelevation.

INPUTS:

The Level Surface Coeff. of Friction is	0.7300
The Radius in Feet is:	312.6250
The Percentage of Superelevation is	0.0000

RESULTS:

The Speed in MPH is:	58.3122
The Velocity in FPS is:	85.4856

HITS
Charlotte-Mecklenburg Police Department
601 E. Trade Street
Charlotte, NC, 28202
Phone: 704-336-4465
Fax:
Internet: www.cmpd.org
E-Mail:
Printed: 8/1/2004

CASE NUMBER: 20040728-180100

Item # 1: 2003 Smeal Engine 23

**** CRITICAL SPEED W/ COEFF. OF FRICTION AND RADIUS ****

$$S = 3.86 \times \sqrt{R \times (\mu \pm e)}$$

$$S = 3.86 \times \sqrt{347.6722 \times (0.7300 - 0.0000)}$$

$$S = 3.86 \times \sqrt{347.6722 \times 0.7300}$$

$$S = 3.86 \times \sqrt{253.8007}$$

$$S = 3.86 \times 15.9311$$

$$S = 61.4940$$

S = The Speed in MPH.

3.86 = A Constant.

R = The Radius in Feet.

μ = The Coeff. of Friction, Level Surface.

e = The Superelevation.

INPUTS:

The Level Surface Coeff. of Friction is:	0.7300
The Radius in Feet is:	347.6722
The Percentage of Superelevation is:	0.0000

RESULTS:

The Speed in MPH is:	61.4940
The Velocity in FPS is:	90.1502

HITS

Charlotte-Mecklenburg Police Department

601 E. Trade Street

Charlotte, NC, 28202

Phone: 704-336-4465

Fax:

Internet: www.cmpd.org

E-Mail:

Printed: 8/1/2004

CASE NUMBER: 20040728-180100

Item # 1: 2003 Smeal Engine 23

**** AVERAGE DRAG FACTOR ****

$$f = \frac{F}{W}$$

f = The Acceleration/Drag Factor.

F = The Pull Force in Pounds.

W = The Weight in Pounds.

$$f = \frac{27.0000}{36.5000} \quad f = \frac{27.0000}{36.5000} \quad f = \frac{26.0000}{36.5000} \quad f = \frac{28.0000}{36.5000} \quad f = \frac{27.0000}{36.5000}$$
$$f = 0.7397 \quad f = 0.7397 \quad f = 0.7123 \quad f = 0.7671 \quad f = 0.7397$$

Sum of DF's = 0.7397 + 0.7397 + 0.7123 + 0.7671 + 0.7397

Sum of DF's = 3.6985

$$af = \frac{\text{Sum of DF's}}{\text{\# of DF's}} \quad af = \frac{3.6985}{5.0000}$$

af = The Average Drag Factor.

af = 0.7397

INPUTS:	
The Drag Sled Weight in Pounds is:	36.5000
The Sum of the DF's is:	3.6985
The # of DF's is:	5.0000

RESULTS:	
The Average Drag Factor is:	0.7397

HITS
Charlotte-Mecklenburg Police Department
601 E. Trade Street
Charlotte, NC, 28202
Phone: 704-336-4465
Fax:
Internet: www.cmpd.org
E-Mail:
Printed: 8/1/2004

CASE NUMBER: 20040728 180100

Item # 1: 2003 Smeal Engine 23

**** RADIUS FORMULA ****

$$R = \frac{C^2}{8 \times M} + \frac{M}{2}$$

$$R = \frac{25.0000^2}{8 \times 0.2500} + \frac{0.2500}{2}$$

$$R = \frac{625.0000}{2.0000} + \frac{0.2500}{2}$$

$$R = 312.5000 + 0.1250$$

$$R = 312.6250$$

AR = (R ± Cntr of Mass Adjustment)

$$AR = 312.6250 + 0.0000$$

$$AR = 312.6250$$

R = The Radius in Feet

C = The Chord in Feet

M = The Middle Ordinate in Feet

8 = A Constant

2 = A Constant

AR = The Adjusted Radius in Feet

R = The Radius in Feet

INPUTS	
The Chord in Feet is:	25.0000
The Middle Ordinate in Feet is:	0.2500

RESULTS	
The Radius in Feet is:	312.6250
The Adjusted Radius in Feet is:	312.6250

HITS
Charlotte-Mecklenburg Police Department
601 E. Trade Street
Charlotte, NC, 28202
Phone: 704-336-4465
Fax:
Internet: www.cmpd.org
E-Mail:
Printed: 8/1/2004

30 GAL FOAM
750 GAL. WATER

ENGINE #23
ROBINSON CHURCH ROAD

Charlotte-Mecklenburg Police Department
Highway Interdiction and Traffic Safety

Collision Scene Field Measurements

				Vehicles
Reference Point: UTILITY POLE BETWEEN 7728+7740				1.
Reference Point C: ROBINSON CH. RD				2.
Base Line: 21' 2" WEST OF RP				3.
Location:				4.
Date:		Start:	Finish:	Roads/Weather:
Reconstructionist: Assisted By: BL				Complaint Number:
(+) X East	(-) X West	(+) Y North	(-) Y South	Description
	10'3"	0'		A CENTRAL LINE
	20'10"	0'		B ROAD WIDTH
12'10"		3'5"		C FIRST TIRE OFF ROAD
11'6"		58'		D TIRE OFF ROAD
6'10"		81'2"		E LEFT SIDE TIRE MARK
17'8"		116'1"		F
40'10"		116'4"		G RT SIDE TIRE MARK
3'		46'		H LFT ^{FLIGHT} REAR TIRE MARK
7'		81'		I LFT & RT TIRE MARK
12'		111'		J LFT R TIRE MARK BEGIN
10'		129'		K LFT & RT T M

50 CORD
25 MO
28 ^{INSIDE} 1 FOOT

100 CORD
50 ~~MO~~ CORD
2 ^B MO
2 ^{OUTSIDE}

ENGINE #23
ROBINSON CHURCH ROAD

Collision Scene Field Measurements

Complaint Number 73L

(+) X East	(-) X West	(+) Y North	(-) Y South	Description
14 ³		145 ⁰		L LR TM
11 ⁸		151 ³		M LF TM
135		100		N ROAD WIDTH EDGE
43		100		O ROAD WIDTH CTR
5 5 ¹⁰		100		P ROAD ROAD WIDTH CTR
17 ⁶		187 ³		Q RF TM
19 ⁴		187 ⁶		R RR TM
10 ⁰		229 ⁰		S LF TM
12 ⁸		229 ⁰		T LR TM
165		229 ⁰		U RR TM
185		241 ²		V ROAD EDGE IRWIN.
6 ⁰		241 ²		W CTR LINE
	3 ⁴	241 ²		X ROAD EDGE
25 ³		224 ⁰		Y ROAD EDGE IRWIN
44 ⁴		215 ⁹		Z ROAD EDGE
0		285		A1 LM EDGE
				B1
52 ¹¹		141 ¹		C1 ROAD EDGE IRWIN
37 ³		184 ⁵		D1 ROAD EDGE IRWIN IRWIN

ENGINE #23
ROBINSON CHURCH ROAD

Collision Scene Field Measurements				
Complaint Number <u>BL</u>				
(+) X East	(-) X West	(+) Y North	(-) Y South	Description
20 ⁴		158 ⁵		E1 ROAD EDGE IRWIN RD
0		300 ⁶		F1 RT SIDE
	8 ³	308 ⁶		G1 LET SIDE
	9 ¹	327 ⁵		H1 RT SIDE
	11 ⁰	340 ⁰		I1 ROAD EDGE
9 ⁴	-	340 ⁰		J1 ROAD EDGE
1 ⁴		340		K1 ROAD EDGE CTRLINE
	22 ⁸	346 ³		L1 FENCE ARE OF IMPACT
	14 ³	244		M1 FENCE EDGE
				N1
				O1
				P1
				Q1
				R1
				S1
				T1
				U1
				V1

North Carolina

Crash Report Form DMV-349

A reportable motor vehicle crash must meet at least one of the following criteria:

- results in a fatality, or
- a non-fatal personal injury, or
- property damage of \$1,000 or greater, or
- property damage of any amount to a vehicle seized

In addition, a reportable motor vehicle crash must occur on a 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) or occur after the motor vehicle runs off the roadway but before events are stabilized.

The terms collision, accident, and crash are synonymous when describing a motor vehicle crash.

(FILLING OUT THE DMV-349)

(*) EXPLAIN IN CRASH NARRATIVE

(-) IF QUESTION DOES NOT APPLY, USE A DASH

(If a section does not apply, draw diagonal line through section)

☐ ONLY USE "CHECK BLOCKS" IF THEY APPLY

The Division of Motor Vehicles (DMV) requests that:

1. The DMV-349 should be typewritten or if handwritten the officer should use black ink.
2. The report should be legible. This is of the utmost importance for clarity, when reports are microfilmed or imaged for later storage, and
3. The original should be submitted to the DMV Traffic Records Section.

(20) Commercial Motor Vehicle (CMV)

A commercial motor vehicle (CMV) is defined as a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle:

- a. Has a gross combination weight rating of 10,001 or more pounds inclusive of a towed unit, or
- b. Is designed to transport 16 or more passengers, including the driver, or
- c. Is of any size and is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which require the motor vehicle to be placarded under the Hazardous Materials Regulations (49 CFR Part 172, Subpart F).

☒ If the vehicle is a CMV, check box 20 on the DMV-349

(8-9) Contributing Circumstances, Non-Motorist (Maximum - two per person)

- 0 None
- 1 Coming from behind parked veh.
- 2 Daring
- 3 Lying and/or illegally in roadway
- 4 Failure to yield right of way
- 5 Not visible (dark clothing, etc.)
- 6 Inattentive (talking, eating, etc.)
- 7 Failure to obey traffic signs, signals
- 8 Wrong side of road
- 9 Other*
- 10 Unknown

(12-13) Contributing Circumstances, Roadway (Maximum - two per crash)

- 0 None (no unusual conditions)
- 1 Road Surface Condition
- 2 Debris
- 3 Rut, holes, bumps
- 4 Work zone (construction, maintenance, utility)
- 5 Worn travel-polished surface
- 6 Obstruction in roadway
- 7 Traffic control device inoperative, not visible or missing
- 8 Shoulders low, soft or high
- 9 No shoulders
- 10 Non-highway work
- 11 Other*
- 12 Unknown

(10-11) CRASH LEVEL First Harmful Event & Most Harmful Event

0 Unknown

Non-Collision

- 1 Ran off road - right
- 2 Ran off road - left
- 3 Ran off road - straight
- 4 Jackknife
- 5 Overtum/rollover
- 13 Other non-collision*

Collision of Motor Vehicle With

- 14 Pedestrian*
- 15 Pedalcyclist
- 16 RR train, engine
- 17 Animal
- 18 Movable object*
- 19 Fixed object*

Collision of Two or More Motor Vehicles

- 20 Parked motor vehicle
- 21 Rear end, allow or stop
- 22 Rear end, turn
- 23 Left turn, same roadway
- 24 Left turn, different roadways
- 25 Right turn, same roadway
- 26 Right turn, different roadways
- 27 Head on
- 28 Sideswipe, same direction
- 29 Sideswipe, opposite direction
- 30 Angle
- 31 Backing up
- 32 Other collision with vehicle*

(14-19) Contributing Circumstances, Driver (Maximum - three per driver)

- 0 No contributing circumstances indicated
- 1 Disregarded yield sign
- 2 Disregarded stop sign
- 3 Disregarded other traffic signs
- 4 Disregarded traffic signals
- 5 Disregarded road markings
- 6 Exceeded authorized speed limit
- 7 Exceeded safe speed for conditions
- 8 Failure to reduce speed
- 9 Improper turn
- 10 Right turn on red
- 11 Crossed centerline/going wrong way
- 12 Improper lane change
- 13 Use of improper lane
- 14 Overcorrected/oversteered
- 15 Passed stopped school bus
- 16 Passed on hill
- 17 Passed on curve
- 18 Other improper passing
- 19 Failed to yield right of way
- 20 Inattention
- 21 Improper backing
- 22 Improper parking
- 23 Driver distracted
- 24 Improper or no signal
- 25 Followed too closely
- 26 Operated vehicle in erratic, reckless, careless, negligent or aggressive manner
- 27 Swerved or avoided due to wind, slippery surface, vehicle, object, non-motorist
- 28 Visibility obstructed
- 29 Operated defective equipment
- 30 Alcohol use
- 31 Drug use
- 32 Other*
- 33 Unable to determine
- 34 Unknown

Contributing Circumstances 8-9 Non-Motorist

First Harmful Event at Crash Level

Most Harmful Event at Crash Level

Contributing Circumstances 12-13 Roadway

Driver 1 Contributing Circumstances

Driver 2 Contributing Circumstances

- (1) Locality
- 1 Rural (<30% developed)
 - 2 Mixed (30% to 70% developed)
 - 3 Urban (>70% developed)

- (2) Predominant Development Type
- 1 Farms, woods, pastures
 - 2 Residential
 - 3 Commercial
 - 4 Institutional
 - 5 Industrial

- (3) Road Surface Condition
- 1 Dry
 - 2 Wet
 - 3 Water (standing, moving)
 - 4 Ice
 - 5 Snow
 - 6 Slush
 - 7 Sand, Mud, Dirt, Gravel
 - 8 Fuel, Oil
 - 9 Other*
 - 10 Unknown

- (4-5) Weather Condition (Maximum - two per crash)
- 1 Clear
 - 2 Cloudy
 - 3 Rain
 - 4 Snow
 - 5 Fog, smog, smoke
 - 6 Sleet, hail, freezing rain/drizzle
 - 7 Severe crosswinds
 - 8 Blowing sand, dirt, snow
 - 9 Other*

- (6) Weather Contributed To the Crash
- 1 Yes
 - 2 No
 - 3 Unknown

- (7) Ambient Light
- 1 Daylight
 - 2 Dusk
 - 3 Dawn
 - 4 Dark - lighted roadway
 - 5 Dark - roadway not lighted
 - 6 Dark - unknown lighting
 - 7 Other*
 - 8 Unknown

- (21) Vehicle Number 1, 2, 3, etc.

- (22) Person Type
- 1 Driver
 - 2 Passenger
 - Non-Motorist (including)
 - 3 Pedestrian
 - 4 Pedalcyclist
 - 5 Roller skater, roller blader, etc.
 - 6 Other*
 - 7 Unknown

- (23) Seating Position
- 1 Front - left (Driver, motorcycle driver)
 - 2 Front - middle
 - 3 Front - right
 - 4 Second seat - left (motorcycle passenger)
 - 5 Second seat - middle
 - 6 Second seat - right
 - 7 Third row - left (motorcycle passenger)
 - 8 Third row - middle
 - 9 Third row - right
 - 10 Steeper section of cab (truck)
 - 11 Passenger in other enclosed area (refer to multi-occupant form)
 - 12 Passenger in unenclosed area (pickup)
 - 13 Trailing unit
 - 14 Riding on vehicle exterior
 - 15 Unknown

- (24) DOB mm/dd/yyyy (If unavailable approx. Age)

- (25) Ethnicity
- W White
 - B Black
 - N Native American
 - H Hispanic
 - A Asian
 - O Other*
 - U Unknown

- (26) Gender
- M Male
 - F Female
 - U Unknown

- (28) Air Bag Deployed
- 0 No Air Bag(s)
 - 1 Not deployed
 - 2 Deployed front
 - 3 Deployed side
 - 4 Deployed both front and side
 - 5 Unknown

- (27) Occupant/Non-Motorist Protection
- 0 None used
 - 1 Lap belt only
 - 2 Shoulder and lap belt
 - 3 Shoulder belt only
 - 4 Child restraint
 - 5 Helmet (motorcyclist or Non-Motorist)
 - Codes 6-8 Non-Motorist
 - 6 Protective pads
 - 7 Reflective clothing
 - 8 Lighting
 - 9 Other*
 - 10 Unable to determine

- (29) Air Bag Switch Status
- 0 No ON-OFF switch
 - 1 Switch in ON position
 - 2 Switch in OFF position
 - 3 Unknown if switch present
 - 4 Unknown pos. in vehicle

- (30) Trapped
- 1 Yes
 - 2 No
 - 3 Unknown

- (31) Ejection
- 1 Not ejected
 - 2 Totally ejected
 - 3 Partially ejected
 - 4 Unknown

- (32) Injury Status
- 1 Killed
 - 2 A type injury (disabling)
 - 3 B type injury (evident)
 - 4 C type injury (possible)
 - 5 No injury
 - 6 Unknown

Names and Addresses

Names and addresses are necessary for all persons involved in the crash, including non-motorists, as well as motor vehicle occupants.

This will help later investigations, including identifying persons previously involved in a crash, as well as persons whose injury status is later updated following a crash.

Vehicle Towing Towed To/By:

(33) Relation to Roadway Surface

The location of the first harmful event (at the crash level) as it relates to its position within or outside the trafficway

- 1 On Roadway (Surface)
- Off Roadway
- 2 Shoulder
- 3 Median
- 4 Roadside
- 5 Outside Trafficway
- 6 Unknown

(34) Vision Obstruction

- 0 None
- 1 Vehicle window(s) obscured
- 2 Trees, crops, brush, etc.
- 3 Building(s)
- 4 Embankment
- 5 Sign(s)
- 6 Hillcrest
- 7 Parked vehicle(s)
- 8 Vehicle(s) in traffic/moving
- 9 Blinded, headlights
- 10 Blinded, sunlight
- 11 Blinded, other lights
- 12 Other*
- 13 Unknown

(35) Physical Condition

- 1 Apparently normal
- 2 Illness
- 3 Fatigue
- 4 Fell asleep, fainted, loss of consciousness
- 5 Impairment due to medications, drugs, alcohol
- 6 Medical condition
- 7 Other physical impairment
- 8 Restriction not complied with
- 9 Other*
- 10 Unknown

(36) Driver License Restrictions

Restrictions assigned to an individual's driver license by the license examiner.

Indicate restrictions shown on the Driver's License. For out-of-state drivers, write out the restriction.

(37) Alcohol/Drugs Suspected

- 0 No
- 1 Yes - alcohol, impairment suspected
- 2 Yes - alcohol, no impairment detected
- 3 Yes - other drugs, impairment suspected
- 4 Yes - other drugs, no impairment detected
- 5 Yes - alcohol and other drugs, impairment suspected
- 6 Yes - alcohol and other drugs, no impairment detected
- 7 Unknown

(38) Alcohol/Drugs Test Status

- 0 No test
- 1 Alcohol test
- 2 Test for other drugs
- 3 Alcohol & other drugs test
- 4 Test refused
- 5 Unknown

(39) Alcohol/Drugs Test Results

- 0 No test
- 1 No alcohol or other drugs
- 2 Alcohol (percent BAC)
- 3 Other drugs reported
- 4 Contaminated sample/unusable
- 5 Pending
- 5 Unknown

(40) Vehicle Seizure (DWI)

Check this box if the crash involves alcohol or other drugs in sufficient amount to constitute a DWI, and the vehicle is "seized."

(41) Vehicle Style (Type)

- 1 Passenger car
- 2 Pickup
- 3 Light truck (mini-van, panel)
- 4 Sport utility
- 5 Van
- 6 Commercial bus
- 7 School bus
- 8 Activity bus
- 9 Other bus
- 10 Single unit truck (2-axle, 5-fire)
- 11 Single unit truck (3 or more axles)
- 12 Truck/trailer
- 13 Truck/tractor (i.e., bobtail)
- 14 Tractor/semi-trailer
- 15 Tractor/doubles
- 16 Unknown heavy truck
- 17 Taxicab
- 18 Farm equipment
- 19 Farm tractor
- 20 Motorcycle
- 21 Moped
- 22 Motor scooter or motor bike
- 23 Pedalcycle
- 24 Pedestrian
- 25 Motor home/recreational vehicle
- 26 Other*
- 27 All terrain vehicle (ATV)
- 28 Firetruck
- 29 EMS Vehicle, Ambulance, Rescue Squad
- 30 Military
- 31 Police
- 32 Unknown

(42) Vehicle Drivable

Vehicle is disabled by damage severe enough to prevent driving it. For comparison purposes, this data element could be used as a minimum reporting threshold for "property damage only" crashes.

(43) TAD

Damaged Areas

- FC Front concentrated
- FD Front distributed
- FL Front left corner
- FR Front right corner
- BC Rear concentrated
- BD Rear distributed
- BL Rear left corner
- BR Rear right corner
- LP Left side (door)
- RP Right side (door)
- LFQ Left side front quarter
- RFQ Right side front quarter
- LBQ Left side rear quarter
- RBQ Right side rear quarter
- LD Left side distributed
- RD Right side distributed
- L&T Left side & top (rollover)
- R&T Right side & top (rollover)
- TOP Top
- UND Underneath

Extent of Deformity

The Severity of Damage is based on a scale of "0" being no damage and "7" being the most severe damage

(44) Estimated Damage

Dollar estimate of the cost to restore the vehicle to its condition just prior to the crash, or the estimated value of the vehicle before the crash, whichever is less. For a "totaled" vehicle, enter a dollar estimate of the retail value of the vehicle prior to the crash. Do not enter the word "totaled".

A vehicle being towed by another is part of the towing vehicle and its damage should be included in the "Parts Damaged" and "Amount of Damage" categories.

(45) Cargo Body Type

- 1 Bus (seats for 16 or more, including driver)
- 2 Bus (seats for less than 16, including driver)
- 3 Van/enclosed box
- 4 Grain/chips/gravel truck
- 5 Pole truck
- 6 Cargo tank
- 7 Flatbed
- 8 Dump
- 9 Concrete mixer
- 10 Auto transporter
- 11 Garbage/refuse
- 12 Log truck
- 13 Other*

(46) Name of EMS

Record the name of the EMS (or EMS unit number if available) that responded to the crash. A letter designation, unique to each injured person is provided in the first column of the Occupant and Non-Motorist Section. This unique identifier must precede the name of the EMS for each injured person being transported.

Example: A - Cumberland County Ambulance

(47) Injured Taken by EMS to

Record the destination of the injured person preceded by the unique letter designation (from the first column) for the person involved, if they were taken to a hospital, clinic, doctor's office, or other place of emergency medical aid. Include both name of treatment facility and city or town.

Example: A - N.C. Memorial, Chapel Hill; B - Duke Hospital, Durham, etc.

KEY DEFINITIONS

CRASH/MOTOR VEHICLE/UNIT

A motor vehicle crash is any event that results in death, injury or property damage attributable directly to a motor vehicle or its load in transport, but not involving aircraft or watercraft. It must occur on a trafficway or after the motor vehicle runs off the roadway but before events are stabilized.

A motor vehicle is any mechanically or electrically powered device, not operated on rails, upon which any person or property may be transported or drawn upon a highway.

A unit is any motor vehicle, pedestrian, pedalcyclist, moped or other road vehicle, excluding railway vehicles, which can be shown on the report as "other" RR train.

DRIVERLESS MOTOR VEHICLE

A driverless motor vehicle, though previously parked, or a motor vehicle out of control while being towed or pushed, is considered to be a motor vehicle in transport. Also, an abandoned motor vehicle, upon a roadway, is considered to be a motor vehicle in transport. This principle does not apply to such devices as farm or industrial machinery, highway graders, construction machinery, or similar devices which are not in use at the time of the crash for transport.

HIT & RUN

A hit & run vehicle is one which was involved in the crash as the "striking vehicle" or as the "vehicle struck" but which left the scene. The appropriate box must be checked, e.g., vehicle 1, vehicle 2, etc. and any information that is known, included in the Driver and/or Vehicle areas.

NON-CONTACT VEHICLE OR NON-MOTORIST

Non-contact phantom motor vehicles or non-motorists are units that caused the crash but left the scene. They should not be counted in the number of units, but should be referred to in the narrative.

Non-contact motor vehicles or non-motorists are units that caused the crash and remained at the scene. They should be counted as units with identifying information, and referred to in the narrative. A school bus could be an example of a non-contact vehicle that is related to a crash (refer to data element # 58).

SCHOOL BUS

A motor vehicle used for the transportation of any school pupil at or below the 12th-grade level to or from a public or private school or school-related activity.

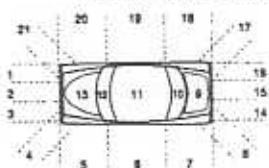
A school bus must be externally identifiable by the color yellow, the words "school bus", flashing red lights located on the front and rear, and identifying lettering on both sides indicating the school or school district served, or the company operating the bus.

MOTOR VEHICLE STATUS

The use of the device at the time of the crash is the primary criterion for establishing motor vehicle status. For example:

1. A registered motor vehicle is being drawn by a team of horses on a city street; it is considered other road vehicle.
2. A registered motor vehicle is being used to draw a plow engaged in breaking ground on a farm; it is considered farm machinery while engaged in plowing.
3. A registered truck is engaged in spreading concrete at a road construction site; it is construction machinery.
4. A motorized highway grader, under its own power, is moving from one work place to another on a public way; it is considered a motor vehicle in transport.
5. A registered truck, with a blade attached, is engaged in plowing snow from a trafficway; it is considered road maintenance machinery.
6. A riding, motorized lawn mower, under its own power, is being driven from one home to another on a city street; it is considered a motor vehicle in transport.
7. A military tank is being moved, under its own power, from the firing range to the motor pool, on a land way of a military post; it is considered a motor vehicle in transport.

48 Points of Initial Contact



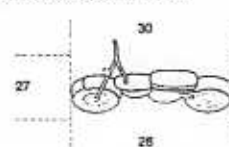
Passenger Cars/Small Trucks

0 Pedestrian & Non-Contact Vehicle



Tractor-Trailers

UNDERNEATH: 22 Front, 23 Center, 24 Rear, 25 Rollover, 26 Unknown



Motorcycle, Bicycle, Moped or ATV

(49) Vehicle Maneuver/Action

- 1 Stopped in travel lane
- 2 Parked out of travel lanes
- 3 Parked in travel lanes
- 4 Going straight ahead
- 5 Changing lanes or merging
- 6 Passing
- 7 Making right turn
- 8 Making left turn
- 9 Making U turn
- 10 Backing
- 11 Slowing or stopping
- 12 Starting in roadway
- 13 Parking
- 14 Leaving parked position
- 15 Avoiding object in road
- 16 Other*

(50) Non-motorist Action

- 1 Entering or crossing specified location
- 2 Walking, riding, running/jogging with traffic
- 3 Walking, riding, running/jogging against traffic
- 4 Working
- 5 Pushing vehicle
- 6 Approaching or leaving vehicle
- 7 Playing
- 8 Standing
- 9 Other*

(51) Non-motorist Location Prior to Crash

- 1 Marked crosswalk at intersection
- 2 At intersection but no crosswalk
- 3 Non-intersection crosswalk
- 4 Driveway access crosswalk
- 5 In roadway
- 6 Not in roadway
- 7 Median (but not on shoulder)
- 8 Island
- 9 Shoulder
- 10 Sidewalk
- 11 Within 10 feet of roadway (not on shoulder, median, sidewalk, island)
- 12 Beyond 10 feet of roadway (within trafficway)
- 13 Outside trafficway
- 14 Shared-use path or trails

(52-56) VEHICLE LEVEL

Crash Sequence of Harmful Events (First, Second, Third, Fourth), fields 52-55, and Most Harmful Event, field 56 for each Unit (Vehicle)

If a vehicle has only one event, then only one code is required. Vehicles can have up to 4 harmful events. The Most Harmful Event may or may not be one of the 4 events.

0 Unknown

Non-Collision

- 1 Ran off road right
- 2 Ran off road left
- 3 Ran off road straight ahead
- 4 Jackknife
- 5 Overtaken/rollover
- 6 Crossed centerline/median
- 7 Downhill runaway
- 8 Cargo/equipment loss or shift
- 9 Fire/explosion
- 10 Immersion
- 11 Equipment failure (tires, brakes, etc.)
- 12 Separation of units
- 13 Other non collision*

Collision of Motor Vehicle With

- 14 Pedestrian
- 15 Pedalcyclist
- 16 RR train, engine
- 17 Animal
- 18 Movable object*

Collision of Two or More

Motor Vehicles

- 20 Parked motor vehicle
- 21 Rear end, slow or stop
- 22 Rear end, turn
- 23 Left turn, same roadway
- 24 Left turn, different roadways
- 25 Right turn, same roadway
- 26 Right turn, different roadways
- 27 Head on
- 28 Sideswipe, same direction
- 29 Sideswipe, opposite direction
- 30 Angle
- 31 Backing up
- 32 Other collision with vehicle*

(57) Distance & Direction from Road to Object Struck

- 0 None
- 1 In road
- 2 Right of road, 0-10 ft.
- 3 Right of road, 11-30 ft.
- 4 Right of road, over 30 ft.
- 5 Left of road, 0-10 ft.
- 6 Left of road, 11-30 ft.
- 7 Left of road, over 30 ft.
- 8 Straight ahead, 0-10 ft.
- 9 Straight ahead, 11-30 ft.
- 10 Straight ahead, over 30 ft.

(58) 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.

- 1 Underride
- 2 Override
- 3 Neither Underride or Override
- 4 Unknown

(59) Vehicle Defects Maximum of two per Vehicle

- 0 None detected
- 1 Brakes
- 2 Headlights
- 3 Rear lights
- 4 Steering
- 5 Tires
- 6 Other defects*
- 7 Unknown

(60) 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, restricted speed for permitted vehicles

(61) Estimate of Original Speed

Estimated speed in miles per hour for each vehicle involved in the collision. Estimates reflect the speed of each vehicle at the moment the driver initially perceived an existing hazard.

Collision with Fixed Object

- 33 Tree
- 34 Utility pole (with or without light)
- 35 Luminaire pole (non-breakaway)
- 36 Luminaire pole (breakaway)
- 37 Official highway sign (non-breakaway)
- 38 Official highway sign (breakaway)
- 39 Overhead sign support
- 40 Commercial sign
- 41 Guardrail end on shoulder
- 42 Guardrail face on shoulder
- 43 Guardrail end in median
- 44 Guardrail face in median
- 45 Shoulder barrier end (non-guardrail)
- 46 Shoulder barrier face (non-guardrail)
- 47 Median barrier end (non-guardrail)
- 48 Median barrier face (non-guardrail)
- 49 Bridge rail end
- 50 Bridge rail face
- 51 Overhead part of underpass
- 52 Pier on shoulder of underpass
- 53 Pier in median of underpass
- 54 Abutment (supporting wall) of underpass
- 55 Traffic island curb or median
- 56 Catch basin or culvert on shoulder
- 57 Catch basin or culvert in median
- 58 Ditch
- 59 Embankment
- 60 Mailbox
- 61 Fence or fence post
- 62 Construction barrier
- 63 Crash cushion
- 64 Other fixed object*

(62) Estimate of Speed at Impact

Estimated speed in miles per hour for each vehicle involved in the collision. Estimates reflect the speed of each vehicle at the moment of impact.

(63) Tire Impressions Before Impact

Length (in feet) of the tire impressions (skid marks, tire print yaw) for each vehicle involved in the collision, prior to impact.

(64) Distance Traveled After Impact

Distance (in feet) each vehicle or pedestrian traveled after impact as a result of the force of the collision.

(65) Emergency Vehicle Use

Indicates vehicles which are on an emergency response, i.e., traveling with physical emergency signals in use, lights, siren sounding, etc.

- 1 Firetruck
- 2 EMS Vehicle, Ambulance, Rescue Squad, etc.
- 3 Military
- 4 Police
- 5 Other

(66) Post Crash Fire

If "Yes" check block

(67) School Bus - Contact Vehicle

If "Yes" check block. This data element is used to determine "school bus related." The school bus, with or without a pupil on board, is directly involved as a contact vehicle.

(68) School Bus - Noncontact Vehicle

If "Yes" check block. This data element is used to determine "school bus related." The school bus, with or without a pupil on board, is indirectly involved as a noncontact vehicle.

(69) Road Feature

- 0 No special feature
- 1 Bridge
- 2 Bridge approach
- 3 Underpass
- 4 Driveway, public
- 5 Driveway, private
- 6 Alley intersection

Intersection of roadways (7-12)

- 7 Four-way intersection
- 8 T-intersection
- 9 Y-intersection
- 10 Traffic circle/roundabout
- 11 Five-point, or more
- 12 Related to intersection
- 13 Non-intersection median crossing
- 14 End or beginning-divided highway

Interchange (15-21)

- 15 Off-ramp entry
- 16 Off-ramp proper
- 17 Off-ramp terminal on crossroad
- 18 Merge lane between on and off ramp
- 19 On-ramp entry
- 20 On-ramp proper
- 21 On-ramp terminal on crossroad
- 22 Railroad crossing
- 23 Tunnel
- 24 Shared-use paths or trails
- 25 Other*

(70) Road Character - Horizontal and Vertical Alignment

- 1 Straight, level
- 2 Straight, hilly/crest
- 3 Straight, grade
- 4 Straight, bottom (sag)
- 5 Curve, level
- 6 Curve, hilly/crest
- 7 Curve, grade
- 8 Curve, bottom (sag)
- 9 Other*

(71) Road Classification

- 1 Interstate
- 2 US Route
- 3 NC Route
- 4 State Secondary Route
- 5 Local Street
- 6 Public Vehicular Area
- 7 Private Road, Driveway
- 8 Other*

(72) Road Surface Type

- 1 Concrete
- 2 Grooved concrete
- 3 Smooth asphalt
- 4 Coarse asphalt
- 5 Gravel
- 6 Sand
- 7 Soil
- 8 Other*

(73) Road Configuration (Trafficway Description)

- 1 One-way, not divided
- 2 Two-way, not divided
- 3 Two-way, divided, unprotected median
- 4 Two-way, divided, positive median barrier
- 5 Unknown

(74) Access Control

- 1 No access control
- 2 Full access control
- 3 Partial access control

(75) Number of Lanes

Total number of lanes in both directions in the trafficway. If parking lot, enter "0"

(76) Traffic Control Device

- 0 No control present
- 1 Stop sign
- 2 Yield sign
- 3 Stop and go signal
- 4 Flashing signal with stop sign
- 5 Flashing signal without stop sign
- 6 RR gate and flasher
- 7 RR flasher
- 8 RR crossbucks only
- 9 Human control
- 10 Warning sign
- 11 School zone signs
- 12 Flashing stop and go signal
- 13 Double yellow line, no passing zone
- 14 Other*

(77) Traffic Control Operating

- 1 Yes
- 2 No
- 3 Unknown

(78 - 81) Work Zone Related

- 1 Construction work area
- 2 Maintenance work area
- 3 Utility work area
- 4 Intermittent/moving work - e.g., patching potholes
- 5 No

(79) Work activity at time of crash

- 1 On going
- 2 No apparent activity

(82) Trailer Type

- 0 No trailer
- Non-semi trailers**
- 1 Boat
- 2 Camper
- 3 Utility
- 4 Horse
- 5 House trailer (mobile home)
- 6 Towed vehicle
- 7 Other non-semi

Semi trailers

- 8 Tanker
- 9 Enclosed van
- 10 Flatbed or platform
- 11 Other semi trailer
- 12 Double trailer

(83) Overwidth Trailer/Mobile Home

Enter the number of the vehicle pulling overwidth trailer, including overwidth mobile home, followed by the permit number.

(84) Crash Diagram

The diagram should include:

- 1 Roads and intersecting roads; if a vehicle is struck exiting a driveway, give the name of the business or resident
- 2 Direction of travel for each lane
- 3 All pertinent roadside features
- 4 Paths of travel for vehicles, pedestrians, bicyclists, etc.
- 5 Tire marks and debris
- 6 Measurements pertinent to the location of the point of impact. Use a tape for distances up to 500 feet. Use an odometer for greater distances

For crashes within an interchange:

- 1 Add a small line sketch of the interchange and show an "x" where the crash occurred
- 2 Sketch should be less than 25% of the total diagram area, and
- 3 Conform to the north arrow
- 4 Identify number, name of the road(s), ramps, and service roads shown

(85) Crash Narrative

Provide a word description of events occurring prior to, during, and after the crash which are not elsewhere on the form. Note all pertinent and unusual aspects of the crash. Statements made in this narrative should be in the opinion of the investigating officer.

(86) Additional Property Damage

Enter any property other than motor vehicles that was damaged, identify the property and its owner and enter an estimate of the dollar damage. Damage to signs, buildings, mailboxes, fences, etc., should be entered here.

(80) Work area marked with warning signs, cones

- 1 Yes
- 2 No

(81) Location of crash

- 1 Before work area
- 2 In work area approach taper
- 3 Adjacent to actual work area