Crash Manual Quick Reference Guide

1) Report ID: Hour represents the time the crash occurred not when reported or when arrived

2) General Information: Estimated Total Damage Compared to $2,000 Limit/possible injury or greater

3) Location: Use “at” when crash occurred in intersection; “from” when crash occurred outside intersection; do not use addresses unless crash occurred on private property do not use light poles or other landmarks that are not identifiable on map

4a) Is This a Secondary Collision: If it occurred as a direct result of or distraction created by prior incident
4b) Roadway Clearance Time: time when collision debris/vehs moved from road
4c) Incident Clearance Time: time when all vehs/debris moved from road-crash no longer distraction

5) Traffic Unit 5z: Autonomous Veh box checked if vehicle had autonomous capabilities; then check whether veh was being manually controlled at time of crash or whether it was autonomous; if unknown then check Unk box

Partial automation: examples: electronic stability or automatic braking; cruise control along with lane centering
Full automation: driver not expected to provide any vehicle control

5ff) Safety Devices: For motorcycle driver/passenger, must use either 1-None Used or 5-Helmet Used

5hh) Injury Severity: Possible Injury: reported or claimed but nothing observed
Suspected Minor Injury: observed at the scene; bump on head, abrasion, bruise, minor cut
Suspected Serious Injury: severe cut where tissue, muscle, organs exposed, severe loss of blood, broken bones, crush injuries, severe skull or chest injuries, significant burns, unconscious when taken from scene, paralysis

14) Relation to Junction: 2-intersection related- usually within 150’ of intersection
7-driveway or alley access- Be sure to check this box if crash is caused by vehicle entering/leaving driveway/alley

15) Trafficway Description: 4-Two-Way, Divided, Unprotected Median
Depressed, raised or flush with the pavement; grass, landscaped or pavement exceeding 2’ in width
5-Two-Way, Divided Positive Median Barrier
Concrete wall, guardrail-not trees, curbing, rumble strips or drain depressions

17) Manner of Crash Impact: Angle vs. Left Turn
Angle: typically T-bone crash (front impacts side of veh
Left Turn: 2 vehicles traveling opposite directions & one vehicle makes left turn
Include arrows on diagram to show direction of travel
22) Violations/Behavior:
   2-Speed Too Fast For Conditions: Traveling at a speed that was unsafe for the road, weather, traffic, or other environmental conditions at the time.  
   Do not use this for behavioral conditions such as distraction, impairment, fatigue, falling asleep or for other violations such as ran stop sign or disregarded traffic signal

   8-Drove Left of Center Line: Veh drove across striped centerline or two way left turn lane and caused crash

   9-Wrong Way Driving: Veh established in and driving on wrong side of road

   10-Crossed Median: Roadway that is physically divided by a depressed median or a positive median barrier. Do not use this code for a vehicle traveling on a roadway this is not physically divided, such as 2-way roads with a striped centerline or a continuous left turn lane.

27) Sequence of Events: First Harmful Event of Crash - when damage or injury occurs

   Non-Contact Vehicle: Vehicle may have caused crash but didn’t make contact
   Put this information in narrative – Not on face sheet

For Questions Contact:

Glen Robison
State Custodian of Crash Records
grobison@azdot.gov
602-712-8496