



UD-10 Training Review #5

May 10, 2011

The purpose of the UD-10 Training Review is to answer questions or clarify commonly misunderstood sections identified during the UD-10 supervisor and officer training sessions. If there are any questions, contact Sgt. York at Yorkdean@Michigan.gov or the Traffic Crash Reporting Section at 517-241-1669.

Crash Diagram and Remarks section

Although the UD-10 crash report collects a wide range of useful information, it was not specifically designed to effectively collect information on special interest topics, such as recently designed safety improvements or tracking trends in motorist behavior. Cable guide barriers, efforts to eliminate texting while driving, and upcoming changes to the graduated driver's license are just a few initiatives that make this evident. However, with minimal effort, these types of issues are easily documented within the diagrams and remarks section. Documenting these issues allows researchers, legislators, MDOT and other safety advocates the information to make better and more informed decisions when it comes to road configuration changes and other safety improvements.

The following is a short list of examples of crash related variables not captured on the form. If the following, or other issues of interest, are associated with a crash please provide a detailed listing of them in the remarks section.

- Specific actions of the involved parties such as texting, eating, reading
- Cable guide barrier or other roadway treatments not listed on the UD-10
- Trees, boulders, fences or other fixed objects along the right-of-way
- Type of helmet worn (US DOT compliant, novelty)
- Type of airbag (curtain, side, front)
- Graduated drivers license violations
- Description of events that are unable to be listed in the sequence of events section

The remarks section should continue to be used to list damage to trailers, non-contact at fault drivers and witness statements. Personal identifiers in the remarks section should be avoided as much as possible. Descriptors such as unit #1 or driver #1 are appropriate identifiers.

The diagram for each crash should be completed to fully describe the crash. State, county and local transportation agencies use this information to locate and replace damaged property and as the basis for future trafficway improvements.