



UD-10 Training Review #1

November 1, 2007

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 the Traffic Crash Reporting Section at 517-241-1699.

TOTAL NUMBER OF LANES (FLARE LANES)

This area has been reviewed due to numerous conflicts while defining a flare lane. With input from MDOT, engineers, Traffic Services, FARS and numerous manuals, it has been determined the most efficient means of collecting accurate and consistent information will be to have officers document the total number of legal travel lanes (as long as a vehicle can legally operate in a marked lane, the lane will count). An example would be an east and west bound one lane roadway with a right turn lane attached at the intersection to both directions of travel. The total will be 4 lanes—since turn lanes and flare lanes are no longer defined in the collection of this segment and all 4 lanes can be legally traveled upon. If the roadway is divided, continue to count the total number of lanes in one direction at the point of impact. With all crashes, an accurate diagram indicating all lanes is strongly encouraged to prevent follow-up questions by TCRU staff.

VEHICLE REGISTRATION

To accurately record damage to a vehicle involved in a crash, the license plate registered to the vehicle must be entered in the vehicle registration section, even if it is not displayed on the vehicle at the time of the crash. If a license plate is recorded on the UD-10 that is registered to a different vehicle (improper display/stolen plate), the information will be collected—indicating the uninvolved vehicle was damaged. If an improper, invalid or no plate is displayed, write this information in the remarks/diagram portion of the crash report for later reference by the officer. Dealer, municipal (X, Y, Z plates) and out of state plates not registered to a specific vehicle will obtain data from the VIN.

FATAL REPORTS

Remember to always provide a diagram of the crash for ALL fatal reports on the UD-10. Indicating “see Accident Investigator report” (or any other reference to where a diagram can be found) without including one on the UD-10 is not sufficient. The UD-10 cannot be used in court action (257.624 and 257.621) which helps alleviate the concern of representing the fatal crash to scale on the crash report.

TRAFFIC BARRIER DEFINITION

Advisory #15 has been identified as being in contradiction to the definition of a traffic barrier and has been changed to reflect the proper definition. Per the MMUCC manual, a traffic barrier *is a device that provides a physical limitation through which a motor vehicle would not normally pass and is designed to contain or redirect an errant motor vehicle.* As such a tree, shrub, curb or any other device not designed to “contain or redirect” the vehicle would not be considered a traffic barrier. The most common forms of traffic barriers are guard rails, cement barriers and/or brick walls.

PERSONAL IDENTIFIERS IN DIAGRAM OR NARRATIVE

In the near future, the diagram and narrative section may be made public with personal identifiers (names, addresses and phone # of units and trucking companies) blocked from view. To protect identities please refer to the units in general terms such as V1, unit 1, car 1 or driver 1 instead of “Smith stated” or “Current address 123 Main St.” in the Narrative and Diagram sections.