Wisconsin DT4000 Crash Data User Guide

Wisconsin Traffic Operations and Safety Laboratory

May 28, 2019

The Traffic Operations and Safety (TOPS) Laboratory at the University of Wisconsin-Madison provides crash summary data files as a service to the Wisconsin Department of Transportation (WisDOT) Bureau of Traffic Operations (BTO). The crash database, provided by WisDOT, Division of State Patrol, contains information on all police reported crashes in Wisconsin from 1994 to the current year. Information on the location of the crash, vehicles involved, and general crash attributes are available. Personally identifiable information (PII) data have been removed.

A reportable crash is defined as a crash resulting in injury or death of any person, any damage to government-owned non-vehicle property to an apparent extent of $200 or more or total damage to property owned by any one person to an apparent extent of $1000 or more. (This definition went into effect 1/1/96). It is important to note, however, that not all reportable crashes are reported. In order for a crash to be in the database, a crash report must have been completed by a police officer.

A legend for the abbreviations and data fields contained in the crash data summary is attached. Note that some data fields listed in the attachment may not be included in all summary reports. Additional information may also be obtained by consulting the narrative and diagram in the actual crash report. The TOPS Lab provides copies of crash reports on behalf of WisDOT BTO to government agencies and consultants working on WisDOT projects.

For general inquiries regarding TOPS Lab crash data, or to request copies of specific crash reports, email: crash-data@topslab.wisc.edu.   A Crash Data Resources FAQ is also available from the TOPS Lab WisTransPortal system: http://transportal.cee.wisc.edu/services/crash-data/.

For additional information, or if you need assistance in analyzing the crash data obtained, please contact Ms. Andrea Bill, Traffic Safety Research Program Manager: bill@wisc.edu or 608-890-3425.

For all other inquiries:

Dr. David A. Noyce, Director
Traffic Operations and Safety (TOPS) Laboratory
Department of Civil and Environmental Engineering
Department of Industrial and Systems Engineering
University of Wisconsin-Madison
2205 Engineering Hall
1415 Engineering Drive
Madison, WI 53706
Phone: 608-265-1882
Email: noyce@engr.wisc.edu

Crash Data Guide Usage Notes

As of January 1, 2017, the Wisconsin DT4000 crash report has replaced the MV4000 for all police reported motor vehicle crashes in Wisconsin. The DT4000 introduced a number of important changes to the overall set of crash data elements and attributes[1], including adherence to the US DOT Model Minimum Uniform Crash Criteria (MMUCC) standard for crash data systems. Information about the DT4000 crash database modernization project is available on the TOPS Lab website: http://topslab.wisc.edu/research/cdi/.

This Data Guide provides a description of DT4000 data elements and attributes available from the WisTransPortal crash database at the TOPS Lab. Data elements are listed in alphabetical order. The definition of each element is provided, along with the corresponding list of attributes, where applicable. For multiyear queries that include crashes prior to 2017, the TOPS Lab provides a "legacy" data file that translates DT4000 crash elements into an equivalent MV4000 format. It is recommended to use the DT4000 data file whenever possible to obtain the most complete and accurate picture of the crashes listed.

The following conventions are used in Section 1, DT4000 Crash Data Elements:

- [1,2] Denotes unit level information, where a unit is any vehicle, bicycle, pedestrian, or equipment involved in a crash. Unit level element names in the data file are appended with "1" or "2", representing the first or second unit involved in the crash. For example, VEHTYPE1 describes the vehicle type of the first unit listed on the DT4000 crash report. The TOPS Lab crash data file includes information on the first two units involved in a crash along with information on the drivers or primary non-motorists for those units. Additional information may be obtained by consulting the DT4000 crash report.

- [A,B] Denotes elements that take on multiple values. Multi-valued element names in the data file are appended with "A", "B", "C", etc. For example, RDWYPC_A and RDWYPC_B describe the first two roadway factors listed on the DT4000 crash report. The TOPS Lab crash data file includes the first several attributes for multi-valued elements. The actual number of attributes provided varies by element and follows the number of subtypes recommended by the MMUCC standard, regardless of how many attributes are recorded in the database. Additional information may be obtained by consulting the DT4000 crash report.

- [1,2][A,B] Denotes combined unit level and multi-valued elements. For example, DRVRPC1A and DRVRPC1B describe the first two contributing factors listed for the driver of the first unit on the DT4000 crash report.

The DT4000 crash database is subject to change over time as new elements are added, modified, or replaced. A Document Revision History is provided in Section 2 at the end of this Guide. This Data Guide reflects the new DT4000 version of the WisTransPortal Crash Database. An MV4000 Data Guide corresponding to the "legacy" crash data is also available from the TOPS Lab.

---

[1] Elements refer to individual fields on the crash database. Attributes refer to predefined values of elements. For example *Fatality* is an attribute of the element *Injury Severity*. Many database elements do not have predefined attributes, such as the element *Crash Date*.

SECTION 1: DT4000 Crash Data Elements

ACSCNTL – The degree that access to abutting land is fully, partially, or not controlled by a public authority.

- **Full** - Full Control
- **PART** - Partial Control
- **NO** - No Control

AGCYCASE – Used by law enforcement to record their case identifier for a crash.

AGCYNAME – The name of the reporting law enforcement agency.

AGCYNMBR – The NCIC number for the reporting law enforcement agency.

AGCYTYPE – The type of law enforcement agency that reported the crash.

- **BLNK**- Blank
- **WSP** - State Patrol
- **CO SHF** - County Sheriff
- **C POL** - City Police
- **V POL** - Village Police
- **TWN POL** - Town Police
- **TRIBAL** - Tribal
- **OTHR** - Other

AGE[1,2] – The age in years of a person involved in a crash.

ALCFLAG – Indicates whether law enforcement suspected that at least one driver or non-motorist involved in the crash had used alcohol. This includes both alcohol use under the legal limit and at or over the legal limit. (Y/N/UNKN),

ALTLAT – The latitude coordinate value of a crash location in decimal degrees, manually entered during the RP crash coding process for quality control of the TraCS TLT location.

ALTLON - The longitude coordinate value of a crash location in decimal degrees, manually entered during the RP crash coding process for quality control of the TraCS TLT location.

AMENDED – Indicates whether a crash report was an amendment to a previous report.

ANMLTY[A,B] – Identifies the type of animal hit in a crash.

- **BEAR** - Bear
- **COYT** - Coyote
- **DEER** - Deer
- **OPOS** - Opossum
- **OTHR** - Other Non-Domesticated
- **RACC** - Raccoon(s)
- **TRKY** - Turkey

ARBGDLPT[1,2] – Deployment status of an air bag relative to the position of the operator of the vehicle.

- **DP FT** - Deployed-Front
- **DP SD** - Deployed-Side
- **DP CT** - Deployed-Curtain
- **DP OT** - Deployed-Other (Knee, Air Belt, etc.)
- **DP CB** - Deployed-Combination
- **NON DP** - Non Deployed

- **NDP OFF** – Non-Deployed – Switched Off
- **NDP RE** – Non-Deployed – Defective/Removed
- **SHLD** - Shoulder
- **NA** - Not Applicable
- **UNKN** - Unknown

ARDATE – The date the law enforcement officer arrived at the crash scene (YYYYMMDD).

ARTIME – The time the law enforcement officer arrived at the crash scene (HHMI).

ATCODE – A code used to identify the type of "Structure Number" associated with a crash location (i.e., house #, utility #, fire #, railroad #, other #).

- **N** - No Structure
- **H** - House/Building
- **F** - Fire
- **U** - Utility
- **R** - Railroad
- **B** - Bridge
- **O** - Other

ATHWY – The name of the intersecting highway which is used to identify the location of a crash.

ATHWYDIR – The signed direction of the intersecting highway which is used to identify the location of a crash.

- **NB** - Northbound
- **EB** - Eastbound
- **SB** - Southbound
- **WB** - Westbound

ATHWYSYS – The system type of the intersecting highway which is used to identify the location of a crash.

- **IH** - Interstate
- **USH** - US Highway
- **STH** - State Highway
- **CTH** - County Highway

ATHWYTYP – The type of intersecting highway which is used to identify the location of a crash.

- **R** - Ramp
- **F** - Frontage
- **B** - Business

ATNMBR – The structure number associated with a crash location.

ATSTR – The name of the intersecting street which is used to identify the location of a crash.

AUTOFLAG - Flag indicating whether a passenger car was involved in a crash.

BIKEFLAG - Flag indicating whether a bicycle was involved in a crash.

BUSFLAG - Indicates whether a school bus or motor vehicle functioning as a school bus for a school-related purpose is involved in the crash.

- **N** - No
- **Y/D** - Yes, School Bus Directly Involved
- **Y/I** - Yes, School Bus Indirectly Involved

CITFLAG - Flag indicating whether a crash report lists citations.

CLRDATE - The date the crash scene was cleared (YYYYMMDD).

CLRTIME – The time the crash scene was cleared (HHMI)

CLSDATE – The date a road/lane was initially closed due to a crash (YYYYMMDD).

CLSFLAG – Flag indicating whether any lanes were closed due to a crash.

CLSRSN[A,B] - Describes the reason for the road/lane closure due to a crash.

- **TOW** - Tow Truck
- **FIRE** - Fire/EMS
- **MED** - Med Flight
- **ENF** - Law Enforcement
- **WTHR** - Weather Conditions
- **SECD** - Secondary Crash
- **OTHR** - Other

CLSTIME – The time a road/lane was initially closed due to a crash (HHMI).

CLSTYPE - Describes the type of road/lane closure due to a crash.

- **FC** - Full Closure
- **1D** - Closure – One Direction
- **LC** - Lane Closure
- **OC** - Other Closure

CMAAFLAG - Flag indicating whether a crash has been geo-coded for crash mapping and analysis purposes.

CMVFLAG - Flag indicating whether a commercial motor vehicle was involved in a crash.

CNTYCODE - The code value of the county in which the crash occurred.

CNTYNAME - The name of the county in which the crash occurred.

CONSZONE - Flag indicating whether a crash occurred in a construction, maintenance, or utility work zone or was related to activity within a work zone.

CONTCPT[1,2] - The approximate contact point on this vehicle associated with this vehicles initial harmful event.

- **NON** - Non-Collision
- **1** - Right Front Corner
- **2** - Ride Side Front
- **3** - Right Side Middle
- **4** - Right Side Rear
- **5** - Right Rear Corner
- **6** - Rear
- **7** - Left Rear Corner
- **8** - Left Side Rear
- **9** - Left Side Middle
- **10** - Left Side Front
- **11** - Left Front Corner
- **12** - Front
- **TOP** - Top

- **UNDER** - Undercarriage
- **CARGO** - Cargo Loss
- **NAS** - Not at Scene
- **UNKN** - Unknown

CRSHDATE - The date on which a crash occurred (YYYYMMDD).

CRSHHOUR - The time at which a crash occurred (HHMI).

CRSHJUR - Identifies the type of jurisdiction of the land where a crash occurred.

- **NO** - No Special Jurisdiction
- **N PARK** - National Park Service
- **MILT** - Military
- **TRIBE** - Indian Reservation/Trust
- **EDU** - College/University Campus
- **FED** - Other Federal Properties
- **PRV** - Private Property
- **OTHR** - Other
- **UNKN** - Unknown

CRSHLOC - Identifies ownership of the land where a crash occurred.

- **PUB** - Public Property
- **PRV** - Private Property
- **TRIBE** - Tribal Land

CRSHMTH - The month in which a crash occurred.

CRSHNMBR - Unique identifier for a crash assigned by the database management system (format YYMMNNNNN).

CRSHSVR - A code describing the overall severity of a crash.

- **FAT** - Fatal
- **INJ** - Injury
- **PD** - Property Damage
- **NR** - Not Reportable

CRSHTIME - The time at which a crash occurred (HHMI).

CRSHTYPE - The first injury or damage-producing event that characterizes the crash type. Same as MOSTHARM.

CRSHYEAR – The year in which a crash occurred (YYYY).

CYCLFLAG - Flag indicating whether a motorcycle was involved in a crash.

DAYNMBR - The day of the week on which a crash occurred.

DEERFLAG - Flag indicating whether a crash involved a deer.

DISTFLAG - Flag indicating whether a crash involved distracting or inattentive driving.

DMGAR[1,2][A,B] - Identifies areas damaged on the vehicle as a result of the crash.

- **1** - Right Front Corner
- **2** - Ride Side Front
- **3** - Right Side Middle

- **4** - Right Side Rear
- **5** - Right Rear Corner
- **6** - Rear
- **7** - Left Rear Corner
- **8** - Left Side Rear
- **9** - Left Side Middle
- **10** - Left Side Front
- **11** - Left Front Corner
- **12** - Front
- **TOP** - Top
- **UNDER** - Undercarriage
- **ALL** - All Areas
- **NO** - No Damage
- **NAS** - Not at Scene
- **UNKN** - Unknown

DNMFTR[1,2][A,B] - Any relevant condition of the individual (motorist or non-motorist) that is directly related to the crash.

- **NORM** - Appeared Normal
- **PHY IMP** - Physically Impaired
- **EMO** - Emotional (Depressed, Angry, Disturbed, Etc.)
- **SICK** - Ill (Sick), Fainted
- **SLEEP** - Asleep or Fatigued
- **UI MDA** - Under the Influence of Medication/Drugs/Alcohol
- **CONF** - Confused or Disoriented (Non Lucid)
- **WCHAIR** - Paraplegic or Restricted to Wheelchair
- **BLIND** - Blind
- **CANE** - Using Cane or Crutches
- **NO OBS** - Not Observed
- **OTHR** - Other

DOCTNMBR - The document number printed on the initial police report submitted for this crash. For amendments, this value is taken from the Document Number Override field.

DRUGLFAG – Indicates whether law enforcement suspected that at least one driver or non-motorist involved in the crash had used drugs (Y/N/UNKN).

DRVRDOIN[1,2] - The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

- **GO STR** - Going Straight
- **NEGCRV** - Negotiating Curve
- **BACKING** - Backing
- **CHG LN** - Changing Lanes
- **OVT RT** - Overtake Right
- **OVT LT** - Overtake Left
- **RT TRN** - Right Turn
- **LT TRN** - Left Turn
- **U TRN** - U Turn
- **LVG LN** - Leaving Traffic Lane
- **ENT LN** - Entering Traffic Lane

- **SLOWNG** - Slow/Stopping
- **LG PRK** - Legally Parked
- **STOPED** - Stop in Traffic
- **NO PASS** - Viol No Pass Zn
- **PARKNG** - Park Maneuver
- **RTOR** - Turn on Red
- **MERGING** - Merging
- **ACCEL** - Accelerating in Road
- **STARTNG** - Starting in Road

DRVRDOTR[1,2] - A description of the controlled maneuver before the crash when 'Other' is indicated.

DRVRPC[1,2][A,B,C,D] - The actions by the driver that may have contributed to the crash, based on the judgment of the law enforcement officer investigating the crash.

- **SPD** - Exceed Speed Limit
- **TFC** - Speed Too Fast/Cond
- **FTY** - Failed To Yield Right-Of-Way
- **FTC** - Following Too Close
- **IT** - Improper Turn
- **UB** - Unsafe Backing
- **FVC** - Failure To Control
- **ROR** - Ran Off Roadway
- **DRED** - Disregarded Red Light
- **DSS** - Disregarded Stop Sign
- **DTC** - Disregarded Other Traffic Control
- **DRM** - Disregarded Other Road Markings
- **IOR** - Improper Overtaking / Passing Right
- **IOL** - Improper Overtaking / Passing Left
- **WW** - Wrong Side or Wrong Way
- **FDL** - Failed To Keep In Designated Lane
- **AR** - Operated Motor Vehicle In Aggressive/Reckless Manner
- **ID** - Operated Motor Vehicle In Inattentive, Careless or Erratic Manner
- **IC** - Swerved or Avoided Due To Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist In Roadway, etc.
- **OVR** - Over-Correcting/Over-Steering
- **RAC** - Racing
- **OTR** - Other Contributing Action
- **NO** - No Contributing Action
- **NOT SEE** - Looked But Did Not See
- **UNKN** - Unknown

DRVRRS[1,2][A,B,C] - Restrictions assigned to an individual's driver license by the license examiner.

- **NONE** - None
- **LENS** - Corrective Lenses
- **MECH** - Mechanical Devices (Special Brakes, Hand Controls, or Other Adaptive Devices)
- **PROS** - Prosthetic Aid
- **TRANS** - Automatic Transmission
- **MIRR** - Outside Mirror
- **DAY** - Limited To Daylight Only

- **EMPLY** - Limited To Employment
- **PERMIT** - Learners Permit Restrictions
- **INTERM** - Intermediated License Restrictions
- **LIMIT** - Limited-Other
- **CDL** - CDL Intrastate Only
- **W/O AIR** - Motor Vehicles Without Air Brakes
- **MILT** - Military Vehicles Only
- **BUS A** - Except Class A Bus
- **BUS AB** - Except Class A and Class B Bus
- **TRLR** - Except Tractor-Trailer
- **FARM** - Farm Waiver
- **IID** - Ignition Interlock Device (IID)
- **OTHR** - Other
- **UNKN** - Unknown

EJECT[1,2][A,B,C] - Indicates the extent to which the person was ejected from the interior of the motor vehicle as a result of the crash. This excludes motorcycles.

- **NO** – Not Ejected
- **TOTAL** – Totally Ejected
- **PARTL** – Partially Ejected
- **NA** – Not Applicable
- **UNKN** - Unknown

ENVPC[A,B,C] - Apparent environmental conditions which may have contributed to the crash.

- **NONE** - None
- **WTHR** - Weather Conditions
- **OBSTR** - Visual Obstruction(s)
- **GLARE** - Glare
- **ANML** - Animal(s) In Roadway
- **OTHR** - Other

EYEPROT[1,2] - The type of eye protection used by a motorcyclist at the time of a crash.

- **WORN** - Yes: Worn
- **SHLD** - Yes: Windshield
- **BOTH** - Yes: Worn and Windshield
- **NO** - No
- **UNKN** - Unknown

FRSTDTTM - Record Modified timestamp for initial crash report.

FIREFLAG - Flag indicating whether a crash involved a fire in a motor vehicle in transport.

FMCSARPT - Flag indicating whether a crash is required to be reported to the Federal Motor Carrier Administration (FMCSA).

GOVTPROP - Flag indicating whether a crash involved damage to government property.

HITRUN - Flag indicating whether a crash involved a hit and run vehicle.

HLMTUSE[1,2] - The type of helmet used by a motorcyclist at the time of the crash.

- **HALF** - Half
- **3Q** - Three-Quarter

- **FULL** - Full-Face
- **NO** - No
- **UNKN** - Unknown

HWYCLASS - A code which describes the type of road the crash took place on.

- **U CITY** - City Street Urban
- **R CITY** - City Street Rural
- **R TOWN** - Town Road Rural
- **U CTH** - County Trunk Urban
- **R CTH** - County Trunk Rural
- **U STH** - State Highway Urban
- **R STH** - State Highway Rural
- **U IH** - Interstate Hwy Urban
- **R IH** - Interstate Hwy Rural
- **P LOT** - Parking Lot
- **OTHR** - Other

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

- **K** - Fatal Injury
- **A** - Suspected Serious Injury
- **B** - Suspected Minor Injury
- **C** - Possible Injury
- **O** - No Apparent Injury

INJSVR[1,2] - The injury severity level for a person involved in a crash.

- **K** - Fatal Injury
- **A** - Suspected Serious Injury
- **B** - Suspected Minor Injury
- **C** - Possible Injury
- **O** - No Apparent Injury

INJTRNS - Flag indicating whether any person involved in a crash was transported to a medical facility.

INTDIR - The compass direction of the distance to an intersecting highway or street which is used to identify the location of a crash.

INTDIS - The distance in miles to an intersecting highway or street which is used to identify a crash location.

INTTYPE - The type of intersection in which a crash occurred. An intersection consists of two or more roadways that intersect at the same level.

- **NA** - Not At Intersection
- **4 WAY** - Four-Way Intersection
- **T** - T-Intersection
- **Y** - Y-Intersection
- **L** - L-Intersection
- **RAB** - Roundabout
- **5** - Five-Point, or More
- **OTHR** - Other

JRSDTN - Text describing the location of the reporting law enforcement agency.

LASTDTTM - Record Modified timestamp for last received report (initial or amendment).

LATDECDG - The latitude expressed in decimal degrees where the first harmful event occurred.

LGTCOND - The type/level of light that existed at the time of the motor vehicle crash.

- **DAY** - Daylight
- **DAWN** - Dawn
- **DUSK** - Dusk
- **LITE** - Dark/Lighted
- **DARK** - Dark/Unlit
- **DK/UN** - Dark-Unknown Lighting
- **UNKN** - Unknown

LGTRKFLAG – Flag indicating that a crash involved a large truck.

LNKNMBR - Used to link multiple crash reports for the same crash. References the crash document number of the primary report.

LOCTYPE – Same as MV4000 "ACCDLOC" element, indicating the location type of a crash.

- **I** – Intersection (public roadway)
- **N** – Non-intersection (public roadway)
- **PL** – Parking lot
- **PP** – Private Property

LONDECDG - The longitude expressed in decimal degrees where the first harmful event occurred.

LTLNSRC - The source of the latitude and longitude locations.

- **TLT** - TLT
- **GPS** - GPS
- **OTHR** - Other

MATLSPIL - Flag indicating whether a crash involved a material spill.

MNRCOLL - The manner in which two motor vehicles in transport initially came together without regard to the direction of force. Only where the first harmful event involves a collision between two motor vehicles in transport. Note: attribute value "Front to Side" corresponds to the MMUCC 5 "Angle" value.

- **NO** - No Collision W/Vehicle In Transport
- **FTR** - Front To Rear
- **FTF** - Front To Front
- **RTR** - Rear To Rear
- **SSS** - Sideswipe/Same Direction
- **SSO** - Sideswipe/Opposite Direction
- **RTS** - Rear To Side
- **FTS** - Front to Side
- **OTHR** - Other
- **UNKN** - Unknown

MOPFLAG - Flag indicating whether a moped was involved in a crash.

MOSTHARM[1,2] - Event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

- **MVIT** - Motor Vehicle In Transport
- **PKVEH** - Parked Motor Vehicle
- **BIKE** - Pedalcycle

- **PED** - Pedestrian
- **TRAIN** - Railway Vehicle (Train, Engine)
- **OT RDY** - Motor Vehicle In Transport - Other Roadway
- **OBNFX** - Other Object - Not Fixed
- **TFSIGN** - Traffic Sign Post
- **TF SIG** - Traffic Signal
- **UT PL** - Utility Pole
- **LTPOLE** - Lum Light Support
- **OT PST** - Other Post, Pole or Support
- **TREE** - Tree
- **MAILBOX** - Mailbox
- **GR FAC** - Guardrail Face
- **GR END** - Guardrail End
- **BRPAR** - Bridge Parapet End
- **BRPIER** - Bridge/Pier/Abut
- **ATTEN** - Impact Attenuator/Crash Cushion
- **SIGN** - Overhead Sign Post
- **BRRAIL** - Bridge Rail
- **CULVRT** - Culvert
- **DITCH** - Ditch
- **CURB** - Curb
- **EMBKMT** - Embankment
- **FENCE** - Fence
- **OTH FX** - Other Fixed Object
- **OVRTRN** - Overturn/Rollover
- **FIRE** - Fire/Explosion
- **IMMER** - Immersion, Full or Partial
- **JKNIF** - Jackknife
- **OTH NC** - Other Non-Collision
- **CARGO** - Cargo/Equipment Loss or Shift
- **FELL** - Fell/Jumped From Motor Vehicle
- **THRWN** - Thrown or Falling Object
- **OT NMT** - Other Non-Motorist
- **STRUCK** - Struck By Falling, Shifting Cargo or Anything Set In Motion By Motor Vehicle
- **WZ EQP** - Work Zone/Maintenance Equipment
- **BRIDGE** - Bridge Overhead Structure
- **CABL B** - Cable Barrier
- **CONC B** - Concrete Traffic Barrier
- **OTHR B** - Other Traffic Barrier
- **ANL NA** - Non Domesticated Animal (Alive)
- **ANL ND** - Non Domesticated Animal (Dead)
- **ANL DA** - Domesticated Animal - Alive
- **ANL DD** - Domesticated Animal - Dead
- **HYDRNT** - Fire Hydrant
- **UNKN** - Unknown

MUNICODE - The code value for the municipality in which a crash occurred.

MUNINAME - The name of the municipality in which a crash occurred.

MUNITYPE - The type of municipality (city, town, village) in which a crash occurred.

- **C** - City
- **V** - Village
- **T** - Town

NMTACT[1,2][A,B] - The actions/circumstances of the non-motorist that may have contributed to the crash, based on the judgement of the law enforcement officer investigating the crash.

- **NF TRFC** - Walking Not Facing Traffic
- **DISREG** - Disregarded Signal
- **SUDDEN** - Sudden Movement Into Traffic
- **DK CLTH** - Dark Clothing
- **FC TRFC** - Walking Facing Traffic
- **NO IMPR** - No Improper Action
- **IM XING** - Improper Crossing Of Roadway (Jaywalking)
- **F YIELD** - Failure To Yield Right-Of-Way
- **F OBEY** - Failure To Obey Traffic Signs, Signals, or Officer
- **IM RDWY** - In Roadway Improperly (Standing, Lying, Working, Playing)
- **DISABLD** - Disabled Vehicle Related (Working On, Pushing, Leaving/Approaching)
- **STOPPED** - Entering/Exiting Parked/Standing Vehicle
- **INATTV** - Inattentive (Talking, Eating, Etc.)
- **NOT VIS** - Not Visible (Dark Clothing, No Lighting, Etc.)
- **IM TURN** - Improper Turn/Merge
- **IM PASS** - Improper Passing
- **W WAY** - Wrong-Way Riding or Walking
- **F LGTS** - Failing To Have Lights On When Required (Bicycling)
- **NO EQIP** - Operation Without Required Equipment (Bicycle Reflectors)
- **IM CHNG** - Improper or Erratic Lane Changing
- **F LANE** - Failure To Keep In Proper Lane or Running Off Road
- **IM ENTR** - Making Improper Entry To or Exit From Trafficway
- **RECKLSS** - Operating In Other Erratic, Reckless or Careless Manner
- **PASSNG** - Passing With Insufficient Distance or Inadequate Visibility Or Failing To Yield To Overtaking Vehicle
- **OTHR - Othe**r
- **UNKN** - Unknown

NMTLOC[1,2] - The location of the non-motorist with respect to the roadway at the time of the crash.

- **ATI MX** - At Intersection-In Marked Crosswalk
- **ATI UM** - At Intersection-Unmarked / Unknown If Marked Crosswalk
- **ATI NX** - At Intersection-Not In Crosswalk
- **ATI UL** - At Intersection-Unknown Location
- **NAI MX** - Not At Intersection-In Marked Crosswalk
- **NAI NX** - Not At Intersection-On Roadway, Not In Marked Crosswalk
- **NAI UN** - Not At Intersection-On Roadway, Crosswalk Availability Unknown
- **PK LN** - Parking Lane/Zone
- **BIKE LN** - Bicycle Lane
- **SHLDR** - Shoulder / Roadside
- **SDWLK** - Sidewalk
- **MEDIAN** - Median / Crossing Island

- **DRWAY** - Driveway Access
- **SHARED** - Shared-Use Path
- **NON TRF** - Non-Trafficway Area
- **NOT RPT** - Not Reported
- **OTHR** - Other
- **UNKN** - Unknown Location

NMTPRIOR[1,2] - The action of a non-motorist immediately prior to a crash.

- **XING** - Crossing Roadway
- **WAITING** - Waiting To Cross Roadway
- **W TRFC** - Walking/Cycling Along Roadway With Traffic (In or Adjacent To Travel Lane)
- **A TRFC** - Walking/Cycling Along Roadway Against Traffic (In or Adjacent To Travel Lane)
- **SIDE WK** - Walking/Cycling On Sidewalk
- **RDWY OT** - In Roadway - Other
- **ADJACNT** - Adjacent To Roadway (E.G., Shoulder, Median)
- **WORKING** - Working In Trafficway (Incident Response)
- **NONE** - None
- **JOGGING** - Jogging/Running
- **STOPPED** - Entering/Exiting Parked or Stopped Motor Vehicle
- **DISABLD** - Disabled Vehicle Related
- **OTHR** - Other
- **UNKN** - Unknown

NMTSFQ[1,2][A,B] - The safety equipment in use by the operator non-motorist at the time of the crash (excluding motorcyclists).

- **NONE** - None
- **HLMT** - Helmet
- **PADS** - Protective Pads Used (Elbow, Knees, Shin, etc.)
- **REFL** - Reflective Clothing (Jacket, Backpack, etc.)
- **LTNG** - Lighting
- **OTHR** - Other
- **UNKN** - Unknown

NTFYDATE - The date on which law enforcement was notified of a crash.

NTFYTIME - The time at which law enforcement was notified of a crash.

ONDUTY - Flag indicating whether police, EMT/first responders, fire fighters, or winter highway maintenance were "on duty" and involved in a crash.

ONDUTY[1,2] - If police, EMT/ first responder, fire fighter or winter highway maintenance were "on duty" and involved in a crash.

- **P** - Police
- **E** - EMT First Responder
- **F** - Fire Fighter
- **H** - Winter Hwy Maintenance

ONEMER - Flag indicating whether one of the units in a crash was operating as an emergency vehicle (lights and siren are activated).

ONHWY - The name of the highway on which a crash occurred.

ONHWYDIR - The signed direction of the highway on which a crash occurred.

- **NB** - Northbound
- **EB** - Eastbound
- **SB** - Southbound
- **WB** - Westbound

ONHWYSYS - The system type of the highway on which the crash occurred (CTH, STH, USH, IH).

- **IH** - Interstate
- **USH** - US Highway
- **STH** - State Highway
- **CTH** - County Highway

ONHWYTYP - The type of highway on which a crash occurred (R=ramp, F=frontage, B=business).

ONSTR - The street name on which a crash occurred.

OPNDATE - The date a road/lane was opened after a closure due to the crash.

OPNTIME - The time a road/lane was opened after a closure due to the crash.

PEDFLAG - Flag indicating whether a pedestrian was involved in a crash.

PHOTFLAG - Flag indicating whether photos were taken at a crash.

POPCLASS - The population class of the municipality where the crash occurred.

- **2500** - 2500-4999
- **5000** - 5000-9999
- **10000** - 10000-24999
- **25000** - 25000-49999
- **50000** - 50000-99999
- **100000** - 100000-249999
- **250000** - 250000-Over
- **LT 2500** - Incorp < 2500
- **U RURAL** - Unknown Rural
- **UNKN** - Unknown

POSTSPD[1,2] - The posted/statutory speed limit for a motor vehicle at the time of the crash. A value of 77 indicates Not Applicable.

PROTGR[1,2][A,B] - The protective gear used by a motorcyclist at the time of a crash.

- **REFL** - Reflective
- **GLOVS** - Gloves
- **BOOTS** - Boots
- **JACKT** - Jacket
- **PANTS** - Long Pants
- **NONE** - None
- **UNKN** - Unknown

RACE[1,2] – The race of the driver per the Wisconsin Uniform Traffic Citation Codes.

- **A** - Asian
- **B** - Black
- **I** - Indian

- **H** - Hispanic
- **W** - White

RDCOND[A,B,C] - The roadway surface condition at the time and place of a crash.

- **DRY** - Dry
- **WET** - Wet
- **SNOW** - Snow
- **SLUSH** - Slush
- **ICE** - Ice
- **WATER** - Water (Standing/Moving)
- **SAND** - Sand
- **MUD** - Mud/Dirt
- **GRAVL** - Gravel
- **OIL** - Oil
- **OTHR** - Other
- **UNKN** - Unknown

RDWYPC[A,B,C] - Apparent factors of the road which may have contributed to the crash.

- **NONE** - None
- **BUPC** - Backup Due To Prior Crash
- **BUPI** - Backup Due To Prior Non-Recurring Incident
- **BURC** - Backup Due To Regular Congestion
- **TOL** - Toll Booth/Plaza Related
- **RSC** - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
- **DBPC** - Debris Prior To Crash
- **RUT** - Rut, Holes, Bumps
- **WZ** - Work Zone (Construction/Maintenance/Utility)
- **WTP** - Worn, Travel-Polished Surface
- **OBS** - Obstruction In Roadway
- **TCD** - Traffic Control Device Inoperative, Missing, or Obscured
- **NSH** - Narrow Shoulder
- **LSH** - Low Shoulder
- **SSH** - Soft Shoulder
- **NHW** - Non-Highway Work
- **LG** - Loose Gravel
- **RP** - Rough Pavement
- **ODB** - Other Debris
- **SGN** - Sign Obscured/Miss
- **NB** - Narrow Bridge
- **VIS** - Visibility Obscured
- **NA** - Not Applicable
- **OTHR** - Other

RECDDTTM - System timestamp associated with a crash record revision number.

RECDNMBR - Revision number for a crash record in the database management system.

RECDSTAT - Status level of a given crash record.

- **P** - Production
- **A** - Action Required

- **D** - Deleted
- **T** - Test
- **F** - Final

RECONBY - The name of the agency that conducted the crash reconstruction.

REGION - The WisDOT Division of Transportation System Development (DTSD)/Division of State Patrol (DSP) region in which a crash occurred.

REPTYPE – The type of crash report that was submitted.

- DT4000 – Police crash report for crashes occurring since 2017
- DT4002 – Driver reported crash report for crashes occurring since 2017
- MV4000 – Police crash report for crashes occurring prior to 2017

RLTNJNIC - The coding of this data element is based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in a junction or proximity to components typically in junction or interchange areas. This field identifies if a crash occurred within the Interchange area. (Y/N/UNKN).

RLTNJNLC - The coding of this data element is based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in a junction or proximity to components typically in junction or interchange areas. This field identifies the specific location in a junction or interchange.

- **NJ** - Non-Junction
- **INT** - Intersection
- **INR** - Intersection-Related
- **ENRP** - Entrance Ramp
- **EXRP** - Exit Ramp
- **ENRPR** - Entrance Ramp-Related
- **EXRPR** - Exit Ramp-Related
- **RR** - Railway Grade Crossing
- **XOVR** - Crossover-Related
- **DRWY** - Driveway Access
- **DRRL** - Driveway Access-Related
- **PATH** - Shared-Use Path or Trail
- **ACCEL** - Acceleration Lane
- **DECEL** - Deceleration Lane
- **THRU** - Through Roadway
- **OTHR** - Other Location Not Listed Within an Interchange Area (Median, Shoulder, and Roadside)
- **UNKN** - Unknown

RLTNRDWY - The location of the first harmful event as it relates to its position within or outside the trafficway.

- **ON** - On Roadway
- **LTSH** - Shoulder Left
- **RTSH** - Shoulder Right
- **MED B** - Median Barrier
- **R SIDE** - Roadside
- **GORE** - Gore
- **SEP** - Separator
- **PARK** - In Parking Lane or Zone
- **OFF** - Off Roadway, Location Unknown
- **O ROW** - Outside Right-Of-Way (Trafficway)

- **CTLT** - Continuous Left Turn Lane
- **UNKN** - Unknown

RLTNTRWY - Identifies the location of a crash with respect it's relation to a trafficway.

- **ON** - Trafficway - On Road
- **OFF** - Trafficway - Not On Road
- **P LOT** - Non Trafficway - Parking Lot
- **OTHR** - Non Trafficway - Other

ROADHOR[1,2] - The curvature of the roadway in the direction of travel for this vehicle.

- **ST** - Straight
- **LT** - Curve Left
- **RT** - Curve Right
- **CU** - Curve - Unknown Direction
- **UNKN** - Unknown

ROADVERT[1,2] - The grade of the roadway in the direction of travel for this vehicle.

- **LVL** - Level
- **CST** - Hillcrest
- **UP** - Uphill
- **DN** - Downhill
- **SAG** – Sag (Bottom)
- **UNKN** - Unknown

ROLE[1,2] - The type of person involved in a crash.

- **DR** - Driver
- **PA** - Passenger
- **PED** - Pedestrian
- **O PED** - Other Pedestrian
- **BIKE** - Bicyclist
- **O BIKE** - Other Cyclist
- **NT** - Occupant of Motor Vehicle Not In Transport
- **NM** - Occupant of Non-Motor Vehicle Transportation Device
- **UT** - Unknown Type of Non-Motorist
- **UNKN** - Unknown

RPCODER - Indicates whether the WisDOT RP Coder Utility was used to generate STN reference point locations for a crash (Y/N/NA).

RPDIS - The relative distance in miles in the positive direction of a crash from a State Trunk Network (STN) reference point.

RPFLAG – Flag indicating that a crash was assigned to a State Trunk Network (STN) reference point (RP) location.

RPLINK - The State Trunk Network (STN) roadway link ID for a crash location.

RPLKOT - The State Trunk Network (STN) offset in miles relative to the start of a roadway link for a crash location.

RPNMBR - The State Trunk Network (STN) reference point (RP) number where a crash occurred.

RPRTEDIR - The State Trunk Network (STN) roadway route direction, used in conjunction with RPNMBR and RPDIS for the total refer

RPRTEID - The State Trunk Network (STN) roadway route ID for the highway on which a crash occurred.

RPRTENB - The State Trunk Network (STN) roadway route number where a crash occurred.

RPRTETY - The State Trunk Network (STN) roadway route type where a crash occurred (B,X,L).

RPTBFLAG - Indicates whether a crash was required to be reported by Wisconsin law.

RPTYPE - The State Trunk Network (STN) reference point (RP) type where a crash occurred (A,C,E,F,K,R,S).

RSTRFLAG - Flag indicating whether a crash report has restricted information.

SCHZONE - Flag indicating whether a crash occurred in an active school zone.

SECDAGCY - For secondary crashes, the name of the law enforcement agency handling the prior crash.

SECDFLAG - Identifies whether a crash may have occurred because of a previous crash (e.g., gawkers, slowing, etc.)

SECDPRIM - For secondary crashes, the document number of a prior crash.

SEQEVT[1,2][A,B,C,D] - The first four events (A-D) in the sequence of events related to this motor vehicle, including both non-collision as well as collision events.

- **MVIT** - Motor Vehicle In Transport
- **PKVEH** - Parked Motor Vehicle
- **BIKE** - Pedalcycle
- **PED** - Pedestrian
- **TRAIN** - Railway Vehicle (Train, Engine)
- **OT RDY** - Motor Vehicle in Transport - Other Roadway
- **OBNFX** - Other Object - Not Fixed
- **SIN PST** - Traffic Sign Post
- **TF SIG** - Traffic Signal
- **UT PL** - Utility Pole
- **LTPOLE** - Lum Light Support
- **OT PST** - Other Post, Pole or Support
- **TREE** - Tree
- **MAILBOX** - Mailbox
- **GR FAC** - Guardrail Face
- **GR END** - Guardrail End
- **BRPAR** - Bridge Parapet End
- **BRPIER** - Bridge/Pier/Abut
- **ATTEN** - Impact Attenuator/Crash Cushion
- **OH PST** - Overhead Sign Post
- **BRRAIL** - Bridge Rail
- **CULVRT** - Culvert
- **DITCH** - Ditch
- **CURB** - Curb
- **EMBKMT** - Embankment
- **FENCE** - Fence
- **OTH FX** - Other Fixed Object
- **OVRTRN** - Overturn/Rollover

- **FIRE** - Fire/Explosion
- **IMMER** - Immersion, Full or Partial
- **JKNIF** - Jackknife
- **OTH NC** - Other Non-Collision
- **CARGO** - Cargo/Equipment Loss or Shift
- **FELL** - Fell/Jumped from Motor Vehicle
- **THRWN** - Thrown or Falling Object
- **OT NMT** - Other Non-Motorist
- **STRUCK** - Struck by Falling, Shifting Cargo or Anything Set In Motion By Motor Vehicle
- **WZ EQP** - Work Zone/Maintenance Equipment
- **BRIDGE -** Bridge Overhead Structure
- **CABL B** - Cable Barrier
- **CONC B** - Concrete Traffic Barrier
- **OTHR B** - Other Traffic Barrier
- **ANM NA** – Non-Domesticated Animal (Alive)
- **ANM ND** – Non-Domesticated Animal (Dead)
- **ANM DA** - Domesticated Animal - Alive
- **ANM DD** - Domesticated Animal - Dead
- **HYDRNT -** Fire Hydrant
- **ROR R** - Run Off Roadway Right
- **ROR L** - Run Off Roadway Left
- **CR MED** - Cross Median
- **CR CL** - Cross Centerline
- **LT TRN** - Left Turn
- **DOWN** - Downhill Runaway
- **EQP FL** - Equipment Failure (Blown Tire, Brake Failure, etc.)
- **REENTR** - Reentering Roadway
- **SEP** - Separation of Units
- **RT TRN** - Right Turn
- **UNKN** - Unknown

SEX[1,2] - The sex of a person involved in a crash.

- **M** - Male
- **F** - Female
- **UNKN** - Unknown

SFTYEQP[1,2] - The restraint equipment in use at the time of the crash (excluding motorcyclists).

- **SH/LP** - Shoulder & Lap Belt
- **LAP** - Lap Belt Only
- **SHLD** - Shoulder Belt Only
- **UNKN** - Restraint Use Unknow**n**
- **NON**E - None Used - Vehicle Occupant
- **UNTYPE** - Restraint Used - Type Unknown
- **CH/FF** - Child Restraint System - Forward Facing
- **CH/RF** - Child Restraint System - Rear Facing
- **BOOST** - Booster Seat
- **CH/UN** - Child Restraint - Type Unknown
- **NA** - Not Applicable

- **OTHR** - Other

SFTYFLAG – Flag indicating whether safety equipment was unused for any person involved in a crash.

SPEEDFLAG – Flag indicating whether speed was a factor in a crash.

STATNM[1,2][A,B,C,D] - The statute number of the violation for which a driver was cited.

SURFTYPE[1,2] - Describes the type of road surface for this vehicle at the crash location.

- **BLACK** - Blacktop (Bituminous)
- **BRICK** - Brick or Block
- **CONC** - Concrete
- **DIRT** - Dirt
- **GRAVEL** - Slag, Gravel, or Stone
- **STAMP** - Stamped Concrete
- **OTHR** - Other
- **UNKN** - Unknown

TEENDRVR – Flag indicating whether a crash involved a driver between the age of 16 and 19.

TLTFLAG - Indicates whether the TraCS Locator Tool (TLT) was used to assign the crash location.

TOTCIT[1,2] - The number of citations issued to a person involved in a crash.

TOTFATL - The total number of fatalities in a crash.

TOTINJ - The total number of persons injured in a crash (excludes fatalities).

TOTINJ_A – The total number of "A" injuries in a crash, based on the WISINJ values.

TOTINJ_B – The total number of "B" injuries in a crash, based on the WISINJ values.

TOTINJ_C – The total number of "C" injuries in a crash, based on the WISINJ values.

TOTINJ_K – The total number of "K" injuries in a crash, based on the WISINJ values.

TOTINJ_O – The total number of "O" injuries in a crash, based on the WISINJ values.

TOTLANES[1,2] - Total number of lanes in the roadway on which this motor vehicle was traveling. For undivided highways - total through lanes in both directions, excluding designated turn lanes. For divided highways - total through lanes for roadway the motor vehicle under consideration was traveling.

TOTMOT - The total number of motorists involved in a crash. Excludes occupants of legally parked vehicles.

TOTNMT - The total number of non-motorists (pedestrians, pedalcyclists, etc.) involved in a crash. Includes occupants of legally parked vehicles.

TOTUNIT - The total number of units involved in a crash.

TOTVEH - The total number of vehicles involved in a crash.

TOTWIT - The total number of witnesses who observed the crash.

TOWDFLAG[1,2] – Flag indicating whether a vehicle involved in a crash is removed from the scene due to damage incurred.

- T/D – Towed Due to Disabling Damage
- T/N – Towed But Not Due To Disabling Damage
- NT – Not Towed

TRAINFLAG – Flag indicating whether a train was involved in a crash.

TRBCODE - The numeric code for the tribal land in which a crash occurred on.

TRBNAME - The name of the tribal land in which a crash occurred.

TRFCCNTL[1,2] - The type of traffic control device (TCD) applicable to this motor vehicle at the crash location.

- **NONE** - No Control
- **TS OP** - Traffic Signal
- **TS FL** - Traffic Signal Flash
- **SCHOOL** - School Zone Sign/ Device
- **STOP** - Stop Sign
- **SS FL** - Stop Sign/Flash
- **YIELD** - Yield Sign
- **WS** - Warning Sign
- **WS FL** - Warning Sign with Flash
- **TC PR** - Traffic Control Person
- **RRSIG** - Railway Crossing
- **OTHR** - Other
- **UNKN** - Unknown

TRFCINOP[1,2] - Indicates whether a traffic control device was inoperable or missing at the time of the crash (Y/N/UNKN).

TRFCWAY[1,2] - Indication of whether or not the trafficway for this vehicle is divided and whether it serves one-way or two-way traffic.

- **UNDIV**- Two-Way, Not Divided
- **TWLTL** - Two-Way, Not Divided, With A Continuous Left Turn Lane
- **DIV NO** - Divided Hwy W/O Traffic Barrier
- **DIV PNT** - Two-Way, Divided, Unprotected (Painted > 4 Feet) Median
- **DIV BAR** - Divided Hwy W/Traffic Barrier
- **DIV MBR** - Divided Hwy Median W/Barrier
- **OW** - One-Way Traffic
- **PL/PP** - Parking Lot or Private Property
- **RAMP** - Entrance/Exit Ramp
- **UNKN** - Unknown

TRKFLAG - Flag indicating whether a truck was involved in a crash.

TRLRFLAG - Flag indicating whether one or more vehicles was pulling a trailer or towing another vehicle prior to the crash.

TRLRPNTR - Flag indicating whether a trailer was involved in a crash.

TRVLDIR[1,2] - The direction of a motor vehicle's travel on the roadway before the crash. Not a compass direction, but a direction consistent with the designated direction of the road.

- **NB** - Northbound
- **SB** - Southbound
- **EB** - Eastbound
- **WB** - Westbound
- **NR** - Not on Roadway
- **UNKN** - Unknown

UNITSTAT[1,2] - The status of a unit at the time of a crash.

- **IN TRN** - In Transit
- **ON EM** - On Emergency
- **HIT RUN EM** - Hit and Run/On Emergency
- **HIT RUN** - Hit and Run
- **LG PRK** - Legally Parked
- **NCONT** - Non-Contact
- **STOLEN** - Stolen
- **HIT RUN ST** - Stolen/Hit and Run
- **IL PRK** - Illegally Parked
- **UNKN** - Unknown

URBRURAL - Urban or rural designation for the location where the crash occurred.

- **R TOWN** - Rural Town
- **R LT 5000** - Rural < 5000
- **U LT 5000** - Urban < 5000
- **U GT 5000** - Urban > 5000

VEHDMG[1,2] - Identifies the extent to which the damage affects the vehicles operability rather than the cost to repair.

- **NO** - No Damage
- **MINOR** - Minor Damage
- **FUNC** - Functional Damage
- **DISABL** - Disabling Damage
- **NAS** - Not at Scene
- **UNKN** - Unknown

VEHPC[1,2][A,B] - Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

- **BRAKE** - Brakes
- **EXHT** - Exhaust System
- **BODY** - Body, Doors
- **STEER** - Steering
- **TRANS** - Power Train
- **SUSP** - Suspension
- **TIRE** - Tires
- **WHEEL** - Wheels
- **HEAD LGT** - Head Lamps
- **TURN SIG** - Turn Signals
- **TAIL LGT** - Tail Lamps
- **BRAKE LGT** - Stop Lamps
- **WINDOW** - Windows /Wind Shield
- **MIROR** - Mirrors
- **WIPE** - Wipers
- **HITCH** - Coupling Device/Trailer Hitch/Safety Chains
- **PRE CRSH** - Disabled Due to Prior Crash
- **O DISB** - Other Disabled
- **NA** - Not Applicable
- **OTHR** - Other

- **UNKN** - Unknown

VEHTYPE[1,2] - Specific category for the type of vehicle which was involved in a crash. (The combined ATV/UTV attribute was deprecated and replaced with separate elements ATV & UTV in Fall 2018).

- **CAR** - Passenger Car
- **SUV** - (Sport) Utility Vehicle
- **P VAN** - Passenger Van
- **C VAN** - Cargo Van (10,000 Lbs or Less)
- **UT TRK** - Utility Truck/Pickup Truck
- **HOME** - Motor Home
- **S BUS** - School Bus
- **PT BUS** - Pupil Transportation School Bus
- **T BUS** - Passenger Bus/Transit Bus
- **COACH** - Motor Coach
- **OT BUS** - Other Bus
- **CYCLE** - Motorcycle
- **MOPED** - Moped
- **LSPD** - Low Speed Vehicle
- **GOLF** - Golf Cart
- **ATV** - ATV/UTV (Utility Terrain Vehicle)
- **SNOW** - Snowmobile
- **EM POL** - Police on Emergency
- **ST TRK** - Straight Truck
- **TRK NA** - Truck Tractor (Trailer Not Attached)
- **TRK TA** - Truck Tractor (Trailer Attached)
- **TRK DB** - Truck Tractor (More Than One Trailer)
- **AMB EM** - Ambulance on Emergency
- **FIRE EM** - Fire Truck on Emergency
- **FARM** - Farm Tractor/Self Propelled
- **AGCMV** - AgCMV (Ag Commercial Motor Vehicle)
- **OTHR** - Other Working Machine
- **TRAIN** - Railway Train
- **PLOW** - Snow Plow
- **MISC** - Miscellaneous
- **BIKE** - Bicycle
- **FIREF** - EM - Fire Fighter on Emergency
- **TRAILER** - Trailer
- **HRSDRWN** - Horse and Buggy
- **MINI** - Mini Bike/Dirt Bike
- **ACYCLE** - Autocycle
- **ATV** - ATV
- **UTV** - UTV (Utility Terrain Vehicle)

WISINJ[1,2] – The KABCO injury severity level for a person involved in a crash, taken as the adjusted INJSVR value depending on whether the person sustained a state reportable fatality or not.

WITFLAG - Flag indicating whether witnesses are listed on a crash report.

WSLINK - The WISLR roadway link ID for a crash location provided by TraCS TLT.

WSLKOT - The WISLR link offset in feet relative to the start of a roadway link for a crash location provided by TraCS TLT.

WSXCOORD - The WISLR X-coordinate value for a crash location provided by TraCS TLT, in UTM NAD83 Meters.

WSYCOORD - The WISLR Y-coordinate value for a crash location provided by TraCS TLT, in UTM NAD83 Meters.

WTCOND[A,B] - The prevailing atmospheric conditions that existed at the time of the crash.

- **CLEAR** - Clear
- **CLDY** - Cloudy
- **RAIN** - Rain
- **SNOW** - Snow
- **SLEET** - Sleet/Hail
- **WIND** - Severe Winds
- **FRZ RN** - Freezing Rain or Freezing Drizzle
- **FOG** - Fog
- **SMOG** - Smog/Smoke
- **B SNOW** - Blowing Snow
- **B DIRT** - Blowing Sand, Soil, Dirt
- **OTHR** - Other
- **UNKN** - Unknown

WZARSP - For work zone related crashes, identifies if the work zone speed limit was Advisory or Regulatory.

- **A** - Advisory
- **R** - Regulatory

WZENF - For work zone related crashes, identifies if law enforcement was present at time of the crash.

- **N** - No
- **O** - Officer Present
- **V** - Law Enforcement Vehicle Only Present

WZLOC - Describes the location of a crash within a work zone.

- **BFOR** - Before the First Work Zone Warning Sign
- **ADVN** - Advance Warning Area
- **TRAN** - Transition Area
- **ACTV** - Activity Area
- **TERM** - Termination Area

WZNLSP - The normal posted speed limit of the work zone in which a crash occurred.

WZOTHR - A free text description of the type of work zone in which a crash occurred, when type "Other" is indicated (see WZTYPE).

WZSPD - The speed limit of the work zone in which a crash occurred.

WZTYPE - For work zone related crashes, identifies the type of work zone in which the crash occurred.

- **CLOSE** - Lane Closure
- **SHIFT** - Lane Shift/Crossover
- **SHLDR** - Work on Shoulder or Median
- **MOVE** - Intermittent or Moving Work
- **OTHR** - Other

WZWKRS - For work zone related crashes, identifies if workers were present at time of crash (Y/N/UNKN).

SECTION 2: Document Revision History

5/28/2019: Initial version of this document.