

Kansas Accident Reporting Newsletter

DISTRIBUTION: SEPTEMBER

*** PLEASE DISTRIBUTE TO MOTOR VEHICLE ACCIDENT REPORTING STAFF ***

NEW KLER RULES PACKAGE

For users of the Kansas Law Enforcement Reporting (KLER) software, there will be a new release of KLER in the coming months. Included will be an enhanced KDOT validation rules package, along with other improvements.



There are a number of new validations to assist the officers in reporting and increase data quality. In addition, this release will fix a few validation rules from the original 2009 package.

Agencies will be notified when the new version is available. Please download it and update your KLER software as soon as possible. Thank you.

ACCIDENT CLASS CODING

Under Accident Class (AC) on the accident forms, there are fields for the First Harmful Event (FHE) and Most Harmful Event (MHE). These fields must agree with the Fixed Object (FO) and Collision With Other Vehicle (CWOV) coding.

Example:

If the AC-FHE reflects 03-Motor Veh. In-transport, CWOV - FHE must have a value. And if the AC - MHE reflects 08-Fixed Object, Fixed Object - MHE must have a value.

The FHE and MHE fields must agree among the AC, FO, and CWOV fields. See [page 30](#) of the coding manual for more information.

Also regarding Accident Class coding, please do not use 00-Other Non-collision based solely on the Unstabilized Situation. Remember, harm equates to damage and/or injury. Loss of control alone, for instance, is not considered "harm."

Some are recording 00 for the AC-FHE thinking it is harmful to be out of control. While we can follow that logic, it is incorrect for coding accidents. The code 00 applies to events like fire, gas inhalation, jackknife, etc. See [page 31](#).

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Contact Information

- ◆ **Accident Coding Help or data requests:**
785.296.0456 or accidentdata@ksdot.org
- ◆ **"Wrecks"** - 785.296.5169 or rex@ksdot.org
- ◆ **Ordering Forms:**
 - * Accidents (KDOT forms): <http://www.ksdot.org/burtransplan/prodinfo/lawinfo.asp> or call 785.296.7789
 - * KBI forms: 785.296.8200
 - * DC Forms: 785.296.3671
- ◆ **KLER Software:**
1-877-317-4597 or helpdesk@khp.ks.gov
- ◆ **KLER e-submission to KDOT:** 785-296-4851 TRSAAdmin@ksdot.org
- ◆ **Addresses** are listed in the [Motor Vehicle Accident Coding Manual](#)—Page 3





HOW TO HANDLE SPECIAL ROUTE NAMES

A significant complication to accident reporting is recording the correct road names in the On and At Road fields. This is especially true where roads have multiple names or varying suffixes.

One of the keys is to remember the hierarchy of routes in the coding manual ([pg. 14](#)). The priority is....

- * Highways over city and county roads
- * Interstate routes over US or Kansas highways
- * US routes over Kansas highways
- * If two highways of the same type, like US-24 and US-40 ride together, use the lowest numbered route (in this case, U024).
- * For local roads with multiple names, use the signed road name considered the main designation at the accident location.

One opportunity for multiple road names exists where a road is given a memorial designation for part or all of the route.

This year, the legislature passed several highway naming bills including...

- * CW2 Bryan J. Nichols memorial interchange (I-70 and US-183, Ellis county)
- * Frankfort Boys World War II Memorial Highway (K-99, Marshall County)
- * David Mee Memorial Highway (K-9, Nemaha & Jackson County)
- * Floyd Robinson Memorial Highway (US-75, Coffee County)
- * Barnes Brothers Memorial Highway (K-79, Jackson County)
- * SP4 Michael T. Martin Memorial Bridge (US-77, Marshall County)
- * SGT Joseph A. Zutterman Jr. Memorial Bridge (US-36, Marshall County).

Do not record special designations like Eisenhower Memorial Highway, but rather use K015 for the On and At Road Name fields.

Agencies need to be consistent with how road names are recorded. This consistency will make the data valuable to city, county, and state engineers among other users of the data. If the data are inconsistent, users cannot effectively query accidents at a given intersection or road corridor, which effects traffic safety initiatives.

What do I do with routes that are given special designation or routes with multiple names?





MANAGER MUSINGS — Report Corrections

As many are aware, KDOT sends back accident reports to LEAs where specific coding issues are present.

It is important for all to know that KDOT is **returning the report to the reporting agency and does not process or keep the first report submitted. The report(s) is to be corrected by the agency and returned with the correction notice attached.**

Currently, we are missing over 1,500 reports that were returned to LEAs for correction and not resubmitted to KDOT. It would be very much appreciated if the proper corrections are made, and the amended report submitted in as timely a manner as possible.

Remember: Upon resubmission, please send the entire report to KDOT. Do not send only one page of the report. If you have questions, please call. We are glad to assist where we can. Thank you.

“Wrecks”



“Wrecks”

Rex McCommon

Kansas

Motor Vehicle

Accident Data Manager

**REPORTING IS
INVESTIGATION;
INVESTIGATION
IS KNOWLEDGE;
KNOWLEDGE
INFORMS DECISIONS.**

WORK ZONE CATEGORY TYPES DEFINED

We were asked recently about the definitions for Work Zone Category types. Below is how they are defined:

- * **01-Lane Closure:** “This is a work zone where the work activity results in the closure of a travel lane in one direction resulting in the re-routing of vehicles to a different lane for travel in that direction.”
- * **02-Lane shift / crossover:** “This is a work zone where the work activity results in the re-routing of vehicles through a lane shift where the number of lanes is maintained and those lanes are shifted several feet to one side to enable more workspace by using the shoulder to carry traffic.”
- * **03-Work on shoulder / median:** “This is is a work zone where the work activity is occurring on the shoulder or median adjacent to the travel lanes. This type of work zone would not require a closure of a lane or shift of vehicle travel.
- * **04-Intermittent or moving vehicle:** “This is a work zone where the work activity involves the construction vehicles traveling (moving) along the trafficway and either stopping periodically to perform work (e.g., pot-hole patching) or performing slow-moving operations (e.g., pavement marking convoys).”
- * **88-Other:** Only use this code if the Work Zone doesn’t reflect a category listed above. Examples include rolling road blocks, or complete road closures utilizing detour routes for maintenance of traffic.

Source: Federal guidelines at <http://www.mmucctraining.us/Element/C19>.

