| OF PUBLIC SAFETY TRAFFIC CRASH | KEPURI *DENOTE | S MANDATORY FIELD FOR SUPPLEM | MENT REPORT | ۱ ۱ | OCAL REPORT NUMBER | N . |
|---|---|--|----------------------------|---|--|--|
| PHOTOS TAKEN OH-2 X OH-3 | LOCAL INFORMATION | | | $2 \cdot 0 \cdot 2 \cdot 5$ | - ₁ 0 ₁ 0 ₁ 0 ₁ 0 ₁ 3 | 3 ₁ 2 ₁ 9 ₁ 8 ₁ |
| X OH-1P OTHER | REPORTING AGENCY NAME | | NCIC* | HIT/SKIP | NUMBER OF UNITS | UNIT IN ERROR |
| SECONDARY CRASH PRIVATE PROPERTY | City of Kent Pol | ice 0 | 6,7,0,3 | 1 - SOLVED L 2 - UNSOLVED | 0_2_0 | 1 98 - ANIMAL 99 - UNKNOWN |
| 1 - CITY | Y, VILLAGE, TOWNSHIP* | | | CRASH DATE / | 100 miles | SH SEVERITY FATAL |
| 6,7 1 2-VILLAGE Kent | | | 40 | 0 3 1 1 2 0 2 5 | /1344 5 | SERIOUS INJURY |
| ROUTE TYPE ROUTE NUMBER PREFIX 1 - NORTH 2 - SOUTH 4 3 - EAST 4 - WEST | LOCATION ROAD NAME | | ROAD TYPE | LATITUDE DE | | SUSPECTED |
| S R 59 4 3-EAST | HAYMAKER W | $\mathbf{Y}\mathbf{Y}$ | $P \perp K$ | 41,15,1 | 3,4,5 | MINOR INJURY SUSPECTED |
| ROUTE TYPE ROUTE NUMBER PREFIX 1 - NORTH 2 - SOUTH | REFERENCE ROAD NAME (R | OAD, MILEPOST, HOUSE #) | ROAD TYPE | LONGITUDE D | 500 C C C C C C C C C C C C C C C C C C | INJURY POSSIBLE |
| ROUTE TYPE ROUTE NUMBER PREFIX 1 - NORTH 2 - SOUTH 3 - EAST 4 - WEST | PEARL | | $S \perp T$ | -8 ₁ 1 ₀ 3 ₆ 5 | 4 8 3 | PROPERTY DAMAGE ONLY |
| REFERENCE POINT DIRECTION | ROUTE TYPE | ROAD TYPE | | | INTERSECTION RELATED | ſ |
| 1-INTERSECTION 1-NORTH IR | INTERSTATE ROUTE(TP) | | RD - ROAD SQ - SQUARE | X WITHIN INTE | RSECTION OR ON APPROA | СН |
| 3- HOUSE # 3- EAST | FEDERAL US ROUTE STATE ROUTE | | ST - STREET | ☐ WITHIN INTE | RCHANGE AREA NUM | BER OF APPROACHES |
| DISTANCE DISTANCE CR | NUMBERED COUNTY ROUTE | | TE - TERRACE TL - TRAIL | 50 - 30 | ROADWAY | |
| 1-MILES TR | NUMBERED TOWNSHIP ROUTE | | WA - WAY | ROADWAY DIV | VIDED | |
| 5 2 3-YARDS | ROUTE | HE - HEIGHTS PL - PLACE | | L ROADWAY DIV | - IDEO | |
| LOCATION OF FIRST HARMFUL EVEN | S | MANNER OF CRASH COLLISION/IMPA | ACT | DIRECTION OF TRAVE | L MEDIAN | TYPE |
| 1 - ON ROADWAY 9 - CROSSOVEI 2 - ON SHOULDER 10 - DRIVEWAY | ALLEY ACCESS | NOT COLLISION 4 - REAR-TO-REAR BETWEEN 5 - BACKING | | 1 - NORTH | 1 - DIVIDED F (< 4 FEET | LUSH MEDIAN) |
| | RADE CROSSING 2 | TWO MOTOR VEHICLES IN 6-ANGLE | | 3- EAST | 2 - DIVIDED F (≥4 FEET | LUSH MEDIAN |
| 4 - ON ROADSIDE 12-SHARED U 5 - ON GORE TRAILS | | TRANSPORT 7 - SIDESWIPE, SAM REAR-END 8 - SIDESWIPE, OPP | | 4 - WEST | | EPRESSED MEDIAN |
| 6-OUTSIDE TRAFFIC WAY 13-BIKE LAND | , , , , | HEAD-ON 9 - OTHER / UNKNO | WN | | 4 - DIVIDED, R (ANY TYPE | AISED MEDIAN |
| 7 - ON RAMP 14-1 OLL BOOT 8 - OFF RAMP 99-OTHER / UI | | | | | 9 - OTHER/UN | KNOWN |
| WORK ZONE RELATED | WORK ZONE TYPE | LOCATION OF CRASH IN W | ORK ZONE | CONTOUR | CONDITIONS | SURFACE |
| 1- | LANE CLOSURE | 1 - BEFORE THE 1ST WARNING SIGN | WORK ZONE | 1 1 | 1 | 2 |
| | LANE SHIFT/CROSSOVER WORK ON SHOULDER | 2 - ADVANCE WARNII | | 1 - STRAIGHT LEVEL | 1 - DRY | 1 - CONCRETE |
| LAW ENFORCEMENT PRESENT | OR MEDIAN INTERMITTENT OR MOVING W | VORK 3-TRANSITION AREA | A | 2 - STRAIGHT GRADE | 2 - WET | 2 - BLACKTOP, BITUMINOUS, |
| | OTHER | 5 - TERMINATION AR | REA | 3 - CURVE LEVEL | 3 - SNOW | ASPHALT |
| LIGHT CONDITION | WE | ATHER | | 4 - CURVE GRADE 9 - OTHER/UNKNOWN | 4 - ICE 5 - SAND, MUD, DIRT, | 3 - BRICK/BLOCK |
| 1 - DAYLIGHT | 1-CLEAR | 6 - SNOW | | , omendaminamin | OIL, GRAVEL | 4 - SLAG, GRAVEL, STONE |
| 2 - DAWN/DUSK 3 - DARK – LIGHTED ROADWAY | 0 1 2-CLOUDY 3-FOG. SMOG. SM | 7 - SEVERE CROSSWINDS MOKE 8 - BLOWING SAND, SOIL, DIRT | T. SNOW | | 6 - WATER (STANDING, MOVING) | 5 - DIRT |
| 4 - DARK - ROADWAY NOT LIGHTED | 4 - RAIN | 9 - FREEZING RAIN OR FREEZ | | | 7 - SLUSH | 9 - OTHER/UNKNOWN |
| 5 - DARK – UNKNOWN ROADWAY LIGHTING | 5 - SLEET, HAIL | 99 - OTHER / UNKNOWN | | | 9 - OTHER/UNKNOWN | |
| 9 - OTHER / UNKNOWN | | | | l | | 1 |
| | | | | | | Indicate the north |
| NARRATIVE | | | | | | Indicate the north direction with an "N" on the |
| | YMAKER PKW | у. | | | | |
| NARRATIVE | | Y. | | | | direction with an "N" on the |
| NARRATIVE UNIT 2 WAS STOPPED ON HA | T. AT THE RED | У . | <u>.</u> 1 | | | direction with an "N" on the |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S. LIGHT. UNIT 1 WAS ABEHIN | T. AT THE RED ND UNIT 2 AND | | 15C/1965 | | | direction with an "N" on the |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 15c1hr9dd: S | | HAYI | direction with an "N" on the |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S. LIGHT. UNIT 1 WAS ABEHIN | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 18/18/56/5 | | HAY! | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 3. 19849L9ST | | HAYI | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 18578653618 | | HAYI | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 15c78e2dc5 | | HAVI | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 150 1969-361 5 | | HAYI | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 150.1865641.5 | | Jost 2. Unit 1. | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 15/16954/5 | | Joilt 2. Unit 1. | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | 150/1845645 \$ | | Jost 2. Unit 1. | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF | | | SCENE CLEARED | Int 2 Unit 1 Not To | direction with an "N" on the compass diagram. |
| UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN A DISTANCE AHEAD STRIKIN | T. AT THE RED ND UNIT 2 AND ASSURED CLEAF IG UNIT 2. | | | | Not To | direction with an "N" on the compass diagram. MAKER?PKWY. SCAIC EPORTTAKEN BY POLICE AGENCY |
| UNIT 2 WAS STOPPED ON HAWESTBOUND AT S. PEATL S. LIGHT. UNIT 1 WAS ABEHIN FAILED TO MAINTAIN AN ADISTANCE AHEAD STRIKIN CRASH REPORTED DATE / TIME [0,3,1,1,2,0,2,5,/,1,3,4,4,0,3,1,1,1,2,0,2,5,/,1,3,4,4,1,0,3,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1 | DISPATCH DATE / TIME L OFFICER'S NAME* | ARRIVAL DATE / TIME 5 0 3 1 1 2 0 2 5 / 1 | EL 3,5,1,0 | 0.3.1.1.2.0.2. CER'S NAME* | Not To | direction with an "N" on the compass diagram. |
| NARRATIVE UNIT 2 WAS STOPPED ON HAR WESTBOUND AT S. PEATL S. LIGHT. UNIT 1 WAS ABEHING FAILED TO MAINTAIN AN A. DISTANCE AHEAD STRIKIN CRASH REPORTED DATE / TIME [0,3,1,1,2,0,2,5,/,1,3,4,4,0,3,1] | DISPATCH DATE / TIME 1.2.0.2.5./.1.3.4 OFFICER'S NAME* Auckland, K | ARRIVAL DATE / TIME 5 0 3 1 1 2 0 2 5 / 1 | HECKED BY OFFI | 0 ₁ 3 ₁ 1 ₁ 2 ₁ 0 ₁ 2 ₁ | Not To Not To | direction with an "N" on the compass diagram. MAKER?PKWY. SCAIC EPORTTAKEN BY POLICE AGENCY |

HSY7001 OH1 1/19 [760-0820] PAGE **1** OF **5**

| | | LOCAL REPORT NUMBER |
|--|--|--|
| | | 2+0+2+5+-+0+0+0+3+2+9+8+ |
| OWNER PHONE: INC. | UDE A1EA COCE (SAME AS DRIVER) R ORC 149.43(A)(1) | DAMAGE |
| REDACTEDTE | 11 010 140:40(4)(1) | DAMAGE SCALE 1 - NONE 3 - FUNCTIONAL DAMAGE |
| 4 | | 4 2 - MINOR DAMAGE 4 - DISABLING DAMAGE |
| COMMERCIAL CARRIER | PHONE: INCLUDE AREA CODE | 9 - UNKNOWN |
| | | DAMAGED AREA(S) |
| 0.9 2 0 1 | | INDICATE ALL THAT APPLY |
| 0,9, 2,0,1, | Hyundai VEHICLE MODEL | 11 12 1 |
| RED | ELANTRA | 10 11 1 2 10 11 1 1 |
| TOWED BY: COMPAN | | 10 2 10 10 2 |
| HAZARDO | US MATERIAL | 9 9 3 3 9 9 9 3 3 |
| MATERIAL | CLASS # PLACARD ID # | 8 7 5 74 |
| PLACARD | - 11 1 1 1 1 | 7 6 5 12 7 6 5 |
| LIMO (LIVERY VEHICLE) | 23 - PEDESTRIAN / SKATER | 6 11 12 1 6 |
| BUS (16+ PASSENGERS) | 24-WHEELCHAIR (ANY TYPE) | 10 11 2 |
| OTHER VEHICLE HEAVY EQUIPMENT | 25 - OTHER NON-MOTORIST 26 - BICYCLE | 9 3 3 |
| ANIMAL WITH RIDER OR | 27 -TRAIN | 8 1 4 |
| ANIMAL-DRAWN VEHICLE | 99 - UNKNOWN OR HIT/SKIP | 8 7 5 4 |
| | | 11 12 1 6 11 12 1 |
| CONDITIONAL AUTOMATION | 9 - UNKNOWN | 12 12 |
| HIGH AUTOMATION | | 10 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| FULL AUTOMATION | | 9 3 3 3 |
| FARM | 21 - MAIL CARRIER | 8 4 7 |
| MOWING SNOW REMOVAL | 99-OTHER/UNKNOWN | 8 6 |
| TOWING | | 7 6 5 |
| SAFETY SERVICE PATROL | | 12 12 12 |
| POLE | 12 - CONCRETE MIXER | 12 |
| CARGOTANK FLAT BED | 13-AUTOTRANSPORTER 14-GARBAGE/REFUSE | |
| DUMP | 99-OTHER / UNKNOWN | 9 3 9 3 9 3 3 |
| MOTOR TROUBLE | 99-OTHER / UNKNOWN | |
| DISABLED FROM PRIOR ACCIDENT | | 6 6 6 |
| AUGUENT | | -NO DAMAGE [0] -UNDERCARRIAGE [14] |
| MEDIAN/CROSSING ISLAND | 12 - FIRST RESPONDER AT INCIDENT SCENE | TOD [12] TO ALL ADEAS [15] |
| DRIVEWAY ACCESS SHARED USE PATHS OR | 99 - OTHER / UNKNOWN | ☐-TOP [13] ☐-ALL AREAS [15] |
| TRAILS | | UNIT NOT AT SCENE [16] |
| NEGOTIATING A CURVE | 18 - APPROACHING OR LEAVING VEHICLE | INITIAL POINT OF CONTACT |
| ENTERING OR CROSSING SPECIFIED LOCATION | 19-STANDING | 0 - NO DAMAGE 14 - UNDERCARRIAGE |
| WALKING, RUNNING, JOGGING, PLAYING | 20-OTHER NON-MOTORIST | 1 2 1-12 - REFER TO UNIT 15 - VEHICLE NOT AT SCENE DIAGRAM 99 - UNKNOWN |
| WORKING | 21 - STANDING OUTSIDE DISABLED VEHICLE | 13-TOP |
| PUSHING VEHICLE | 99 - OTHER / UNKNOWN | TRAFFIC |
| VISION OBSTRUCTION | 21 -LYING IN ROADWAY | TRAFFICWAY FLOW TRAFFIC CONTROL |
| OPERATING DEFECTIVE EQUIPMENT | 22 - NOT DISCERNIBLE | 1 - ONE-WAY 1 - ROUNDABOUT 4 - STOP SIGN |
| LOAD SHIFTING/FALLING/ | 23 - OPENING DOOR INTO ROADWAY | 2 - TWO-WAY 2 - SIGNAL 5 - YIELD SIGN 3 - FLASHER 6 - NO CONTROL |
| SPILLING IMPROPER CROSSING | 99 - OTHER IMPROPER ACTION | The supplementation of |
| Si onovolno | | # of THROUGH LANES RAIL GRADE CROSSING ON ROAD 1 - NOT INVOLVED |
| | | 4 1 2 - INVOLVED-ACTIVE CROSSING |
| RAILWAY VEHICLE | 22 - WORK ZONE MAINTENANCE EQUIPMENT | 3 - INVOLVED-PASSIVE CROSSING |
| ANIMAL - FARM ANIMAL - DEER | 23 - STRUCK BY FALLING, | UNIT / NON-MOTORIST DIRECTION |
| ANIMAL — OTHER MOTOR VEHICLE IN | SHIFTING CARGOOR ANYTHING SET IN MOTION | 1 - NORTH 5 - NORTHEAST 2 - SOUTH 6 - NORTHWEST |
| MOTOR AFUICEF IN | BY A MOTOR VEHICLE | 2 4 |

| UNIT # | OWNER NAME: LAST, FIRE | T MIDDLE - WILLIAM TO BE THE | | OWNED DUONE. | | | DAMAGE |
|--|---|--|--|---|---|---|---|
| | CIOCCA, AL | VSF | 0 | REDACTED PI | CLUDE AIEA CODE (SAME AS DRIVER) ER ORC 149.43(A)(1) | | MAGE SCALE |
| | DRESS: STREET, CITY, STATE | | | - | | , 1-NONE | 3 - FUNCTIONAL DAMAGE |
| | | | FALLS, OH 444 | 11 | | 4 2-MINOR DAN | |
| | IAL CARRIER: NAME ADDR | | ALLS, OII 444 | | ER PHONE: INCLUDE AREA CODE | Total | - UNKNOWN |
| COMMERC | JAL CARRIER: NAME, ADD | 1233, UTT, 3TATE, ZIF | | COMMERCIAL CARRIE | R F HONE: INCLUDE AREA CODE | | |
| I D STATE | | VEHIC | LE IDENTIFICATION # | Lyeurai e v | FAR VEUTOLE MAKE | | MAGED AREA(S) TE ALL THAT APPLY |
| | LICENSE PLATE # KKF5429 | | AEXCU1.4.0.9 | 0,0,9, 2,0,1 | _ | 90X0400000// | |
| 200000000 | THOUSANDE COME | | INSURANCE POLICY # | COLOR | | 11 12 | 11 12 |
| INSURAN VERIFII | IOL | ANT | INSURANCE PULICY # | RED | ELANTRA | 10 | 10 |
| | TYPE OF USE | | US DOT# | TOWED BY: COMPA | | 10 11 1 2 | 10 11 1 |
| COMME | | IN EMERGENCY RESPONSE | 03 001 # | . I TOWED DI. COMPA | NI NAVIL | 9 9 3 3 | 9 9 3 |
| Ш | | v | 'EHICLE WEIGHT GVWR/GCWR | HAZARD | OUS MATERIAL | 8 4 - | - · · · - |
| INTERL | OCK HIT/SKIP UNI | #UCCUPANTS | 1 - ≤10KLBS. | MATERIAL RELEASED | CLASS # PLACARD ID # | 8 7 5 4 | 8 7 5 |
| EQUIP | ED MILITAKIP ONI | ' 0 2 | 2 - 10,001 - 26K LBS. 3 - >26K LBS. | PLACARD | | 7 6 | 6 |
| | 1 - PASSENGER CAR | 7 - MOTORCYCLE 2-WHEELED | | 18 - LIMO (LIVERY VEHICLE) | 23 - PEDESTRIAN / SKATER | 6 11 | 12 |
| Trans Marc | 2 - PASSENGER VAN (MINIVAN) | | | 19-BUS (16+ PASSENGERS) | 24-WHEELCHAIR (ANYTYPE) | 10 / | 11 12 2 |
| $\begin{bmatrix} 0_1 1_1 \end{bmatrix}$ | 3 - SPORT UTILITY VEHICLE | 9 - AUTOCYCLE | | 20 - OTHER VEHICLE | 25 - OTHER NON-MOTORIST | _ | 10 2 |
| UNITTYPE | 4 - PICKUP | 10 - MOPED OR MOTORIZED | 15 - SEMI-TRACTOR | 21 - HEAVY EQUIPMENT | 26-BICYCLE | 9 | 9 3 3 |
| | 5 - CARGO VAN | BICYCLE | 16 - FARM EQUIPMENT | 22 - ANIMAL WITH RIDER OR | 27 -TRAIN | <u></u> | 8 4 - |
| | 6 - VAN (9-15 SEATS) | 11 - ALL TERRAIN VEHICLE (ATV / UTV) | 17 - MOTORHOME | ANIMAL-DRAWN VEHICLE | 99 - UNKNOWN OR HIT/SKIP | 8 🗸 | 7 5 4 |
| | # of TRAILING UNITS | 6/86/6-5-000 | | | | 12 7 | 5 12 |
| | WAS VEHICLE OPERATING IN AU | TONOMOUS | 0 - NO AUTOMATION | 3 - CONDITIONAL AUTOMATIO | N 9 - UNKNOWN | 11 12 | 11 12 |
| • | MODE WHEN CRASH OCCURRED | | | 4 - HIGH AUTOMATION | | 10 11 1 2 | 10 11 1 |
| _ 2 _ | 1-YES 2-NO 9-OTHER/UNK | NOWN AUTONOMOUS | s 2 - PARTIAL AUTOMATION | 5 - FULL AUTOMATION | | 10 2 | 10 2 |
| | | MODE LEVEL | | | | 9 9 3 | 9 3 |
| 0.1 | 1 - NONE | 6 - BUS - CHARTER/TOUR | | 16-FARM | 21 - MAIL CARRIER | 7 5 7 | 7 5 |
| [0,1] | 2 - TAXI | 7 - BUS - INTERCITY | | 17 - MOWING | 99 - OTHER / UNKNOWN | 8 6 | 8 6 |
| | 3 - ELECTRONIC RIDE SHARING 4 - SCHOOL TRANSPORT | 9 - BUS - OTHER | | 18-SNOW REMOVAL 19-TOWING | | 7 6 5 | 7 6 |
| FUNCTION | 5 - BUS - TRANSIT/COMMUTER | | 15 - CONSTRUCTION EQUIPMENT | | | | |
| | | | | | 10 COMODETE HIVED | | 12 12 12 |
| 0.1 | 1 - NO CARGO BODY TYPE / NOT APPLICABLE | MOTORVEHICLE | 01110010 | 8 - POLE 9 - Cargo Tank | 12 - CONCRETE MIXER 13 - AUTOTRANSPORTER | 12 | |
| CARGO | 2 - BUS | 4 - LOGGING | / ALDONALILLENAL BATE DAY | 10-FLAT BED | 14-GARBAGE/REFUSE | | |
| BODY Type | | | 7 COATALICUTACIONALICI | 11 - DUMP | 99-OTHER/UNKNOWN | 9 () 3 9 | 3 9 3 9 3 |
| 47.549.00 | 1 - TURN SIGNALS | 4 - BRAKES | 7 - WORN OR SLICKTIRES | 9 - MOTOR TROUBLE | 99 - OTHER / UNKNOWN | 0 | |
| VEHIOLE | 2 - HEAD LAMPS | 5 - STEERING | | 10 - DISABLED FROM PRIOR | 77-UTHER / UNKNOWN | 6 | |
| | 3 - TAIL LAMPS | 6 - TIRE BLOWOUT | DEFECTIVE | ACCIDENT | | | 6 6 6 |
| | | | | | | - NO DAMAGE [| J - UNDERCARRIAGE [14] |
| r r r | 1 - INTERSECTION - MARKED CROSSWALK | 3 - INTERSECTION - OTHER 4 - MIDBLOCK - MARKED | | 9 - MEDIAN/CROSSING ISLAND 10 - DRIVEWAY ACCESS | 2 12 - FIRST RESPONDER AT INCIDENT SCENE | □-TOP [13] | - ALL AREAS [15] |
| NON-MOTORIST | 2 - INTERSECTION - UNMARKED | CROSSWALK | | 11-SHARED USE PATHS OR | 99 - OTHER / UNKNOWN | 10F (15) | M-ALE AREAS [17] |
| AT IMPACT | CROSSWALK | 5 -TRAVEL LANE - OTHER LOCATE | | TRAILS | | - UNIT | NOTAT SCENE [16] |
| 100 to 10 | 1 - NON-CONTACT | 1 - STRAIGHT AHEAD | 7 - MAKING U-TURN | 13 - NEGOTIATING A CURVE | 18-APPROACHING | | |
| 2 | 2 - NON-COLLISION 0 1 | 2 - BACKING | 8 - ENTERING TRAFFIC LANE | 14 - ENTERING OR CROSSING | OR LEAVING VEHICLE | 10 to 2 | POINT OF CONTACT |
| | 3-STRIKING ULL | 2 - BACKING 3 - CHANGING LANES | 9 - LEAVING TRAFFIC LANE | SPECIFIED LOCATION | 19-STANDING | 0 - NO DAMAGI | 14 - UNDERCARRIAGE UNIT 15 - VEHICLE NOT AT SCENE |
| ACTION | 4 - STRUCK PRE-CRASH | 4 - OVERTAKING/PASSING | 10 - PARKED | 15 - WALKING, RUNNING, JOGGING, PLAYING | 20 - OTHER NON-MOTORIST | 1-12 - REFERT | |
| | 5 - BOTH STRIKING ACTIONS & STRUCK | | 11 - SLOWING OR STOPPED INTRAFFIC | 16 - WORKING | 21 - STANDING OUTSIDE DISABLED VEHICLE | 13-T0P | 77 - SIMMOWIN |
| | 9-OTHER/UNKNOWN | 6 - MAKING LEFT TURN | III I I I I I I I I I I I I I I I I I | 17 - PUSHING VEHICLE | 99 - OTHER / UNKNOWN | | |
| | V 2000000000000000000000000000000000000 | 7 | | 17 VICION OPETRUATION | OT LIVING IN BAABURY | | TRAFFIC |
| | 1 - NONE 2 - FAILURE TO YIELD | 7 - LEFT OF CENTER 8 - FOLLOWING TOO CLOSE / AC | DADVED DOCITION | 17 - VISION OBSTRUCTION 18 - OPERATING DEFECTIVE | 21 - LYING IN ROADWAY 22 - NOT DISCERNIBLE | TRAFFICWAY FLOW | TRAFFIC CONTROL |
| 0.8 | 3 - RAN RED LIGHT | 9-IMPROPER LANE CHANGE | 14 - STOPPED OR PARKED | EQUIPMENT | 23 - OPENING DOOR INTO | 1 - ONE-WAY 2 - TWO-WAY | 1 - ROUNDABOUT 4 - STOP SIGN 2 - SIGNAL 5 - YIELD SIGN |
| UU | 4 - RAN STOP SIGN | 10-IMPROPER PASSING | ILLEGALLY 15 - SWERVING TO AVOID | 19 - LOAD SHIFTING/FALLING/ | ROADWAY | 2 2 - TWO-WAY | 2 - SIGNAL 5 - YIELD SIGN 3 - FLASHER 6 - NO CONTROL |
| CIRCUMSTANCES | 5 - UNSAFE SPEED | 11 - DROVE OFF ROAD | | SPILLING 20 - IMPROPER CROSSING | 99 - OTHER IMPROPER ACTION | | 31,74,83 (44) (3.04) (3.04) (3.04) (4.04) (3.04) (4.04) |
| | 6-IMPROPERTURN | 12-IMPROPER BACKING | | 20-IMPROPER CROSSING | | # OF THROUGH LANES ON ROAD | 1 - NOT INVOLVED |
| SEQUENCE | OF EVENTS | | | | | 4 , | 1 2 - INVOLVED-ACTIVE CROSSING |
| 2.0 | 1 - OVERTURN/ROLLOVER | 6 - EQUIPMENT FAILURE | NON-COLLISION 11-CROSS CENTERLINE — | 16 - RAILWAY VEHICLE | 22 - WORK ZONE MAINTENANCE | | 3 - INVOLVED-PASSIVE CROSSING |
| 1 2 0 | 2 - FIRE/EXPLOSION | 7 - SEPARATION OF UNITS | OPPOSITE DIRECTION OF | 17 - ANIMAL — FARM | EQUIPMENT | | |
| | 3 - IMMERSION | 8 - RAN OFF ROAD RIGHT | TRAVEL | 18-ANIMAL — DEER | 23 - STRUCK BY FALLING, | UNIT / NON | -MOTORIST DIRECTION |
| 2 | 4 - JACKKNIFE | 9 - RAN OFF ROAD LEFT | 12 OTHER NOW COLLISION | 19-ANIMAL - OTHER | SHIFTING CARGOOR ANYTHING SET IN MOTION | | 1 - NORTH 5 - NORTHEAST 2 - SOUTH 6 - NORTHWEST |
| | 5 - CARGO / EQUIPMENT | 10-CROSS MEDIAN | 14-PEDESTRIAN | 20 - MOTOR VEHICLE IN TRANSPORT | BY A MOTOR VEHICLE | FROM 3 TO | |
| 3 | LOSS OR SHIFT | | 15 - PEDALCYCLE | 21 - PARKED MOTOR VEHICLE | 24 - OTHER MOVABLE OBJECT | FRUIW C- 10 C | 4 - WEST 8 - SOUTHWEST |
| | | | ON WITH FIXED OBJECT | | | | 9 - OTHER / UNKNOWN |
| 4 | 25 - IMPACT ATTENUATOR / CRASH CUSHION | 31 - GUARDRAIL END 32 - PORTABLE BARRIER | | 43 - CURB 44 - DITCH | 50 - WORK ZONE MAINTENANCE EQUIPMENT | UNIT COSES | DETECTED COSES |
| | 26 - BRIDGE OVERHEAD | 33 - MEDIAN CABLE BARRIER | | 45 - EMBANKMENT | 51 - WALL | UNIT SPEED | DETECTED SPEED |
| 5 | STRUCTURE | 34 - MEDIAN GUARDRAIL | SUPPORT | 46 - FENCE | 52 - BUILDING | 0,4,0, | 1 - STATED / ESTIMATED SPEI |
| | 27 - BRIDGE PIER ORABUTMENT 28 - BRIDGE PARAPET | BARRIER 35 - MEDIAN CONCRETE | AT ATHER BOOT BOLE | 47 - MAILBOX | 53 - TUNNEL | | 2 - CALCULATED / EDR |
| 6 | 29-BRIDGE RAIL | 35 - MEDIAN CONCRETE BARRIER | OR SUIDPORT | 48 - TREE 49 - FIRE HYDRANT | 54-OTHER FIXED OBJECT 99-OTHER / UNKNOWN | POSTED SPEED | 3 - UNDETERMINED |
| 700 | 30-GUARDRAIL FACE | 36 - MEDIAN OTHER BARRIER | 42 - CULVERT | TO LINK HEIMANT | | 2 = | |
| _ 1 _] | FIRST HARMFUL EVEN | T 1 MOST | HARMFUL EVENT | | | 3 5 | |

LOCAL REPORT NUMBER

| 2 _ 0 _ | $2 \downarrow 5 \downarrow - \downarrow 0 \downarrow 0 \downarrow$ | 0 0 3 2 9 8 |
|-----------------------|--|-----------------------|
| | DAM | AGE |
| | DAMAGE | SCALE |
| 2 | 1 - NONE | 3 - FUNCTIONAL DAMAGE |
| 3 | J 2 - MINOR DAMAGE | 4 - DISABLING DAMAGE |
| | 9 - UNKN | IOWN |

| 10 12 1 9 9 0 3 3 3 7 5 5 4 4 7 6 5 11 | 10 9 10 11 11 10 9 0 7 6 | 1 2 2 3 4 5 5 |
|--|---|----------------------------|
| 10 9 11 10 9 8 7 11 12 1 10 9 8 7 7 10 9 10 10 10 10 10 10 10 10 10 10 | 1 2 3 3 3 3 4 4 5 6 5 11 12 12 10 9 9 8 7 6 6 | 1 2 3 3 4 5 5 |
| 9 3 9 | 3 9 3 3 9 | 12 ** 3 •• •• |
| ☐-NO DAMAGE [0] ☐-TOP [13] | - UNDERCARRIAGE | [14] |
| 6225 | FAT SCENE [16] | |
| | | |

| | TRAFFIC |
|---|--|
| TRAFFICWAY FLOW 1 - ONE-WAY 2 - TWO-WAY | TRAFFIC CONTROL 1 - ROUNDABOUT 4 - STOP SIGN 2 - SIGNAL 5 - YIELD SIGN 3 - FLASHER 6 - NO CONTROL |
| # of THROUGH LANES on ROAD | RAIL GRADE CROSSING 1 - NOT INVOLVED 2 - INVOLVED-ACTIVE CROSSING 3 - INVOLVED-PASSIVE CROSSING |

| | 4 - WEST 8 - SOUTHWEST 9 - OTHER / UNKNOWN |
|--------------|--|
| UNIT SPEED | DETECTED SPEED 1 - STATED / ESTIMATED SPEED 2 - CALCULATED / EDR |
| POSTED SPEED | 3 - UNDETERMINED |

| _ | | | | | | | | 0,0,0,3,2,9,8, | |
|----------|---|--|--|--|--|---|---|---|--|
| | | OWNER NAME: LAST, FIRE WENDELL, I | KAYLEIGH, | ELIZABETH | REDACTED PE | ER ORC 149.43(A)(1) | | DAMAGE MAGE SCALE | |
| | | DILVERWOO | | OH 44224 | | | 3 1 - NONE 2 - MINOR DAN | 3 - FUNCTIONAL DAMAGE IAGE 4 - DISABLING DAMAGE | |
| 6 | | CIAL CARRIER: NAME, ADDR | | | COMMERCIAL CARRIER | PHONE: INCLUDE AREA CODE | 9 | - UNKNOWN | |
| ٩. | | | | | | | | MAGED AREA(S) TE ALL THAT APPLY | |
| | | LICENSE PLATE # T110190 | | E IDENTIFICATION # $4 \times 8 \times 10^{-4} \times 10^{-4}$ | $4 \cdot 7 \cdot 1$ VEHICLE YE $2 \cdot 0 \cdot 2$ | 2 Hyundai | 12 12 | 12 12 | |
| [| X INSURAI | NCE INSURANCE COMP | | INSURANCE POLICY # | BLU | TUCSON | 10 11 12 2 | 10 11 12 1 | |
| | | TYPE OF USE | | US DOT# | TOWED BY: COMPAN | | 10 2 | 10,22 | |
| Į | COMME | RCIAL GOVERNMENT | IN EMERGENCY RESPONSE | | HAZARDO | US MATERIAL | 9 3 3 | 9 3 3 | |
| [| DEVICE EQUIP | E HIT/SKIP UNI | #UCCUPANTS | HICLEWEIGHT GVWR/GCWR 1 - ≤10K LBS. 2 - 10,001 - 26K LBS. 3 - >26K LBS. | MATERIAL RELEASED | CLASS # PLACARD ID # | 8 7 6 5 | 7 5 5 | |
| | | 1 - PASSENGER CAR | 7 - MOTORCYCLE 2-WHEELED | 12 - GOLF CART | 18 - LIMO (LIVERY VEHICLE) | 23 - PEDESTRIAN / SKATER | 6 11 | 12 | |
| | 0 3 | 2 - PASSENGER VAN (MINIVAN) 3 - SPORT UTILITY VEHICLE | 8 - MOTORCYCLE 3-WHEELED 9 - AUTOCYCLE | 13 - SNOWMOBILE 14 - SINGLE UNIT TRUCK | 19-BUS (16+ PASSENGERS) 20-OTHER VEHICLE | 24 - WHEELCHAIR (ANY TYPE) 25 - OTHER NON-MOTORIST | 10/ | 11 1 2 | |
| U | NITTYPE | 4 - PICKUP | 10 - MOPED OR MOTORIZED | 15 - SEMI-TRACTOR | 21 - HEAVY EQUIPMENT | 26 - BICYCLE | 9 | 9 3 3 | |
| | | 5 - CARGO VAN | BICYCLE | 16 - FARM EQUIPMENT | 22 - ANIMAL WITH RIDER OR | 27 -TRAIN | _ | 8 4 - | |
| ш | | 6 - VAN (9-15 SEATS) | 11 - ALL TERRAIN VEHICLE (ATV / UTV) | 17 - MOTORHOME | ANIMAL-DRAWN VEHICLE | 99 - UNKNOWN OR HIT/SKIP | 8 🗸 | 7 6 5 | |
| VEHICLE | يــــــــــــــــــــــــــــــــــــــ | # of TRAILING UNITS | | | | | 11 12 7 | 6 11 12 | |
| ΧĒ | | WAS VEHICLE OPERATING IN AU MODE WHEN CRASH OCCURRED | | 0 - NO AUTOMATION 1 - DRIVER ASSISTANCE | 3 - CONDITIONAL AUTOMATION | 9 - UNKNOWN | 10 11 1 2 | 10 | |
| | 2 | 1-YES 2-NO 9-OTHER/UNK | 1 0 1 | 0 040714: 111701417141 | 4 - HIGH AUTOMATION 5 - FULL AUTOMATION | | 10 2 | 10 2 | |
| | | | MODE LEVEL | | | | 9 9 3 | 9 9 3 | |
| | 0.1 | 1 - NONE | 6 - BUS - CHARTER/TOUR | 11 - FIRE 12 - MILITARY | 16-FARM 17-MOWING | 21 - MAIL CARRIER 99 - OTHER / UNKNOWN | 7 5 7 | 8 7 5 74 | |
| | 01 | 2 - TAXI 3 - ELECTRONIC RIDE SHARING | 7 - BUS - INTERCITY 8 - BUS - SHUTTLE | 13 - POLICE | 18 - SNOW REMOVAL | 99-UTHER/UNKNOWN | 6 | 6 | |
| F | SPECIAL UNCTION | 4 - SCHOOL TRANSPORT | 9 - BUS - OTHER | 14 - PUBLIC UTILITY | 19-TOWING | | 6 | 6 | |
| | | 5 - BUS - TRANSIT/COMMUTER | 10-AMBULANCE | 15 - CONSTRUCTION EQUIPMENT | 20 - SAFETY SERVICE PATROL | | | 12 12 12 | |
| | 0.1 | 1 - NO CARGO BODY TYPE / NOT APPLICABLE | 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE | 5 - INTERMODAL CONTAINER CHASSIS | 8 - POLE | 12 - CONCRETE MIXER | 12 | 1 1 🖹 | |
| | CARGO | 2 - BUS | 4 - LOGGING | 6 - CARGO VAN/ENCLOSED BOX | 9 - CARGO TANK 10 - FLAT BED | 13-AUTOTRANSPORTER 14-GARBAGE/REFUSE | | | |
| | BODY Type | | | 7 - GRAIN/CHIPS/GRAVEL | | | 9 0 3 9 | 3 9 1 3 9 8 3 | |
| | | 1 - TURN SIGNALS | 4 - BRAKES | 7 - WORN OR SLICK TIRES | 9 - MOTOR TROUBLE | 99 - OTHER / UNKNOWN | | | |
| | | 2 - HEAD LAMPS | 5 - STEERING | 8 - TRAILER EQUIPMENT | 10-DISABLED FROM PRIOR | | * | 6 6 6 | |
| ı | DEFECTS | 3 - TAIL LAMPS | 6 - TIRE BLOWOUT | DEFECTIVE | ACCIDENT | | - NO DAMAGE [|] | |
| | | | 3 - INTERSECTION - OTHER | 6 - BICYCLE LANE | 9 - MEDIAN/CROSSING ISLAND | 12 - FIRST RESPONDER | | | |
| N | N-MOTORIST | CROSSWALK 2 - INTERSECTION - UNMARKED | 4 - MIDBLOCK - MARKED CROSSWALK | 7 - SHOULDER / ROADSIDE B - SIDEWALK | 10 - DRIVEWAY ACCESS 11 - SHARED USE PATHS OR | AT INCIDENT SCENE 99-OTHER / UNKNOWN | □-TOP [13] | - ALL AREAS [15] | |
| L | OCATION T IMPACT | CROSSWALK | 5 - TRAVEL LANE - OTHER LOCATIO | | TRAILS | | - UNIT | NOTAT SCENE [16] | |
| | | 1-NON-CONTACT | 1 - STRAIGHT AHEAD | 7 - MAKING U-TURN | 13 - NEGOTIATING A CURVE | 18-APPROACHING | INITIAL | POINT OF CONTACT | |
| | 4 . | 2-NON-COLLISION 1.1.1 | 2 - BACKING 3 - CHANGING LANES | 8 - ENTERING TRAFFIC LANE | 14 - ENTERING OR CROSSING SPECIFIED LOCATION | OR LEAVING VEHICLE 19-STANDING | 0 - NO DAMAGI | | |
| | ACTION | 3-STRIKING 4-STRUCK PRE-CRASH | 4 - OVERTAKING/PASSING | 9 - LEAVING TRAFFIC LANE 10 - PARKED | 15 - WALKING, RUNNING, | 20 - OTHER NON-MOTORIST | | 0 UNIT 15 - VEHICLE NOT AT SCENE | |
| | | 5 - BOTH STRIKING ACTIONS | 5 - MAKING RIGHT TURN | 11 - SLOWING OR STOPPED | JOGGING, PLAYING 16 - WORKING | 21 - STANDING OUTSIDE DISABLED VEHICLE | DIAGRA 13-TOP | 99 - UNKNOWN | |
| | | & STRUCK 9-OTHER / UNKNOWN | 6 - MAKING LEFT TURN | INTRAFFIC 12 - DRIVERLESS | 17 - PUSHING VEHICLE | 99 - OTHER / UNKNOWN | | TO 1 5510 | |
| ┡ | | 1-NONE | 7 - LEFT OF CENTER | 13 - IMPROPER START FROM A | 17 - VISION OBSTRUCTION | 21 -LYING IN ROADWAY | | TRAFFIC CONTROL | |
| | | 2 - FAILURE TOYIELD | 8 - FOLLOWING TOO CLOSE / ACD | A PARKED POSITION | 18-OPERATING DEFECTIVE | 22 - NOT DISCERNIBLE | TRAFFICWAY FLOW 1 - ONE-WAY | TRAFFIC CONTROL 1 - ROUNDABOUT 4 - STOP SIGN | |
| | 0_1 | 3 - RAN RED LIGHT | 9-IMPROPER LANE CHANGE | 14 - STOPPED OR PARKED ILLEGALLY | EQUIPMENT 19-LOAD SHIFTING/FALLING/ | 23 - OPENING DOOR INTO ROADWAY | 2 2 - TWO-WAY | 2 2 - SIGNAL 5 - YIELD SIGN | |
| | NTRIBUTING | | 10 - IMPROPER PASSING 11 - DROVE OFF ROAD | 15 - SWERVING TO AVOID | SPILLING | 99 - OTHER IMPROPER ACTION | | 3 - FLASHER 6 - NO CONTROL | |
| S | RCUMSTANCES | 6-IMPROPERTURN | 12 - IMPROPER BACKING | 16 - WRONG WAY | 20 - IMPROPER CROSSING | | # OF THROUGH LANES ON ROAD | RAIL GRADE CROSSING | |
| S) INEXE | EQUENCE | OF EVENTS | | | | | 140 | 1 - NOT INVOLVED 2 - INVOLVED-ACTIVE CROSSING | |
| M | 2 0 | 1 - OVERTURN/ROLLOVER | 6 - EQUIPMENT FAILURE | NON-COLLISION 11-CROSS CENTERLINE — | 16-RAILWAY VEHICLE | 22 - WORK ZONE MAINTENANCE | ı | 2 - INVOLVED-ACTIVE CROSSING 3 - INVOLVED-PASSIVE CROSSING | |
| 1 | 2 0 | 2 - FIRE/EXPLOSION | 7 - SEPARATION OF UNITS | OPPOSITE DIRECTION OF TRAVEL | 17 - ANIMAL - FARM | EQUIPMENT | IINIT / NOM | -MOTORIST DIRECTION | |
| | | 3 - IMMERSION | 8 - RAN OFF ROAD RIGHT | 12 - DOWNHILL RUNAWAY | 18-ANIMAL - DEER 19-ANIMAL - OTHER | 23 - STRUCK BY FALLING, SHIFTING CARGOOR | JAII / NON | 1 - NORTH 5 - NORTHEAST | |
| 2 | لسب | 4 - JACKKNIFE 5 - CARGO / EQUIPMENT | 9 - RAN OFF ROAD LEFT 10 - CROSS MEDIAN | 13 - OTHER NON-COLLISION | 20 - MOTOR VEHICLE IN | ANYTHING SET IN MOTION BY A MOTOR VEHICLE | 2 | 2 - SOUTH 6 - NORTHWEST | |
| 3 | | LOSS OR SHIFT | | 14 - PEDESTRIAN 15 - PEDALCYCLE | TRANSPORT 21 - PARKED MOTOR VEHICLE | 24 - OTHER MOVABLE OBJECT | FROM 3 TO L | 4 - WEST 8 - SOUTHWEST | |
| | | | | N WITH FIXED OBJECT | - STRUCK | | | 9 - OTHER / UNKNOWN | |
| 4 | لللا | 25 - IMPACT ATTENUATOR / CRASH CUSHION | 31 - GUARDRAIL END 32 - PORTABLE BARRIER | 37 - TRAFFIC SIGN POST 38 - OVERHEAD SIGN POST | 43 - CURB 44 - DITCH | 50 - WORK ZONE MAINTENANCE EQUIPMENT | UNIT SPEED | DETECTED SPEED | |
| | | 26 - BRIDGE OVERHEAD | 33 - MEDIAN CABLE BARRIER | 39-LIGHT/LUMINARIES | 45 - EMBANKMENT | 51 - WALL | Marin Marin Galler | 1 - STATED / ESTIMATED SPEED | |
| 5 | لللا | STRUCTURE 27 - BRIDGE PIER OR ABUTMENT | 34 - MEDIAN GUARDRAIL BARRIER | SUPPORT 40 - UTILITY POLE | 46-FENCE 47-MAILBOX | 52 - BUILDING 53 - TUNNEL | $\begin{bmatrix} 0 & 0 & 0 \end{bmatrix}$ | 2 - CALCULATED / EDR | |
| | | 28 - BRIDGE PARAPET | 35 - MEDIAN CONCRETE | 41 - OTHER POST, POLE | 48 - TREE | 54 - OTHER FIXED OBJECT | POSTED SPEED | 3 - UNDETERMINED | |
| 6 | ш | 29-BRIDGE RAIL 30-GUARDRAIL FACE | BARRIER 36 - MEDIAN OTHER BARRIER | OR SUPPORT 42 - CULVERT | 49-FIRE HYDRANT | 99 - OTHER / UNKNOWN | | | |
| | 1 | FIRST HARMFUL EVEN | · · · · · · · · · · · · · · · · · · · | IARMFUL EVENT | | | 3 5 | | |
| | | HIRST HARMFUL EVEN | MUSI F | IAKMITUL EVENT | | | | DAGE 3 OF E | |

| OHIO DE | PARTMENT MIC SAFETY | OTORIST / NO | N-M | Ілто | DIC | т | | | | LOCAL REP | ORT NUM | BER | |
|-----------------------------------|--|--|----------------------------|-----------------------|-----------|---------------------------------------|------------------|---|-----------------------|---|---------------|---|---------------|
| SEPTITE MEN | ICE - PROTECTION | 1010K121 / 140 | 14 - IA | 1010 | K12 | 1 | | | 2 0 | 2 5 - 0 0 | 0.0 | 3 2 9 | 8. |
| UNIT# | NAME: LAST | FIRST, MIDDLE | | | | | | | | DATE OF BIRTH | | AGE | GENDER |
| 0,1 | CIOCO | CA, ALYSE | | | | | | | $\lfloor 1 \rfloor 1$ | 1 + 6 + 1 + 9 | $16 \cdot 2$ | 62 | F |
| | STREET, CITY, S | | 5.000 (F) (C) (F) | 1210 - 2127000 | | 10203 | | | | PHONE - INCLUDE AREA O | | 4.40.40 | |
| 0 | | NEWTON, NEWTON | FALL | S ,OH | 1 444 | 144 | | | REDA | ACTED PER | | | . , . , |
| 2 | INJURED TAKEN | EMS AGENCY (NAME) | | INJUREDT | AKEN TO | MEDICAL FACILITY | (NAME, CITY) | SAFETY EQUIPMENT | □ ВОТ-С | SEATING POSITIO | N AIR BAG U | SAGE EJECTION | TRAPPED |
| 2 5 | BY | | | | | | | _0_1_ | | LMET 0 1 | 1 | _1_ | |
| OL STATE | | LICENSE NUMBER CTED PER ORC 450 | 11-1-12 | OFFENS | | RGED | LOCAL | OFFENSE DESC | | | | N NUMBER | |
| O, H, | | | | | | | X | Maximum Sp | | OHOL TEST | 2897 | ORUG TEST(S | 3 |
| OL CLASS | SELECT UP TO 2 | | | TRACTED | | COHOL / DRUG SUSP | RIJUANA | CONDITION | STATUS T | | | | T SELECTUPTO4 |
| 4 | | | ۔ اب | 1 | = | THER DRUG | | 1 | 1 | 1 | _1_ | 1 | ناتات |
| UNIT # | NAME: LAST | FIRST, MIDDLE | | | | | | | | DATE OF BIRTH | | AGE | GENDER |
| 0,2 | WENI | DELL, KAYLEIG | H, EL | IZAB | ETH | [| | | $\lfloor 0 \rfloor 1$ | $0 \cdot 1 \cdot 1 \cdot 9$ | 9 9 | 26 | F |
| ADDRESS: | STREET, CITY, S | STATE, ZIP | | | | | | | CONTACT | PHONE - INCLUDE AREA O | ODE | | |
| 3833 8 | SILVER | WOOD DR, Stow | ,OH 4 | 14224 | | | | | REDA | ACTED PER | RORC | 149.43 | 3(A)(1) |
| INJURIES | INJURED TAKEN | EMS AGENCY (NAME) | | INJUREDT | AKEN TO | MEDICAL FACILITY | (NAME, CITY) | SAFETY EQUIPMENT | DOT-C | SEATING POSITIO | N AIR BAG U | SAGE EJECTION | TRAPPED |
| 2 5 | BY | | | | | | | 0 4 | Шмс не | LMET 0 1 | 1_ | 11_ | 11 |
| OL STATE | | LICENSE NUMBER CTED PER ORC 45 | 01.1 11 | OFFENS | SE CHAI | RGED | LOCAL | OFFENSE DESC | RIPTION | | CITATIO | ON NUMBER | |
| OH | KEDAC | | U 1. 1-12 | <u> </u> | | | | | | | | | |
| OL CLASS | SELECT UP TO 2 | | DIST | VER TRACTED | _ | CHOL / DRUG SUSP | ECTED RIJUANA | CONDITION | STATUS T | YPE VALUE | | TYPE RESUL | T SELECTUPTO4 |
| . 4 . | | 1 | BY | 1 | = | THER DRUG | KIJUANA | . 1 . | 1 1 | 1 | 1 | 1 | |
| UNIT# | NAME: LAST | , FIRST, MIDDLE | | | | | | | | DATE OF BIRTH | | AGE | GENDER |
| | | | | | | | | | | | E E | | |
| ADDRESS: | STREET, CITY, S | STATE, ZIP | | | | | | | CONTACT | PHONE - INCLUDE AREA O | CODE | | |
| TOR | | | | | | | | | | 1 1 1 | 1 1 | -11 | 1 1 |
| INJURIES | INJURED TAKEN | EMS AGENCY (NAME) | | INJUREDT | AKEN TO | : MEDICAL FACILITY | (NAME, CITY) | SAFETY EQUIPMENT | DOT-C | SEATING POSITIO | N AIR BAG U | SAGE EJECTION | TRAPPED |
| ON/ | BY | | | | | | | L L L L | Шмс не | | | | ر |
| OL STATE | OPERATOR | LICENSE NUMBER | | OFFENS | SE CHAI | RGED | LOCAL | OFFENSE DESC | RIPTION | | CITATIO | ON NUMBER | |
| | | - 0 | | | | | | | | | | | |
| ≥ OL CLASS | SELECT UP TO 2 | | DIST | VER TRACTED | | LCOHOL MA | ECTED RIJUANA | CONDITION | STATUS T | YPE VALUE | | TYPE RESUL | |
| | | | BY | - 1 | = | THER DRUG | KINOAIIA | | | _ • | | | 11 11 1 |
| INJU | RIES | SEATING POSITION | A | IR BAG | | OL CLAS | s | OL RESTRIC | TION(S) | DRIVER DISTRAC | TION | TEST ST | |
| 1 - FATAL | CEDIQUE INJUDY | 1 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER) | 1- NOTDEP | | | 1 - CLASS A | | 1 - ALCOHOL INTER | | 1 - NOT DISTRACTED | | - NONE GIVEN | |
| 3 - SUSPECTED | SERIOUS INJURY MINOR INJURY | 2 - FRONT - MIDDLE | 2 - DEPLOYE 3 - DEPLOYE | | | 2 - CLASS B 3 - CLASS C | | 2 - CDL INTRASTAT 3 - CORRECTIVE LE | | 2 - MANUALLY OPERATIN ELECTRONIC COMMUN | ICATION 3 | -TEST REFUSED -TEST GIVEN, CO | |
| 4 - POSSIBLE IN | | 3 - FRONT - RIGHT SIDE 4 - SECOND - LEFT SIDE | | ED BOTH FRO | NT / SIDE | 4 - REGULAR CLASS (OHIO = D) | | 4 - FARM WAIVER | | DEVICE (TEXTING, TY) DIALING) | | SAMPLE / UNUS - TEST GIVEN, RE | |
| 5 - NO APPAREN | IT INJURY | (M0TORCYCLE PASSENGER) | 5 - NOTAPP 9 - DEPLOYE | LICABLE MENT UNKNO | WN | 5 - M/C MOPED ONLY | | 5 - EXCEPT CLASS | | 3 - TALKING ON HANDS-FI COMMUNICATION DEV | REE | -TEST GIVEN, RE | |
| | TAKEN BY | 5 - SECOND - MIDDLE 6 - SECOND - RIGHT SIDE | | | | 6 - NO VALID OL | | & CLASS B BUS | | 4 - TALKING ON HAND-HE COMMUNICATION DEV | | UNKNOWN | |
| 1 - NOT TRANSP /TREATED A | AND THE RESERVE OF THE PARTY OF | 7 - THIRD - LEFT SIDE | EJ | ECTION | | OL ENDORSE | MENT | 7 - EXCEPT TRACTO 8 - INTERMEDIATE | | 5 - OTHER ACTIVITY WITH | IAN | ALCOHOL TE - NONE | ST TYPE |
| 2 - EMS 3 - POLICE | | (M0TORCYCLE SIDE CAR) 8 - THIRD – MIDDLE | 1 - NOTEJE | | | H - HAZMAT M - MOTORCYCLE | | RESTRICTIONS 9-LEARNER'S PER | MIT | 6 - PASSENGER | | - BLOOD | |
| 9 - OTHER / UNK | (NOWN | 9 - THIRD - RIGHT SIDE | 2 - PARTIAL 3 - TOTALLY | | | P - PASSENGER | | RESTRICTIONS | CMII | 7 - OTHER DISTRACTION | | - URINE | |
| SAFETY E | QUIPMENT | 10 - SLEEPER SECTION OF TRUCK CAB | 4-NOTAPP | LICABLE | | N-TANKER | | 10 - LIMITED TO DAY 11 - LIMITED TO EM | | INSIDE THE VEHICLE 8 - OTHER DISTRACTION (| | - BREATH - OTHER | |
| 1 - NONE USED | doll ment | 11 - PASSENGER IN OTHER ENCLOSED CARGO AREA | T | RAPPED | | Q - MOTOR SCOOTER R - THREE-WHEEL MC | TORCYCLE | 12 - LIMITED - OTHE | | THE VEHICLE | | DRUG TEST | TVDF |
| 2 - SHOULDER E | | (NON-TRAILING UNIT, BUS, PICK-UP WITH CAP) | 1-NOTTRAI | | | S - SCHOOL BUS | | 13 - MECHANICAL DI (SPECIAL BRAK | | 9 - OTHER / UNKNOWN | 1 | - NONE | |
| 3 - LAP BELT ON 4 - SHOULDER 8 | ILY USED Lap belt used | | 2 - EXTRICA MECHAN | ICAL MEANS | | T - DOUBLE & TRIPLE | | CONTROLS, OR O | THER | CONDITION | | - BLOOD | |
| 5 - CHILD REST | RAINT SYSTEM - | CARGO AREA 13 - TRAILING UNIT | 3- FREED B NON-MEG | Y CHANICAL ME | EANS | X - TANKER / HAZMAT | hien hips | 14 - MILITARY VEHI | | 1 - APPARENTLY NORMAL 2 - PHYSICAL IMPAIRMEN | | - URINE - OTHER | |
| | RAINT SYSTEM - | 14 - RIDING ON VEHICLE EXTERIOR | | | | GENDER F-FEMALE | | 15 - MOTOR VEHICLE AIR BRAKES | S WITHOUT | 3 - EMOTIONAL (E.G., DEPR ANGRY, DISTURBED) | ESSED, | RUG TEST R | ESULT(S) |
| REAR FACIN | G | (NON-TRAILING UNIT) 15 - NON-MOTORIST | | | | M - MALE | | 16-OUTSIDE MIRRO | R | 4 - ILLNESS | A 1 1 1 100 A | - AMPHETAMINE | |
| 7 - BOOSTER SE 8 - HELMET US | | 99 - OTHER / UNKNOWN | | | | U -OTHER / UNKNOWN | | 17 - PROSTHETIC ALI | 0 | 5 - FELL ASLEEP, FAINTED FATIGUED, ETC. | 100 | - BARBITURATES | |
| 9 - PROTECTIVE | PADSUSED | | | | | | | 18-OTHER | | 6 - UNDERTHE INFLUENC | E A | BENZODIAZEPII CANNABINOIDS | VES |
| (ELBOW, KNI 10 - REFLECTIVE | | | | | | | | | | OF MEDICATIONS / DRU /ALCOHOL | 162 | - COCAINE | |
| 11 - LIGHTING - / BICYCLE OF | | | | | | | | | | 9-OTHER/UNKNOWN | | - OPIATES / OPIOI | DS |
| 99 - OTHER / UNK | | | | | | | | | | | | - OTHER - NEGATIVE RESU | ILTS |

HSY8306 OH1M 1/19 [760-1500] PAGE 4 OF 5

| Ú | OHIO DE | IC SAFETY | CCUPANT / | WITNES | SS ADDENDUM | 1 | | 2025 | | ORT NUMBER | • • | |
|----------|---------------------|--|---|--|---|-------------------|--|---|------------------------|---------------|----------|-------------|
| | | | | | | C00.5 | | 2,0,2,5 | | 0,0,3 | | |
| | UNIT # | | t, first, middle H, JESS, JAM | ES | | | | 0 5 2 | E OF BIRTH | 6 8 | AGE | GENDER |
| ANT | | STREET, CITY, | | | | | | CONTACT PHONE | - INCLUDE AREA GO | DE | | |
| OCCUPAN | 1025 | IRONV | VOOD AVE ,TO | OLEDO , | OH 43605 | | | REDACT | ED PER | ORC 1 | 49.43 | 8(A)(1) |
| 0 | INJURIES | INJURED TAKEN | EMS AGENCY (NAME) | | INJURED TAKEN TO: MEDICAL FACIL | LITY (NAME, CITY) | SAFETY EQUIPMENT USED | DOT-COMPLIANT | SEATING POSITION | AIR BAG USAGE | EJECTION | TRAPPED |
| | 5 | BY | | | | | [0] 4] | ☐MC HELMET | | _ 1 | _1_ | _1_ |
| | UNIT# | NAME: LAS | T, FIRST, MIDDLE | | | | | DAT | E OF BIRTH | | AGE | GENDER |
| ķ | ADDRESS: | STREET, CITY, | STATE, ZIP | | | | h: | CONTACT PHONE | - INCLUDE AREA CO | DE L | | |
| 0CCUPAN | | | | | | | | | 1 1 | | | |
| 3 | INJURIES | INJURED TAKEN | EMS AGENCY (NAME) | | INJURED TAKEN TO: MEDICAL FACIL | LITY (NANE, CITY) | SAFETY EQUIPMENT | DOT-COMPLIANT | SEATING POSITION | AIR BAG USAGE | EJECTION | TRAPPED |
| | نـــــا | BY | | | | | USEU | MC HELMET | لسلسا | | | |
| | UNIT# | NAME: LAS | T, FIRST, MIDDLE | | | | | DAT | E OF BIRTH | | AGE | GENDER |
| | | | | | | | | | | | | |
| OCCUPANT | ADDRESS: | STREET, CITY, | STATE, ZIP | | | | | CONTACT PHONE | - INGLUDE AREA GO | DE | | |
| 000 | INJURIES | INJURED | EMS AGENCY (NAME) | | INJURED TAKEN TO: MEDICAL FACIL | LITY (NAME, CITY) | SAFETY EQUIPMENT | | SEATING POSITION | AIR BAG USAGE | EJECTION | TRAPPED |
| | 1 1 | TAKEN BY | | | | | USED | DOT-COMPLIANT MC HELMET | | | 1 1 | 1 |
| 7 | UNIT# | NAME: LAS | T, FIRST, MIDDLE | | | | | DAT | E OF BIRTH | | AGE | GENDER |
| | | | 3.6 | | | | | | 1 1 1 | | 1 1 3 | |
| OCCUPANT | ADDRESS: | STREET, CITY, | STATE, ZIP | | | | | CONTACT PHONE | - INGLUDE AREA CO | DE | | |
| 1000 | TNUIDIES | INJURED | FMC Assurant (MAME) | | IN HIDED TAYENTA Marrow Francis | | CAFETY FOUIDMENT | | SEATING POSITION | LAID DACHEACE | FIECTION | TRADDED |
| | INJURIES | TAKEN BY | EMS AGENCY (NAME) | | INJURED TAKEN TO: MEDICAL FACIL | LITY (NAME, CITY) | SAFETY EQUIPMENT USED | DOT-COMPLIANT MC HELMET | SEATING POSITION | AIR BAG USAGE | EJECTION | IKAPPED |
| | | INJU | JRIES | SAFET | EQUIPMENT USED | | SEATING POS | ITION | | AIR BAG U | SAGE | |
| | 1 - FATA | L | | 1 - NONE US | | | T - LEFT SIDE | FD) | 1 - NOT DE | PLOYED | | |
| Ï | 2 - SUSI | PECTEDSE | RIOUS INJURY | | OCCUPANT ER BELT ONLY USED | | ORCYCLE DRIV IT – MIDDLE | ER) | 2 - DEPLO | YED FRONT | | |
| | | | NOR INJURY | | TONLY USED | | T - RIGHT SIDE | | | | | |
| Ī | | PPARENT | | 4 - SHOULDE | ER & LAP BELT USED | | ND – LEFT SIDI ORCYCLE PASS | FRANKLOVE | | | | |
| | | INIIIPED | TAKEN BY | 100 March 200 Ma | ESTRAINT SYSTEM – D FACING | | ND - MIDDLE | n E | 5 - NOT APPLICABLE | | | |
| | 1 - NOT | TRANSPOR | | 300000000000000000000000000000000000000 | ESTRAINT SYSTEM - | 7 - THIR | 6 - SECOND – RIGHT SIDE 7 - THIRD – LEFT SIDE | | 9 - DEPLOYMENT UNKNOWN | | | |
| | | EATED AT S | CENE | REAR FA | | | ORCYCLE SIDE D – MIDDLE | CAR) | EJECTION | | | |
| | 2 - EMS 3 - POLI | | | 7 - BOOSTER 8 - HELMET | | 9 - THIR | D - RIGHT SIDE | | 1 - NOT EJ | LLY EJECTI | -D | |
| | | ER / UNKNO | DWN | | 9 - PROTECTIVE PADS USED 10 - SLEEPER SECTION OF TRUCK CAB 11 - PASSENGER IN OTHER ENCLOSED 3 - TOTALLY | | | | | | | |
| | | GEI | NDER | | KNEES, ETC.) | CARG | O AREA (NON-TH | RAILING UNIT, | 4 - NOT AP | PLICABLE | | |
| Ę | F-FEMA | | | | TVE CLOTHING G – PEDESTRIAN | 12 - PASS | ENGER IN UNE | | | TRAPPI | D | |
| Ē | M - MALI | E R/UNKNO | WN | / BICYCL | | | O AREA LING UNIT | | 1 - NOT TR | | | |
| Ē | | | | 99- OTHER/ | UNKNOWN | | NG ON VEHICLE | EXTERIOR | MEANS | CATED BY M | ECHANIC | JAL |
| | | | | | | | MOTORIST | | 3 - FREED MEANS | BY NON-ME | CHANIC | AL |
| Ų | | | | | | 99 - OTHE | R / UNKNOWN | | | | | |
| SS | | ST, FIRST, MIDD | , BRIANNA, N | MARIE | | | | $\begin{bmatrix} 0 & 7 & 0 \end{bmatrix}$ | 7 1 9 | 9.9 | AGE | GENDER F |
| WITNESS | | STREET, CITY, | | - IZARCIE | | | | CONTACT PHONE | - INCLUDE AREA CO | DE | | |
| ≥ | 4574 (| CHATV | VOOD DR,Sto | w, ,OH 44 | 224 | | | REDACT | ED PER | ORC 1 | 49.43 | (A)(1) |
| S | NAME: LAS | ST, FIRST, MIDD | LE | | | | | DAT | E OF BIRTH | | AGE | GENDER |
| WITNESS | ADDRESS: | STREET, CITY, | STATE ZIP | | | | | CONTACT PHONE | - INCLUDE AREA CO | DE L | | |
| × | | | 0000000787855 | | | | | | | | | 31 31 |
| | NAME: LAS | ST, FIRST, MIDD | LE | | | | | DAT | E OF BIRTH | | AGE | GENDER |
| WITNESS | | 74 Table 10 | | | | | | | 111 | | | |
| MIT | ADDRESS: | STREET, CITY, | STATE, ZIP | | | | | CONTACT PHONE | - INCLUDE AREA COI | DE | | 291 14 |
| | | | | | | | | li i i | 1 1 | 1 1 3 | 1 3 | 1 1 |

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TRAFFIC CRASH WITNESS STATEMENT

| LOCAL REPORT NUMBER | REPORTING AGENCY | DATE OF CRASH |
|---------------------|------------------|---------------|
| 25-3298 | KENT POLICE | M 3 D11 125 |

FOR LOCAL USE ONLY - DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

| I, Brianna Rellanto HEREBY MAKE THIS VOLUNTARY STATEMENT TO |
|--|
| AUCKLAND HJ38 AT ON SCENE OFFICER'S NAME LOCATION |
| I was next to the black Hyundai at the light. It was red and we were both waiting for it to turn green, while waiting I saw the red car pulling UP and not slowing down. The red car crashed into the back of the black Hyundai, pushing the black Hyundai forward. After the black Hyundai was nit I saw the light turned green. |
| ADDRESS OF WITNESS H5 14 Chatwood Drive Staw Oh 442.34 SIGNATURE OF WITNESS X May M. Dallam X May M. H577003 8/13 [760-0820] |