December	OHIO DEPARTMENT TRAFFIC CRASH	LOCAL REPORT NUMBER*						
SCONDANY CRASS College City of Kert Police O. 6.7.0.3 1.	PHOTOS TAKEN 0H-2 0H-3	2,0,2,0,-,0,0,0,1,9,9,3,7						
DESTINATE PROPERTY OF A RESITT PORTER (a. 1) _ 1 _ 2 _ 1 _ 1 _ 2 _ 1 _ 1 _ 1 _ 1 _ 1	X OH-1P OTHER		HIT/SKIP NUMBER OF UNITS UNIT IN ERROR					
SOUTH THE NOTE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NOTE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NOTE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NOTE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NOTE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NOTE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NOTE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NOTE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NUMBER POPTEY 1-NORTH DEFERENCE RADA NAME (DEAD, MILEPOST, HOUSE F) SOUTH THE NUMBER POPTEY RADA NAME TO THE NUMBER POPTEY ROTH TO THE STOWN ROTH TO THE NUMBER POPTEY ROTH TO THE STOWN ROTH TO THE NUMBER POPTEY ROTH TO THE STOWN ROTH TO THE STOWN ROTH TO THE NUMBER POPTEY ROTH TO THE STOWN ROTH	PRIVATE PROPERTY	City of Kent Police	0,6,7,0,3					
TOTAL TOTAL SOURCE SHOULD SERVICE THE SOURCE HAVE SOURCE S	COUNTY* LOCALITY* LOCATION: CIT	TY, VILLAGE, TOWNSHIP*						
S. R. S. P. J. S.		*			2-SERIOUS INJURY			
SUBTERFE INTO A SUBSPICE OF STATE OF ST	2-SOUTH							
REFERENCE POINT 1. INTERSECTION 3 NULL POST 1. OR SAME 1. OR SAME POST 1. OR SAME 1. OR SAME POST 1. OR SAME 1. OR	4-WEST							
REFERENCE POINT 3 - 1-INTERSECTION OF DESCRIPTION 1 - 1-ORDITORY 2 - 1-ORDITORY 3 - 1-ORDITORY 3 - 1-ORDITORY 4 - 1-ORDITORY 1 - 1-ORDITORY 3 - 1-ORDITORY 4 - 1-ORDITORY 1 - 1-ORDITORY 3 - 1-ORDITORY 4 - 1-ORDITORY 1 - 1-ORDITORY 3 - 1-ORDITORY 4 - 1-ORDITORY 5 - 1-ORDITORY 5 - 1-ORDITORY 5 - 1-ORDITORY 6 - 1-ORDITORY 6 - 1-ORDITORY 1 - 1-ORDITORY 2 - 1-ORDITORY 3 - 1-ORDITORY 3 - 1-ORDITORY 3 - 1-ORDITORY 3 - 1-ORDITORY 4 - 1-ORDITORY 3 - 1-ORDITORY 4 - 1-ORDITORY 5 - 1-ORDITORY 5 - 1-ORDITORY 5 - 1-ORDITORY 6 - 1-ORDITORY 7 - 1-ORDITORY 6 - 1-ORDITORY 7	ROUTE TYPE ROUTE NUMBER PREFIX 1-NORTH 2-SOUTH		USE #) ROAD TYPE	AND THE PARTY OF T				
1-INTERECTION OF THE THEORY IN C. SOUTH IN	The state of the s	623		-8 ₁ ,3 ₄ ,9 ₅ ,7 ₉				
3.2-MILE POST 2-SOUTH 3-FEDERAL US ROUTE 3-MORENE 3-MORENE	1 INTERSECTION FROM REFERENCE	The Part of the Control of the Contr						
BISTANCE UNIT OF SET ADDRESS OF SEASON STREET OUTS ON SEASON SET OF SEAS	3 2-MILE POST 2-SOUTH US	- FEDERAL US ROUTE AV - AVENUE	A - LANE SQ - SQUARE	WITHIN INTERSECTION OR	ON APPROACH			
THE PROPRESSION OF PR	4 - WEST SR	- STATE ROUTE		WITHIN INTERCHANGE AR	REA NUMBER OF APPROACHES			
LIGATION OF PERST HAMBURG PER CASSA COLLISION/INDEAD BADOWAY OF THE USEN 1 - ON ROADOWAY 0 - COSSOVER 10-DRIVEWAYALLEY ACCESS 1 - STORE OF THE STEP HAMBURG PER CASSA COLLISION/INDEAD 2 - ON ROADOSIDE 10-DRIVEWAYALLEY ACCESS 4 - ON ROADOSIDE 12-SHARED USE PATHS OR THE MANUAL FRADE COSSING 5 - ON GORE 12-SHARED USE PATHS OR THE MANUAL FRADE COSSING 6 - OUTSIDE TRAFFIC WAY 13-BIRC LAST 7 - OR RAMP 10-DRIVEWAYALLEY ACCESS 1 - OR CARRED 10-DRIVEWAYALLEY ACCESS 1 - OR CARRED 10-DRIVEWAYALLEY ACCESS 2 - RARAP 10 - SLOWEN 3 - HEAD-ON 9 - OTHER / UNKNOWN WORK ZONE TRAFFIC WAY 13-BIRC LAST ON OR KEY OR RELATED 10-DRIVEWAYALLEY ACCESS ON OR KEY OR RELATED 10-DRIVE	FROM REFERENCE UNIT OF MEASURE	- NUMBERED COUNTY ROUTE CT - COURT		ROAD	WAY			
LIGATION OF FIRST HARMFUL EVENT 9. CHOSSIVER 1. FOR PROJUMEN 9. CHOSSIVER 1. FOR PROJUMEN 9. CHOSSIVER 1. FOR PROJUMEN 1. FOR PROJUMEN 9. CHOSSIVER 1. FOR PROJUMEN 2. FOR PROJUMEN 3. FOR PROJUMEN 4. FOR PROJUMEN 1. FOR PROJUMEN 4. FOR PROJUMEN 1. FOR PROJUMEN 2. FOR PROJUMEN 3. FOR PROJUMEN 4. FOR PROJUMEN 4. FOR PROJUMEN 5. FOR PROJUMEN 1. FOR PROJUMEN 2. FOR PROJUMEN 3. FOR PROJUMEN 4. FOR PROJUMEN 4. FOR PROJUMEN 5. FOR PROJUMEN 4. FOR PROJUMEN 5. FOR PROJUMEN 6. FOR PROJUMEN 7. FOR PROJUMEN 1.	2-FEET	ROUTE DR - DRIVE		ROADWAY DIVIDED				
1- ON BOADWAY 1- 2- ON SPROUNDER 1- DORFWENNYALLEY ACCESS 1- STANDED AND TILL FAILUND FRANCE CROSSING 1- ON BOADSIDE 1- SHARED USE PATHS OR 1- ON BOADSIDE 1- ON BOADSI				DIDECTION on TO AVE	MEDIAN PURE			
Output Description Descr	1 - ON ROADWAY 9 - CROSSOVE	R 1-NOT COLLISION 4	- REAR-TO-REAR					
4- ON ROADSIDE 1- SHARD USE PATHS OR TARLIS 5- ON GORE 4- OUTSIDE TRAFFICW VI) 3- BIRKE LANE 3- HEAD-ON 3- HEAD-ON 9- OTHER / UNKNOWN 1- ON RAMP 1- TOLL BOOTH 8- OFF RAMP 9- OTHER / UNKNOWN 1- ONE RAMP 1- LANE CLOSUNE 1- LANE CLOSUNE 1- LANE CLOSUNE 1- LANE CLOSUNE 1- SEPORE THE 1ST WORK ZONE 1- SEPORE THE 1ST WORK		CRAPE COCCUME 7 TWO MOTOR						
3 - DAVISIDE TRAFFIC WAY 13-BIRK LANE 1-LANE 1-LANE 1-LANE 1-LANE CAUSING PORTON OF CRASH IN MORK ZONE 1-LANE SHITT/GROSSOVER 1-LANE SHIT	TDAILG	ISE PATHS OR TRANSPORT 7	- SIDESWIPE, SAME DIRECTION	4-WEST	(≥4 FEET)			
S. OF RAMP 99-OTHER/UNKNOWN WORK ZONE RELATED WORK ZONE TYPE LANE CLOSURE LANE CROSURE LANE CROSURE	6-DUTSIDE TRAFFIC WAY 13-BIKE LAN	E 3-HEAD-ON 9			- DIVIDED, RAISED MEDIAN			
WORK ZONE RELATED 1- LANE CLOSURE 2- LANE CLOSURE 3- WORK ON SMOULDER 3- WORK ON SMOULDER 3- WORK ON SMOULDER 3- MARINE SIDE 3- CURVE LEVEL 1- DRY 2- STRAIGHT LEVEL 2- STRAIG	7 - OR RAINT			9				
UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. I. LAW ELOSURE 2. LAW ELOSURE 3. "JOAN'S PRESENT 3. "WORK ON SHOULDER 6. "MAEDIAN" 4. INTERIMITERITY OR MOVING WORK 5. "OTHER 3. "JOAN'S CHARLES 4. LIGHT CONDITION 1. DAVIGHT 1. DAVIGHT 3. "JOAN'S CHARLES 4. CURVE GRADE 5. SAMO, MUD, DIRT, ON, ON, ON, ON, ON, ON, ON, ON, ON, ON		WORK ZONE TYPE LOCATION	I OF CDASH IN WOOK 70NF	CONTOUR COND	ITIONS SUPERCE			
LIENT CONDITION LIENT	1	- LANE CLOSURE 1-	BEFORE THE 1ST WORK ZONE					
LAW ENFORCEMENT PRESENT ACTIVE SCHOOL ZONE A	1	- LAIRE SITT MOROSSOVER						
LIGHT CONDITION LIGHT CONDITION 1 - DAYLIGHT 3 - CHERGE 6 - SNOW 1 - DAYLIGHT 3 - CHERGE 6 - SNOW 1 - DAYLIGHT 3 - CHERGE 6 - SNOW 1 - CLEAR 6 - SNOW 2 - CANNINGS KI 3 - DARK - LIGHTED GOADWAY 4 - DARK - ROADWAY NOT LIGHTED 5 - DARK - UNKNOWN ROADWAY LIGHTING 9 - OTHER JUNKNOWN NARRATIVE UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME 1 - CLEAR 1 - CURB CARRENT AND MAKE A DEFENSIVE MOVE TO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME 1 - CLEAR 1 - CURB CARD 4 - SAND AND MAKE A DEFENSIVE MOVE TO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME 1 - CLEAR 1 - CURB CARD 4 - SAND AND A SIAGO 4 - SIAGO CHAPLE 1 - SAND AND A SIAGO CHAPTER 1 - SAND AND A SHOWLLON ON THE SAND AND A SAND AND AND AND AND AND AND AND AND AND	LAW ENFORCEMENT PRESENT	OR MEDIAN 3-			2 - BLACKTOP,			
LIGHT CONDITION 1 - DAYLIGHT 2 - DAWN/NDUSK 3 - DARK - LIGHTED ROADWAY 4 - DARK - PROADWAY 4 - DARK - PROADWAY NOT LIGHTED 5 - DARK - DAWN/NDWAY 6 - DARK - PROADWAY NOT LIGHTED 5 - DARK - DANK/NDWAY 8 - DARK - DARK - LIGHTING 9 - OTHER/UNKNOWN 9 - OTHER/UNKNOWN NARRAITVE UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME ARRIVAL DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME SCENE CLEARED DATE / TIME POLICIC AGENCY	The second secon	20		3 - CURVE LEVEL 3 - SNOW				
1 - DAYLIGHT 2 - OANNIDUSK 3 - OARK - ROADWAY 4 - DARK - ROADWAY NOT LIGHTED 5 - DARK - UNKNOWN BOADWAY LIGHTING 9 - OTHER / UNKNOWN NARRATIVE UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME OIL, GRAVEL 5 - ORIT CHAPTER 5 - SEVERE CROSSWINDS 7 - SEVERE CROSSWINDS 9 - PREEZING RAIN OR FREEZING DRIZZLE 5 - DIRT 9 - OTHER/UNKNOWN 7 - SLUSH 9 - OTHER/UNKNOWN 9 - OTHER/UNKNOWN 9 - OTHER/UNKNOWN Indicate the north direction with an "N" on the compass diagram. Indicate the north direction with an "N" on the compass diagram. INVESTIGATION DETERMINED UNIT 2 TRAVELED CRASH REPORTED DATE / TIME DISPATCH DATE / TIME OIL, GRAVEL 6 -WATER (STANDING, MOVING SAND, SOIL, DIRT, SNOW 7 - SLUSH 9 - OTHER/UNKNOWN 9 - OTHER/UNKNOWN 9 - OTHER/UNKNOWN 1 TO HER/UNKNOWN 1 - SLOR, GRAVEL 5 - DIRT 9 - OTHER/UNKNOWN 1 - SURGE STANDING, MOVING SAND, SOIL, DIRT, SNOW	LIGHT CONDITION	WEATHER						
3 - DARK - LICHTED ROADWAY 4 - DARK - ROADWAY NOT LIGHTED 5 - DARK - DURNOWN MOVING) 9 - OTHER / UNKNOWN PARAWAY LIGHTING 9 - OTHER / UNKNOWN PARAWAY LIGHTING 9 - OTHER / UNKNOWN PARAWAY LIGHTING 9 - OTHER / UNKNOWN NARRATIVE UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY POLICE AGENCY POLICE AGENCY					4 - SLAG, GRAVEL,			
4-RAIN 5-DARK-OKNOWN ROADWAY LIGHTING 9-OTHER/UNKNOWN 9-OTHER/UNKNOWN NARRATIVE UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE //TIME DISPATCH DISPATCH DATE //TIME ARRIVAL DATE //TIME SCENE CLEARED DATE //TIME POLICE AGENCY POLICE AGENCY POLICE AGENCY POLICE AGENCY		IIV III						
NARRATIVE UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY POLICE AGENCY	4 - DARK - ROADWAY NOT LIGHTED	4 - RAIN 9 - FREEZING	G RAIN OR FREEZING DRIZZLE	7 - SLUSH	9 - OTHER/UNKNOWN			
UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1 2 0 2 2 0 2 0 / 1 8 3 3 1 2 0 2 2 0 2 0 / 1 8 3 4 3 1 2 0 2 2 0 2 0 / 1 1 9 0 4		G 5-SLEET, HAIL 99-OTHER/	UNKNOWN	9 - OTHER/U	INKNOWN			
UNIT 1 & 2 WERE TRAVELING W/B ON E. MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1 2 0 2 2 0 2 0 / 1 1 8 3 3 1 2 0 2 2 0 2 0 / 1 1 9 0 4	NARRATIVE				△ Indicate the porth			
MAIN ST. BETWEEN SHERMAN ST. AND UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1,2,0,2,2,0,2,0,1,1,9,0,4 POLICE AGENCY	HINES OF THE	INC. W.B. ON F.			direction with			
UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME POLICE AGENCY POLICE AGENCY								
UNIVERSITY DR. UNIT 1 IN THE CURB LANE AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1 2 0 2 2 0 2 0 / 1 8 3 3 1 2 0 2 2 0 2 0 / 1 8 9 0 1 9 0 4	MAIN ST. BETWEEN SHE	RMAN ST. AND	A/==	C 1				
AND UNIT 2 IN THE SECOND LANE. UNIT 2 MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1 2 0 2 2 0 2 0 / 1 8 3 3 1 2 0 2 2 0 2 0 / 1 8 3 3 1 2 0 2 2 0 2 0 / 1 8 4 3 1 2 0 2 2 0 2 0 / 1 9 0 4	UNIVERSITY DR. UNIT 1	IN THE CURB LANE	NOT TO		N FST			
MOVED INTO THE CURB LANE CAUSING UNIT 1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1 2 0 2 2 0 2 0 / 1 8 3 3 1 2 0 2 2 0 2 0 / 1 8 3 3 1 2 0 2 2 0 2 0 / 1 8 4 3 1 2 0 2 2 0 2 0 / 1 9 0 4	AND UNIT 2 IN THE SECO	OND LANE. UNIT 2						
1 TO ACTIVATE THE VEHICLE HORN AND MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1 2 0 2 2 0 2 0 / 1 8 3 3 1 2 0 2 2 0 2 0 / 1 8 4 3 1 2 0 2 2 0 2 0 / 1 9 0 4			CE WATER					
MAKE A DEFENSIVE MOVE TO THE RIGHT TO AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1,2,0,2,2,0,2,0,/,1,8,3,3,1,2,0,2,2,0,/,1,9,0,4, POLICE AGENCY			4-					
AVOID A COLLISION. UNIT 1 STRUCK THE CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1,2,0,2,2,0,2,0,/,1,9,0,4 POLICE AGENCY								
CURB ON THE RIGHT. UNIT 2 TRAVELED COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1,2,0,2,2,0,2,0,/,1,9,0,4 POLICE AGENCY	MAKE A DEFENSIVE MO	VE TO THE RIGHT TO		ONI	1 45			
COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1,2,0,2,2,0,2,0,/,1,9,0,4 POLICE AGENCY	AVOID A COLLISION. UN	IT 1 STRUCK THE			ž ^r			
COMPLETELY BACK INTO THE SECOND LANE. INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1,2,0,2,2,0,2,0,/,1,9,0,4 POLICE AGENCY	CURB ON THE RIGHT. UP	NIT 2 TRAVELED						
INVESTIGATION DETERMINED UNIT 2 NEVER CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1	COMPLETELY BACK INT	TO THE SECOND LANE.						
CRASH REPORTED DATE / TIME DISPATCH DATE / TIME ARRIVAL DATE / TIME SCENE CLEARED DATE / TIME REPORT TAKEN BY 1,2,0,2,2,0,2,0,/,1,8,3,3,1,2,0,2,2,0,2,0,/,1,8,4,3,1,2,0,2,2,0,2,0,/,1,9,0,4, POLICE AGENCY					1—13°			
1,2,0,2,2,0,2,0,/,1,8,3,3,1,2,0,2,2,0,2,0,/,1,8,3,3,1,2,0,2,2,0,2,0,/,1,8,4,3,1,2,0,2,2,0,2,0,/,1,9,0,4, POLICE AGENCY	10/20		RIVAL DATE / TIME	SCENE CLEARED DATE / TIME	REPORT TAKEN BY			
TOTAL OFFICER'S NAME* CHECKED BY OFFICER'S NAME*	TOTAL TIME OTHER TO	TAL OFFICER'S NAME*	CHECKED BY OFF	FFICER'S NAME*				
ROADWAY CLOSED INVESTIGATION TIME MINUTES Fuller, James Gaydosh, Ryan Supplement George CTION and ADDITION	ROADWAY CLOSED INVESTIGATION TIME MIN	IITES Fullor Tomos			C SUPPLEMENT			
O O O O O O O O O O O O O O O O O O O	1				(CORRECTION on ADDITION			



2,0,2,0, -10.0.0.1.9.9.3.7QWNER NAME: LAST, FIRST, MIDDLE (SAYE AS DRIVE OWNER PHONE: INCLUDE AREA CODE (TISAME AS DRIVER DAMAGE CRUZ, MARTIN, ANGELO DAMAGE SCALE OWNER ADDRESS: STREET, CITY, STATE, ZIP (BAME AS DRIVER) 1 - NONE 3 - FUNCTIONAL DAMAGE 2201 93RD ST ,CLEVELAND ,OH 44102 J 2- MINOR DAMAGE 4- DISABLING DAMAGE COMMERCIAL CARRIER: NAME, ADDRESS, CITY, STATE, ZIP COMMERCIAL CARRIER PHONE: INCLUSE AREA CODE 9 - UNKNOWN DAMAGED AREA(S) INDICATE ALL THAT APPLY LP STATE LICENSE PLATE # **VEHICLE IDENTIFICATION #** VEHICLE YEAR VEHICLE MAKE 1, C3, CDF, B, A3, DD1, 4, 3, 6, 2, 1 2,0,1,3 Dodge O. H. JGH8580 INSURANCE COMPANY INSURANCE POLICY # COLOR **VEHICLE MODEL** INSURANCE VERIFIED ACCEPTANCE NSOH10731 BLK DART US DOT # TYPE OF USE TOWED BY: COMPANY NAME COMMERCIAL GOVERNMENT IN EMERGENCY HAZARDOUS MATERIAL **VEHICLE WEIGHT GVWR/GCWR** #OCCUPANTS INTERLOCK MATERIAL CLASS # PLACARD ID # 1 - <10K LBS HIT/SKIP UNIT DEVICE 2 - 10,001 - 26K LBS 0,3 PLACARD 3 - >26K LBS. 1 - PASSENGER CAR 7 - MOTORCYCLE 2-WHEELED 12-GOLF CART 18 - LIMO (LIVERY VEHICLE) 23 - PEDESTRIAN / SKATER 2 - PASSENGER VAN (MINIVAN) B - MOTORCYCLE 3-WHEELED 13-SNOWMOBILE 19-BUS (16+ PASSENGERS) 24-WHEELCHAIR (ANY TYPE) 0,1 3 - SPORT UTILITY VEHICLE 9 - AUTOCYCLE 14-SINGLE UNIT TRUCK 20-OTHER VEHICLE 25 - OTHER NON-MOTORIST UNIT TYPE 4 - PICK UP 10 - MOPED OR MOTORIZED 15-SEMI-TRACTOR 21 - REAVY EQUIPMENT 26 - BICYCLE BICYCLE 5 - CARGO VAN 16-FARM EDUTPMENT 22 - ANIMAL WITH RIDER OF 27 -TRAIN 11 - ALL TERRÁIN VEHICLE ANIMAL-DRAWN VEHICLE 6 - VAN (9-15 SEATS) 17 - MOTORHOME 99 JUNKNOWN OR HIT/SKIP (ATV/UTV) # OF TRAILING UNITS 3 - CONDITIONAL AUTOMATION 9 - UNKNOWN D - NO AUTOMATION WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 1 - DRIVER ASSISTANCE 4 - HIGH AUTOMATION 0 2 | 1-YES 2-NO 9-OTHER/UNKNOWN 2 - PARTIAL AUTOMATION 5 - FULL AUTOMATION AUTONOMOUS MODE LEVEL 1 - NONE 6 - BUS - CHARTER/TOUR 11-FIRE 16-FARM 21 - MAIL CARRIER 17 - MOWING 0,1, 2-TAXI 7 - BUS - INTERCITY 12 - MILITARY 99-OTHER/UNKNOWN SPECIAL 3 - ELECTRONIC RIDE SHARING 8 - BUS - SHUTTLE 18-SNOW REMOVAL 13-POLICE FUNCTION 4 - SCHOOL TRANSPORT 9 - BUS - OTHER 14 - PUBLIC UTILITY 19-TOWING 5 - BUS - TRANSIT/COMMUTER 10-AMBULANCE 15-CONSTRUCTION EQUIPMENT 20-SAFETY SERVICE PATROL 1 - NO CARGO BODY TYPE 3 - VEHICLE TOWING ANOTHER 5 - INTERMODAL CONTAINER 8 - POLE 12-CONCRETE MIXER 0,1 I NOT APPLICABLE MOTOR VEHICLE CHASSIS 9 - CARGOTANK 13-AUTO TRANSPORTER CARGO 4 - LOGGING 6 - CARGO VAN/ENCLOSED BOX 10-FLAT BED 14-GARBAGE/REFUSE BODY 7 - GRAIN/CHIPS/GRAVEL 11-DUMP 99 - OTHER / UNKNOWN TYPE 0 4 - BRAKES 7 - WORN OR SLICKTIRES 9 - MOTOR TROUBLE 1 - TURN SIGNALS 99 - OTHER / UNKNOWN VEHICLE 2 - HEAD LAMPS 5 - STEERING 8 - TRAILER EQUIPMENT 10 - DISABLED FROM PRIOR ACCIDENT DEFECTIVE DEFECTS 3 - TAIL LAMPS 6 - TIRE BLOWOUT -NO DAMAGE [0] - UNDERCARRIAGE [14] 1 - INTERSECTION - MARKED 3 - INTERSECTION - OTHER 6 - BICYCLE LANE 9 - MEDIAN/CROSSING ISLAND 12-FIRST RESPONDER CROSSWALK AT INCIDENT SCENE 4 - MIDBLOCK - MARKED 7 - SHOULDER / ROADSIDE 10-DRIVEWAY ACCESS ☐-TOP | 13 | - ALL AREAS [15] NON-MOTORIST 2 - INTERSECTION - UNMARKED 99 - OTHER / UNKNOWN CROSSWALK 8 - SIDEWALK 11 - SHARED USE PATHS OR LOCATION AT IMPACT CROSSWALK 5 - TRAVEL LANE - OTHER LOCATION - UNIT NOT AT SCENE [16] 1 - NON-CONTACT 1 - STRAIGHT AHEAD 7 - MAKING U-TURN 13 - NEGOTIATING A CURVE 18-APPROACHING INITIAL POINT OF CONTACT OR LEAVING VEHICLE 14 - ENTERING OR CROSSING 2 - NON-COLLISION 2 - BACKING B - ENTERING TRAFFIC LANE 3 3-STRIKING 0 1 3 - CHANGING LANES 0 - NO DAMAGE 14 - UNDERCARRIAGE 19-STANDING SPECIFIED LOCATION 9 - LEAVING TRAFFIC LANE 0 , 1 , 1-12 - REFER TO UNIT 15 - VEHICLE NOT AT SCENE ACTION 4- STRUCK PRE-CRASH 4 - OVERTAKING/PASSING 15 - WALKING, RUNNING. 20 - OTHER NON-MOTORIST 10-PARKED DIAGRAM 5 - BOTH STRIKING ACTIONS 5 - MAKING RIGHT TURN JOGGING, PLAYING 99 - UNKNOWN 21 - STANDING OUTSIDE 11 - SLOWING OR STOPPED 13 - TOP 16 - WORKING DISABLED VEHICLE & STRUCK IN TRAFFIC 6 - MAKING LEFT TURN 17 - PUSHING VEHICLE 99-OTHER/UNKNOWN 9 - OTHER / UNKNOWN 12 - DRIVERLESS TRAFFIC 1-NONE 7-LEFT OF CENTER 13-IMPROPER START FROM A 17 - VISION OBSTRUCTION 21 - LYING IN ROADWAY TRAFFICWAY FLOW TRAFFIC CONTROL PARKED POSITION 18 - OPERATING DEFECTIVE B-FOLLOWING TOO CLOSE / ACDA 2 - FAILURE TO VIELD 22 - NOT DISCERNIBLE 1 - ROUNDABOUT 4 - STOP SIGN 1 - ONE-WAY 1 5 3-RAN RED LIGHT 14-STOPPED OR PARKED EQUIPMENT 9-IMPROPER LANE CHANGE 23-OPENING DOOR INTO 2 - TWO-WAY 2 - SIGNAL 5 - YIELD SIGN 2 ILLEGALLY 19 - LOAD SHIFTING/FALLING/ ROADWAY 4 - RAN STOP SIGN 10-IMPROPER PASSING 3 - FLASHER 6 - NO CONTROL CONTRIBUTING 5 - UNSAFE SPEED 15 - SWERVING TO AVOID SPILLING 99-OTHER IMPROPER ACTION 11 - DROVE OFF ROAD 16 - WRONG WAY 20 - IM PROPER CROSSING # of THROUGH LANES 6 - IMPROPERTURN 12 - IMPROPER BACKING RAIL GRADE CROSSING ON ROAD 1 - NOT INVOLVED SEQUENCE OF EVENTS 2 - INVOLVED-ACTIVE CROSSING 4 **EVENTS** 1 0 8 1 - OVERTURN/ROLLCVER 3 - INVOLVED-PASSIVE CROSSING 6 - EQUIPMENT FAILURE 11 - CROSS CENTERLINE -16 - RAILWAY VEHICLE 22 - WCRK ZONE MAINTENANCE OPPOSITE DIRECTION OF **EQUIPMENT** 2 - FIRE/EXP_OSION 7 - SEPARATION OF UNITS 17 - ANIMAL - FARM TRAVEL UNIT / NON-MOTORIST DIRECTION 3 - IMMERSION 18-ANIMAL - DEER 23 - STRUCK BY FALLING. 8 - RAN OFF BOAD RIGHT 12 - DOWNHILL RUNAWAY SHIFTING CARGO CR 4 JACKKNIFE 1 - NORTH 5 - NORTHEAST 19-ANIMAL - OTHER 9 - RAN OFF ROAD LEFT ANYTHING SET IN MOTION 13 - OTHER NON-COLLISION 20 - MOTOR VEHICLE IN 2 - SOUTH 6 - NORTHWEST 5 - CARGO / EQUIPMENT 10 - CROSS MEDIAN BY A MOTOR VEHICLE 14-PERESTRIAN TRANSPORT FROM 3 TO 4 3 - FAST 7 - SOUTHEAST LOSS OR SHIFT 24-OTHER MOVABLE CBJECT 15-PEDALCYCLE 21 - PARKED MOTOR VEHICLE 4 - WEST B - SOUTHWEST COLLISION WITH FIXED DBJECT - STRUCK 9 - OTHER / UNKNOWN 25-IMPACT ATTENUATOR 31 - GUARDRAII END 37 - TRAFFIC SIGN POST 43 - CURB 50 - WORK ZONE MAINTENANCE / CRASH CUSHION 32-PORTABLE BARRIER 38-OVERHEAD SIGN POST 44 - DITCH EDUIPMENT UNIT SPEED DETECTED SPEED 26-BRIDGE OVERHEAD 51 - WALL 33 - MEDIAN CABLE BARRIER 39-LIGHT/LUMINARIES 45 - EMBANKMENT 1 - STATED / ESTIMATED SPEED SUPPORT 52 - BILLI DING 34 - MEDIAN GUARDRAIL 46-FENCE 0,1,5 27 - BRIDGE PIER OR ABUTMENT J 2-CALCULATED/EDR BARRIER 40 - UTILITY POLE 53-TUNNEL 47 - MAII BOX 28-BRIDGE PARAPET 35 - MEDIAN CONCRETE 41-OTHER POST, POLE 54-OTHER FIXED OBJECT 48-TREE 3 - UNDETERMINED POSTED SPEED 29 - BRIDGE RAIL BARRIER OR SUPPORT 99 - OTHER / UNKNOWN 49-FIRE HYDRANT 36-MEDIAN OTHER BARRIER 30 - GUARDRAIL FACE 42 - CULVERT 3 5 MOST HARMFUL EVENT ☐ FIRST HARMFUL EVENT

LOCAL REPORT NUMBER

LOCAL REPORT NUMBER

2,0,2,0,-,0,0,0,1,9,9,3,7

UNIT # 0 . 2	OWNER NAME: LAST, FIRS	T, MIDDLE (SAME AS DRIVER)		0		DAMAGE					
	HOUGH, KAI				DAMAGE SCALE 1 - NONE 3 - FUNCTIONAL DAMAGE						
	5236 UNGER RD ,Randolph ,OH 44201										
COMMERÇ	IAL CARRIER: NAME, ADDR	ESS, CITY, STATE, ZIP		COMMERCIAL GARRIER	PHONE: INCLUDE AREA CODE	9 - UNKNOWN					
LP STATE	LICENSE PLATE #	VEHICLE	AR VEHICLE MAKE		GED AREA(S) ALL THAT APPLY						
	JFQ2406	5, J, 6, RE 4, 8	$\begin{array}{c} \text{IDENTIFICATION } \# \\ 3,5,7,L,0,1,2, \end{array}$	6,1,5, VEHICLE YE	Z Honda	12	49				
INSURAN VERIFIE	CE INSURANCE COMP		SURANCE POLICY#	COLOR	VEHICLE MODEL	" "	11 12 1				
VERIFIE	AMERICA TYPE OF USE	N FAIVILY 16	67-9454-029FPPA-C	OH SIL	CRV	10 11 2	10 11 1 2				
COMME		IN EMERGENCY RESPONSE	03 001 4	TOWER BY: COMPANY	NAME	9 3 3	9 9 3 3				
INTERL DEVICE	X HIT/SKIP UNIT	#OCCUPANTS VEH	ICLE WEIGHT GVWR/GCWR 1 - ≤10K LBS 2 - 10,001 - 26K LBS	MATERIAL RELEASED	US MATERIAL CLASS # PLACARD ID #	7 5 7	8 7 5 4				
			3 - >26K LBS. 12-GOLF CART	18-LIMO (LIVERY VEHICLE)	23 - PEDESTRIAN / SKATER	7 6 11	12 7 8 5				
.0.1.	2 - PASSENGER VAN (MINIVAN)	8 - MOTORCYCLE 3-WHEELED		19-BUS (16+ PASSENGERS)	24-WHEELCHAIR (ANY TYPE)	10	1 1 2				
UNIT TYPE	3 - SPORT LTILITY VEHICLE 4 - P.C. CUP			23-OTHER VEHICLE 21-HEAVY EQUIPMENT	25 - OTHER NON-WOTORIST 26 - BICYCLE						
	5 - CARGO VAN	BICYCLE		22 - ANIMAL WITH RIDER CR	27 -TRAIN	-					
	0 - MIL (725 354 3)	11 - ALL TERRAIN VEHICLE (ATV / UTV)	17 - MOTORHOME	ANIMAL-DRAWN VEHICLE	99 - UNKNOWN OR HIT/SKIP	8					
	# OF TRAILING UNITS					11 12 7	5 11 12				
	WAS VEHICLE OPERATING IN AUT MODE WHEN CRASH OCCURRED			3 - CONDITIONAL AUTOMATION	9 - UNKNOWN	10 11 1 2	10 12				
2	1-YES 2-NO 9-OTHER/UNKN	OWN AUTONOMOUS		4 - HIGH AUTOMATION 5 - FULL AUTOMATION		10 2	11 1 1 1 2				
	1 - NONE	MODE LEVEL	11-FIRE	16-FARM	23 MAIL CARSES	9 3 3	9 9 3				
,0,1,				17 - MCWING	21 - MAIL CARRIER 99 - OT + ER / UNKNOWN	8 7 5 74	7 5 74				
SPELIAL	3 - ELECTRONIC RIDE SHARING			18-SNCW REMOVAL		7 5	7 6 5				
FUNCTION	4 - SCHOOL TRANSPORT 5 - BUS - TRANSIT/COMMUTER		14-PUBLIC UTILITY 15-CONSTRUCTION EQUIPMENT	19-TOWING 20-SAFETY SERVICE PATRO.		8	6				
0.4		3 - VEHICLE TOWING ANOTHER		8 - POLE	12-CONCRETE MIXER	1	2 12 12				
0,1	INCTAPPLICABLE	VOTORVEHICLE	CHASSIS	9 - CARGOTANK	13 - AUTO TRANSPORTER	12					
BODY	2 - BUS		6 - CARGO VAN/ENCLOSED BCX 7 - GRAIN/CHIPS/GRAVEL	13-FLAT BED	14-GARBAGE/REFUSE	, R P , .	3 9 1 3 9 1 3				
TYPE	3			11 - DUMP	99-OTHER/UNKNOWN		0				
	1 - TURN SIGNALS 2 - HEAD LAMPS	4 - BRAKES 5 - STEERING	7 - WORN OR SLICKTIRES B - TRAILER EQUIPMENT	9 - MOTOR TROUBLE 10-DISABLED FROM PRIOR	99-OTHER UNKNOWN	6	•				
DEFECTS	3 - TAIL LAMPS	6 - TIRE BLOWOUT	DEFECTIVE	ACCIDENT			6 6				
		3 - INTERSECTION - OTHER	6 - BICYCLE LANE	9 - MEDIAY/CROSSING ISLAND	12-FIRST RESPONDER	- NO DAMAGE [0]	UNDERCARRIAGE [14]				
MON-MOTORIST	CROSSWALK 2 - INTERSECTION - UNMARKED	4 - MIDBLOCK - MARKED	7 - SHOULDER / ROADSIDE	10- DRIVEWAY ACCESS	AT INCIDENT SCENE	-TOP [13]	- ALL AREAS [15]				
LOCATION AT IMPACT	CRESSWALK	5 -TRAVEL LANE - OTHER LOCATION	8 - SIDEWALK	11 - SHARED USE PATHS OR TRAILS	99-OTHER/UNKNOWN	□-UNIT N	OT AT SCENE [16]				
	1 - NON-CONTACT	1 - STRAIGHT AHEAD	7 - MAKING U-TURN	13 - NEGOTIATING A CURVE	18-APPROACHING						
, 2	2 - NON-COLLISION 0 3	2 - BACKING	8 - ENTERING TRAFFIC LANE	14 - ENTERING OR CROSSING	OR LEAVING VEHICLE	INITIAL P 0 - NO DAMAGE	OINT OF CONTACT 14 - UNDERCARRIAGE				
ACTION	3-31474116-	3 - CHANGING LANES 4 - OVERTAKING/PASSING	9 - LEAVING TRAFFIC LANE 10 - PARKED	SPECIFIED LOCATION 15 - WALKING, RUNNING.	19-STANDING 20-OTHER NON-MOTORIST	0 , 0 , 1-12 - REFER TO	UNIT 15-VEHICLE NOT AT SCENE				
	5 - BOTH STRIKING ACTIONS	5 - MAKING RIGHT TURN	11 - SLOWING OR STOPPED	JOGGING, PLAYING	21 - STANDING OUTSIDE	DIAGRAM 13 - TOP	99 - UNKNOWN				
	& STRUCK 9 - OTHER / UNKNOWN	6 - MAKING LEFT TURN	IN TRAFFIC 12 - DRIVERLESS	16 - WORKING 17 - PUSHING VEHICLE	DISABLED VEHICLE 99 - OTHER / UNKNOWN						
	1 - NONE	7-LEFT OF CENTER		17 - VISION OBSTRUCTION	21 - LYING IN ROADWAY		RAFFIC				
	2 - FAILURE TO YIELD	B-FOLLOWING TOO CLOSE / ACDA	PARKED POSITION	19 - OPERATING DEFECTIVE	22 - NOT DISCERNIBLE	TRAFFICWAY FLOW 1 - ONE-WAY	TRAFFIC CONTROL 1 - ROUNDABOUT 4 - STOP SIGN				
0,9	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	6 2 - SIGNAL 5 - YIELD SIGN				
CONTRIBUTING	4 - RAN STOP SIGN 5 - UNSAFE SPEED	10-IMPROPER PASSING 11-DROVE OFF ROAD	15-SWERVING TO AVOID	SPILLING	99-OTHER IMPROPER ACTION		3 - FLASHER 6 - NO CONTROL				
omodeljinku:	6 - IMPROPER TURN	12 - IMPROPER BACKING	16 - WRONG WAY	20 - IN PROPER CROSSING		# OF THROUGH LANES ON ROAD	RAIL GRADE CROSSING				
SEQUENCE	OF EVENTS		EVENTO			4	1 - NOT INVOLVED 2 - INVOLVED-ACTIVE CROSSING				
1.1.3	1 - OVERTURN/ROLLCVER	6 - EQUIPMENT FAILURE	EVENTS 11-CROSS CENTERLINE -	16 - RAILWAY VEHICLE	22 - WCRK ZONE MAINTENANCE	-	3 - INVOLVED-PASSIVE CROSSING				
,-17	2 - FIRE/EXP_OSION	7 - SEPARATION OF UNITS	OPPOSITE DIRECTION OF TRAVEL	17 - ANIMAL — FARM	EQUIPMENT 23 - STRUCK BY FALLING,	UNIT / NON-N	OTORIST DIRECTION				
2	3 - IMMERSION 4 - JACKKNIFE	8 - RAN OFF ROAD RIGHT 9 - RAN OFF ROAD LEFT	12 - DOWNHILL RUNAWAY	18-ANIMAL — DEER 19-ANIMAL — DHER	SHIFTING CARGO OR	2.111 / 10011-11	1 - NORTH 5 - NORTHEAST				
	5 - CARGO / EQUIPMENT	10-CROSS MEDIAN	13-OTHER NON-COLLISION 14-PEDESTRIAN	20 - MOTOR VEHICLE IN TRANSPORT	ANYTHING SET IN MOTION BY A MOTOR VEHICLE	FROM 3 TO 4	2 - SOUTH 6 - NORTHWEST				
3	LOSS OR SHIFT		15-PEDALCYCLE	21 - PARKED MOTOR VEHICLE	24 - OTHER MOVABLE CBJECT	FROM J TO 4	3 - EAST 7 - SOUTHEAST 4 - WEST 8 - SOUTHWEST				
	25 - IMPACT ATTENUATOR	COLLISION 31 - GUARDRAIL END	N WITH FIXED OBJEC* 37-TRAFFIC SIGN POST	T - STRUCK 43-CURB	50 - WORK ZONE MAINTENANCE		9 - OTHER/UNKNOWN				
4	/ CRASH CUSHION 26-BRIDGE OVERHEAD	32 - PORTABLE BARRIER	38-OVERHEAD SIGN POST	44 - DITCH	EQUIPMENT .	UNIT SPEED	DETECTED SPEED				
5	STRUCTURE	33 - MEDIAN CABLE BARRIER 34 - MEDIAN GUARDRAIL	39-LIGHT/LUMINARIES SUPPORT	45 - EMBANKMENT 46 - FENCE	51 - WALL 52 - BUILDING	0.30	: - STATED / ESTIMATED SPEED				
	27 - BRIDGE PIER OR ABUTMENT 28 - BRIDGE PARAPET	BARRIER 35 - MEDIAN CONCRETE	40 - UTILITY POLE	47 - MAILBOX	53 - TUNNEL	0,3,0	2 - CALCULATED / EDR				
61	29-BRIDGE RAIL	BARRIER	41 - OTHER POST, POLE OR SUPPORT	48-TREE 49-FIRE HYDRANT	54 - OTHER FIXED OBJECT 99 - OTHER / UNKNOWN	POSTED SPEED 3 - UNDETERMINED					
1	30-GUARDRAIL FACE	36 - MEDIAN OTHER BARRIER	42 - CULVERT			3 , 5 ,					
	FIRST HARMFUL EVEN	T I I MOST H	ARMFUL EVENT			2 3					

DISTARTIMENT MOTORIST / NON-MOTORIST							LOCAL REPORT NUMBER							
							2,0,2,0,-,0,0,1,9,9,3,7,							
UNIT # NAME: LAST, FIRST, MIDDLE							DATE OF BIRTH AGE GENDER							
0_1 BISSON, HALEIGH, DAWN MICAELA								1,1,1,9,1,9,9,6,2,4, F						
ADDRESS: STREET, CITY, STATE, ZIP 5294 KNOLLWOOD DR 6, PARMA, OH 44129								CONTA	CT PHON	E - INCLUDE AREA C	DDE			
0			KIVIA,								1	-		
INJURIES	TAKEN	EMS AGENCY (NAME)		INJURED	AKEN TO	MEDICAL FACILITY	(NAME, CITY)	USED		-COMPLIAN HELMET	T .	AJR BAG	USAGE EJECTION	ON TRAPPED
OL STATE		ICENSE NUMBER		DEFEN	SE CHAR	OCE D	1.0041	0,4		HELMET	0,1			
O H	OF ENATOR E	TOERSE NOMBER		OFFERS	SE GRAR	IGED	CODE	OFFENSE DESC	RIPTION			CITAT	TION NUMBER	
OL CLASS	ENDORSEMENT	RESTRICTION SELECT	UPTO3 DRIN	/FR	ALCO	HOL / DRUG SUSPI	ECTED	CONDITION		LCOHOL	TEST		DRUG TEST	(5)
	SELECT UPTO 2		DIST	RACTED	_	COHOL MAR		COMBITION	STATUS	TYPE		STATUS		ILT SELECT UP TO 4
4				1	01	HER DRUG		1	1	1		1	1	
UNIT #	NAME: LAST, F		N. T.							DA	TE OF BIRTH		AGE	GENDER
0 2		H, NATHAN, CC	NNE	3					0	6 0	7 2 0	0 .	3 17	M
	: STREET, CITY, ST.								CONTA	CT PHON	E - INCLUDE AREA C	DDE		
<u> </u>		RD ,Randolph ,C)H 442	01					ı					
INJURIES	TAKEN	EMS AGENCY (NAME)		INJURED 1	AKEN TO:	MEDICAL FACILITY	(NAME, CITY)	SAFETY EQUIPMENT		-Complian	SEATING POSITION	ASR BAG	USAGE EJECTIO	N TRAPPED
55	BY			12				0,4		HELMET	0 1	_ 1	1 1	1
OL STATE	UPERATOR L	ICENSE NUMBER			SE CHAR	RGED	LOCAL	OFFENSE DESC	RIPTION				TION NUMBER	
O, H	ENDORSEMENT	arera;e	I	4511				Rules For Ma			Trea	613		
UL CLASS	SELECT UP TO 2	RESTRICTION SELECT		RACTED	-	COHOL MAI		CONDITION	STATUS	TYPE		STATUS	TYPE RESU	(S) JLT SELECT UPTO 4
4				1	=	THER DRUG		, 1	1 1 1 1				1	
UNIT#	NAME: LAST, F	FIRST, MIDDLE								DA	TE OF BIRTH		AGE	GENDER
											1 1			
ADDRESS:	STREET, CITY, ST.	ATE, ZIP							CONTA	CT PHON	E - INCLUDE AREA CO	DOE		
9010											_1 1	1 1		
INJURIES	TAKEN	EMS AGENCY (NAME)		INJURED 1	AKEN TO:	MEDICAL FACILITY	(NAME, CITY)	SAFETY EQUIPMENT	DOT	COMPLIAN	SEATING POSITION	AIR BAG	USAGE EJECTIO	N TRAPPED
0 N	ВҮ							USEU		HELMET				ـــا اـــا
OL STATE	OPERATOR L	ICENSE NUMBER		OFFENS	SE CHAR	GED	LOCAL	OFFENSE DESC	RIPTION			CITAT	TION NUMBER	
0 L														
OL CLASS	SELECT UP 102	RESTRICTION SELECT		TRACTED	-	COHOL MAR		CONDITION	STATUS	TYPE		STATUS	TYPE RESL	S) ILT SELECT UP 1014
						THER DRUG	· · · · · · · · · · · · · · · · · · ·							и и и
427747	JRIES	SEATING POSITION		IR BAG		OL CLASS	S .	OL RESTRIC	TION(S)		VER DISTRACT	ION	TEST S	TATUS
1 - FATAL 2 - SHISPECTED	SERIOUS INJURY	1-FRONT - LEFT SIDE (MOTORCYCLE DRIVER)	1 - NOT DEP 2 - DEPLOYE			1 - CLASS A 2 - CLASS B		1 - ALCOHOL INTER	THE RESERVE		OT DISTRACTED		1 - NONE GIVEN	
3 - SUSPECTED	Application of the second	2-FRONT-MIDDLE	3 - DEPLOYE	THE PERSON NAMED IN		3-CLASS C		2 - CDL INTRASTAT 3 - CORRECTIVE LE	JAN 2	El	ANUÁLLY OPERATING Ectronic communi	CATION	2 - TEST REFUSEI 3 - TEST GIVEN, C	The Residence of the Party of t
4 - POSSIBLE IN		3 - FRONT - RIGHT SIDE 4 - SECOND - LEFT SIDE	4 - DEPLOYE	DEFENDED FOR THE PARTY OF THE P	NT/SIDE	4 - REGULAR CLASS (OHIO = D)		4 - FARM WAIVER			EVICE (TEXTING, TYP ALING)	ING,	SAMPLE/UNU	SABLE
5 - NO APPAREN	VI INJUKY	(MOTORCYCLE PASSENGER)	5 - NOT APP 9 - DEPLOY	THE RESERVE AND ADDRESS.	WN -	5 - MAC MOPED ONLY		5 - EXCEPT CLASS			LKING ON HANDS FR		4 - TEST GIVEN, R 5 - TEST GIVEN R	THE PERSON NAMED IN
INJURED 1-NOTTRANSP	TAKEN BY	5 - SECOND - MIDDLE 6 - SECOND - RIGHT SIDE				6 - NO VALID OL		& CLASS B BUS		4-TA	LKING ON HAND-HEL	D	UNKNOWN	
/TREATED AT		7-THIRD-LEFT SIDE	EJ	ECTION		OL ENDORSE	MENT	7 - EXCEPT TRACTO 8 - INTERMEDIATE		Control of the last of the las	HMMUNICATION DEVI Her activity, with	G. C.	ALCOHOLT	EST TYPE
2 - EMS 3 - POLICE		(MOTORCYCLE SIDE CAR) 8-THIRD – MIDDLE	1 - NOT EJE 2 - PARTIAL	100		H - HAZMAT M - MOTORCYCLE	91. 4	RESTRICTIONS		The state of the last	ECTRONIC DEVICE		1-NONE 2-BLOOD	
9-OTHER/UNK	KNOWN	9-THIRD-RIGHT SIDE.	3-TOTALLY	- Company of the Comp		P - PASSENGER		9 - LEARNER'S PER RESTRICTIONS	MIII	OCH TODGUJUNU	HER DISTRACTION		3-URINE	國際機能
SAFFTY F	QUIPMENT	10 - SLEERER SECTION OF TRUCK CAB	4 - NOT APP	LICABLE		N TANKER		10 - LIMITED TO DAY	The state of the s	F-1	SIDE THE VEHICLE THER DISTRACTION O	ITEINE	4-BREATH	
1 - NONE USED		11 - PASSENGER IN OTHER ENCLOSED CARGO AREA	TF	RAPPED	5 5 T 2 2	Q - MOTOR SCOOTER R-THREE WHEEL MO	TORCYCLE	11 - LIMITED TO EMI 12 - LIMITED - OTHE		TH	IE VEHICLE	13102	5-OTHER	
THE STREET	BELT ONLY USED	(NON-TRAILING UNIT BUS, PICK-UP WITH CAP)	1-NOTTRAI			S - SCHOOL BUS	. Jun lorr	13 - MECHANIGAL DI (SPECIAL BRAK	EVICES	9-07	HER/UNKNOWN		DRUG TES	TTYPE
3 - LAP BELT ON 4 - SHOULDER &	NLY USED & LAP BELT USED	12 - PASSENGER IN UNENCLOSED	2 - EXTRICA MECHAN	TED BY ICAL MEANS		T DOUBLE & TRIPLE	TRAILERS	CONTROLS, OR O	THER	1	CONDITION	1	2 - BL00D	
5 - CHILD REST	RAINT SYSTEM -	CARGO AREA 13-TRAILING UNIT	3- FREED B	Y Shanical Mi	EANS	X-TANKER/HAZMAT		ADAPTIVE DEVI			PARENTLY NORMAL VSICAL IMPAIRMENT		3 - URINE	
	RAINT SYSTEM -	14- RIDING ON VEHICLE EXTERIOR		1		GENDER E SENAIS		15 - MOTOR VEHICLE AIR BRAKES	A TEMPORAL	3 - EN	AUTIONAL (E.G. DEPRE	BSED,	4-OTHER	(SX 125
REAR FACIN	G	(NON-TRAILING UNIT) 15 - NON-MOTORIST				F-FEMALE M-Male		16 - OUTSIDE MIRRO	R	ANI 4-ILI	RY(DISTURBED)		DRUG TEST	AND PROPERTY.
8 - HELMET US		99 - DTHER / UNKNOWN				U - OTHER / UNKNOWN		17 - PROSTHETIC ALI		5.FE	LL ASLEEP, FAINTED,		2 BARBITURATE	The state of the s
9 - PROTECTIVE (ELBOW, KNE							0 10 1-17	18-OTHER		6 UN	TIGUED, ETC. Der the influence		3 - BENZODIAZEP	And the second
10 - REFLECTIVE				4. 4.						OF.	MEDICATIONS / DRUG LCOHOL		4 - CANNABINOID 5 - COGAINE	84
11 - LIGHTING - I										The latest and the la	HER UNKNOWN		6-OPTATES/OPT	OIDS
99 - OTHER/ UNK							1			5			7 OTHER 8 NEGATIVE RES	ULTS

OCCUPANT / WITNESS ADDENDUM						LOCAL REPORT NUMBER							
The state of the s							2 0 2 0 - 0 0 0 1 9 9 3 7						
UNIT # NAME: LAST, FIRST, MIDDLE								DATE OF BIRTH AGE GENDER					
01_,									0,5,0,6,1,9,9,7,2,3, F				
ADDRESS: STREET, CITY, STATE, ZIP								- INCLUDE AREA CO	DE				
	528 W GRANT ST ,Kent ,OH 44240												
INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)		INJURED TAKEN TO: MEDICAL FAC	ILITY (NAME, CITY)	SAFETY EQUIPMENT USED	DOT-COMPLIANT	SEATING POSITION	AIR BAG USAG	E EJECTION	TRAPPED		
5		-				0,4	MC HELMET 0 3 1 1 1						
UNIT#	1	T, FIRST, MIDDLE	T. KUR					E OF BIRTH		AGE	GENDER		
01		ON, BRONSON	N, II				0,4,0,1,2,0,1,5,0,5, M						
<u>a</u>	STREET, CITY,	WOOD DR 6	DADNIA	OH 44120			CONTACT PHONE	- INCLUDE AREA CO	DE				
5 JEJ4	INJURED	EMS AGENCY (NAME)	,FARIVIA	INJURED TAKEN TO: MEDICAL FAC		CACCTY CAMPAGE			-	-	_		
, 5	TAKEN	Emo Abenci (MAME)		INSURED TAKEN TO: MEDICAL PAC	ILITY (NAME, CITY)	SAFETY EQUIPMENT	DOT-COMPLIANT	SEATING POSITION	AIR BAG USAG	E EJECTION	TRAPPED		
UNIT#	NAME- LAS	T, FIRST, MIDDLE				0,7		0,6,			<u> </u>		
02		GH, CORY, TY	LER					E OF BIRTH	0 4	AGE	GENDER		
	: STREET, CITY,						0 9 1			1_6_			
ADDRESS 5236 L	UNGER	RD ,Randolpl	OH 442	01			Journal Fridate	INSCRIPT AREA CO	JL.				
INJURIES	INJURED	EMS AGENCY (NAME)		INJURED TAKEN TO: MEDICAL FAC	ILITY (NAME, CITY)	SAFETY EQUIPMENT		SEATING POSITION	AIR BAG USAG	E EJECTION	TRAPPED		
_ 5_	TAKEN BY					0,4,	DOT-COMPLIANT MC HELMET	0 , 3 ,	. 1	. 1	1		
UNIT#	NAME: LAS	T, FIRST, MIDDLE					DAT	E OF BIRTH		AGE	GENDER		
02	TWIC	HELL, COLI	N, DAVID				0,4,0,	9 . 2 . 0 .	0.5		M		
0.	S: STREFT, CITY,		100				CONTACT PHONE						
2035]	PORTE	R RD ,Atwater	OH 4420,	01									
	INJURED TAKEN	EMS AGENCY (NAME)		INJURED TAKEN TO: MEDICAL FAC	ILITY (NAME, CITY)	SAFETY EQUIPMENT USED	DOT-COMPLIANT	SEATING POSITION	AIR BAG USAG	EJECTION	TRAPPED		
_ 5_	BY L					0,4	MC HELMET	0 6	1	_1_	1		
1 547		JRIES		Y EQUIPMENT USED	THE PERSON NAMED IN	SEATING POS	ITION		AIR BAG L	JSAGE	r aver		
1 - FAT		RIOUS INJURY	1 - NONE US VEHICLE	OCCUPANT		T – LEFT SIDE ORCYCLE DRIV	(FR)						
	A CHEJ III	NOR INJURY	2 - SHOULD	ER BELT ONLY USED		T - MIDDLE	2 - DEPLOYED FRONT 3 - DEPLOYED SIDE						
4 - POS	SIBLE INJU	IRY	3 - LAP BEL	T ONLY USED	THE RESERVE THE PARTY OF THE PA	3- LYOM - KIGHI SIDE			ED BOTH				
5 - NO A	APPARENT	INJURY	THE PARTY NAMED IN	ER & LAP BELT USED	(MOT	ORCYCLE PASS		FRONT/SIDE					
Table 1	INJURED	TAKEN BY		ESTRAINT SYSTEM – D FACING		ND – MIDDLE ND – RIGHT SII	5 - NOT APPLI						
	TRANSPOR			ESTRAINT SYSTEM -	7 - THIR	D-LEFT SIDE		9 - DEPLOYMENT UNKNOWN					
The State of the S	EATED AT S	CENE	REAR FA			ORCYCLE SIDE D – MIDDLE	CAR)	Vertical and	EJECT	ON	set One		
2 - EMS			7 - BOOSTER		9 - THIR	RD - RIGHT SIDE 1 - NOT EJECTED							
STATE SALE	3 - POLICE 8 - HELMET USED 10 - SLEEPERS						OF TRUCK CAB 2- PARTIALLY EJECTED HER ENCLOSED 3- TOTALLY EJECTED						
A CONTRACTOR OF THE PARTY OF TH		NDER	And the second s	KNEES, ETC.)	CARG	O AREA (NON-T	AILING UNIT, 4- NOT APPLICABLE						
F-FEM.	ALE			TIVE CLOTHING		PICK UP WITH CAI ENGER IN UNE							
M - MAL			/ BICYCL	G – PEDESTRIAN E ONLY	CARG	OAREA	NOLUGED	1-NOTTRAPPED					
U - OTHER / UNKNOWN 99 - OTHER / UNKNOWN						LING UNIT NG ON VEHICLE	FYTERIOR	2 - EXTRICATED BY MECHANICAL					
					(NON-	TRAILING UNIT)	EXTENSION.	MEANS					
	15 - NON-MOTORIST 99 - OTHER / UNKNOWN							3 - FREED BY NON-MECHANICAL MEANS			AL		
	AST, FIRST, MIDI	DLE		N 1 m Car		Jiiiiiiiiiiiii	DAT	E OF BIRTH		AGE	GENDER		
VE SS													
ADDRESS	S: STREET, CITY	STATE, ZIP					CONTACT PHONE	- INCLUDE AREA CO	DE		-1		
		1000			1121			1_1_					
and the same of th	AST, FIRST, MIDI	DI E					DAT	E OF BIRTH		AGE	GENDER		
ADDRESS	S: STREET, CITY	STATE ZIP					CONTACT PHONE - INCLUDE AREA CODE						
3		,,					CONTROL FRUNE - INCLUDE ARFA CODE						
NAME: L	NAME: LAST, FIRST, MIDDLE						DAT	E OF BIRTH		AGE	GENDER		
ESS									, ,	Yar	GEMBER		
ADDRESS	ADDRESS: STREET, CITY, STATE, ZIP						CONTACT PHONE	- INCLUDE AREA CO	DE				



SEPURISE SAFETY Narrative Continuation

LOCAL REPORT NUMBER

2,0,2,0,-,0,0,1,9,9,3,7

STRUCK UNIT 1. UNIT 2 DID NOT STOP AFTER THE INCIDENT.