| OF PUBLIC SAFETY SAFETY - SERVICE - PROTECTION | AFFIC CRAS | H REP | ORT *DENOT | ES MANDATORY FI | ELD FOR SUPPLE | MENT REPORT | | LOCAL REPORT NUMBER | * |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------|---------------------------------------------|-------------------------------|-----------------------------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------|
| D DHOTOS TAKEN | OH-2 OH-3 | LOCA | L INFORMATION | | | | 2 0 2 4 | - ₁ 0 ₁ 0 ₁ 0 ₁ 1 ₁ 3 | 3,6,7,1 |
| PHOTOS TAKEN | RTING AGENCY NAME | * | | NCIC* | HIT/SKIP | NUMBER OF UNITS | UNIT IN ERROR | | |
| SECONDARY CRASH | PRIVATE PROPE | Cit | y of Kent Po | lice | 0 | 6,7,0,3 | 1 - SOLVED | 0_2_0 | 2 98 - ANIMAL 99 - UNKNOWN |
| COUNTY* LOCALITY* | LOCATION | : CITY, VILLA | AGE, TOWNSHIP* | | | | CRASH DATE / | 1000 | ASH SEVERITY |
| 6 7 1 2-VI | LLAGE Kent | | | | | | 09122024 | /1737 3 | - FATAL - SERIOUS INJURY |
| | BER PREFIX N - NOR | TH LOCA | TION ROAD NAME | | | ROAD TYPE | LATITUDE DE | | SUSPECTED |
| ROUTE TYPE ROUTE NUM | 2 S-SOU E-EAS | TXX/A | TER | | | $S \setminus T$ | 41,15,2 | 7.0.5 | - MINOR INJURY |
| | W-WE | 31 | RENCE ROAD NAME (I | ROAD MILEPOST H | OUSF #) | ROAD TYPE | LONGITUDE | | SUSPECTED - INJURY POSSIBLE |
| ROUTE TYPE ROUTE NUM | S - SOU E - EAS | TH | | toab, milli oo i, ii | 003L #/ | 15-76(75)-81(1-75)-37(1-5) | | | - PROPERTY DAMAGE |
| | ⊥ W-WE | ST EK | 1E | | | $S_{\perp}T_{\perp}$ | -8 ₁ 1 ₀ 3 ₁ 5 ₁ 7 | | ONLY |
| 1 - INTERSECTION | DIRECTION FROM REFERENCE | | ROUTE TYPE RSTATE ROUTE(TP) | AL - ALLEY | ROAD TYPE HW-HIGHWAY | RD - ROAD | | INTERSECTION RELATE | |
| 1 2- MILE POST | N - NORTH S - SOUTH | | RAL US ROUTE | AV - AVENUE | LA - LANE | SQ - SQUARE | X WITHIN INTE | RSECTION OR ON APPROA | ACH . 4 |
| 3- HOUSE # | E - EAST W - WEST | SR - STATE | | BL - BOULEVARD | | ST - STREET | WITHIN INTE | RCHANGE AREA NUN | IBER OF APPROACHES |
| DISTANCE FROM REFERENCE | DISTANCE UNIT OF MEASURE | CR - NUME | BERED COUNTY ROUTE | CR - CIRCLE CT - COURT | OV - OVAL PK - PARKWAY | TE - TERRACE TL - TRAIL | | ROADWAY | |
| PROM REPERENCE | 1 - MILES | | BERED TOWNSHIP | DR - DRIVE | PI - PIKE | WA - WAY | | | |
| | 2-FEET 3-YARDS | ROUT | E. | HE - HEIGHTS | PL - PLACE | | ROADWAY DI | AIDED | |
| LOCATION | OF FIRST HARMFUL E | VENT | | MANNER OF CRAS | H COLLISION/IMP | ACT | DIRECTION OF TRAVE | L MEDIA | N TYPE |
| 1 - ON ROADWAY 2 - ON SHOULDER | | OVER WAY/ALLEY | | - NOT COLLISION A BETWEEN | 4 - REAR-TO-REAR 5 - BACKING | | N - NORTH | 1 - DIVIDED F | LUSH MEDIAN |
| 0 1 3-IN MEDIAN | | AY GRADE | | TWO MOTOR | 6 - ANGLE | | S - SOUTH E - EAST | | FLUSH MEDIAN |
| 4 - ON ROADSIDE | 12-SHARE TRAIL | D USE PAT | | TRANSPORT | 7 - SIDESWIPE, SAI | | W-WEST | (≥4 FEET | DEPRESSED MEDIAN |
| 5 - ON GORE 6 - OUTSIDE TRA | 12 BUC I | | 570 | | 8 - SIDESWIPE, OPP 9 - OTHER / UNKNO | | | 4 - DIVIDED, | RAISED MEDIAN |
| 7 - ON RAMP | 14-TOLL E | | (N | | | | | (ANY TYP 9 - OTHER/UN | |
| 8 - OFF RAMP | 79-01828 | / UNKNOW | /N | | | | | | |
| WORK ZONE RELATE | ED | WOR 1 - LANE | CLOSURE | | ON OF CRASH IN W - BEFORE THE 1ST | | CONTOUR | CONDITIONS | SURFACE |
| WORKERS PRESENT | | | SHIFT/CROSSOVER | 1000 | WARNING SIGN | | _1_ | _1_ | |
| LAW ENFORCEMENT | T PRESENT L | 3 - WORK OR ME | ON SHOULDER | W 70 30 | ADVANCE WARNI TRANSITION ARE | | 1 - STRAIGHT LEVEL | 1 - DRY | 1 - CONCRETE |
| | | | MITTENT OR MOVING | | - ACTIVITY AREA | -0 | 2 - STRAIGHT GRADE 2 - WET 2 - BLACI 3 - CURVE LEVEL 3 - SNOW 8 - S | | |
| ACTIVE SCHOOL ZON | IE. | 5 - OTHER | 3 | 5 | -TERMINATION A | REA | 4 - CURVE GRADE | 4 - ICE | ASPHALT |
| LIGHT CO | INDITION | 10/39 | w | EATHER | | | 9 - OTHER/UNKNOWN | 5 - SAND, MUD, DIRT, | 3 - BRICK/BLOCK 4 - SLAG, GRAVEL, |
| 1 - DAYLIGHT | | | 1-CLEAR | 6 - SNOW | | | As decreased process not a trace | OIL, GRAVEL | STONE |
| 1 2 - DAWN/DUSK 3 - DARK - LIGHT | ED ROADWAY | LO | 1 2-CLOUDY 3-FOG. SMOG. S | 7 - SEVERE MOKE 8 - BLOWIN | G SAND, SOIL, DIR | T. SNOW | | 6 - WATER (STANDING, MOVING) | 5 - DIRT |
| | WAY NOT LIGHTED | | 4 - RAIN | | NG RAIN OR FREE | | | 7 - SLUSH | 9 - OTHER/UNKNOWN |
| 5 - DARK – UNKNO 9 - OTHER / UNKN | OWN ROADWAY LIGHT | ING | 5 - SLEET, HAIL | 99 - OTHER | / UNKNOWN | | | 9 - OTHER/UNKNOWN | |
| 200 CONTROL (200 C | | | | | | | | | |
| NARRATIVE | | | | | | | | A | Indicate the north direction with |
| Unit 1 was walk | ing eastboun | d in the | e crosswalk a | cross | | | | 4 | an "N" on the compass diagram. |
| S Water St at E | rie St. Unit 2 | turne | d left from F | | 1 | | | | 8 8 29 |
| | | 80150000000 | | | - | | | | |
| Erie St onto S | Water St stril | king Uı | nit 1 in the | | | | | | |
| crosswalk. | | | | | | | SWaterS | | •) |
| | | | | | 1 | | | Not | To Scale |
| | | | | | | | | | |
| | | | | | WE | ErieSt | 11 . | EErieSt | |
| | | | | | 25 | | Unit1 | | |
| | | | | | | | 9 | \exists | |
| : | | | | | 1 | | | | |
| | | | | | | | | | |
| | | | | | | | 2 | 1 | |
| | | | | | | | | | |
| | | | | | | | | | |
| CRASH REPORTED DA | ATE/TIME | DISPA | TCH DATE / TIME | AR | RIVAL DATE /TIM | E | SCENE CLEARED | DATE/TIME F | REPORT TAKEN BY |
| | | | | | | | | I⊽ | [|
| 0.9.1.2.2.0.2.4 | / 1,7,3,7,0,9 | 0,1,2,2 | 0,2,4,/,1,7,3 | | 2,0,2,4,/,1 | 1,7,4,0,0 | 0,9,1,2,2,0,2, | I⊽ | [|
| | /_1_7_3_7_0 | | 0,2,4,/,1,7,3 | 3,7,0,9,1,2 | 2,0,2,4,/,1 | 1 , 7 , 4 , 0 , 0 CHECKED BY OFFI | 0.9.1.2.2.0.2. CER'S NAME* | I⊽ | POLICE AGENCY MOTORIST SUPPLEMENT |
| 0.9.1.2.2.0.2.4. | OTHER STIGATION TIME | 0,1,2,2 TOTAL | 0,2,4,/,1,7,3 officer's name* Driscoll, Sea | 3,7,0,9,1,2 | 2,0,2,4,/,1 | 1,7,4,0,0 CHECKED BY OFFI Hadaway | 0.9.1.2.2.0.2. CER'S NAME* | 4,/,1,8,0,5, X | POLICE AGENCY MOTORIST |

LOCAL REPORT NUMBER

2 0 2 4 - 0 0 0 0 1 3 6 7 1

| | 50000 TOO TOO TOO TOO TOO TOO TOO TOO TOO | | | | | | 0 0 1 3 0 7 1 | | | |
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| Contraction of the last of the | OWNER NAME: LAST, FIRE POTISUK, K DORESS: STREET, CITY, STATE | ENNETH, J | | REDACTED PE | ER ORC 149.43(A)(1) | - | MAGE SCALE 3 - FUNCTIONAL DAMAGE | | | |
| | DGEWOOD I | | 44240 | | | 3 2-MINOR DAN | | | | |
| | IAL CARRIER: NAME, ADD | | 9 - UNKNOWN | | | | | | | |
| | | ,,, | | | PHONE: INCLUDE AREA CODE | DAN | AGED AREA(S) | | | |
| LP STATE | LICENSE PLATE # | VEHICLE | E IDENTIFICATION # | VEHICLE YE | AR VEHICLE MAKE | | E ALL THAT APPLY | | | |
| INSURA | | ANY | NSURANCE POLICY # | COLOR | VEHICLE MODEL | 10 11 12 1 | 10 12 1 | | | |
| | TYPE OF USE | | US DOT# | TOWED BY: COMPAN | Y NAME | 10 2 | 10,000 2 | | | |
| COMME | RCIAL GOVERNMENT | IN EMERGENCY RESPONSE | | J | | 9 9 3 3 | 9 3 3 | | | |
| INTERIOR DEVICE EQUIP | HIT/SKIP UNI | #OCCUPANTS | HICLE WEIGHT GVWR/GCWR 1 - ≤10K LBS. 2 - 10,001 - 26K LBS. 3 - >26K LBS. | MATERIAL RELEASED | CLASS # PLACARD ID # | 8 7 6 5 11 | 8 7 6 5 5 | | | |
| | 1 - PASSENGER CAR | 7 - MOTORCYCLE 2-WHEELED | 12 - GOLF CART | 18 - LIMO (LIVERY VEHICLE) | 23 - PEDESTRIAN / SKATER | l , , , , , , , , , , , , , , , , , , , | 12 | | | |
| 23 | 2 - PASSENGER VAN (MINIVAN) 3 - SPORT UTILITY VEHICLE | 9 - AUTOCYCLE 3-WHEELED | 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 | | | |
| 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 6 4 | | | |
| | # of TRAILING UNITS | epopped 600 | | | | 11 12 7 | 6 11 12 | | | |
| | WAS VEHICLE OPERATING IN AU | | D - NO AUTOMATION | 3 - CONDITIONAL AUTOMATION | 9 - UNKNOWN | 12 | 12 | | | |
| | MODE WHEN CRASH OCCURRED | ? | 1 - DRIVER ASSISTANCE | 4 - HIGH AUTOMATION | | 10 1 2 | 10 1 1 2 | | | |
| | 1-YES 2-NO 9-OTHER/UNK | NOWN AUTONOMOUS MODE LEVEL | 2 - PARTIAL AUTOMATION | 5 - FULL AUTOMATION | | 9 9 3 3 | 9 9 3 3 | | | |
| | 1 - NONE | 6 - BUS - CHARTER/TOUR | 11 - FIRE | 16-FARM | 21 - MAIL CARRIER | 8 4 | 8 4 | | | |
| 1 1 1 | 2 - TAXI | 7 - BUS - INTERCITY | 12 - MILITARY | 17 - MOWING | 99 - OTHER / UNKNOWN | 8 7 5 4 | 8 7 5 4 | | | |
| SPECIAL | 3 - ELECTRONIC RIDE SHARING | 8 - BUS - SHUTTLE | 13 - POLICE | 18-SNOW REMOVAL | | 7 6 5 | 7 6 5 | | | |
| FUNCTION | 4 - SCHOOL TRANSPORT | 9 - BUS - OTHER | 14 - PUBLIC UTILITY | 19-TOWING | | 6 | 6 | | | |
| | 5 - BUS - TRANSIT/COMMUTER | | 15 - CONSTRUCTION EQUIPMENT | | V3.500.000.000.000.000.0000 | , , | 12 12 12 | | | |
| 9 7 7 | 1 - NO CARGO BODY TYPE / NOT APPLICABLE | 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE | 5 - INTERMODAL CONTAINER CHASSIS | 8 - POLE 9 - CARGO TANK | 12 - CONCRETE MIXER 13 - AUTOTRANSPORTER | 0 | | | | |
| CARGO | 2 - BUS | 4 - LOGGING | 6 - CARGO VAN/ENCLOSED BOX | 10-FLAT BED | 14-GARBAGE/REFUSE | Mo 1 | | | | |
| BODY TYPE | | | 7 - GRAIN/CHIPS/GRAVEL | 11-DUNP | 99-OTHER / UNKNOWN | 9 0 3 9 | 3 9 1 1 3 9 3 3 | | | |
| 8 10 W | 1 - TURN SIGNALS | 4 - BRAKES | 7 - WORN OR SLICKTIRES | 9 - MOTOR TROUBLE | 99 - OTHER / UNKNOWN | , i | 7 | | | |
| VEHICLE | 2 - HEAD LAMPS | 5 - STEERING | 8 - TRAILER EQUIPMENT | 10 - DISABLED FROM PRIOR | | | | | | |
| | 3 - TAIL LAMPS | 6 - TIRE BLOWOUT | DEFECTIVE | ACCIDENT | | |] | | | |
| 0.1 | 1 - INTERSECTION - MARKED | 3 - INTERSECTION - OTHER | 6 - BICYCLE LANE | 9 - MEDIAN/CROSSING ISLAND | 12 - FIRST RESPONDER | - NO DAMAGE [(| - UNDERCARRIAGE [14] | | | |
| 0_1 | CROSSWALK | 4 - MIDBLOCK - MARKED | 7 - SHOULDER / ROADSIDE | 10 - DRIVEWAY ACCESS | AT INCIDENT SCENE | ☐-TOP [13] | - ALL AREAS [15] | | | |
| LOCATION | 2 - INTERSECTION - UNMARKED CROSSWALK | CROSSWALK 5 -TRAVEL LANE - OTHER LOCATION | B - SIDEWALK | 11-SHARED USE PATHS OR TRAILS | 99 - OTHER / UNKNOWN | □ - UNIT | NOT AT SCENE [16] | | | |
| AT IMPACT | T. HOLL AND THAT | | | | 20.4000040000 | | | | | |
| | 1-NON-CONTACT 2-NON-COLLISION | 1 - STRAIGHT AHEAD 2 - BACKING | 7 - MAKING U-TURN 8 - ENTERING TRAFFIC LANE | 13 - NEGOTIATING A CURVE 14 - ENTERING OR CROSSING | 18-APPROACHING OR LEAVING VEHICLE | 10 mm - 10 mm 20 m | POINT OF CONTACT | | | |
| 4 | , , , | 3 - CHANGING LANES | 9 - LEAVING TRAFFIC LANE | SPECIFIED LOCATION | 19-STANDING | 0 - NO DAMAGE | | | | |
| ACTION | 4 - STRUCK PRE-CRASH | 4 - STRUCK PRE-CRASH 4 - OVERTAKING/PASSING 10 - PARKED | | 15 - WALKING, RUNNING, JOGGING, PLAYING | 20 - OTHER NON-MOTORIST | 1 0 1-12 - REFERT | 0 UNIT 15 - VEHICLE NOT AT SCENE 99 - UNKNOWN | | | |
| | 5 - BOTH STRIKING ACTIONS & STRUCK | | 11 - SLOWING OR STOPPED INTRAFFIC | 16-WORKING | 21 - STANDING OUTSIDE DISABLED VEHICLE | 13-T0P | 37 - OWNIVOWIN | | | |
| | 9-OTHER/UNKNOWN | 6 - MAKING LEFT TURN | 12 - DRIVERLESS | 17 - PUSHING VEHICLE | 99 - OTHER / UNKNOWN | | TRAFFIC | | | |
| | 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 | | | |
| 10.1 | 3 - RAN RED LIGHT | 9 - IMPROPER LANE CHANGE | 14 - STOPPED OR PARKED ILLEGALLY | EQUIPMENT 19-LOAD SHIFTING/FALLING/ | 23 - OPENING DOOR INTO | 2 2 - TWO-WAY | 6 2 - SIGNAL 5 - YIELD SIGN | | | |
| CONTRIBUTING | 4 - RAN STOP SIGN | 10 - IMPROPER PASSING | 15 - SWERVING TO AVOID | SPILLING | ROADWAY 99-OTHER IMPROPER ACTION | | 3 - FLASHER 6 - NO CONTROL | | | |
| CIRCUMSTANCES | 5 - UNSAFE SPEED 6 - IMPROPERTURN | 11 - DROVE OFF ROAD 12 - IMPROPER BACKING | 16 - WRONG WAY | 20 - IMPROPER CROSSING | All Case and I | # of THROUGH LANES | RAIL GRADE CROSSING | | | |
| SEQUENCE | OF EVENTS | | | | | ON ROAD | 1 - NOT INVOLVED | | | |
| | | | NON-COLLISION | | | 2 | 2 - INVOLVED-ACTIVE CROSSING 3 - INVOLVED-PASSIVE CROSSING | | | |
| ₁ 2 0 | 1 - OVERTURN/ROLLOVER 2 - FIRE/EXPLOSION | 6 - EQUIPMENT FAILURE 7 - SEPARATION OF UNITS | 11 - CROSS CENTERLINE — OPPOSITE DIRECTION OF | 16 - RAILWAY VEHICLE 17 - ANIMAL — FARM | 22 - WORK ZONE MAINTENANCE EQUIPMENT | | > INTOCTED FROUTE UNUSUITE | | | |
| | 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 - DOWNHILL RUNAWAY 13 - OTHER NON-COLLISION | 19-ANIMAL - OTHER | SHIFTING CARGO OR ANYTHING SET IN MOTION | | 1 - NORTH 5 - NORTHEAST | | | |
| | 5 - CARGO / EQUIPMENT | 10-CROSS MEDIAN | 14-PEDESTRIAN | 20 - MOTOR VEHICLE IN TRANSPORT | BY A MOTOR VEHICLE | FROM 4 TO L | 3 - SOUTH 6 - NORTHWEST 7 - SOUTHEAST | | | |
| 3 | LOSS OR SHIFT | | 15-PEDALCYCLE | 21 - PARKED MOTOR VEHICLE | 24 - OTHER MOVABLE OBJECT | 10 | 4 - WEST 8 - SOUTHWEST | | | |
| | 25 - IMPACT ATTENUATOR | COLLISIO 31-GUARDRAIL END | N WITH FIXED OBJECT 37 - TRAFFIC SIGN POST | T - STRUCK 43-CURB | 50 - WORK ZONE MAINTENANCE | | 9 - OTHER / UNKNOWN | | | |
| 4 | / CRASH CUSHION | 32 - PORTABLE BARRIER | 38 - OVERHEAD SIGN POST | 44 - DITCH | EQUIPMENT | UNIT SPEED | DETECTED SPEED | | | |
| | 26-BRIDGE OVERHEAD STRUCTURE | 33 - MEDIAN CABLE BARRIER | 39-LIGHT/LUMINARIES | 45 - EMBANKMENT | 51 -WALL | | 1 - STATED / ESTIMATED SPEED | | | |
| 5 | 27 - BRIDGE PIER ORABUTMENT | 34 - MEDIAN GUARDRAIL BARRIER | SUPPORT 40 - UTILITY POLE | 46-FENCE 47-MAILBOX | 52 - BUILDING 53 - TUNNEL | | 2 - CALCULATED / EDR | | | |
| | 28-BRIDGE PARAPET | 35 - MEDIAN CONCRETE | 41 - OTHER POST, POLE | 48-TREE | 54 -OTHER FIXED OBJECT | POSTED SPEED | 3 - UNDETERMINED | | | |
| 6 | 29-BRIDGE RAIL 30-GUARDRAIL FACE | BARRIER 36 - MEDIAN OTHER BARRIER | OR SUPPORT 42 - CULVERT | 49-FIRE HYDRANT | 99 - OTHER / UNKNOWN | FUSIEU SPEEU | | | | |
| . 1 | | 1 | | | | | | | | |
| | FIRST HARMFUL EVEN | T MOST H | IARMFUL EVENT | | | | 1 | | | |

LOCAL REPORT NUMBER

2,0,2,4,-,0,0,0,1,3,6,7,1,

| UNIT # | OWNER NAME: LAST, FIRS | | · | REDACTED PE | R ORC 149.43(A)(1) | DAMAGE | | | | |
|-----------------------|-------------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| | WILLIAMS, ODRESS: STREET, CITY, STATE, | | | | (), () | DAMAGE SCALE 1 - NONE 3 - FUNCTIONAL DAMAGE | | | | |
| 3921 E | EBERLY RD , | Randolph ,Ol | H 44632 | | | 2 - MINOR DAMAGE 4 - DISABLING DAMAGE | | | | |
| COMMERC | IAL CARRIER: NAME, ADDR | ESS, CITY, STATE, ZIP | | COMMERCIAL CARRIER | PHONE: INCLUDE AREA CODE | 9 - UNKNOWN | | | | |
| LP STATE | LICENSE PLATE # | | E IDENTIFICATION # | VEHICLE YE | | | MAGED AREA(S) ATE ALL THAT APPLY | | | |
| | HXZ6190 | | S ₁ H ₀ ,C ₁ 4 ₁ 1 ₁ 3 ₁ 1 ₁ 8 | | Cheviolet | 12 1 | 11 12 1 | | | |
| INSURAN VERIFI | INSURANCE COMP ED GENERAL | | INSURANCE POLICY # 92-OH4873486 | BLK | SON | 10 12 | 10 12 | | | |
| | TYPE OF USE | | US DOT # | TOWED BY: COMPAN | | 10 2 | 10 2 2 | | | |
| COMME | RCIAL GOVERNMENT | IN EMERGENCY RESPONSE | THE PRESENT OF THE PROPERTY OF | HAZARDO | US MATERIAL | 9 9 3 | 3 9 9 3 4 2 | | | |
| INTERL | OCK HIT/SKIP UNIT | #OCCUPANTS | EHICLE WEIGHT GVWR/GCWR 1 - ≤10KLBS. | MATERIAL | CLASS # PLACARD ID # | 8 7 5 4 | 8 7 5 4 | | | |
| EQUIP | ED | | 2 - 10,001 - 26K LBS. 3 - >26K LBS. | D PLACARD | للللا الله | 7 6 5 | 7 6 5 | | | |
| | 1 - PASSENGER CAR 2 - PASSENGER VAN (MINIVAN) | 7 - MOTORCYCLE 2-WHEELED | | 18 - LIMO (LIVERY VEHICLE) 19 - BUS (16+ PASSENGERS) | 23 - PEDESTRIAN / SKATER 24 - WHEELCHAIR (ANY TYPE) | 10 / | 12 | | | |
| 0 1 | 3 - SPORT UTILITY VEHICLE | 9 - AUTOCYCLE | 14 - SINGLE UNIT TRUCK | 20 - OTHER VEHICLE | 25 - OTHER NON-MOTORIST | <u> </u> | 10 2 | | | |
| UNITTYPE | 4 - PICKUP 5 - CARGO VAN | 10 - MOPED OR MOTORIZED BICYCLE | | 21 - HEAVY EQUIPMENT 22 - ANIMAL WITH RIDER OR | 26 - BICYCLE 27 - TRAIN | 9 | 9 3 3 | | | |
| | | 11 - ALL TERRAIN VEHICLE (ATV / UTV) | 17 - MOTORHOME | ANIMAL-DRAWN VEHICLE | 99 - UNKNOWN OR HIT/SKIP | 8 | 7 6 5 4 | | | |
| ட | # of TRAILING UNITS | 530065000 | | | | 11 12 | 6 11 12 1 | | | |
| | WAS VEHICLE OPERATING IN AUMODE WHEN CRASH OCCURRED | | | 3 - CONDITIONAL AUTOMATION | 9 - UNKNOWN | 10 12 1 2 | 10 12 1 | | | |
| _ 2 _ | 1-YES 2-NO 9-OTHER/UNK | IOWN AUTONOMOUS | A DARTIAL AUTOMATION | 4 - HIGH AUTOMATION 5 - FULL AUTOMATION | | 10 2 | 10 2 | | | |
| | 1 - NONE | MODE LEVEL 6 - BUS - CHARTER/TOUR | | 16-FARM | 21 - MAIL CARRIER | 9 3 4 | 9 9 3 4 | | | |
| 0.1 | | 7 - BUS - INTERCITY | | 17 - MOWING | 99 - OTHER / UNKNOWN | 8 7 5 4 | 8 7 5 4 | | | |
| | 3 - ELECTRONIC RIDE SHARING 4 - SCHOOL TRANSPORT | 8 - BUS - SHUTTLE 9 - BUS - OTHER | | 18-SNOW REMOVAL 19-TOWING | | 7 6 5 | 7 6 5 | | | |
| FUNCTION | | | 15 - CONSTRUCTION EQUIPMENT | | | ₩ | 12 12 12 | | | |
| 0.1 | 1 - NO CARGO BODY TYPE / NOT APPLICABLE | 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE | 0111.0010 | 8 - POLE | 12 - CONCRETE MIXER | 12 | Î Î 🖹 | | | |
| 0.000 | CARGO 2.BUS 4-LOGGING 6-CARGO VAN/ENCLOSED | | / A1044 W W THA A450 DAY | 9 - CARGO TANK 10 - FLAT BED | 13-AUTOTRANSPORTER 14-GARBAGE/REFUSE | a Ma | | | | |
| TYPE | | | 7 - GRAIN/CHIPS/GRAVEL | 11-DUNP | 99-0THER/UNKNOWN | | = 3 9 3 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | | | |
| | | 4 - BRAKES | | 9 - MOTOR TROUBLE | 99 - OTHER / UNKNOWN | 6 | | | | |
| | | | | 10-DISABLED FROM PRIOR ACCIDENT | | | 6 6 6 | | | |
| | 1 - INTERSECTION - MARKED | 3 - INTERSECTION - OTHER | 6 - BICYCLE LANE | 9 - MEDIAN/CROSSING ISLAND | 12 - FIRST RESPONDER | - NO DAMAGE [| 0] | | | |
| NON-MOTORIST | ADADOUNAL I | 4 - MIDBLOCK - MARKED CROSSWALK | 7 - SHOULDER / ROADSIDE | 10 - DRIVEWAY ACCESS | AT INCIDENT SCENE 99-OTHER / UNKNOWN | ☐- TOP [13] | - ALL AREAS [15] | | | |
| LOCATION AT IMPACT | ADACOUNT / | 5 -TRAVEL LANE - OTHER LOCATIO | | 11-SHARED USE PATHS OR TRAILS | 33-011EX7 GRANOWN | □ - UNI | T NOT AT SCENE [16] | | | |
| | | 1 - STRAIGHT AHEAD | | 13 - NEGOTIATING A CURVE | 18-APPROACHING | INITIA | L POINT OF CONTACT | | | |
| 3 | 11 6 | 2 - BACKING 3 - CHANGING LANES | 8 - ENTERING TRAFFIC LANE 9 - LEAVING TRAFFIC LANE | 14 - ENTERING OR CROSSING SPECIFIED LOCATION | OR LEAVING VEHICLE 19-STANDING | 0 - NO DAMAG | E 14 - UNDERCARRIAGE | | | |
| ACTION | - STRUCK PRE-CRASH 4 - OVERTAKING/PASSING 10 - PARKED | | 10 - PARKED | 15 - WALKING, RUNNING, JOGGING, PLAYING | 20 - OTHER NON-MOTORIST | 0 1 1-12 - REFER | TO UNIT 15 - VEHICLE NOT AT SCENE AM 99 - UNKNOWN | | | |
| | | 5 - MAKING RIGHTTURN 6 - MAKING LEFTTURN | III THALLIO | 16 - WORKING | 21 -STANDING OUTSIDE DISABLED VEHICLE | 13-T0P | | | | |
| | 9-OTHER/UNKNOWN | | 12 - DRIVERLESS | 17 - PUSHING VEHICLE | 99 - OTHER / UNKNOWN | | TRAFFIC | | | |
| | | 7 - LEFT OF CENTER 8 - FOLLOWING TOO CLOSE / ACC | DADVED DOCITION | 17 - VISION OBSTRUCTION 18 - OPERATING DEFECTIVE | 21 -LYING IN ROADWAY 22 -NOT DISCERNIBLE | TRAFFICWAY FLOW 1 - ONE-WAY | TRAFFIC CONTROL 1 - ROUNDABOUT 4 - STOP SIGN | | | |
| 0.2 | 3 - RAN RED LIGHT | 9 - IMPROPER LANE CHANGE | 14 - STOPPED OR PARKED | EQUIPMENT | 23 - OPENING DOOR INTO | 2 - TWO-WAY | 4 2 - SIGNAL 5 - YIELD SIGN | | | |
| CONTRIBUTING | | 10 - IMPROPER PASSING 11 - DROVE OFF ROAD | 15 - SWERVING TO AVOID | 19-LOAD SHIFTING/FALLING/ SPILLING | ROADWAY 99 - OTHER IMPROPER ACTION | | 3 - FLASHER 6 - NO CONTROL | | | |
| CIKCUMSTANCES | 6-IMPROPERTURN | 12 - IMPROPER BACKING | 16 - WRONG WAY | 20 - IMPROPER CROSSING | | # OF THROUGH LANES ON ROAD | RAIL GRADE CROSSING 1 - NOT INVOLVED | | | |
| SEQUENCE | OF EVENTS | | NON-COLLISION | | | 2 | 1 2 - INVOLVED-ACTIVE CROSSING | | | |
| 1 1 4 | | 6 - EQUIPMENT FAILURE | 11 - CROSS CENTERLINE — | 16 - RAILWAY VEHICLE | 22 - WORK ZONE MAINTENANCE EQUIPMENT | - | 3 - INVOLVED-PASSIVE CROSSING | | | |
| | | 7 - SEPARATION OF UNITS 8 - RAN OFF ROAD RIGHT | TRAVEL | 17 - ANIMAL — FARM 18 - ANIMAL — DEER | 23 - STRUCK BY FALLING, | UNIT / NO | N-MOTORIST DIRECTION | | | |
| 2 | | 9 - RAN OFF ROAD LEFT | 13 - OTHER NON-COLLISION | 19-ANIMAL — OTHER 20-MOTOR VEHICLE IN | SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE | _ | 1 - NORTH 5 - NORTHEAST 2 - SOUTH 6 - NORTHWEST | | | |
| 3 | 5 - CARGO / EQUIPMENT LOSS OR SHIFT | 10 - CROSS MEDIAN | 14 - PEDESTRIAN | TRANSPORT 21 - PARKED MOTOR VEHICLE | 24 -OTHER MOVABLE OBJECT | FROM 3 TO L | 2 3 - EAST 7 - SOUTHEAST 4 - WEST 8 - SOUTHWEST | | | |
| | OF THOUSAND | | N WITH FIXED OBJECT | - STRUCK | FA WARE TANK | | 9 - OTHER / UNKNOWN | | | |
| 4 | / CRASH CUSHION | 31 - GUARDRAIL END 32 - PORTABLE BARRIER | | 43 - CURB 44 - DITCH | 50 - WORK ZONE MAINTENANCE EQUIPMENT | UNIT SPEED | DETECTED SPEED | | | |
| 51 | STRUCTURE | 33 - MEDIAN CABLE BARRIER 34 - MEDIAN GUARDRAIL | OUDDOOT | 45 - EMBANKMENT 46 - FENCE | 51 - WALL 52 - BUILDING | 0,1,0, | 1 - STATED / ESTIMATED SPEED | | | |
| 5 | 27 - BRIDGE PIER ORABUTMENT | BARRIER | 40 - UTILITY POLE | 47 - MAILBOX | 53 - TUNNEL | 0 1 0 | 2 - CALCULATED / EDR | | | |
| 6 | 29-BRIDGE RAIL | 35 - MEDIAN CONCRETE BARRIER | 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 1 NOST 1 | 42-CULVERT | | | 2 5 | | | | |
| | CIRCL DAKWELL FUFN | MINTE | TARRIVITIES P.V.P.N.I. | | | | | | | |

| OFF PUBLIC SAFETY MOTORIST / NON-MOTORIST | | | | | | | | LOCAL REPORT NUMBER | | | | | | |
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| 0,1 | POTISUK, KENNETH, J | | | | | | | | 1 1 2 3 1 9 6 0 6 3 M | | | | | |
| ADDRESS: STREET, CITY, STATE, ZIP 620 EDGEWOOD DR, Kent, OH 44240 | | | | | | | | CONTACT PHONE - INCLUDE AREA CODE REDACTED PER ORC 149.43(A)(1) | | | | | | |
| INJURIES | INJURED TAKEN | EMS AGENCY (NAME) | | INJUREDT | AKEN TO | MEDICAL FACILITY | (NAME, CITY) | | DOT-COMMAN SEATING POSITION AIR BAG USAGE EJECTION TRAPPED | | | | | |
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| INJU | RIES | SEATING POSITION | A | IR BAG | | OL CLASS | 5 | OL RESTRIC | TION(S) | DRIVER DISTRAC | TION | TEST ST | ATUS | |
| 1 - FATAL 2 SUSPECTED | SERIOUS INJURY | 1 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER) | 1 - NOT DEP 2 - DEPLOYE | | | 1 - CLASS A 2 - CLASS B | | 1 - ALCOHOL INTER 2 - CDL INTRASTAT | | 1 - NOT DISTRACTED 2 - MANUALLY OPERATIN | | - NONE GIVEN - TEST REFUSED | | |
| 3 - SUSPECTED | | 2 - FRONT - MIDDLE | 3- DEPLOYE | | | 3 - CLASS C | | 3-CORRECTIVE LE | | ELECTRONIC COMMUN | IICATION 3 | -TEST GIVEN, CO | NTAMINATED | |
| 4 - POSSIBLE IN | | 3 - FRONT - RIGHT SIDE 4 - SECOND - LEFT SIDE | | ED BOTH FROM | NT / SIDE | 4 - REGULAR CLASS (OHIO = D) | | 4 - FARMWAIVER | L DILLE | DIALING) | 4 | SAMPLE / UNUS | | |
| 5 - NO APPAREN | INJURY | (MOTORCYCLE PASSENGER) 5 - SECOND - MIDDLE | 5-NOTAPP 9-DEPLOYI | | NT UNKNOWN 5 - M/C MOPED ONLY 6 - EXCEPT CLASS | | | | A COMMUNICATION DEVICE 5 - | | | -TEST GIVEN, RE | | |
| 1 - NOT TRANSP | ORTED | 6 - SECOND - RIGHT SIDE | | | | 6 - NO VALID OL | | & CLASS B BUS 7 - EXCEPT TRACTO | R-TRAILER | 4 - TALKING ON HAND-HE COMMUNICATION DE V | ICE | UNKNOWN | | |
| /TREATED AT | Programme and the second | 7 - THIRD - LEFT SIDE (M0TORCYCLE SIDE CAR) | | ECTION | | OL ENDORSE | MENT | 8 - INTERMEDIATE | | 5 - OTHER ACTIVITY WITH ELECTRONIC DEVICE | IAN | ALCOHOL TE - NONE | STITTE | |
| 2 - EMS 3 - POLICE | | 8 - THIRD - MIDDLE | 1 - NOTEJE 2 - PARTIAL | | | H - HAZMAT M - MOTORCYCLE | | 9 - LEARNER'S PER | MIT | 6 - PASSENGER | | - BLOOD | | |
| 9 - OTHER / UNK | NOWN | 9 - THIRD - RIGHT SIDE 10 - SLEEPER SECTION | 3-TOTALLY | | | P - PASSENGER | | RESTRICTIONS 10 - LIMITED TO DAY | LICHTONIX | 7 - OTHER DISTRACTION INSIDE THE VEHICLE | | - URINE - BREATH | | |
| SAFETY E | QUIPMENT | OF TRUCK CAB | 4-NOTAPP | LICABLE | | N - TANKER Q - MOTOR SCOOTER | | 11 - LIMITED TO EMI | | 8 - OTHER DISTRACTION (| | - OTHER | | |
| 1 - NONE USED | FIT ANILY HAFE | 11 - PASSENGER IN OTHER ENCLOSED CARGO AREA | | RAPPED | 4 | R - THREE-WHEEL MO | TORCYCLE | 12 - LIMITED - OTHE | | THE VEHICLE 9 - OTHER / UNKNOWN | | DRUG TES | ТТҮРЕ | |
| 2 - SHOULDER B 3 - LAP BELT ON | | (NON-TRAILING UNIT, BUS, PICK-UP WITH CAP) | 1 - NOTTRA 2 - EXTRICA | | | S - SCHOOL BUS T - DOUBLE & TRIPLE | TRAILERS | 13 - MECHANICAL DI (SPECIAL BRAK) CONTROLS, OR O | ES, HAND | CONDITION | 1100 | - NONE - BLOOD | | |
| | LAP BELT USED | 12 - PASSENGER IN UNENCLOSED CARGO AREA | MECHAN 3- FREED B | ICAL MEANS | | X - TANKER / HAZMAT | | ADAPTIVE DEVI | CES) | 1 - APPARENTLY NORMAL | | - URINE | | |
| 5 - CHILD RESTE FORWARD FA | RAINT SYSTEM - CING | 13 - TRAILING UNIT | | CHANICAL ME | EANS | GENDER | | 14 - MILITARY VEHICLE | | 2 - PHYSICAL IMPAIRMEN | | -OTHER | | |
| 6 - CHILD REST | RAINT SYSTEM – | 14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT) | | | | F-FEMALE | | AIR BRAKES | ANGRY, DISTURBED) | | | RUG TEST R | | |
| 7 - BOOSTER SE | AT | 15 - NON-MOTORIST | | | | M - MALE U - OTHER / UNKNOWN | | 16 - OUTSIDE MIRRO 17 - PROSTHETIC AII | | 4 - ILLNESS 5 - FELL ASLEEP, FAINTED | | - AMPHETAMINE - BARBITURATES | | |
| 8 - HELMET US 9 - PROTECTIVE | | 99 - OTHER / UNKNOWN | | | | The state of the s | | 18-OTHER | | FATIGUED, ETC. | 3 | - BENZODIAZEPI | | |
| (ELBOW, KNE | ES, ETC.) | | | | | | | | | 6 - UNDERTHE INFLUENC OF MEDICATIONS / DRU / ALCOHOL | IGS 4 | - CANNABINOIDS - COCAINE | | |
| 10 - REFLECTIVE 11 - LIGHTING - F | PEDESTRIAN | | | | | | | | | 9- OTHER/UNKNOWN | | - OPIATES / OPIOI | IDS | |
| / BICYCLE ON 99 - OTHER / UNK | | | | | | | | | | | | - OTHER - NEGATIVE RESI | ULTS | |
| All the second s | 99 - OTHER / UNKNOWN | | | | | | | | | | - 0 | - MEGMILLE VES | ULIS | |

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