| OHIO DEPARTM OF PUBLIC SAI SAPETY - SERVICE - PRO | TRAFFIC | CRAS | LOCAL REPORT NUMBER* | | | | | | | |
|---|---|--|---|---|--|--|--|---|--|--|
| ☐ PHOTOS TAKEN | □ OH-2 □ | OH-3 | [2 0 2 3 2 2 8 5 | | | | | | | |
| SECONDARY CRASH | | OTHER | REPORTING AGENC | | UTO 10 1 | 8 2 0 | HIT/SKIP 1 - Solved 2 2 - Unsolved | NIIMRED AE IINITS | 0 1 98 - ANIMAL 99 - UNKNOWN | |
| COUNTY* LOCALIT | TY* , | OCATION: CITY, VI | GARFIEI | | CRASH DA | | CRASH SEVERITY | | | |
| 1 8 1 | 1 - CHY * 2 - VILLAGE * | | LD HTS | | | 0 8 2 5 2 0 2 | 5 1- FATAL 2- SERIOUS INJURY SUSPECTED | | | |
| ROUTE TYPE | ROUTE NUMBER | PREFIX | 1 - NORTH 2 - SOUTH 3 - EAST | LOCATION R | | I ATITITE DECIMA | 3 - MINOR INJURY SUSPECTED | | | |
| § SR | 1 4 1 1 | | 4 - WEST | Broadw | <i>r</i> ay | 4 1 1 3 9 6 0 6 9 4 - INJURY POSSIBLE 5 - PROPERTY DAMAGE ONLY | | | | |
| ROUTE TYPE | ROUTE NUMBER | PREFIX 3 | 1 - NORTH 2 - SOUTH 3 - EAST 4 - WEST | REFERENCE 135 Th | ICE ROAD NAME (ROAD, MILEPOST, HOUSE #) | LONGITUDE DECIMAL DEGREES ONLY | | | | |
| REFERENCE POINT 1 - INTERSECTION | DIRECTION DESCRIPTION 1-NORTH | | POLITE TYPE | | ROAD TYPE | | | INTERSECTION RELATE |) | |
| 2 - MILE POST 3 - HOUSE # | 3 1-NORTH 2-SOUTH 3-EAST 4-WEST | US - FEE SR - STA | ERSTATE ROUTE (TP) DERAL US ROUTE ATE ROUTE | | AL - ALLEY | RD - ROAD SQ - SQUARE ST - STREET TE - TERRACE | WITHIN INTERSE | | | |
| DISTANCE | DISTANCE | TR - NUM | MBERED COUNTY ROUTE | | | TL - TRAIL | WITHIN INTERCHANGE AREA NUMBER OF APPROACHES ROADWAY | | | |
| [5]0] | 1 - Miles 2 - Feet 3 - Yards | | | | | | | | | |
| | CATION ~ EIDST HADMEIII | | | M | MANNER OF CRASH COLLISION/IMPACT | | DIRECTION OF TRAVEL | | MEDIAN TYPE | |
| 0 1 1 1- ON ROAD 2- ON SHOU 3- IN MEDIA 4- ON ROAD | ULDER 10 - DRIVEWAY AN ACCESS | / ALLEY | 1 2 1 | 1 - NOT COLLISION BETWEEN TWO MOTOR | 4 - REAR-TO-REAR 5 - BACKING 6 - ANGLE | | 1 - NORTH 2 - SOUTH | 1 - DIVID | ED FLUSH MEDIAN | |
| 5 - ON GORI 6 - OUTSIDE TRAFFIC | E CROSSING E 12 - SHARED U | SE PATHS | | VEHICLES IN TRANSPORT 2 - REAR-END | 7 - SIDESWIPE, SAME DIRECTION 8 - SIDESWIPE, OPPOSITE DIRECTIO | N | 3 - EAST 4 - WEST | ED FLUSH MEDIAN EET) ED, DEPRESSED MEDIAN | | |
| 7 - ON RAMI 8 - OFF RAM | | TH | | 3 - HEAD-ON | 9 - OTHER / UNKNOWN | | | (ANY | ED, RAISED MEDIAN TYPE) R / UNKNOWN | |
| | | | | | | | | | | |
| WORK ZONE RELATED WORKERS PRESENT | | WORK ZO ANE CLOSURE ANE SHIFT/CROS | | | LOCATION OF CRASH IN WORK Z 1 - BEFORE THE 1ST WORK Z WARNING SIGN | | CONTOUR | CONDITIONS | SURFACE | |
| LAW ENFORCEMENT PRESENT | 3-1 | NORK ON SHOULI OR MEDIAN | | | 2 - ADVANCE WARNING AREA 3 - TRANSITION AREA 4 - ACTIVITY AREA | | 2 | _ 1 | _2_ | |
| ☐ ACTIVE SCHOOL ZONE | 5-0 | NTERMITTENT OR OTHER | MOVING WORK | | 5 - TERMINATION AREA | | 1 - STRAIGHT LEVEL 2 - STRAIGHT GRADE 3 - CURVE LEVEL | 1 - DRY 2 - WET 3 - SNOW 4 - ICE | 1 - CONCRETE 2 - BLACKTOP, BITUMINOUS, ASPHALT | |
| LIGHT | T CONDITION | | | | WEATHER | | 4 - CURVE GRADE 9 - OTHER /UNKNOWN | 5 - SAND, MUD, DIRT, OIL, GRAVEL 6 - WATER (STANDING, | 3 - BRICK/BLOCK 4 - SLAG, GRAVEL, STONE | |
| 1 - DAYLIGHT 2 - DAWN/DUSK 3 - DARK - LIGHT | | | | | 6 - SNOW 7 - SEVERE CROSSWINDS 8 - BLOWING SAND, SOIL, DIRT, SNOW | | 7.S. Waltering | MOVING) 7 - SLUSH 9 - OTHER/UNKNOWN | 5 - DIRT 9 - OTHER /UNKNOWN | |
| | IWAY NOT LIGHTED IOWN ROADWAY LIGHTING NOWN | [2] | 4 - RAIN 5 - SLEET | HAIL | 9 - FREEZING RAIN OR FREEZING DRIZZ 99 - OTHER / UNKNOWN | LE | | | | |
| | | | | | | | | | | |
| NARRATIVE | | | | | | | | | Indicate the north | |
| UNIT # 1 WAS | TRAVELING | EAST C | N SR 14 | (| | | | <u> </u> | direction with an "N" on the compass diagram. | |
| BROADWAY) | APPROXIMAT | TELY 50 | 'EAST O | F E 135 T | гн | | | | | |
| ST IN THE MII | DDLE LANE D | IRECTL | Y BEHINI | D UNIT # | 2. Nort | h ^{©a} ⊤ | | | | |
| UNIT#2STO | PPED FOR TR | RAFFIC. | AS A RE | SULT, TH | IENot T | o Scale | | | | |
| FRONT. OF. UI | NIT#1 COLLI | DED. WI | TH THE L | EF.T.BAC | ок | | | () | | |
| OF UNIT # 2. | UNIT#1LEFT | THE S | CENE EN | TERING | | | i j | | | |
| ONTO THE IR | 480 RAMP AN | ND UNIT | Γ.#.2·WAS | PARKE | D IN | | | | | |
| THE OUTSIDE | E LANE FACIN | G EAS | F UPON A | RRIVAL. | E 13 | 15 Th St | | | | |
| BWC | | | | | | \geq | | | | |
| NOTE: NO KN | IOWN ADDRE | ss-/-cc | NTACT II | NFORMA: | TION | | | | | |
| FOR DRIVER | OF UNIT # 1, | THE HO | DUSE WA | S BOARE | DED | | SR 14 (Broad | vay) | | |
| CRASH REPORTE | D DATE/TIME | | DISPATCH DAT | E/TIME | ARRIVAL DATE/TII | | | RED DATE/TIME | REPORT TAKEN BY POLICE AGENCY | |
| 10 8 2 5 2 0 2 | 3 0 7 4 6 OTHER INVESTIGATION | 0 8 2 | 0FFICER'S | | 19 0181215121012131 | | 0 8 2 5 2 0 2 FFICER'S NAME* | 2 3 0 8 1 0 | MOTORIST | |
| CLOSED | TIME | MINUTE | | amer | 500 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | C. Cresp | 00 | AULIUM PER | SUPPLEMENT (CORRECTION on ADDITION | |
| 0 | 6 5 | __ 7 __ 6 __ | | 0 3 | ER'S BADGE NUMBER* | | CHECKED BY OFFICER'S BADGE | NUMBER* | TO ME BOOKERS SEPOND SENT TO COPE | |

| | OH OF SAPET | IO DEPARTMENT PUBLIC SAFETY TY - BERVICE - PROTECTION | | | | | | 2,0,2,3,2 | LOCAL REPORT NUMBER | | |
|---------|--|--|--|--|---|---|--|---|---|--|--|
| | UNIT# | OWNER NAME: LAST, FIRST, MIDDLE GODFREY S | · (□ Sam SANEIKQUA NIC | ne As Driver) | OWNER P | HONE: INCLUDE AREA CODE | (Same As Driver) | | DAMAGE DAMAGE SCALE | | |
| NER | OWNER ADDRE | SS: STREET, CITY, STATE, ZIP | (Same As Di | | | | | 1 - NONE 2 - MINOR DAMAGE | 3 - FUNCTIONAL DAMAGE 4 - DISABLING DAMAGE | | |
| MO | 6401 | HEISLEY A | VE | CLEVELA | | OH AL CARRIER PHONE: INCLUDE | 44105 AREA CODE | 9 2-MINOR DAWAGE | 9 - UNKNOWN | | |
| | | | | | | | | | DAMAGED AREA(S) | | |
| | LP STATE LICENSE PLATE # VEHICLE IDENTIFICATION # $O \cdot H \cdot JYL7040$ $4 \cdot IT \cdot IB \cdot K \cdot 4 \cdot I6 \cdot K \cdot X \cdot T \cdot U \cdot 0 \cdot 4 \cdot 4$ | | | | 4,5,8, | VEHICLE YEAR | VEHICLE MAKE Toyota | INDICATE ALL THAT APPLY | | | |
| | INSU | IRANCE RIFIED INSURANCE COMPANY | | INSURANCE POLICY# | ., 0,0 | VEHICLE COLOR | VEHICLE MODEL | 11 12 | 11 12 | | |
| | □ VE | TYPE OF USE | | US DOT# | TOWED | SIL BY: COMPANY NAME | Camry | 10 2 | | | |
| | ☐ COMMERC | COMMERCIAL GOVERNMENT NEMERGENCY RESPONSE VEHICLE WEIGHT GWIRIOGWR | | VEHICLE WEIGHT GVWR/GCWR | HAZARDOUS MATERIAL | | | 8 4 7 | | | |
| | INTERLO DEVICE EQUIPPE | ■ HIT/SKIP UNIT | # OCCUPANTS | 1 - ≤10K LBS. 2 - 10,001 - 26K LBS. 3 - >26K LBS. | | MATERIAL RELEASED PLACARD | CLASS# PLACARD ID# | 7 6 5 | 7 6 5 | | |
| | | 1 - PASSENGER CAR 2 - PASSENGER VAN (MINIVAN) | 7 - MOTORCYCLE 2-WHEELED 8 - MOTORCYCLE 3-WHEELED | 12 - GOLF CART 13 - SNOWMOBILE | | + PASSENGERS) | 23 - PEDESTRIAN/SKATER 24 - WHEELCHAIR (ANY TYPE) 25 - OTHER NON- MOTORIST | 10/ | 11 1 2 | | |
| | 0 1 | 3 - SPORT UTILITY VEHICLE 4 - PICK UP 5 - CARGO VAN | 9 - AUTOCYCLE 10 - MOPED OR MOTORIZED BICYCLE | 14 - SINGLE UNIT TRUCK 15 - SEMI-TRACTOR 16 - FARM EQUIPMENT | 21 - HEAVY 22 - ANIMAL | EQUIPMENT WITH RIDER OR | 26 - BICYCLE 27 - TRAIN | 9 (| 9 3 3 | | |
| | UNIT TYPE | 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 | | # OF TRAILING UNITS | | | | | | 11 12 1 | 2 10 12 1 | | |
| | | WAS VEHICLE OPERATING IN AUTONO WHEN CRASH OCCURED? | MOUS MODE 0 | 0 - NO AUTOMATION 1 - DRIVER ASSISTANCE | 3 - CON | DITIONAL DMATION | 9 - UNKNOWN | 10 1 2 | 10 2 | | |
| | WHEN CRASH OCCURED? 1 - YES 2 - NO 9 - OTHER / UNKNOWN MODE LEVEL 1 - YES 2 - NO 9 - OTHER / UNKNOWN MODE LEVEL | | | | 4 - HIGH | AUTOMATION AUTOMATION | | | | | |
| | 1 - NONE 6 - BUS - CHARTERTOUR 11 - FIRE 2 - TAU 0 - 1 1 - SHECTERONIC RIDE SHARING 8 - BUS - SHITTIF 13 - POLICE | | 12 - MILITARY | 16 - FARM 21 - MAIL CARRIER 17 - MOWING 99 - OTHER /UNKNOWN | | 7 0 5 | | | | | |
| | | 4 - SCHOOL TRANSPORT 9 - BUS - OTHER 14 - PUBLIC UTILITY IAL 5 - BUS-TRANSIT/COMMUTER 10 - AMBULANCE 15 - CONSTRUCTION EQUIPMEN | | | 18 - SNOW REMOVAL 19 - TOWING 20 - SAFETY SERVICE PATROL | | | • | 12 12 12 | | |
| | | | | 5 - INTERMODAL CONTAINER | 8 - POLE 12 - CONCRETE MIXER | | 12 | 1 1 1 | | | |
| | CARGO BODY | / NOT APPLICABLE MOTOR VEHICLE CHASSIS 2 - BUS 4 - LOGGING 6 - CARGO VAN/ENCLOSED BOX | | 6 - CARGO VAN/ENCLOSED BOX | 9 - CARGO TANK 13 - AUTO TRANSPORTER 10 - FLAT BED 14 - GARBAGE/REFUSE 11 - DUMP 99 - OTHER / UNKNOWN 9 - MOTOR TROUBLE 99 - OTHER / UNKNOWN | | , , | 9 3 9 3 9 3 | | | |
| | TYPE | 1 - TURN SIGNALS | 4 - BRAKES 7 - WORN OR SLICK TIRES | | | | - 6 | | | | |
| | VEHICLE DEFECTS | 2 - HEAD LAMPS 3 - TAIL LAMPS 1 - INTERSECTION - | 5 - STEERING 6 - TIRE BLOWOUT | 8 - TRAILER EQUIPMENT DEFECTIVE | ACC | ABLED FROM PRIOR IDENT | | | 6 6 6 | | |
| | | MARKED CROSSWALK 2 - INTERSECTION - | 3 - INTERSECTION - OTHER 4 - MIDBLOCK - MARKED CROSSWALK | 6 - BICYCLE LANE 7 - SHOULDER/ROADSIDE 8 - SIDEWALK | 10 - DRI ¹ 11 - SHA | IAN/CROSSING ISLAND VEWAY ACCESS RED USE PATHS OR | 12 - FIRST RESPONDER AT INCIDENT SCENE 99 - OTHER / UNKNOWN | - NO DAMAGE [0] - TOP [13] | UNDERCARRIAGE [14] - ALL AREAS [15] | | |
| | LOCATION AT IMPACT | UNMARKED CROSSWALK | 5 - TRAVEL LANE-OTHER LOCATION | | TRA | | 18 - APPROACHING | | IIT NOT AT SCENE [16] | | |
| | • | 1 - NON-CONTACT 2 - NON-COLLISION 3 - STRIKING 0 1 | 1 - STRAIGHT AHEAD 2 - BACKING 3 - CHANGING LANES | 7 - MAKING U-TURN 8 - ENTERING TRAFFIC LANE 9 - LEAVING TRAFFIC LANE | 14 - ENT | ECTIATING A CURVE ERING OR CROSSING CIFIED LOCATION | OR LEAVING VEHICLE 19 - STANDING | " | NITIAL POINT OF CONTACT | | |
| | | 4 - STRUCK PRE-CRASH ACTION 5 - BOTH STRIKING | 4 - OVERTAKING/PASSING 5 - MAKING RIGHT TURN | 10 - PARKED 11 - SLOWING OR STOPPED | 20 - OTHER NON-MOTORIST 15 - WALKING, RINNING, 21 - STANDING OUTSIDE JOGGING, PLAYING DISABLED VEHICLE 16 - WORKING 99 - OTHER / UNKNOWN 17 - PUSHING VEHICLE | | | 1 2 0 - NO DAMAGE 14 - UNDERCARRIAGE 1.12 - REFER TO UNIT 15 - VEHICLE NOT AT SCENE DIAGRAM 99 - UNKNOWN 13 - TOP | | | |
| | | & STRUCK 9 - OTHER / UNKNOWN | 6 - MAKING LEFT TURN | IN TRAFFIC 12 - DRIVERLESS | | | | | | | |
| | | | | | | | | | TRAFFIC | | |
| | | 1 - NONE 2 - FAILURE TO YIELD 3 - RAN RED LIGHT | 7 - LEFT OF CENTER 8 - FOLLOWING TOO CLOSE/ACDA | 13 - IMPROPER START FROM A PARKED POSITION 14 - STOPPED OR PARKED | 18 - OPE | ON OBSTRUCTION RATING DEFECTIVE JIPMENT | 21 - LYING IN ROADWAY 22 - NOT DISCERNABLE 23 - OPENING DOOR INTO | TRAFFICWAY FLOW | TRAFFIC CONTROL 1 - ROUNDABOUT 4 - STOP SIGN | | |
| | .0.8. | 4 - RAN STOP SIGN 5 - UNSAFE SPEED | 9 - IMPROPER LANE CHANGING 10 - IMPROPER PASSING | ILLEGALLY 15 - SWERVING TO AVOID 16 - WRONG WAY | FAL | D SHIFTING/ LING/SPILLING ROPER CROSSING | ROADWAY 99 - OTHER IMPROPER | 1 - ONE-WAY 2 2 - TWO-WAY | 6 2-SIGNAL 5-YIELD SIGN | | |
| | CONTRIBUTING CIRCUMSTANCES | 6 - IMPROPER TURN | 11 - DROVE OFF ROAD 12 - IMPROPER BACKING | is-wicke war | | | ACTION | # OF THROUGH LANES | 3 - FLASHER 6 - NO CONTROL RAIL GRADE CROSSING | | |
| S) | CIRCUMSTANCES | | | | | | | ON ROAD | 1 - NOT INVOLVED | | |
| EVENT(| SEQUENCE OF | EVENTS | | EVENTS | | | | 5 | 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 TRAVEL | 17 - ANII | WAY VEHICLE MAL - FARM | 22 - WORK ZONE MAINTENANCE EQUIPMENT | 111 | NIT / NON-MOTORIST DIRECTION | | |
| | | 3 - IMMERSION 4 - JACKKNIFE 5 - CARGO / EQUIPMENT | 8 - RAN OFF ROAD RIGHT 9 - RAN OFF ROAD LEFT | 12 - DOWNHILL RUNAWAY 13 - OTHER NON-COLLISION | 19 - ANIN 20 - MOT | MAL - DEER MAL - OTHER OR VEHICLE IN | 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN | | 1 - NORTH 5 - NORTHEAST | | |
| | 2 | LOSS OR SHIFT | 10 - CROSS MEDIAN | 14 - PEDESTRIAN 15 - PEDALCYCLE | | NSPORT KED MOTOR VEHICLE | MOTION BY A MOTOR VEHICLE 24 - OTHER MOVABLE | 4 | 2 - SOUTH 6 - NORTHWEST 3 - EAST 7 - SOUTHEAST | | |
| | 3 | | | COLLISION WITH FIXED OBJECT | OBJECT | | | FROM 4 TO | 3 4- WEST 8-SOUTHWEST 9- OTHER / UNKNOWN | | |
| | 4, , , | 25 - IMPACT ATTENUATOR / CRASH CUSHION | 31 - GUARDRAIL END 32 - PORTABLE BARRIER | 37 - TRAFFIC SIGN POST 38 - OVERHEAD SIGN POST | 43 - CUF 44 - DITC | н | 50 -WORKZONE MAINTENANCE EQUIPMENT 51 - WALL | UNIT SPEED | DETECTED SPEED | | |
| | | 26 - BRIDGE OVERHEAD STRUCTURE 27 - BRIDGE PIER OR ABUTMENT | 33 - MEDIAN CABLE BARRIER 34 - MEDIAN GUARDRAIL BARRIER | 39 - LIGHT/LUMINARIES SUPPORT 40 - UTILITY POLE 41 - OTHER POST, POLE OR | 45 - EMB 46 - FEN 47 - MAIL | | 52 - BUILDING 53 - TUNNEL | | | | |
| | 5 | 28 - BRIDGE PARAPET 29 - BRIDGE RAIL 30 - GUARDRAIL FACE | 35 - MEDIAN CONCRETE BARRIER 36 - MEDIAN OTHER BARRIER | SUPPORT 42 - CULVERT | 48 - TREI | | 54 - OTHER FIXED OBJECT 99 - OTHER / UNKNOWN | 0 | 3 1 - STATED/ESTIMATED SPEED 2 - CALCULATED / EDR | | |
| | 6 1 1 | | 50 - MICUIAN OTHER BARKIEK | | | | | POSTED SPEED | 3 - UNDETERMINED | | |
| | | | | | | | | 2 5 | | | |
| HSY | 1 /8304 OH1U 1/19 [| FIRST HARMFUL EVENT | 1 | OST HARMFUL EVENT | | | | 2 5 | PAGE OF | | |

| | OH OF SAPE | PUBLIC SAFETY UNIT | | | | | | | LOCAL REPORT NUMBER |
|----------|---------------------------------------|---|---|---|-------------------------------------|--|---|-------------------------------|--|
| | UNIT# | UNIT # OWNER NAME: LAST, FIRST, MIDDLE (Same As Driver) OWNER PHONE: INCLUDE AREA CODE (Same As Driver) | | | | | | | DAMAGE |
| | 0 2 | Vantedge Di | saster Group | · | | | DAMAGE SCALE | | |
| OWNER | | ESS: STREET, CITY, STATE, ZIP | (Same As | Driver) WILLOW | ICK | ОН | 44095 | 1 - NONE 2 - MINOR DAMAGE | 3 - FUNCTIONAL DAMAGE 4 - DISABLING DAMAGE 9 - UNKNOWN |
| 0 | 30510 |) Lakeland ARRIER: NAME, ADDRESS, CITY, STATE, ZIF | P | VVILLOVV | | IAL CARRIER PHONE: INCLUDE | | | 9 - UNKNOWN |
| | Vantedg | e Disaster Gr 30 | 510 LAKELAND W | | | DAMAGED AREA(S) | | | |
| Ī | LP STATE | LICENSE PLATE # | | VEHICLE IDENTIFICATION # | 0 0 7 | VEHICLE YEAR | VEHICLE MAKE | | INDICATE ALL THAT APPLY |
| | OH | PLU6154 URANCE INSURANCE COMPANY | | = A B 1 J 6 J 7 9 INSURANCE POLICY# | 0 9 7 | 2 0 1 8 | Dodge VEHICLE MODEL | 11 12 1 | 11 12 |
| | | Cincinnati | | epp0631512 | | YEL | Ram | 10 11 1 | 2 10 11 1 |
| | ■ COMMER | TYPE OF USE RCIAL GOVERNMENT | IN EMERGENCY RESPONSE | US DOT # | TOWED | BY: COMPANY NAME | | 9 9 3 | 3 9 9 3 3 |
| | INTERLO | | # OCCUPANTS | VEHICLE WEIGHT GVWR/GCWR | <u>'</u> | HAZARDOUS | | | 74 8 7 9 5 74 |
| | DEVICE EQUIPPE | ☐ HIT/SKIP UNIT | 0,1 | 1 - ≤10K LBS. 2 - 10,001 - 26K LBS. 3 - >26K LBS. | | MATERIAL RELEASED PLACARD | CLASS# PLACARD ID# | 7 6 5 | 11 7 6 5 |
| | | 1 - PASSENGER CAR | 7 - MOTORCYCLE 2-WHEELED | 12 - GOLF CART | | | 23 - PEDESTRIAN/SKATER 24 - WHEELCHAIR (ANY TYPE) | 10/ | 11 1 2 |
| | 0 2 | 2 - PASSENGER VAN (MINIVAN) 3 - SPORT UTILITY VEHICLE 4 - PICK UP | 8 - MOTORCYCLE 3-WHEELED 9 - AUTOCYCLE 10 - MOPED OR MOTORIZED | 13 - SNOWMOBILE 14 - SINGLE UNIT TRUCK 15 - SEMI-TRACTOR | 20 - OTHER | VEHICLE EQUIPMENT | 25 - OTHER NON- MOTORIST 26 - BICYCLE | 9 (| 9 3 3 |
| | UNIT TYPE | 5 - CARGO VAN 6 - VAN (9-15 SEATS) | BICYCLE 11 - ALL TERRAIN VEHICLE | 16 - FARM EQUIPMENT 17 - MOTORHOME | | | 27 - TRAIN 99 - UNKNOWN OR HIT/SKIP | 7. | 8 4 7 |
| J. | | | (ATV / UTV) | | | | | 12 | 7 6 5 |
| VEHICLE | | # OF TRAILING UNITS | | | | | | 10 12 | 2 10 11 12 |
| | | WAS VEHICLE OPERATING IN AUTONO WHEN CRASH OCCURED? | OMOUS MODE 0 | 0 - NO AUTOMATION 1 - DRIVER ASSISTANCE | | DITIONAL DMATION | 9 - UNKNOWN | 10 2 - | 3 2 2 |
| | 2 | 1 - YES 2 - NO 9 - OTHER / UNKNO | OWN AUTONOMOL MODE LEVE | 2 - PARTIAL AUTOMATION | 4 - HIGH | AUTOMATION AUTOMATION | | 8 4 - | 7 8 4 - 3 |
| | | 1 - NONE 2 - TAXI | 6 - BUS - CHARTER/TOUR 7 - BUS - INTERCITY | 11 - FIRE 12 - MILITARY | 16 - FAR | | 21 - MAIL CARRIER 99 - OTHER JUNKNOWN | 8 7 6 | 1 5 4 |
| | 0 1 SPECIAL | 3 - ELECTRONIC RIDE SHARING 4 - SCHOOL TRANSPORT | 8 - BUS - SHUTTLE 9 - BUS - OTHER | 13 - POLICE 14 - PUBLIC UTILITY | 18 - SNO 19 - TOV | OW REMOVAL WING | 55 - OTHER /UNKNOWN | 6 | 6 |
| | FUNCTION | 5 - BUS-TRANSIT/COMMUTER | 10 - AMBULANCE | 15 - CONSTRUCTION EQUIPMENT | 20 - SAF | FETY SERVICE PATROL | | | 12 12 12 |
| | 1011 | 1 - NO CARGO BODY TYPE / NOT APPLICABLE | 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE | 5 - INTERMODAL CONTAINER CHASSIS | | RGO TANK | 12 - CONCRETE MIXER 13 - AUTO TRANSPORTER | ~ M ~ | ★ ★ |
| | CARGO BODY | Y - BUS | 4 - LOGGING | 6 - CARGO VAN/ENCLOSED BOX 7 - GRAIN/CHIPS/GRAVEL | 10 - FLA 11 - DU | | 14 - GARBAGE/REFUSE 99 - OTHER / UNKNOWN | 9 3 | 9 3 9 3 9 |
| | 1 1 1 | 1 - TURN SIGNALS | 4 - BRAKES | 7 - WORN OR SLICK TIRES | 9 - MOT | TOR TROUBLE ABLED FROM PRIOR | 99 - OTHER / UNKNOWN | 6 | |
| | VEHICLE DEFECTS | 2 - HEAD LAMPS 3 - TAIL LAMPS | 5 - STEERING 6 - TIRE BLOWOUT | 8 - TRAILER EQUIPMENT DEFECTIVE | | IDENT | | | 6 6 6 |
| | | 1 - INTERSECTION - MARKED CROSSWALK | 3 - INTERSECTION - OTHER 4 - MIDBLOCK - MARKED | 6 - BICYCLE LANE 7 - SHOULDER/ROADSIDE | 10 - DRI\ | IAN/CROSSING ISLAND VEWAY ACCESS | 12 - FIRST RESPONDER AT INCIDENT SCENE 99 - OTHER / UNKNOWN | - NO DAMAGE [0] | - UNDERCARRIAGE [14] |
| | NON-MOTORIST LOCATION AT IMPACT | 2 - INTERSECTION - UNMARKED | CROSSWALK 5 - TRAVEL LANE-OTHER LOCATION | 8 - SIDEWALK | 11 - SHA TRA | RED USE PATHS OR ILS | 35 - OTHER / UNKNOWN | - TOP [13] | ☐ -ALL AREAS [15] NIT NOT AT SCENE [16] |
| | IMPACI | CROSSWALK 1 - NON-CONTACT | 1 - STRAIGHT AHEAD | 7 - MAKING U-TURN | | GOTIATING A CURVE | 18 - APPROACHING OR LEAVING VEHICLE | ı | INITIAL POINT OF CONTACT |
| | 4 | 2 - NON-COLLISION 3 - STRIKING | ⊥ 3 - CHANGING LANES | 8 - ENTERING TRAFFIC LANE 9 - LEAVING TRAFFIC LANE 10 - PARKED | SPE | TERING OR CROSSING CIFIED LOCATION LKING, RUNNING, | 19 - STANDING 20 - OTHER NON-MOTORIST 21 - STANDING OUTSIDE | O 7 0 - NO DAMAGI | E 14 - UNDERCARRIAGE |
| | ACTION | 4 - STRUCK PRE-CRASH 5 - BOTH STRIKING ACTION | 4 - OVERTAKING/PASSING 5 - MAKING RIGHT TURN | 11 - SLOWING OR STOPPED JOGGING, PLAYING IN TRAFFIC 16 - WORKING | | GING, PLAYING | DISABLED VEHICLE 99 - OTHER / UNKNOWN | 0 7 1-12 - REFER T | TO UNIT 15 - VEHICLE NOT AT SCENE |
| | | & STRUCK 9 - OTHER / UNKNOWN | 6 - MAKING LEFT TURN | 12 - DRIVERLESS | | SHING VEHICLE | | 13 - TOP | M 99 - UNKNOWN |
| | | | | | | | | | TRAFFIC |
| | | 1 - NONE 2 - FAILURE TO YIELD | 7 - LEFT OF CENTER 8 - FOLLOWING TOO CLOSE/ACDA | 13 - IMPROPER START FROM A PARKED POSITION 14 - STOPPED OR PARKED | 18 - OPE | ON OBSTRUCTION ERATING DEFECTIVE JIPMENT | 21 - LYING IN ROADWAY 22 - NOT DISCERNABLE | TRAFFICWAY FLOW | TRAFFIC CONTROL 1 - ROUNDABOUT 4 - STOP SIGN |
| | 0 4 | 3 - RAN RED LIGHT 4 - RAN STOP SIGN 5 - UNSAFE SPEED | 9 - IMPROPER LANE CHANGING | ILLEGALLY 15 - SWERVING TO AVOID | 19 - LOA | AD SHIFTING/ LING/SPILLING | 23 - OPENING DOOR INTO ROADWAY | 1 - ONE-WAY | 6 2-SIGNAL 5-YIELD SIGN |
| | | 6 - IMPROPER TURN | 10 - IMPROPER PASSING 11 - DROVE OFF ROAD 12 - IMPROPER BACKING | 16 - WRONG WAY | 20 - IMPI | ROPER CROSSING | 99 - OTHER IMPROPER ACTION | 2 - TWO-WAY | 3 - FLASHER 6 - NO CONTROL |
| | CONTRIBUTING CIRCUMSTANCES | | | | | | | # OF THROUGH LANES ON ROAD | RAIL GRADE CROSSING 1 - NOT INVOLVED |
| VT(S) | SEQUENCE OF | FEVENTS | | | | | | - | 2 - INVOLVED - ACTIVE CROSSING |
| EVENT(S) | | | C FOURDMENT CANADA | EVENTS | 16 DA" | .WAY VEHICLE | 22 - WORK ZONE | 5 | 3 - INVOLVED - PASSIVE CROSSING |
| | | 1 - OVERTURN/ROLLOVER 2 - FIRE/EXPLOSION 3 - IMMERSION | 6 - EQUIPMENT FAILURE 7 - SEPARATION OF UNITS | 11 - CROSS CENTERLINE - OPPOSITE DIRECTION OF TRAVEL | 17 - ANIN | .WAY VEHICLE MAL - FARM MAL - DEER | MAINTENANCE EQUIPMENT | | JNIT / NON-MOTORIST DIRECTION |
| | | 4 - JACKKNIFE 5 - CARGO / EQUIPMENT | 8 - RAN OFF ROAD RIGHT 9 - RAN OFF ROAD LEFT | 12 - DOWNHILL RUNAWAY 13 - OTHER NON-COLLISION | 19 - ANIN 20 - MOT | MAL - OTHER TOR VEHICLE IN | 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN | | 1 - NORTH 5 - NORTHEAST |
| | 2 | LOSS OR SHIFT | 10 - CROSS MEDIAN | 14 - PEDESTRIAN 15 - PEDALCYCLE | | NSPORT KED MOTOR VEHICLE | MOTION BY A MOTOR VEHICLE 24 - OTHER MOVABLE | | 2 - SOUTH 6 - NORTHWEST 3 - EAST 7 - SOUTHEAST |
| | 3 | | | COLLISION WITH FIXED OBJECT | - STRIIGIA | | 24 - OTHER MOVABLE OBJECT | FROM 4 TO | 3 4-WEST 8-SOUTHWEST |
| | | 25 - IMPACT ATTENUATOR | 31 - GUARDRAIL END | 37 - TRAFFIC SIGN POST | 43 - CUR | RB | 50 -WORKZONE MAINTENANCE | | 9 - OTHER / UNKNOWN |
| | 4, , , | / CRASH CUSHION 26 - BRIDGE OVERHEAD | 32 - PORTABLE BARRIER 33 - MEDIAN CABLE BARRIER | 38 - OVERHEAD SIGN POST 39 - LIGHT/LUMINARIES SUPPORT | | ANKMENT | EQUIPMENT 51 - WALL 52 - BUILDING | UNIT SPEED | DETECTED SPEED |
| | | STRUCTURE 27 - BRIDGE PIER OR ABUTMENT 28 - BRIDGE PARAPET | 34 - MEDIAN GUARDRAIL BARRIER | 40 - UTILITY POLE 41 - OTHER POST, POLE OR | 46 - FENO 47 - MAIL 48 - TREE | BOX | 53 - TUNNEL 54 - OTHER FIXED OBJECT | , 0, , , | 1 1 - STATED/ESTIMATED SPEED |
| | 5 | 29 - BRIDGE RAIL 30 - GUARDRAIL FACE | 35 - MEDIAN CONCRETE BARRIER 36 - MEDIAN OTHER BARRIER | SUPPORT 42 - CULVERT | | | 99 - OTHER / UNKNOWN | | 2 - CALCULATED / EDR |
| | 6 1 1 | | | | | | | POSTED SPEED | 3 - UNDETERMINED |
| | | | | | | | | 2 5 | |
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| ОНЮ | DEPARTMENT | MOTORIST / NO | N MOTOD | ICT. | | | | LOCAL REPORT N | NUMBER | |
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| | NJURIES | SEATING POSITION | AIR BAG | OL CLAS | | OL RESTRICTION | | ER DISTRACTION | TEST STATUS | |
| 1 - FATAL 2 - SUSPECTED SERI | IOUS INJURY | 1 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER) | 1 - NOT DEPLOYED 2 - DEPLOYED FRONT | 1 - CLASS A 2 - CLASS B | 1 | I - ALCOHOL INTERLOCK | 1 - NOT DISTRACT | | | |
| 3 - SUSPECTED MINO | | 2 - FRONT - MIDDLE | | | | DEVICE | 2 - MANUALLY OF | ERATING AN | 1 - NONE GIVEN 2 - TEST REFUSED | |
| 4 - POSSIBLE INJURY 5 - NO APPARENT INJ | | 3 - FRONT - RIGHT SIDE | 3 - DEPLOYED SIDE | 3 - CLASS C | | | ELECTRONIC (| COMMUNICATION | 2 - TEST REFUSED 3 - TEST GIVEN, CONTAMINATED | |
| | JURY | 3 - FRONT - RIGHT SIDE 4 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGER) | 3 - DEPLOYED SIDE 4 - DEPLOYED BOTH FRONT | 3 - CLASS C / SIDE 4 - REGULAR CLASS (OHIO | 3 0 = D) 4 | DEVICE 2 - CDL INTRASTATE ONLY | ELECTRONIC (DEVICE (TEXT) DIALING) | COMMUNICATION NG, TYPING, | 2 - TEST REFUSED | |
| | JURY | 4 - SECOND - LEFT SIDE | 3 - DEPLOYED SIDE | 3 - CLASS C 4 - REGULAR CLASS (OHIC 5 - M / C MOPED ONLY | 3 4 5 5 | DEVICE 2 - CDL INTRASTATE ONLY 3 - CORRECTIVE LENSES 4 - FARM WAIVER | ELECTRONIC (DEVICE (TEXTI DIALING) 3 - TALKING ON H COMMUNICAT | COMMUNICATION ANG, TYPING, ANDS-FREE ON DEVICE | 2 - TEST REFUSED 3 - TEST GIVEN, CONTAMINATED SAMPLE / UNUSABLE | |
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| OHIO DEPARTMENT OF PUBLIC SAFETY OCCUPANT / WITNESS ADDENDUM | | | | | | LOCAL REPORT NUMBER | | | | | |
|--|-----------------------|-------------------|---|---|--|--|--|---------------------------|----------|--|--|
| SAPETY - S | SERVICE - PROTECTION | 0000177 77 | | (DDLIND GIII | | 2 0 2 3 2 | 2 8 5 | | | | |
| UNIT# | NAME: LAST, FI | RST, MIDDLE | | | | DATE OF BIRTH AGE GENDER | | | | | |
| <u> </u> | | | | | | CONTACT PHONE - INCLUDE AREA CODE | | | | | |
| ADDRESS: STRE | EET, CITY, STATE, ZIP | | | | | | | | | | |
| INJURIES | INJURED | EMS AGENCY (NAME) | | INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY) | SAFETY EQUIPMENT | | POSITION AIR BAG USAGE | EJECTION | TRAPPED | | |
| | TAKEN BY | | | USED | | DOT-COMPLIANT MC HELMET | | | | | |
| UNIT# | NAME: LAST, FI | RST, MIDDLE | DATE OF BIRT | гн | AGE | GENDER | | | | | |
| | | | | | | | | | | | |
| ADDRESS: STREET, CITY, STATE, ZIP | | | | | | CONTACT PHONE - INCLUDE AREA CO | CONTACT PHONE - INCLUDE AREA CODE | | | | |
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| INJURIES | INJURED TAKEN BY | EMS AGENCY (NAME) | | INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY) | SAFETY EQUIPMENT USED | DOT-COMPLIANT MC HELMET | POSITION AIR BAG USAGE | EJECTION | TRAPPED | | |
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| 999 | | | | | | | | | | | |
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| | | | | | | | | | 1 L | | |
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| INJURIES | INJURED | EMS AGENCY (NAME) | | INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY) | SAFETY EQUIPMENT | SEATING | POSITION AIR BAG USAGE | EJECTION | TRAPPED | | |
| | TAKEN BY | | | | USED | DOT-COMPLIANT MC HELMET | | | | | |
| | IN | JURIES | | SAFETY EQUIPMENT USED | SEATI | NG POSITION | AIR BA | G USAGE | | | |
| 1 - FATAL 2 - SUSPECTED SERIOUS INJURY 3 - SUSPECTED MINOR INJURY 4 - POSSIBLE INJURY 5 - NO APPARENT INJURY INJURED TAKEN BY 1 - NOT TRANSPORTED / TREATED AT SCENE | | | 1 - NONE USED - 1 - FRONT - LEFT SIDE (MOTOR) | | | /CLE PASSENGER) LE SIDE CAR) CAB SED CARGO AREA P WITH CAP) CARGO AREA | 2 - DEPLOYED FRONT 3 - DEPLOYED SIDE 4 - DEPLOYED BOTH FRONT/SIDE 5 - NOT APPLICABLE 9 - DEPLOYMENT UNKNOWN LEJECTION 1 - NOT EJECTED | | | | |
| 2 - EMS 3 - POLICE 9 - OTHER / UNK F - FEMALE M - MALE | | ENDER | 10 - REFLECTIV 11 - LIGHTING - / BICYCLE OI 99 - OTHER / UI | PEDESTRIAN NLY | (NON-TRAILING UNIT) 15 - NON-MOTORIST 99 - OTHER / UNKNOWN | | 2 - PARTIALLY EJECTED 3 - TOTALLY EJECTED 4 - NOT APPLICABLE | JECTED CTED | | | |
| U - OTHER/UNKN | | | | | | 247.600 | 1 - NOT TRAPPED 2 - EXTRICATED BY MECHANICA 3 - FREED BY NON-MECHANICAL | L MEANS MEANS | GENDER | | |
| NAME: LAST, FIRST, MIDDLE SIMS GEORGE L | | | | | | 0 9 2 7 1 1 | 9 8 0 4 | .ge 2 __ | GENDER M | | |
| ADDRESS: STREE | | AVE MAPLE HTS OF | H 44137 | | | CONTACT PHONE - INCLUDE ARE | A CODE | <u> </u> | | | |
| NAME: LAST, FIRST | r, MIDDLE | | | | | DATE OF BIRT | TH A | GE | GENDER | | |
| ADDRESS: STREET | T, CITY, STATE, ZIP | | | | | CONTACT PHONE - INCLUDE AREA CODE | | | | | |
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| NAME: LAST, FIRST | r, MIDDLE | | | | | DATE OF BIRT | Н А | GE | GENDER | | |
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