



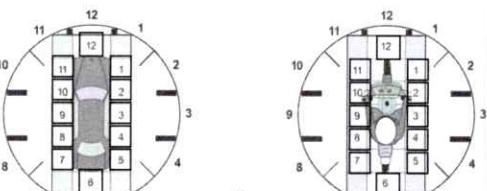
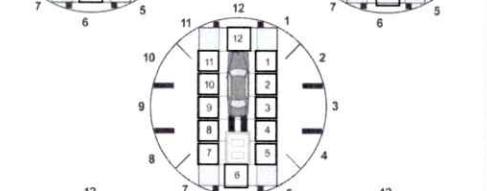
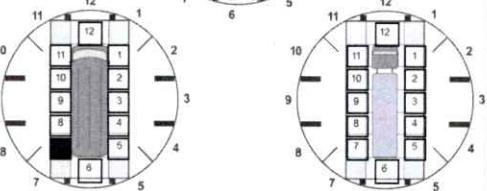
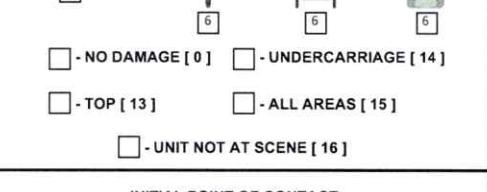
TRAFFIC CRASH REPORT

*DENOTES MANDATORY FIELD FOR SUPPLEMENT REPORT

				LOCAL REPORT NUMBER*			
<input checked="" type="checkbox"/> PHOTOS TAKEN <input type="checkbox"/> OH-2 <input type="checkbox"/> OH-3 <input type="checkbox"/> OH-1P <input type="checkbox"/> OTHER <input type="checkbox"/> SECONDARY CRASH <input type="checkbox"/> PRIVATE PROPERTY		LOCAL INFORMATION REPORTING AGENCY NAME* Fairfield Police Department NCIC* 00901					
		HIT/SKIP 1 - SOLVED 2 - UNSOLVED					
		NUMBER OF UNITS 2					
		UNIT IN ERROR 1 98 - ANIMAL 99 - UNKNOWN					
COUNTY* 09		LOCALITY* 1 - CITY 2 - VILLAGE 3 - TOWNSHIP		LOCATION: CITY, VILLAGE, TOWNSHIP* Fairfield			
REFERENCE LOCATION	ROUTE TYPE	ROUTE NUMBER	PREFIX 1 - NORTH 2 - SOUTH 3 - EAST 4 - WEST	LOCATION ROAD NAME Michael		ROAD TYPE LA	LATITUDE 39.337381
	ROUTE TYPE	ROUTE NUMBER	PREFIX 1 - NORTH 2 - SOUTH 3 - EAST 4 - WEST	REFERENCE ROAD NAME (ROAD, MILEPOST, HOUSE #) 8761		ROAD TYPE	LONGITUDE -84.527698
REFERENCE POINT 3 - INTERSECTION 2 - MILE POST 3 - HOUSE #		DIRECTION FROM REFERENCE 1 - NORTH 2 - SOUTH 3 - EAST 4 - WEST		ROUTE TYPE IR - INTERSTATE ROUTE (TP) US - FEDERAL US ROUTE SR - STATE ROUTE CR - NUMBERED COUNTY ROUTE TR - NUMBERED TOWNSHIP ROUTE		ROAD TYPE AL - ALLEY AV - AVENUE BL - BOULEVARD CR - CIRCLE CT - COURT DR - DRIVE HE - HEIGHTS HW - HIGHWAY LA - LANE MP - MILEPOST OV - OVAL PK - PARKWAY PI - PIKE PL - PLACE RD - ROAD SQ - SQUARE ST - STREET TE - TERRACE TL - TRAIL WA - WAY	
DISTANCE FROM REFERENCE 1 - MILES 2 - FEET 3 - YARDS							
LOCATION OF FIRST HARMFUL EVENT				MANNER OF CRASH COLLISION/IMPACT			
1 - ON ROADWAY 2 - ON SHOULDER 3 - IN MEDIAN 4 - ON ROADSIDE 5 - ON GORE 6 - OUTSIDE TRAFFIC WAY 7 - ON RAMP 8 - OFF RAMP				9 - CROSSOVER 10 - DRIVEWAY/ALLEY ACCESS 11 - RAILWAY GRADE CROSSING 12 - SHARED USE PATHS OR TRAILS 13 - BIKE LANE 14 - TOLL BOOTH 99 - OTHER/UNKNOWN			
1				6			
1 - NOT COLLISION 2 - REAR-TO-REAR 3 - BACKING 4 - ANGLE 5 - SIDESWIPE, SAME DIRECTION 6 - SIDESWIPE, OPPOSITE DIRECTION 7 - HEAD-ON 8 - OTHER/UNKNOWN				1 - NORTH 2 - SOUTH 3 - EAST 4 - WEST			
<input type="checkbox"/> WORK ZONE RELATED <input type="checkbox"/> WORKERS PRESENT <input type="checkbox"/> LAW ENFORCEMENT PRESENT <input type="checkbox"/> ACTIVE SCHOOL ZONE				WORK ZONE TYPE 1 - LANE CLOSURE 2 - LANE SHIFT/CROSSOVER 3 - WORK ON SHOULDER OR MEDIAN 4 - INTERMITTENT OR MOVING WORK 5 - OTHER			
LOCATION OF CRASH IN WORK ZONE 1 - BEFORE THE 1ST WORK ZONE 2 - WARNING SIGN 3 - ADVANCE WARNING AREA 4 - TRANSITION AREA 5 - ACTIVITY AREA 6 - TERMINATION AREA				CONTOUR 1			
WEATHER 1 - CLEAR 2 - CLOUDY 3 - FOG, SMOG, SMOKE 4 - RAIN 5 - SLEET, HAIL 6 - SNOW 7 - SEVERE CROSSWINDS 8 - BLOWING SAND, SOIL, DIRT, SNOW 9 - FREEZING RAIN OR FREEZING DRIZZLE 99 - OTHER/UNKNOWN				CONDITIONS 1			
SURFACE 1 - DRY 2 - WET 3 - SNOW 4 - ICE 5 - SAND, MUD, DIRT, OIL, GRAVEL 6 - WATER (STANDING, MOVING) 7 - SLUSH 9 - OTHER/UNKNOWN				MEDIAN TYPE 1 - DIVIDED FLUSH MEDIAN (< 4 FEET) 2 - DIVIDED FLUSH MEDIAN (≥ 4 FEET) 3 - DIVIDED, DEPRESSED MEDIAN 4 - DIVIDED, RAISE MEDIAN (ANY TYPE) 9 - OTHER/UNKNOWN			
LIGHT CONDITION 1 - DAYLIGHT 2 - DAWN/DUSK 3 - DARK - LIGHTED ROADWAY 4 - DARK - ROADWAY NOT LIGHTED 5 - DARK - UNKNOWN ROADWAY LIGHTING 9 - OTHER/UNKNOWN				WEATHER 1			
DIAGRAM							
NARRATIVE On 10/24/25, at approximately 2:46 p.m., Unit #1 was stopped at a stop sign in front of 8761 Michael Ln. Unit #1 failed to yield while turning left onto Michael Ln. and collided with Unit #2, which was traveling west on Michael Ln.							
CRASH REPORTED DATE/TIME 10/24/2025 14:46				DISPATCH DATE/TIME 10/24/2025 14:47		ARRIVAL DATE/TIME 10/24/2025 14:56	
						SCENE CLEARED DATE/TIME 10/24/2025 15:20	
REPORT TAKEN BY <input checked="" type="checkbox"/> POLICE AGENCY <input type="checkbox"/> MOTORIST							
SUPPLEMENT (CORRECTION OR ADDITION TO AN EXISTING REPORT SENT TO ODPS)							
TOTAL TIME ROADWAY CLOSED 0		OTHER INVESTIGATION TIME 0		TOTAL MINUTES 33		OFFICER'S NAME* Allen, Kyle	
						CHECKED BY OFFICER'S NAME*	
						OFFICER'S BADGE NUMBER* 166	
						CHECKED BY OFFICER'S BADGE NUMBER*	

IR25-005537

OWNER # 1	OWNER NAME: LAST, FIRST, MIDDLE (<input type="checkbox"/> SAME AS DRIVER) LOPEZ, STEPHANIE MATIAS		OWNER PHONE: INCLUDE AREA CODE <input type="checkbox"/> SAME AS DRIVER
OWNER ADDRESS: STREET, CITY, STATE, ZIP (<input type="checkbox"/> SAME AS DRIVER) 11 CAMELOT CIR, FAIRFIELD, OH 45014			
COMMERCIAL CARRIER: NAME, ADDRESS, CITY, STATE, ZIP			COMMERCIAL CARRIER PHONE: INCLUDE AREA CODE
LP STATE OH	LICENSE PLATE # KDD9237	VEHICLE IDENTIFICATION # 5NPDH4AE9DH413166	VEHICLE YEAR 2013
<input type="checkbox"/> INSURANCE VERIFIED	INSURANCE COMPANY PROGRESSIVE INSURANCE	INSURANCE POLICY # 863242971	COLOR Black
TYPE OF USE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> GOVERNMENT <input type="checkbox"/> IN EMERGENCY RESPONSE		US DOT #	TOWED BY: COMPANY NAME
INTERLOCK DEVICE EQUIPPED		# OCCUPANTS 4	VEHICLE WEIGHT GVWR/GCWR 1 1 - <= 10K LBS. 2 - 10,001 - 26K LBS. 3 - >= 26K LBS.
UNIT TYPE 1 1 - PASSENGER CAR 2 - PASSENGER VAN (MINIVAN) 3 - SPORT UTILITY VEHICLE 4 - PICK UP 5 - CARGO VAN		HAZARDOUS MATERIAL <input type="checkbox"/> MATERIAL RELEASED <input type="checkbox"/> PLACARD CLASS # PLACARD ID #	
0 # OF TRAILING UNITS		12 - GOLF CART 13 - SNOWMOBILE 14 - SINGLE UNIT TRUCK 15 - SEMI-TRACTOR 16 - FARM EQUIPMENT 17 - MOTORHOME	
WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 2 1 - YES 2 - NO 9 - OTHER/UNKNOWN		18 - LIMO (LIVERY VEHICLE) 19 - BUS (16+ PASSENGERS) 20 - OTHER VEHICLE 21 - HEAVY EQUIPMENT 22 - ANIMAL WITH RIDER OR ANIMAL-DRAWN VEHICLE	
AUTONOMOUS MODE LEVEL 0		23 - PEDESTRIAN/ SKATER 24 - WHEELCHAIR (ANY TYPE) 25 - OTHER NON- MOTORIST 26 - BICYCLE 27 - TRAIN 99 - UNKNOWN OR HIT/SKIP	
SPECIAL FUNCTION 1 1 - NONE 2 - TAXI 3 - ELECTRONIC RIDE SHARING 4 - SCHOOL TRANSPORT 5 - BUS - TRANSIT /COMMUTER		0 - NO AUTOMATION 1 - DRIVER ASSISTANCE 2 - PARTIAL AUTOMATION 3 - CONDITIONAL AUTOMATION 4 - HIGH AUTOMATION 5 - FULL AUTOMATION	
CARGO BODY TYPE 1 1 - NO CARGO BODY TYPE / NOT APPLICABLE 2 - BUS		6 - BUS - CHARTER/TOUR 7 - BUS - INTERCITY 8 - BUS - SHUTTLE 9 - BUS - OTHER 10 - AMBULANCE	
VEHICLE DEFECTS 1 1 - TURN SIGNALS 2 - HEAD LAMPS 3 - TAIL LAMPS		11 - FIRE 12 - MILITARY 13 - POLICE 14 - PUBLIC UTILITY 15 - CONSTRUCTION EQUIPMENT	
NON-MOTORIST LOCATION AT IMPACT 1 1 - INTERSECTION - MARKED CROSSWALK 2 - INTERSECTION - UNMARKED CROSSWALK		16 - FARM 17 - MOWING 18 - SNOW REMOVAL 19 - TOWING 20 - SAFETY SERVICE EQUIPMENT	
ACTION 3 1 - NON-CONTACT 2 - NON-COLLISION 3 - STRIKING 4 - STRUCK 5 - BOTH 6 - STRIKING PRE-CRASH & STRUCK ACTIONS 9 - OTHER/UNKNOWN		21 - MAIL CARRIER 99 - OTHER/UNKNOWN	
CONTRIBUTING CIRCUMSTANCES 2 1 - NONE 2 - FAILURE TO YIELD 3 - RAN RED LIGHT 4 - RAN STOP SIGN 5 - UNSAFE SPEED 6 - IMPROPER TURN		11 - FIRE 12 - MILITARY 13 - POLICE 14 - PUBLIC UTILITY 15 - CONSTRUCTION EQUIPMENT	
SEQUENCE OF EVENTS 1 1 - OVERTURN/ ROLLOVER 2 - FIRE/EXPLOSION 3 - IMMERSION 4 - JACKKNIFE 5 - CARGO/EQUIPMENT LOSS OR SHIFT		16 - FARM 17 - MOWING 18 - SNOW REMOVAL 19 - TOWING 20 - SAFETY SERVICE EQUIPMENT	
2 1 - IMPACT ATTENUATOR/ CRASH CUSHION 2 - BRIDGE OVERHEAD STRUCTURE 3 - BRIDGE PIER OR ABUTMENT 4 - BRIDGE PARAPET 5 - BRIDGE RAIL 6 - GUARDRAIL FACE		21 - MAIL CARRIER 99 - OTHER/UNKNOWN	
3 1 - FIRST HARMFUL EVENT		1 - NO DAMAGE [0] 2 - TOP [13] 3 - NO DAMAGE [0] 4 - TOP [13] 5 - NO DAMAGE [0] 6 - TOP [13] 7 - NO DAMAGE [0] 8 - TOP [13] 9 - NO DAMAGE [0] 10 - TOP [13] 11 - NO DAMAGE [0] 12 - TOP [13] 13 - NO DAMAGE [0] 14 - TOP [13] 15 - NO DAMAGE [0] 16 - TOP [13] 17 - NO DAMAGE [0] 18 - TOP [13] 19 - NO DAMAGE [0] 20 - TOP [13] 21 - NO DAMAGE [0] 22 - TOP [13] 23 - NO DAMAGE [0] 24 - TOP [13] 25 - NO DAMAGE [0] 26 - TOP [13] 27 - NO DAMAGE [0] 28 - TOP [13] 29 - NO DAMAGE [0] 30 - TOP [13] 31 - NO DAMAGE [0] 32 - TOP [13] 33 - NO DAMAGE [0] 34 - TOP [13] 35 - NO DAMAGE [0] 36 - TOP [13]	
4 1 - MOST HARMFUL EVENT		2 - NO DAMAGE [0] 3 - UNDERCARRIAGE [14] 4 - TOP [13] 5 - ALL AREAS [15] 6 - UNIT NOT AT SCENE [16]	
5 1 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP		INITIAL POINT OF CONTACT 1 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP	
6 1 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP		TRAFFIC 2 - TRAFFIC WAY FLOW 4 - TRAFFIC CONTROL 1 - ONE-WAY 2 - TWO-WAY 1 - ROUNDABOUT 4 - STOP SIGN 2 - SIGNAL 3 - FLASHER 5 - YIELD SIGN 6 - NO CONTROL	
7 1 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP		# OF THROUGH LANES ON ROAD 2 - RAIL GRADE CROSSING 1 - NOT INVOLVED 2 - INVOLVED-ACTIVE CROSSING 3 - INVOLVED-PASSIVE CROSSING	
8 1 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP		UNIT / NON-MOTORIST DIRECTION 2 - FROM [2] TO [4] 1 - NORTH 5 - NORTHEAST 2 - SOUTH 6 - NORTHWEST 3 - EAST 7 - SOUTHEAST 4 - WEST 8 - SOUTHWEST 9 - OTHER/UNKNOWN	
9 1 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP		UNIT SPEED 10 1 - STATED/ESTIMATED SPEED 2 - CALCULATED/EDR 3 - UNDETERMINED	
10 1 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP		DETECTED SPEED 25 1 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP	

LOCAL REPORT NUMBER*	
IR25-005537	
DAMAGE	
DAMAGE SCALE	
<input type="checkbox"/> 2	1 - NONE 2 - MINOR DAMAGE 3 - FUNCTIONAL DAMAGE 4 - DISABLING DAMAGE 9 - UNKNOWN
DAMAGED AREA(S) INDICATE ALL THAT APPLY	
	
	
	
	
	
<input type="checkbox"/> - NO DAMAGE [0] <input type="checkbox"/> - UNDERCARRIAGE [14]	
<input type="checkbox"/> - TOP [13] <input type="checkbox"/> - ALL AREAS [15]	
<input type="checkbox"/> - UNIT NOT AT SCENE [16]	
INITIAL POINT OF CONTACT	
<input type="checkbox"/> 7	0 - NO DAMAGE 1-12 - REFER TO UNIT DIAGRAM 13 - TOP
TRAFFIC	
TRAFFICWAY FLOW	TRAFFIC CONTROL
<input type="checkbox"/> 2	1 - ONE-WAY 2 - TWO-WAY
<input type="checkbox"/> 6	1 - ROUNDABOUT 2 - SIGNAL 3 - FLASHER 4 - STOP SIGN 5 - YIELD SIGN 6 - NO CONTROL
# OF THROUGH LANES ON ROAD	RAIL GRADE CROSSING
<input type="checkbox"/> 2	1 - NOT INVOLVED 2 - INVOLVED-ACTIVE CROSSING 3 - INVOLVED-PASSIVE CROSSING
UNIT / NON-MOTORIST DIRECTION	
FROM <input type="checkbox"/> 3	TO <input type="checkbox"/> 4
1 - NORTH 2 - SOUTH 3 - EAST 4 - WEST 5 - NORTHEAST 6 - NORTHWEST 7 - SOUTHEAST 8 - SOUTHWEST 9 - OTHER/UNKNOWN	
UNIT SPEED	
<input type="checkbox"/> 25	
DETECTED SPEED	
<input type="checkbox"/> 1	
1 - STATED/ESTIMATED SPEED 2 - CALCULATED/EDR 3 - UNDETERMINED	
POSTED SPEED	
<input type="checkbox"/> 25	

UNIT # <input type="checkbox"/> 2	OWNER NAME: LAST, FIRST, MIDDLE (<input type="checkbox"/> SAME AS DRIVER) FAIRFIELD CITY SCHOOL DISTRICT ADMIN	OWNER PHONE: INCLUDE AREA CODE <input type="checkbox"/> SAME AS DRIVER		
OWNER ADDRESS: STREET, CITY, STATE, ZIP (<input type="checkbox"/> SAME AS DRIVER) 4641 BACH LN, FAIRFIELD, OH 45014				
COMMERCIAL CARRIER: NAME, ADDRESS, CITY, STATE, ZIP		COMMERCIAL CARRIER PHONE: INCLUDE AREA CODE		
LP STATE <input type="checkbox"/> OH	LICENSE PLATE # <input type="checkbox"/> Q09114	VEHICLE IDENTIFICATION # <input type="checkbox"/> 4DRBUC8N8LB606391	VEHICLE YEAR <input type="checkbox"/> 2020	VEHICLE MAKE <input type="checkbox"/> Ic Bus
<input type="checkbox"/> INSURANCE VERIFIED	INSURANCE COMPANY DRIEHAUS INSURANCE GROUP	INSURANCE POLICY # <input type="checkbox"/> 7NASCA001238-01	COLOR <input type="checkbox"/> Yellow	VEHICLE MODEL <input type="checkbox"/> School Bus
TYPE OF USE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> GOVERNMENT <input type="checkbox"/> IN EMERGENCY RESPONSE		US DOT #	TOWED BY: COMPANY NAME	
INTERLOCK DEVICE EQUIPPED		# OCCUPANTS <input type="checkbox"/> 36	VEHICLE WEIGHT GVWR/GCWR <input type="checkbox"/> 3 1 - <= 10K LBS. 2 - 10,001 - 26K LBS. 3 - > 26K LBS.	
UNIT TYPE <input type="checkbox"/> 19 VEHICLE <input type="checkbox"/> 0 CARGO VAN		HAZARDOUS MATERIAL <input type="checkbox"/> MATERIAL RELEASED <input type="checkbox"/> PLACARD CLASS # <input type="checkbox"/> PLACARD ID #		
1 - PASSENGER CAR 2 - PASSENGER VAN (MINIVAN) 3 - SPORT UTILITY VEHICLE 4 - PICK UP 5 - CARGO VAN		12 - GOLF CART 13 - SNOWMOBILE 14 - SINGLE UNIT TRUCK 15 - SEMI-TRACTOR 16 - FARM EQUIPMENT 17 - MOTORHOME		
18 - LIMO (LIVERY VEHICLE) 19 - BUS (16+ PASSENGERS) 20 - OTHER VEHICLE 21 - HEAVY EQUIPMENT OR ANIMAL-DRAWN VEHICLE 22 - ANIMAL WITH RIDER 23 - PEDESTRIAN/ SKATER 24 - WHEELCHAIR (ANY TYPE) 25 - OTHER NON- MOTORIST 26 - BICYCLE 27 - TRAIN 99 - UNKNOWN OR HIT/SKIP				
# OF TRAILING UNITS <input type="checkbox"/> 0		WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? <input type="checkbox"/> 2 1 - YES 2 - NO 9 - OTHER/UNKNOWN		
AUTONOMOUS MODE LEVEL <input type="checkbox"/> 0		0 - NO AUTOMATION 1 - DRIVER ASSISTANCE 2 - PARTIAL AUTOMATION 3 - CONDITIONAL AUTOMATION 4 - HIGH AUTOMATION 5 - FULL AUTOMATION		
SPECIAL FUNCTION <input type="checkbox"/> 4 1 - NONE 2 - TAXI 3 - ELECTRONIC RIDE SHARING 4 - SCHOOL TRANSPORT 5 - BUS - TRANSIT /COMMUTER		6 - BUS - CHARTER/TOUR 7 - BUS - INTERCITY 8 - BUS - SHUTTLE 9 - BUS - OTHER 10 - AMBULANCE 11 - FIRE 12 - MILITARY 13 - POLICE 14 - PUBLIC UTILITY 15 - CONSTRUCTION EQUIPMENT 16 - FARM 17 - GROWING 18 - MOWING 19 - SNOW REMOVAL 20 - SAFETY SERVICE EQUIPMENT 21 - MAIL CARRIER 99 - OTHER/UNKNOWN		
CARGO BODY TYPE <input type="checkbox"/> 2 1 - NO CARGO BODY TYPE / NOT APPLICABLE 2 - BUS		3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE 4 - LOGGING 5 - INTERMODAL CONTAINER CHASSIS 6 - CARGO VAN/ ENCLOSED BOX 7 - GRAIN/CHIPS/GRAVEL 8 - POLE 9 - CARGO TANK 10 - FLAT BED 11 - DUMP 12 - CONCRETE MIXER 13 - AUTO TRANSPORTER 14 - GARBAGE/REFUSE 99 - OTHER/UNKNOWN		
VEHICLE DEFECTS		1 - TURN SIGNALS 2 - HEAD LAMPS 3 - TAIL LAMPS 4 - BRAKES 5 - STEERING 6 - TIRES 7 - TRAILER EQUIPMENT DEFECTIVE 99 - OTHER/UNKNOWN		
NON-MOTORIST LOCATION AT IMPACT		1 - INTERSECTION - MARKED CROSSWALK 2 - INTERSECTION - UNMARKED CROSSWALK 3 - INTERSECTION - OTHER 4 - MIDBLOCK - MARKED CROSSWALK 5 - TRAVEL LANE - OTHER LOCATION 6 - BICYCLE LANE 7 - SHOULDER/ ROADSIDE 8 - SIDEWALK 9 - MEDIAN/CROSSING ISLAND 10 - DRIVEWAY ACCESS 11 - SHARED USE PATHS OR TRAILS 12 - FIRST RESPONDER AT INCIDENT SCENE 13 - STANDING 14 - STANDING OUTSIDE 15 - WALKING, RUNNING, JOGGING, PLAYING 16 - WORKING 17 - PUSHING VEHICLE 18 - APPROACHING OR LEAVING VEHICLE 19 - STANDING 20 - OTHER NON- SPECIFIED LOCATION 21 - STANDING OUTSIDE 22 - APPROACHING OR LEAVING VEHICLE 23 - STANDING 24 - WORKING 25 - PUSHING VEHICLE		
ACTION <input type="checkbox"/> 4 1 - NON-CONTACT 2 - NON-COLLISION 3 - STRIKING 4 - STRUCK 5 - BOTH STRIKING PRE-CRASH 6 - & STRUCK ACTIONS 7 - MAKING RIGHT TURN 8 - MAKING LEFT TURN 9 - MAKING U-TURN 10 - OTHER/UNKNOWN		1 - STRAIGHT AHEAD 2 - BACKING 3 - CHANGING LANES 4 - OVERTAKING / PASSING 5 - MIDBLOCK - PASSING 6 - MAKING RIGHT TURN 7 - MAKING LEFT TURN 8 - MAKING U-TURN 9 - ENTERING TRAFFIC 10 - LEAVING TRAFFIC 11 - PARKED 12 - STOPPED IN TRAFFIC 13 - SLOWING OR STOPPED IN TRAFFIC 14 - PARKED ILLEGALLY 15 - SWERVING TO AVOID 16 - DRIVING ON ROAD 17 - DRIVING OFF ROAD 18 - FOLLOWING TOO CLOSE/ACDA 19 - IMPROPER LANE CHANGE 20 - IMPROPER PASSING 21 - IMPROPER BACKING 22 - LEFT OF CENTER 23 - FOLLOWING TOO CLOSE/ACDA 24 - IMPROPER LANE CHANGE 25 - IMPROPER PASSING 26 - IMPROPER BACKING 27 - LEFT OF CENTER 28 - FOLLOWING TOO CLOSE/ACDA 29 - IMPROPER LANE CHANGE 30 - IMPROPER PASSING 31 - IMPROPER BACKING 32 - LEFT OF CENTER 33 - FOLLOWING TOO CLOSE/ACDA 34 - IMPROPER LANE CHANGE 35 - IMPROPER PASSING 36 - IMPROPER BACKING 37 - LEFT OF CENTER 38 - FOLLOWING TOO CLOSE/ACDA 39 - IMPROPER LANE CHANGE 40 - IMPROPER PASSING 41 - IMPROPER BACKING 42 - LEFT OF CENTER 43 - FOLLOWING TOO CLOSE/ACDA 44 - IMPROPER LANE CHANGE 45 - IMPROPER PASSING 46 - IMPROPER BACKING 47 - LEFT OF CENTER 48 - FOLLOWING TOO CLOSE/ACDA 49 - IMPROPER LANE CHANGE 50 - IMPROPER PASSING 51 - IMPROPER BACKING 52 - LEFT OF CENTER 53 - FOLLOWING TOO CLOSE/ACDA 54 - IMPROPER LANE CHANGE 55 - IMPROPER PASSING 56 - IMPROPER BACKING 57 - LEFT OF CENTER 58 - FOLLOWING TOO CLOSE/ACDA 59 - IMPROPER LANE CHANGE 60 - IMPROPER PASSING 61 - IMPROPER BACKING 62 - LEFT OF CENTER 63 - FOLLOWING TOO CLOSE/ACDA 64 - IMPROPER LANE CHANGE 65 - IMPROPER PASSING 66 - IMPROPER BACKING 67 - LEFT OF CENTER 68 - FOLLOWING TOO CLOSE/ACDA 69 - IMPROPER LANE CHANGE 70 - IMPROPER PASSING 71 - IMPROPER BACKING 72 - LEFT OF CENTER 73 - FOLLOWING TOO CLOSE/ACDA 74 - IMPROPER LANE CHANGE 75 - IMPROPER PASSING 76 - IMPROPER BACKING 77 - LEFT OF CENTER 78 - FOLLOWING TOO CLOSE/ACDA 79 - IMPROPER LANE CHANGE 80 - IMPROPER PASSING 81 - IMPROPER BACKING 82 - LEFT OF CENTER 83 - FOLLOWING TOO CLOSE/ACDA 84 - IMPROPER LANE CHANGE 85 - IMPROPER PASSING 86 - IMPROPER BACKING 87 - LEFT OF CENTER 88 - FOLLOWING TOO CLOSE/ACDA 89 - IMPROPER LANE CHANGE 90 - IMPROPER PASSING 91 - IMPROPER BACKING 92 - LEFT OF CENTER 93 - FOLLOWING TOO CLOSE/ACDA 94 - IMPROPER LANE CHANGE 95 - IMPROPER PASSING 96 - IMPROPER BACKING 97 - LEFT OF CENTER 98 - FOLLOWING TOO CLOSE/ACDA 99 - IMPROPER LANE CHANGE 100 - IMPROPER PASSING 101 - IMPROPER BACKING 102 - LEFT OF CENTER 103 - FOLLOWING TOO CLOSE/ACDA 104 - IMPROPER LANE CHANGE 105 - IMPROPER PASSING 106 - IMPROPER BACKING 107 - LEFT OF CENTER 108 - FOLLOWING TOO CLOSE/ACDA 109 - IMPROPER LANE CHANGE 110 - IMPROPER PASSING 111 - IMPROPER BACKING 112 - LEFT OF CENTER 113 - FOLLOWING TOO CLOSE/ACDA 114 - IMPROPER LANE CHANGE 115 - IMPROPER PASSING 116 - IMPROPER BACKING 117 - LEFT OF CENTER 118 - FOLLOWING TOO CLOSE/ACDA 119 - IMPROPER LANE CHANGE 120 - IMPROPER PASSING 121 - IMPROPER BACKING 122 - LEFT OF CENTER 123 - FOLLOWING TOO CLOSE/ACDA 124 - IMPROPER LANE CHANGE 125 - IMPROPER PASSING 126 - IMPROPER BACKING 127 - LEFT OF CENTER 128 - FOLLOWING TOO CLOSE/ACDA 129 - IMPROPER LANE CHANGE 130 - IMPROPER PASSING 131 - IMPROPER BACKING 132 - LEFT OF CENTER 133 - FOLLOWING TOO CLOSE/ACDA 134 - IMPROPER LANE CHANGE 135 - IMPROPER PASSING 136 - IMPROPER BACKING 137 - LEFT OF CENTER 138 - FOLLOWING TOO CLOSE/ACDA 139 - IMPROPER LANE CHANGE 140 - IMPROPER PASSING 141 - IMPROPER BACKING 142 - LEFT OF CENTER 143 - FOLLOWING TOO CLOSE/ACDA 144 - IMPROPER LANE CHANGE 145 - IMPROPER PASSING 146 - IMPROPER BACKING 147 - LEFT OF CENTER 148 - FOLLOWING TOO CLOSE/ACDA 149 - IMPROPER LANE CHANGE 150 - IMPROPER PASSING 151 - IMPROPER BACKING 152 - LEFT OF CENTER 153 - FOLLOWING TOO CLOSE/ACDA 154 - IMPROPER LANE CHANGE 155 - IMPROPER PASSING 156 - IMPROPER BACKING 157 - LEFT OF CENTER 158 - FOLLOWING TOO CLOSE/ACDA 159 - IMPROPER LANE CHANGE 160 - IMPROPER PASSING 161 - IMPROPER BACKING 162 - LEFT OF CENTER 163 - FOLLOWING TOO CLOSE/ACDA 164 - IMPROPER LANE CHANGE 165 - IMPROPER PASSING 166 - IMPROPER BACKING 167 - LEFT OF CENTER 168 - FOLLOWING TOO CLOSE/ACDA 169 - IMPROPER LANE CHANGE 170 - IMPROPER PASSING 171 - IMPROPER BACKING 172 - LEFT OF CENTER 173 - FOLLOWING TOO CLOSE/ACDA 174 - IMPROPER LANE CHANGE 175 - IMPROPER PASSING 176 - IMPROPER BACKING 177 - LEFT OF CENTER 178 - FOLLOWING TOO CLOSE/ACDA 179 - IMPROPER LANE CHANGE 180 - IMPROPER PASSING 181 - IMPROPER BACKING 182 - LEFT OF CENTER 183 - FOLLOWING TOO CLOSE/ACDA 184 - IMPROPER LANE CHANGE 185 - IMPROPER PASSING 186 - IMPROPER BACKING 187 - LEFT OF CENTER 188 - FOLLOWING TOO CLOSE/ACDA 189 - IMPROPER LANE CHANGE 190 - IMPROPER PASSING 191 - IMPROPER BACKING 192 - LEFT OF CENTER 193 - FOLLOWING TOO CLOSE/ACDA 194 - IMPROPER LANE CHANGE 195 - IMPROPER PASSING 196 - IMPROPER BACKING 197 - LEFT OF CENTER 198 - FOLLOWING TOO CLOSE/ACDA 199 - IMPROPER LANE CHANGE 200 - IMPROPER PASSING 201 - IMPROPER BACKING 202 - LEFT OF CENTER 203 - FOLLOWING TOO CLOSE/ACDA 204 - IMPROPER LANE CHANGE 205 - IMPROPER PASSING 206 - IMPROPER BACKING 207 - LEFT OF CENTER 208 - FOLLOWING TOO CLOSE/ACDA 209 - IMPROPER LANE CHANGE 210 - IMPROPER PASSING 211 - IMPROPER BACKING 212 - LEFT OF CENTER 213 - FOLLOWING TOO CLOSE/ACDA 214 - IMPROPER LANE CHANGE 215 - IMPROPER PASSING 216 - IMPROPER BACKING 217 - LEFT OF CENTER 218 - FOLLOWING TOO CLOSE/ACDA 219 - IMPROPER LANE CHANGE 220 - IMPROPER PASSING 221 - IMPROPER BACKING 222 - LEFT OF CENTER 223 - FOLLOWING TOO CLOSE/ACDA 224 - IMPROPER LANE CHANGE 225 - IMPROPER PASSING 226 - IMPROPER BACKING 227 - LEFT OF CENTER 228 - FOLLOWING TOO CLOSE/ACDA 229 - IMPROPER LANE CHANGE 230 - IMPROPER PASSING 231 - IMPROPER BACKING 232 - LEFT OF CENTER 233 - FOLLOWING TOO CLOSE/ACDA 234 - IMPROPER LANE CHANGE 235 - IMPROPER PASSING 236 - IMPROPER BACKING 237 - LEFT OF CENTER 238 - FOLLOWING TOO CLOSE/ACDA 239 - IMPROPER LANE CHANGE 240 - IMPROPER PASSING 241 - IMPROPER BACKING 242 - LEFT OF CENTER 243 - FOLLOWING TOO CLOSE/ACDA 244 - IMPROPER LANE CHANGE 245 - IMPROPER PASSING 246 - IMPROPER BACKING 247 - LEFT OF CENTER 248 - FOLLOWING TOO CLOSE/ACDA 249 - IMPROPER LANE CHANGE 250 - IMPROPER PASSING 251 - IMPROPER BACKING 252 - LEFT OF CENTER 253 - FOLLOWING TOO CLOSE/ACDA 254 - IMPROPER LANE CHANGE 255 - IMPROPER PASSING 256 - IMPROPER BACKING 257 - LEFT OF CENTER 258 - FOLLOWING TOO CLOSE/ACDA 259 - IMPROPER LANE CHANGE 260 - IMPROPER PASSING 261 - IMPROPER BACKING 262 - LEFT OF CENTER 263 - FOLLOWING TOO CLOSE/ACDA 264 - IMPROPER LANE CHANGE 265 - IMPROPER PASSING 266 - IMPROPER BACKING 267 - LEFT OF CENTER 268 - FOLLOWING TOO CLOSE/ACDA 269 - IMPROPER LANE CHANGE 270 - IMPROPER PASSING 271 - IMPROPER BACKING 272 - LEFT OF CENTER 273 - FOLLOWING TOO CLOSE/ACDA 274 - IMPROPER LANE CHANGE 275 - IMPROPER PASSING 276 - IMPROPER BACKING 277 - LEFT OF CENTER 278 - FOLLOWING TOO CLOSE/ACDA 279 - IMPROPER LANE CHANGE 280 - IMPROPER PASSING 281 - IMPROPER BACKING 282 - LEFT OF CENTER 283 - FOLLOWING TOO CLOSE/ACDA 284 - IMPROPER LANE CHANGE 285 - IMPROPER PASSING 286 - IMPROPER BACKING 287 - LEFT OF CENTER 288 - FOLLOWING TOO CLOSE/ACDA 289 - IMPROPER LANE CHANGE 290 - IMPROPER PASSING 291 - IMPROPER BACKING 292 - LEFT OF CENTER 293 - FOLLOWING TOO CLOSE/ACDA 294 - IMPROPER LANE CHANGE 295 - IMPROPER PASSING 296 - IMPROPER BACKING 297 - LEFT OF CENTER 298 - FOLLOWING TOO CLOSE/ACDA 299 - IMPROPER LANE CHANGE 300 - IMPROPER PASSING 301 - IMPROPER BACKING 302 - LEFT OF CENTER 303 - FOLLOWING TOO CLOSE/ACDA 304 - IMPROPER LANE CHANGE 305 - IMPROPER PASSING 306 - IMPROPER BACKING 307 - LEFT OF CENTER 308 - FOLLOWING TOO CLOSE/ACDA 309 - IMPROPER LANE CHANGE 310 - IMPROPER PASSING 311 - IMPROPER BACKING 312 - LEFT OF CENTER 313 - FOLLOWING TOO CLOSE/ACDA 314 - IMPROPER LANE CHANGE 315 - IMPROPER PASSING 316 - IMPROPER BACKING 317 - LEFT OF CENTER 318 - FOLLOWING TOO CLOSE/ACDA 319 - IMPROPER LANE CHANGE 320 - IMPROPER PASSING 321 - IMPROPER BACKING 322 - LEFT OF CENTER 323 - FOLLOWING TOO CLOSE/ACDA 324 - IMPROPER LANE CHANGE 325 - IMPROPER PASSING 326 - IMPROPER BACKING 327 - LEFT OF CENTER 328 - FOLLOWING TOO CLOSE/ACDA 329 - IMPROPER LANE CHANGE 330 - IMPROPER PASSING 331 - IMPROPER BACKING 332 - LEFT OF CENTER 333 - FOLLOWING TOO CLOSE/ACDA 334 - IMPROPER LANE CHANGE 335 - IMPROPER PASSING 336 - IMPROPER BACKING 337 - LEFT OF CENTER 338 - FOLLOWING TOO CLOSE/ACDA 339 - IMPROPER LANE CHANGE 340 - IMPROPER PASSING 341 - IMPROPER BACKING 342 - LEFT OF CENTER 343 - FOLLOWING TOO CLOSE/ACDA 344 - IMPROPER LANE CHANGE 345 - IMPROPER PASSING 346 - IMPROPER BACKING 347 - LEFT OF CENTER 348 - FOLLOWING TOO CLOSE/ACDA 349 - IMPROPER LANE CHANGE 350 - IMPROPER PASSING 351 - IMPROPER BACKING 352 - LEFT OF CENTER 353 - FOLLOWING TOO CLOSE/ACDA 354 - IMPROPER LANE CHANGE 355 - IMPROPER PASSING 356 - IMPROPER BACKING 357 - LEFT OF CENTER 358 - FOLLOWING TOO CLOSE/ACDA 359 - IMPROPER LANE CHANGE 360 - IMPROPER PASSING 361 - IMPROPER BACKING 362 - LEFT OF CENTER 363 - FOLLOWING TOO CLOSE/ACDA 364 - IMPROPER LANE CHANGE 365 - IMPROPER PASSING 366 - IMPROPER BACKING 367 - LEFT OF CENTER 368 - FOLLOWING TOO CLOSE/ACDA 369 - IMPROPER LANE CHANGE 370 - IMPROPER PASSING 371 - IMPROPER BACKING 372 - LEFT OF CENTER 373 - FOLLOWING TOO CLOSE/ACDA 374 - IMPROPER LANE CHANGE 375 - IMPROPER PASSING 376 - IMPROPER BACKING 377 - LEFT OF CENTER 378 - FOLLOWING TOO CLOSE/ACDA 379 - IMPROPER LANE CHANGE 380 - IMPROPER PASSING 381 - IMPROPER BACKING 382 - LEFT OF CENTER 383 - FOLLOWING TOO CLOSE/ACDA 384 - IMPROPER LANE CHANGE 385 - IMPROPER PASSING 386 - IMPROPER BACKING 387 - LEFT OF CENTER 388 - FOLLOWING TOO CLOSE/ACDA 389 - IMPROPER LANE CHANGE 390 - IMPROPER PASSING 391 - IMPROPER BACKING 392 - LEFT OF CENTER 393 - FOLLOWING TOO CLOSE/ACDA 394 - IMPROPER LANE CHANGE 395 - IMPROPER PASSING 396 - IMPROPER BACKING 397 - LEFT OF CENTER 398 - FOLLOWING TOO CLOSE/ACDA 399 - IMPROPER LANE CHANGE 400 - IMPROPER PASSING 401 - IMPROPER BACKING 402 - LEFT OF CENTER 403 - FOLLOWING TOO CLOSE/ACDA 404 - IMPROPER LANE CHANGE 405 - IMPROPER PASSING 406 - IMPROPER BACKING 407 - LEFT OF CENTER 408 - FOLLOWING TOO CLOSE/ACDA 409 - IMPROPER LANE CHANGE 410 - IMPROPER PASSING 411 - IMPROPER BACKING 412 - LEFT OF CENTER 413 - FOLLOWING TOO CLOSE/ACDA 414 - IMPROPER LANE CHANGE 415 - IMPROPER PASSING 416 - IMPROPER BACKING 417 - LEFT OF CENTER 418 - FOLLOWING TOO CLOSE/ACDA 419 - IMPROPER LANE CHANGE 420 - IMPROPER PASSING 421 - IMPROPER BACKING 422 - LEFT OF CENTER 423 - FOLLOWING TOO CLOSE/ACDA 424 - IMPROPER LANE CHANGE 425 - IMPROPER PASSING 426 - IMPROPER BACKING 427 - LEFT OF CENTER 428 - FOLLOWING TOO CLOSE/ACDA 429 - IMPROPER LANE CHANGE 430 - IMPROPER PASSING 431 - IMPROPER BACKING 432 - LEFT OF CENTER 433 - FOLLOWING TOO CLOSE/ACDA 434 - IMPROPER LANE CHANGE 435 - IMPROPER PASSING 436 - IMPROPER BACKING 437 - LEFT OF CENTER 438 - FOLLOWING TOO CLOSE/ACDA 439 - IMPROPER LANE CHANGE 440 - IMPROPER PASSING 441 - IMPROPER BACKING 442 - LEFT OF CENTER 443 - FOLLOWING TOO CLOSE/ACDA 444 - IMPROPER LANE CHANGE 445 - IMPROPER PASSING 446 - IMPROPER BACKING 447 - LEFT OF CENTER 448 - FOLLOWING TOO CLOSE/ACDA 449 - IMPROPER LANE CHANGE 450 - IMPROPER PASSING 451 - IMPROPER BACKING 452 - LEFT OF CENTER 453 - FOLLOWING TOO CLOSE/ACDA 454 - IMPROPER LANE CHANGE 455 - IMPROPER PASSING 456 - IMPROPER BACKING 457 - LEFT OF CENTER 458 - FOLLOWING TOO CLOSE/ACDA 459 - IMPROPER LANE CHANGE 460 - IMPROPER PASSING 461 - IMPROPER BACKING 462 - LEFT OF CENTER 463 - FOLLOWING TOO CLOSE/ACDA 464 - IMPROPER LANE CHANGE 465 - IMPROPER PASSING 466 - IMPROPER BACKING 467 - LEFT OF CENTER 468 - FOLLOWING TOO CLOSE/ACDA 469 - IMPROPER LANE CHANGE 470 - IMPROPER PASSING 471 - IMPROPER BACKING 472 - LEFT OF CENTER 473 - FOLLOWING TOO CLOSE/ACDA 474 - IMPROPER LANE CHANGE 475 - IMPROPER PASSING 476 - IMPROPER BACKING 477 - LEFT OF CENTER 478 - FOLLOWING TOO CLOSE/ACDA 479 - IMPROPER LANE CHANGE 480 - IMPROPER PASSING 481 - IMPROPER BACKING 482 - LEFT OF CENTER 483 - FOLLOWING TOO CLOSE/ACDA 484 - IMPROPER LANE CHANGE 485 - IMPROPER PASSING 486 - IMPROPER BACKING 487 - LEFT OF CENTER 488 - FOLLOWING TOO CLOSE/ACDA 489 - IMPROPER LANE CHANGE 490 - IMPROPER PASSING 491 - IMPROPER BACKING 492 - LEFT OF CENTER 493 - FOLLOWING TOO CLOSE/ACDA 494 - IMPROPER LANE CHANGE 495 - IMPROPER PASSING 496 - IMPROPER BACKING 497 - LEFT OF CENTER 498 - FOLLOWING TOO CLOSE/ACDA 499 - IMPROPER LANE CHANGE 500 - IMPROPER PASSING 501 - IMPROPER BACKING 502 - LEFT OF CENTER 503 - FOLLOWING TOO CLOSE/ACDA 504 - IMPROPER LANE CHANGE 505 - IMPROPER PASSING 506 - IMPROPER BACKING 507 - LEFT OF CENTER 508 - FOLLOWING TOO CLOSE/ACDA 509 - IMPROPER LANE CHANGE 510 - IMPROPER PASSING 511 - IMPROPER BACKING 512 - LEFT OF CENTER 513 - FOLLOWING TOO CLOSE/ACDA 514 - IMPROPER LANE CHANGE 515 - IMPROPER PASSING 516 - IMPROPER BACKING 517 - LEFT OF CENTER 518 - FOLLOWING TOO CLOSE/ACDA 519 - IMPROPER LANE CHANGE 520 - IMPROPER PASSING 521 - IMPROPER BACKING 522 - LEFT OF CENTER 523 - FOLLOWING TOO CLOSE/ACDA 524 - IMPROPER LANE CHANGE 525 - IMPROPER PASSING 526 - IMPROPER BACKING 527 - LEFT OF CENTER 528 - FOLLOWING TOO CLOSE/ACDA 529 - IMPROPER LANE CHANGE 530 - IMPROPER PASSING 531 - IMPROPER BACKING 532 - LEFT OF CENTER 533 - FOLLOWING TOO CLOSE/ACDA 534 - IMPROPER LANE CHANGE 535 - IMPROPER PASSING 536 - IMPROPER BACKING 537 - LEFT OF CENTER 538 - FOLLOWING TOO CLOSE/ACDA 539 - IMPROPER LANE CHANGE 540 - IMPROPER PASSING 541 - IMPROPER BACKING 542 - LEFT OF CENTER 543 - FOLLOWING TOO CLOSE/ACDA 544 - IMPROPER LANE CHANGE 545 - IMPROPER PASSING 546 - IMPROPER BACKING 547 - LEFT OF CENTER 548 - FOLLOWING TOO CLOSE/ACDA 549 - IMPROPER LANE CHANGE 550 - IMPROPER PASSING 551 - IMPROPER BACKING 552 - LEFT OF CENTER 553 - FOLLOWING TOO CLOSE/ACDA 554 - IMPROPER LANE CHANGE 555 - IMPROPER PASSING 556 - IMPROPER BACKING 557 - LEFT OF CENTER 558 - FOLLOWING TOO CLOSE/ACDA 559 - IMPROPER LANE CHANGE 560 - IMPROPER PASSING 561 - IMPROPER BACKING 562 - LEFT OF CENTER 563 - FOLLOWING TOO CLOSE/ACDA 564 - IMPROPER LANE CHANGE 565 - IMPROPER PASSING 566 - IMPROPER BACKING 567 - LEFT OF CENTER 568 - FOLLOWING TOO CLOSE/ACDA 569 - IMPROPER LANE CHANGE 570 - IMPROPER PASSING 571 - IMPROPER BACKING 572 - LEFT OF CENTER 573 - FOLLOWING TOO CLOSE/ACDA 574 - IMPROPER LANE CHANGE 575 - IMPROPER PASSING 576 - IMPROPER BACKING 577 - LEFT OF CENTER 578 - FOLLOWING TOO CLOSE/ACDA 579 - IMPROPER LANE CHANGE 580 - IMPROPER PASSING 581 - IMPROPER BACKING 582 - LEFT OF CENTER 583 - FOLLOWING TOO CLOSE/ACDA 584 - IMPROPER LANE CHANGE 585 - IMPROPER PASSING 586 - IMPROPER BACKING 587 - LEFT OF CENTER 588 - FOLLOWING TOO CLOSE/ACDA 589 - IMPROPER LANE CHANGE 590 - IMPROPER PASSING 591 - IMPROPER BACKING 592 - LEFT OF CENTER 593 - FOLLOWING TOO CLOSE/ACDA 594 - IMPROPER LANE CHANGE 595 - IMPROPER PASSING 596 - IMPROPER BACKING 597 - LEFT OF CENTER 598 - FOLLOWING TOO CLOSE/ACDA 599 - IMPROPER LANE CHANGE 600 - IMPROPER PASSING 504 - IMPROPER BACKING 505 - LEFT OF CENTER 506 - FOLLOWING TOO CLOSE/ACDA 507 - IMPROPER LANE CHANGE 508 - IMPROPER PASSING 509 - IMPROPER BACKING 510 - LEFT OF CENTER 511 - FOLLOWING TOO CLOSE/ACDA 512 - IMPROPER LANE CHANGE 513 - IMPROPER PASSING 514 - IMPROPER BACKING 515 - LEFT OF CENTER 516 - FOLLOWING TOO CLOSE/ACDA 517 - IMPROPER LANE CHANGE 518 - IMPROPER PASSING 519 - IMPROPER BACKING 520 - LEFT OF CENTER 521 - FOLLOWING TOO CLOSE/ACDA 522 - IMPROPER LANE CHANGE 523 - IMPROPER PASSING 524 - IMPROPER BACKING 525 - LEFT OF CENTER 526 - FOLLOWING TOO CLOSE/ACDA 527 - IMPROPER LANE CHANGE 528 - IMPROPER PASSING 529 - IMPROPER BACKING 530 - LEFT OF CENTER 531 - FOLLOWING TOO CLOSE/ACDA 532 - IMPROPER LANE CHANGE 533 - IMPROPER PASSING 534 - IMPROPER BACKING 535 - LEFT OF CENTER 536 - FOLLOWING TOO CLOSE/ACDA 537 - IMPROPER LANE CHANGE 538 - IMPROPER PASSING 539 - IMPROPER BACKING 540 - LEFT OF CENTER 541 - FOLLOWING TOO CLOSE/ACDA 542 - IMPROPER LANE CHANGE 543 - IMPROPER PASSING 544 - IMPROPER BACKING 545 - LEFT OF CENTER 546 - FOLLOWING TOO CLOSE/ACDA 547 - IMPROPER LANE CHANGE 548 - IMPROPER PASSING 549 - IMPROPER BACKING 550 - LEFT OF CENTER 551 - FOLLOWING TOO CLOSE/ACDA 552 - IMPROPER LANE CHANGE 553 - IMPROPER PASSING 554 - IMPROPER BACKING 555 - LEFT OF CENTER 556 - FOLLOWING TOO CLOSE/ACDA 557 - IMPROPER LANE CHANGE 558 - IMPROPER PASSING 559 - IMPROPER BACKING 560 - LEFT OF CENTER 561 - FOLLOWING TOO CLOSE/ACDA 562 - IMPROPER LANE CHANGE 563 - IMPROPER PASSING 564 - IMPROPER BACKING 565 - LEFT OF CENTER 566 - FOLLOWING TOO CLOSE/ACDA 567 - IMPROPER LANE CHANGE 568 - IMPROPER PASSING 569 - IMPROPER BACKING 570 - LEFT OF CENTER 571 - FOLLOWING TOO CLOSE/ACDA 572 - IMPROPER LANE CHANGE 573 - IMPROPER PASSING 574 - IMPROPER BACKING 575 - LEFT OF CENTER 576 - FOLLOWING TOO CLOSE/ACDA 577 - IMPROPER LANE CHANGE 578 - IMPROPER PASSING 579 - IMPROPER BACKING 580 - LEFT OF CENTER 581 - FOLLOWING TOO CLOSE/ACDA 582 - IMPROPER LANE CHANGE 583 - IMPROPER PASSING 584 - IMPROPER BACKING 585 - LEFT OF CENTER 586 - FOLLOWING TOO CLOSE/ACDA 587 - IMPROPER LANE CHANGE 588 - IMPROPER PASSING 589 - IMPROPER BACKING 590 - LEFT OF CENTER 591 - FOLLOWING TOO CLOSE/ACDA 592 - IMPROPER LANE CHANGE 593 - IMPROPER PASSING 594 - IMPROPER BACKING 595 - LEFT OF CENTER 596 - FOLLOWING TOO CLOSE/ACDA 597 - IMPROPER LANE CHANGE 598 - IMPROPER PASSING 599 - IMPROPER BACKING 600 - LEFT OF CENTER 501 - IMPROPER BACKING 502 - LEFT OF CENTER 503 - FOLLOWING TOO CLOSE/ACDA 504 - IMPROPER LANE CHANGE 505 - IMPROPER PASSING 506 - IMPROPER BACKING 507 - LEFT OF CENTER 508 - FOLLOWING TOO CLOSE/ACDA 509 - IMPROPER LANE CHANGE 510 - IMPROPER PASSING 511 - IMPROPER BACKING 512 - LEFT OF CENTER 513 - FOLLOWING TOO CLOSE/ACDA 514 - IMPROPER LANE CHANGE 515 - IMPROPER PASSING 516 - IMPROPER BACKING 517 - LEFT OF CENTER 518 - FOLLOWING TOO CLOSE/ACDA 519 - IMPROPER LANE CHANGE 520 - IMPROPER PASSING 521 - IMPROPER BACKING 522 - LEFT OF CENTER 523 - FOLLOWING TOO CLOSE/ACDA 524 - IMPROPER LANE CHANGE 525 - IMPROPER PASSING 526 - IMPROPER BACKING 527 - LEFT OF CENTER 528 - FOLLOWING TOO CLOSE/ACDA 529 - IMPROPER LANE CHANGE 530 - IMPROPER PASSING 531 - IMPROPER BACKING 532 - LEFT OF CENTER 533 - FOLLOWING TOO CLOSE/ACDA 534 - IMPROPER LANE CHANGE 535 - IMPRO		



MOTORIST / NON-MOTORIST

LOCAL REPORT NUMBER*

IR25-005537

MOTORIST / NON-MOTORIST	UNIT #	NAME: LAST, FIRST, MIDDLE								DATE OF BIRTH				AGE	GENDER					
	1	DE LA CRUZ LOPEZ, LESZLIE								05/28/2007				18	F					
ADDRESS: STREET, CITY, STATE, ZIP															CONTACT PHONE - INCLUDE AREA CODE					
10984 MAPLEHILL DR, CINCINNATI, OH 45240																				
MOTORIST / NON-MOTORIST	INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)			INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY)			SAFETY EQUIPMENT USED	4	<input type="checkbox"/> DOT-COMPLIANT MC HELMET	SEATING POSITION	1	AIR BAG USAGE	1	EJECTION	1	TRAPPED		
	5																			
OL STATE	OPERATOR LICENSE NUMBER			OFFENSE CHARGED			LOCAL CODE	OFFENSE DESCRIPTION					CITATION NUMBER							
OH				331.17a				Right of Way When Turning Left					2500238701							
OL CLASS	ENDORSEMENT SELECT UP TO 2	RESTRICTION SELECT UP TO 3			DRIVER DISTRACTED BY	1	ALCOHOL / DRUG SUSPECTED			CONDITION	1	<input type="checkbox"/> ALCOHOL	<input type="checkbox"/> MARIJUANA	<input type="checkbox"/> OTHER DRUG	ALCOHOL TEST			DRUG TEST(S)		
						1					1									
UNIT #	NAME: LAST, FIRST, MIDDLE										DATE OF BIRTH				AGE	GENDER				
2	KAIN, ROBERT JASON										02/26/1975				50	M				
ADDRESS: STREET, CITY, STATE, ZIP															CONTACT PHONE - INCLUDE AREA CODE					
5013 DENISON DR, FAIRFIELD, OH 45014																				
MOTORIST / NON-MOTORIST	INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)			INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY)			SAFETY EQUIPMENT USED	4	<input type="checkbox"/> DOT-COMPLIANT MC HELMET	SEATING POSITION	1	AIR BAG USAGE	1	EJECTION	1	TRAPPED		
	5																			
OL STATE	OPERATOR LICENSE NUMBER			OFFENSE CHARGED			LOCAL CODE	OFFENSE DESCRIPTION					CITATION NUMBER							
OH																				
OL CLASS	ENDORSEMENT SELECT UP TO 2	RESTRICTION SELECT UP TO 3			DRIVER DISTRACTED BY	1	ALCOHOL / DRUG SUSPECTED			CONDITION	1	<input type="checkbox"/> ALCOHOL	<input type="checkbox"/> MARIJUANA	<input type="checkbox"/> OTHER DRUG	ALCOHOL TEST			DRUG TEST(S)		
						1					1									
UNIT #	NAME: LAST, FIRST, MIDDLE										DATE OF BIRTH				AGE	GENDER				
ADDRESS: STREET, CITY, STATE, ZIP															CONTACT PHONE - INCLUDE AREA CODE					
MOTORIST / NON-MOTORIST	INJURIES	INJURED TAKEN BY	EMS AGENCY (NAME)			INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY)			SAFETY EQUIPMENT USED		<input type="checkbox"/> DOT-COMPLIANT MC HELMET	SEATING POSITION		AIR BAG USAGE		EJECTION		TRAPPED		
OL STATE	OPERATOR LICENSE NUMBER			OFFENSE CHARGED			LOCAL CODE	OFFENSE DESCRIPTION					CITATION NUMBER							
OL CLASS	ENDORSEMENT SELECT UP TO 2	RESTRICTION SELECT UP TO 3			DRIVER DISTRACTED BY		ALCOHOL / DRUG SUSPECTED			CONDITION		<input type="checkbox"/> ALCOHOL	<input type="checkbox"/> MARIJUANA	<input type="checkbox"/> OTHER DRUG	ALCOHOL TEST			DRUG TEST(S)		
INJURIES	SEATING POSITION		AIR BAG		OL CLASS	OL RESTRICTION(S)		DRIVER DISTRACTION		TEST STATUS										
1 - FATAL 2 - SUSPECTED SERIOUS INJURY 3 - SUSPECTED MINOR INJURY 4 - POSSIBLE INJURY 5 - NO APPARENT INJURY	1 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER) 2 - FRONT - MIDDLE 3 - FRONT - RIGHT SIDE 4 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGER) 5 - SECOND - MIDDLE 6 - SECOND - RIGHT SIDE 7 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR) 8 - THIRD - MIDDLE 9 - THIRD - RIGHT 10 - SLEEPER SECTION OF TRUCK CAB 11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON-TRAILING UNIT, BUS, PICK-UP WITH CAP) 12 - PASSENGER IN UNENCLOSED CARGO AREA 13 - TRAILING UNIT 14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT) 15 - NON-MOTORIST 99 - OTHER / UNKNOWN		1 - NOT DEPLOYED 2 - DEPLOYED FRONT 3 - DEPLOYED SIDE 4 - DEPLOYED BOTH FRONT / SIDE 5 - NOT APPLICABLE 9 - DEPLOYMENT UNKNOWN		1 - NOT	1 - CLASS A 2 - CLASS B 3 - CLASS C 4 - REGULAR CLASS (OHIO = D) 5 - M/C MOPED ONLY 6 - NO VALID OL		1 - ALCOHOL INTERLOCK DEVICE 2 - CDL INTRASTATE ONLY 3 - CORRECTIVE LENSES 4 - FARM WAIVER 5 - EXCEPT CLASS A BUS 6 - EXCEPT CLASS A & CLASS B BUS 7 - EXCEPT TRACTOR-TRAILER 8 - INTERMEDIATE LICENSE RESTRICTIONS 9 - LEARNER'S PERMIT RESTRICTIONS 10 - LIMITED TO DAYLIGHT ONLY 11 - LIMITED TO EMPLOYMENT 12 - LIMITED - OTHER 13 - MECHANICAL DEVICES (SPECIAL BRAKES, HAND CONTROLS, OR OTHER ADAPTIVE DEVICES) 14 - MILITARY VEHICLES ONLY 15 - MOTOR VEHICLES WITHOUT AIR BRAKES 16 - OUTSIDE MIRROR 17 - PROSTHETIC AID 18 - OTHER		1 - NOT DISTRACTED 2 - MANUALLY OPERATING AN ELECTRONIC COMMUNICATION DEVICE (TEXTING, TYPING, DIALING) 3 - TALKING ON HANDS-FREE COMMUNICATION DEVICE 4 - TALKING ON HAND-HELD COMMUNICATION DEVICE 5 - OTHER ACTIVITY WITH AN ELECTRONIC DEVICE 6 - PASSENGER 7 - OTHER DISTRACTION INSIDE THE VEHICLE 8 - OTHER DISTRACTION OUTSIDE THE VEHICLE 9 - OTHER / UNKNOWN		1 - NONE GIVEN 2 - TEST REFUSED 3 - TEST GIVEN, CONTAMINATED SAMPLE / UNUSABLE 4 - TEST GIVEN, RESULTS KNOWN 5 - TEST GIVEN, RESULTS UNKNOWN								
INJURED TAKEN BY	EJECTION		OL ENDORSEMENT		TRAPPED		GENDER		CONDITION		ALCOHOL TEST TYPE									
1 - NOT TRANSPORTED / TREATED AT SCENE 2 - EMS 3 - POLICE 9 - OTHER / UNKNOWN	1 - NOT EJECTED 2 - PARTIALLY EJECTED 3 - TOTALLY EJECTED 4 - NOT APPLICABLE		H - HAZMAT M - MOTORCYCLE P - PASSENGER N - TANKER Q - MOTOR SCOOTER R - THREE-WHEEL MOTORCYCLE S - SCHOOL BUS T - DOUBLE & TRIPLE TRAILERS X - TANKER / HAZMAT		1 - NOT TRAPPED 2 - EXTRICATED BY MECHANICAL MEANS 3 - FREED BY NON-MECHANICAL MEANS		F - FEMALE M - MALE U - OTHER / UNKNOWN		1 - APPARENTLY NORMAL 2 - PHYSICAL IMPAIRMENT 3 - EMOTIONAL (E.G., DEPRESSED, ANGRY, DISTURBED) 4 - ILLNESS 5 - FELL ASLEEP, FAINTED, FATIGUED, ETC. 6 - UNDER THE INFLUENCE OF MEDICATIONS / DRUGS / ALCOHOL 9 - OTHER / UNKNOWN		1 - NONE 2 - BLOOD 3 - URINE 4 - BREATH 5 - OTHER									
SAFETY EQUIPMENT	TRAPPED		GENDER		CONDITION		DRUG TEST TYPE													
1 - NONE USED 2 - SHOULDER BELT ONLY USED 3 - LAP BELT ONLY USED 4 - SHOULDER & LAP BELT USED 5 - CHILD RESTRAINT SYSTEM - FORWARD FACING 6 - CHILD RESTRAINT SYSTEM - REAR FACING 7 - BOOSTER SEAT 8 - HELMET USED 9 - PROTECTIVE PADS USED (ELBOW, KNEES, ETC.) 10 - REFLECTIVE CLOTHING 11 - LIGHTING - PEDESTRIAN / BICYCLE ONLY 99 - OTHER / UNKNOWN	1 - APPARENTLY NORMAL 2 - PHYSICAL IMPAIRMENT 3 - EMOTIONAL (E.G., DEPRESSED, ANGRY, DISTURBED) 4 - ILLNESS 5 - FELL ASLEEP, FAINTED, FATIGUED, ETC. 6 - UNDER THE INFLUENCE OF MEDICATIONS / DRUGS / ALCOHOL 9 - OTHER / UNKNOWN		1 - NONE 2 - BLOOD 3 - URINE 4 - OTHER																	
	DRUG TEST RESULT(S)																			
	1 - AMPHETAMINES 2 - BARBITURATES 3 - BENZODIAZEPINES 4 - CANNABINOIDS 5 - COCAINE 6 - OPIATES / OPIOIDS 7 - OTHER 8 - NEGATIVE RESULTS																			



OCCUPANT / WITNESS ADDENDUM

LOCAL REPORT NUMBER*

IR25-005537

OCCUPANT	UNIT #	NAME: LAST, FIRST, MIDDLE 1 LOPEZ FELIPE, DILMA				DATE OF BIRTH	AGE	GENDER																																																																																																																																														
	ADDRESS: STREET, CITY, STATE, ZIP 10984 MAPLEHILL DR, SPRINGFIELD TWP, OH 45240				CONTACT PHONE - INCLUDE AREA CODE																																																																																																																																																	
	INJURIES 5	INJURED TAKEN BY []	EMS AGENCY (NAME)	INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY)	SAFETY EQUIPMENT USED 4	<input type="checkbox"/> DOT-COMPLIANT MC HELMET	SEATING POSITION 3	AIR BAG USAGE 1	EJECTION 1	TRAPPED 1																																																																																																																																												
OCCUPANT	UNIT #	NAME: LAST, FIRST, MIDDLE 1 LOPEZ, AYDEN SALES				DATE OF BIRTH	AGE	GENDER																																																																																																																																														
	ADDRESS: STREET, CITY, STATE, ZIP 10984 MAPLEHILL DR, SPRINGFIELD TWP, OH 45240				CONTACT PHONE - INCLUDE AREA CODE																																																																																																																																																	
	INJURIES 5	INJURED TAKEN BY []	EMS AGENCY (NAME)	INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY)	SAFETY EQUIPMENT USED 6	<input type="checkbox"/> DOT-COMPLIANT MC HELMET	SEATING POSITION 6	AIR BAG USAGE 1	EJECTION 1	TRAPPED 1																																																																																																																																												
OCCUPANT	UNIT #	NAME: LAST, FIRST, MIDDLE 1 LOPEZ, SEBASTIAN				DATE OF BIRTH	AGE	GENDER																																																																																																																																														
	ADDRESS: STREET, CITY, STATE, ZIP 10984 MAPLEHILL DR, SPRINGFIELD TWP, OH 45240				CONTACT PHONE - INCLUDE AREA CODE																																																																																																																																																	
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