

TRAFFIC CRASH REPORT



LOCAL REPORT #
7 1 - 0 6 0 8 - 7 1

CRASH SEVERITY
1 FATAL 3 PDO
2 INJURY 4 UNKNOWN

PRIVATE PROPERTY
"X" IF YES

HITSKIP
1 NOT HITSKIP
2 SOLVED
3 UNSOLVED

PHOTOS TAKEN
"X" IF YES

OH-2 OH-3 OH-4P OTHER
X X X X

N.C.I.C. #
O H P 7 1

REPORTING AGENCY # UNITS
Ohio State Highway Patrol 0 2

UNIT ERROR
98 = ANIMAL
99 = UNKNOWN

DATE OF CRASH #
0 6 0 3 2 0 0 8

TIME OF CRASH
2 1 0 3

DAY OF WEEK
T U E

CITY * VILLAGE * TWP *
X

NAME (OF CITY, VILLAGE OR TOWNSHIP) *
Green

COUNTY # *
7 1

LATITUDE
39:24:52.72

LONGITUDE
82:58:56.66

CRASH OCCURRED ON
PREFIX CRASH LOCATION
SR0207

TYPE LOC 3
1 NAMED STREET 3 NUMBERED ROUTE
2 NUMBERED STREET

LOCAL INFORMATION

AT / REFERENCE

DIST REFERENCE OR PREFIX REFERENCE
At MP000.6

REF POINT 06

REFERENCE POINT USED
01 STATE LINE 04 HOUSE NUMBER 06 PLACE NAME W/O REFERENCE
02 INTERSECTION 2 STREETS 05 TOWNSHIP BOUNDARY 09 DRIVEWAY
03 COUNTY LINE 07 CORPORATION LIMIT 10 STREET OR ROUTE W/O REFERENCE

Motorist/Non-Motorist

UNIT # # OF OCC.
A 0 1 0 3 NAME (LAST, FIRST, MIDDLE)

ADDRESS (STREET, CITY, STATE, ZIP CODE)
McArthur, Ohio

SOCIAL SECURITY NUMBER DATE OF BIRTH AGE SEX HOME PHONE # WORK PHONE #
5 8 M

DL STATE DL # LP STATE LP # INJURED TAKEN BY 2 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE TRANSPORTED BY Green Twp Squad INJURED TAKEN TO Adena Hospital

OWNER NAME (IF SAME, WRITE "SAME") ADDRESS (STREET, CITY, STATE, ZIP CODE)
Rehabilitation, And Corrections 1050 Freeway DR, Columbus, Ohio 43229

YEAR MAKE MODEL COLOR INSURANCE COMPANY TOWING SERVICE OWNER PHONE #
2 0 0 3 FORD F-350 WHI State of Ohio CV Transport (740)774-7080

OFFENSE CHARGED OFFENSE DESCRIPTION CITATION # LOCAL CODE? "X" IF YES

UNIT # # OF OCC.
B 0 2 0 1 NAME (LAST, FIRST, MIDDLE)

ADDRESS (STREET, CITY, STATE, ZIP CODE)
Dublin, Ohio

SOCIAL SECURITY NUMBER DATE OF BIRTH AGE SEX HOME PHONE # WORK PHONE #
5 2 M

DL STATE DL # LP STATE LP # INJURED TAKEN BY 2 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE TRANSPORTED BY Green Twp Squad INJURED TAKEN TO Adena Hospital

OWNER NAME (IF SAME, WRITE "SAME") ADDRESS (STREET, CITY, STATE, ZIP CODE)
SAME

YEAR MAKE MODEL COLOR INSURANCE COMPANY TOWING SERVICE OWNER PHONE #
2 0 0 7 LEX LS 350 MAR Nationwide Penwells

OFFENSE CHARGED OFFENSE DESCRIPTION CITATION # LOCAL CODE? "X" IF YES

Occupant

UNIT # # OF OCC. NAME (LAST, FIRST, MIDDLE) HOME PHONE # DATE OF BIRTH AGE SEX
C 0 1 2 4 M

ADDRESS (STREET, CITY, STATE, ZIP CODE) Chillicothe, Ohio

SOCIAL SECURITY NUMBER DATE OF BIRTH AGE SEX HOME PHONE # WORK PHONE #
4 6 M

DL STATE DL # LP STATE LP # INJURED TAKEN BY 4 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE TRANSPORTED BY Hall Funeral Home INJURED TAKEN TO Ross County Morgue

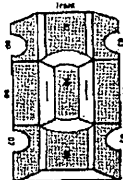
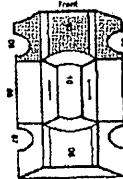
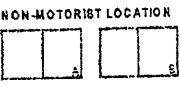
OWNER NAME (IF SAME, WRITE "SAME") ADDRESS (STREET, CITY, STATE, ZIP CODE)
Cincinnati, Ohio

YEAR MAKE MODEL COLOR INSURANCE COMPANY TOWING SERVICE OWNER PHONE #

OFFENSE CHARGED OFFENSE DESCRIPTION CITATION # LOCAL CODE? "X" IF YES

SEATING POSITION SAFETY EQUIPMENT AIR BAG AIR BAG SWITCH EJECTION TRAPPED INJURIES
0 1 0 4 1 1 1 3 3
0 1 0 4 2 1 1 3 5
0 3 0 4 1 1 1 3 3
0 5 0 1 5 1 1 2 5

BLANK FOR WITNESS 14 EXTERIOR 15 OTHER 16 NON-MOTORIST 17 UNKNOWN SUPPLEMENT "X" IF YES

UNIT NUMBERS 1 0 2		DAMAGE AREA  		PRE-CRASH ACTIONS 0 1 0 1 MOTORIST 01 MOVEMENTS ESSENTIALLY STRAIGHT AHEAD 02 BACKING 03 CHANGING LANES 04 OVERTAKING/PASSING 05 TURNING RIGHT 06 TURNING LEFT 07 MAKING U-TURN 08 ENTERING TRAFFIC LANE 09 LEAVING TRAFFIC LANE 10 PARKED 11 SLOWING/STOPPED IN TRAFFIC 12 DRIVERLESS 13 OTHER 14 UNKNOWN NON-MOTORIST 15 ENTERING/CROSSING IN SPECIFIED LOCATION 16 WALKING, ROLLING, JOGGING PLAYING, CYCLING 17 WORKING 18 PUSHING VEHICLE 19 APPROACHING/LEAVING VEHICLE 20 PLAYING/WORKING ON VEHICLE 21 STANDING 22 OTHER 23 UNKNOWN		SEQUENCE OF EVENTS <table border="1"> <tr><td>A</td><td>2</td><td>0</td><td>1</td><td>0</td></tr> <tr><td>B</td><td>0</td><td>8</td><td>2</td><td>0</td></tr> <tr><td>C</td><td></td><td></td><td>0</td><td>9</td></tr> <tr><td>D</td><td></td><td></td><td></td><td></td></tr> <tr><td>E</td><td></td><td></td><td></td><td></td></tr> <tr><td>F</td><td></td><td></td><td></td><td></td></tr> <tr><td>G</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>I</td><td></td><td></td><td></td><td></td></tr> <tr><td>J</td><td></td><td></td><td></td><td></td></tr> <tr><td>K</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>N</td><td></td><td></td><td></td><td></td></tr> <tr><td>O</td><td></td><td></td><td></td><td></td></tr> <tr><td>P</td><td></td><td></td><td></td><td></td></tr> <tr><td>Q</td><td></td><td></td><td></td><td></td></tr> <tr><td>R</td><td></td><td></td><td></td><td></td></tr> <tr><td>S</td><td></td><td></td><td></td><td></td></tr> <tr><td>T</td><td></td><td></td><td></td><td></td></tr> <tr><td>U</td><td></td><td></td><td></td><td></td></tr> <tr><td>V</td><td></td><td></td><td></td><td></td></tr> <tr><td>W</td><td></td><td></td><td></td><td></td></tr> <tr><td>X</td><td></td><td></td><td></td><td></td></tr> <tr><td>Y</td><td></td><td></td><td></td><td></td></tr> <tr><td>Z</td><td></td><td></td><td></td><td></td></tr> </table> NON-COLLISION 01 OVERTURN/ROLLOVER 02 FIRE/EXPLOSION 03 IMMERSION 04 JACKKNIFE 05 CARGO/EQUIPMENT LOSS/SHIFT 06 EQUIPMENT FAILURE 07 SEPARATION OF UNITS 08 RAN OFF ROAD RIGHT 09 RAN OFF ROAD LEFT 10 CROSS MEDIAN/CENTERLINE 11 DOWNHILL RUNAWAY 12 OTHER NON-COLLISION 13 UNKNOWN NON-COLLISION COLLISION W/PERSON, VEHICLE, OR OBJECT NOT FIXED 14 PEDESTRIAN 15 PEDALCYCLE 16 RAILWAY VEHICLE 17 ANIMAL - FARM 18 ANIMAL - DEER 19 ANIMAL - OTHER 20 MOTOR VEHICLE IN TRANSPORT 21 PARKED MOTOR VEHICLE 22 WORK ZONE MAINTENANCE EQUIPMENT 23 OTHER MOVABLE OBJECT 24 UNKNOWN MOVABLE OBJECT COLLISION WITH FIXED OBJECT 25 IMPACT ATTENUATOR/CRASH CUSHION 26 BRIDGE OVERHEAD STRUCTURE 27 BRIDGE PIER OR ABUTMENT 28 BRIDGE PARAPET 29 BRIDGE RAIL 30 GUARDRAIL FACE 31 GUARDRAIL END 32 MEDIUM BARRIER 33 HIGHWAY TRAFFIC SIGN POST 34 OVERHEAD SIGN POST 35 LIGHT/LUMINARIES SUPPORT 36 UTILITY POLE 37 OTHER POST, POLE OR SUPPORT 38 CULVERT 39 CURB 40 DITCH 41 EMBANKMENT 42 FENCE 43 MAILBOX 44 TREE 45 OTHER FIXED OBJECT 46 WORK ZONE MAINTENANCE EQUIPMENT 47 UNKNOWN FIXED OBJECT 48 OTHER 49 UNKNOWN		A	2	0	1	0	B	0	8	2	0	C			0	9	D					E					F					G					H					I					J					K					L					M					N					O					P					Q					R					S					T					U					V					W					X					Y					Z					POSTED SPEED 5 5 5 5		DRUG TEST STATUS 5 5 1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN	
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NON-MOTORIST LOCATION  01 MARKED CROSSWALK AT INTERSECTION 02 INTERSECTION NO CROSSWALK 03 NON-INTERSECTION CROSSWALK 04 DRIVEWAY ACCESS CROSSWALK 05 IN ROADWAY 06 NOT IN ROADWAY 07 MEDIAN (BUT NOT SHOULDER) 08 ISLAND 09 SHOULDER 10 SIDEWALK 11 WITHIN 10 FEET OF ROADWAY (NOT SHOULDER, MEDIAN, SIDEWALK, ISLAND) 12 BEYOND 10 FEET OF ROADWAY (WITHIN TRAFFICWAY) 13 OUTSIDE TRAFFICWAY 14 SHARED PATHS OR TRAILS 15 UNKNOWN		MOST DAMAGED AREA 1 3 0 9		CONTRIBUTING CIRCUMSTANCES 0 1 0 7 MOTORIST 01 NONE 02 FAILURE TO YIELD 03 RAN RED LIGHT, OR STOP SIGN 04 EXCEEDED SPEED LIMIT 05 UNSAFE SPEED 06 IMPROPER TURN 07 LEFT OF CENTER 08 FOLLOWED TOO CLOSELY/ACDA 09 IMPROPER LANE CHANGE/ DROVE OFF ROAD/ IMPROPER PASSING 10 IMPROPER BACKING 11 IMPROPER START FROM PARKED POSITION 12 STOPPED OR PARKED ILLEGALLY 13 OPERATING VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER 14 SWERVING TO AVOID (DUE TO WIND, SLIPPERY SURFACE, VEHICLE, OBJECT NON-MOTORIST IN ROADWAY, ETC) 15 FAILURE TO CONTROL 16 VISION OBSTRUCTION 17 DRIVER INATTENTION 18 FATIGUE/ASLEEP 19 OPERATING DEFECTIVE EQUIPMENT 20 LOAD SHIFTING/FALLING/SPILLING 21 OTHER IMPROPER ACTION 22 UNKNOWN NON-MOTORIST 23 NONE 24 IMPROPER CROSSING 25 DARTING 26 LYING AND/OR ILLEGALLY IN ROADWAY 27 FAILURE TO YIELD RIGHT OF WAY 28 NOT VISIBLE (DARK CLOTHING) 29 INATTENTIVE 30 FAILURE TO OBEY TRAFFIC SIGN, SIGNALS, OR OFFICER 31 WRONG SIDE OF ROAD 32 OTHER 33 UNKNOWN		TRAFFIC CONTROL 1 2 1 2 01 NO CONTROLS 02 STOP SIGN 03 YIELD SIGN 04 TRAFFIC SIGNAL 05 TRAFFIC FLASHERS 06 SCHOOL ZONE 07 RAILROAD CROSSBUCKS 08 RAILROAD FLASHERS 09 RAILROAD GATES 10 CONSTRUCTION BARRICADE 11 POLICE OFFICER 12 PAVEMENT MARKINGS 13 CROSSWALK LINES 14 WALKWAY/WALK SIGNAL 15 TRAFFIC CONTROL DEVICE INOPERATIVE MISSING, OBSCURED 16 OTHER		DRUG TEST TYPE 2 2 1 NONE 2 BLOOD 3 URINE 4 OTHER																																																																																																																																					
TYPE OF UNIT 0 8 0 3 MOTORIST 01 SUB-COMPACT 02 COMPACT 03 MID SIZE 04 FULL SIZE 05 MINIVAN 06 SPORT UTILITY VEHICLE 07 PICKUP 08 PANELVAN 09 SINGLE UNIT TRUCK; 2 AXLES, 6 TIRES 10 SINGLE UNIT TRUCK; 3+ AXLES 11 TRUCK/TRAILER 12 TRUCK TRACTOR (BOBTAIL) 13 TRACTOR/SEMI-TRAILER 14 TRACTOR/DOUBLE SHORT 15 TRACTOR/DOUBLE LONG 16 FIFTH WHEEL OR CONVERTER DOLLY 17 TRACTOR/TRIPLES 18 MOTORCYCLE 19 MOTORIZED BICYCLE 20 SCHOOL BUS 21 CHURCH BUS 22 PUBLIC BUS 23 OTHER BUS 24 POLICE VEHICLE 25 FIRE TRUCK 26 AMBULANCE/RESCUE 27 TAXI 28 MOTOR HOME 29 TRAIN 30 FARM VEHICLE 31 FARM EQUIPMENT 32 SNOWMOBILE 33 CONSTRUCTION EQUIPMENT 34 ALL OTHERS NON-MOTORIST 35 ANIMAL WARDER 36 ANIMAL WARDGOY 37 BICYCLE 38 PEDESTRIAN 39 PEDALCYCLIST 40 SKATER 41 OTHER-NON MOTORIST 42 UNKNOWN		POINT OF IMPACT 0 9 0 9 01 NONE 02 CENTER FRONT 03 RIGHT FRONT 04 RIGHT SIDE 05 RIGHT REAR 06 REAR CENTER 07 LEFT REAR 08 LEFT SIDE 09 LEFT FRONT 10 TOP AND WINDOWS 11 UNDERCARRIAGE 12 LOAD/TRAILER 13 TOTAL (ALL AREAS) 14 OTHER 15 UNKNOWN		DIRECTION FROM TO FROM TO 3 4 4 3 1 NORTH 2 SOUTH 3 EAST 4 WEST 5 NORTHEAST 6 NORTHWEST 7 SOUTHEAST 8 SOUTHWEST 9 UNKNOWN		DRUG TEST 1&2 RESULT <table border="1"> <tr><td>A</td><td>8</td><td></td><td></td></tr> <tr><td>B</td><td></td><td>8</td><td></td></tr> <tr><td>C</td><td></td><td></td><td></td></tr> <tr><td>D</td><td></td><td></td><td></td></tr> <tr><td>E</td><td></td><td></td><td></td></tr> <tr><td>F</td><td></td><td></td><td></td></tr> <tr><td>G</td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td></tr> <tr><td>I</td><td></td><td></td><td></td></tr> <tr><td>J</td><td></td><td></td><td></td></tr> <tr><td>K</td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td></tr> <tr><td>N</td><td></td><td></td><td></td></tr> <tr><td>O</td><td></td><td></td><td></td></tr> <tr><td>P</td><td></td><td></td><td></td></tr> <tr><td>Q</td><td></td><td></td><td></td></tr> <tr><td>R</td><td></td><td></td><td></td></tr> <tr><td>S</td><td></td><td></td><td></td></tr> <tr><td>T</td><td></td><td></td><td></td></tr> <tr><td>U</td><td></td><td></td><td></td></tr> <tr><td>V</td><td></td><td></td><td></td></tr> <tr><td>W</td><td></td><td></td><td></td></tr> <tr><td>X</td><td></td><td></td><td></td></tr> <tr><td>Y</td><td></td><td></td><td></td></tr> <tr><td>Z</td><td></td><td></td><td></td></tr> </table> 1 NONE 2 MARIJUANA 3 COCAINE 4 OPIATES 5 AMPHETAMINES 6 PCP 7 OTHER 8 UNKNOWN AT TIME OF REPORTING		A	8			B		8		C				D				E				F				G				H				I				J				K				L				M				N				O				P				Q				R				S				T				U				V				W				X				Y				Z																																	
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IN EMERGENCY RESPONSE <input type="checkbox"/> A <input type="checkbox"/> B 1 NO 2 YES 3 UNKNOWN		ACTION 4 3 1 NON-CONTACT 2 NON-COLLISION 3 STRIKING 4 STRUCK 5 BOTH STRIKING AND STRUCK 6 UNKNOWN		VEHICLE DEFECT CODE ONLY IF '19' SELECTED ABOVE <input type="checkbox"/> A <input type="checkbox"/> B 01 TURN SIGNALS 02 HEAD LAMPS 03 TAIL LAMPS 04 BRAKES 05 STEERING 06 TIRE BLOWOUT 07 WORN OR SLICK TIRES 08 TRAILER EQUIPMENT DEFECTIVE 09 MOTOR TROUBLE 10 DISABLED FROM PRIOR CRASH 11 OTHER DEFECTS		ALCOHOL/DRUG SUSPECTED 1 1 1 NONE 2 YES - ALCOHOL SUSPECTED 3 YES - HAD NOT IMPAIRED 4 YES - DRUGS SUSPECTED 5 YES - ALCOHOL/DRUGS SUSPECTED 6 UNKNOWN																																																																																																																																							
DAMAGE SCALE 5 5 1 NONE 2 NON-FUNCTIONAL DAMAGE 3 FUNCTIONAL DAMAGE 4 DISABLING DAMAGE 5 SEVERE 6 UNKNOWN		STRIKING VEHICLE: OVERRIDE/ UNDERRIDE <input type="checkbox"/> A <input type="checkbox"/> B 1		FIRST HARMFUL EVENT 1 2 OF THE SEQUENCE OF EVENTS - WHICH ONE IS THE FIRST HARMFUL EVENT (1-4)		ALCOHOL TEST STATUS 5 5 1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN																																																																																																																																							
LOCAL REPORT # * 7 1 - 0 6 0 8 - 7 1		MOST HARMFUL EVENT 1 2 OF THE SEQUENCE OF EVENTS - WHICH ONE IS THE MOST HARMFUL EVENT (1-4)		ALCOHOL TEST TYPE 2 2 1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		ROAD CONTOUR 4 1 STRAIGHT LEVEL 2 STRAIGHT GRADE 3 CURVE LEVEL 4 CURVE GRADE																																																																																																																																							
SPEED DETECTED 1 1 1 STATED 2 ESTIMATED SPEED		ROAD CONDITION PRIMARY SECONDARY 0 2 0 6 01 DRY 02 WET 03 SNOW 04 ICE 05 SAND, MUD, DIRT, OIL, GRAVEL 06 WATER (STANDING, MOVING) 07 SLUSH 08 DEBRIS ** 09 RUT, HOLES, BUMPS, UNEVEN PAVEMENT ** 10 OTHER 11 UNKNOWN **SECONDARY ROAD CONDITIONS ONLY		SPEED 4 0 1 STATED 2 ESTIMATED SPEED		ALCOHOL TEST RESULT <input type="checkbox"/> A <input type="checkbox"/> B																																																																																																																																							

Narrative

Unit#1 was westbound and Unit#2 was eastbound on State Route 207. Unit#2 traveled left of center and struck Unit#1. Unit#1 slid off the right side of the roadway and Unit#2 slid off the left side of the roadway

MANNER OF COLLISION OR IMPACT

3

- 1 NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT
- 2 REAR-END
- 3 HEAD-ON
- 4 REAR-TO-REAR
- 5 BACKING
- 6 ANGLE
- 7 SIDESWIPE, SAME DIRECTION
- 8 SIDESWIPE, OPPOSITE DIRECTION
- 9 UNKNOWN

WEATHER

0 4

- 01 CLEAR
- 02 CLOUDY
- 03 FOG, SMOG, SMOKE
- 04 RAIN
- 05 SLEET, HAIL (FREEZING RAIN DRIZZLE)
- 06 SNOW
- 07 SEVERE CROSSWINDS
- 08 BLOWING SAND, SOIL, DIRT, SNOW
- 09 OTHER
- 10 UNKNOWN

LIGHT CONDITIONS

5

- 1 DAYLIGHT
- 2 DAWN
- 3 DUSK
- 4 DARK - LIGHTED ROADWAY
- 5 DARK - NOT LIGHTED
- 6 DARK - UNKNOWN LIGHTING
- 7 GLARE
- 8 OTHER
- 9 UNKNOWN

SCHOOL BUS RELATED

1

- 1 NO
- 2 YES, DIRECTLY INVOLVED
- 3 YES, INDIRECTLY INVOLVED
- 4 UNKNOWN

WORK ZONE RELATED

1

- 1 NO
- 2 YES
- 3 UNKNOWN

TYPE OF WORK ZONE

- 1 LANE CLOSURE
- 2 LANE SHIFT/CROSSOVER
- 3 WORK ON SHOULDER OR MEDIUM
- 4 INTERMITTENT/MOVING WORK
- 5 OTHER

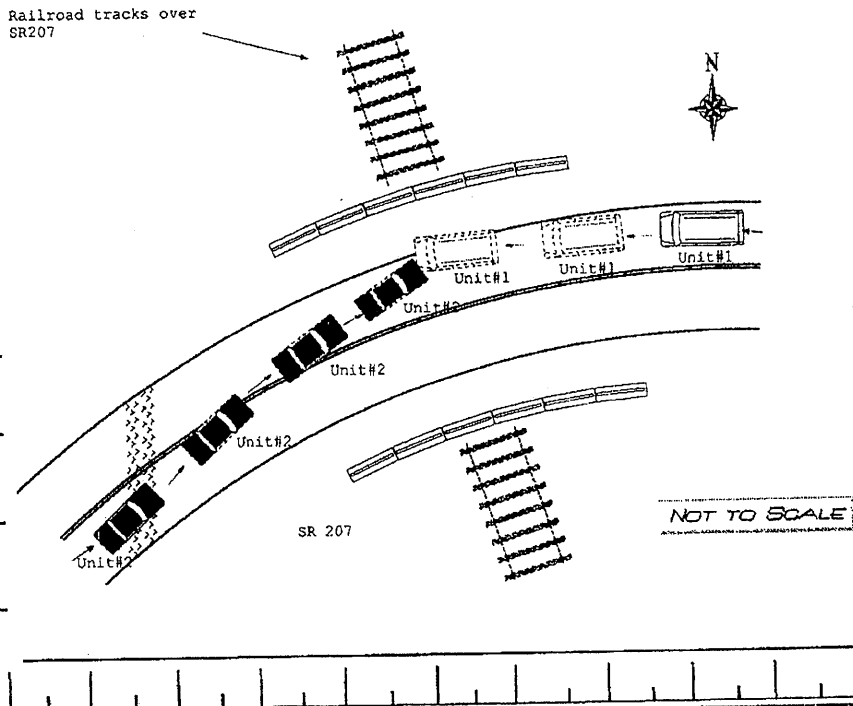
LOCATION OF CRASH IN WORK ZONE

- 1 BEFORE FIRST WORK ZONE WARNING SIGN
- 2 ADVANCE WARNING AREA
- 3 TRANSITION AREA
- 4 ACTIVITY AREA

WORKERS PRESENT

- 1 NO
- 2 YES
- 3 UNKNOWN

Diagram



Truck/Bus

THE CRASH INVOLVED ONE OR MORE OF THE FOLLOWING:
 A TRUCK (MOTOR VEHICLE) WITH A GVWR MORE THAN 10,000 POUNDS, OR
 A TRUCK (MOTOR VEHICLE) WITH A HAZARDOUS MATERIALS PLACARD, OR
 A BUS DESIGNED FOR AT LEAST 8 PERSONS, INCLUDING DRIVER.

AND THE CRASH RESULTED IN ONE OR MORE OF THE FOLLOWING:
 A FATALITY; OR
 AN INJURY REQUIRING TRANSPORTATION FOR IMMEDIATE MEDICAL TREATMENT, OR
 AT LEAST ONE VEHICLE WAS TOWED DUE TO DISABLING DAMAGE OR REQUIRED INTERVENING ASSISTANCE BEFORE PROCEEDING UNDER ITS OWN POWER.

UNIT #

COMPANY (FROM SHIPPING PAPERS)

COMPANY PHONE

ADDRESS (STREET, CITY, ST, ZIP CODE)

US DOT	ICC MC	PUCO	TRAILER LP ST.	TRAILER LP YEAR	TRAILER LP #	PLACARD #	E DIR.
CARGO BODY TYPE	WEIGHT (GVWR)	CDL CLASS	HAZARDOUS MATERIALS PLACARD	HAZARDOUS MATERIALS RELEASED			
01 NOT APPLICABLE 02 BUS (0-15 INCLUDING DRIVER) 03 VAN/ENCLOSED BOX 04 GRAB/CHIPS/GRAVEL 05 POLE 06 CARGO TANK 07 FLATBED 08 DUMP 09 CONCRETE MIXER 10 AUTO TRANSPORTER 11 GARBAGE/REFUSE 12 OTHER 13 UNKNOWN	1 LESS THAN 10,000 2 10,001 - 26,000 3 MORE THAN 26,000	1 CLASS A 2 CLASS B 3 CLASS C 4 CLASS M 5 CLASS D	1 NO 2 YES 3 UNKNOWN	1 NO 2 YES 3 NOT APPLICABLE 4 UNKNOWN			

Police Action

DATE CRASH REPORTED	TIME REC CALL	DISPATCH	ARRIVED	CLEARED	OTHER	TOTAL MINUTES
06032008	2103	2104	2105	0105	1200	1441
OFFICER'S NAME *	BADGE # *	CHECKED BY	DATE REPORT FILED *			
Wilson, Adrian	1912	GAMCKEEVER	06202008			
REPORT TAKEN BY	REPORT TAKEN AT	1 SCENE 2 STATION 3 OTHER	SUPPLEMENT * "X" IF YES	LOCAL REPORT # *		
1	1	1		71-0608-71		

OHIO TRAFFIC ACCIDENT - DIAGRAM/NARRATIVE CONTINUATION

OH-2 (REV. 1/82)

LOCAL REPORT NUMBER	71-0608-71	REPORTING AGENCY	Ohio State Highway Patrol	DATE OF ACCIDENT	06/03/2008
COUNTY OF	Ross	ACCIDENT LOCATION	SR0207		

TIME LINE- 06/03/2008

2103 Call received.

2104 Tpr. Wilson U-1912 Dispatched.

2104 Ross County Sheriffs Office advised to send EMS and Fire Department.

2105 Time of Death of Rear Center passenger of Unit#1 as determined by Coroner.

2105 Tpr. Wilson arrives on scene.

2106 Driver of Unit#2 freed from vehicle.

2106 Tpr. Wilson advises FD needed, Unit#1 fully engulfed in flames.

2107 Tpr. Wilson advises there is a gun going off inside of Unit#1.

2108 Tpr. Wilson advises one still trapped, possible double fatality.

2109 Sgt. Barnes U-81 advised, en route.

2112 Tpr. Wilson advises CPR being performed on driver of Lexus.

2113 Lt. Darden U-1366 advised, en route.

5 Green Twp FD 700 on scene.

2116 Green Twp EMS 700 on scene.

2123 Union Twp EMS 1100 on scene.

2123 Sgt. McDonald U-1208 of Office of Investigative Services advises he will be sending an investigator to scene.

2124 Green Twp EMS 700 clears scene with driver of Unit#2.

2124 Green Twp EMS 700 at hospital with driver of Unit#2.

2130 Tpr. Wilson advises fire under control, one person still trapped in Unit#1.

2132 Union Twp EMS 1100 clears scene.

2134 Sgt. Barnes on scene.

2136 SLT. Carmen U-845 on scene.

2139 Driver of Unit#1 pronounced dead by Physician Durbin.

2140 Union Twp FD 1100 on scene.

2143 Weapon recovered from inside van.

2144 Union Twp EMS squad 1100 at hospital.

56 Green Twp FD 700 clears

OFFICERS SIGNATURE	BADGE NO.
TPR. A.E. WILSON	1912

HIO TRAFFIC ACCIDENT - DIAGRAM/NARRATIVE CONTINUATION

OH-2 (REV. 1/82)

OCAL REPORT NUMBER VC	71-0608-71	REPORTING AGENCY	Ohio State Highway Patrol	DATE OF ACCIDENT	06/03/2008
Y OF	Ross	ACCIDENT LOCATION	SR0207		

icene.

2159 Coroner Dr. Gabis on Scene.

2200 Lt. Darden on scene.

2201 Tpr. Dorcey U-1216 arrives at Adena Hospital.

2202 Union Twp FD 1100 clears scene.

2203 Tpr. Wilson advises fire has started back up in van, FD putting it out.

2209 Adena ER advises one of the fatalities is a radiologist from hospital, hospital requests permission to make notification.

2210 Tpr. Maughmer U -1533 of OIS on scene.

2219 Tpr. Mercer U-1465 arrives on scene.

2224 CV Transportation on scene.

2225 Tpr. Maughmer at Hospital.

2230 Coroner clears scene.

2240 Tpr. Ervin U-462 on scene.

2241 ODOT on scene.

2242 Haller Funeral Home on scene.

2246 Tpr. Maughmer clears hospital.

2255 Haller Funeral Home departs scene with [REDACTED] passenger of Unit#1.

2300 Haller Funeral Home arrives at morgue.

2318 Sgt. Howard U-1692 arrives for Crash Reconstruction.

2318 Warden Knab from CCI advises NOK notification made for [REDACTED] passenger of Unit#1.

2323 Tpr. Maughmer on scene.

2334 SLT. Carman clears scene.

2336 Tpr. Cress U-1118 arrives at residence to make NOK notification for [REDACTED] driver of Unit#1.

2344 SLT. Carman at hospital.

2358 Tpr. Mercer clears scene.

06/04/2008

0003 Tpr. Cress clears from residence.

07 Blood collected from Paul Mather by Don Welch,

OFFICERS SIGNATURE

JPR A. E. WILSON

BADGE NO.

1912

OHIO TRAFFIC ACCIDENT - DIAGRAM/NARRATIVE CONTINUATION

LOCAL REPORT NUMBER	71-0608-71	REPORTING AGENCY	Ohio State Highway Patrol	DATE OF ACCIDENT	06/03/2008
TOWNSHIP	Ross	ACCIDENT LOCATION	SR0207		

RN.

0008 Tpr. Ervin clears scene.

0013 Lt. Darden clears scene.

0018 Blood collected from Matthew Hollingshead by Don Welch, RN.

0025 Weapon recovered from fire released to Lt. Smith of CCI.

0103 Tpr. Dorcey clears hospital.

0105 Tpr. Maughmer clears scene.

0105 Tpr. Wilson clears scene.

0105 Sgt. Howard clears scene.

0106 Sgt. Barnes clears scene, road is open.

1107 Sgt. Howard U-1692 and Tpr. Haislop U-382 begin crash reconstruction at scene.

1210 Tpr. Wilson on scene for crash reconstruction.

1335 Sgt. Howard, Tpr. Wilson, and Tpr. Haislop clear scene.

1335 Sgt. Howard and Tpr. Wilson perform crush analysis on Unit#2 at Penwells.

1431 Sgt. Howard and Tpr. Wilson clear Penwells.

1514 Sgt. Howard and Tpr. Wilson perform crush analysis on Unit#1 at CV Transport.

1601 Sgt. Howard and Tpr. Wilson clear CV Transport.

06/05/2008

1030 Unit#2 weighed at Penwells by Load Limit Inspector Parker U-3115

1130 Unit#1 weighed at CV Transport by Load Limit Inspector Parker.

Witness statement summary supplemented into report on 06/30/2008 by Tpr. Wilson

OFFICERS SIGNATURE

Tpr. A.E. Wilson

BADGE NO.

1912



OHIO DEPARTMENT
OF PUBLIC SAFETY
EDUCATION - SERVICE - PROTECTION

OHIO TRAFFIC CRASH REPORT
DIAGRAM / NARRATIVE CONTINUATION

OH-2

LOCAL REPORT NUMBER 71-06G8-71	REPORTING AGENCY STATE HIGHWAY PATROL	DATE OF CRASH M06 03 2008
IN COUNTY OF ROSS	CRASH LOCATION SR 207	

1. INJURIES:

- Driver of Unit#1, [REDACTED], sustained non incapacitating injuries and was transported to Adena Hospital by squad. He sustained bruising and scratching on his left leg from his knee to his ankle, a strained back just above the waistline, bruising across his chest and around his waist/hips, and bruising on his left arm from his elbow to his hand.
- Front Right passenger of Unit#1, [REDACTED] sustained non incapacitating injuries and was transported to Adena Hospital by squad. He sustained a fractured left rib, a fracture in the head of his fibula and a bone chip in his fibula. He also sustained scrapes and bruising on his left knee, and bruising on his left thigh.
- Toxicology reports on both [REDACTED] and [REDACTED] are pending results from lab analysis and will be supplemented

2. AUTOPSY RESULTS:

- Preliminary results indicate that both [REDACTED] and [REDACTED] sustained fatal injuries and were dead upon, or shortly after impact.
- [REDACTED] did not sustain smoke inhalation to the lungs, indicating that he was dead prior to the fire reaching the rear compartment of the vehicle.
- [REDACTED] was pronounced dead at the Emergency Room at 2139. However, he was already clinically dead upon, or shortly after impact.
- Toxicology reports on both [REDACTED] and [REDACTED] are pending the final autopsy reports and will be supplemented.

3. DAMAGE ANALYSIS:

- Unit#1 sustained extensive contact damage to the entire front portion of the vehicle. The left front bumper/engine compartment of the vehicle was compacted roughly two to two and a half feet. The vehicle sustained induced damage to the front doors along the side paneling of both sides of the vehicle. Both the vehicle and its contents were incinerated in the fire.
- Unit#2 sustained severe contact damage to its entire front end. The front bumper/engine compartment was compacted roughly two to two and a half feet. The vehicle sustained induced damage to both of the fenders and the right front door. The front right portion of the vehicle sustained damage from the fire. The top of the drivers side door frame was bent down in the efforts to free the driver.

OFFICER'S SIGNATURE

X *ANE. WZ*

BADGE NUMBER

1912



OHIO DEPARTMENT
OF PUBLIC SAFETY
EDUCATION • SERVICE • PROTECTION

OHIO TRAFFIC CRASH REPORT
DIAGRAM / NARRATIVE CONTINUATION

LOCAL REPORT NUMBER 71-0608-71	REPORTING AGENCY STATE HIGHWAY PATROL	DATE OF CRASH M 06 D03 Y2008
IN COUNTY OF ROSS	CRASH LOCATION SR 207	

4. ROADWAY:

- Wet asphalt, marked edge lines, double yellow centerline.
- There is a raised embankment on the north side of the road extending from just east of the railroad bridge to just west of the railroad bridge. On the south side of the road there is a negative embankment that runs east from the railroad bridge, and extends along the length of the roadway.
- There was water running across the road, north to south, roughly 250 ft west of area of impact. The water was runoff that was coming from the raised embankment on the north side of the road. Rough approximations of the area of water's path of travel on the roadway have been included in the field sketch, as well as in the reconstruction of the scene.

5. WEATHER:

- Temperature: 68.9 degrees Fahrenheit.
- Rainfall Rate: .59 in/hr
- Barometric Pressure: 1002.6 hPa
- Wind Speed: 4 MPH East Southeast.
- Rolling thunderstorms throughout the area, a tornado warning was in effect.
- Source (printout attached):
<http://www.wunderground.com/history/airport/KLCK/2008/6/3/DailyHistory.html?>

6. PHOTOS:

- Tpr. A.E. Wilson U-1912
- Sgt G.A. McKeever U-1079

7. FIELD SKETCH:

- Tpr. A.E. Wilson U-1912
- Sgt. J.A. Howard U-1492

OFFICER'S SIGNATURE

X *A.E. Wilson*

BADGE NUMBER

1912

OHIO TRAFFIC CRASH REPORT

DIAGRAM / NARRATIVE CONTINUATION

OH-2



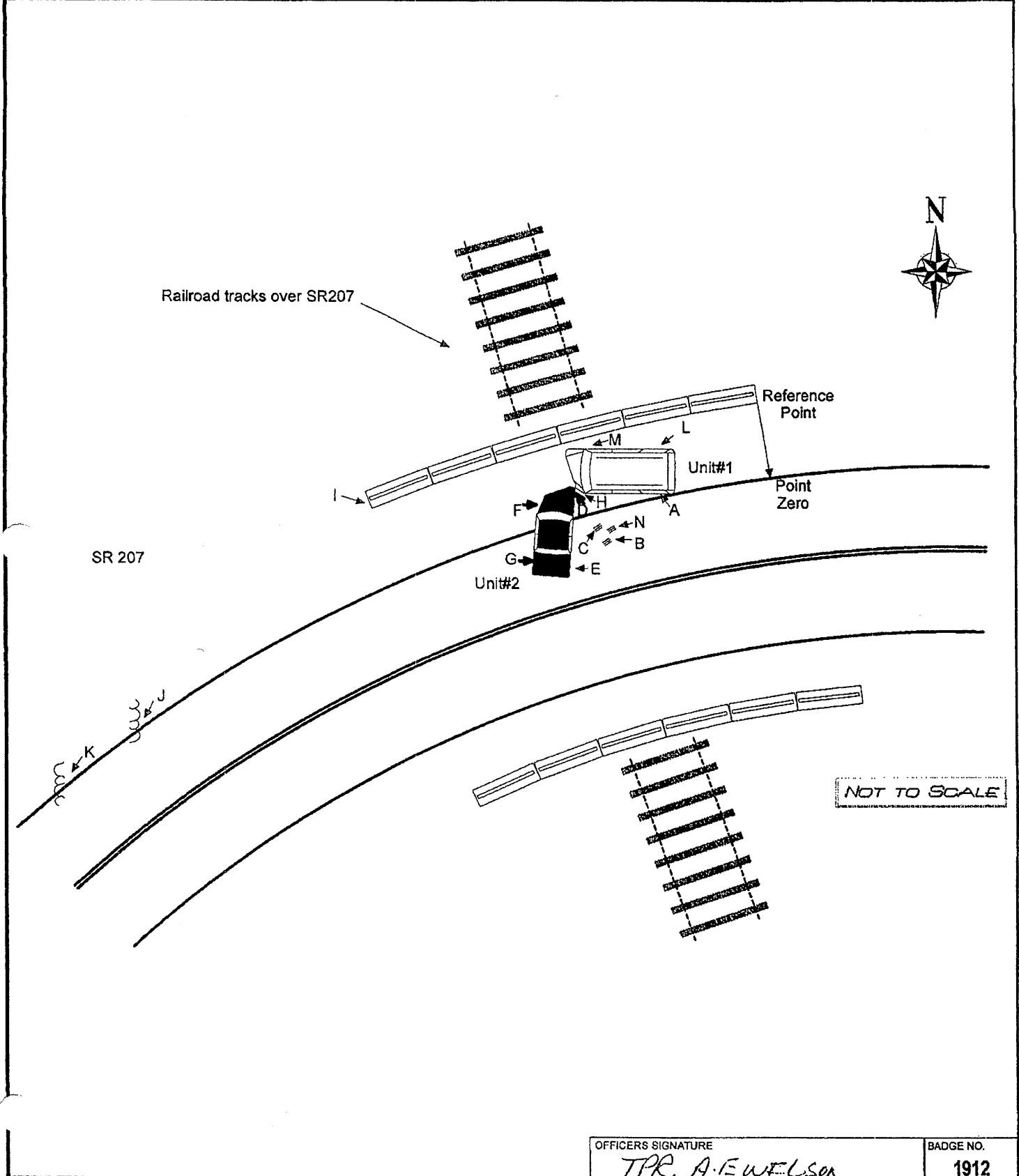
**OHIO DEPARTMENT
OF PUBLIC SAFETY**
EDUCATION • SERVICE • PROTECTION

LOCAL REPORT NUMBER 71-0608-71	REPORTING AGENCY STATE HIGHWAY PATROL	DATE OF CRASH M 06 003 Y2008																																																												
IN COUNTY OF ROSS	CRASH LOCATION SR 207																																																													
<p>8. FIELD MEASUREMENTS: Identify Reference Pt: Northeast bridge abutment. Identify Point zero (Pt 0): 12ft 5in south of Reference Point. Identify Baseline: North marked edge line SR 207. Measuring device used: Roll Tape.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">PT</th> <th style="width: 15%;">AE</th> <th style="width: 15%;">FE</th> <th style="width: 65%;">DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>42ft 4in</td> <td>0ft 8in</td> <td>Left Rear tire final rest Unit#1.</td> </tr> <tr> <td>B</td> <td>45ft 6in</td> <td>3ft 4in</td> <td>Right frame rail gouge mark Unit#2.</td> </tr> <tr> <td>C</td> <td>46ft 1in</td> <td>0ft 7in</td> <td>Left frame rail gouge mark Unit#2.</td> </tr> <tr> <td>D</td> <td>51ft 9in</td> <td>1ft 3in</td> <td>Right Front tire final rest Unit#2.</td> </tr> <tr> <td>E</td> <td>51ft 1in</td> <td>8ft 6in</td> <td>Right Rear tire final rest Unit#2.</td> </tr> <tr> <td>F</td> <td>57ft 11in</td> <td>0ft 11in</td> <td>Left Front tire final rest Unit#2.</td> </tr> <tr> <td>G</td> <td>56ft 9in</td> <td>9ft 3in</td> <td>Left Rear tire final rest Unit#2.</td> </tr> <tr> <td>H</td> <td>51ft 2in</td> <td>2ft 11in</td> <td>Front Left tire final rest Unit#1.</td> </tr> <tr> <td>I</td> <td>63ft 7in</td> <td>12ft 11in</td> <td>Northwest bridge abutment.</td> </tr> <tr> <td>J</td> <td>292ft 3in</td> <td>0ft 0in</td> <td>Northeast area of runoff.</td> </tr> <tr> <td>K</td> <td>341ft 9in</td> <td>0ft 0in</td> <td>Northwest area of runoff.</td> </tr> <tr> <td>L</td> <td>41ft 0in</td> <td>7ft 0in</td> <td>Right Rear tire final rest Unit#1.</td> </tr> <tr> <td>M</td> <td>53ft 0in</td> <td>8ft 11in</td> <td>Right Front tire final rest Unit#1.</td> </tr> <tr> <td>N</td> <td>45ft 10in</td> <td>1ft 5in</td> <td>Exhaust pipe gouge mark Unit#2.</td> </tr> </tbody> </table>			PT	AE	FE	DESCRIPTION	A	42ft 4in	0ft 8in	Left Rear tire final rest Unit#1.	B	45ft 6in	3ft 4in	Right frame rail gouge mark Unit#2.	C	46ft 1in	0ft 7in	Left frame rail gouge mark Unit#2.	D	51ft 9in	1ft 3in	Right Front tire final rest Unit#2.	E	51ft 1in	8ft 6in	Right Rear tire final rest Unit#2.	F	57ft 11in	0ft 11in	Left Front tire final rest Unit#2.	G	56ft 9in	9ft 3in	Left Rear tire final rest Unit#2.	H	51ft 2in	2ft 11in	Front Left tire final rest Unit#1.	I	63ft 7in	12ft 11in	Northwest bridge abutment.	J	292ft 3in	0ft 0in	Northeast area of runoff.	K	341ft 9in	0ft 0in	Northwest area of runoff.	L	41ft 0in	7ft 0in	Right Rear tire final rest Unit#1.	M	53ft 0in	8ft 11in	Right Front tire final rest Unit#1.	N	45ft 10in	1ft 5in	Exhaust pipe gouge mark Unit#2.
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<p>9. FIELD NOTES: [REDACTED] was freed by Rick Torchick, an uninvolved motorist. [REDACTED] [REDACTED] was freed by Rick Torchick and [REDACTED]. All three attempted to free [REDACTED] from Unit#1, but were unable to before the van was engulfed in flames. - Unit#1 was equipped with seatbelts in the passenger seat where [REDACTED] was sitting. None were engaged. The seat was located directly behind a cage wall that divided the front compartment from the rear compartment of the vehicle. - Statements were taken from the driver and front right passenger of Unit#1 in audio form by Tpr. Maughmer. These statements will be supplemented to this report when they are obtained from the Office of Investigative Services. - The outcome of this investigation is pending the results from Crash Reconstruction and Crush Analysis. This includes chord measurements of the curve in the road.</p>																																																														
OFFICER'S SIGNATURE X <i>[Signature]</i>		BADGE NUMBER 1912																																																												

OHIO TRAFFIC ACCIDENT - DIAGRAM/NARRATIVE CONTINUATION

OH-2 (REV. 1/82)

LOCAL REPORT NUMBER 71-0608-71	REPORTING AGENCY Ohio State Highway Patrol	DATE OF ACCIDENT 06/03/2008
COUNTY OF Ross	ACCIDENT LOCATION SR0207	



OFFICERS SIGNATURE <i>TPR. A. E. WILSON</i>	BADGE NO. 1912
--	-------------------

HP-129
Rev. 03/16/Q6
HP 0468
3P-201.06

Ohio State Highway Patrol

Portable Scale Weight Record

Date / Time of Violation 6-5-08 @ 1030 Date and Time Vehicle Weighed 6-5-08 @ 1034

Interstate Traffic Stop, 5577.04(B) _____ Non-Interstate Traffic Stop, 5577.04(I)

Violation Occurred at _____ Distance Traveled _____

Vehicle Weighed at Pomwelly County of Arrest 71

Citation Number _____ Court Date _____ Total Fine Including Court Costs _____

Driver Name _____ Operators License # _____ State _____

Carrier Name _____ Description of Load _____

Power Unit: Make LEXUS Model Year _____ Color _____ Style of Vehicle ES350

Registration: Power Unit _____ State OH Trailer _____ State _____

Probable Cause for Traffic Stop

- Bulging Tires
 - Vehicle Defect
 - Other Violation
 - Visible Load
 - Oversize Load (5577.05)
 - Pulling Hard
 - Permit Violation
 - Slow Speed
 - Insecure Load
 - Registration Violation
- Lexus - ES350

Axles	Axle Spacing	Scale #	Axle #	Left	Right	Axle #	Scale #	Total Weight	Allowed Weight	Overweight
		3	Steer	1180	950	Steer	13	2050		
1-2		7	2	700	950	2	14	1650		
1-3			3			3				
1-4			4			4				
1-5			5			5				
1-6			6			6				
1-7			7			7				
1-8			8			8				
1-9			9			9				
1-10			10			10				
1-11			11			11				
1-12			12			12				

Total
3700

5577.04 (B) Maximum Gross Weight Allowed _____ lbs 5577.04 (D) Maximum Gross Weight Allowed _____ lbs

	Actual Weight in Pounds	Allowed Weight in Pounds	Number of Pounds Overweight
Gross Weight	3700		
Axles			
Axles			
Inner-Bridge			

Vehicle Length _____ Ft _____ In Vehicle Width _____ Ft _____ In Vehicle Height _____ Ft _____ In

Arresting Officer _____ Unit III 3017 III 3115

Level Checked By Parker Unit 3115 All Scales Department of Agriculture Sealed Yes No

Both Sides of Vehicle Measured to Ensure Proper Alignment Yes No Measured by Unit _____

Disposition of Vehicle 51930

HP-129
Rev. 03/16/06
IP 0468
P-201.06

Portable Scale Weight Record

Date / Time of Violation _____ @ _____ Date and Time Vehicle Weighed 6-3-08 @ 1130
 Interstate Traffic Stop, 5577.04(B) _____ Non-Interstate Traffic Stop, 5577.04(I)
 Violation Occurred at _____ Distance Traveled _____
 Vehicle Weighed at CV Trans Post County of Arrest 71
 Citation Number _____ Court Date _____ Total Fine Including Court Costs _____
 Driver Name _____ Operators License # _____ State _____
 Carrier Name _____ Description of Load _____
 Power Unit: Make Ford Model Year _____ Color WT Style of Vehicle E 350 van
 Registration: Power Unit 13250 state plate State OH Trailer _____ State _____

Probable Cause for Traffic Stop

- Bulging Tires Visible Load Pulling Hard Slow Speed Insecure Load
 Vehicle Defect Oversize Load (5577.05) Permit Violation Registration Violation
 Other Violation _____

Axles	Axle Spacing	Scale #	Axle #	Left	Right	Axle #	Scale #	Total Weight	Allowed Weight	Overweight
		<u>7</u>	Steer	<u>1750</u>	<u>1500</u>	Steer	<u>13</u>	<u>3250</u>		
<u>1-2</u>		<u>3</u>	<u>2</u>	<u>1250</u>	<u>1650</u>	<u>2</u>	<u>14</u>	<u>2900</u>		
<u>3</u>			<u>3</u>		1650	<u>3</u>		<u>6150</u>		
<u>1-4</u>			<u>4</u>			<u>4</u>				
<u>1-5</u>			<u>5</u>			<u>5</u>				
<u>1-6</u>			<u>6</u>			<u>6</u>				
<u>1-7</u>			<u>7</u>			<u>7</u>				
<u>1-8</u>			<u>8</u>			<u>8</u>				
<u>1-9</u>			<u>9</u>			<u>9</u>				
<u>1-10</u>			<u>10</u>			<u>10</u>				
<u>1-11</u>			<u>11</u>			<u>11</u>				
<u>1-12</u>			<u>12</u>			<u>12</u>				

5577.04 (B) Maximum Gross Weight Allowed _____ lbs 5577.04 (D) Maximum Gross Weight Allowed _____ lbs

	Actual Weight in Pounds	Allowed Weight in Pounds	Number of Pounds Overweight
Gross Weight	<u>6150</u>		
Axles			
Axles			
Inner-Bridge			

Vehicle Length _____ Ft _____ In Vehicle Width _____ Ft _____ In Vehicle Height _____ Ft _____ In
 Arresting Officer _____ Unit III 3017 III 3115
 Level Checked By Murphy Unit 3115 All Scales Department of Agriculture Sealed Yes No
 Both Sides of Vehicle Measured to Ensure Proper Alignment Yes No Measured by Unit _____
 Disposition of Vehicle 514 31

State of Ohio
24
138-00
REV. 08/01/2003



Department of Public Safety

Ohio State Highway Patrol Report Of Investigation

INCIDENT NO: 71-0608-71	INCIDENT DATE / TIME (M/DD/YY HHMM) 060308	PHOTO POUCH NO:
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Action Taken

060308 2145 hrs

This information is in reference to a fatal crash that occurred on SR 207 in Ross County. At 9:45 pm I received a telephone call from Sergeant McDonald, advising me to report to a crash scene on SR 207 near 23 in Ross County. Sergeant McDonald advised the crash was a fatal crash and involved a Chillicothe Correctional Institution (CCI) transport van and another vehicle.

2210 hrs

I arrived on the scene and made contact with Staff Lieutenant Carmen. Staff Lieutenant Carmen advised that the two CCI officers were at the Adena Medical Center and requested I make contact with them and interview them concerning the crash.

2130 hrs

I arrived at the Adena Medical Center and made contact with [REDACTED] in the emergency room # 4. Officer [REDACTED] advised he was the driver of the transport van and [REDACTED] was the passenger. I advised [REDACTED] that I needed to conduct an interview with him concerning the crash. That interview was recorded and is summarized as follows:

He and [REDACTED] arrived at the Ohio State University Hospital to transport inmate Hunter #547887, who was there for some medical treatment. After picking up inmate [REDACTED] he was handcuffed and belly chained, according to policy and placed on the first bench seat of the transport van.

After arriving into Ross County, [REDACTED] asked inmate [REDACTED] if he was doing alright and he advised he was. [REDACTED] continued south on US 23, turning west onto SR 207. When on SR 207, he observed the other vehicle heading eastbound on SR 207 and appeared to be swerving into his lane of travel. [REDACTED] attempted to pull to the right to keep from making contact with the other vehicle but could not and the two vehicles collided.

After the collision, [REDACTED] asked [REDACTED] if he was alright and [REDACTED] advised he was. [REDACTED] then exited the driver's door and walked around to [REDACTED]'s door and attempted to open it, but it was jammed and would not open.

[REDACTED] then started to open the van's sliding door by removing the padlock and sliding the door open. He then removed the padlock from the inter cage door and opened the cage door. After opening the door he called out to inmate [REDACTED] but he did not respond. He and [REDACTED] grabbed inmate [REDACTED] legs and attempted to pull him from the van, but he was wedged between the seat and the cage.

While the officers were attempting to pull inmate [REDACTED] from the van, they continued calling his name, but inmate [REDACTED] did not respond. Several people arrived on the scene and attempted to help pull inmate [REDACTED] from the van, but could not. One of the people obtained a fire extinguisher and attempted to put the fire out, but was unable to.

[REDACTED] and [REDACTED] then ran to the back of the van, due to the fire and smoke and opened the rear door, by removing the padlock and opening the door. [REDACTED] climbed into the rear of the van, while officer Mather tried to locate the fire extinguisher, but it had rolled under the seat and he was not able to retrieve it.

[REDACTED] attempted to get to inmate [REDACTED] by climbing over the van seats, but due to the fire and smoke was not able to, and had to exit the van from the back door.

REPORTING OFFICER : Trooper M. V. Maughmer	UNIT : 1533	DATE:
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State of Ohio
24
138-00
REV. 08/01/2003



Department of Public Safety

Ohio State Highway Patrol Report Of Investigation

INCIDENT NO: 71-0608-71	INCIDENT DATE / TIME (M/DD/YY HHMM) 060308	PHOTO POUCH NO:
-----------------------------------	--	-----------------

2350 hrs

I made personal contact with [REDACTED]. I advised [REDACTED] I needed to interview him concerning the crash and took a recorded statement from him. That statement is summarized as follows:

While coming back from the Ohio State University Hospital, he was the right front seat passenger in the transport van. As the vehicle started to head west on SR 207, he noticed the other vehicle swerve left of center into the path of the transport van. [REDACTED] attempted to swerve to miss the vehicle, but was unable to and the vehicles collided.

After the collision, he thought he was knocked out, but was unsure if he was or not. [REDACTED] then heard [REDACTED] ask him if he was alright and noticed the fire coming from the floorboard of the van. [REDACTED] then jumped over the seat and attempted to exit the van, via the right side sliding door. Due to the fact the padlock was on the door he was not able to open in.

[REDACTED] then opened the door and officer Hollinghead exited the van. The two officers then attempted to remove inmate [REDACTED] from the van, but he was wedged between the seat and the cage. [REDACTED] and [REDACTED] continued to call out inmate [REDACTED] name, but he did not respond. The officers also continued to attempt to pull inmate [REDACTED] from the van, with the help of other people who had stopped by then scene.

When the officers could not get inmate [REDACTED] from the van, via the right side door, they ran to the rear of the van and removed the padlock from the door and opened it. Officer Hollinghead then climbed into the van and attempted to get to inmate [REDACTED] by climbing over the seats, but was unable to due to the fire and smoke.

While [REDACTED] was in the rear of the van, he advised he heard a round go off, and later found that officer Mather's weapon had fallen from his holster, during the crash and landed in the van.

When the officer had to exit the van, due to the fire, [REDACTED] ran to the other vehicle and pulled the driver of that vehicle from the car. He along with the Trooper who arrived on the scene drug the driver to the side of the road and attempted to administer CPR until medical personnel arrived.

While performing CPR, officer Hollinghead advised those on the scene heard several rounds going off inside the van, due to the weapon that had fallen into the fire.

060408 0025 hrs

I made contact with Lieutenant Tammy Smith, of CCI and inquired about the officer's weapons. Lieutenant Smith advised that she had the weapons in a CCI van parked in the parking lot of the hospital. I arrived at the vehicle with Lieutenant Smith and took custody of the two weapons and four speed loaders with six rounds in each speed loader.

One of the weapons was burned and the cylinder had been fused to the frame. The other weapon had not been in the fire and was in normal condition. After collected the weapons and speed loaders, I placed them in the trunk of my patrol car and documented this transaction on a Highway Patrol evidence form (HP-28).

After collecting the weapons I made contact with Investigator Clever, CCI Investigator and advised him that I had the weapons and I would give him a receipt for them later at CCI.

0745 hrs

I made telephone contact with the Montgomery County Coroner's office and spoke with a clerk named Ron. I advised [REDACTED] of the investigation and asked if I could be contacted after inmate [REDACTED] autopsy. Ron advised he would advise the Medical Examiner and have him contact me after the autopsy, which was scheduled for 8:00 am.

REPORTING OFFICER : Trooper M. V. Maughmer	UNIT : 1533	DATE:
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State of Ohio
24
138-00
Rev. 08/01/2003



Department of Public Safety

Ohio State Highway Patrol Report Of Investigation

INCIDENT NO: 71-0608-71	INCIDENT DATE / TIME (M/DD/YY HHMM) 060308	PHOTO POUCH NO:
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1100 hrs

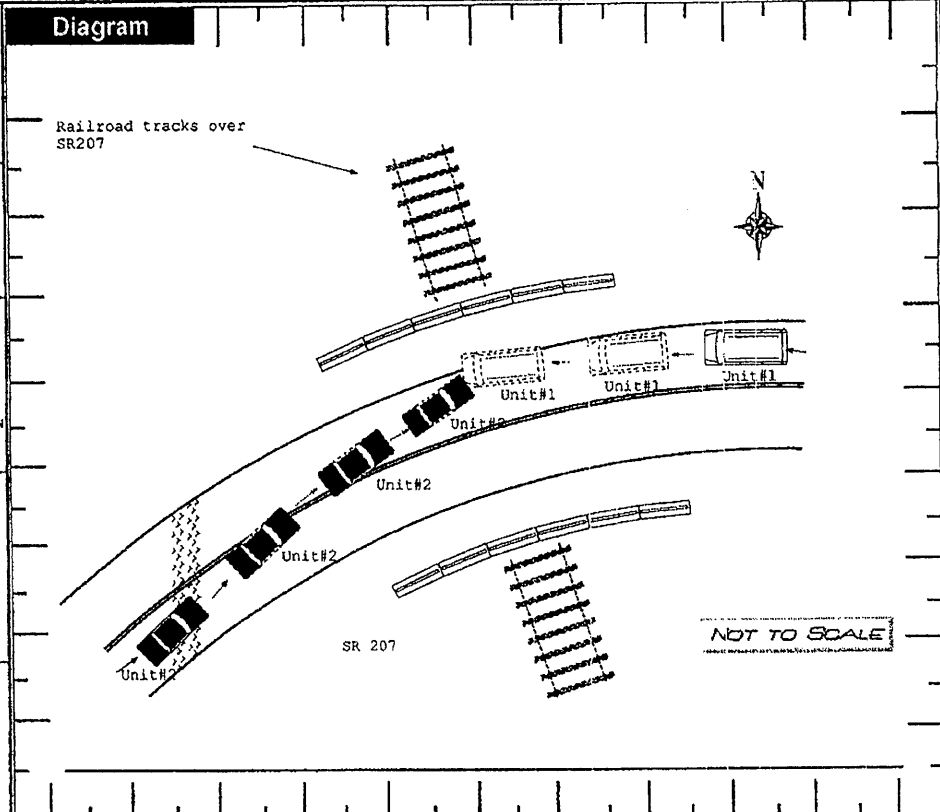
I made telephone contact with the Montgomery County Coroner's office and spoke to the Medical Examiner. The Medical Examiner advised he had not performed the autopsy on inmate [REDACTED] and would contact me as soon as he was done.

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Narrative

Unit#1 was westbound and Unit#2 was eastbound on State Route 207. Unit#2 traveled left of center and struck Unit#1. Unit#1 slid off the right side of the roadway and Unit#2 slid off the left side of the roadway

MANNER OF COLLISION OR IMPACT 3 1 NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT 2 REAR-END 3 HEAD-ON 4 REAR-TO-REAR 5 BACKING 6 ANGLE 7 SIDESWIPE, SAME DIRECTION 8 SIDESWIPE, OPPOSITE DIRECTION 9 UNKNOWN	SCHOOL BUS RELATED 1 1 NO 2 YES, DIRECTLY INVOLVED 3 YES, INDIRECTLY INVOLVED 4 UNKNOWN
WEATHER 0 4 01 CLEAR 02 CLOUDY 03 FOG, SMOG, SMOKE 04 RAIN 05 SLEET, HAIL, (FREEZING RAIN OR DRIZZLE) 06 SNOW 07 SEVERE CROSSWINDS 08 BLOWING SAND, SOIL, DIRT, SNOW 09 OTHER 10 UNKNOWN	WORK ZONE RELATED 1 1 NO 2 YES 3 UNKNOWN
LIGHT CONDITIONS PRIMARY 5 SECONDARY <input type="checkbox"/> 1 DAYLIGHT 2 DAWN 3 DUSK 4 DARK - LIGHTED ROADWAY 5 DARK - NOT LIGHTED 6 DARK - UNKNOWN LIGHTING 7 GLARE 8 OTHER 9 UNKNOWN	TYPE OF WORK ZONE <input type="checkbox"/> 1 LANE CLOSURE 2 LANE SHIFT/CROSSOVER 3 WORK ON SHOULDER OR MEDIAN 4 INTERMITTENT/MOVING WORK 5 OTHER
	LOCATION OF CRASH IN WORK ZONE <input type="checkbox"/> 1 BEFORE FIRST WORK ZONE WARNING SIGN 2 ADVANCE WARNING AREA 3 TRANSITION AREA 4 ACTIVITY AREA
	WORKERS PRESENT <input type="checkbox"/> 1 NO 2 YES 3 UNKNOWN



Truck/Bus UNIT # <input type="text"/> <input type="text"/> COMPANY (FROM SHIPPING PAPERS) <input type="text"/> ADDRESS (STREET, CITY, ST, ZIP CODE) <input type="text"/> COMPANY PHONE <input type="text"/>	THE CRASH INVOLVED ONE OR MORE OF THE FOLLOWING: A TRUCK (MOTOR VEHICLE) WITH A GVWR MORE THAN 10,000 POUNDS; OR A TRUCK (MOTOR VEHICLE) WITH A HAZARDOUS MATERIALS PLACARD; OR A BUS DESIGNED FOR AT LEAST 8 PERSONS, INCLUDING DRIVER.	AND THE CRASH RESULTED IN ONE OR MORE OF THE FOLLOWING: A FATALITY; OR AN INJURY REQUIRING TRANSPORTATION FOR IMMEDIATE MEDICAL TREATMENT; OR AT LEAST ONE VEHICLE WAS TOWED DUE TO DISABLING DAMAGE OR REQUIRED INTERVENING ASSISTANCE BEFORE PROCEEDING UNDER ITS OWN POWER.
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US DOT	ICC MC	PUCO	TRAILER LP ST.	TRAILER LP YEAR	TRAILER LP #	PLACARD #	# DIA.
CARGO BODY TYPE	01 NOT APPLICABLE	05 POLE	09 CONCRETE MIXER	WEIGHT (GVWR)	CDL CLASS	HAZARDOUS MATERIALS PLACARD	HAZARDOUS MATERIALS RELEASED
02 BUS (9-15 INCLUDING DRIVER)	06 CARGO TANK	10 AUTO TRANSPORTER	11 GARBAGE/REFUSE	1 LESS/EQUAL 10,000	1 CLASS A	1 NO	1 NO
03 VAN/ENCLOSED BOX	07 FLATBED	12 OTHER	13 UNKNOWN	2 10,001 - 28,000	2 CLASS B	2 YES	2 YES
04 GRABCHIPS/GRAVEL	08 DUMP			3 MORE THAN 28,000	3 CLASS C	3 UNKNOWN	3 NOT APPLICABLE
					4 CLASS E		4 UNKNOWN
					5 CLASS D		

Police Action

DATE CRASH REPORTED	TIME REC CALL	DISPATCH	ARRIVED	CLEARED	OTHER	TOTAL MINUTES
06032008	2103	2104	2105	0105	1200	1441
OFFICER'S NAME *	BADGE # *	CHECKED BY	DATE REPORT FILED *			
Wilson, Adrian	1912	JDL0TT	07012008			
REPORT TAKEN BY	REPORT TAKEN AT	SUPPLEMENT * "X" IF YES	LOCAL REPORT # **			
1 1 POLICE AGENCY 2 MOTORIST	1 1 SCENE 2 STATION 3 OTHER		71-0608-71			

HP 22
10-0128.00
OHP 0128
Rev. 04/07/04

INTER-OFFICE COMMUNICATION

Date August 20, 2008



File 3CRA

To Staff Lieutenant C.L. Spinner Attention Jeff Maute

From Sergeant F.J. Horvath

Subject Public Records

Attached is the investigative information from the Crash Reconstruction and Analysis Unit which has been prepared for supplementation to the perspective reports. The report number and date of the incident are listed as follows:

Report Number: **71-0608-71**

Date: **06/03/2008**



Ohio State Highway Patrol
Reconstruction Report

2008-131-71

*Crash Report # 71-0608-71
SR-207
Ohio State Highway Patrol / Ross*

CRASH INFORMATION

Crash Number: 71-0608-71
Crash Date: 06/03/2008
Investigating Officer: Trooper A. Wilson
Location: SR-207 at mp-.6

RECONSTRUCTION INFORMATION

Case Number: 08-131-71
Reconstructing Officer: Trooper F. J. Cook / OSHP-Reconstruction and Analysis Unit
Start Date: 06/23/2008
End Date:
Reconstruction Aids:

Local Report # 71-0608-71
Crash Zone (Forensic mapping software)
Scale Diagram of Scene
Photographs of Scene

Reconstructive Efforts Requested:

- 1) Determine Speed of Vehicles
- 2) Determine area of impact

SYNOPSIS OF INCIDENT

On June 3, 2008 at approximately 2103 hours, a 2003 Ford F350 van was west bound on SR-207. At the same time a 2007 Lexus LS350 was headed eastbound on SR-207. The Lexus traveled left of the center line striking the Ford head on. The Ford was a Rehabilitation and Correction vehicle with three occupants, two deputies and a prisoner. The prisoner died as a result of his injuries. The driver of the Lexus was also fatally injured. The vehicles caught fire as a result of the crash.

Roadway

SR-207 runs east to west and has a gradual curve. Vehicles traveling eastbound turn gradually to the right. Vehicles traveling westbound turn gradually to the left. The roadway appeared to be well marked and in good condition. The crash occurred in a 55 MPH zone. The report lists the road condition at the time of the crash to be wet with standing water.

SUSPECT INFORMATION

Driver 1

[REDACTED]
McArthur, Ohio [REDACTED]
Weight 210 lbs. (OBMV/Ohleg)

Passenger

[REDACTED]
Chillicothe, Ohio [REDACTED]
Weight 360 lbs. (OBMV/Ohleg)

Passenger

[REDACTED]
Cincinnati, Ohio [REDACTED]
Weight 230 lbs. (OBMV/Ohleg)
Deceased

Driver 2

[REDACTED]
Dublin, Ohio [REDACTED]
Weight 175 lbs. (OBMV/Ohleg)
Deceased

RECONSTRUCTION

Diagram of Scene:

The scene was mapped by Sgt. J. Howard. The map was then entered into the Crash Zone forensic mapping program. A scale diagram of the crash scene was rendered and scaled vehicles were placed into the diagram to determine the area of impact and post impact travel.

Determining Speeds

Because the impact is in-line in nature, the speed of one vehicle must be assigned to calculate the speed of the other. The driver of the Ford stated 40 mph. A speed of 40 mph will be used for the Ford F350. (note: if the speed of one vehicle is raised or lowered it directly affects the speed of the other in the same manner).

Lexus post impact speed

d = Distance the area of center mass moved = 1.31 feet.

μ = level coefficient of friction .45 - .55 Published data from SAE830612 selected drag factors (wet asphalt)

m = Slope determined to be -.026 from mapped elevation points

n = percentage of braking = .54 (Auto Stats weight distribution 54% for front wheels, 46% for rear wheels). Both front wheels were locked due to damage.

Vehicle Rotates 34 degrees to final rest from impact (ave. sine .2962).

"f" adjusted for rotation and braking:

$\mu = .45$ Low end

$$f_{adj} = [(\%n \text{ locked})(\mu) + (\%unlocked)(\mu)(avgSine)] \pm m$$

$$f_{adj} = [(.54)(.45) + (.46)(.45)(.2962)] - .026$$

$$f_{adj} = [.243 + (.207)(.2962)] - .026$$

$$f_{adj} = [.243 + .0613] - .026$$

$$f_{adj} = .3043 - .026$$

$$f_{adj} = .2783$$

$\mu = .55$ High end

$$f_{adj} = [(\%n \text{ locked})(\mu) + (\%unlocked)(\mu)(avgSine)] \pm m$$

$$f_{adj} = [(.54)(.55) + (.46)(.55)(.2962)] - .026$$

$$f_{adj} = [.297 + (.253)(.2962)] - .026$$

$$f_{adj} = [.297 + .0749] - .026$$

$$f_{adj} = .3719 - .026$$

$$f_{adj} = .3459$$

Low end $f = .2783$ High end $f = .3459$

$$S = \sqrt{30df}$$

$$S = \sqrt{30df}$$

$$S = \sqrt{30(1.31).2783}$$

$$S = \sqrt{30(1.31).3459}$$

$$S = \sqrt{10.9371}$$

$$S = \sqrt{13.5938}$$

$$S = 3.3071mph$$

$$S = 3.6869mph$$

Ford F350 post impact speed

d = Distance center of mass traveled 4.32 feet

μ = level coefficient of friction .45 - .55 Published data from SAE830612 selected drag factors (wet asphalt)

m = Grade along path of travel determined to be: $m = -.051$

n = percentage of braking = .255 (Auto Stats weight distribution 51% for front wheels, 49% for rear wheels). The left front wheel was locked due to damage.

Vehicle Rotates 11 degrees to final rest from impact (ave. sine .1043).

" f " adjusted for rotation and braking:

$$\mu = .45 \text{ Low end}$$

$$f_{adj} = [(\% \text{ "n" locked})(\mu) + (\% \text{ unlocked})(\mu)(\text{avgSine})] \pm m$$

$$f_{adj} = [(.255)(.45) + (.745)(.45)(.1043)] - .051$$

$$f_{adj} = [.1147 + (.3352)(.1043)] - .051$$

$$f_{adj} = [.1147 + .0349] - .051$$

$$f_{adj} = .1496 - .051$$

$$f_{adj} = .0986$$

$\mu = .55$ High end

$$fadj = [(\% \text{ "n" locked})(\mu) + (\% \text{ unlocked})(\mu)(avgSine)] \pm m$$

$$fadj = [(.255)(.55) + (.745)(.55)(.1043)] - .051$$

$$fadj = [.1402 + (.4097)(.1043)] - .051$$

$$fadj = [.1402 + .0427] - .051$$

$$fadj = .1829 - .051$$

$$fadj = .1319$$

Low end $f = .0986$

High end $f = .1319$

$$S = \sqrt{30df}$$

$$S = \sqrt{30df}$$

$$S = \sqrt{30(4.32).0986}$$

$$S = \sqrt{30(4.32).1319}$$

$$S = \sqrt{12.7785}$$

$$S = \sqrt{17.0942}$$

$$S = 3.5747 \text{ mph}$$

$$S = 4.1345 \text{ mph}$$

Impact speed of the Lexus based on 40 mph Ford F350 speed

In-line momentum

W_1 = Weight of the Lexus LS350 (Autostats) with occupant - 3711

W_2 = Weight of the Ford F350 (Autostats) with occupants - 7556

S_1 = Impact speed of Lexus

S_2 = Impact speed of Ford - 40 MPH (statement)

S_3 = Post impact speed of Lexus - 3.3071 - 3.6869

S_4 = Post impact speed of Ford - 3.5747 - 4.1345

θ = Departure angle of Lexus - 181° - Cosine of angle (-.9998)

Φ = Departure angle of Ford - 125° - Cosine of angle (-.5735)

High end

$$S_1 = S_3(\cos\theta) + \frac{W_2(S_4)\cos\phi}{W_1} + \frac{W_2(S_2)}{W_1}$$

$$S_1 = 3.3071(-.9998) + \frac{7556(3.5747) - .5735}{3711} + \frac{7556(40)}{3711}$$

$$S_1 = -3.3064 + \frac{-15490.4834}{3711} + \frac{302240}{3711}$$

$$S_1 = -3.3064 + -4.1742 + 81.4443$$

$$S_1 = 73.9637mph$$

Low end

$$S_1 = S_3(\cos\theta) + \frac{W_2(S_4)\cos\phi}{W_1} + \frac{W_2(S_2)}{W_1}$$

$$S_1 = 3.6869(-.9998) + \frac{7556(4.1345) - .5735}{3711} + \frac{7556(40)}{3711}$$

$$S_1 = -3.6861 + \frac{-17916.3017}{3711} + \frac{302240}{3711}$$

$$S_1 = -3.6861 + -4.8278 + 81.4443$$

$$S_1 = 72.9303mph$$

Conclusion

Evidence at the scene indicates the impact between the Ford and the Lexus occurred in the westbound lane near the fog line.

Using an in-line momentum equation and a Ford speed of 40 MPH (speed from driver's statement), the Lexus was calculated to be going 72 to 73 MPH. If the speed of the Ford is increased or decreased it affects the speed of the Lexus in the same manner. There was no evidence braking prior to the collision. It is possible that the Ford was taking evasive action due to the impact occurring near the north edge of the roadway.

Tpr. F. J. Cook
Ohio State Highway Patrol – Crash Reconstruction and Analysis Unit
1790 W. Broad St. Columbus, OH 43223

