

January 11, 2016

Keith Lynch Director of Program Development Federal Highway Administration / Pennsylvania Division 228 Walnut Street, Room 508 Harrisburg, PA 17101-1720

Re: Headquarter Road over Tinicum Creek Bridge Width Evaluation

Dear Mr. Lynch:

On or about June 16, 2015 the Federal Highway Administration ("FHWA") sent a letter to Melissa Batula of the Pennsylvania Department of Transportation ("Department") stating that the FHWA had reviewed a report prepared by the Department – the *Bridge Width Evaluation* – and that the FHWA "agree[ed] with the determination that a single-lane bridge would not meet the purpose and needs of the project." Attachment A.

The FHWA specified that a single-lane bridge "[w]ould not address the historic or potential safety issues associated with a narrow structure and [w]ould not address the geometric deficiencies inhibiting efficient movement of large (heavy) vehicles across Tinicum Creek, including emergency service vehicles." *Id.* The letter indicated that the FHWA relied upon these two factors to determine that, "the project should proceed as a Level 2 Categorical Exclusion." *Id.* However, the two factors cited above rely on a gross distortion of the facts, and therefore the FHWA's decision to allow the review of the project to proceed as a Level 2 Categorical Exclusion must be revoked.

On December 15, 2015, the Delaware Riverkeeper Network ("DRN") submitted comments to the Department showing that the Department's *Determination of Effects* report, which relied on the *Bridge Width Evaluation*, failed to "provide accurate information or detail necessary to inform PADOT

DELAWARE RIVERKEEPER NETWORK 925 Canal Street, Suite 3701 Bristol, PA 19007 Office: (215) 369-1188 fax: (215)369-1181 drn@delawareriverkeeper.org www.delawareriverkeeper.org decision making." Attachment B, at 1. Included in the comments was a report generated by Mark L. Stout Consulting which confirms that the safety issues and geometric deficiencies cited in the *Bridge Width Evaluation* are inaccurate and fundamentally misrepresent the crash history and geometric design of the bridge. *See* Attachment C.

Despite the fact that the Department deliberately shielded from public review the crash data upon which it relied for its assertions in the *Bridge Width Evaluation* report regarding safety, the Delaware Riverkeeper Network obtained this information from other public sources. *See* Attachment D. The accident reports clearly **do not** demonstrate a safety hazard associated with the historic width of the bridge. *See* Attachment C. In fact, the Stout Report indicates that the traffic calming values of a single lane bridge at this location would provide safety benefits for drivers and pedestrians alike. *Id*.

The crash data cited by the Department in its evaluation primarily consisted of accidents that are clearly unrelated to the bridge width and that **didn't even occur on the bridge**. *Id.* at 3-4. Indeed, the historic width of the bridge was not even a major contributing factor in any of the 10 accidents, as clearly shown in the crash reports. *Id.* at 3. The Department's gross misrepresentation of the data warrants a rescission by the FHWA of its decision that a Level 2 Categorical Exclusion is appropriate for this project.

Additionally, the second factor that the FHWA cited in support of its finding that a single-lane bridge would not meet the purpose and needs of the project was that geometric deficiencies inhibited large vehicles, including emergency service vehicles, from moving across the bridge. However, the attached Stout Report demonstrates that "[a] wider bridge is not necessary to accommodate [emergency vehicles]." *Id.* at 4-5. The report further details that any other possible geometric deficiencies could be remedied by simple design modifications, and also that a two-lane bridge would be no better than a single-lane bridge with regard to any potential geometric deficiencies. *Id.* at 1-2.

Considering that the FHWA primarily relied on the two aforementioned factors for a finding that a Level 2 Categorical Exclusion is the appropriate level of review for this project, and that these factors were clearly relied upon by the FHWA in error, we hereby request that the FHWA revoke its approval of a Level 2 Categorical Exclusion review process.

Furthermore, as discussed in previous comments provided by DRN to both the Department and the FHWA, a Level 2 Categorical Exclusion is also not appropriate because the bridge is a contributing resource to the Ridge Valley Rural Historic District, and Tinicum Creek has received Federal Wild and Scenic and State Exceptional Value designations. Consulting parties in the Section 106 process have demonstrated that any option other than rehabilitation will have significant impacts to these resources. As such, a Level 2 Categorical Exclusion is not appropriate. *See* Attachment B, at 2-5.

We also seek explicit, written, confirmation that there has been a final agency determination that a Level 2 Categorical Exclusion has been approved by FHWA, is being pursued for purposes of NEPA compliance for the Headquarters Road Bridge, and the current status of that review to the extent it is being conducted.

Thank you for your time and consideration. If you have any questions please feel free to contact me at your convenience.

Sincerely,

/s/ Aaron Stemplewicz

Aaron J. Stemplewicz, Staff Attorney Delaware Riverkeeper Network 925 Canal Street, Suite 3701 Bristol, PA 19107

cc: Jon Crum, FHWA Ryan Whittingham, PennDOT District 6-0

Attachment A



U. S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration Pennsylvania Division
JUN 1 6 2015

228 Walnut Street, Room 508 Harrisburg, PA 17101-1720

In reply refer to: HPD-PA

Bucks County S.R. 1012, Section BRC Headquarters Road over Tinicum Creek Bridge Width Evaluation

Melissa Batula, P.E., Chief Highway Delivery Division Bureau of Project Delivery Pennsylvania Department of Transportation Harrisburg, Pennsylvania

Attn: Keith Highlands

Dear Ms. Batula:

The Federal Highway Administration Pennsylvania Division (FHWA) is in receipt of your May 13, 2015 letter requesting our review and concurrence with the *Bridge Width Evaluation* (*Evaluation*) for the S.R. 1012, Section BRC (Headquarters Road) Bridge over Tinicum Creek in Bucks County. This *Evaluation* was prepared at our request to determine whether the purpose and needs can be met by providing a single-lane bridge.

Based on the information presented in the *Evaluation*, the FHWA <u>agrees</u> with the determination that a single-lane bridge would not meet the purpose and needs of the project. Specifically, a single-lane bridge:

- Would not address the historic and potential safety issues associated with a narrow structure and
- Would not address the geometric deficiencies inhibiting efficient movement of large (heavy) vehicles across Tinicum Creek, including emergency service vehicles.

The FHWA encourages the PennDOT to advance this project in as expeditious a manner as possible and as appropriate given the amount of time that has elapsed since the initiation of the project. That being said, the project should proceed as a Level 2 Categorical Exclusion. Given the degree of stakeholder interest in this project, a Public Hearing should be held to present the preferred alternative and to allow for public comment. Additionally, the project team should continue to consider ways to avoid and/or minimize potential impacts to the valuable resources within the project area, to include consideration of stakeholder input and recommendations.

Please contact Jon Crum at (717) 221-3735 or <u>Jonathan.Crum@dot.gov</u> with any questions or for additional information.

Sincerely,

Keith Lynch

Director of Program Development

ec: David Azzato, P.E., PennDOT

Keith Highlands, P.E., PennDOT

Charles Davies, P.E., PennDOT District 6-0 Ryan Whittington, PennDOT District 6-0 Bob Eppley, PennDOT District 6-0

Jon Crum, FHWA

Attachment B



December 15, 2015

Ryan M. Whittington, E.I.T.
Consultant Project Management (HNTB)
PA Department of Transportation
Engineering District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406
Email: c-rwhittin@pa.gov

Re: Determination of Effects Report, S.R. 1012, Section BRC Headquarters Road

Bridge Project MPMS 13716

Dear Ryan:

The Determination of Effects Report, S.R. 1012, Section BRC, Headquarters Road Bridge Project issued November 2015 for public review fails to provide the accurate information or detail necessary to inform PADOT decision making.

- The facts laid out in the introduction and other portions of the report fail to provide critical and accurate information. For example, the report fails to articulate the Exceptional Value status of the Tinicum Creek or its inclusion in the Wild & Scenic Rivers program, both of which heighten the level of protection and regulatory requirements that must be complied with. In addition, the report totally misrepresents the accident data that PADOT collected from Tinicum Township, manufacturing a concern about safety issues associated with rehabilitation of the existing one-lane structure. Furthermore, the report continues to assert safety issues associated with the structural status of the piers despite evidence provided by McMullen Associates and the examination of the borings undertaken by PADOT, both of which demonstrate the contrary.
- ◆ As PADOT's report states, "AASHTO states that existing bridges can remain in place without widening unless there is evidence of a site-specific safety problem related to the width of the bridge." There is no site specific safety problem that mandates widening of the Headquarters Road bridge PADOT's claims to the

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dm@delawareriverkeeper.org www.delawareriverkeeper.org contrary are knowingly false. While PADOT has deliberately shielded the crash data upon which it relies from public view, the Delaware Riverkeeper Network has secured the information from other public sources and was able to confirm that the historic width of the bridge has not in fact presented a safety hazard. In fact, most of the crash data PADOT has relied upon in order to make this false assertion of a hazardous condition consisted of accidents that didn't even involve the bridge, let alone its width.

- Expert analysis demonstrates that the Alternative 6 series PADOT considered are the options with the most deleterious impacts on the stream and stream hydraulics. This means they are also the most damaging to downstream communities and ecological systems. In their rush to the pre-determined outcome they desire, PADOT's truncated review process fails to consider the very important water quality, erosion, and flooding impacts that could result.
- While the various alternatives put forth include a section with the subheading "Environmental and Cultural Resource Impacts" the information included in this category is extremely sparse in terms of environmental and cultural considerations. In addition, the information provided varies in scope and detail from alternative to alternative, providing no basis for comparison between the options.
- The Project alternatives all fail to consider environmentally beneficial strategies for addressing common problems across alternatives, such as the stream scour that happens around instream piers. In every instance PADOT suggests additional hardening protections around the piers which are detrimental to the aesthetics and historic integrity of the structures being considered and exacerbate environmental damage rather than mitigating, minimizing and avoiding harm. The Delaware Riverkeeper Network has repeatedly urged consideration of natural channel design strategies that could avoid and mitigate scour that result around and from the piers, and yet nowhere in this document or others does PADOT ever give this beneficial approach any consideration.
- Removal of the Headquarters Road Bridge and its impacts on the Ridge Valley Historic District are sorely understated by PADOT because, once again, PADOT views this destruction/construction project as a project in a vacuum. In fact, PADOT has been pursuing a systematic effort to remove and replace (with new construction) a series of historic bridges in Tinicum Township; the collected impact is far greater than the effect of each project independently. PADOT needs to do a comprehensive impact review of all of its bridge projects past, proposed, and anticipated on the Ridge Valley Historic District and the environment.

¹ In response to FOIA requests filed by the Riverkeeper, FHWA produced some traffic-related records on December 11, 2015. Additional records were withheld pending review by personnel at FHWA's headquarters. As of the date of this letter, that review has not been completed.

- ◆ PADOT continues to fail to follow regulatory guidance to ensure the most efficient and appropriate decision-making process and outcome. PADOT's continuing failure to adhere to applicable guidance on the process, as evidenced by this most recent report, is further evidence of its goal to reach a pre-determined outcome rather than a well-informed and most beneficial outcome.
 - X PADOT should coordinate the NEPA and Section 106 reviews in order to encourage public participation in the Section 106 process, and accurately assess the impacts to all cultural and natural resources. The Section 106 implementing regulations strongly encourage this coordination (36 C.F.R. § 800.8(a)(1)); and the Advisory Council on Historic Preservation and the Council on Environmental Quality have published a handbook on NEPA and Section 106 integration.²
 - X In addition, PADOT should coordinate the Section 106 review with the Section 4(f) review, because the Section 4(f) process can greatly affect the outcome of the Section 106 process.³ The agency should familiarize participants in the Section 106 process with the mandates of Section 4(f) so that all project participants will understand how 4(f) will influence the project decisions.
- PADOT's report uses every opportunity to try to skew the picture it paints. For example, Table 4 provides detailed bullet points of early meetings about the project, but fails to include a similar level of detail in the most recent set of meetings— where a significant amount of expert data has been brought to bear on the discussion and there were well-informed requests for consideration of a rehabilitation alternative. Examples of omissions that help demonstrate this point are (1) at a meeting of the Tinicum Township Supervisors on March 1, 2011, the Township rejected the chance to own a new fake-historic, one lane bridge with no funding from the state; (2) in apparent reaction, PADOT crews closed the bridge permanently the next day, on March 2, 1011; (3) dates of the multiple meetings where the Delaware Riverkeeper Network urged an appropriate combined section 106 and NEPA process; (4) the multiple meetings where members of the public spoke firmly for restoration of the historic structure and expert reports and materials were brought forth to support the appropriateness and achievability of this request.

² See Council on Envtl. Quality & Advisory Council on Historic Pres., NEPA and NHPA: A HANDBOOK FOR INTEGRATING NEPA and Section 106 (2013), http://www.achp.gov/docs/NEPA_NHPA_Section_106_Handbook_Mar2013.pdf.

³ See Am. Ass'n of State Highway Transp. Officials, Practitioner's Handbook: Consulting Under Section 106 of the National Historic Preservation Act (2006), http://environment.transportation.org/pdf/PG06.pdf. Page 3 of 5

- In the report discussion, PADOT states that there has been "coordination" with other regulatory agencies, suggesting that they have been involved in the review and design of alternatives. Right to Know and Freedom of Information Act documents, however, do not support such a characterization.
- With respect to Section 9.0, Application of Definition of Effect and Criteria of Adverse Effect:
 - X The Report notes, "The project results in a permanent change in use of approximately 0.014 of the 575 acres (0.002 percent)" (p. 45). While this math may be accurate, the statistic appears to be designed to understate the impact of losing this 200-year-old Bridge, one of the last of its kind. This statistic is also misleading because it includes only land within the Historic District (see p. 46). The Bridge, which crosses over Tinicum Creek, presumably is not included in that acreage.
 - X The Report also states that "There will be permanent land acquisition from two contributing properties within the historic district" (p. 45). The Report does not reveal that the affected landowners have indicated they will not agree to an easement for a 2-lane bridge. FHWA and the Consulting Parties should be aware of this challenge; it may influence the outcome, in light of the high costs typically involved in eminent domain proceedings.
 - X PADOT admits in a footnote on page 47 that the removal and replacement of the Bridge will adversely affect the Ridge Valley Rural Historic District. PADOT goes to say, however, that the removal and replacement "will not cause the historic district to be delisted from the National Register." That decision is the Keeper's to make, not PADOT's. PADOT cannot state with certainty that the Bridge's removal will not cause delisting of the District. It is important to note that PADOT is targeting a growing number of the historic bridges in Tinicum for destruction and replacement. As more and more bridges are destroyed, the many designations, historic and environmental (such as Wild & Scenic), become increasingly at risk from the individual and cumulative harm.
 - X Finally, the Report says, "The new structure will incorporate design elements that will complement and blend with the historic district's setting" (p. 47). PADOT has proved many times that it is unwilling or unable to honor this promise. Many local residents and Consulting Parties have personally witnessed PADOT's failure to consider Bucks County's rural and historic setting when rebuilding a bridge. In fact, experience with PADOT has been that it doesn't even implement the construction and design practices committed to in advance of construction, such as reuse of stone or fundamental designs. For example, the construction of the bridge at Cafferty Road bore no resemblance to the much less intrusive design PADOT committed to before demolition.

In addition to the above concerns, the Delaware Riverkeeper Network submits the attached reports to expand upon and support these comments.

Respectfully,

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Maya K. van Rossum the Delaware Riverkeeper

Enclosures

Attachment C

Comments on the PennDOT Determination of Effects Report on the Headquarters Road Bridge



A report prepared for the Delaware Riverkeeper by:

Mark L. Stout, PhD Mark L. Stout Consulting



14 December 2015

The Determination of Effects report asserts that there is a "site-specific safety problem" at the Headquarters Road Bridge. This is a critical assertion – one that leads the authors to conclude that the bridge fails a critical test in the AASHTO Design Policy: "AASHTO states that existing bridges can remain in place without widening unless there is evidence of a site-specific safety problem related to the bridge." The evidence cited for a site-specific safety problem is "the existing design deficiencies and statistically high crash rates related to these deficiencies." The report refers the reader to a previous PennDOT document, the Bridge Width Evaluation report, for a summary of reported crashes.

The PennDOT "site-specific safety problem" argument, as set out briefly in the DOE report and discussed in more detail in the Bridge Width Evaluation report, has four main components:

- 1. There are many geometric deficiencies in the existing bridge design and its approach roadways, which could induce more frequent crashes,
- 2. The crash rate in the vicinity of the bridge is higher than at comparable locations.
- 3. There is a history of crashes which is consistent with these findings, and
- 4. A one-lane bridge impedes emergency vehicle access.

These arguments will be addressed in turn.

1. Geometric deficiencies

The report states that a one-lane bridge at this location does not meet PennDOT design standards and implies that this "design deficiency" contributes to a site-specific safety problem. Although a design manual is a useful and important document for establishing standards, it is not a substitute for site-specific design and does not guarantee the "safest" outcome in a particular set of circumstances. In fact, as we have argued in a previous report (*Tinicum Township and the Headquarters Road Bridge: Planning the Future*, 14 April 2014), it is by no means certain that a two-lane bridge is safer than a one-lane bridge in all cases:

A literature review was conducted to see if there was previous research and/or analysis of roadway safety at one-lane bridges and research and/or analysis of one-lane versus two-lane bridges. No applicable specific research was found on either subject, but some anecdotal information about the traffic calming effects of one-lane bridges was found. It was asserted that due to the narrowing of the roadway to one lane, traffic naturally slows down. An analogy would be the installation of a one-lane "choker" and/or a neck-down. A choker narrows the width of a roadway, generally at mid-block locations, to "allow travel in only one direction at a time, operating similarly to one-lane bridges." Neck-downs are similar in nature but are at intersections. The Institute of Transportation Engineers (ITE) estimates that speed is reduced by 14% when one-lane chokers are implemented for roadway

widths under 20 feet and greater than 17 feet. Speed reduction can enhance safety and, if a crash does occur, severity has a tendency to be reduced at the lower speeds. The same ITE reference also states that one-lane chokers can have a traffic volume reduction of 20%. A reduction in volume also decreases the risk of a crash and can enhance the safety of the location.

The DOE report does not explicitly address other potential design deficiencies in the area, but it should be presumed that the "deficiencies" referenced here include those addressed in the Bridge Width Evaluation report. These include sight distance, horizontal curves, and approach grades (turning radius will be discussed below in connection with emergency vehicle access). This is, in fact, a rural area, with wooded slopes and steep and winding roads. The report notes that "many" of the alternatives analyzed "are not able to fully address these existing substandard criteria." There is no discussion of how or to what extent the preferred alternative (presumably Alternative 6) addresses these issues. All of these alternatives, including Alternative 6, would likely require design exceptions to address the real issues of designing a project in this type of environment. In fact, a STOP sign in advance of the bridge on the western approach would resolve the sight distance issue, while improved road markings and signage should reduce the incidence of run-off-the-road events and other problems that might be associated with horizontal curves and grades near the bridge.

2. Crash rate

The DOE report refers to "statistically high crash rates," which is presumably based on the safety discussion in the Bridge Width Evaluation report. The BWE report provides a summary of crash data and argues that both the accident rate and crash intensity rates are "well above the statewide average." It is important to note that this analysis is based on a total of 10 crashes reported over 10-year period. It seems excessive to base significant conclusions on such a small sample. Indeed, even the BWE report states that no "crash clusters" could be identified because the small numbers could not meet the minimum threshold for that status. And although the statistics cited by PennDOT provide a minimal control for the overall level of development (rural) and traffic counts, these do not account for the local terrain (steep slopes and winding valleys) or the status of the roadway network (shifting bridge closures and attendant detours). A statistical analysis, in fact, provides only a general look at an area and should be subordinate to an analysis of the actual crashes at the location.

3. Crash history

As the Determination of Effects report notes, a narrative summary of the crash history for the area in the last 10 years before the bridge was closed is provided in the BWE report. The BWE narrative is based on another report, the "PennDOT Crash History Summary," which is listed as Attachment 7 to the BWE report. Portions of this document have been made available to us to review, but the actual crash records have not.

We were able, however, to review 10 crash reports which were supplied by Tinicum Township for the period 2003 to 2010 in the area of the bridge. A comparison of the 10 records supplied by Tinicum Township and the summary analysis in the "PennDOT Crash History Summary" suggests that the two lists may not be identical, although without seeing the actual records reviewed by PennDOT it is impossible to be certain.

Our review of the crash records received from Tinicum Township yields a very different conclusion from the one set out in the BWE and DOE reports.

Of the 10 crash reports reviewed, 3 are located on or at the Headquarters Road Bridge, 1 is nearby, and 6 are unrelated.

Following are the reported crashes on or at the bridge:

- 24 October 2003 A vehicle driving westbound on Headquarters Road attempted a left turn onto the bridge and slid on an icy road surface on the bridge, resulting in contact with the bridge wall (see figures 1 and 2).
- 1 April 2006 An unregistered, uninsured vehicle left the scene of the crash while the driver and passengers were out for a "joyride." Details of the crash are minimal but do indicate that contact was made with the Jersey barrier on the bridge.
- 7 May 2006 A motorcyclist reported losing control of his eastbound motorcycle on loose gravel as he entered the bridge (see figures 3 and 4).

While the width of the bridge (a 10-foot cartway at the time) may have been a minor factor in these crashes, it does not appear that bridge width was the primary causal factor in any of these crashes.

The partial "PennDOT Crash History Summary" also identifies only 3 crashes at the bridge, a fact which was not included in the summary discussions in the BWE and DOE documents.

A fourth crash, on 6 July 2007, appears to have been near the bridge. A vehicle driving westbound was reported as having made contact with a fence or wall near the bridge. Based on the limited description and the police sketch (figure 5), the

vehicle probably made contact with the fence on the western end of the bridge (figure 6).

Of the 6 remaining crashes, 1 occurred on Sheephole Road (10 February 2003), as two vehicles collided under icy conditions. The remaining 5 were all associated with the curve located approximately 250 feet east of the intersection of Headquarters Road and Sheephole Road:

- 24 May 2005
- 26 September 2008
- 21 January 2009
- 5 May 2009
- 16 March 2010

Of the crashes at the curve, 3 occurred when the road surface was wet and all 5 involved a westbound vehicle crossing the centerline (see figures 7 and 8). These crashes are all well beyond the influence of Headquarters Road Bridge, but do indicate a "hotspot" where PennDOT should consider upgrading such safety measures as signing and striping.

Our conclusion from reviewing the crash history in the vicinity of the Headquarters Road Bridge is that this history provides no evidence of a site-specific safety problem at that bridge.

4. Emergency vehicle access

The DOE report repeats PennDOT's assertion, made in previous documents, that one of the needs of the project is the fact that the existing structure "cannot safely and effectively accommodate current and future traffic needs including emergency response vehicles." With a curb-to-curb width of 16 feet, the bridge "cannot accommodate Tinicum Township's largest fire response vehicle, a 41.5-foot ladder truck." In fact, this ladder truck – Ladder 49 of the Ottsville Volunteer Fire Company – operated across the Headquarters Road Bridge when it had a 10-foot cartway. In an interview (a summary of which is attached), the fire chief of the Ottsville Fire Company confirmed that Ladder 49 could operate on a 16-foot bridge, although it would need to back up once to make the left turn into Sheephole Road, a common procedure in the township. He would also find a cutback of the embankment on the east side of the bridge desirable.

A wider bridge is <u>not</u> necessary to accommodate fire company operations. A traffic engineering analysis conducted for us by MBO Engineering in 2013 found the following:

MBO Engineering has reviewed the 2009 turning radius study done by Urban Engineers for the Headquarters Road Bridge, discussed the possible scope of

work of a bridge rehabilitation project with McMullan Engineering, and undertaken multiple field visits in the vicinity. Based on this work, MBO Engineering believes that it is possible to satisfy the turning radius needs identified by Urban within the scope of a bridge rehabilitation project that includes some reconstruction of the wingwalls at the eastern end of the bridge, some reduction of the slope in the northeast quadrant of the bridge, and possibly some adjustment of the curb-to-curb width of the proposed new bridge deck.

Figures

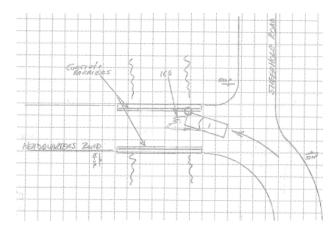


Figure 1 Police sketch of 24 October 2003 crash, vehicle skidding on icy surface into Jersey barrier



Figure 2 Jersey barrier on Headquarters Road Bridge, showing impact scrapes, possibly resulting from the 24 October 2003 crash

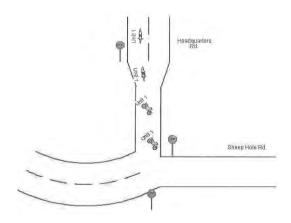


Figure 3
Police sketch of 7 May 2006 crash, motorcyclist losing control on loose gravel



Figure 4
Eastbound view of Headquarters Road Bridge in the area in which the motorcyclist lost control in the 7 May 2006 crash

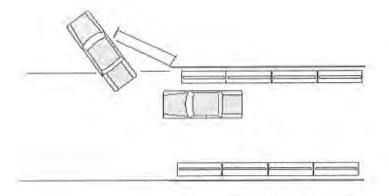


Figure 5
Police sketch of 6 July 2007 crash, impact on the fence to the west of the bridge



Figure 6
The fence to the west of the bridge, the apparent site of impact in the 6 July 2007 crash



Figure 7 Westbound view of the curve on Headquarters Road located 250 feet east of the intersection with Sheephole Road, the site of 5 crashes within the reporting period



Figure 8 Guiderail along the Headquarters Road curve, showing signs of multiple impacts

Attachment A Meeting with Ottsville Fire Chief Bill Shick 14 October 2015

Bill Anderson and Mark Stout met with Bill Shick, Fire Chief of the Ottsville Volunteer Fire Company, at the Ottsville Firehouse on October 14 for approximately one hour. Following the meeting, he took us on a tour of local roads on Ladder 49, the Company's longest truck.

Key points:

- Chief Shick stated that as fire chief, he has no preference whether a one-lane
 or a two-lane bridge is built; his priority is to get a bridge opened as soon as
 possible. He thinks it is important to inject a sense of urgency into the
 discussions. I explained that in my view, the rehabilitation option would be
 completed more quickly.
- Ottsville will soon open a second firehouse in the northern portion of the district. The equipment being relocated to the new firehouse will not include Ladder 49 or Rescue 49, the two vehicles identified as having turning radius issues.

Chief Shick discussed in detail the routing issues associated with the Headquarters Road Bridge:

- With the closing of the Headquarters Road Bridge, the main detour route for Ladder 49 from the Ottsville Firehouse to Sheephole Road is Geigel Hill Road

 Tankhannen Road – Ridge Valley Road – Headquarters Road. The detour route takes 3 minutes longer than the route over Headquarters Road Bridge.
 Since Tankhannen Road is unpaved, with tight curves and steep grades, Chief Shick explained that individual drivers of Ladder 49 may choose a slightly longer detour route (Geigel Hill Road – Ridge Valley Road – Headquarters Road) if they feel it is safer. The longer detour route adds another 2 minutes.
- Ladder 49 cannot enter or exit Sheephole Road at Geigel Hill Road. This means that the vehicle must reverse direction in a private driveway on Sheephole Road (a time consuming maneuver) in order to leave Sheephole Road the way it arrived, via Headquarters Road.
- Rescue 49 is a shorter vehicle but with a long wheelbase, so it also has turning radius challenges, although not as serious as Ladder 49. Rescue 49 can enter Sheephole Road via the Geigel Hill Road intersection, but needs to exit via Headquarters Road.
- The jurisdiction of the Ottsville Company extends to the east along Headquarters Road as far as Municipal Road, where Del Val company (based in Erwinna) assumes primary coverage. Even with the detours related to Headquarters Road Bridge, the Ottsville Company can reach this area of Headquarters Road faster than equipment from Erwinna.

We spent some time onsite at the Headquarters Road Bridge and talked about structural and geometric options:

- Chief Shick repeated that he would be happy with any width bridge that allowed the connection to reopen, even though some Ottsville equipment picked up "scrapes and bangs" when the bridge was open and the Jersey barrier was in place.
- With a 16-foot wide bridge, Ladder 49 needed to back up once to make the left turn onto Sheephole Road. Chief Shick does not consider that to be a problem, as the same situation exists in a number of places within the fire company's coverage area.
- Chief Shick would welcome a cutback of the embankment on the east side of the Bridge. He estimated that a 5-foot cutback would enable the largest fire apparatus to make the left turn without a backup.
- Chief Shick would be happy with a 16-foot wide bridge, although he thinks 18 feet would be better. He sees no benefit for his trucks in widening to 24 feet.

Attachment B

Mark L. Stout Consulting team qualifications

Mark Stout is an independent transportation consultant and is principal of Mark L. Stout Consulting. His consulting practice addresses a wide range of transportation policy issues, including state and federal funding challenges, climate change, organizational transformation, and Smart Growth planning. His clients include state transportation departments, national and state nonprofit and advocacy groups, and metropolitan planning organizations. His recent work includes providing strategic planning advice to a state DOT; directing a regional multimodal strategic land development plan for a local government; coaching a medium-sized MPO in setting up a Smart Growth transportation program; providing policy support for a national transportation reform group, including making recommendations for supporting state DOT transformation in reauthorization legislation; helping state DOTs to collaborate with environment and energy agencies on a regional basis in addressing transportation and climate change issues; and coaching several state advocacy groups in the skills needed to engage state DOTs in project selection and capital programming.

Mark Stout's experience in Pennsylvania has included work with 10,000 Friends of Pennsylvania, the Lancaster County MPO, the Delaware River Joint Toll Bridge Commission, and extensive collaboration with PennDOT and DVRPC. He was comanager of the development of the joint PennDOT/NJDOT Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities.

Dr. Stout previously served more than 25 years with the New Jersey Department of Transportation. As Assistant Commissioner for Planning and Development he was responsible for the divisions of planning, capital programming, project development, local aid, freight services, aeronautics, and environmental resources. His accomplishments included leading the development of new Smart Growth planning tools, developing and implementing a performance-based capital planning and programming system, leading organizational transformation, leading the Department's response to climate change and energy policy challenges, managing major legislative initiatives, and developing a new statewide long-range transportation plan. He was previously Director of Capital Investment Planning and Development, where he managed the development of the Department's \$1.5 billion annual capital program for transportation, as well as managing the flow of federal and state funding for projects. He has also served as a legislative assistant in the U.S. Congress.

Dr. Stout is a nationally recognized expert in transportation and land use planning, transportation and climate change, and transportation policy and legislation. He has published and spoken widely on transportation issues and produces his own "Smart Transportation Blog" (at www.mlstoutconsulting.com). He holds a BA in political

science from Washington University in St. Louis and a PhD in political science from the London School of Economics.

William E. Anderson is a traffic engineer who had a 31-year career at the New Jersey Department of Transportation involving traffic engineering and traffic safety. He managed statewide highway safety programs and led a multi-disciplinary team responsible for reviewing high-profile crash locations. He served as Manager of the Bureau of Traffic Engineering and Safety Programs from 1993 to 2001, responsible for approval of all traffic control devices on state, county, and municipal roadways.

At Stantec Consulting he was the project supervisor for NJDOT planning and for operational review of task order assignments. He developed Traffic Impact Statements and Access Permits for private developer projects in New Jersey, Pennsylvania, and Virginia. He also conducted analyses of road-off-road crashes for the New Jersey Turnpike Authority on the Turnpike and Garden state Parkway.

He has been a member of the Adjunct Faculty of the Rutgers University School of Government Services, where he developed and taught two courses: Traffic Engineering for Police Officers and Advanced Traffic Engineering for Police Officers. These courses provided training in the application of the Manual on Uniform Traffic Control Devices and the identification and analysis of traffic safety problems.

He is currently a member of the National Committee on Uniform Traffic Control Devices and the New Jersey Governor's Highway Traffic Safety Policy Advisory Committee.

Attachment D

#2#

TINICUM TWP. POLICE DEPT. 165 Municipal Road Pipersville, PA. 18947

t Date:	2-10-2003		
4.00.0000			
1, 17, 18, 18, 19, 19			

Location: Sheep Hole Rd. N. of Head	
Operator #1	Sex: M DOB
Address: 6490 Glen Rd.	Operator # 22816666 (PA)
Coopersburg, PA 18036	
Valida Was 1000 Md Hopp	
Vehicle: Year 1999 Make FORD	Model Econoline - blue
Registration YFC0930	State PA
Insurance Company Erie Insurance	Policy #_Q1201028650A
Towed To: Driven away from scene.	
Towed To. Direct away from scene.	
Injuries/Operator: None.	
A. A. Mariana C. & California and Company of the Co	
Passengers: None.	
TATELLA CALL	
Passengers: None.	
Operator #2	Sex: M DOB
Operator #2 Address: 3417 Binny Rd.	Sex: M DOB 9 Operator # 25014314 (PA)
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901	Operator # 25014314 (PA)
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD	Operator # 25014314 (PA) Model F150 - white
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280 Insurance Company Farmers New Century	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280 Insurance Company Farmers New Century Towed To: Driven away from scene.	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280 Insurance Company Farmers New Century	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280 Insurance CompanyFarmers New Century Fowed To: Driven away from scene. Injuries/Operator: None.	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280 Insurance Company Farmers New Century Towed To: Driven away from scene.	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280 Insurance Company Farmers New Century Towed To: Driven away from scene. Passengers: None.	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280 Insurance CompanyFarmers New Century Towed To: Driven away from scene. Injuries/Operator: None.	Operator # 25014314 (PA) Model F150 - white State PA
Operator #2 Address: 3417 Binny Rd. Doylestown, PA 18901 Vehicle: Year 2002 Make FORD Registration YJD4280 Insurance Company Farmers New Century Fowed To: Driven away from scene. Injuries/Operator: None. Passengers: None.	Operator # 25014314 (PA) Model F150 - white State PA

2

INFORMATION ON ACCIDENTS "NOT INVESTIGATED AT THE SCENE", PAGE 2

Narrative:

At 1545 hrs., Operator #1 contacted police to report that he had been involved in an accident with another vehicle at approximately 1500 hrs. Operator #1 related that both he and Operator #2 exchanged their information and drove away from the scene. Operator #1 requested police take an accident report.

According to Operator #1, he was traveling SB on Sheep Hole Rd. when he encountered Unit #2 traveling NB. Operator #1 related that he braked to avoid contact with Unit #2 and slid to a stop on the icy road. Operator #1 related that he was then struck by Unit #2.

Investigating Officer contacted Operator #2. Operator #2 related that he was traveling NB on Sheep Hole Rd. when he encoutered Unit #1 traveling SB. Operator #2 related that he braked and attempted to steer to avoid contact with Unit #1 however slid on the icy road surface. Operator #2 related that both units contacted each other and sustained damage.

TRAFFIC ACCIDENT DIAGRAM

INCIDENT	# 03-000310	INVESTIGATOR Ofc. Mark Thompson		
	Tinicum Twp. PD	BADGE # 19		
COUNTY	Bucke	ACCIDENT DATE 2-10-2003		

HEADQUARTERS SO.

P0493668^{** (0)} POLICE CRASH REPORTING FORM New Case Closed Change/ AA 45 1 1 Page: Continuation Yes No Incident Number Patrol Zone Police Agency Data **Agency Name** Precinct Investigation Date (MM-DD-YYYY) Agency TIMICUM ILUIP Dispatch Time (mil) Investigator Arrival Time (mil) **Badge Number** Police Reviewer Badge Number Approval Date (MM-DD-YYYY) County County Name Municipality **Municipality Name** Day of Week Sun 🔘 Thu TIMPERM TOUNS! Mon Fri (If > 00, Complete Crash Date (MM-DD-YYYY) No Killed Crash Time (Military) No of Units No of People No Injured O Sat Crash Form ○ Wed ○ Unk AA 45 F 1) Notify Highway Maintenance School Zone Related PennDOT Property Reportable Crash School Bus Related Yes O No Yes O No Yes (No Yes No Yes No Motor Vehicle in Hit & Run Vehicle Unit Number Illegally Parked Legally Parked Non - Motorized Delete? Type Transport Pedestrian on Skates, **Disabled From** Unit Pedestrian Phantom Vehicle Train in Wheelchair, etc Owner Last Name (If Pedestrian, skip to Form AA 45 3 1) Telephone Number Commercial Vehicle Address City State Zip O Yes Information O No TSVILL Model Year VIN Vehicle Make* (If Yes, Complete Form: AA 45 C 1) Ø License Plate Reg. State Travel Speed *Refer to List on Back of Overlay Insurance Company Policy No Insurance Company Phone Insurance Un-Yes No 0 Towed To Towed By **Tow Agency Phone** Vehicle Towed Yes) No Motor Vehicle in Hit & Run Vehicle Unit Number Illegally Parked Legally Parked Non - Motorized Transport Delete? Pedestrian on Skates, Disabled From Unit Pedestrian Train Phantom Vehicle in Wheelchair, etc **Previous Crash** Owner Last Name (If Pedestrian, skip to Form AA 45 3 1) Telephone Number Commercial Vehicle Address City State Zip Yes Yes O No VIN Model Year Vehicle Make* (If Yes, Complete Form: AA 45 C 1) License Plate Reg. State Travel Speed *Refer to List on Back of Overlay Insurance Company Policy No Insurance Company Phone Insurance Un-Yes No known Towed To Towed By **Tow Agency Phone** Vehicle Towed Yes No

COMMONWEALTH OF PENNSYLVANIA

Crash Number

COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM

New

Crash Number P 0 4 9 3 6 6 8

	AA 45 2 1		Page: O C	Change Continu		
	Num	ailing 2=Towing Tr 3=Towing Ut	rck 7=Semi-Traile	Tag No	т	ag Tag State Tag State S
lon	Vehicle Color 01=Blue 02=Red 08=Ge 03=White 09=Br 04=Green 10=Ol 05=Black 11=Pu 06=Yellow 12=Ol 07=Silver 99=Ui	own 02=Motorcycle range 03=Bus urple 04=Small Truck	11=Farm Equip 12=Construction Equip 18=Other Type Special Ve 19=Unknown Type Specia 20=Unicycle, Bicycle, Tricy 21=Other Pedalcycle	l Veh 25=Trolley		21=Tractor Trailer 22=Twin Trailer 23=Triple Trailer 31=Modified Veh
Verifice imprimation	11 12 01 02 03 04 05 05	00=Non-Collision 13=Top 14=Undercarriage 15=Towed Unit 99=Unknown	Damage Indicator 0=None 1=Minor (Driveable) 2=Functional (Moderate Damage, May Not be Driveable) 3=Disabling (Severe - Not Driveable) 9=Unknown	Vehicle Role 0=Non-Collision 1=Striking 2=Struck 3=Both Striking and Struck	Vehicle Position 00=Not Applicable 01=Right Lane (Curb 02=Right Turn Lane 03=Left Lane 04=Left Turn Lane 05=2-Direction Center Turn Lane 06=Other Forward Moving Lane 07=Oncoming Traffi	08=Left of Trafficway 09=Right of Trafficway 10=HOV Lane 11=Shoulder Right e 12=Shoulder Left 13=One Lane Road 98=Other
	Direction of Travel N=North S=South E=East W=West U=Unknown	Movement 01=Going Straight 02=Slowing/Stopping i 03=Stopped in Traffic I 04=Passing/Overtaking 05=Leaving a Parked P 06=Parked	ane 09=Turning Right on Veh 10=Turning Right	15=Changing Animal, or Mergin , etc 16=Negotiati Red Curve - R 17=Negotiati Red Curve - L 98=Other	Lanes 1 = Level Ro 2 = Uphill ng Alignment	3=Downhill 4=Sag/Bottom of Hill 5=Crest/Top of Hill 9=Unknown 1=Straight 2=Curved 9=Unknown
	Unit Number Trailing Number of Trailing Units	ailing 2=Towing Tro 3=Towing Ut	rck 7=Semi-Traile	Tag No	Ta	ear State
	Vehicle Color 01=Blue 02=Red 08=Gc 03=White 09=Br 04=Green 10=Or 05=Black 11=Pu 06=Yellow 12=Ot 07=Silver 99=Ur	own 02=Motorcycle ange 03=Bus rple 04=Small Truck	11=Farm Equip 12=Construction Equip 18=Other Type Special Ve 19=Unknown Type Specia 20=Unicycle, Bicycle, Tricy 21=Other Pedalcycle	I Veh 25=Trolley		13=1axi 21=Tractor Trailer 22=Twin Trailer gency 23=Triple Trailer 31=Modified Veh
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Crash Number

COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM

New

P0493668

	AA 45 3 1 Page:	00	3 Change/ Continuation			
	Unit Number Last Name Address		FI MI Telephone Number L 10-294-8006 City State Zip			
	2 Brose Valley Ro, Po. Box	457	State If License Number is unknown or			
n	Alcohol/Drugs Suspected		driver is not licensed, see manual			
Vehicle Driver/Pedestrian Information		edication known	Pedestrian Signal at Scene of Crash No Pedestrian Signal Pedestrian Signal Not at Intersection Pedestrian Signal			
	O Blood Urine Un	her known if	Pedestrian Location			
	Alcohol Test Results Un	known sults	At Intersection - No			
Vehicle D	Had Boon	ledication	Vehicle Code List any Vehicle Code Section this driver has violated and mark if they were charged. Charged with Violation? Yes No			
	Owner/Driver Code O=Not Applicable 03=Rented Vehicle 04=State Police Vehicle 05=PennDOT Vehicle 05=PennDOT Vehicle 05=PennDOT Vehicle 05=PennDOT Vehicle 05=Other State Gov Vehicle 05=Other 05					
	Owned/Leased by Driver 07=Municipal Pounit Number Last Name Address	olice Vehicle	FI MI Telephone Number City State Zip			
	License Number		State If License Number is unknown or driver is not licensed, see manual			
ormation		dication known	Pedestrian Signal at Scene of Crash No Pedestrian Signal Pedestrian Signal Pedestrian Signal			
Vehicle Driver/Pedestrian Information	Alcohol Test Type Test Not Given Breath Oth Blood Urine Unite	Ë	Pedestrian Location Marked Crosswalks At Intersection Not in Roadway			
Driver/Ped	Alcohol Test Results Test Refused University Test Given, Contaminated Results	cuowu stin	Crosswalks Outside Trafficway Non-Intersection Crosswalks Shoulder Shared Paths/ Trails Outside Trafficway Shared Paths/ Trails Unknown			
Vehicle	— Had Pean	edication nknown	Vehicle Code List any Vehicle Code Section this driver has violated and mark if they were charged. Charged with Violation? Yes No			
	Owner/Driver Code 00=Not Applicable 01=Private Vehicle Owned/ Leased by Driver 02=Private Vehicle Not Owned/Leased by Driver 07=Municipal Po	Vehicle hicle Gov Vehicle				

COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM

New

P0493668

	AA 45 4 1	Pag	e: O G 4 Change/ Continuation		
People Information	A Person Type: 1=Driver 2=Passenger 7=Pedestrian 8=Other 9=Unknown Sex: B F = Female M=Male U = Unknown Injury Severity: 0=Not Injured 1=Killed 2=Major Injury 3=Moderate Injury 4=Minor Injury 9=Unknown Seat Position: 00=Not A Passenger/Occupant 01=Driver - All Vehicles 02=Front Seat Middle Position 03=Front Seat Right Side 04=Second Row - Left Side Or Motorcycle Passenger 05=Second Row - Middle Position 06=Second Row - Right Side 07=Third Row Or Greater - Middle Position 09=Third Row Or Greater - Right Side 10=Sleeper Section Of Truckcab 11=In Other Enclosed Passenger Or Cargo Area 12=In Open Area (Back Of Pickup, Etc.) 13=Trailing Unit 14=Riding On Vehicle Exterior 15=Bus Passenger 99=Unknown		Safety Equipment One: 00=None Used / Not Applicable 01=Shoulder Belt Used 02=Lap Belt Used 03=Lap And Shoulder Belt Used 04=Child Safety Seat Used 05=Motorcycle Helmet Used 06=Bicycle Helmet Used 06=Bicycle Helmet Used 10=Safety Belt Used Improperly 11=Child Safety Seat Used Improperly 12=Helmet Used Improperly 90=Restraint Used, Type Unknown 99=Unknown Safety Equipment Two: 00=None Used / Not Applicable 01=Front Air Bag Deployed (For This Seat) 02=Side Air Bag Deployed (For This Seat) 03=Other Type Air Bag Deployed 04=Multiple Air Bags Deployed 05=Motorcycle Eye Protection 06=Bicyclist Wearing Elbow/Knee/ Other Pads 10=Air Bag Not Deployed, Switch On 11=Air Bag Not Deployed, Unk Switch Setting 13=Air Bag Removed (Prior To Crash) 19=Unknown If Air Bag Deployed	H	Ejection: 0=Not Applicable 1=Not Ejected 2=Totally Ejected 3=Partially Ejected 9=Unknown Ejection Path: 0=Not Ejected / Not Applicable 1=Through Side Door Opening 2=Through Side Window 3=Through Windshield 4=Through Back Door 5=Through Back Door Tailgate Opening 6=Through Roof Opening (Sunroof/ Convertible Top Down) 7=Through Roof Opening (Convertible Top Up) 9=Unknown Extrication: 0=Not Applicable 1=Not Extricated 2=Extricated By Mechanical Means 3=Freed By Non - Mechanical Means 8=Other 9=Unknown
1	Init No Person No Delete? Date of Birth (MM-DD-YYY)	1	A B C D 1 F O O 1 RD, POBLY 457, OTTS UNLE, MA][2	E F G H I 3 9 9 0 0 0 EMS Transport 6/0 - 29/- 800 6 0 Yes © No
	nit No Person No Delete? Date of Birth (MM-DD-YYY Date of Birth (MM-DD-YYY) Ame / Address / Phone	YY)	A B C D		E F G H I EMS Transport Yes \(\) No
	nit No Person No Delete? Date of Birth (MMI-DD-YYY) ame / Address / Phone	YY)	A B C D		E F G H I EMS Transport Yes \(\) No
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	nit No Person No Delete? Date of Birth (MM-DD-YYY) Date of Birth (MM-DD-YYY) Date of Birth (MM-DD-YYY)	(Y)	A B C D		E F G H I EMS Transport Yes O No

Crash Number

COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM

FORM # AA-45 (01/01)

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P0493668

	AA 45 5 1 Page: 0 0	S Change
Type Location	Intersection Type Midblock Traffic Circle/ Round About Tr" Intersection Multi-Leg Intersection Off Ramp Crossover Railroad Crossing On Ramp Other	Special Location Not Applicable Bridge Cross Over Related Underpass Tunnel Driveway/Parking Lot Ramp Toll Booth Ramp & Bridge (If "Ramp" is indicated, please see manual)
Principal Road	Section. If you have a midblock crash, you should enter information in the Section in the Principal Road area. County Route Number Segment (Optional) Travel Lanes	t intersections, enter information in the Intersecting Road Section or the GPS "Distance from Landmark" Section, the GPS Section, or the House Number Speed Limit
Intersecting Road	County Route Number Segment (Optional) Travel Lanes Street Name Route Signing Interstate (Not Turnpike) Turnpike State (Route Signing (East/West) Spur Highway	Speed Limit North South East West Unknown County County Road Private Other/ Road Or Street Road Unknown
Distance From Landmark	Please Enter Information for BOTH	St Ending South St Ending West Distance From Crash Scene to Landmark 1 (For Crash between Landmark 1 and Landmark 2)
GPS	Latitude: Longitude: L	Degrees Minutes Seconds *
100	Stop Sign Stop Sign Passive RR Crossing Controls Police Officer or Flagman Active RR Crossing Other Type TCD Unknown	O No Controls
Work Zone	Type of Work Zone (If "Not a Work Zone", skip rest of Work Zone section) Not a Work Zone Construction Maintenance Utility Company Other Work Zone Location Transition Area Advance Warning Sign Advance Warning Area Other	Work Zone (Mark all that apply) Lane Closure
Lane Closure	Lane Closed (If "Not Applicable", skip rest of the Lane Closure section) Not Applicable	Traffic Detoured Yes No Estimated Time Closed 1-3 hours 9-12 hours < 30 Minutes 3-6 hours > 12 hours < 30-60 Minutes 6-9 hours Unknown

COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM

New

Crash Number P0493668

	AA 45 6 1		Pa	age: 0 0	Change/	
tion once)	Crash Description		on-Collision ear End	2=Head On 3=Rear to Rear (Backing)	4=Angle 5=Sideswipe (Same Direction)	6=Sideswipe (Opposite Direction) 7=Hit Fixed Object 9=Other/Unknown
General Crash Information	Relation to Roadway		n Travel Lanes houlder	3=Median 4=Roadside	5=Outside Trafficway 6=In Parking Lane	7=Gore (Ramp Intersection) 9=Unknown
rash in	Illumination	2=D	aylight ark - No treet Lights	3=Dark - Street Lights 4=Dusk	5=Dawn 6=Dark - Unknown Roadway Lighting	8=Other
eral Cr	Weather Conditions	1=N	o Adverse onditions	3=Sleet (Hail) 4=Snow	5=Fog 6=Rain & Fog	7=Sleet & Fog 9=Unknown 8=Other
Gen (# mo	Road Surface Conditions	0=D 1=V	ry	2=Sand, Mud, I Oil 3=Snow Cover	E-les	6=Ice Patches 8=Other 7=Water - Standing or Moving
Unit(s) Event Information	Unit No Harm Event LIR Unit No 2 Please Put Events in Sequential Order Harm Event L/R Unit No 2 Please Put Events in 3 Unit No 2 Please Put Events in 3 Sequential Order 4		y Pole Number		Harmful Events (Harm Event 01=Hit Unit 1 02=Hit Unit 2 03=Hit Unit 3 04=Hit Unit 4 05=Hit Unit 5 06=Hit Other Traffic Unit 07=Hit Deer 08=Hit Other Animal 09=Collision With Other Non Fixed Object 11=Struck By Unit 1 12=Struck By Unit 2 13=Struck By Unit 3 14=Struck By Unit 3 14=Struck By Unit 5 16=Struck By Unit 5 16=Struck By Unit 5 16=Struck By Unit 5 21=Hit Tree Or Shrubbery 22=Hit Embankment 23=Hit Utility Pole 24=Hit Traffic Sign 25=Hit Guard Rail 26=Hit Guard Rail 26=Hit Guard Rail End 27=Hit Curb 28=Hit Concrete Or Longitudinal Barrier 29=Hit Ditch	30=Hit Fence Or Wall 31=Hit Building 32=Hit Culvert 33=Hit Bridge Pier Or Abutment 34=Hit Parapet End 35=Hit Bridge Rail 36=Hit Boulder Or Obstacle On Roadway 37=Hit Impact Attenuator 38=Hit Fire Hydrant 39=Hit Roadway Equipment 40=Hit Mail Box 41=Hit Traffic Island 42=Hit Snow Bank 43=Hit Temporary Construction
Contributing Information	Harmful Event in the Crash The Crash Do not repeat to the Crash Environmental / Roadway Potential Factors (EIR) Do=None 01=Windy Conditions 02=Sudden Weather Conditions 03=Other Weather Conditions 04=Deer in Roadway 05=Obstacle On Roadway 05=Obstacle On Roadway 07=Glare 08=Work Zone Related Possible Vehicle Failures (V) 00=None 06=E: 07=H 02=Brake System 08=Si 03=Steering System 09=O 04=Suspension 04=Suspension 05=Power Train Unit No 1	13=Pothol 14=Broker 15=TCD O 16=Soft SI 28=Other 99=Unkno khaust eadlights ignal Lights ther Lights	ry Road Condition of Roadway Factown 12=Wipers 13=Driver 14=Body, 15=Trailer 16=Wheel 17=Airbal 18=Trailer 19=Unsecu Trailer 20=Improp 21=Obstru 99=Unkno	3	Driver Action (D) 00=No Contributing Action 01=Driver Was Distracted 02=Driving Using Hand Held 03=Driving Using Hands Free 04=Making Illegal U-Turn 05=Improper/Careless Turning 06=Turning From Wrong Land 07=Proceeding W/O Clearance After Stop 08=Running Stop Sign 09=Running Red Light 10=Failure To Respond To Other Traffic Control Dev 11=Tailgating 12=Sudden Slowing/Stopping 13=Illegally Stopped On Road 14=Careless Passing Or Lane Change 15=Passing In No Passing Zor Unit No 1 Pedestrian Action (P) 00=None 01=Entering Or Crossing At Specified Location 02=Walking, Running, Joggin Playing, Or Cycling	Phone Side of Road 19=Making Improper ge Entrance to Highway 20=Making Improper Exit From Highway 21=Careless Parking/Unparking 22=Over/Under Compensation At Curve 23=Speeding 24=Driving Too Fast For Conditions 25=Failure To Maintain Proper Speed 26=Driver Fleeing Police (Police Chase) 27=Driver Inexperienced 28=Failure To Use Specialized Equip 98=Other Improper Driving Actions 2 3 4 4 03=Working 04=Pushing Vehicle 05=Approaching Or Leaving Vehicle 06=Plaving Or Working On Vehicle
	Do not repeat this information on multiple pages EIR V D P O O		the Prime Fac		Playing, Or Cycling Unit No	98=Other Unit No

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COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM

New
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P0493668

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/itness 1:	Address:	Phone:
/itness 2:	Address:	Phone:
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576N, AND	MEGODATING A LEVE	F CIRUE TO ENTER A DAS-WI
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UNIT OI N	THOE A CONTROLLEY	O MOVE to THE SHOULDER
FROAD W	IST OF THE BRIDGE	us C
	# 3	7/- 2 /
OPERATOR	- 1 Fasto They withou	1 SHE BETWAN TO 15W TEN THE
B01065, 1E	E HETICLE CUB ON	Some ICH CANOISIG HERE
to STRIKE	2 THE BARRESP.	
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(\$)		

_	CONTRIGRANIEALTH OF FEMINSVLVANIA POLICE CRASM REPORTING FORM Case Closed Reportable Crash AA 500 1 Yes O No Yes O No 1	Crash alumber
Agency Data	Incident Number 2005-1128 Agency Name Precinct Investigation Tinicum Township Dispatch Time (mil) Arrival Time (mil) Investigator	n Date (MM-00-YYYY) 24 = 2005 Badge Number
Folke	Land and the second sec	3 86 (MM-DD-YVYY) 24 - 2005 Day of Week
Crash Date	09 Bucks 223 Tinicum Township	Sur O Thu *If > 00 complete Tue O Sat Form F Wed O Unk Notify PENMDOT Yes O No
Luc Type	Intersection Type 4 Way Intersection 77 Intersection 15 Inters	
Principal hose	HEADQUARTERS RD West	For Md-block crathes only Use poster House Number and make sum Princips' Roadway Street Name is filled in it using this option
mersecting Josef	Route Number Segment (Optional) Travel Lanes Speed Limit North	Road Unknown
i Litridiment	Intersecting Rt Num Or Mile Post Or Segment Marker	Road Unknown North South 200 Fast Or miles West 0
Distance Front Landment	for 807H Landinorks is it Using This Option This Option RIDGE VALLEY To Segment Warker Or Segment Warker RIDGE VALLEY RD RIDGE VALLEY	O North Scene to Landmark 1 (For Crash between Landmark 1 and Landmark 2)
K	Degrees Minutes Seconds Latitude: Longitude: Degrees Minutes Seconds	
Ø	Controls Controls Other Type TCO	vice Functioning Emergency Preemplate Signal Unknown
Closure	Lane Closed (If "Not Applicable", skip rest of the Lane Closure section) Not Applicable Partially Pully Ouknown Direction South West C	North and South All East and West (N,S,E,W)
Jene .	Traffic. Yes No Esti. Time < 30 Min. 30-60 Min. 1-3 hts 3-6 hrs 6-9 hr	5 O > 9 hours O Unknown

	COMMONISTALIEM OF PERIOSYLVANIA POLICE CRASH REPORTING FORM	Page: Crash Number
1	AA 500 2 Police User Only	2 W0023875
Unit lafo	Type Unit	Parked tegally Parked Non - Motorized Commercial Vehicle i From Train Phantom Vehicle
	Unit No First Name O1 Last Name Address / City / State	All Date of Birth (MM-DD-YYYY) S Telephone Number Zip
priormation		State Class PA C
/ Pedestrian	Alcohol/Drugs Suspected No Illegal Drugs Medication Alcohol Alcohol and Drugs Unknown	Driver or Pedestrian Physical Condition
Vehicle Driver	Alcohol Test Type Test Not Given Breath Other Blood Urine Unknown if	Primary Vehicle Code Violation Charged? VC3361
Ne	Alcohol Test Results Test Refused Unknown . Test Given, Confaminated Results	Driver Presence te Driver Operated 3e Driver Field Scene Vehicle 4e-Hir. and Run 2=No Driver 9=Unknown
	O2 O1=Private Vehicle Owned/ Owned/Lessed by Drive O3=Rented Vehicle Same as Driver Over Over C1 Same as Driver Over C1 Owner First Name Owner L	er 05-PFNNDOT Velnek 08-Other Mussepal 98-Other 06-Other State Gov Veh Government Vehicle 99-Unknown ost Name or Business Name (If Pedestrian, skip this Section)
	Address / City / State / Zip 1532 HIGHLAND DR BETHLEHEM PA 180158	Vehicle Wake Printe Code
	VIII	Model Year Vehicle Model (See overlay)
	1FABP61F1JH176817	1988 THS
	The state of the s	E Est. Speed Vehicle Towed Towed By
	FWK4936 PA	030 SWAMP'S AUTO BO
a from	Insurance Company Pres No No University ERIE INSURANCE EXCI	
כלפ ותלסהווים לנסי	Trailing No. of Type Unit: 1=Towing Pass. Veh 4=Mobili Ze-Towing Truck 5=Camp Units: 3=Towing Utility Trader 6=Full Tr	
Vehicle	Direction of W *Vehicle Position 08 *Movement	Overlay
	Vehicle Color	Tricycle 21=Other Fedalcycle 22=Horse & Buggy puip 23=Horse & Rider 23=Arribulance 23=Tricycle Trailier
	Initial Impact Point Damage Indica	2=Functional 3=Disabling 1 1 1 2 4 5 1 2 2 2 2 2 2 2 3 3 3

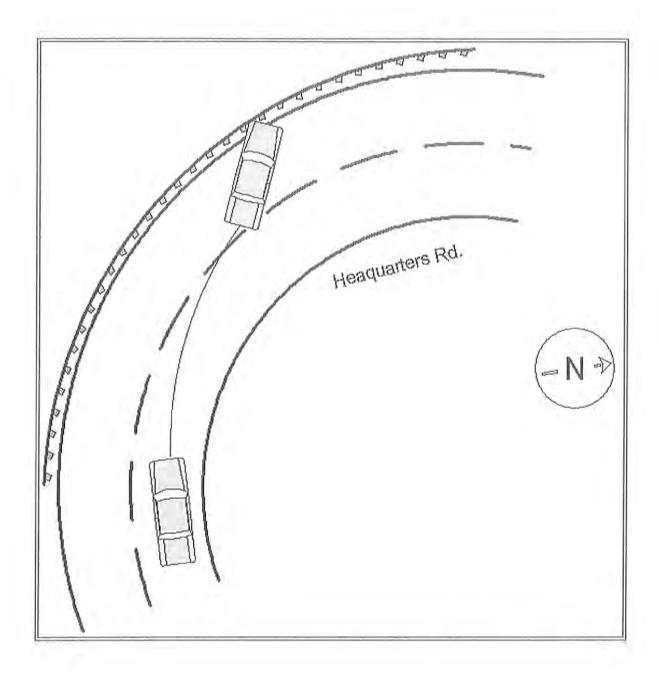
-	1					of Penns Rying FC		MA	Page						Crash Number
	AA	500	3	Police Use Grily					3			W002	23875		
Papple Information	В	lojuor. 0=Not 1=Kille 2=Mak 3=Mac injur 4=Mini 8=Injur Seve	er enger sstran er noven nale le knowe di or Injury erate y r Injury y Unk rity voven if	04=56 05=56 06=50 07=Th 08=Th 09=Th 80 10=56 11=50 12=In (4=Rid 15=80 98=01	cond Row cond Row cond Row Cond Row Or It Side Position Row Or It Side Position Row Or It Side Row Or It Senger Or Open Area Rok Of Pick Philades On Version Row Or It Side Row On Version Row It Side Row I	- Middie Pos - Right Side - Greater - - Greater - - Greater - - Or of Truckca osed Cargo Area		90=Restr 99=Unkor 5afety 5 00=Non- 01=Fran 02=Side 03=Moth 05=Moth 06=Bioya 10=Air 6 11=Air 6 12=Air 6 Uosk	puioment I a Used / Not Air Bag Do Air Bag Do Air Bag Bot Do Bag Not Do Bot Do	Fype Unkn Kop Applicab Applicab Applicab Apployed (For Bog Deployer Protection Bloow Bloow	e or This Seas) i This Seas) red I I ince/Pads tch On tch Off	G 12mg 6012m456 7 9 6012ma	#Unknor Fection F Not Ege Throug =Throug =Throug =Throug =Throug Throug Throug Top Up =Unknor **Interi	icted Fjected	ot Applicable cor Opening flindow nield loor loor Tailgate Opening opening (Sunroof/ Down) opening (Convertible
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A	POLICE CRASH A 500 4 PRESERVE	1001 01	THE TOPACT		Page 4		/0023875	
20.9	Crash Description	7	d≂Non-Co5sion t≕Fiear End	2=Head C 3=Rear to (Backin	Rear	(≍Angle 5≠Sidosvipa (Same Direction)	6=Sideawipe (Opposite Direction) 7=46 Fixed Object	8=Hli Pedesthan 9=Other/Johnown
GENERALIE O	Relation to Roadway	4	1=On Travel Lenes 2=Shoulder	3=Median 4dBoadsk		5=Outside Trafficway 5=in Parking Lone	7=Gore (Hamp Interses 9≈Unknown	tion)
J. With only carrolally 6-co	Illumination	1	1=Däylight 2=Dark - No Street Lights	3=Dark - 5 Eights 4=Dusk	Street	5=Dawn 5=Dark - Unknown Roadway Lighting	3=Olher	300.403-03-03-03-03-03-03-03-03-03-03-03-03-0
Control Dian 2	Weather Conditions	1	1=No Adverse Conditions 2=Rain	3=S/eet (F 4=Snow	tall)	5=Fog B=Rain & Fog	7=Sleet & Fog 8=Olher	9=Unknown
010	Road Surface Conditions	1	G=Uey 1=Wet	2=Sand, N Oil 3=Snow C	Jud, Dirt Covered	, 4≓Slosh S≓lce	6=lea Patones 7=Water - Standing or Moving	8=Olher
Harmon Committee on Delana	Unit No 1 Unit No 2 Please Put 3 Events in 3 Sequential Order A Flist Unit No Harm	0	Utility Pole Mumber Utility Pole Mumber	Horm E	vent	Marmful Events (Norm Event)	31=hit Building 32=hit Culvert 33=hit Biddge In 34=hit Biddge In 35=hit Inpact A 35=hit Inpact A 35=hit Inpact A 41=hit Taffer Is 42=hit Snow Ba 42=hit Snow Ba 43=hit Chier Fix 43=hit Unknown 50=Owntuninfol 51=Struck By Th Object 52=Pot Heles Or Pavement Im 53=Jacknife 54=Fire In Vehicl 58=Other Non-C 99=Unknown He	er, Or Abutment, and all or Oestacle tremistor and and and all of the oestacle and all of the oestacle and all of the oestacle and oestacle and or Falling Other egularities edition armful Event
	Environmental / Roadway Potential Factors (6/R) 00=None 01=Windy Conditions 02=Sudden Weather Conditions 03=Other Weather Conditions 04=Deer in Roadway 05=Obstacle On Roadway 05=Obstacle On Roadway 07=Glare 08=Work Zone Related Possible Mehicle Failures (V) 00=None 01=Tires 07=He 02=Brake System 09=58	DO 11=SI 12=Si 13=Pe 14=Si 15=FC 16=Sc 28=Oi 29=Oi 29=Oi post inter Light inter Light inter Light inter Light 22 2		ment for Drop Off tor eating/Contr dors, Hoost, flitch werloaded e/Shifted oad w Towing led Windshim m	Etc UN	D1=Driver Was Datiacted D2=Drivery Using Handt He'dt D3=Drivery Using Handt free D4=Making Hegal U-Turn D5=Improper/Careless Turning D6=Turning From Wrong Lam D7=Proceeding WO Clearance After Stop Ø8=Reuning Red Light 10=Failure To Respond To Other Traffic Control Deor 11=Taigaing 12=Sudden Slowing/Stopping 13=Illegally Stopped On Road 13=Illegally Stopped On Road 14=Careless Passing Or Jane Change 15=Passing In No Passing Yon 16=Driving The Wichig Way C 1-Way Street Init O1 1 24	2 Providing Project Pr	oper But If inghway oper But If ingh/isparking In At Curve Fast For Conditions sintain Proper Speed Poste (Pox Chase) inencut inen

	1			1CE	ONWI CRAS	HR						ANI.	A	Pi	ige									C	rash	Mumb	er
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Witness and Nametive	off	the																									

Crash Number: W0023875

Incident Number: 2005-1128





COMMONWEALTH OF PENNSYLVANIA POLICE ACCIDENT REPORT

REPORTABLE ☐ NON - REPORTABLE ☑

PENNDOT USE ONLY

P	OLICE INF	ORMATIC	N	11814 - 1121 (-1118)	ACCIDENT L	OCATION	1
1. INCIDENT NUMBER 2006-0				20. COUNTY	Bucks	Ç	CODE 09
2 AGENCY	n Township P	olice Depar	tment	21 MUNICIPALITY	Tinicum Towns	ship	ODE
3. STATION/ PRECINCT TTPD	to treatment to	4. PAT	ROL Tinigum Tun	PRINCI	PAL ROADWA		RMATION
5. INVESTIGATOREC.	MOONEY	BAI	DGE 10	22. ROUTE NO. OR STREET NAME	Headquarters F	Road	
6. APPROVED BY	0.1130-24-175-1	BAL	DGE MBER	22 CDEED	5 24 TYPE HIGHWAY	1 25	ACCESS CONTROL 1
7. INVESTIGATION	/1/2006	8. ARRIVAL	08:17	Liwii	INTERSECTION	IG ROAL	0.71100000
DAIL	CIDENT IN	FORMAT		26. ROUTE NO. OR	36 51 54 54 5 5 C	3 J-1 J: Z (-01 - 1)	VI
9. ACCIDENT		10, DAY OF WE	EK	STREET NAME 27. SPEED	0 28. TYPE	29.	ACCESS
DATE 4/1/2000		12. NUMBER	Saturday 1	LIMIT	F NOT AT INTE	RSECTION	ON:
DAT	NJURED O	OF UNITS 15. PRIV. PROF	2	30. CROSS STREET (OR SheenHol	SEARCH C. 7.15	~141
16. DID VEHICLE HAVE T	OBE	ACCIDENT 17. VEHICLE D.		SEGMENT MARKE 31. DIRECTION	-10	32 DISTANCE	
REMOVED FROM THE S	CENE?	0 – NONE 1 – LIGHT	UNIT 1 2	FROM SITE 133. DISTANCE WAS	1 S E (W)	FROMSIT	
UNIT 1	UNIT 2	2 – MODER 3 – SEVERI		34. CONSTRUCTION	MEASURED 35. TRAFFIC		TIMATED X AL INTERSECTING
18. HAZARDOUS	21 1112 11	19. PENNDOT		ZONE	CONTROL DEVICE	О	
MATERIALS Y		PROPERTY	YD NØ		The same		
		T#1			1		1
36 LEGALLY Y N PARKED? □ □	37. REG. PLATE	CXE-8679	38 STATE PA	36. LEGALLY Y N PARKED? 🗆 🗅			38. STATE
39 PA TITLE OR OUT-OF-STATE VIN	4E3CS54U	XME100049)	39. PA TITLE OR OUT-OF-STATE V	/IN		
40, OWNER				40. OWNER			
41: OWNER ADDRESS				41. OWNER ADDRESS			
42 CITY, STATE & ZIPCODE				42. CITY, STATE & ZIPCODE			
43. YEAR 1991	44. MAKE	Eagl	e	43. YEAR	44. MAKE		
45. MODEL - (NOT	Talon	46	NS.	45. MODEL - (NOT		46. IN	IS UNK U
BODY TYPE) 47. BODY TYPE 02	48. SPECIAL		9. VEHICLE OWNERSHIP 01	BODY TYPE) 47. BODY	48 SPECIAL		49. VEHICLE
50 INITIAL IMPACT	USAGE 51, VEHICLE		2. TRAVEL 26	TYPE 50. INITIAL IMPACT	51. VEHICLE		OWNERSHIP 52. TRAVEL
POINT 11	STATUS 54. DRIVER	. 5	5 DRIVER	POINT 53, VEHICLE	STATUS 54 DRIVER		SPEED 55. DRIVER
GRADIENT 4	PRESENC		CONDITION	GRADIENT 56. DRIVER	PRESENC	E	CONDITION 57. STATE
NUMBER 27 5	0 6563		ST. STATE PA	NUMBER 58. DRIVER			The state of the s
NAME 59. DRIVER	2000	- Vek		NAME 59. DRIVER			
ADDRESS 606	Lonely Cottag	e Drive		ADDRESS			
WEIL CORE	erBlack Eddy,			60. CITY, STATE & ZIPCODE			
61 SEX M 62 DAT BIRT	H W	63	PHONE (610) 847-9064	61, SEX 62	2. DATE OF BIRTH	63. P	HONE
	DRIVER CLASS C			64. COMM VEH.	65. DRIVER CLASS		
67. CARRIER		_		67. CARRIER			
68: CARRIER ADDRESS				68. CARRIER ADDRESS			
69. CITY, STATE				69. CITY, STATE			
& ZIPCODE 70: USDOT #	ICC#	F	PUC#	& ZIPCODE 70. USDOT #	ICC#	PL	JC#
	73. CARGO	7	4. GVWR 0	72. VEH.	73. CARGO	74	GVWR
75. NO. OF	BODY TYPE 76. HAZARDOUS	7	7. RELEASE OF HAZMAT	CONFIG. 75. NO. OF	76. HAZARDOUS	77	RELEASE OF HAZMAT
AXLES 2	MATERIALS		Y D N XI UNK D	AXLES	MATERIALS		Y D N D UNK D

78.	RESE	OND	ING E	MS A	GENO	Y				INCIDEN	T #:	2006-	-061	6		
77	MEDI	CALI	ACIL	ITY						ACCIDEN	NT DATE:	4/1/2	006			
iú.	PEOF	LE II	IFOR	MATIC	ON											
A	В	С	D	E	F	G	NAME	At	DDRESS			H	1	J	К	L
1	_1	M	29	4	9	13	And the Control	- 606 L	onely Cottage I	Orive, Upper	Black Eddy,	00			В	
1	3	М	34	1	9			- 1139 B	ridgeton Hill Rd.	., Upper Blad	ck Eddy, PA	QO			В	11
9	6	M	27	1	9			- 1121	Bridgeton Hill Ro	d., Upper Bla	ack Eddy, PA	00	0	00	В) (
								1 4								
								A state of the same								
			TION	-	-	WEA	THER	86. DIAGRAM								0
3.	ROAL	D SUI	RFAC	E	i.											
14.	PENN	NSYL'	VANIA	SCH	OOL	DISTE	RICT									-
			(1	F APP	PLICA	BLE)										
35.	DESC	CRIPT	ION	OF DA	MAG	ED P	ROPERTY									b
7		nd d	amg	es (N	Mode	erate)									P
	NER															
:1/0	RES	S								-						
энс	ONE		_										1			
On Hea	4-6- adQu was mor	that 06, 109a uarte not ning	R/O ve a ers R awai	cond writt d in re that that	lucted ten s Tinicat he elated they	ne over de antitater cum in had de to y when the	wher of the vehicles interview with ment relating the Twp. Silled to notify PD of R/O that the vere just taking the operator of the was not family	the car so he arrangicle (91 Eagle Talor nat on Sat 4-1-06, he related that he did of the accident because hicle is not insured the car for a joy ride the vehicle is a joy ride the vehicle is a joy ride the car for a joy ride the vehicle is a joy ride	n) and that the vertile at his residence e was a passengive permission use no parties were a registered in the control of the	ehicle didnt e. (1134 Bridger in his ve to to to op there injured the State o the State o the he we	have insurance getonHill Rd U hicle and was perate the vehi . If Pa. Stimmel of that he was the ent around the	e, or proper Blinvolve icle. Sure a control of the	ack ed in tha	r regi Eddy an a Maire titwa	stration). ccider lated the searth	t on hat y in
NS	URAN	ICE	T	20110	A A IV		Nar	rative is continu	INSURANCE	COMPANY	ieet					
	UNI	OITA	4	OLIC		-			INFORMATION	POLICY						-
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WIT	88. NESS	ES	NAI		_				DDRESS				PHC	7.7		
-			100	DLATIC	ONS	NDIC	ATED	^"	90	SECTION NUM	BERS (ONLY IF CH	HARGED))		T	C N
							1.3	Inattended Property		3745	Tarrell Complete Di	11/2/12		_		X) [
UNI	T1	+'	icol	icins	ii ivi	er v tr tj	g Damage to C	maneriaea i roperty								
UNI	9		OBAE USE	BLE		TYPE	93. RESULTS	□ NO TEST □ REFUSE □ UNIT	91. PROBABLE USE	92 TYPE TEST	The state of the s	□ NO TE □ REFU	1.0		NVESTI COMPLI	BATIC



COMMONWEALTH OF PENNSYLVANIA PAR CONTINUATION SHEET

XX REFER TO OVERLAY SHEETS

REPORTABLE II NON - REPORTABLE II

PENNDOT USE ONLY

INCIDENT NUMBER	2006-0616	INCIDENT 4/1/2006		COL	JNTY	09	CODE	PAL
82 PERSON IN A B C	IFORMATION – USE OVERLAY # D E F G NAME	2 SHEET FOR CODES	DDRESS				н	JKLM
Narrative (0								
crashing int	o the guard rail at approx ehicle is not insured and th	40 mph. Maid supply at the vehicle involved is	R/O with cor at his reside	rect persence. (60	sonal ir	nformation. ely Cottage D	⇒also rela r UpperBlad	ated that the ck EddyPa.)
INSURANCE	COMPANY		INSURANCE	con	MPANY			
INFORMATION UNIT	POLICY		INFORMATIO UNIT	POL	ICY			
89	NO . VIOLATIONS INDICATED				O ON NUMI	BERS (ONLY IF C	CHARGED)	TC NTC
	The state of the s			11.16=5.4//	A VAN			
UNIT								
UNIT 91. PRO	DBABLE 92. TYPE 93. RES SE TEST 0	ULTS I NO TEST REFUSE UNIT	91. PROBABLE USE		TYPE TEST	93. RESULTS	☐ NO TEST ☐ REFUSE ☐ UNK	94,INVESTIGATION COMPLETE?

100,000	VIMONWEALTH OF PENNSYLVANIA ICE CRASH REPORTING FORM Case Closed Reportable Crash Yes No Yes No	W0039063 Crash Number
Incident Num 2006-088 Agency Name Tinicum Dispatch Time	O Precinct Cownship	Police Agency Patrol Zone 09223 1 Investigation Date (MM-DD-YYYY) 05 = 07 = 2006 Badge Number
1426 Reviewer James Sab	1426 CHIEF JAMES J. SABATH Badge Number	Approval Date (MM-DD-YYYY) 05 = 31 = 2006
09 E	07 - 2006 1420 1 1 1 1 1 Yes, Complete	
Intersection	Vpe 4 Way Intersection ■ "Y" Intersection Multi-Leg Intersection Olf Ram □ "T" Intersection □ Traffic Circle/ Round About ○ On Ramp □ Crossove	p Railroad Crossing Special Location 03 • See Overlay
Route Numbi	JARTERS Travel Lanes Speed Limit 01 90 Street Endin RD Interstate (East/West) One Tumpike (East/West) Interstate (East/West) One Tumpike (East/West)	West postal House Number and make sure Principal Roadway Street Name is filled in if using this option
Seed interaction Cash Survey S	02 90	West Unknown Docal Road Private Other/
अध्यक्ष्माच्या । says and say	Intersecting Rt Num Or Wile Post Or Segment Warker Or Intersecting Street Name	St Ending D East West O Or Wiles
Gorge Both Landmarks if Using This Option	Intersecting Rt Num Or Mile Post Or Segment Warker Or Intersecting Street Name	North St Ending St Ending West St Ending St En
Degr Degr Degr	ees Minutes Seconds Degrees Minu Longitude: —	tes Seconds
Traffic Contro Not Applic Flashing Tr	able Traffic Signal Active RR Crossing Other Type TCD N affic Stop Sign Passive RR	unctioning o Controls Device Functioning Improperly Evice Not Device Functioning Properly Unknown
Not Applica		th West East and West (N,S,E,W)
Traffic V. Defoured U	25 No C	3-6 hrs 6-9 hrs > 9 hours Unknown

_	Commonwealth of Pennsylvania Police Crash reporting form	ge:		Cra	sh Number
AA 5	500 2 Police Use Only	2	W003	39063	
	Motor Vehicle in Hit & Run Vehicle Illegally Parties Pedestrian on Skates, Disabled Previous C	From Train	ed Non -	Motorized Commom Vehicle	mercial Vehicle es Mo Complete Form (
Un	(If "Pedestrian" or "Pedestrian on Skates, in Wheelchair, et nit No First Name	tc", Complete Form M, Wil		(MM-DD-YYYY)	70000000000
	01	J J			
1	Last Name		Te	lephone Number	
	Delete?			2157230165	
Ad	ddress / City / State			Zip	
4:	122 N SCHOOL LANE SOUDERTON PA			1896	4
Dr	river License Number		State	Class	
2	27031293		PA	C*M	
Alc	Icohol/Drugs Suspected	Driver or Pedestrian			-
•	No Ollegal Drugs O Medication	Apparently Normal	Use Illegal Dru	ug Fatigue C	→ Medication
C	☐ Alcohol ☐ Alcohol and Drugs ☐ Unknown	Had Been Drinking	◯ Sick	Asleep C	Unknown
Alc	cohol Test Type	I AND THE AND POST AND	Malatina		4.7.
•	Test Not Given Breath Other	Primary Vehicle Code	- Violation		Charged? Yes No
C	☐ Blood ☐ Urine ☐ Unknown if Test Given				J rea C No
Alc	Contaminated Results Contaminated Results		=Driver Operate Vehicle =No Driver	d 3=Driver Fled Scer 4=Hit and Run 9=Unknown	ne
	wner/Driver 00=Not Applicable 02=Private Vehicle Not Owned/Leased by Driver 03=Rented Vehicle	04=State Police Vehicle 05=PENNDOT Vehicle 06=Other State Gov	e 08=Other	Municipal 98≔	Federal Gov Veh Other Unknown
	ime as iver Owner First Name Owner Lass	t Name or Business Na	me (If Pedestri	ian, skip this Section)	
Add	dress / City / State / Zip			Vehicle Make	*Make Cod
42	22 N SCHOOL LANE SOUDERTON PA 18964896	4		Suzuki	53
AIM		Model Ye	ar	Vehicle Wodel	(see overla
JS	S1GN7DAX62103316	2006		GSX	
Lice	ense Plate Reg. State	Est. Speed <u>Vehic</u>	le Towed	Towed By	
R	TR72 PA	015	Yes No	7	
Insu	urance Insurance Company	Policy No			
-	Yes No Un-PROGRESSIVE	429068	36-0		
A Section					
<u>Unit</u>		Vodular Home 7=Semi 8=Othe der 9=Unkn		No Tag Y	Year Tag St
	rection of E *Vehicle Position 01 *Movement	01 ASG	rlay	pecial Usage	Calman D
Vel 0		Tricycle 21=Other I pile 22=Horse (ip 23=Horse (ion Equip 24=Train	Pedalcycle 00 8 Buggy 02 & Rider 03	=Not Applicable =Fire Veh 13: =Ambulance 21: =Police 22: =Other Emergency 23:	=Commercial Passenger Carrier =Taxi =Tractor Trailer =Twin Trailer =Triple Trailer
02= 03= 04=	=Red 10=Orange =White 11=Purple	25=Trolley be Spec Veh 98=Other 2 Spec Veh 99=Unkno	wn 11		=Modified Veh ⇒Unknown

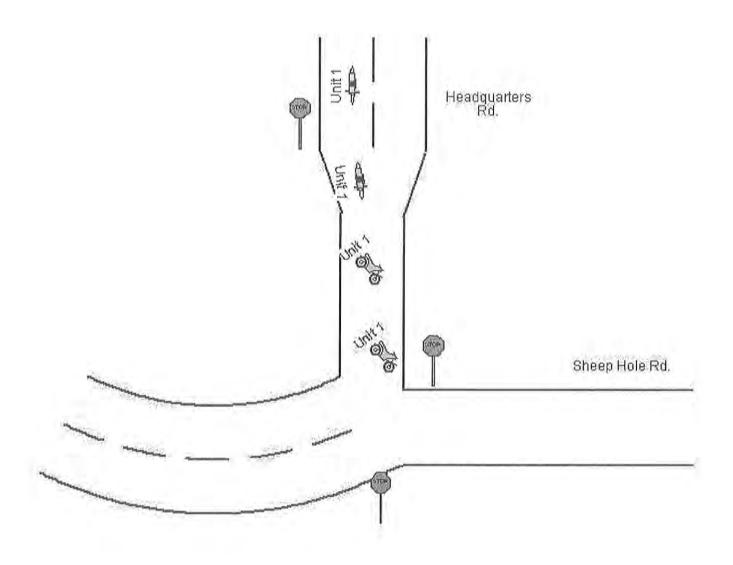
COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM Page	Crash Number
AA 500 3 Police Use Only	W0039063
A Person Type: 1=Driver 2=Passenger 7=Pedestrian 8=Other 9=Unknown Sex: 0=Female W=Male U=Unknown 0=Third Row Or Greater- Right Side 0=Strind Row Or Greater- Right Side 0=Strind Row Or Greater- Right Side 0=Third Row Or Greater- Right Side 10=Strind Row Or Greater- Right Side 0=Third Row Or Greater- Right Side 10=Sleeper Section of Truckcab 1=Killed 2=Major Injury 3=Moderate Injury 4=Minor Injury 8=Injury, Unk Severity 9=Unknown 1=Trailing Unit 14=Riding On Vehicle Exterior 1signy	Ejection: G =Not Applicable 1=Not Ejected 2=Totally Ejected 3=Partially Ejected 9=Unknown H Ejection Path: 0=Not Ejected / Not Applicable 1=Through Side Door Opening 2=Through Side Door Opening 2=Through Back Window 3=Through Back Door Tailgate Opening 6=Through Back Door Tailgate Opening 6=Through Roof Opening (Sunroof/ Convertible Top Down) 7=Through Roof Opening (Convertible Top Up) 9=Unknown Extication: 0=Not Applicable 1=Not Extricated 2=Extricated By Mechanical Means 3=Freed By Non - Mechanical Means 8=Other 9=Unknown
EMS Agency: NONE Medical Facility: DOYLESTOW	N HOSPITAL
Name / Address / Phone Same as Operator J 422 N SCHOOL LANE SOUDERTON PA 18	916 91
Unit No Person No Delete? Date of Birth (MM-DD-YYYY) A B C Name / Address / Phone Same as Operator	EMS Transport
Unit No Person No Delete? Date of Birth (MM-DD-YYYY) Name / Address / Phone Same as Operator	D E F G H I EMS Transport Yes O N
Unit No Person No Delete? Date of Birth (MM-DD-YYYY) A B C Name / Address / Phone Same as Operator	D E F G H I EMS Transport
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Unit No Person No Delete? Date of Birth (MM-DD-YYYY) A B C Name / Address / Phone Same as Operator	D E F G H I EMS Transport
Operator [

A	A 500 4 Police Use Only			Page 4	wo	039063	
u.	Crash Description	0	0=Non-Collision 1=Rear End	2=Head On 3=Rear to Rear (Backing)	4=Angle 5⇒Sideswipe (Same Direction)	6=Sideswipe (Opposite Direction) 7=Hit Fixed Object	8=Hit Pedestrian 9=Other/Unknown
ormand	Relation to Roadway	i	1=On Travel Lanes 2=Shoulder	3=Median 4=Roadside	5=Outside Trafficway 6=In Parking Lane	7=Gore (Ramp Intersect 9=Unknown	ion)
rash Im	<u>Illumination</u>	1	1=Daylight 2=Dark - No Street Lights	3=Dark - Street Lights 4=Dusk	5=Dawn 6=Dark - Unknown Roadway Lighting	8=Other	
ē	Weather Conditions	1	1=No Adverse Conditions 2=Rain	3=Sleet (Hall) 4=Snow	5=Fog	7=Sleet & Fog 8=Other	9=Unknown
5	Road Surface Conditions	0	0=Dry 1=Wet	2=Sand, Mud, Dir Oil 3=Snow Covered	t, 4=Slush 5=lce	6=Ice Patches 7=Water - Standing or Moving	8=Olher
omits) event information	Unit No 1 58	•	Utility Pole Number Utility Pole Number		Harmful Events (Harm Events 01=Hit Unit 1 02=Hit Unit 2 03=Hit Unit 3 04=Hit Unit 4 05=Hit Unit 4 05=Hit Unit 5 06=Hit Other Traffic Unit 07=Hit Deer 08=Hit Other Animal 09=Collision With Other Non Fixed Object 11=Struck By Unit 1 12=Struck By Unit 2 13=Struck By Unit 3 14=Struck By Unit 4 15=Struck By Unit 5 16=Struck By Unit 6 17=Hit Tree Or Shrubbery 22=Hit Tulifity Pole 24=Hit Traffic Sign 25=Hit Guard Rail 25=Hit Guard Rail 27=Hit Curb 28=Hit Concrete Or Longitudinal Barrier 29=Hit Ditch Driver Action (D)	31=Hit Building 32=Hit Culvert 33=Hit Bridge Pie 34=Hit Parapet Er 35=Hit Bridge Rie 36=Hit Boulder O On Roadway 37=Hit Impact Atl 38=Hit Fire Hydra 39=Hit Roadway I 40=Hit Mail Box 41=Hit Traffic Isla 42=Hit Snow Ban 43=Hit Temporary Barrier 48=Hit Other Fixe 49=Hit Unknown 50=Overturn/Roll 51=Struck By Thra Object 52=Pot Holes Or c Pavement Irre 53=Jacknife 54=Fire In Vehicle 58=Other Non-Co 99=Unknown Har	r Or Abutment ad I I r Obstacle tenuator nt Equipment nd k r Construction d Object Fixed Object over over Or Falling Other gularities mful Event
	Environmental / Roadway Potential Factors (E/R) 00=None 01=Windy Conditions 02=Sudden Weather Conditions 03=Other Weather Conditions 04=Deer In Roadway 05=Obstacle On Roadway 05=Obstacle On Roadway 07=Glare 08=Work Zone Related Possible Vehicle Failures (V) 00=None 01=Tires 07=H 02=Brake System 08=Si	12 11=5 12=5 13=6 14=E 15=1 16=5 28=6 29=6 99=L Schaust eadlights gnal Lighter Lighorn irrors 2	ts 14=Body, D ts 15=Trailer H ts 16=Wheels 17=Airbags 18=Trailer C 19=Unsecur Trailer L	ment er Drop Olf tor eating/Control oors, Hood, Etc litch eating/Control oors, Hood it litch eating/Control oors, Hood it r Towing ted Windshield	00=No Contributing Action 01=Driver Was Distracted 02=Driving Using Hand Held Pf 03=Driving Using Hands Free Pi 04=Making Illegal U-Turn 05=Improper/Careless Turning 06=Turning From Wrong Lane 07=Proceeding W/O Clearance After Stop 08=Running Stop Sign 09=Running Red Light 10=Fallure To Respond To Other Traffic Control Device 11=Tailgating 12=Sudden Slowing/Stopping 13=Illegally Stopped On Road 14=Careless Passing Or Lane Change 15=Passing In No Passing Zone 16=Driving The Wrong Way On 1-Way Street Unit 1 1 Pedestrian Action (P) 00=None 01=Entering Or Crossing At Specified Location 02=Walking, Running, Jogging, Or Playing Unit No 01 00	20=Making impto From Highway 21=Careless Parki 22=Over/Under Compensation 23=Speeding 24=Driving Too Fe 25=Failure To Mai 25=Driver Fleeing 27=Driver Inexperi 28=Failure To Use 92=Affected By P! 98=Other Imprope 99=Unknown 2	per lighway per Exit / / / / / / / / / / / / / / / / / / /

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	1	144111						, Au	11033				_								Ť	10110				
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FOI	FIM # AA-500 (12/02)		_							PEN	NDC	T C	vac	-	enoma n	0500			-	otackio					

Motorcycle	Motorcycle Has? The Driver Has? N Passenger N MC Education N Saddle Bag and/ or Trunk N Trailer	Priver Protection 7 Y Eye Protection Y Long Sleeves Y Long Pants N Over Ankle Boots	Helmet Type 0 = No Helmet 1 = Full Helmet 2 = 3/4 Style 3 = Half Helmet Style 9 = Unknown Y Helmet Stay On? Helmet has DOT or Snell Designation	Eye Protection Long Sleeves Long Pants Over Ankle Book	Helmet Type 0 = No Helmet 1 = Full Helmet 2 = 3/4 Style 3 = Half Helmet Style 9 = Unknown Helmet Stay On
Pedalcycles	Unit No Use Codes Y = Yes N = No U = Unknown Head Lights?	Helmet? Rear Reflectors?	Unit No Use Code Y = Yes N = No U = Unkn	rasselli	ger? Helmet? Rear Reflectors?
Pedestrlan	Unit No	walks at Intersection - No Crosswalks on Crosswalks ss By Road Road way	Unit No Pedestrian Signals Yes No Not at Intersection Pedestrian Clothing Light Dark Reflective Unknown	The state of the s	osswalks at Intersection ion - No Crosswalks ction Crosswalks ccess dway
Work Zone	Work Zone Type Where in Work Zone 7 Construction (Long Term) Maintenance (Short Term) Utility Company Other Where in Work Zone 7 Warning Sign Advance Warning Area Transition Area Activity Area Other Utility Company Other Where in Work Zone 7 Warning Sign Advance Varning Area Other	Work Zone Speed or Advisory Limit Workers Present Yes No Unknown	Law Enforcement Officer Present Yes No Unknown	Special Work Zone Characteristics (Mark all that apply. If not involved or unknow, leave blank)	Lane Closure? Road Closed with Detour? Work on Shoulder or Median? Intermittent or Moving Work? Flagger Control? Other
A	dditional M-Page Information				
X					

Crash Number: W0039063 Incident Number: 2006-0880



KIN

-	COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM Case Closed Reportable Crash AA 500 1 Yes No Yes No
Police Agency Data	Tinicum Township Dispatch Time (mil) Arrival Time (mil) Investigator Badge Number
Crash Data	County County Name Municipality Municipality Name Day of Week
Loc Type	Intersection Type A Way Intersection C *Y* Intersection C Multi-Leg C Off Ramp C Railroad Crossing Special
Principal Road	Route Number Segment (Optional) Travel Lanes Speed Limit House Number (if applicable)
Intersecting Road	Route Number Segment (Optional) Travel Lanes Speed Limit South South Street Name Street Ending Street Ending West - Unknown Signing Interstate Signing Interstate Signing South South Street Ending Street Endin
Distance From Landmark	Please Enter Information of BOTH Landmarks if Using This Option This Option SHEEPHOLE Intersecting Rt Num Or Wile Post Or Segment Marker Or Segment Marker Or Segment Marker St Ending Or Miles Or Intersecting Rt Num Or Mile Post Or Miles Or Intersecting Rt Num Or Mile Post Or Miles Or Miles Or Miles Or Miles Or Miles Or Intersecting Rt Num Or Mile Post Or Miles Or Intersecting Rt Num Or Mile Post Or Miles Or Miles Or Miles Or Intersecting Rt Num Or Mile Post Or Miles Or Intersecting Rt Num Or Mile Post Or Miles
GPS	Degrees Minutes Seconds Latitude: Longitude:
20	Traffic Control Device
Cidomice	Lane Closed (If "Not Applicable", skip rest of the Lane Closure section) Not Applicable Partially Fully Unknown Direction South West East and West (N.S.E.W)
-and	Traffic Yes No Esti. Time South Min. 30-60 Min. 1-3 hrs 3-6 hrs 6-9 hrs > 9 hours Unknown Unknown

P		E CRASH REPORTIN Dice Use Only	CB B-CDB40CA	Page:		060436	Crash Number
Unit Info	Type Trans Unit Pede	sport	on on Skates, Disable Ichair, etc Previou	ed From	Legally Parked Non	- Motorized	Commercial Vehicle Yes No Yes, Complete Form
	Unit No Fire O1 Last	st Name	m skates, in vviiceichan.	, etc., comple	MI Date of Bir	Telephone Numbe	ir .
100000000000000000000000000000000000000	Address / City /	State VALLEY RD OTTS	SVILLE PA			Zij	8942
	Driver License Nu 29121892	umber			State PA	Class	
	Alcohol/Drugs Su No Alcohol	spected	☐ Medication rugs ☐ Unknown	AP AP	Pedestrian Physical Cou parently Illegal I rmal Use d Been Sick	terminal and the second	
	Alcohal Test Type Test Not Giv		Other Unknown if		ehicle Code Violation		Charged?
	Alcohol Test Resu		Unknown Results	Driver Pre	sence 1=Driver Opera Vehicle 2⇒No Driver	ated 3=Driver Flo 4=Hit and I 9=Unknow	Run
	Owner/Driver 00	=Private Vehicle Owned/ Leased by Driver	02=Private Vehicle Not Owned/Leased by Dri 03=Rented Vehicle	ver 05=PENN	DOT Vehicle 08≃Oth	nicipal Police Veh ner Municipal vernment Vehicle	09=Federal Gov Veh 98≔Other 99=Unknown
	01 01	=Private Vehicle Owned/ Leased by Driver ner First Name	Owned/Leased by Dri 03=Rented Vehicle	ver 05=PENN 06=Other	DOT Vehicle 08=Oth	ner Municipal vernment Vehicle	98=Other 99=Unknown tion)
	Same as Driver Address / City / St	=Private Vehicle Owned/ Leased by Driver ner First Name	Owned/Leased by Dri 03=Rented Vehicle Owner L	ver 05=PENN 06=Other ast Name or B	DOT Vehicle 08=0th State Gov Veh Go	ner Municipal vernment Vehicle strian, skip this Sec	98=Other 99=Unknown ction) *Wake Co
	Same as Driver C Address / City / St 102 CAFFER	=Private Vehicle Owned/ Leased by Driver ner First Name Late / Zip	Owned/Leased by Dri 03=Rented Vehicle Owner L	ver 05=PENN 06=Other ast Name or B	DOT Vehicle 08=0th State Gov Veh Go usiness Name (If Pedes	vernment Vehicle vernment Vehicle vehicle Make Nissan; Da Vehicle Model	99=Unknown *Wake Co
	Same as Driver Complete Comple	=Private Vehicle Owned/ Leased by Driver ner First Name Late / Zip	Owned/Leased by Dri 03=Rented Vehicle Owner t	ver 05=PENN 06=Other ast Name or B A 18947	DOT Vehicle 08=0th State Gov Veh Go usiness Name (If Pedes Model Year	vernment Vehicle trian, skip this Sec Vehicle Make Nissan; Da	98=Other 99=Unknown stion) *Wake Co
	Same as Driver OWN Driver OWN Address / City / St 102 CAFFER VIN 5N1AN08U2 License Plate	=Private Vehicle Owned/ Leased by Driver ner First Name Late / Zip	Owned/Leased by Dri 03=Rented Vehicle Owner to PIPERSVILLE P	OS=PENN 06=Other ast Name or B A 18947	DOT Vehicle 08=Oth State Gov Veh Go usiness Name (If Pedes Model Year 2006 Vehicle Towed	vernment Vehicle trian, skip this Sec Vehicle Make Nissan; Da Vehicle Model XTR Towed By	98=Other 99=Unknown stion) *Make Co tsu 35 (see overla
	Same as Driver OWN Driver OWN Address / City / St 102 CAFFER VIN 5N1AN08U2 License Plate GNR6058	=Private Vehicle Owned/ Leased by Driver her First Name late / Zip RTY ROADPO BOX	Owned/Leased by Dri 03=Rented Vehicle Owner to PIPERSVILLE P Reg. Star	oS=PENN 06=Other ast Name or B A 18947	Model Year 2006 Vehicle Towed	veriment Vehicle veriment Vehicle verian, skip this Sec Vehicle Make Nissan; Da Vehicle Model XTR Towed By	98=Other 99=Unknown stion) *Make Co tsu 35 (see overl
	Same as Driver OWN Driver OWN Address / City / St 102 CAFFER VIN 5N1AN08U2 License Plate	=Private Vehicle Owned/ Leased by Driver ner First Name Late / Zip	Owned/Leased by Dri 03=Rented Vehicle Owner to PIPERSVILLE P Reg. State PA Ownpany	oS=PENN 06=Other ast Name or B A 18947	DOT Vehicle 08=Oth State Gov Veh Go usiness Name (If Pedes Model Year 2006 Vehicle Towed	vernment Vehicle Vehicle Make Nissan; Da Vehicle Model XTR Towed By FRED BEA	98=Other 99=Unknown stian) *Wake Co tsu 35 (see overl
	Same as Driver OMA Address / City / St 102 CAFFER VIN 5N1AN08U2 License Plate GNR6058 Insurance	Private Vehicle Owned/ Leased by Driver ier First Name Eate / Zip RTY ROADPO BOX 26C500743 Insurance Company Insurance Co	Owned/Leased by Dri 03=Rented Vehicle Owner to PIPERSVILLE P Reg. State PA ompany FARM	oS=PENN 06=Other of B A 18947 Re Est. Speed 015	Model Year 2006 Vehicle Towed Policy No	vernment Vehicle Vehicle Make Nissan; Da Vehicle Model XTR Towed By FRED BEA	98=Other 99=Unknown stian) *Wake Co tsu 35 (see overl
	Same as Driver OMN ON OTTAIling	Private Vehicle Owned/ Leased by Driver ier First Name RTY ROADPO BOX 26C500743 Insurance Company STATE Type Unit 2=Town 3=Town 3=Town	Owned/Leased by Driver to O3=Rented Vehicle Owner to Own	OS=PENN D6=Other ast Name or B A 18947 Re Est. Speed O15	Model Year 2006 Vehicle Towed Vehicle Towed 1086914-A29-38	veriment Vehicle veriment Vehicle veriment Vehicle Vehicle Make Nissan; Da Vehicle Model XTR Towed By FRED BEA	98=Other 99=Unknown *Wake Co tsu 35 (see overl.
	Same as Down Driver O Address / City / St 102 CAFFER VIN SN1AN08U2 License Plate GNR6058 Insurance Yes No Trailing Units: Direction of Travel Vehicle Color 12 05=Y 12 05=Y 03=White 03=White 03=White 04=Green 12=0	Private Vehicle Owned/ Leased by Driver Ter First Name Tate / Zip RTY ROADPO BOX 26C500743 Insurance Co Constant STATE Type Unit 2=Town 3=Town *Vehicle Position (Yeliow O1 01= From O2= Foold of Connege (If "02", Connege	Owned/Leased by Driv 03=Rented Vehicle Owner to the search of the searc	oS=PENN D6=Other ast Name or B A 18947 Re Est. Speed O15 le/Modular Homber railer or O1 ruck nobile quip cuction Equip	Model Year 2006 Vehicle Towed Vehicle Towed Policy No 1086914-A29-38 e 7=Semi-Trailer B=Other 9=Unknown *See Overlay 20=Unicycle, Bicycle, Tricycle 21=Other Pedalcycle 22=Horse & Buggy 23=Horse & Bider 24=Train 25=Trolley 28=Other	vernment Vehicle Vehicle Make Vehicle Make Nissan; Da Vehicle Model XTR Towed By FRED BEA	98=Other 99=Unknown *Wake Co tsu 35 (see overl ANS 12=Commercial Passenger Carrier 13=Taxl 21=Tractor Trailer 22=Twin Trailer

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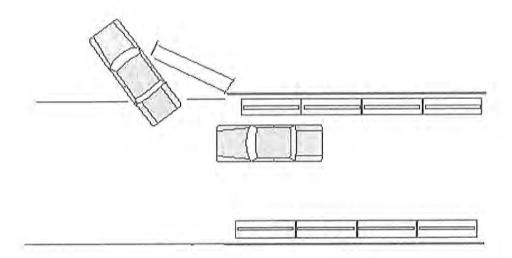
-			OLICE (NVEALTH OF PENNSY TRASH REPORTING FOR Use Only		MIA	Page 3	1				Crash Number
People Information	B C	Person Typ 1=Driver 2=Passeng 7=Pedestr 8=Other 9=Unknov Sex: F =Female M=Male U =Unkno Injury Seve 0=Not Injur 1=Killed 2=Major It 3=Modera Injury 4=Minor It 8=Injury, U Seveniy, U Seveniy	er an yn wn nity: red sjury te	Seat Position: OD=Not A Passenger/Occupant O1=Driver - All Vehicles O2=Front Seat Middle Position O3=Front Seat Right Side O4=Second Row - Left Side Or Motorcycle Passenger O5=Second Row - Middle Positio O6=Second Row - Right Side O7=Third Row Or Greater - Left Side O8=Third Row Or Greater - Middle Position O9=Third Row Or Greater - Right Side 10=Sleeper Section of Truckcab 11=In Other Enclosed Passenger Or Cargo Area 12=In Open Area (Back Of Pickup, Etc.) 13=Trailing Unit 14=Riding On Vehicle Exterior 15=Bus Passenger 99=Unknown		01=Shot 02=Lap 03=Lap 04=Child 05=Most 06=Bicyx 10=Safe 11=Child 12=Heim 90=Restr 99=Unkr Safety Er 00=Non 01=Fron 02=Side 03=Othe 05=Most 10=Air E 11=Air E 12=Air E	quipment Onse Used / Not Ilder Belt Used / Not Ilder Belt Used And Shoulder Safety Seat orcycle Helme Is afety Seat is a sea of the Island Ilder Safety Seat orcycle Edward Index of the Ilder I	Belt Used Used Used to Used to Used properly Used Improperly Operly pe Unknown Papplicable loyed (For This Sea Opeployed Deployed Deployed Detection Sibow/Knee/Pads yyed, Switch Onf yyed, Yelfior To Crash)	2010	2=Throu 2=Throu 3=Throu 4=Throu 5=Throu Conve 7=Throu Top U 9=Unkne	pplicable jected y Ejected ly Ejected ly Ejected ly Ejected own Path: jected / No logh Side W logh Side W logh Windsl logh Roof C logh Roof C logh own pplicable xtricated logh M logh M logh M logh Roof C logh own	ot Applicable oor Opening findow nield oor Tailgate Opening neening (Sunroof)
ال	EWS	Agency:	, N	Date of Birth (MM-DD		Wedical I	Facility:	ВС	D	E		G H I
	nit No	Person	i No De	lete?			RD OTT	النالنال	01 1894 D	03 2 6 E	12 F	O O O EMS Transport O Yes O N EMS Transport O Yes O N
	Sam Ope	Nam		lete? Date of Birth (MM-DD		0	A	ВС	D	Ē	F	G H' I EMS Transport Yes No
	Same Open	Name		lete? Date of Birth (MM-DD-		9	A	BC	D	E	F	G H I EMS Transport Yes No
	Same Oper	Mame e as		ete? Date of Birth (MM-DD-	-["		ВС	D	E	F	G H I EIMS Transport Yes No
	Same	Name	Del	ote? Date of Birth (MM-DD-	YYYY)	Ā	ВС	D	E	F	G H I EMS Transport Yes No

FORM # AA-500 (12/02)

PENNDOT COPY

A	A	500 4 Police Use Only			4	wo	0060436
Total Control	uce)	Crash Description	7	0=Non-Collision 1=Rear End	2=Head On 3=Rear to Rear (Backing)	4=Angle 5=Sideswipe (Same Direction)	B=Sideswipe (Opposite Direction) 7=Hit Fixed Object B=Other/Unknown
Children and	complete o	Relation to Roadway	2	1=On Travel Lanes 2=Shoulder	3=Median 4=Roadside	5=Outside Trafficway 6=In Parking Lane	7=Gore (Ramp Intersection) 9≃Unknown
0		Illumination	1	1=Daylight 2=Dark - No Street Lights	3=Dark - Street Lights 4=Dusk	5=Dawn 6=Dark - Unknown Roadway Lighting	B=Other
	5	Weather Conditions	1	1=No Adverse Conditions 2=Rain	3=Sleet (Hail) 4=Snow	5=Fog 6=Rain & Fog	7=Sleet & Fog 9=Unknown 8=Other
2 20	03.0	Road Surface Conditions	0	0=Dry 1=Wet	2=Sand, Mud, Dirt Oil 3=Snow Covered	4=Slush 5=Ice	6=Ice Patches 8=Other 7=Water - Standing or Moving
	E	Harm Event <i>L/R</i> 1 30 R 01 2	Most?	Utility Pole Number		Harmful Events (Harm Even 01=Hit Unit 1 02=Hit Unit 2 03=Hit Unit 3 04=Hit Unit 4 05=Hit Unit 5 06=Hit Other Traffic Unit	f) 30=Hit Fence Or Wall 31=Hit Building 32=Hit Culvert 33=Hit Bridge Pier Or Abutment 34=Hit Parapet End 35=Hit Bridge Rail 36=Hit Builder Or Obstacle
	5	Please Put 3 Events in 3 equential	0			07=Hit Deer 08=Hit Other Animal 09=Collision With Other Non Fixed Object	On Roadway 37=Hit Impact Attenuator 38=Hit Fire Hydrant 39=Hit Roadway Equipment
-		Harm Event L/R	Most?	Utility Pole Number		11=Struck By Unit 1 12=Struck By Unit 2 13=Struck By Unit 3 14=Struck By Unit 4	40=Hit Mail Box 41=Hit Traffic Island 42=Hit Snow Bank 43=Hit Temporary Construction
		Unit No	0	Cinty For Names	- 1	15=Struck By Unit 5 16=Struck By Other Traffic Unit 21=Hit Tree Or Shrubbery 22=Hit Embankment	49=Hit Unknown Fixed Object 50=Overturn/Roll Over
	P	2				23=Hit Utility Pole 24=Hit Traffic Sign 25=Hit Guard Rail 26≍Hit Guard Rail End 27=Hit Curb	51=Struck By Thrown Or Falling Object 52=Por Holes Or Other Pavement Irregularities 53=Jacknife
	ı	Events in 3 equential Order 4] 0			28=Hit Concrete Or Longitudinal Barrier 29=Hit Ditch	59=Jakhine 54≍Fire In Vehicle 58=Other Non-Collision 99≡Unknown Harmful Event
	1	Harmful Event in the Crash		Most Unit No Harmful D1 the Crash ion on multiple pages	Harm Event	Driver Action (D) 00=No Contributing Action 01=Driver Was Distracted 02=Driving Using Hand Held P 03=Driving Using Hands Free I 04=Making Illegal U-Turn 05=Improper/Careless Turning 06=Turning From Wrong Lane	17=Careless Or Illegal Backing On Roadway 18=Driving On The Wrong Side Of Road Phone 19=Making Improper Entrance To Highway
		Environmental / Roadway Potential Factors (E/R) 10=None 11=Windy Conditions 20=Sudden Weather Conditions 20=Other Agadway 20=Other	12=S 13=P 14=B 15=T 16=S 28=C 29=C	2 lippery Road Condition ubstance On Roadway otholes roken Or Cracked Pave CD Obstructed oft Shoulder Or Should ther Roadway Factor ther Environmental Facinknown	ment ler Drop Olf	07=Proceeding W/O Clearance After Stop 08=Running Stop Sign 09=Running Red Light 10=Failure To Respond To Other Traffic Control Devic 11=Tailgating 12=Sudden Stowing/Stopping 13=Illegally Stopped On Road 14-Cargless Passing Of Lane	20=Making Improper Exit From Highway 21=Careless Parking/Unparking 22=Over/Under Compensation At Curve 23=Speeding 24=Driving Too Fast For Conditions 25=Failure To Maintain Proper Speed 26=Driver Reeing Police (Pol Chase) 27=Driver Inexperienced 28=Failure To Use Specialized Equip
	00000	01=Tires	chaust eadlights gnal Ligh ther Light orn irrors	14=Body, D 15=Trailer F	Overloaded	Change In No Passing Zone 15=Passing In No Passing Zone 16=Driving The Wrong Way O 1-Way Street Unit 01 1 00	98=Other Improper Driving Actions 99=Unknown 2 3 .4
	1	Unit 01 1 01	2	Trailer L 20=Imprope	oad er Towing ted Windshield vn	Pedestrian Action (P) 00=None 01=Entering Or Crossing At Specified Location 02=Walking, Running, Jogging	03=Working 04=Pushing Vehicle 05=Approaching Or Leaving Vehicle 06=Working On Vehicle 07=Standing
	1	ndicated Prime Factor Da not repeat this information on multiple pages. E/R V D P		01 01		Or Playing Unit No 01 00	98=Olher 99=Unknown

Crash Number: W0060436 Incident Number: 2007-1633



	COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM Case Closed Reportable Crash A 500 1 Yes No Yes No	Crash Number
Police Agency Data	1145 1205 MADDEN 1:	⇒ 2008 Ige Number
Crash Data	09 - 26 - 2008 1145 1 1 0 0 comp	olete O Tue O Sat
Loc Type	Intersection Type 4 Way Intersection 74" Intersection Intersection Off Ramp Railroad Crossing Midblock 7" Intersection Round About On Ramp Crossover Other	*Special Location 00 * See Overlay
Principal Road	Street Name D2 25 Street Ending East For M postal Princip P	id-block crashes only. Use House Number and make sure pal Roadway Street Name is in if using this option Private Road Unknown
Intersecting Road	Route Number Segment (Optional) Travel Lanes Speed Limit North	Private Other/ Road Unknown
Distance From Landmark	Please Enter Information for BOTH Landmarks if Using This Option The Continuous Please Enter Intersecting Rt Num Or Wile Post Or Segment Warker St Ending North Continuous Please Enter Information for BOTH Landmarks if Using This Option The Continuous Please Enter Intersecting Rt Num Or Wile Post Or Segment Warker Intersecting Rt Num Or Wile Post Or Segment Warker St Ending North Or Segment Warker Intersecting Street Name St Ending Please East RD Entersecting Street Name St Ending Please East RD Entersecting Street Name RIDGE VALLEY RD Entersecting Street Name St Ending Please East RD East	Or Miles Distance From Crash
SdS	Degrees Minutes Seconds Latitude: Degrees Minutes Seconds Longitude: Degrees Minutes Seconds	
20	Traffic Control Device	Signal
e Closture	Lane Closed (If "Not Applicable", skip rest of the Lane Closure section) Not Applicable Partially Fully Unknown Direction South West East	and South All and West (N,S,E,W)
Lane		> 9 hours Unknown

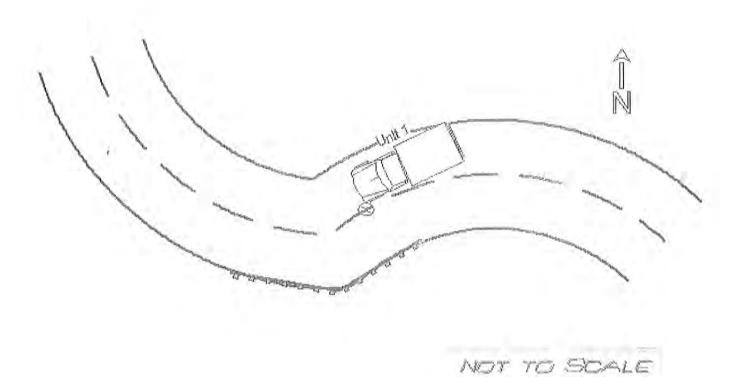
	Commonwealth of Pennsylvania Police Crash Reporting Form	ge:	Crash Number
Δ	A 500 2 Police Use Only	2	W0091234
Unit into	Type Unit	rom Train C	Non - Motorized Phantom Vehicle (If Yes, Complete Form
	Unit No First Name	MI Date	of Birth (MM-DD-YYYY)
	01	A	
	Delete? Last Name		Telephone Number
	0		2672789029
e	Address / City / State		Zip
200	649 MINE ROAD QUAKERTOWN PA		18951
OLLINO.	Driver License Number		State Class
3.070.5	21701181		PA C
Pedestrian Information	Alcohol/Drugs Suspected	Driver or Pedestrian Physi	The state of the s
Glesi	○ No	O Apparently O	Illegal Drug
5	☐ Alcohol ☐ Alcohol and Drugs ☐ Unknown	O Had Been O	Sick Asleep Unknown
Driver	Alcohol Test Type	Primary Vehicle Code Viol	ation Charged?
	Test Not Given Breath Other	The state of the state s	Charged?
Vehicle	☐ Blood ☐ Urine ☐ Unknown if Test Given		
Ne	Alcohol Test Results Test Refused Unknown Results	AND DESCRIPTION OF THE PROPERTY OF THE PROPERT	er Operated 3=Driver Fled Scene
	O . Test Given, Contaminated Results	1 Vehi	
	Owner/Driver 00=Not Applicable 02=Private Vehicle Not	TERRITOR CONTRACTOR	07=Municipal Police Veh D9=Federal Gov Veh
	01=Private Vehicle Owned/ Owned/Leased by Driver		08=Other Municipal 98≃Other Government Vehicle 99=Unknown
	U2 Leased by Driver 03=Rented Vehicle	06=Other State Gov Veh	Government venicle 33=Ouknown
4	Same as		f Pedestrian, skip this Section)
	Driver GEORG	GE ALLEN PORTAB	The State of the Control of the State of the
	Address / City / State / Zip		Vehicle Wake * Make Co
	4375 COUNTY LINE RD COLMAR PA 18915		Chevrolet 20
	VIN	Wodel Year	Vehicle Wodel (see overla
	1GBJC34G91F129992	2001	TK
	License Plate Reg. State	Est. Speed <u>Vehicle To</u>	
	YGN9843 PA	030 Yes	○ No JIM JACOBS
	Insurance Company	Policy No	
HOL	OYes No Oknown OHIO CASUALTY INS CO	BAO 50450	0329
Medi			
Vehicle information		Modular Home 7=Semi-Traile 8=Other	r Tag No Tag Year Tag St
31	Unit No. of Unit 2=Towing Truck 5=Camper Units: 3=Towing Utility Trailer 6=Full Trail		
0.001110	Direction of W *Vehicle Position 01 *Movement	16 *See Overlay	Special Usage
	Vehicle Color Vehicle Type 05=Large Tru		ycle, 00 12=Commercial Passenger
	03 06=Yellow 04 01=Automobile 06=SUV 07=Van	Tricycle 21=Other Pedalo	00=Not Applicable Carrier
	08=Gold 03=Bus 10=Snowmol	oile 22≕Horse & Bug	99y 02=Ambulance 21=Tractor Trailer
	02=Red 10=Orange (If "02", Complete Form 12=Construc	tion Equip 24=Train	08=Other Emergency 23=Triple Trailer
- 1	03=White 11=Purple M, Section 26) 13=ATV 04=Green 12=Other (If "20" or "21", Complete 18=Other Type	25=Trolley be Spec Veh 98=Other	Vehicle 31=Modified Veh 11=Pupil Transport 99=Unknown
	US=Black 99=Unknown Form M, Section 27) 19=Unk Type		
	Initial Impact Point Damage Indicate	or Gradient	3=Downhill Road Alignment
	Too I so the Calledon 14 that are I DeNone 2	=Functional	A-Pattern of till [] 1-Straight
	***************************************	=Functional =Disabling 3 1=Lev	el 5=Top of Hill 2 1=Straight

	POLIC	MONWEALTH OF PENNSYLY E CRASH REPORTING FORM THE USE ONLY		wo	091234	Crash Number
People Information	A Person Type: 1=Driver 2=Passenger 7=Pedestrian 8=Other 9=Unknown Sex: B F =Female M=Male U =Unknown Injury Severity C =Not Injured 1=Killed 2=Major Injury 3=Moderate Injury 4=Minor Injury 8=Injury, Unk Severity 9=Unknown if Injury	Seat Position: 00=Not A Passenger/Occupant 01=Driver - All Vehicles 02=Front Seat Middle Position 03=Front Seat Right Side 04=Second Row - Left Side Or Motorcycle Passenger 05=Second Row - Right Side 07=Third Row Or Greater - Left Side 08=Third Row Or Greater - Middle Position 09=Third Row Or Greater - Middle Position 09=Third Row Or Greater - Right Side 10=Sleeper Section of Truckcab 11=In Other Enclosed Passenger Or Cargo Area 12=In Open Area (Back Of Pickup, Etc.) 13=Trailing Unit 14=Riding On Vehicle Exterior 15=Bus Passenger 98=Other	E Safety Equipment One: 00=None Used / Not Ay 01=Shoulder Belt Used 02=Lap Bell Used 03=Lap And Shoulder Belt Used 03=Lap And Shoulder Belt Used 04=Child Safety Seat Ut 05=Motorcycle Helmet 06=Bicycle Helmet Used Im 11=Child Safety Seat Ut 12=Helmet Used Impro 90=Restraint Used, Typi 99=Unknown Safety Equipment Two: 00=None Used / Not At 01=Front Air Bag Deplo 02=Side Air Bag Deplo 03=Other Type Air Bag 04=Multiple Air Bags Deplo 05=Motorcycle Eye Pro 06=Bicyclist Wearing El 10=Air Bag Not Deploy 11=Air Bag Not Deploy 11=Air Bag Not Deploy 12=Air Bag Not Deploy 12=Air Bag Not Deploy 13=Air Bag Not Deploy 13=Air Bag Not Deploy 13=Air Bag Not Deploy 14=Air Bag Not Deploy 15=Air Bag Not Deploy 16=Air Bag Not Deploy 16=Air Bag Not Deploy 17=Air Bag Not Deploy 18=Air Bag Not Deploy 18=Air Bag Not Deploy 19=Unknown If Air Bag 19=Unknown If Air Bag 19=Unknown	left Used sed Used Used Used Uproperly perly sed Improperly perly e Unknown poplicable loyed (For This Seat) loyed (For This Seat) Deployed lection bow/Knee/Pads lection low/Knee/Pads lection look/Knee/Pads lection look/Knee/Pad	0=Not Ejected / Not 1=Through Side Do 2=Through Side Wii 3=Through Windshi 4=Through Jack Do	eid on Tailgate Opening or Tailgate Opening Obown) Down) Dening (Convertible
الـ	EMS Agency:		Medical Facility:		***********	
	Operator Person No	Delete? Date of Birth (MM-DD-Y Address / Phone Delete? Date of Birth (MM-DD-Y Delete? Date of Birth (MM-DD-Y	QUAKERTOWN P	B C D A 18951 2672789 B C D	03 00 00 E F	G H I O O O O Yes N G H I G H I G H I G H I G H I G H I G H I G H I
	nit No Person No					
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	Name / A Same as Operator nit No Person No	Delete?		6 C D	E F	G H I EMS Transport G H I G H I EMS Transport
	Name / A Same as Operator Name / A Name / A Same as Operator Name / A Operator	Delete? Date of Birth (MM-DD-Y	YYY) A			G H I EMS Transport Yes N

1	P	DLICE CRASH		F PENNSYLVAN RTING FORM	Page	_		Crash Number
A	A 500 4	Police Use Only			4	wo	0091234	
nu nu	Crash Desc	ription	7	0=Non-Collision 1=Rear End	2=Head On 3=Rear to Rear (Backing)	4=Angle 5=Sideswipe (Same Direction)	6=Sideswipe (Opposite Direction) 7=Hit Fixed Object	8=Hil Pedestrian 9=Other/Unknown
oh complete coco	Relation to	Roadway	2	1=On Travel Lanes 2=Shoulder	3=Median 4=Roadside	5=Outside Trafficway 6=In Parking Lane	7=Gore (Ramp Intersect 9=Unknown	tion)
lada.	illuminatio	<u>n</u>		1=Daylight 2=Dark - No Street Lights	3=Dark - Street Lights 4=Dusk	5=Dawn 6=Dark - Unknown Roadway Lighling	8=Other	
C nests show 7		onditions	2	1=No Adverse Conditions 2=Rain	3=Sleet (Hail) 4=Snow	5=Fog 6=Rain & Fog	7=Sleet & Fog EmOther	9=Unknown
27.0	Road Surfa	ce Conditions	1	0=Dry 1=Wet	2=Sand, Mud, Dir Oll 3=Snow Covered	t, 4=Slush 5=Ice	6=Ice Patches 7=Water - Standing or Moving	8=Other
ľ		Marm Event L/	R Wost?	Utility Pole Number		Harmful Events (Harm Event	30=Hit Fence Or	Wall
	Unit No	25 L	0			01≕Hit Unit 1 02≕Hit Unit 2	31=Hit Building 32=Hit Culvert	se Ose Absolute
	01 2	25 0	0			03⇒Hit Unit 3 04⇒Hit Unit 4 05⇒Hit Unit 5 06⇒Hit Other Traffic Unit	33=Hit Bridge Pie 34=Hit Parapet E 35=Hit Bridge Ra 36=Hit Boulder C	at .
	Please Put 3 Events in Sequential					07=Hit Deer 08=Hit Other Animal 09=Collision With Other Non	On Roadway 37=Hit Impact At 38=Hit Fire Hydra 39=Hit Roadway	tenuator ant
	Order a					Fixed Object 11=Struck By Unit 1 12=Struck By Unit 2 13=Struck By Unit 3	40=Hit Mail Box 41=Hit Traffic Isla 42=Hit Snow Bar	and
		Harm Event L/	R Wost7	Utility Pole Number		13=Struck By Unit 3 14=Struck By Unit 4 15=Struck By Unit 5	43=Kit Temporar Barrier	y Construction
			70			16=Struck By Other Traffic Uni 21=Hit Tree Or Shrubbery	t 48=Hit Other Fixe 49=Hit Unknown	ed Object Fixed Object
	Unit No					22=Hit Embankment 23=Hit Utility Pole 24=Hit Traffic Sign	50=Overtum/Roll 51=Struck By Thr Object 52=Pot Holes Or	Over own Or Falling
	Please Put Events in] 0			25≍Hit Guard Rail 26∞Hit Guard Rail End 27⇒Hit Curb 28∞Hit Concrete Or	Pavement frie 53≃Jacknife 54≃Fire In Vehick	egularities e
	Sequential Order] 0			Longitudinal Barrier 29=Hit Ditch	58=Other Non-Co 99=Unknown Ha	ollision rmfal Event
l	First Harmful Event in	Unit No Harn	-	Most Harmful Event in 01	Harm Event	Driver Action (D) 00=No Contributing Action 01=Driver Was Distracted	17=Careless Or II Backing On R 18=Driving On Th	Roadway ne Wrong
۱	the Crash			the Crash on on multiple pages		02=Driving Using Hand Held P	hone Side Of Road	
ľ	Environmen	tal / Roadway	-	7 7		03=Driving Using Hands Free P 04=Making Illegal U-Turn 05=Improper/Careless Turning	hone 39=Making Impro Entrance To I 20=Making Impro	oper Exit
	Potential Fa		1 03	ippery Road Condition	3 Clos/Sunw	05=Turning From Wrong Lane 07=Proceeding W/O	21 Careless Park	V .
	00=None 01=Windy Co	onditions Weather Conditions	12=St	ippery Road Condition ubstance On Roadway otholes	a fuestation)	Clearance After Stop 08=Running Stop Sign	22=Over/Under Compensatio	n At Curve
	03=Other We 04=Deer In R	eather Conditions	14=8	roken Or Cracked Pave CD Obstructed	ment	09=Running Red Light 10=Failure To Respond To Other Traffic Control Devic	23=Speeding 24=Driving Tod F 25=Enitore To Ma	ast For Conditions intain Proper Speed
	05=Obstacle		16=Sc 28=O	oft Shoulder Or Should ther Roadway Factor	44-20-4557	11=Tailgating 12=Sudden Slowing/Stopping 13=Illegally Stopped On Road	26=Driver Fleeing	Police (Pol Chase)
	07=Glare 08=Work Zor	mi-francisco.	29=0	ther Environmental Fac nknown	tor	14=Careless Passing Or Lane	28=Failure To Use 92=Affected By P	rienced e Specialized Equip rhysical Condition
-		nicle Failures (V)	e. 1	12=Wipers	eating/Control	Change 15=Passing In No Passing Zone 16=Driving The Wrong Way Or		er Driving Actions
	00=None 01=Tires 02=Brake Sys	07=	Exhaust Headlights Signal Light	14=Body, D	Poors, Haad, Etc	1-Way Street		
	02=Brake Sys 03=Steering : 04=Suspensio 05=Power Tra	System 09= on 10=	Signal Light Other Light Horn Mirrors	16=Wheels 17=Airbags 18=Trailer 0	Overloaded	Unit 01 12	2 22 3	
	Unit No 01	1 00] 2 [19=Unsecur Trailer L 20=Imprope 21=Obstruc	n hao.	Unit V	2 3	В
	Unit No	1	2	99-Unknov		Pedestrian Action (P) CO=None O1=Entering Or Crossing At Specified Location	03=Working 04=Pushing Vehic 05=Approaching 0 05=Working On V	Or Leaving Vehicle
	multiple pages.	ime Factor nis information on	F-	Init No Factor Cod	é	02=Walling, Running, Jogging Or Playing	Art Calendaria	
	E/R V	0 0	If EIR	is the Prime Factor leave Unit No blank		Unit No 01	Unit Ma	

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Crash Number: W0091234 Incident Number: 2008-2250





COMMONWEALTH OF PENNSYLVANIA POLICE ACCIDENT REPORT

REPORTABLE ☐ NON - REPORTABLE ☑

PENNDOT USE ONLY

#8

POLICE INFORMATION	ACCIDENT LOCATION
1, INCIDENT NUMBER 2009-0177	20. COUNTY Bucks CODE 09
2. AGENCY NAME Tinicum Township Police Department	21. MUNICIPALITY CODE Tinicum Township
3. STATION/ PRECINCT TTPD 4. PATROL ZONE	PRINCIPAL ROADWAY INFORMATION
5. INVESTIGATOR CPL. PETERSON BADGE NUMBER 13	22. ROUTE NO. OR STREET NAME Headquarters Rd SR 1012
6. APPROVED BY CPL. PETERSON BADGE NUMBER 13	23. SPEED 35 24. TYPE 0 25. ACCESS 1
7. INVESTIGATION 1/01/0000 8. ARRIVAL 08.15	INTERSECTING ROAD:
ACCIDENT INFORMATION	26. ROUTE NO, OR STREET NAME
9. ACCIDENT 10. DAY OF WEEK	27. SPEED 0 28. TYPE 29. ACCESS LIMIT HIGHWAY CONTROL
11. TIME OF OR OD 12. NUMBER 2	IF NOT AT INTERSECTION:
13. #KILLED 14. #INJURED 15. PRIV. PROP.	30. CROSS STREET OR Share Hale Rd. T. 420
16. DID VEHICLE HAVE TO BE 17. VEHICLE DAMAGE	31. DIRECTION 32. DISTANCE
REMOVED FROM THE SCENE? 0 – NONE UNIT 1 0	FROM SITE N S E W FROM SITE 300.00 ft.
UNIT 1 UNIT 2 2 - MODERATE Y N N Y N N N S 3 - SEVERE UNIT 2 9	MEASURED ESTIMATED X 34. CONSTRUCTION 35. TRAFFIC PRINCIPAL INTERSECTING
18. HAZARDOUS 19. PENNDOT	ZONE CONTROL
MATERIALS Y□ N□X PROPERTY Y□ N□X	0 DEVICE 0
UNIT # 1	UNIT # 2
36, LEGALLY Y N 37, REG. SC49468 38, STATE PA	36. LEGALLY Y N 37. REG. PLATE PA
39. PA TITLE OR OUT-OF-STATE VIN 4DRBUAFP08A71528	39. PA TITLE OR OUT-OF-STATE VIN
40. OWNER First Student Inc.	40, OWNER
41. OWNER ADDRESS 22 School Drive	41. OWNER ADDRESS
42. CITY, STATE	42. CITY, STATE
43. YEAR 2008 44. MAKE International	8 ZIPCODE 43. YEAR 0 44. MAKE
45. MODEL – (NOT 0.1. L.D. 46. INS.	45. MODEL – (NOT 46. INS.
BODY TYPE) School Bus Y N UNK U	BODY TYPE) Y □ N □ UNK ☒ 47. BODY 99 48. SPECIAL 49. VEHICLE 01
TYPE 30 USAGE UI OWNERSHIP I	TYPE USAGE OWNERSHIP 50 INITIAL IMPACT 51 VEHICLE 52 TRAVEL
POINT 07 STATUS 4 SPEED 15 53. VEHICLE 54. DRIVER 55. DRIVER	50. INITIAL IMPACT 11 STATUS 4 SPEED 0 53. VEHICLE
GRADIENT I PRESENCE I CONDITION	GRADIENT 1 PRESENCE CONDITION
56. DRIVER NUMBER 07875229 57. STATE PA	111/1/4/11 13
58, DRIVER NAME	58. DRIVER NAME
59, DRIVER ADDRESS 541 E.Dark Hollow Rd.	59, DRIVER ADDRESS
60. CITY, STATE & ZIPCODE Pipersville, PA 18947	60. CITY, STATE & ZIPCODE
61. SEX F 62. DATE OF BIRTH 61.	61. SEX 62. DATE OF 63. PHONE BIRTH
64, COMM VEH. 65, DRIVER	64. COMM VEH, 65, DRIVER
Y X N C CLASS	67. CARRIER
First Student Inc 68. CARRIER ADDRESS 22 School Rd,	68. CARRIER
en CITY STATE	ADDRESS 69. CITY, STATE
8.ZIPCODE Kintnersville, PA 18930 70. USDOT # ICC# PUC#	& ZIPCODE
72. VEH. 73. CARGO 1 74. GVWR	72. VEH. 73. CARGO 74, GVWR
CONFIG. BODY TYPE 75. NO. OF 76. HAZARDOUS 77. RELEASE OF HAZMAT	CONFIG. BODY TYPE 75. NO. OF 76. HAZARDOUS 77. RELEASE OF HAZMAT
AXLES 2 MATERIALS Y IN X UNK I	75, NO. OF 76, HAZARDOUS 77, RELEASE OF HAZMAT Y N X UNK

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9. MEDICAL F	ACILITY	La.					-		ACCIDE	NT DATE:	1/21/	2009)			
0. PEOPLE IN	FORMAT	ION														
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COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM Case Closed Reportable Crash AA 500 1 Yes No Yes No	W0110827 # 33
Incident Number 2009-0992 Agency Name Precinct	Police Agency Patrol Zone 09223 Investigation Date (MM-DD-YYYY)
Tinicum Township Dispatch Time (mil) Arrival Time (mil) Investigator 1441	05 05 09 2009 Badge Number 25
09 Bucks 223 Tinio	ipality Name cum Township its People Injured Killed* *If > 00 complete Form F Weel Unk
Warkzone (If Yes, Complete Form M, Section 29) Yes No Related Yes Related 8 Intersection Type 4 Way Intersection 7 "Y" Intersection 1 Traffic Circle/ Round About On Ran	eg Off Ramp Railroad Crossing Special Location 00 Crossover Other See Overlay
Route Number Segment (Optional) Travel Lanes Speed Limit 1012	North South RD Street Ending West Unknown County Road
Route Number Segment (Optional) Travel Lanes Speed Limit Street Name	
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Traffic Control Device Yield Sign Police C Flagma Not Applicable Traffic Signal Active RR Crossing Other T Signal Flashing Traffic Stop Sign Passive RR Crossing Controls Signal Vinkow	ype TCD No Controls Device Functioning Preemptive Signal
	Closure North East North and South All (N,S,E,W)

500 2 Police Use Only		
Motor Vehicle in Hit & Run Vehicle Illegally Par Transport Pedestrian on Skates, Disabled Fi In Wheelchair, etc Disabled Fi If "Pedestrian" or "Pedestrian on Skates, in Wheelchair, etc	rkéd Legally Parked Non- rom Train Phant	10827 - Motorized Commercial Vehicle Yes No (If Yes, Complete Form C
Unit No First Name 01 Delete? Last Name Address / City / State 80W JUGTOWN HILL RD UPPR BLCK EDY PA Driver License Number 29441709 Alcohol/Drugs Suspected No Illegal Drugs Medication Alcohol Alcohol and Drugs Unknown	State PA Apparently Illegal Dise Normal Use Had Been Sirk	
01 Leased by Driver 03=Rented Vehicle	Primary Vehicle Code Violation VC 3361 DRIVING AT A Driver Presence 1=Driver Opera Vehicle 2=No Driver 04=State Police Vehicle 05=PENNDOT Vehicle 08=Oth 06=Other State Gov Veh Gov	ated 3=Driver Fled Scene 4=Hit and Run 9=Unknown nicipal Police Veh her Municipal 98=Other vernment Vehicle 99=Unknown
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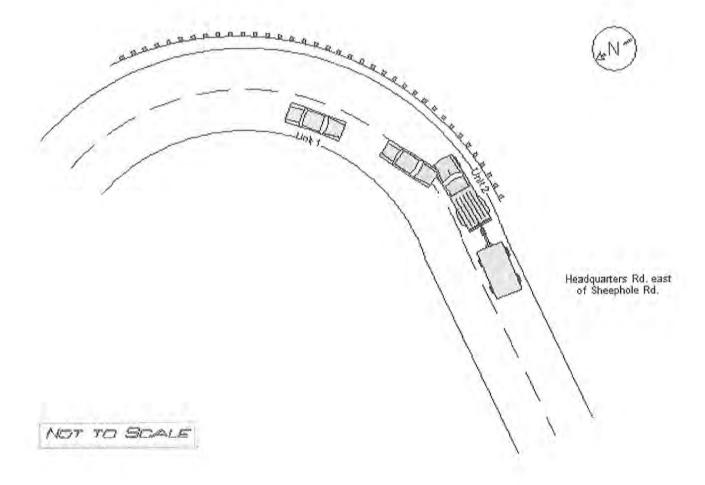
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	Contaminated Results		2≔No Driver	9=Unknown	=Federal Gov Veh
	01=Private Vehicle Owned/ Owned/Leased by Leased by Driver 03=Rented Vehicle	06=Other St	ate Gov Veh Gover	Municipal 98 nment Vehicle 99	=Other =Unknown
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WENTER INTERIOR	Same as Driver Owner First Name Owner Fi	O6=Other String or Businer Last Name or Businer Last Name or L	T Vehicle 08=Other ate Gov Veh Governess Name (If Pedestri	Municipal 98 nment Vehicle 99 an, skip this Section Vehicle Make Dodge Vehicle Wodel RAM Towed By Jo Tag 03845 200 encial Usage 00 200 encial Usage Towed By Encial Usage Output encial Usage Towed By Police encial Usage Towed By In the section of the section	*Make Co 07 (see overla 1 Vear Tag St 09 PA 12=Commercial Passenger Carrier 13=Taxi 21=Tractor Trailer 22=Twin Trailer 23=Triple, Trailer 31=Modified Veh

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People information	R	1= 2= 7= 8= 9= Sep	son Type: Driver Passenger Passenger Pedestrian Other Unknown Separate =Male =Male =Unknown Mot Injured Killed Major Injury Minor Injury Unkseverity: Unkseverity Unkseverity Unkseverity Unknown if	D 00=Nc 01=Dr 02=Frc 03=Frc 04=Se 06=Se 06=Se 07=Th Mil 09=Th Mil 09=Th 11=In Pa 12=In 13=Trc 14=Ric 15=Bu 15=Bu 15=Bu 15=Bu 15=Bu 16=Se 16=Se 16=Se 16=Se 16=Se 17=Se 16=Se 17=Se 16=Se 17=Se 18=Se 1	ant Seat Minor Seat Ricond Row sond Row cond Row cond Row life Row Ort Side in the Row Ord Row Seat Row Ord Row Coddle Position Row Ord Row Coddle Position Row Ord Row Ord Row Ord Row Ord Row Row Ord Row	- Left Side Or assenger - Middle Positio - Right Side (Greater - on or Greater - on of Truckcab osed Cargo Area	E m	02=Lap Be 03=Lap Ar 04=Child ² 05=Motoro 05=Bicycle 10=Safety 11=Child ³ 11=Helme 90=Restrai 99=Unkno 5afety Equ 00=None i 01=Front i	Used / Noider Used to Should safety Sea Cycle Helmet Used Safety Sea Cycle Helmet Used Safety Sea Cycle Helmet Used In William Sea Cycle Sea Sea Cycle Sea Sea Sea Sea Sea Sea Sea Sea Sea Se	Applicable ed Present Used Used Set Us	his Seat) is Seat) is Seat) Pads On Off	Convertible Top	ot Applicable oor Opening //indow hield Door Joor Tailgate Opening Opening (Sunroof/ Oown) Opening (Convertible
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HOIL	Crash Description	4	0=Non-Collision 1=Rear End	2=Head On 3=Rear to Rear (Backing)	4=Angle 5=Sideswipe (Same Direction)	6=Sideswipe (Opposite Direction) 7=Hit Fixed Object	B=Hit Pedestrian 9=Other/Unknown
2 links perk complete and	Relation to Roadway	1	1=On Travel Lanes 2=Shoulder	3=Median 4=Roadside	5=Outside Trafficway 6=In Parking Lane	7=Gore (Ramp Intersect 9=Unknown	lion)
2 linite pelle r	<u>Illumination</u>	1	1=Daylight 2=Dark - No Street Lights	3=Dark - Street Lights 4=Dusk	5=Dawn 6=Dark - Unknown Roadway Lighting	8=Other	
The state 7	Weather Conditions	1	1=No Adverse Conditions 2=Rain	3=Sleet (Hail) 4=Snow	5=Fog 6=Rain & Fog	7=Sleet & Fog 8=Other	9=Unknown
- 18 m	Road Surface Conditions	1	0=Dry 1=Wet	2=Sand, Mud, Di Oil 3=Snow Covered	rt, 4=Slush 5=tce	6=Ice Palches 7=Water - Standing or Moving	8=Other
-	Harm Event L/R 1 02	• 0 0 0 0 0 0 0 0	Utility Pole Number Utility Pole Number		Harmful Events (Harm Event O1=Hit Unit 1 O2=Hit Unit 2 O3=Hit Unit 3 O4=Hit Unit 3 O4=Hit Unit 4 O5=Hit Unit 4 O5=Hit Unit 5 O6=Hit Other Traffic Unit O7=Hit Deer O8=Hit Other Animal O9=Collision Wilh Other Non Fixed Object 11=Struck By Unit 1 12=Struck By Unit 2 13=Struck By Unit 3 14=Struck By Unit 3 14=Struck By Unit 4 15=Struck By Unit 5 16=Struck By Unit 6 17=Hit Unit 7 18=Hit Unit 7 18=Hit Unit 18	31=Hit Building 32=Hit Culvert 33=Hit Bridge Pie 34=Hit Parapet E 35=Hit Bridge Rie 36=Hit Boulder C On Roadway 37=Hit Impact At 38=Hit Fire Hydra 39=Hit Roadway 40=Hit Mail Box 41=Hit Traffic Isla 42=Hit Snow Bar 43=Hit Temporar Barrier 48=Hit Other Fixt 49=Hit Unknown 50=Overturr/Roll 51=Struck By Thr Object 52=Pot Holes Or Pavement Irre 53=Jacknife 54=Fire In Vehicl 58=Other Non-C 99=Unknown Ha	er Or Abulment and i) ir Obstacle it tenuator ant Equipment and sk y Construction ed Object Fixed Object Over rown Or Falling Other egularities e e e e llision rmful Event
	Harmful Event In the Crash Do not repea Environmental / Roadway Potential Factors (E/R) 00=None 01=Windy Conditions 02=Sudden Weather Conditions 03=Other Weather Conditions 04=Deer In Roadway 05=Obstacle On Roadway 05=Obstacle On Roadway 07=Glare 08=Work Zone Related Possible Vehicle Failures (V) 00=None 01=Tires 07= 02=Brake System 08= 03=Steering System 09= 04=Suspension 10=	this information to the information of the informat	Ilippery Road Condition ubstance On Roadway otholes roken Or Cracked Pave CD Obstructed oft Shoulder Or Should other Roadway Factor other Roadway Factor other Environmental Factor Inknown 12=Wipers 13=Driver 14=Body, C 15=Trailer 15=Trailer 19=Unsecu Trailer 20=Improo	3 state of the control of the cont	00=No Contributing Action 01=Driver Was Distracted 02=Driving Using Hand Held F 03=Driving Using Hand Free I 04=Making Illegal U-Turn 05=Improper/Careless Turning 06=Turning From Wrong Lane 07=Proceeding W/O Clearance After Stop 08=Running Stop Sign 09=Running Red Light 10=Failure To Respond To Other Traffic Control Devin 11=Tailgating 12=Sudden Slowing/Stopping 13=Illegally Stopped On Road 14=Careless Passing Or Lane Change 15=Passing In No Passing Zon 16=Driving The Wrong Way Or 1-Way Street Unit No 01 1 24 Unit No 02 1 00 Pedestrian Action (P) 00=None 01=Entering Or Crossing At Specified Location 02=Walking, Running, Jogging Or Playing	22=Over/Under Compensatio 23=Speeding 24=Driving Too R 25=Failure To M: 26=Driver Fleein; 27=Driver Inexpe 28=Failure To Us 92=Affected By I 98=Other Impros 99=Unknown 2	oper Highway oper Exit sy congressive sy congressiv

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Crash Number: W0110827 Incident Number: 2009-0992



E/0-01	MONWEALTH OF PENNSYLVANIA CE CRASH REPORTING FORM Case Closed Reportable Crash	Crash Number
AA 500 1	Yes No Yes No	W0150683
Incident Numb		Police Agency Patrol Zone
2010-0594		09223
Agency Name	Precinct	Investigation Date (MM-DD-YYYY)
Tinicum T	ownship	03 - 16 - 2010
Dispatch Time	(mil) Arrival Time (mil) Investigator	Badge Number
1053	1058 OFFICER GERDING	14
Reviewer		e Number Approval Date (MM-DD-YYYY)
J. J SABAT		03 - 26 - 2010
		m Township Day of Week
		O Mon O Fri
Crash Date (M		People Injured Killed* *If > 00
03	6 ~ 2010 1050 2	Form F Wed O Un
Workzone (If Y	es, Complete o M, Section 29) Yes No Related Yes No	School Zone Yes No Notify PENINDOT Yes No Waintenance
Intersection To	pe 4 Way Intersection "Y" Intersection Multi-Leg	Off Ramp Railroad Crossing Special Location 00
	"T" Intersection Traffic Circle/ On Ramp	Crossover Other See Overlay
Route Numbe		North House Number (if applicable
Street Name HEADQU	02 25	Street Ending East For Mid-block crashes only. Use postal House Number and make su Principal Roadway Street Name is
Street Name		Street Ending East For Mid-block crashes only. Use
HEADQU	ARTERS	RD West postal House Number and make su Principal Roadway Street Name is filled in it using this option
Route Signing	Interstate Turnpike Turnpike State	County C Local Road Private Other/
	(Not Turnpike) (East/West) Spur Highwa	ay Road Or Street Road Ounknow
Route Nun	ber Segment (Optional) Travel Lanes Speed Limit	S O North
CI CO		Street Ending East West
Street Nan Route Route Copyrights Route	i e	Street Ending E C East West
Street Nan		S O Unknown
8 Route	Interstate C Tumpike C Turnpike C State	
Signing C	O Interstate (Not Turnpike) O Turnpike (East/West) O Turnpike State High	way Road Or Street Road Ounknow
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는 Enter Information for BOTH		ig west
Landmarks	Intersecting Rt Num Or Wile Post Or Segment W	larker
If Using This Option		North Distance From Crash Scene to Landmark 1
Use Fe	Or Intersecting Street Name	St Ending South (For Crash between
2	Or Intersecting Street Name	e cast Landmark 1 and
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Traffic Control Not Applica	ble Traffic Signal Active RR Crossing Other Type	TCD No Controls Device Functioning Emergency Preemptivisignal
Latitude:	ble Traffic Signal Active RR Crossing Other Type	TCD No Controls Device Functioning Improperly Signal Device Not Properly Outcoming Properly Outcoming Outcomes
Traffic Control Not Applica Flashing Tra	ble Traffic Signal Active RR Crossing Other Type Flagman Other Type Stop Sign Passive RR Crossing Controls Unknown	TCD No Controls Device Functioning Pregent Signal Device Not Device Functioning Properly Device Not Properly Device Functioning Unknown
Iraffic Control Not Applica Flashing Tra Signal Lane Closed (If	ble Traffic Signal Active RR Crossing Other Type	No Controls Device Functioning Preemptive Signal Device Not Properly Device Functioning Properly North Desire North All
Iraffic Control Not Applica Flashing Tra Signal Lane Closed (If Not Applica	ble Traffic Signal Active RR Crossing Other Type Flagman Other Type Controls Other Type Controls Other Type Crossing Controls Ounknown Passive RR Crossing Controls Ounknown Poot Applicable", skip rest of the Lane Closure section) Lane Closure Other Closure Section Direction	TCD No Controls Device Functioning Improperly Preemptive Signal Device Not Properly Overlie Functioning Properly Surre North Dest North and South All
Iraffic Control Not Applica Flashing Tra Signal Lane Closed (If Not Applica Iraffic Ye	ble Traffic Signal Active RR Crossing Other Type Flagman Other Type Other Type Crossing Controls Unknown Flagman Other Type Flagman Other Type Other Type Other Type Flagman Other Type Other	No Controls Device Functioning Preemptive Signal Device Not Functioning Properly North O East O North and South All

		POLICE CRA	YEALTH OF PENNS ASM REPORTING F	ORW	age:	111111		Crash N	lumber
1	AA 500 2	Police Use (Only		2	W0	150683		
Unit Info	Type Unit	Motor Vehic Transport Pedestrian	de in Hit & Run Vel Pedestrian on in Wheelchair or "Pedestrian on Sk	Skates, Disabled Previous	From 🔘 Tr	the state of the s	ntom Vehicle	Commerci Yes	ial Vehicle No plete Form
	Unit No	First Nam			A A SAMPLE		th (MM-DD-YYY	Υ)	
	Delete?	Last Mam	e			J 🗪	Telephone Nur	mber	
		/ City / State						Zip	
Non	-		S RD PENNSBU	RG PA				18073	
mai	Driver Li	cense Number	COLUMN TO THE TOTAL OF THE TOTA		+	State	Class		
Information	14017	840				PA	C		
	A11-10	SALISE PLUS ASS	1		Delvar or P	edestrian Physical Co			
/ Pedestrian	No Alco	Drugs Suspected	Illegal Drugs Alcohol and Drugs		App.	arently Illegal nal Use Been Sick	Drug O Fa	Mar	Medication Inknown
Driver	0.0110030	est Type	E .00		Primary Vel	hicle Code Violation			harned?
0	Land Control	t Not Given	○ Breath	O Other Unknown If	1	The state of the s			harged? es 🔘 No
Vehicle	O Blo	00	○ Urine	Test Given					= = "
Ac	Alcohol 1	est Results	Test Refused Test Given, Contaminated Resu	Unknown Results	Driver Prese	ence 1=Driver Oper Vehicle 2=No Driver	ated 3=Drive 4=Hit a 9=Unkr		
	Same as Driver C	Owner Firs	t Name	Owner La	st Name or Bu	siness Name (If Pede	strian, skip this	Section)	
	Address /	City / State / Z	ip .				Vehicle Ma	ke	*Make Co
	1535 0	DLD PLAIN	IS RD PENNSBUI	RG PA 18073			Volvo		51
	VIN					Model Year	Vehicle Mo	del	(see overla
	YVIS	W61T44240	13261			2004	445		
	License Pl	ate		Reg. State	Est, Speed	Vehicle Towed	Towed By		
	FJR36	60		PA	999	Yes No	SWAM	PS AUTOI	BODY
	Insurance		Insurance Comp	any	P	olicy No			
Hon	Yes		Un- known STATE FAI	RM		1503923-B18-38	3		
Vehicle Information	Trailing		/pe 1=Towing P			7=Semi-Trailer Tai 8=Other 9=Unknown	g No	Tag Year	Tag 5t
Mid	Direction Travel		Vehicle Position 01	*Movement		*See Overlay	Special Usage		
A	Vehicle C	olor	Vehicle Type	05=Large Tre		20=Unicycle, Bicycle, Tricycle 1=Other Pedalcycle	00=Not Applica	Pas ble Car	
A	07 01=8lue 02=Red 03=White 04=Green 05=Black	06=Yellow 07=Silver 08=Gold 09=Brown 10=Orange 11=Purple 12=Other 99=Unknow	01 02=Moti 03=Bus 04=Sma (If "02", Complete I M, Section 26)	orcycle 07=Van 10=Snowmo 11 Truck 11=Farm Equ Form 12=Construc 13=ATV mplete 18=Other Ty	bile 2 pip 2 tion Equip 2 pe Spec Veh 9	22=Horse & Buggy 23=Horse & Rider 24=Train 25=Trolley	01=Fire Veh 02=Ambulance 03=Police 08=Other Emerg Vehicle 11=Pupil Transp	22=Twingency 23=Trip 31=Mod	tor Trailer n Trailer le Trailer dified Veh

_	Commonwealth of Pennsylvania Police Crash Reporting Form	ge:	Crash Number						
A	A 500 2 Police Use Only	3	W0150683						
OWK INVO	Type Unit Pedestrian Pedestrian Unit Pedestrian Pedestrian Or "Pedestrian on Skates, in Wheelchair, etc Of "Pedestrian" or "Pedestrian on Skates, in Wheelchair, etc	From Train	○ Non - Motorized						
Ĭ	Unit No First Name	The same of the sa	ite of Birth (MM-DD-YYYY)						
	Delete?	L	Telephone Number						
	O Defector								
	Address / City / State		Zip						
	511 HEADQUARTERS RD ERWINNA PA		18920						
	25802301		State Class PA C						
1	Alcohol/Drugs Suspected	Driver or Pedestrian Ph	vsical Condition						
	No Illegal Drugs Medication Alcohol Alcohol and Drugs Unknown	Apparently C	O Sick O Asleep O Unknown						
ŀ	Alcohol Test Type	Drinking C sick C Asieep C Olikilowii							
	Test Not Given Breath Other Blood Urine Unknown if	Primary Vehicle Code Violation Charged? Yes No							
	Alcohol Test Results Test Refused Unknown Results Test Given, Contaminated Results	Driver Presence I=Driver Operated 3=Driver Fled Scene Vehicle 4=Hit and Run 2=No Driver 9=Unknown							
	Same as Driver O Owner First Name Owner Last Name or Business Name (If Pedestrian, skip this Section)								
ľ	Address / City / State / Zip		Vehicle Make *Make Co						
	66 BEVERLY DR KINTNERSVILLE PA 18930		Dodge 07						
	VIN	Wodel Year	Vehicle Wodel (see overla						
	1B7MF3363YJ124366	2000							
	License Plate Reg. State	Est. Speed Vehicle 1	Towed By						
	YLF8105 PA	999 Service	□ No SWAMPS AUTO						
ľ	Insurance Company	Policy No							
	Yes No O Un-	503/03							
	Trailing Unit No. of Trailing Units: 1=Towing Pass. Veh 4=Mobile/Modular Home 7=Semi-Trailer Tag No Tag Year Tag St								
	Direction of E *Wehicle Position 01 *Movement	16 *See Overlay	Special Usage						
	Vehicle Color Vehicle Type O5=Large Truck 20=Unicycle, Bicycle, Bicycl								
		The second secon							

Unit No Person No Delete? Date of Birth (MM-DD-YYYY) A B C D E F G H I		nonwealth of Pennsyla E Crash reporting Forw	a			Crash Number
Do-Horn Legal A Passenger Cucupant of 1-shore A Markets and Processing and Section 1 and Processing and Section 1 and Processing and Section 1 and Processing and Processin	AA 500 3	lice Use Only		make a second comment	W0150683	
Unit No Person No Delete? Date of Birth (MM-DD-YYYY)	A 1=priver 2=Passenger 7=Pedestrian 8=Other 9=Unknown Sex: F =Female M=Male U =Unknown Injury Severity: O=Not Injured 1=Killed 2=Major Injury 3=Moderate Injury 4=Minor Injury 8=Injury, Unk Severity 9=Unknown if	U OE-Not A Passenger/Occupant 01=Driver - All Vehicles 02=Front Seat Middle Position 03=Front Seat Right Side 04=Second Row - Left Side Or Motorcycle Passenger 05=Second Row - Middle Position 06=Second Row - Right Side 07=Third Row Or Greater - Left Side 08=Third Row Or Greater - Middle Position 09=Third Row Or Greater - Right Side 10=Sleeper Section of Truckcab 11=In Other Enclosed Passenger Or Cargo Area 12=In Open Area (Back Of Pickup, Etc.) 13=Trailing Unit 14=Riding On Vehicle Exterior 15=Bus Passenger 98=Other	02=tap Belt U 03=tap And S 04=Child Safe 05=Motorcycle 06=Bicycle Hel 10=Safety Belt 11=Child Safe 12=Helmet Us 90=Restraint U 99=Unknown Safety Equipm 00=Mone User 01=Front Air F 02=Side Air Br 03=Other Typ 04=Multiple A 05=Motorcycle 06=Bicyclist W 10=Air Bag Ne 11=Air Bag Ne Unk Switcl 13=Air Bag Ne Unk Switcl 13=Air Bag Re 19=Unknown	ised ihoulcler Belt Used ty Seat Used e Helmet Used Imet Used Imet Used Inter Used Inter Used Inter Used Improperly ty Seat Used Improperly sed Improperly Ised, Type Unknown Inter Improperly Ised Improperly Inter Improperly Ised Improperl	1=Not Ejected 2=Totally Ejected 3=Partially Ejected 3=Partially Ejected 9=Unknown H Ejection Path: 0=Not Ejected / Not 1=Through Side Dot 2=Through Side Dot 5=Through Back Dot 6=Through Roof Of Convertible Top 7=Through Roof Of Top Up) 9=Unknown Extrication: 0=Not Applicable 1=Not Extricated 2=Extricated By Med 3=Freed By Non - 1 8=Other	of Applicable por Opening findow nield oor oor Tailgate Opening pening (Sunroof/ Down) pening (Convertible
O1	EMS Agency:		Medical Facilit	y:		
Delete?	01 01 Name / A	ddress / Phone		I M 3 01	03 04	
O2	02 01 Name / Ac	Defete? ddress / Phone		F 0 01	03 12	
Name / Address / Phone EM/S Transport Operator	02 02 Name / Ac	Delete? 09 - 28 - Idress / Phone	1962	2 M 0 03	03 12	1 0 0
Name / Address / Phone EMIS Transport Operator Juit No Person No Delete? Date of Birth (MM-DD-YYYY) Name / Address / Phone EMIS Transport Operator Person No Delete? Name / Address / Phone	Name / Ac	Delete?	77)	A B C I	D E: P	G H I EN/S Transport Yes N
Name / Address / Phone	Name / Ad	O	YY)	A B C [S E F	G H I EIVIS Transport Yes N
	Mame / Ad	O	YY)	A B C L	E F	G H I EWIS Transport Yes N

A	POLICE CRASH AA 500 4 Police Use Only			Page 5	wo	0150683	
U.	Crash Description	6	0=Non-Collision 1=Rear End	2=Head On 3=Rear to Rear (Backing)	4=Angle 5=Sideswipe (Same Direction)	6-Sideswipe (Opposite Direction) 7-Hit Fixed Object 9-Other/Unknown	
Information	Relation to Roadway	1	1=On Travel Lanes 2=Shoulder	3=Median 4=Roadside	5=Outside Trafficway 6=In Parking Lane	7=Gore (Ramp Intersection) 9=Unknown	
רומאון וווו	# Mommadon 2=Dark - No Light		3=Dark - Street Lights 4=Dusk	5=Dawn 6=Dark - Unknown Roadway Lighting	8=Olher		
	Weather Conditions	1	1=No Adverse Conditions 2=Rain	3=Sleet (Hail) 4=Snow	5⊭Fog 6=Rain & Fog	7=Steet & Fog 9=Unknown E=Other	
	Road Surface Conditions	0	0=Dry 1=Wet	2=Sand, Mud, Dir Oll 3=Snow Covered	4=Slush 5=lce	6=Ice Patches 8=Other 7=Water - Standing or Maving	
Home and Advisor	Unit No O1 Please Put 3 Sequential Order 4 Unit No O2 Please Put 3 III Unit No Please Put 3 III Unit No Please Put 3 Sequential Order 4 Unit No Please Put 3 Sequential Order 4 Unit No Harm Harmful	Miost?	Utility Pole Mumber Utility Pole Number		Harmful Events (Harm Events 01=Hit Unit 1 02=Hit Unit 2 03=Hit Unit 3 04=Hit Unit 4 05=Hit Unit 4 05=Hit Unit 5 06=Hit Other Traffic Unit 07=Hit Deer 08=Hit Other Animal 09=Collision With Other Non Fixed Object 11=Struck By Unit 1 12=Struck By Unit 2 13=Struck By Unit 3 14=Struck By Unit 3 14=Struck By Unit 5 16=Struck By Unit 6 17=Struck By Unit 7 17=Struck By Unit 1 17=Struck By Un	31=Hit Building 32=Hit Colvert 33=Hit Bridge Pier Or Abutment 34=Hit Parapet End 35=Hit Bridge Rail 36=Hit Boulder Or Obstacle On Roadway 37=Hit Impact Attenuator 38=Hit Fire Hydramt 39=Hit Roadway Equipment 40=Hit Mail Box 41=Hit Traffic Island 42=Hit Snow Bank 43=Hit Temporary Construction Varrier 48=Hit Other Fixed Object 49=Hit Unknown Fixed Object 50=Overturn/Roll Over 51=Struck By Thrown Or Falling Object 52=2ot Holes Or Other Pavement Irregularities 53=Jacknife 54=Fire In Vehicle 58=Other Non-Collision 59=Unknown Harmful Event	
	Environmental / Roadway Potential Factors (E/R) 00=None 01=Windy Conditions 02=Sudden Weather Conditions 03=Other Weather Conditions 04=Deer In Roadway 05=Obstacle On Roadway 06=Other Animal In Roadway 07=Glare 08=Work Zone Related Possible Vehicle Failures (V) 00=None 06=E: 01=Tires 07=H 02=Brake System 08=5i	this informat OO 11=SI 12=SI 13=Pe 14=BB 15=TI 16=SC 28=CO 29=CO 29=CU 29=CO 29=CU 29=CO 29=CU 29=CO 29=CU 29=CO 29=CU 29=CO 29=CU 20 20 20 20 20 20 20 20 20 20 20 20 20	ippery Road Conditions bstance On Roadway stholes Dobstructed off Shoulder Or Shoulde ther Roadway Factor ther Environmental Fac- nknown 12=Wipers 13=Driver St 14=Body, D 15=Trailer M 16=Wheels 17=Airbags 18=Trailer O 19=Unsecun Trailer II	ment er Drop Off tor eating/Control oors, Hood, Etc litch litch everloaded e/Shifted oad r Towing ed Windshield	00=No Contributing, Action 00=Driver Was Distracted 02=Driving Using Hand Held Pl 03=Driving Using Hands Free P 04=Making illegal U-Turn 05=Improper/Careless Turning 06=Turning From Wrong Lane 07=Proceeding W/O Clearance After Stop 08=Running Stop Sign 09=Running Red Light 10=Failure To Respond To Other Traffic Control Device 11=Tailgating 12=Sudden Slowing/Stopping 13=Illegally Stopped On Road 14=Careless Passing Or Lane Change 15=Passing In No Passing Zone 16=Driving The Wrong Way On 1-Way Street Unit 01 7 22 Predestrian Action (P) 00=None 01=Entering Or Crossing At Specified Location 02=Walking, Running, Jogging, Or Playing Unit No 01	21=Carteless Parking/Onparking 22=Over/Under Compensation At Curve 23=Speeding 24=Driving Too Fast For Conditions 25=Failure To Maintain Proper Speed 26=Driver Fleeing Police (Pol Chase) 27='Driver Inexperienced 28=Failure To Use Specialized Equip 92=Affected By Physical Condition 98=Other Improper Driving Actions 99=Unknown 2	

		VIMONWEALTH OF PENNSYLVANIA LICE CRASH REPORTING FORM								Crash Mumber	
AA 50	0.5 Police	Use Only			Page 6			W01506	683		
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Witnes	s Name	union biangle ((0)))	Addre	SS				**********	Phone		
1											
2	****					The Company of the Co			al more all assessments		
traveling east on Headquarters Rd., east of Sheephole Rd. at the time of the crash. The crash occur curved portion of the roadway. Driver 1 was injured and transported to Doylestown Hospital. Unit 1 sustained heavy damage to the f bumper, hood, grill and the driver's side front quarter panel. The driver of unit 2 related that she was eastbound and entering a left curve when unit 1 struck the d Rear wheel of her vehicle. There was moderate damage observed on the driver's side Rear wheel.								the front			
6											

Crash Number: W0150683 Incident Number: 2010-0594

