

Figure 1

(a) **Flowchart illustrating the study design.**

(b) **Flowchart illustrating the study design.**

(c) **Flowchart illustrating the study design.**

(d) **Flowchart illustrating the study design.**

(e) **Flowchart illustrating the study design.**

(f) **Flowchart illustrating the study design.**

(g) **Flowchart illustrating the study design.**

(h) **Flowchart illustrating the study design.**

(i) **Flowchart illustrating the study design.**

(j) **Flowchart illustrating the study design.**

(k) **Flowchart illustrating the study design.**

(l) **Flowchart illustrating the study design.**

(m) **Flowchart illustrating the study design.**

(n) **Flowchart illustrating the study design.**

(o) **Flowchart illustrating the study design.**

(p) **Flowchart illustrating the study design.**

(q) **Flowchart illustrating the study design.**

(r) **Flowchart illustrating the study design.**

(s) **Flowchart illustrating the study design.**

(t) **Flowchart illustrating the study design.**

(u) **Flowchart illustrating the study design.**

(v) **Flowchart illustrating the study design.**

(w) **Flowchart illustrating the study design.**

(x) **Flowchart illustrating the study design.**

(y) **Flowchart illustrating the study design.**

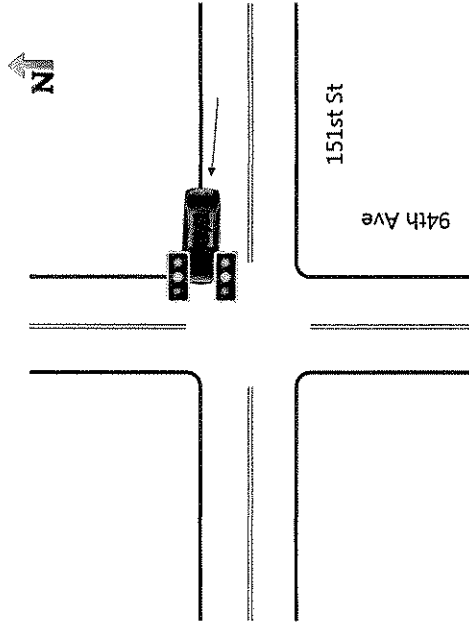
(z) **Flowchart illustrating the study design.**

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* X000817045 *

X000817045

A Diagram and Narrative are required on all Type B crashes, even if units have been moved prior to the officer's arrival.



NARRATIVE (Refer to vehicle by Unit No.)

On 06 June 2017 at approximately 0217 hours, I (Ofc. S. Murphy #740) responded to the intersection of 94th Avenue and 151st Street for a traffic crash. Orland Park Police Dispatch received a call from an unknown caller who said a red vehicle struck a light pole.

Ofc. N. Zayed #764 and Ofc. J. Zumerling #714 also responded to the area. All responding officers were driving marked police vehicles.

Upon arrival to the intersection I observed:

*Red in color 2006 Chevrolet Monte Carlo, bearing IL temporary registration: 453T739

-Vehicle sustained significant front end crash damage and airbags deployed

-No subjects inside of vehicle

LOCAL USE ONLY

Motorist 1 Report No:

Motorist Report No:

U Color: Red

U Towed by / to: Ambassador Towing

U Race: B

U Towed by / to:

COMMERCIAL MOTOR VEHICLE (CMV)

IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A ADDITIONAL UNITS FORMS.

A CMV is defined as any motor vehicle used to transport passengers or property and:

1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or
2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or
3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or
4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation (example: large van used for specific purpose); or
5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).

UNIT

CARRIER NAME

ADDRESS

CITY/STATE/ZIP

USDOT NO.

ILLCC NO.

Source of above info. ☐ Side of Truck ☐ Papers ☐ Driver ☐ Log Book

Gross Vehicle Weight Rating (GVWR)

Were HAZMAT placards displayed on the vehicle? ☐ Y ☐ N

If yes, name on placard

4-Digit UN no.

1-digit Hazard Class no.

Did HAZMAT Spill from the vehicle (do not consider fuel from the vehicle's own tank)? ☐ Y ☐ N ☐ UNK

Did HAZMAT Regulations violation contribute to the crash? ☐ Y ☐ N ☐ UNK

Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? ☐ Y ☐ N ☐ UNK

Was a Driver/Vehicle Examination Report form completed? ☐ Y ☐ N ☐ UNK

HAZMAT ☐ Y ☐ N ☐ UNK Out of Service? ☐ Y ☐ N

MCS ☐ Y ☐ N ☐ UNK Out of Service? ☐ Y ☐ N

Form No.

IDOT PERMIT NO.

WIDE LOAD? ☐ Y ☐ N

TRAILER WIDTH(S): 0-96" 97-102" >102"

TRAILER 1 ☐ ☐ ☐

TRAILER 2 ☐ ☐ ☐

TRAILER LENGTH(S): 1 _____ ft TRAILER 2 _____ ft

TOTAL VEHICLE LENGTH _____ ft NO. OF AXLES _____

CRASH LOCATION: ☐ CITY OF ☐ OR ☐ NEAREST CITY

MILES N E S W OR CIRCLE ONE CITY NAME

SELECT CODES FROM BACK COVER OF CRASH BOOKLET:

VEHICLE CONFIGURATION

CARGO BODY TYPE

LOAD TYPE

X000817045

A Diagram and Narrative are required on all Type B crashes, even if units have been moved prior to the officer's arrival.

COMMERCIAL MOTOR VEHICLE (CMV)

IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A
ADDITIONAL UNITS FORMS.

A CMV is defined as any motor vehicle used to transport passengers or property and:
1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or
2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or
3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or
4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation (example: large van used for specific purpose); or
5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).

UNIT _____

CARRIER NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

USDOT NO. _____ ILLCC NO. _____

Source of above info. ☐ Side of Truck ☐ Papers ☐ Driver ☐ Log Book

Gross Vehicle Weight Rating (GVWR) _____

Were HAZMAT placards displayed on the vehicle? ☐ Y ☐ N

If yes, name on placard _____

4-Digit UN no. _____ 1-digit Hazard Class no. _____

Did HAZMAT Spill from the vehicle (do not consider fuel from the vehicle's own tank)? ☐ Y ☐ N ☐ UNK

Did HAZMAT Regulations violation contribute to the crash? ☐ Y ☐ N ☐ UNK

Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? ☐ Y ☐ N ☐ UNK

Was a Driver/Vehicle Examination Report form completed? ☐ Y ☐ N

HAZMAT ☐ Y ☐ N ☐ UNK Out of Service? ☐ Y ☐ N

MCS ☐ Y ☐ N ☐ UNK Out of Service? ☐ Y ☐ N

Form No. _____

IDOT PERMIT NO. _____ WIDE LOAD? ☐ Y ☐ N

TRAILER WIDTH(S): 0-96" ☐ 97-102" ☐ >102" ☐

TRAILER 1 ☐ TRAILER 2 ☐

TRAILER LENGTH(S): 1 _____ ft TRAILER 2 _____ ft

TOTAL VEHICLE LENGTH _____ ft NO. OF AXLES _____

CRASH LOCATION: ☐ CITY OF _____ OR ☐ NEAREST CITY

_____ MILES N E S W OR _____ CITY NAME

SELECT CODES FROM BACK COVER OF CRASH BOOKLET:

VEHICLE CONFIGURATION _____

CARGO BODY TYPE _____ LOAD TYPE _____

NARRATIVE (Refer to vehicle by Unit No.)

LOCAL USE ONLY

Motorist Report No:

Motorist Report No:

U Color:

U Race:

U Towed by / to:

U Towed by / to:

Narrative

-Vehicle keys in ignition

-Facing westbound on 151st Street in curb most lane

-Crash debris strewn all over the roadway

*Meade traffic signal standard

-Horizontal on the roadway, blocking traffic, after sustaining significant crash damage

*Orland Square Mall Security Officer, Robert Wagner, in uniform in marked security vehicle, just north of the intersection

Robert told me he observed a subject, soon identified as Michael Smaw, run from the scene on foot northbound toward the bank. When Michael realized Robert was there, he turned around and ran to the southwest. He pointed to the southwest at which time I observed Michael running across 151st Street approaching Center School (9407 151st Street).

Ofc. Zumerling arrived to the scene and told Michael to stop numerous times. Michael did not stop and continued to walk quickly. Michael eventually stopped in the parking lot of Center School. I ran from the intersection to Center School. Ofc. Zayed and I arrived to assist with Ofc. Zumerling. I observed what appeared to be fresh blood on Michael's lips and what appeared to be a small abrasion on his face. The abrasion did not appear to be recent due to no fresh blood.

After determining Michael was cooperative, I quickly walked back to the intersection to position my police vehicle to block traffic and to find any other witnesses. I observed a motorist who told me as he arrived to the intersection the crash already happened and he did not see anyone inside the vehicle.

I returned back to the Center School Parking lot. Orland Fire Protection District was summoned to check on Michael. Michael entered the ambulance.

I learned from Ofc. Zayed and Ofc. Zumerling:

Michael said he was drinking at a bar near 111th and Harlem with friends. He did not remember anything afterwards. He said he was jumped earlier in the day and was battered, however not in Oland Park (Possibly Worth - Dispatch contacted Worth Police Dispatch and advised them). He acknowledged he is the owner of the Chevrolet involved in the crash, however he did not know if he was driving it. Michael said nobody else was in the Chevrolet with him. He admitted to drinking one beer. Michael seemed confused and said he had no idea how he got here. Michael does not take medication. Michael answered "no" when asked by OFPD if he was knocked out.

Narrative

While speaking with Michael, Ofc. Zayed and Ofc. Zumerling detected a strong odor of alcoholic based beverage emitting from his breath. He slurred his speech, stuttered and mumbled and his eyes appeared bloodshot and glassy in appearance.

I entered the ambulance. I observed Michael. I also detected a strong odor of alcoholic based beverage emitting from his breath and his eyes appeared bloodshot and glassy.

Michael agreed to be transported to Palos Community Hospital for medical purposes. After taking the aforementioned facts into consideration, Michael was placed under arrest for DUI and Leaving the Scene of an Accident.

Dispatch notified Meade and Com Ed about the damaged traffic control signal. Ambassador Towing was summoned to tow and impound the Chevrolet. Evidence Technician Ofc. M. Sanders #722 arrived to photograph the scene. Ofc. Sanders relocated to the OPPD and uploaded the photographs (Item #1) to the department's electronic evidence storage medium (Arbitrator 360).

I followed the ambulance to the Palos Community Hospital. After being admitted and after receiving medical care, with Ofc. Zumerling present I read Michael his Miranda Rights from a pre-printed form at 0306 hours. Michael said he understood his rights. Michael voluntarily waived his rights and participated in an interview. When asked what happened tonight, Michael told me he drank only, no drugs. He met at a friend's house at 79th and Pulaski. He began drinking at about 9:45 pm. Michael did not know when he had his last drink. He did not know how much he drank. When asked where he was going prior to the accident, he said to his mom's in Indiana. Michael did not want to answer anymore questions and the interview was ended at 0315 hours.

While Michael spoke he slurred his speech, stuttered and mumbled.

At 0318 hours I read to Michael the Warning to Motorist form. I finished reading the Warning to Motorist form at 0325 hours. Michael refused to sign receipt of the Warning to Motorist and he refused to submit to blood and urine testing.

Medical staff at Palos Community Hospital discharged Michael. I transported him back to OPPD lock-up. I issued Michael E-Citations for:

*Improper Lane Usage - 625 ILCS 5/11-709

*Failure to Reduce Speed to Avoid Accident - 625 ILCS 5/11-601(a)

*Leaving the Scene of an Accident - 625 ILCS 5/11-402

*DUI - 625 ILCS 5/11-501(a)(2)

Narrative

Michael was turned over to the detention aide for processing and bonding procedures. He posted the required bond and was released with his citations and paperwork with a mandatory court date of 23 June 2017 at 0900 hours at the Bridgeview Courthouse in room #105.

I returned to duty.

Additional documents:

ERPS card