



**Ohio Attorney General's Office**  
**Bureau of Criminal Investigation**  
Investigative Report



2025-3709  
Officer Involved Critical Incident - 4175 Brush Creek Rd.,  
Manchester, OH 45144 (L)

**Investigative Activity:** Personnel File Review  
**Involves:** OSP [REDACTED]  
**Activity Date:** 11/25/2025  
**Authoring Agent:** SA Joshua Welty #173

**Narrative:**

On Tuesday, November 25, 2025, Ohio Bureau of Criminal Investigation (BCI) Special Agent (SA) Joshua Welty (SA Welty) received the personnel file for OSP [REDACTED] [REDACTED] from Ohio State Highway Patrol (OSP) Sgt. Rachel Simmons. SA Welty reviewed the personnel file and noted the following:

On March 20, 2024, [REDACTED] was issued a written reprimand for performing a PIT maneuver without supervisor approval.

Nothing pertinent found.

The personnel file is attached to this report. Please refer to the attachment for further details.

**References:**

No references.

**Attachments:**

Attachment #1: OSP - [REDACTED] Prior Discipline

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# INTER-OFFICE COMMUNICATION



Date February 15, 2024

File 2-ADM

To Major Anne R. Ralston Attention S/Lieutenant Ricardo L. Alonso

From Sergeant Chad E. Smith, Administrative Investigation Unit

A.I. # [REDACTED] Wilmington District,

Subject Georgetown Post

## Background

On January 25, 2024, I was notified by Staff Lieutenant Ricardo L. Alonso, A.I.U., regarding [REDACTED] Georgetown Post, conducting a Precision Immobilization Technique (PIT) during a motor vehicle pursuit in a residential area without supervisory approval. On January 24<sup>th</sup>, the pursuit was reviewed by the Division's Response to Resistance (RTR) review committee. The committee identified officer safety and performance deficiencies, and the case was referred for an administrative investigation (A.I.).

At approximately 8:54 p.m. on [REDACTED] initiated a traffic stop with a 2013 Kia Soul for a speeding violation of 86 Miles Per Hour (MPH) in a 55 MPH zone. [REDACTED] observed the violation while on U.S. Highway 52, near milepost 13, in Adams County, Ohio. The driver, later identified as Kaleb Apgar, failed to comply, and a motor vehicle pursuit ensued.

The pursuit traversed several rural roadways before turning north onto State Route 247 towards the Village of West Union. The Adams County Sheriff's Department radioed there would be two deputies stationary on State Route 247 in an attempt to deploy tire deflation devices (TDD) just south of West Union. The fleeing vehicle did strike the TDD and continued into West Union.

Apgar turned right onto Walnut Street and failed to maintain control of the vehicle, causing him to travel off the left side of the roadway and strike a retaining wall in front of a residence. Apgar accelerated and pulled back onto the roadway as [REDACTED] attempted to get ahead of the pursuit; however, he could not do so as Apgar began to cut across the roadway in his direction. [REDACTED] conducted a PIT maneuver without prior supervisory approval, causing Apgar to travel off the right side of the roadway where the vehicle traveled through residential yards, striking a mailbox, utility pole, and guide wire before stopping.

Apgar and a female passenger exited the vehicle and fled on foot. [REDACTED] notified supervision of the PIT maneuver, exited his vehicle, and began chasing the fleeing suspects. [REDACTED] was able to apprehend the female passenger, and assisting agencies were able to apprehend Apgar. It was later determined Apgar had felony and misdemeanor warrants for his arrest and was found to be impaired at the time of the arrest. Apgar was transported to a nearby hospital, treated for minor injuries, and later incarcerated in the Adams County Jail.

Alonso informed me to initiate an A.I. into this matter.

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**Investigative Action**

I reviewed case report # [REDACTED] (**Artifact A**) along with all the video footage of the traffic stop that took place on [REDACTED] including [REDACTED] body-worn camera (BWC), front dash camera, and rear seat camera (**Artifact B1, B2, B3**). The pursuit lasted for approximately 16 minutes and covered about 12 miles. After examining the associated videos, it is clear that [REDACTED] did not seek approval from his supervisor before carrying out the PIT maneuver. Furthermore, he executed the PIT maneuver in a residential area, which increased the likelihood of causing serious injury to the public and property damage. The PIT maneuver was executed at approximately 20 MPH.

Additionally, no records of informal training (OHP-1324) for [REDACTED] regarding pursuit operations existed before this investigation.

**Lieutenant Charles A. Jordan, Unit #587 – Witness to Investigation:**

On February 1, 204, I interviewed Lieutenant Charles A. Jordan, Georgetown Post Commander, as a witness to this investigation (**Artifact C**). Jordan's hire date was February 23, 2000. The recorded interview began at 8:35 a.m. The following is a summary of the recorded interview:

Jordan confirmed he reviewed the [REDACTED] incident, including the associated videos, as part of his responsibilities as the Georgetown Post Commander. Jordan advised the only operational issue he had observed during his review of the incident was that [REDACTED] had not obtained supervisory approval before performing the PIT maneuver. Jordan confirmed employees must obtain approval from a supervisor before a PIT maneuver can be performed and failing to do so is a violation of policy.

I asked Jordan if the PIT maneuver was performed at the right location and if it was the best place to conduct such a maneuver. Jordan replied, "Uh. It was. The vehicle was making a right turn. It was the, uh, prime opportunity to bring the pursuit to an end." Jordan did not think that this action caused any additional liability to [REDACTED] or the Division by performing the maneuver in a residential area. However, he did mention that he would have preferred the TDD to be more effective in stopping the vehicle, thereby eliminating the need for a PIT maneuver.

I explained to Jordan the Tire Deflation Device (TDD) effectively deflated at least one tire. I asked if Jordan thought [REDACTED] had allowed enough time for the TDD to be more effective. Jordan believed [REDACTED] at the time, was not aware of the effectiveness of the TDD, and there was no way of predicting what could have happened. Jordan agreed that in a perfect scenario, performing a PIT maneuver in an open area rather than in a neighborhood would be better.

Jordan suggested that [REDACTED] has a good track record of making decisions. Jordan also suggested that training or counseling at the post-level would be appropriate to address the issues.

Jordan stated everything he reported is true and accurate. The interview concluded.

**[REDACTED] – Subject of Investigation:**

On February 1, 2024, I interviewed [REDACTED] as the subject of this investigation (**Artifact D**). Union representative Larry Phillips was present during the interview. [REDACTED] was read the Internal Investigation Pre-Interview form (**Artifact E**) and was provided a copy at the end of the interview. His date of hire was [REDACTED] works the [REDACTED]. The recorded interview began at 10:10 a.m. [REDACTED] confirmed he had reviewed all associated videos before the A.I. interview. The following is a summary of the recorded interview:

I provided [REDACTED] with a brief overview of the [REDACTED] incident and asked him if he knew whether the TDD was effective. [REDACTED] informed me that the Adams County Sheriff's Office had deployed the TDD, but he was unsure about its effectiveness from his vantage point. I explained to him how the pursuit continued into the Village of West Union and how the fleeing vehicle hit a retaining wall as it turned onto Walnut Street. I then asked [REDACTED] to explain his thought process as the vehicle collided with the retaining wall. [REDACTED] replied that the suspect vehicle had lost momentum temporarily after striking the wall, and his initial thought was to try and get ahead of the fleeing vehicle to block it from going back down the road. However, the fleeing vehicle quickly accelerated back towards the roadway and [REDACTED]. Due to the proximity, [REDACTED] made a split-second decision to conduct the PIT maneuver.

[REDACTED] confirmed hearing the radio traffic the Adams County Sheriff's Office was setting up to deploy TDD. As the pursuit approached the location, [REDACTED] decreased his speed as he was unsure exactly where the TDD would be in the roadway or if the TDD was effective. [REDACTED] confirmed that he had been trained to utilize the PIT maneuver. I asked [REDACTED] in a perfect scenario, what he would have liked to have seen happen after performing the PIT Maneuver. [REDACTED] explained he would have liked to have seen the vehicle spin out in the roadway, lose momentum, and be able to block the vehicle from continuing. [REDACTED] felt this did not happen as part of poor execution on his part of the maneuver. [REDACTED] described it as not being deep enough and only catching a small portion of the rear bumper, which did not spin the vehicle out as the maneuver was designed to do.

[REDACTED] agreed on the angle of the fleeing vehicle, and its acceleration also affected the PIT maneuver's failure. However, [REDACTED] did not factor these things in then and reiterated how he did not have enough time to process the information. [REDACTED] confirmed that he radioed to Sergeant Anthony S. Fox, Georgetown Post, that the fleeing vehicle had crashed and that he had performed a PIT maneuver. [REDACTED] also confirmed that the driver and a female passenger fled after the crash. [REDACTED] was able to apprehend the female passenger, and assisting officers later apprehended the driver. There was a third passenger who stayed in the vehicle.

As a result of the incident, [REDACTED] generated an Offense Report, Case # [REDACTED]. [REDACTED] confirmed the case, and his officer's notes accurately depicted what occurred. When I asked [REDACTED] if he had considered the location before performing the PIT maneuver, he admitted that he had not. He agreed that performing the maneuver in a residential neighborhood was not ideal and now understood the associated risks.

I presented OSP Policy 203.20-002, which outlines guidelines for Motor Vehicle and Foot Pursuits (**Artifact F**), to [REDACTED]. I directed his attention to the intervention tactics section, specifically the part that pertains to PIT maneuvers. [REDACTED] acknowledged that he should have sought supervisory

approval before conducting a PIT maneuver on [REDACTED] which is a violation of policy. I asked [REDACTED] if he could have handled the situation better. He noted that he could have established better radio communication with Fox to develop a plan for ending the pursuit. They could have discussed options for intervention tactics like a PIT maneuver and identified ideal locations for executing such tactics. [REDACTED] confirmed that he will improve communication in future incidents to ensure this lapse does not happen again.

[REDACTED] stated everything he reported is true and accurate. The interview concluded.

*Artifacts*

- Artifact A** – Case Report [REDACTED]
- Artifact B1** [REDACTED] front dash recording
- Artifact B2** [REDACTED] BWC recording
- Artifact B3** [REDACTED] rear seat recording
- Artifact C** – Jordan’s audio recorded interview
- Artifact D** - [REDACTED] audio recorded interview
- Artifact E** – [REDACTED] DPS 0036
- Artifact F** – OSP Policy #203.20-002 Motor Vehicle and Foot Pursuits
- Artifact G** – Policy and Procedure Sign Off Report for [REDACTED]
- Artifact H** – [REDACTED] Department Record
- Artifact I** – RTR Committee Review
- Artifact J** – PIT Training Lesson

State of Ohio HP-26 10-0157-00 Rev. 08/01/2003	CAD Number: [REDACTED]	INCIDENT NUMBER [REDACTED]	INCIDENT TYPE Offense
NATURE CODE: 551 Resisting Arrest by Fleeing(Motor Vehicle) 410 Auto Theft Recovery 690 Illegal Narcotics or Drugs(Excluding Marijuana) 550 Resisting Arrest		CLEARANCE CODE: <b>F</b>	COMPLETION DATE :
GEO CODE: <b>Federal US Route</b> Detailed GEO Code: <b>US-52</b> TOD: TOA: SPECIAL SECTION:			
		CLEARANCE DATE/TIME 1/16/2024 20:54	CLEARED BY 0490

**Ohio State Highway Patrol  
Initial Incident Report**

REPORT DATE / TIME				INCIDENT OCCURED FROM				INCIDENT OCCURED TO			
MONTH	DAY	YEAR	TIME	MONTH	DAY	YEAR	TIME	MONTH	DAY	YEAR	TIME
COUNTY: <b>Adams County</b>				FIPS Code: <b>(51268) Monroe (Township of)</b>							
INCIDENT LOCATION / REF PT. (Street, Apt, City, State, Zip): Westbound US-52 Federal US Route 0.50 Miles West of MP 13				LATITUDE 38:70:75.58		LONGITUDE 83:51:18.52		K9 USED No		TYPE OF SEARCH: Incident to Arrest	

OFFENSE (OFFENSE CODE)	Count	Hate Bias	A/C	F/M & Degree	TYPE CRIMINAL ACTIVITY								
(2921.33A) Resisting Arrest _ resist or interfere	1	N	C	M-2									(ENTER UP TO 3 FOR EACH OFFENSE) B - BUYING / RECEIVING C - CULTIVATING/MANUFACTURING/PUB D - DISTRIBUTING / SELLING E - EXPLOITING CHILDREN G - OTHER GANG J - JUVENILE GANG N - NO GANG INVOLVED O - OPERATING/PROMOTING/ASSISTING P - POSSESSING / CONCEALING T - TRANSPORTING / TRANSMITTING U - USING / CONSUMING
(2921.331B) Failure to Comply with Order or Signal of P.O. _ elude or flee	1	N	C	F-3									
(2925.11C1) Possession of Drugs _ schedule I or II substance	1	N	C	F-5	P								
(2925.12) Possessing Drug Abuse Instruments	1	N	C	M-1	P								
(2913.51) Receiving Stolen Property	1	N	C	F-4	C								

LOCATION OF THE OFFENSE				LARCENY TYPE
47	COMMERCIAL LOCATIONS	32 Clothing Store 33 Drug Store 34 Liquor Store 35 Shopping Mall 36 Sporting Goods 37 Grocery / Supermarket 38 Variety / Convenience 39 Department Store 40 Other Retail Store 41 Factory / Mill / Plant 42 Other Building	51 Public Transit Vehicle 52 Other Outside Location	23A Pocket Picking 23B Purse Snatching 23C Shoplifting 23D Theft from building 23E Theft from Coin-Op Machine 23F Theft from Motor Vehicle 23G Motor Vehicle Parts/Access 24O Theft of Motor Vehicle 23H Other
	RESIDENTIAL STRUCTURE	15 Auto Shop 16 Financial Institution 17 Barber / Beauty Shop 18 Hotel / Motel 19 Dry Cleaners / Laundry 20 Professional Office 21 Doctor's Office 22 Other Business Office 23 Amusement Center	53 Abandoned/Condemned Structure 54 Amusement Park 55 Arena/Stadium/Fairgrounds/Coliseum 56 Atm Machine Separate From Bank 57 Camp/Campground 58 Cargo Container 59 Daycare Facility 60 Dock/Wharf/Freight/Modal Terminal 61 Farm Facility	
	PUBLIC ACCESS BUILDING	24 Rental Storage Facility 25 Other Commercial Service	62 Gambling Facility/Casino/Race Track 63 Military Installation 64 Rest Area 65 Shelter-Mission/Homeless 66 Tribal Lands 67 Library 77 Other Location	
	RETAIL	26 Bar 27 Buy / Sell / Trade Shop 28 Restaurant 29 Gas Station 30 Auto Sales Lot 31 Jewelry Store	43 Yard 44 Construction Site 45 Lake / Waterway 46 Field / Woods 47 Street 48 Parking Lot 49 Park / Playground 50 Cemetery	<b>SUSPECTED OF USING</b> <input type="checkbox"/> ALCOHOL <input type="checkbox"/> DRUGS <input type="checkbox"/> COMPUTER EQUIP <input type="checkbox"/> NOT APPLICABLE <input type="checkbox"/> CARGO THEFT

METHOD OF OPERATION:

METHOD OF ENTRY	METHOD OF ENTRY - BURGLARY / B&E						METHOD OF ENTRY - MOTOR VEHICLE THEFT			
<input type="checkbox"/> Force <input type="checkbox"/> No Force  <input type="checkbox"/> No. Premises Entered	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	[REDACTED]			
	1 BASEMENT 2 1 ST FLOOR 3 2 ND FLOOR 4 OTHER 5 UNKNOWN	1 DOOR 2 WINDOW 3 GARAGE 4 SKYLIGHT 5 OTHER 6 UNKNOWN	1 FRONT 2 SIDE 3 REAR 4 ROOF 5 OTHER 6 UNKNOWN	01 MOTOR RUNNING/ KEYS IN CAR 02 UNLOCKED 03 DUPLICATE KEY USED 04 WINDOW BROKEN 05 TOWED 06 HOT WIRED 07 SLIM JIM/COAT HANGER 08 TUMBLERS REMOVED 09 COLUMN PEELED 10 IGNITION PEELED						
TYPE OF WEAPON FORCE :	None									
REQUESTING AGENCY:										

REPORTING OFFICER: [REDACTED]

APPROVING OFFICER: [REDACTED]

ADMINISTRATIVE

OFFENSE



Ohio State Highway Patrol  
Initial Incident Summary

INCIDENT NO. [REDACTED]	REPORT DATE / TIME 20:54	PHOTO POUCH NO. 08-21258
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Incident Summary

A traffic stop was attempted for a speed violation on US 52 near mile post 13 in Adams County. The suspect fled and failed to stop with my lights and sirens activated. The suspect crashed in the City of West Union. The vehicle was discovered to be recently stolen. Illegal narcotics and paraphernalia were found with the suspects belongings.

REPORTING OFFICER:  
[REDACTED]

APPROVING OFFICER:  
[REDACTED]



Ohio State Highway Patrol  
REPORT OF INVESTIGATION  
Suspect / Arrest Report

INCIDENT NUMBER  
[Redacted]

TOTAL SUSPECTS : 1

**NAME / DESCRIPTIVES**

No. 1  Adult  Juvenile  Unknown  Business CHECK APPROPRIATE CATEGORY 3  
 Suspect  Arrestee  Suspect/Arrestee  Runaway  Missing  Other CHARGES FILED  
 YES  NO

NAME: (Last, First, Middle): **Apgar, Kaleb** SSN#: [Redacted]

ALIAS: \_\_\_\_\_ GANG AFFILIATION: **Unknown**

ADDRESS: **521 East Second Street Manchester, OH - 45144** PHONE #: \_\_\_\_\_

EMPLOYER NAME & ADDRESS: \_\_\_\_\_, OH PHONE #: \_\_\_\_\_

PLACE OF BIRTH: **Unknown** DRIVER'S LICENSE # & STATE: [Redacted] STATE EMPLOYEE:  YES  NO OCCUPATION/SCHOOL: **Unknown**

AGE / DOB: **33 10/30/1990** GENDER: **M** RACE: **White, Non-Hispanic Origin** HEIGHT: **6ft 2in** WEIGHT: **185** HAIR: **Blond Or Strawberry** EYES: **Blue** MARITAL STATUS: **Single**

ADDITIONAL DESCRIPTION: \_\_\_\_\_

SCARS, MARKS, TATTOOS : \_\_\_\_\_ RESIDENT CODE:  RESIDENT  TOURIST  MILITARY  STUDENT  
 OTHER  UNKNOWN  NOT REPORTED

POTENTIAL INJURIES : \_\_\_\_\_

TYPE WEAPON FORCE USED

SUSPECT USED: **99**

99 NONE	13B OTHER FULLY AUTOMATIC WEAPON	17 SIMULATED FIREARM	50 POISON
11 FIREARM	14 SHOTGUN	18 BB / PELLET GUN	60 EXPLOSIVES
12 HANDGUN	15 OTHER FIREARM	20 KNIFE / CUTTING INSTRUM.	65 FIRE / INCENDIARY DEVICE
12A AUTOMATIC HANDGUN	15A SEMI-AUTOMATIC SPORTING RIFLE	30 BLUNT OBJECT	70 DRUGS/NARC/SLEEP PILLS
13 RIFLE	15B SEMI-AUTOMATIC ASSAULT FIREARM	35 MOTOR VEHICLE	80 OTHER WEAPON
13A FULLY AUTOMATIC RIFLE	15C MACHINE PISTOL	40 PERSONAL WEAPON	85 ASPHYXIATION
			U UNKNOWN

**ASSOC PERSONS**

NAME	ADDRESS (Street, Apt, City, State, Zip)	PHONE	RELATION
Tackett Jenifer	304 West 4th Street, Manchester, OH - 45144	[Redacted]	
Masterson Cole	888 Lawshe Road, Peebles, OH - 45660		

**ARREST INFORMATION**

ARREST / OFFENSE DESCRIPTION	ARREST / OFFENSE CODE	COUNT	F/M & DEGREE	DISPOSITION	LARCENY	ARREST LARCENY TYPE
Failure to Comply with Order or Signal of P.O. _ elude or flee	2921.331B	1	F-3			23A POCKET PICKING 23B PURSE SNATCHING 23C SHOP LIFTING 23D THEFT FROM BUILDING 23E THEFT FROM COIN-OP MACHINE 23F THEFT FROM MOTOR VEHICLE 23G MOTOR VEH. PARTS/ACCESSORIES 24O THEFT OF MOTOR VEHICLE 23H OTHER
Possession of Drugs _ schedule I or II substance	2925.11C1	1	F-5			
Possessing Drug Abuse Instruments	2925.12	1	M-1			

WARRANT NUMBER	WARRANT DESCRIPTION	WARRANT NUMBER	WARRANT DESCRIPTION
1.		2.	
3.		4.	

ARREST DATE: **1/17/2024** TIME: **00:30** ARREST LOCATION (Street, Apt., City, State, Zip): **WB US-52 Federal US Route MP 13** CITATION NUMBER: \_\_\_\_\_

ARRESTEE ARMED WITH: **1. None 2. 3.** ARREST DISPOSITION: **Stated / Incarcerated** BAIL : \_\_\_\_\_

FINGER PRINTED:  YES  NO THUMB PRINTED:  YES  NO DNA TAKEN:  No, DNA already on file ITN NUMBER: \_\_\_\_\_ FBI/BCI #: \_\_\_\_\_

MULTIPLE ARRESTEE SEGMENTS INDICATOR  COUNT ARRESTEE MULTIPLE ARRESTEE INDICATOR  N / A ARREST TYPE:  Complaint  Crime In Progress  Warrant  
 Court Summons/Citation  Order Of Protection  Other

COURT: **Adams County Court** COURT DATE: \_\_\_\_\_

JAIL SENTENCE YEARS: **0.00** DAYS: **0.00**

**JUVENILE**

JUVENILE'S PARENT / GUARDIAN NOTIFIED:  YES  NO DATE/TIME NOTIFIED: \_\_\_\_\_ NOTIFIED By : \_\_\_\_\_ JUVENILE DISPOSITION: \_\_\_\_\_

PARENT / GUARDIAN NAME & ADDRESS: \_\_\_\_\_ PHONE: \_\_\_\_\_ RELATIONSHIP: \_\_\_\_\_

PARENT / GUARDIAN NAME & ADDRESS: \_\_\_\_\_ PHONE: \_\_\_\_\_ RELATIONSHIP: \_\_\_\_\_

DATE OF LAST CONTACT: \_\_\_\_\_ DATE OF EMANCIPATION: \_\_\_\_\_ NCIC: \_\_\_\_\_

LAST SEEN WEARING: \_\_\_\_\_

REPORTING OFFICER: [Redacted]

APPROVING OFFICER: [Redacted]



Ohio State Highway Patrol  
 REPORT OF INVESTIGATION  
 Victim Report

INCIDENT NUMBER
[REDACTED]

VICTIM	NO.1	VICTIM TYPE: <input type="checkbox"/> Individual <input type="checkbox"/> Financial Institution <input type="checkbox"/> Police Officer (In The Line Of Duty) <input type="checkbox"/> Society / Public <input type="checkbox"/> Other <input type="checkbox"/> Business <input type="checkbox"/> Government <input type="checkbox"/> Religious Organization <input type="checkbox"/> Unknown <input type="checkbox"/> Trooper <input type="checkbox"/> State Agency								
	<input checked="" type="checkbox"/> Victim <input type="checkbox"/> Witness <input type="checkbox"/> Reportee <input type="checkbox"/> Victim Rep		NAME (Last, First, Middle Initial) Society / Public						PHONE #:	
	ADDRESS(Street, Apt, City,State, Zip):							PHONE #:		
	OCCUPATION:				STATE EMPLOYEE: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		SSN:			
	RESIDENTIAL STATUS: <input type="checkbox"/> Resident <input type="checkbox"/> Military <input type="checkbox"/> Other <input type="checkbox"/> Tourist				STATEMENT OBTAINED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		TYPE OF REFERRAL			
	<input type="checkbox"/> Not Reported <input type="checkbox"/> Student <input type="checkbox"/> Unknown				TYPE: <input type="checkbox"/> Written <input type="checkbox"/> Oral <input type="checkbox"/> Taped <input type="checkbox"/> Other					
	AGE / DOB	GENDER	RACE :		HEIGHT FROM - TO	WEIGHT FROM - TO	HAIR	EYES		
					in					
	EMPLOYER NAME & ADDRESS							PHONE #:		
	VICTIM <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		IF INJURED, DESCRIBE INJURIES: 1) 2) 3) 4) 5)		VICTIM DECEASED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		VICTIM REDACTION		TYPE OF REFERRAL	
AGG. ASLT / HOMICIDE CIR : 1)				2)						
VICTIM/SUSPECT RELATIONSHIP : 1)Citizen/Society				VICTIM OFFENSE LINK : 1)2921.331B 2)2921.33A 3)2925.11C1 4)2925.12						
JUSTIFIABLE HOMICIDE:			ACTIVITY TYPE		ASSIGNMENT TYPE		LE ORI - OTHER JURISDICTION			
My signature verifies that the information on this report is accurate and true							DATE :			
VICTIM	NO.2	VICTIM TYPE: <input checked="" type="checkbox"/> Individual <input type="checkbox"/> Financial Institution <input type="checkbox"/> Police Officer (In The Line Of Duty) <input type="checkbox"/> Society / Public <input type="checkbox"/> Other <input type="checkbox"/> Business <input type="checkbox"/> Government <input type="checkbox"/> Religious Organization <input type="checkbox"/> Unknown <input type="checkbox"/> Trooper <input type="checkbox"/> State Agency								
	<input checked="" type="checkbox"/> Victim <input type="checkbox"/> Witness <input type="checkbox"/> Reportee <input type="checkbox"/> Victim Rep		NAME (Last, First, Middle Initial) Scott Kelley						PHONE #:	
	ADDRESS(Street, Apt, City,State, Zip): 6222 Old Dutch Road, West Union, OH - 45693							PHONE #:		
	OCCUPATION: Unknown				STATE EMPLOYEE: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		SSN: [REDACTED]			
	RESIDENTIAL STATUS: <input checked="" type="checkbox"/> Resident <input type="checkbox"/> Military <input type="checkbox"/> Other <input type="checkbox"/> Tourist				STATEMENT OBTAINED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		TYPE OF REFERRAL			
	<input type="checkbox"/> Not Reported <input type="checkbox"/> Student <input type="checkbox"/> Unknown				TYPE: <input type="checkbox"/> Written <input type="checkbox"/> Oral <input type="checkbox"/> Taped <input type="checkbox"/> Other					
	AGE / DOB	GENDER	RACE :		HEIGHT FROM - TO	WEIGHT FROM - TO	HAIR	EYES		
	47 / 11/30/1976	M	White, Non-Hispanic Origin		6ft 1in	250	Brown	Brown		
	EMPLOYER NAME & ADDRESS							PHONE #:		
	VICTIM <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		IF INJURED, DESCRIBE INJURIES: 1) 2) 3) 4) 5)		VICTIM DECEASED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		VICTIM REDACTION		TYPE OF REFERRAL	
AGG. ASLT / HOMICIDE CIR : 1)				2)						
VICTIM/SUSPECT RELATIONSHIP : 1)Stranger				VICTIM OFFENSE LINK : 1)2913.51						
JUSTIFIABLE HOMICIDE:			ACTIVITY TYPE		ASSIGNMENT TYPE		LE ORI - OTHER JURISDICTION			
My signature verifies that the information on this report is accurate and true							DATE :			

REPORTING OFFICER:	[REDACTED]
APPROVING OFFICER:	[REDACTED]



Ohio State Highway Patrol  
REPORT OF INVESTIGATION  
Vehicle Report

INCIDENT NUMBER

VEHICLE INFORMATION									
CHECK CATEGORIES <input type="checkbox"/> Abandoned <input type="checkbox"/> Impounded <input checked="" type="checkbox"/> Stolen <input type="checkbox"/> Received <input checked="" type="checkbox"/> Recovered <input type="checkbox"/> Used In A Commission of a Crime <input type="checkbox"/> N/A									
LICENSE KEV8753	LIC STATE OH	VEHICLE IDENTIFICATION NUMBER / OAN KNDJT2A63D7555659			NCIC NO.	STOLEN OPTION Recovery and Charges		IS VEHICLE LOCATED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	VEHICLE NO. 1
VALUE 6000.00	VEH YR. 2013	MAKE Kia Motors Corporation	MODEL Soul	STYLE Station Wagon	VEHICLE COLOR TOP White BOTTOM White		TRACK TYPE		
OWNER NAME & ADDRESS (Street, City, State, Zip) Kelley Scott 6222 Old Dutch Road, West Union, OH - 45693								PHONE	
VEH. ASSOC. W/ SUSPECT #	VEH. ASSOC. W/ VICTIM # 2	TOWED BY : Collins Towing			OWNER VERIFIED BY : Registration				
ADDITIONAL DESCRIPTION								DATE TIME NOTIFIED	

REPORTING OFFICER:	
APPROVING OFFICER:	



Ohio State Highway Patrol  
 REPORT OF INVESTIGATION  
 Property Report

INCIDENT NUMBER
[REDACTED]

TYPE PROPERTY LOSS (ENTER CODES BELOW)	1 NONE 2 BURNED	3. COUNTERFEITED / FORGED 4. DESTROYED / DAMAGED / VANDALIZED	5. STOLEN / ETC 6. SEIZED	7. RECOVERED D DAMAGED	E EVIDENCE F FOUND	P PHOTO L LOST	U UNKNOWN
----------------------------------------	--------------------	------------------------------------------------------------------	------------------------------	---------------------------	-----------------------	-------------------	-----------

PROPERTY NO:1	PROPERTY CODE 31	LOSS CODE 6	QUANTITY 0.500	PROPERTY VALUE	VICTIM NO. :	SUSPECT NO. : 1	VEHICLE NO. :	VEH LIC STATE : OH	VEHICLE YEAR : 2013
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PROPERTY DESCRIPTION	1 baggy with folded cardboard with white powder in it	FOUND LOCATION	On person/with clothing
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MAKE / BRAND	MODEL	SERIAL	N.C.I.C. #
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FIREARM	CALIBER	TYPE	BARREL LENGTH	FINISH	N.C.I.C. ENTRY #
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NARCOTICS	DRUG TYPE	UNIT OF MEASURE	DRUG CODE	PILL TYPE	PILL SHAPE	PILL COLOR1	PILL COLOR2
	Weighted Drug	Gram	Fentanyl				
	PILL MARKING 1	PILL MARKING 2					

OWNER	NAME & ADDRESS	OWNER PHONE
	Kaleb Appgar 521 East Second Street,Manchester,OH,45144	

EVIDENCE CODE	EVIDENCE DATE/ TIME	EVIDENCE COLLECTED BY	EVIDENCE FINAL DISPOSITION	OTHER EVIDENCE
Weighted Drug	1/16/2024 22:00	(1921) Sgt. Prose, Kyle L		

PROPERTY NO:2	PROPERTY CODE 36	LOSS CODE 7	QUANTITY 1.00	PROPERTY VALUE 6000.00	VICTIM NO. :	SUSPECT NO. :	VEHICLE NO. : 1	VEH LIC STATE : OH	VEHICLE YEAR : 2013
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PROPERTY DESCRIPTION	2013 Kia Soul	FOUND LOCATION	US 52 MP 13
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MAKE / BRAND	MODEL	SERIAL	N.C.I.C. #
Kia Motors Corporation		KNDJT2A63D7555659	

FIREARM	CALIBER	TYPE	BARREL LENGTH	FINISH	N.C.I.C. ENTRY #
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NARCOTICS	DRUG TYPE	UNIT OF MEASURE	DRUG CODE	PILL TYPE	PILL SHAPE	PILL COLOR1	PILL COLOR2
	PILL MARKING 1	PILL MARKING 2					

OWNER	NAME & ADDRESS	OWNER PHONE
	Kelley Scott 6222 Old Dutch Road,West Union,OH,45693	

EVIDENCE CODE	EVIDENCE DATE/ TIME	EVIDENCE COLLECTED BY	EVIDENCE FINAL DISPOSITION	OTHER EVIDENCE
			Returned to Owner	

PROPERTY CODES	17 COMP.HARDWARE/SOFTWARE	38 BUSES	60 CHEMICALS
EXCHANGE MEDIUMS	18 OFFICE EQUIPMENT	39 TRUCKS	61 CROPS
01 MONEY	19 STEREO EQUIPMENT, TV AND RADIO (NON-VEHICLE)	40 TRAILERS	62 DOCUMENTS/PERSONAL OR BUSINESS
02 CREDIT/DEBIT CARD	20 RECORDINGS	41 WATERCRAFT	63 EXPLOSIVES
03 NEGOTIABLE INSTRUMENTS	21 SPORTS EQUIPMENT (ALL EXCEPT BICYCLES AND FIREARMS)	42 RECREATIONAL VEHICLE	64 FIREARM ACCESSORIES
04 OTHER EXCAHNGE MEDIUMS	22 PHOTOGRAPHIC EQUIPMENT	43 OTHER MOTOR VEHICLE	65 FUEL
DOCUMENTS	23 FARM EQUIPMENT	WEAPONS	66 IDENTITY-INTANGIBLE
05 NON-NEGOTIABLE INSTRUMENTS	24 HEAVY CONSTRUCTION / INDUSTRIAL EQUIPMENT	44 FIREARMS	67 LAW ENFORCEMENT EQUIPMENT
06 PERSONAL (IDENTITY) PAPERS	25 BUILDING SUPPLIES FOR CONSTRUCTION	45 OTHER WEAPONS	68 LAWN/YARD/GARDEN EQUIPMENT
07 OTHER DOCUMENTS	26 TOOLS	STRUCTURES	69 LOGGING EQUIPMENT
VALUABLES	27 VEHICLE PARTS / ACCESSORIES	46 SINGLE OCCUPANCY	70 MEDICAL/MEDICAL LAB EQUIPMENT
08 JEWELRY/PRECIOUS METALS	28 SCHOOL SUPPLIES	47 OTHER DWELLINGS	71 METALS, NON-PRECIOUS
09 ART OBJECTS, ANTIQUES, ANDOTHER PRECIOUS ITEMS	29 OTHER EQUIPMENT	48 COMMERCIAL/BUSINESS	72 MUSICAL INSTRUMENTS
10 OTHER VALUABLES	CONSUMABLE ITEMS	49 INDUSTRIAL/MANUFACTURING	73 PORTABLE ELECTRONIC COMMUNICATIONS
PERSONAL EFFECTS	30 ALCOHOL	50 PUBLIC/COMMERCIAL	74 WATERCRAFT EQUIPMENT/PARTS/ACCESSORIES
11 CLOTHING FURS	31 DRUGS / NARCOTICS	51 STORAGE	
12 PURCHASES/HANDBAGS/WALLETS	32 CONSUMABLE GOODS	52 OTHER STRUCTURES	
13 OTHER PERSONAL EFFECTS	ANIMALS	OTHER	
HOUSE HOLD ITEMS	33 LIVE STOCK	53 MERCHANDISE	
14 HOUSEHOLD ITEMS	34 HOUSEHOLD PETS	54 OTHER PROPERTY	
EQUIPMENT	VEHICLES	55 PENDING INVENTORY	
15 DRUG/NARCOTIC EQUIPMENT	35 AIRCRAFT	56 SPECIAL CATEGORIES	
16 GAMBLING EQUIPMENT	36 AUTOMOBILES	57 AIRCRAFT PARTS OR ACCESSORIES	
	37 BICYCLES	58 ARTISTIC SUPPLIES OR ACCESSORIES	
		59 CAMPING/HUNTING/FISHING EQUIPMENT/SUPPLIES	

REPORTING OFFICER:	[REDACTED]
APPROVING OFFICER:	[REDACTED]



Ohio State Highway Patrol  
 REPORT OF INVESTIGATION  
 Property Report

INCIDENT NUMBER
[REDACTED]

TYPE PROPERTY LOSS (ENTER CODES BELOW)		1 NONE	2 BURNED	3. COUNTERFEITED / FORGED	4. DESTROYED / DAMAGED / VANDALIZED	5. STOLEN / ETC	6. SEIZED	7. RECOVERED	E EVIDENCE	P PHOTO	U UNKNOWN
PROPERTY NO.:	PROPERTY CODE	LOSS CODE	QUANTITY	PROPERTY VALUE	VICTIM NO. :	SUSPECT NO. :	VEHICLE NO. :	VEH LIC STATE :	VEHICLE YEAR :		
NO:3	15	6	1.00			1					
PROPERTY DESCRIPTION 5 hypodermic needles								FOUND LOCATION In vehicle			
MAKE / BRAND			MODEL			SERIAL		N.C.I.C. #			
FIREARM		CALIBER	TYPE		BARREL LENGTH		FINISH		N.C.I.C. ENTRY #		
NARCOTICS		DRUG TYPE		UNIT OF MEASURE	DRUG CODE			PILL TYPE	PILL SHAPE	PILL COLOR1	PILL COLOR2
		PILL MARKING 1					PILL MARKING 2				
OWNER		NAME & ADDRESS Kaleb Apgar 521 East Second Street,Manchester,OH,45144							OWNER PHONE		
EVIDENCE CODE		EVIDENCE DATE/ TIME			EVIDENCE FINAL DISPOSITION			OTHER EVIDENCE Post Needle box			

PROPERTY CODES	17 COMP.HARDWARE/SOFTWARE	38 BUSES	60 CHEMICALS
EXCHANGE MEDIUMS	18 OFFICE EQUIPMENT	39 TRUCKS	61 CROPS
01 MONEY	19 STEREO EQUIPMENT, TV AND RADIO (NON-VEHICLE)	40 TRAILERS	62 DOCUMENTS/PERSONAL OR BUSINESS
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04 OTHER EXCAHNGE MEDIUMS	22 PHOTOGRAPHIC EQUIPMENT	43 OTHER MOTOR VEHICLE	65 FUEL
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15 DRUG/NARCOTIC EQUIPMENT	35 AIRCRAFT	56 SPECIAL CATEGORIES	
16 GAMBLING EQUIPMENT	36 AUTOMOBILES	57 AIRCRAFT PARTS OR ACCESSORIES	
	37 BICYCLES	58 ARTISTIC SUPPLIES OR ACCESSORIES	
		59 CAMPING/HUNTING/FISHING EQUIPMENT/SUPPLIES	

REPORTING OFFICER:	[REDACTED]
APPROVING OFFICER:	[REDACTED]



OHIO DEPARTMENT OF PUBLIC SAFETY  
OHIO STATE HIGHWAY PATROL

**REPORT OF INVESTIGATION  
INVESTIGATIVE NOTES**

INCIDENT NUMBER [REDACTED]	REPORT DATE/TIME [REDACTED]	PHOTO POUCH NUMBER 08-21258
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**Wednesday, [REDACTED] 01:32** **1921 Sgt. Prose, Kyle L**

On [REDACTED] I responded to the Adams County Regional Hospital to make contact with the suspect/driver Kaleb Apgar who was involved in a pursuit [REDACTED] initiated on US 52 near mile post 13 in Adams County. When Kaleb arrived at the hospital I observed him to have a cut on his face, which he received from the crash at the end of the pursuit.

I advised Kaleb his Miranda Rights at 2152 hours. Kaleb refused to answer any questions nor give a statement about the incident. Located in Kalebs clothing were 2 used hypodermic needles and a folded piece of cardboard with a fine white powder in it. The 2 needles were destroyed at the hospital, placed in a used needle return box. I took custody of the suspected narcotics, placing them in the trunk of my cruiser. I took photographs of Kaleb and the illegal contraband that was found.

The two occupants Jenifer Tackett and Cole Masterson were also transported to the hospital. I obtained 2 written statements from both of them. Miranda Rights were advised to each before questioning. Both Jenifer the front seat passenger and Cole the back seat passenger stated Kaleb was operating the vehicle. Both stated they were parked at the old power plant on US 52 before the pursuit started. Cole stated it was to check the tires on the vehicle, Jenifer stated it was to stop and smoke a joint. Jenifer stated Kaleb fled from [REDACTED] because he had a warrant. Jenifer stated her head hurt from the end pursuit when the vehicle crashed. She stated that she did have a seat belt on. Cole stated his neck was sore and that he was not wearing a seat belt.

After Kaleb was cleared from the hospital I transported him to the Adams County Jail for a felony warrant he had through Adams County. [REDACTED] will be filling additional charges.

At the Georgetown Patrol Post I packaged the suspected drugs and placed them in the post courier drop box to be transported to the OSHP Crime Lab.

**Wednesday, [REDACTED] 16:08** [REDACTED]

On [REDACTED] I was on regular patrol on US 52 westbound in Adams County, Ohio. I was driving a marked OSP Patrol Car and wearing the uniform of the day. At approximately 2054 hours I observed a white Kia SUV pull onto US 52 heading westbound from the old Killen Power Station. It seemed suspicious that the vehicle would be coming from that location and when the vehicle proceeded westbound it appeared to accelerate rapidly. The vehicle appeared to be traveling at a high rate of speed and I sped up to get behind it. When I closed the distance I checked the vehicle's speed with same-direction RADAR. The speed reading for the violator vehicle was 86 miles per hour in a marked 55 mile per hour zone. I advised OSP Dispatch that I would be making a traffic stop with that vehicle. I gave a vehicle description as the license plate was unreadable. I then activated my overhead lights of my patrol car, signaling the vehicle to stop. The vehicle slowed it's speed and activated it's right turn indicator. The vehicle did not make an attempt and continued westbound on US 52 for a short period of time.

We then approached the intersection with Buckeye Station Road. The vehicle made a right hand turn onto

REPORTING OFFICER [REDACTED]	UNIT NUMBER [REDACTED]	DATE [REDACTED]
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OHIO DEPARTMENT OF PUBLIC SAFETY  
OHIO STATE HIGHWAY PATROL

**REPORT OF INVESTIGATION  
INVESTIGATIVE NOTES**

INCIDENT NUMBER [REDACTED]	REPORT DATE/TIME [REDACTED]	PHOTO POUCH NUMBER 08-21258
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Buckeye Station and accelerated rapidly. I advised OSP Dispatch that the vehicle was not stopping and I activated the emergency siren in my patrol car. The vehicle continued westbound on Buckeye Station, driving at unsafe speeds. The roadway is gravel in areas and paved in others and parts of the roadway were snow covered. Buckeye Station Road is narrow and winding and there are wooded areas on either side of the roadway. We continued Westbound on Buckeye Station Road with speeds reaching into the upper 50s. Eventually the vehicle reached the intersection of Buckeye Station Road and Bat Roost Road. The vehicle made a left hand turn onto Bar Roost Road, failing to stop for the stop sign.

The vehicle proceeded westbound on Bat Roost Road, reaching speeds into the upper 50s. The roadway is narrow and winding and there are houses sporadically along the route. The surface is paved and was snow covered in some locations. As the vehicle continued westbound it made no effort to maintain it's lane of travel and used both sides of the roadway. The vehicle then neared the intersection with Island Creek Road and made a right hand turn, again failing to stop at the stop sign and nearly causing a crash with another vehicle.

The vehicle continued northbound on Island Creek Road, again failing to maintain it's lane of travel and using the entire roadway. We continued northeast on Island Creek Road, reaching speeds into the low 70s. Island Creek Road a rural route. It was free of any additional traffic as we proceeded. The violator vehicle drove completely left of center multiple times. We continued to the intersection of Island Creek Road and Pumpkin Ridge Road and Moores Run Road. The vehicle continued straight through the intersection and onto Moores Run Road, completely disregarding the stop sign.

The vehicle proceeded eastbound on Moores Run Road, reaching speeds into the upper 60s. The roadway is narrow and was partially snow covered and was slick to drive upon. As we continued I could feel my patrol car sliding in the roadway. The surrounding area is heavily wooded and there is a creek which runs parallel to the route. The vehicle again did not maintain any lane and used the entire roadway as it proceeded. We then came upon the intersection of Moores Run Road and State Route 247. During this time I could radio traffic from Units from Adams County Sheriff's Office. They were near the village of West Union and were getting into position to assist if needed. As we reached the intersection with State route 247 the vehicle lost control and partially spun in the roadway. I attempted to get ahead of the vehicle to stop its advance but was unable to do so. The vehicle then proceeded northbound onto State Route 247.

At this time I could see the overhead emergency lights from a West Union Police cruiser, which was being operated by Officer Shawn Cooley. Officer Cooley was southbound on State Route 247 coming towards our location. The violator vehicle negotiated a sharp left hand curve near Beasley Fork Road. As it did so, it drove left of center, causing officer Cooley to drive off the roadway to avoid being struck. The violator vehicle continued northbound on State Route 247 towards the Village of West Union. I could hear radio traffic from Adams County Deputies who advised they were in position to deploy stop sticks on State Route 247 just south of the Village. We continued northbound, reaching speeds in excess of 80 miles per hour. The vehicle drove left of center multiple times. While proceeding northbound the violator vehicle passed one additional motorist who was traveling southbound. As we continued northbound and were nearing the Village of West Union I could see the overhead emergency lights of multiple Adams County SO vehicles. They had deployed stop sticks near the sewer plant just south of the Village. As we came into the Village the violator vehicle struck the stop sticks and his left front tire began to slowly deflate.

REPORTING OFFICER [REDACTED]	UNIT NUMBER [REDACTED]	DATE [REDACTED]
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**REPORT OF INVESTIGATION  
INVESTIGATIVE NOTES**

INCIDENT NUMBER [REDACTED]	REPORT DATE/TIME [REDACTED]	PHOTO POUCH NUMBER 08-21258
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Once inside the Village the vehicle made an abrupt right-hand turn, eastbound on Walnut Street. As it did so, the vehicle slid across the roadway and struck a concrete wall on the north side of the roadway. The vehicle lost momentum and I believed I could get ahead of the vehicle to prevent it from continuing on. However, as I accelerated to get ahead of the vehicle it gained traction and accelerated also. The vehicle began to merge back to the right side of the roadway as I was accelerating and I believed the vehicle would strike my patrol car. At that time I made the decision to perform a PIT maneuver. The violator vehicle slid off of the south side of the roadway, through a yard and struck a guy wire for a utility pole, where it became immobilized near South East Street. I advised OSP Wilmington Dispatch as well as Sergeant S. Fox (U-1235) who had been monitoring radio traffic.

I stopped my patrol car in the roadway and observed a subject running southbound on South East Street. I exited my patrol car and advised OSP Dispatch that I would be on foot. The subject, identified as a Ms. Jennifer Tackett, ran a short distance before laying on the ground and surrendering. Ms. Tackett was taken into custody by myself and escorted back to my patrol car. When she was taken into custody she dropped on the ground a wallet containing a paper copy State issued ID Card for a Mr. Kaleb Apgar. It was learned that Ms. Tackett was the front seat passenger of the vehicle. Also taken into custody without incident was a Mr. Cole Masterson. Mr. Masterson was the rear passenger and remained in the vehicle until he was secured by West Union PD.

The driver of the vehicle, identified as a Mr. Kaleb Apgar, had exited the vehicle and ran on foot southwest. He was taken into custody by Adams County Sergeant Shane Thatcher and Deputy Brandon Swayne. At first, Ms. Tackett and Mr. Masterson were apprehensive about identifying the driver of the vehicle as Mr. Apgar. Mr. Apgar had busted his nose, presumably during the vehicle crash, and drops of blood were located on the ground near the open driver door. Both Ms. Tackett and Mr. Masterson had sustained minor injuries, but neither was bleeding. They were transported to the Adams County Regional Hospital.

I made contact with Mr. Apgar in the back of a West Union EMS squad. I observed that Mr. Apgar's eyelids were droopy and his pupils were constricted. He seemed lethargic and his speech was slow. A LEADS check revealed that Mr. Apgar had [REDACTED]. The EMTs were attempting to start an IV on Mr. Apgar but were having difficulty doing so and he admitted that he "shoots dope." He made the comment that he was just trying to make it to his sister's house.

Mr. Apgar was transported to Adams County Regional Hospital. When he arrived, OSP Sergeant Kyle Prose made contact with him. Sergeant Prose advised Miranda Rights to him but Mr. Apgar declined to provide a statement. Located in Mr. Apgar's clothing was a small folded piece of cardboard containing a fine white powdery substance, suspected to be Fentanyl. Sergeant Prose seized the powder as evidence. Also located in Mr. Apgar's belongings were two hypodermic needles which had been used. They were also seized. Sergeant Prose also advised Mr. Miranda Rights to Mr. Masterson and Ms. Tackett. Each provided a statement and advised that Mr. Apgar was the driver of the vehicle.

Myself and OSP Sergeant Scott Fox conducted an administrative inventory of the vehicle. Located in the vehicle were three additional hypodermic needles, which had been used. I seized those as evidence at that time. The vehicle was then towed from the scene by Scott & Combs Towing. Contact was then made with the

REPORTING OFFICER [REDACTED]	UNIT NUMBER [REDACTED]	DATE [REDACTED]
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OHIO DEPARTMENT OF PUBLIC SAFETY  
OHIO STATE HIGHWAY PATROL

**REPORT OF INVESTIGATION  
INVESTIGATIVE NOTES**

INCIDENT NUMBER [REDACTED]	REPORT DATE/TIME [REDACTED]	PHOTO POUCH NUMBER 08-21258
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registered owner of the vehicle, a Mr. Kelly Scott. Mr. Scott advised that he had reported the vehicle stolen nearly two weeks prior to Manchester Police Department. Manchester PD initiated a "Missing Vehicle" report and the vehicle was not entered stolen into LEADS.

Once Mr. Apgar was released from the hospital he was transported to the Adams County Jail for incarceration for his felony warrant. Sergeant Prose transported the suspected Fentanyl to the OSP Georgetown Post and packaged it and sent it to the OSP Crime Lab via internal courier service. All hypodermic needles were photographed as evidence and placed in the sharps destruction box at the post.

Overall, the pursuit covered approximately 12 miles, spanning one State Route, one city road, and four rural county routes. The maximum speed reached was approximately 82 miles per hour.

**Wednesday, [REDACTED] 20:35** **1235 Sgt. Fox, Anthony S**

On [REDACTED] at approximately 2053 hours, I heard radio traffic from [REDACTED] advising he was attempting to initiate a traffic stop on a vehicle for a speed violation of 86/55. He advised the vehicle was failing to stop and a pursuit ensued. As I drove towards the pursuit, I monitored radio traffic of the pursuit.

All videos have been reviewed and are accurate description of the pursuit.

While en route, Adams County Sheriff's Office was notified and assisted in the pursuit. Adams County was able to deploy TDD's on S.R. 247 just south of the Village of West Union. The TDD's were effective on both front tires of the violator vehicle. After the deployment, the vehicle entered the Village. As the suspect vehicle attempted to make right hand turn onto Walnut Street, he slid into a concrete wall. As the vehicle began to regain control, [REDACTED] saw the prime opportunity to perform a PIT on the violator vehicle. The PIT was performed without supervisory authority due to the time constraint he had to perform it. Once the PIT occurred, [REDACTED] did advise over the radio that he initiated the PIT and the violator vehicle crashed.

After the vehicle crashed, the driver and front seat passenger fled on foot. [REDACTED] gave chase and apprehended the female passenger, Jenifer Tackett, without incident. The driver, Kaleb Apgar, was taken into custody by Adams County Sheriff's Deputies shortly after.

Mr. Apgar was injured as a result of the crash. He sustained a laceration on his face and was later transported by EMS to Adams County Regional Hospital. Ms. Tackett was turned over to Adams County Probation on scene. She was ultimately transported to the hospital for a drug overdose and a possible head injury. The rear seat passenger was apprehended in the vehicle by West Union Police and transported to Adams County Jail. He also was transported by EMS for a possible drug overdose.

[REDACTED] sustained damage to the front bumper, grille, and driver side headlight assembly.

No OSP units were injured as a result of the vehicle/foot pursuit.

REPORTING OFFICER [REDACTED]	UNIT NUMBER [REDACTED]	DATE [REDACTED]
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OHIO DEPARTMENT OF PUBLIC SAFETY  
OHIO STATE HIGHWAY PATROL

**REPORT OF INVESTIGATION  
INVESTIGATIVE NOTES**

INCIDENT NUMBER	REPORT DATE/TIME	PHOTO POUCH NUMBER
[REDACTED]	[REDACTED]	08-21258
<b>0587 Lt. Jordan, Charles A</b>		

On [REDACTED] at approximately 9:57 p.m. I was contacted by Sergeant A.S. Fox, Unit 1235 and notified of this incident.

Sergeant Fox advised me that [REDACTED] attempted to stop a vehicle for a speeding violation on US 52 in Adams County when the suspect vehicle fled and a pursuit ensued. Sergeant Fox indicated Adams County Deputies were able to deploy stop sticks on State Route 247 just outside of West Union. He advised the stop sticks were effective, but the vehicle continued into the village. Sergeant Fox advised the vehicle attempted a right turn onto Walnut Street, but slid into a concrete wall. He advised the vehicle was attempting to regain control and continue fleeing when [REDACTED] made a split second decision to initiate a precision intervention technique. The suspect vehicle traveled off the right side of the road and struck a guy wire.

Sergeant Fox advised that after the vehicle crashed, the driver and a passenger fled on foot. He indicated [REDACTED] was able to apprehend the passenger without incident and a Adams County Deputy captured the driver. Sergeant Fox advised the suspect driver did have minor injuries as a result of the crash.

I have reviewed the case investigation and all available audio and video for this incident.

REPORTING OFFICER	UNIT NUMBER	DATE
[REDACTED]	[REDACTED]	[REDACTED]



INTERNAL INVESTIGATION PRE-INTERVIEW (OSP ONLY)

EMPLOYEE NAME [REDACTED]		UNIT # [REDACTED]	OAKS EMPLOYEE ID # [REDACTED]	SHIFT
COMPONENT / POST Georgetown Post		DIVISION / DISTRICT OSHP/ Wilmington		
DATE 2/1/2024	TIME 1010 <input checked="" type="checkbox"/> A.M. <input type="checkbox"/> P.M.	LOCATION Georgetown Post		
INTERVIEWER NAME Chad E. Smith	TITLE Sergeant	ASSIGNMENT AND SHIFT Administrative Investigation Unit		

You are the subject of an administrative investigation. The known allegations are: On [REDACTED] you were involved in a motor vehicle pursuit and conducted a PIT maneuver in a residential area without supervisory approval.

Ask employee if he / she wants a labor representative? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Bargaining Unit – OSTA - 1	
IF YES, REPRESENTATIVE NAME Larry Phillips	UNIT #	OAKS EMPLOYEE ID #
COMPONENT / POST	DIVISION / DISTRICT	

If a request for a labor representative is made, do not interview until a representative is available.

CONCLUDED AT	RESCHEDULED FOR
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If the employee declines a labor representative or if the representative is present, proceed with the interview by reading the following warning:

You are being interviewed as part of an official administrative investigation by the Department of Public Safety. You will be asked questions relating to the performance of your official duties or fitness for office. If you refuse to answer questions completely and / or accurately, you may be subject to disciplinary action, up to and including dismissal. Statements provided under threat of disciplinary action may not be used against you in any subsequent criminal proceedings.

SIGNATURE OF EMPLOYEE [REDACTED]	DATE 2/1/2024
SIGNATURE OF WITNESS [Signature]	DATE 2/1/2024

INTERVIEW BREAKS

STOP 1039 A	START	STOP	START
INTERVIEW COMPLETED AT Georgetown Post	TAPE RECORDING MADE OF THE INTERVIEW? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TAPE RECORDING MADE BY AIU	

SIGNATURE OF INTERVIEWER [Signature]	DATE 2/1/2024
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Employee to receive a copy of completed form.



## Ohio State Highway Patrol

**Division:** OSP

**Policy:** OSP-203.20-002 MOTOR VEHICLE AND FOOT PURSUITS

**Revision #:** 7      **Approved Date:** 12/1/2023

**Security:** No Restrictions-Available for Public Release

**Distribution:** Auxiliaries. Dispatchers. Sworn Officers

### Summary of Revisions

*Revisions are in red, bold, italics.*

### Purpose

To establish guidelines for the initiation, continuation, termination, and reporting of vehicle and foot pursuits.

### Policy

#### A. VEHICULAR PURSUITS - STATEMENTS OF POLICY

1. **Vehicular Pursuits Defined** – A vehicular pursuit is defined as an active attempt by an officer in an authorized emergency vehicle to apprehend a fleeing suspect(s) who is attempting to avoid apprehension.
2. **Classification and Reporting** – An incident will be classified, defined, and reported as a vehicular pursuit if sufficient elements are present to support a charge of fleeing and eluding a law enforcement officer, whether or not an apprehension is made (e.g., the pursuit is terminated by an officer or a supervisor, or the suspect successfully eludes the pursuing officers). See R.C. §2921.331(B).
3. **Pursuit Justification** - A pursuit is only justified when the necessity of apprehension outweighs the level of danger created by the pursuit. When engaged in vehicular pursuits, Division officers will operate within the limits of safety while considering other methods to identify or apprehend the suspect(s). **41.2.2 a, b**
4. **Initiating/Continuing Pursuit** – When an officer determines that a suspect is fleeing, the officer shall immediately notify the dispatcher of the initiation of the pursuit. The dispatcher will then immediately notify a Division supervisor.

Prior to initiating a motor vehicle pursuit, and throughout the duration of the pursuit, the following information must be taken into consideration: **41.2.2 a, b, c**

- a. Seriousness of the offense(s) known to the officer(s) involved
  - b. Probability of apprehension
  - c. Area where the pursuit takes place (e.g., business, residential, rural, etc.)
  - d. Current traffic volume
  - e. Current road and weather conditions
  - f. Assistance available to the officer
  - g. Knowledge of the identity of the driver and/or occupants
5. **Emergency Operation** – While engaged in a vehicular pursuit, Division officers shall drive with due regard for the safety of all persons and property upon the highways. Division officers actively pursuing a fleeing vehicle shall use the emergency lights and sirens on their patrol cars to signal to the suspect and warn other persons using the highways. See also OSP-200.06, *Patrol Car Operations*. **41.2.1 d**
  6. **Recording Equipment** - Officers driving patrol cars equipped with recording devices will ensure their devices are activated and in use throughout the pursuit, to include a termination or apprehension, in accordance with policies OSP-103.22 and OSP-200.06. **41.3.8 a, b**
  7. **Prohibitions** **41.2.2 e**
    - a. Motor Carrier Enforcement Inspectors (MCEI), MCEI vehicles, Police Officers,

and unmarked (non-pursuit rated) Division vehicles will not engage in vehicular pursuits.

- b. A sworn officer operating an unmarked, pursuit-rated enforcement vehicle (equipped with lights and siren), whether in uniform or not, who is attempting to stop a dangerous felon or other suspect posing a risk to public safety, may initiate or engage in a pursuit. The unmarked vehicle, however, should relinquish the pursuit to marked units as soon as it is practical to do so. Division officers shall not solicit non law enforcement entities or persons for assistance, control, or termination of a vehicular pursuit and any offer of assistance will be declined. See also OSP-200.06.
- c. Officers shall not initiate or engage in a pursuit while transporting a prisoner or any person who has not signed a Division waiver.
- d. Unless otherwise directed by a supervisor, officers not directly involved in a pursuit shall not trail (following at any distance), parallel, intercept, or track an active pursuit. Officers should, however, monitor the progress of the pursuit and be prepared to assist if directed by a supervisor.
- e. Officers outside of a Division-owned vehicle shall not deliberately place themselves in the path of a fleeing motor vehicle.

8. **Pursuit Termination** – A pursuit shall be terminated under any of the following conditions: 41.2.2 h, i

- a. The seriousness of the offense is outweighed by the risk to the public of continuing the pursuit.
- b. In the opinion of the officer or supervisor, due to factors such as, but not limited to, the prevailing traffic, roadway, and environmental conditions, the continuation of the pursuit would be futile or create a danger to the officer(s), the general public, and/or the suspect(s) that outweighs the need for apprehension.
- c. The suspect has been identified to a point where apprehension may be made at a later time and there is no longer a need for immediate apprehension.
- d. The pursuing officer(s) loses sight of the suspect's vehicle and the location is unknown.

B. **VEHICULAR PURSUIT OPERATIONS** – Upon initiating a pursuit, the pursuing officer(s) and/or dispatcher will immediately notify a supervisor. To prevent "caravanning", an active pursuit will involve not more than two officers (primary pursuing officer and a back-up officer) unless a supervisor determines that more officers are needed.

1. **Primary Pursuing Officer Responsibilities** – The primary pursuing officer is normally the closest in proximity to the pursuit and may or may not be the initiating officer. Unless relieved by a supervisor, the primary pursuing officer bears the operational responsibility of the pursuit. The initiating officer and/or primary pursuing officer, unless relieved of this duty by a back-up officer, will relay the following information, completely and accurately, at the start of the pursuit, at regular intervals, or as needed: 41.2.2 c

- a. Location and direction of travel
- b. Estimated and/or average speed of the pursuit
- c. Description of the fleeing vehicle and suspect(s) – license plate number; make, model, color, and type of vehicle; number of occupants and description, etc.

- d. Reason for the pursuit (underlying offense and any additional offenses committed)
- e. Officer's intentions (continue, terminate, intervention tactics, etc.)

2. **Back-up Pursuing Officer Responsibilities** – Any back-up officer joining a pursuit shall immediately notify the dispatcher who is dispatching the pursuit. The back-up officer should immediately assume radio responsibilities and completely and accurately relay the information in section (B)(1) above and/or any other necessary information. 41.2.2 d

The back-up officer will maintain a safe distance behind the primary pursuing officer but close enough to render assistance if needed. If the primary pursuing officer's vehicle becomes disabled, the back-up officer will assume the role of primary pursuing officer. The dispatcher will then arrange for a new back-up officer to participate in the pursuit (see section (B)(3) below).

3. **Dispatcher Responsibilities** – When an officer communicates the initiation of a pursuit, the dispatcher shall immediately notify a supervisor and provide all pertinent information to the supervisor. If the post does not have a supervisor working, another supervisor in the district shall be notified. The dispatcher will be responsible for receiving and recording all of the information regarding the pursuit. The dispatcher(s) shall coordinate all communications activities while maintaining radio communication with the pursuing officers and supervisors. Air support should be utilized if available. 41.2.2 f; 81.2.3

4. **Supervisor Responsibilities** – The primary responsibility of the supervisor is to direct and control the pursuit through effective communication until its end. It is not necessary for the supervisor to be physically present on station or directly involved in the pursuit. 41.2.2 g

The supervisor shall continually evaluate the pursuit based on the criteria outlined in this policy and other applicable Division policies to determine whether the pursuit should continue, be terminated, or whether to deploy intervention techniques (see also OSP- 203.20, *Response to Resistance*). 41.2.2 i

If feasible, a supervisor shall respond to the scene where the pursuit ends, whether or not there is an apprehension of the suspect(s), if the pursuit results in a crash, the pursuit ends and the suspect(s) is apprehended or flees on foot, or the pursuit is stopped using intervention techniques as outlined in section (C) below.

A supervisor who initiated a pursuit must relinquish the pursuit to another officer(s) as soon as practical and assume a supervisory role.

5. **Responsibilities Upon Termination** - If a supervisor orders a pursuit to be terminated, the pursuing officers will **immediately** deactivate their emergency lights and sirens and return to normal patrol operations. The officers will verify the termination by communicating via radio to the dispatcher that the pursuit is terminated and they are no longer actively pursuing the suspect vehicle. The supervisor will verify with the dispatcher that the pursuit has been terminated. If deemed necessary, the supervisor will go direct with the officers to verify that the pursuit was terminated.
6. **Pursuits with Other Agencies** – Before becoming involved in a pursuit conducted by another agency, Division officers shall evaluate their participation based on the provisions of this policy as if the pursuit was initiated by the Division. Division officers may engage in a pursuit with another agency when requested; however, steps should be taken by the officer to discover the reason for the pursuit, e.g., have the dispatcher contact the agency to obtain all pertinent information. In any event, the dispatcher or officer involved will immediately notify a Division supervisor and provide all pertinent

information regarding Division participation in the pursuit. 41.2.2 j

When involved in pursuits with other agencies, Division officers should use plain language when communicating via radio and avoid the use of radio signals. When pursuing into municipalities, the agency with jurisdiction should be notified by a dispatcher or supervisor and care must be taken to ensure that a train of police vehicles does not form. Control should be relinquished to the department with jurisdiction, but the initiating officer should remain in control until the pursuit is taken over and then assume a back-up role. 41.2.2 j

7. **Crossing State Boundaries** – The pursuit of a fleeing felony suspect beyond the boundaries of the state is permitted only when the nature of the felony and/or subsequent actions of the suspect are such that discontinuing the pursuit at the state line would likely result in a risk of death or serious injury to the public at large, to other law enforcement officers, or to the occupants of the fleeing vehicle. In any event, an officer must obtain permission from a Division supervisor before pursuing a vehicle out of the state boundaries. If an officer receives permission to pursue a suspect into another state, the dispatcher must immediately notify the applicable jurisdiction in the neighboring state that a fleeing violator is entering that state from Ohio. 41.2.2 j

- C. **INTERVENTION TACTICS** – Intervention tactics shall be based on the careful consideration of all facts known to the pursuing officer(s), and/or the supervisor, and should be initiated when conditions are favorable. The type and manner of the intervention shall be determined based on the force option that reasonably appears necessary to control the situation. 41.2.3 a, d

All intervention tactics short of deadly force such as tire deflation devices, the Precision/Pursuit Immobilization Technique, i.e., the PIT maneuver (when done under optimal conditions and speeds under 40 MPH), or low-speed channeling/boxing-in/rolling roadblocks may only be used when it is possible to do so safely and when the officer utilizing such tactics has received appropriate training. 41.2.3 c

1. **Tire Deflation Devices** – Tire deflation devices are assigned to every marked patrol car and must be stored in the designated holder in the trunk.
  - a. **Prohibitions on Use** – Tire deflation devices shall not be used on motorcycles, three-wheeled vehicles, or all-terrain vehicles unless deadly force is justified.
  - b. **Use** – Tire deflation devices may be placed across the roadway in order to stop a pursuit when deemed feasible (after consideration of the principles outlined in this policy) by the officers involved or a supervisor. An officer deploying tire deflation devices must communicate to the dispatcher or other officers in the pursuit that the devices are deployed and in what location. This will give the other officers involved time to slow down and avoid striking the devices. 41.2.3 b
  - c. **Precautions** – Tire deflation devices must only be used from a stationary position. Officers should stand off the roadway in a position of substantial cover, such as behind a guardrail, building, or bridge abutment, and must be prepared to take evasive action to avoid being struck by the fleeing vehicle or other officers. Patrol vehicles are not adequate cover. You must be able to observe the target vehicle from this location. If the officer cannot be in a place of relative safety while deploying the devices, the devices should not be deployed. Do not wrap the cord around your hand or any body part and do not hold the cord reel up in the air during deployment (it may become tangled in the frame of the target vehicle).
  - d. **Commercial Vehicles** – Each *LCS trooper, sergeant, and lieutenant marked patrol car is issued* a “Magnum Spike” commercial tire deflation devices that should be used for pursuits involving commercial vehicles, if available. *In addition, each district and the Turnpike will be issued two “Magnum*

**Spike” strips.** If not available, the Division-issued tire deflation devices may be used on standard-sized or large commercial motor vehicles; however, when used on commercial vehicles the deflation time may be longer than on passenger vehicles.

2. **Roadblocks** – A roadblock is a deliberate obstruction of traffic on a roadway at one or more selected points and may or may not be a complete blockage of the roadway. The type of roadblock that will create the least amount of risk to accomplish the objective should be utilized. 41.2.3 a
  - a. **Use** – Safety to the public, law enforcement officers, and the suspect is the primary consideration when using a roadblock to stop a fleeing suspect. Division officers will not use a roadblock if it will expose any person to an unreasonable risk of injury. Therefore, the risk of a continued pursuit must be greater than the risk of using a roadblock. This is a decision that the pursuing officer and/or supervisor must make depending on the facts of each pursuit. 41.2.3 b
  - b. **Type of Roadblock - Stationary** – This is a partial or total blockage of the roadway using suitable materials, such as construction barricades; however, an unoccupied patrol car(s), with emergency lights activated, may be used. Officers shall place themselves in a position of relative safety and should be prepared to seek cover if necessary.

If other traffic will be affected by the roadblock, it must be established in a way that affords ample opportunity for motorists, and the fleeing suspect, to detect the roadblock and stop a safe distance away. The roadblock must leave a route through the blockage making it necessary to slow to proceed through and to prevent any vehicle from crashing into the roadblock. A complete blockage of the roadway is prohibited unless deadly force is justified against the fleeing suspect and no innocent motorists will be affected.

- c. **Type of Roadblock – Flares or Traffic Cones** – Although danger is still present, this type of roadblock is the least hazardous for all involved. Flares or traffic cones may be placed across the roadway or in a manner that funnels the fleeing vehicle to the berm or shoulder and to a stop. Officers setting up this roadblock should park the patrol car off the roadway, with emergency lights activated, and should be in a position to assume pursuit or seek cover if necessary.
    - d. **Type of Roadblock – Moving/Rolling/Boxing-in** – This is a partial blockage of the roadway by a moving patrol car(s) for the purpose of slowing a fleeing vehicle and/or to bring it to a stop. This usually involves two or more patrol cars in front of or in front of and on the sides of the fleeing vehicle. The patrol cars gradually slow, forcing the suspect to stop. This is a more hazardous type of roadblock as the suspect may ram the patrol car(s) with his vehicle. This type of roadblock should only be used on divided highways with light traffic conditions.
3. **Precision/Pursuit Immobilization Technique (PIT)** – The PIT maneuver involves the purposeful contact by a patrol car to the fleeing vehicle in a manner that causes the fleeing vehicle to spin out and come to a stop. In order to utilize the technique, a Division officer must have been trained in its use, received prior approval from a supervisor, and have a back-up officer present to assist.

The PIT maneuver is a specific technique that may only be utilized by properly trained Division officers under reasonable and prudent circumstances. When executed properly and at or under speeds of 40 MPH, the PIT maneuver does not constitute deadly force. In other circumstances, the PIT maneuver may constitute deadly force and may only be used when deadly force is justified to stop a fleeing suspect. A Division officer must obtain the permission of a supervisor before utilizing the PIT maneuver on a fleeing vehicle. 4.1.2; 41.2.3 b, d

4. **Intentional Contact/Ramming** – Intentional contact, or ramming, occurs when a patrol car physically contacts a fleeing vehicle in order to functionally damage the vehicle or otherwise force the vehicle to a stop. Under certain circumstances, intentional contact may be considered deadly force. 4.1.2

When all other attempts to stop the fleeing vehicle are, or likely would be, unsuccessful, and the continuation of the pursuit would place other motorists or officers in imminent danger of serious physical injury or death, then intentional contact may be considered. Intentional contact should be a last resort and only utilized after obtaining the permission of a supervisor. 41.2.3 a, b, d

Intentional contact should only be used if there is an immediate need to stop a driver due to the concern for public safety and optimal conditions exist for implementing this technique. 41.2.3 a

5. **Firearms** – The use of firearms to terminate a pursuit shall be considered a use of deadly force; therefore, their use is governed by policy OSP-203.20, *Response to Resistance*, and its guidelines for the use of deadly force. 4.1.2; 41.2.3
  - a. **Deadly Force** – Division officers are not authorized to use firearms against fleeing vehicles in order to terminate a pursuit or otherwise prevent a fleeing vehicle from evading apprehension. Division officers may not fire upon a vehicle unless officers reasonably believe that they or others are **directly threatened** with serious injury or death, i.e., the officer, other officers, or the general public is **immediately threatened** by the actions of the vehicle or occupants and the failure to stop the vehicle or occupants by using firearms would amount to a **substantial and immediate** risk of serious injury or death to the officer, other officers, or the public if the vehicle was allowed to continue on its given path and there is **no other reasonable alternative** to mitigating the threat posed by the vehicle or its occupants.
  - b. **Disabling a Vehicle with a Firearm** – Officers shall not discharge firearms at tires or other parts of the vehicle in an attempt to disable the vehicle.
6. **Aviation Section** – Whenever practical, the Division’s Aviation Section may be called upon to assist with a pursuit and allow ground units to take a supporting position or to regroup and intercept at a different location or at a later time. If Division planes are operating, the closest plane to the pursuit will be dispatched to assist. If a plane equipped with recording equipment is available, that plane will be dispatched as well. If a Division plane is not airborne, one can be airborne within an hour, plus flight time. For specific enforcement details, commanders should consider scheduling an aircraft if pursuits are likely during the enforcement operation.

- D. **FOOT PURSUITS** – When necessary, a trooper or OIU agent may pursue a person(s) who is fleeing on foot when the officer has legal authority to conduct an investigative detention or make an arrest (see policy OSP-203.05, *Search & Seizure*). Police officers shall not engage in a foot pursuit off state property in accordance with their legal jurisdiction.

1. **Risk Factors** – Before deciding to pursue a fleeing suspect on foot, a Division officer shall balance the need for apprehension against the risks to which the officer will be exposed. The following risk factors shall be considered:
  - a. Availability of backup
  - b. Familiarity with the area/hostile area (e.g., area known for drug trafficking activities)
  - c. Suspect known or suspected to be armed

- d. Multiple suspects (including a vehicle occupied by multiple suspects)
  - e. Poor physical condition or injuries
  - f. Unable to maintain radio contact
  - g. Inclement weather, darkness, or reduced visibility
2. **Alternatives to a Foot Pursuit** – In deciding whether or not to pursue on foot, Division officers shall consider the following alternatives:
- a. Containment of the area
  - b. Saturation of the area with patrol personnel
  - c. K9 search
  - d. Aerial support
  - e. Special Response Team support
  - f. Apprehension at another time and place when the officer knows the identity of the suspect or has other information that would likely allow for later apprehension.
3. **Initiating Officer's Responsibilities** – The initiating officer bears operational responsibility for the foot pursuit unless circumstances dictate otherwise or until relieved by a supervisor. Officers must remember that voice transmissions while running, and in other field tactical situations, may be difficult to understand and may need repeated. As soon as practical, the officer initiating a foot pursuit will relay the following information to the dispatcher:
- a. Unit number
  - b. Officer location and direction of travel
  - c. Reason for the foot pursuit
  - d. Number of suspects and descriptions
  - e. Whether or not the suspect is armed
4. **Dispatcher's Responsibilities** - When an officer communicates that a foot pursuit is in progress, the dispatcher shall immediately notify a supervisor and provide all pertinent information to the supervisor. If the post does not have a supervisor working, another supervisor in the district shall be notified. The dispatcher will do the following during a foot pursuit: **81.2.4 a, d**
- a. Receive, record, and immediately report incoming information on the pursuit, the officers involved, and the suspect.
  - b. Control all radio communications and clear the radio channel of all non-emergency traffic.
  - c. Coordinate and dispatch backup assistance and air support, if available, under the direction of the supervisor.
5. **Foot Pursuit Coordination** – The initiating or primary officer shall coordinate with other officers to establish a perimeter in order to contain the suspect. The primary

officer should not attempt to overtake the suspect until sufficient back-up is available to take the suspect into custody. Assisting officers shall attempt to contain the suspect and not respond to the primary officer's location unless the suspect has stopped and the primary officer requests assistance to take the suspect into custody.

When two or more officers are in a foot pursuit, the officers should not separate unless they can maintain sight of each other and can communicate. The lead officer should concentrate on the suspect's actions while the second officer provides back-up and communicates with dispatch and/or other officers.

6. **Terminating a Foot Pursuit** – If a supervisor orders a termination of the foot pursuit, officers shall immediately stop the pursuit and confirm so via radio to the dispatcher and/or supervisor. The officer should radio the location, the last known direction of travel of the suspect, and request any assistance if necessary.
7. **Supervisor's Responsibility** – Upon notification, the supervisor shall take command and coordinate the foot pursuit. As in any tactical incident, the supervisor does not need to be physically present to coordinate and control the pursuit. The supervisor should evaluate the circumstances surrounding the foot pursuit and decide as soon as possible whether it should continue. The supervisor should allow the foot pursuit to continue under any of the following circumstances:
  - a. There are at least two officers working in tandem and there is a reasonable belief that the suspect may be legally detained or arrested.
  - b. There is a reasonable belief that the suspect poses an immediate threat to the safety of the public or other officers if not apprehended.
  - c. The foot pursuit does not violate provisions of this or related Division policies, procedures, or training.
8. The supervisor shall terminate the foot pursuit at any time he/she concludes that the danger to pursuing officers or the public outweighs the necessity for immediate apprehension of the suspect. Once the foot pursuit has concluded, the supervisor should respond to the end location and assert command and control of the situation, if necessary.

E. **REPORTING** – When an officer initiates a vehicular and/or foot pursuit, he/she shall file a case report detailing the circumstances surrounding the pursuit(s). Any back-up or assisting officers shall include statements in the report detailing their involvement. A supervisor who was not directly involved in the pursuit shall conduct the administrative response to resistance investigation/review per policy OSP-203.20, *Response to Resistance*, and its attachment, *Response to Resistance Investigations*. The same reporting procedures outlined in that policy, including the tiered review up the chain-of-command, will be followed. 4.2.2; 41.2.2 k; 41.2.3e

#### F. **REQUIRED POLICY REVIEW**

1. **Policy Revisions** – Following the release of a revision to this policy, all sworn officers, auxiliary officers, and dispatchers shall be assigned this policy, without delay, for review and electronic read and sign.
2. **Roll Call Training** – Whenever changes to this policy occur, all sworn officers, auxiliary officers, and dispatchers shall be trained on the policy with a focus on the updates or changes. The training may be accomplished by reviewing the policy and taking a quiz, commanders may schedule roll call training sessions, or training may be conducted at the Division's annual in-service training. In any case, refresher training on vehicular and foot pursuits will be conducted at least once every two years for all sworn officers and auxiliary officers.

3. **Annual Review** – All sworn officers and dispatchers will review this policy and be tested on its provisions at least once every calendar year. All auxiliary officers will review this policy at least once every calendar year.
4. **Cadets** – The Academy shall provide all cadets with specific training on the scope and contents of this policy.

**Form and Supplemental References:**

**Standard References:**

CALEA - 4.1.2      CALEA - 41.2.1      CALEA - 41.2.2      CALEA - 41.2.3      CALEA - 41.3.8      CALEA - 81.2.3  
CALEA - 81.2.4

**Related Policies:**

[OSP-103.22 DIGITAL MEDIA](#)  
[OSP-200.06 MOTOR VEHICLE OPERATION BY DIVISION EMPLOYEES](#)  
[OSP-203.20 RESPONSE TO RESISTANCE](#)  
[OSP-203.20-001 DIVISION WEAPONS](#)

**Attachment(s):**



# Policy And Procedure

## Sign Off Report By User

### Report Criteria

Assign Start Date: 1/1/2023 12:00:00 AM

Assign End Date: 2/20/2024 12:00:00 AM

Divisions:

Departments:

Locations:

Job Codes:

Groups:

Users: [Redacted]

Policies: OSP-203.20-002 MOTOR VEHICLE AND FOOT PURSUITS

Status: Read

Inactive Users: No

ALL criteria required: No

Sort By: PolicyNumber

OAKS ID	User Name	Policy Name	Assigned By	Assigned Date	Sign Off Date
[Redacted]	[Redacted]	OSP-203.20-002 - MOTOR VEHICLE AND FOOT PURSUITS (Rev: 6)	cjjarka	02/01/2023	2023-02-04

## DEPARTMENT RECORD



Employee Name	[REDACTED]	Unit Number	[REDACTED]	Hire Date	[REDACTED]
Job Description	Trooper	Division	OSP	Department	[REDACTED] Georgetown

**No Department Record Found**



RESPONSE TO RESISTANCE REVIEW GUIDE AND COMMITTEE FINDINGS

CASE REPORT # [REDACTED]	CRASH REPORT # [REDACTED]	DATE OF INCIDENT [REDACTED]
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NAME [REDACTED]	UNIT [REDACTED]	DISTRICT/POST [REDACTED] Georgetown
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POST COMMANDER / DISTRICT COMMANDER / SECTION COMMANDERS

	POST		DHQ/SECTION		RTR REVIEW COMMITTEE	
	Yes	No	Yes	No	Yes	No
Were performance deficiencies identified that warrant additional training or review?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Were officer safety issues identified that warrant additional training or review?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISTRICT REVIEW

DISTRICT REVIEW SIGNATURE <b>Robert Hayslip</b>	DATE 01/23/2024	RTR REVIEW COMMITTEE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
COMMENTS The case investigation and video were reviewed by DHQ.		

AIU REVIEW

AIU COMMANDER OR DESIGNEE SIGNATURE <b>Ricardo Alonso</b>	DATE 01/25/2024	RTR REVIEW COMMITTEE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
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REVIEW COMMITTEE

PERSONNEL COMMANDER OR DESIGNEE SIGNATURE <b>Anne Ralston</b>	DATE 02/14/2024
FIELD OPERATIONS COMMANDER OR DESIGNEE SIGNATURE <b>Nakia Hendrix</b>	DATE 02/14/2024
CRIMINAL INVESTIGATIONS COMMANDER OR DESIGNEE <b>Chad Neal</b>	DATE 02/14/2024
TRAINING COMMANDER OR DESIGNEE SIGNATURE <b>Michael Kemmer</b>	DATE 02/14/2024
RISK MANAGER OR DESIGNEE SIGNATURE <b>Jeffrey Davis</b>	DATE 02/14/2024
OIU SENIOR ENFORCEMENT COMMANDER OR DESIGNEE SIGNATURE	DATE 02/14/2024

FINAL REVIEW COMMITTEE DECISION

COMMENTS RTR committee reviewed on 1/24/2024. They agreed with District findings and AI will be initiated due to no approval and location of PIT.
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REFERRED FOR AI? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, AI # [REDACTED]	TRAINING ORDERED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	IF YES, <input type="checkbox"/> DISTRICT/POST <input type="checkbox"/> ACADEMY
-----------------------------------------------------------------------------------------	-------------------------	------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------

CHAIRMAN SIGNATURE <b>Joshua Swindell</b>	DATE 02/14/2024
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RESPONSE TO RESISTANCE REVIEW GUIDE AND COMMITTEE FINDINGS

CASE REPORT # [REDACTED]	CRASH REPORT # [REDACTED]	DATE OF INCIDENT [REDACTED]
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NAME [REDACTED]	UNIT [REDACTED]	DISTRICT/POST [REDACTED] Georgetown
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POST COMMANDER / DISTRICT COMMANDER / SECTION COMMANDERS

	POST		DHQ/SECTION		RTR REVIEW COMMITTEE	
	Yes	No	Yes	No	Yes	No
Were performance deficiencies identified that warrant additional training or review?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Were officer safety issues identified that warrant additional training or review?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISTRICT REVIEW

DISTRICT REVIEW SIGNATURE <b>Robert Hayslip</b>	DATE 01/23/2024	RTR REVIEW COMMITTEE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
COMMENTS The case investigation and video were reviewed by DHQ.		

AIU REVIEW

AIU COMMANDER OR DESIGNEE SIGNATURE <b>Ricardo Alonso</b>	DATE 01/25/2024	RTR REVIEW COMMITTEE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
--------------------------------------------------------------	--------------------	----------------------------------------------------------------------------------------------

REVIEW COMMITTEE

PERSONNEL COMMANDER OR DESIGNEE SIGNATURE <b>Anne Ralston</b>	DATE 02/14/2024
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CRIMINAL INVESTIGATIONS COMMANDER OR DESIGNEE <b>Chad Neal</b>	DATE 02/14/2024
TRAINING COMMANDER OR DESIGNEE SIGNATURE <b>Michael Kemmer</b>	DATE 02/14/2024
RISK MANAGER OR DESIGNEE SIGNATURE <b>Jeffrey Davis</b>	DATE 02/14/2024
OIU SENIOR ENFORCEMENT COMMANDER OR DESIGNEE SIGNATURE	DATE 02/14/2024

FINAL REVIEW COMMITTEE DECISION

COMMENTS RTR committee reviewed on 1/24/2024. They agreed with District findings and AI will be initiated due to no approval and location of PIT.
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REFERRED FOR AI? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, AI # [REDACTED]	TRAINING ORDERED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	IF YES, <input type="checkbox"/> DISTRICT/POST <input type="checkbox"/> ACADEMY
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CHAIRMAN SIGNATURE <b>Joshua Swindell</b>	DATE 02/14/2024
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## PIT Maneuver Case Law

The use of a PIT maneuver will pretty much always implicate the Fourth Amendment as a use of force, which is considered a seizure. So the question is, when is the use of a PIT maneuver (or intentional contact) objectively reasonable under the Fourth Amendment? Framed another way, the question is whether a reasonable officer could perceive the fleeing suspect's actions as so dangerous as to justify a PIT maneuver or intentional contact. See *Hocker v. Pikeville City Police Dept.*, 738 F.3d 150, 155 (6th Cir.2013).

Of note, the courts generally do not differentiate between PIT or intentional contacts. Instead, they typically just ineloquently say "rammed." So in this, all these concepts are lumped together without differentiation between low speed PIT and higher speed intentional contact.

*Scott v. Harris*, is the seminal case for intentional contact. When a court determines if the use of intentional contact was reasonable, they are going to weigh the risk of bodily harm to the fleeing suspect against the danger posed to the public. *Scott v. Harris*, 550 U.S. 372, 383, 127 S.Ct. 1769, 167 L.Ed.2d 686 (2007).

What we learn from caselaw is that to determine this, the courts will look at the totality of the circumstances. The totality of the circumstances can include

- Traffic levels (the more traffic means the more innocent people at risk, which means the likelihood of intentional contact being reasonable increases)
  - This can also be the pursuit approaching a more populated area; i.e. intentional contact ahead of the pursuit reaching a church congregation letting out. See *Coitrone v. Murray*, 642 F.App'x 517, 520-522 (6th Cir.2016))
- Suspect speeds (higher speeds=more risk to the public; less time for evasive maneuvers=more likely intentional contact reasonable)
- Suspect driving behaviors (weaving in and out of traffic, signal 100, headlights off at night, running stop signs=increased risk to public=more likely intentional contact reasonable)
- Suspect intentional contact with other vehicles (demonstrates risk to public=intentional contact reasonableness increases)
- If the public has to take evasive action to avoid the suspect (demonstrates risk to public= intentional contact reasonableness increases)
- Length of pursuit (the longer a pursuit goes on, the more likely that an intentional contact will be reasonable)
- The severity of the underlying crime (from the usual *Graham v. Connor* use of force analysis)
- Stop sticks tired and failed
- Etc.

The more factors that point to the public being at risk, the more likely intentional contact will be reasonable. If the public is not at risk, then it is more likely that a intentional contact will not be considered reasonable.

Deadly force is force that “creates a ‘substantial risk of causing death or serious bodily harm.’” *Robinette v. Barnes*, 854 F.2d 909, 912 (6th Cir.1988). Courts have not specifically delineated that intentional contact is always deadly force. Sometimes it is referred to as deadly force (see *Godawa v. Byrd*, 798 F.3d 457, 466 (6th Cir.2015)), sometimes the court punts (“Whether or not Scott's actions constituted application of ‘deadly force,’ all that matters is whether Scott's actions were reasonable.” *Scott v. Harris*, 550 U.S. 372, 383, 127 S.Ct. 1769, 167 L.Ed.2d 686 (2007)).

Below is a recent non-binding federal case out of California, but it does a good job of walking through when a situation where a PIT maneuver is not deadly force.

Case law indicates that the PIT maneuver is designed to be a safe tactic to end a vehicle pursuit inter alia when performed at low speeds, by a trained individual, and in light of the relevant surrounding circumstances. ... The allegation of low speed checks an important box. A pro-longed chase that had no indication of ending soon, and no traffic in a rural area with no indication of dangerous terrain features (e.g. a cliff or narrow residential streets), seem to check other relevant boxes as well. While the FAC makes no express allegations about Zazueta's training on PIT maneuvers, the FAC alleges that Zazueta had experience in performing PIT maneuvers. Experience performing PIT maneuvers suggests that Zazueta had the appropriate training. Further, the PIT maneuver was largely successful and appears to have been properly performed. Mann's car spun out, actually came to a stop against a curb, and Mann and his occupants at that point decided to give up. There is no indication that Mann suffered any injuries between the point in time in which Zazueta's car touched Mann's vehicle (i.e. the beginning of the PIT maneuver) and the point in time in which Mann's vehicle came to a stop against the curb (i.e. the end of the PIT maneuver). The apparent successful application of the PIT maneuver without injury also indicates that Zazueta had appropriate training. Therefore, the allegations indicate that Hatfield's authorization of the PIT maneuver was reasonable in light of the circumstances and existing law.

[internal citations omitted]. *Est. of Mann v. Cty. of Stanislaus*, E.D.Cal. No. 1:21-CV-1098 AWI SKO, 2023 U.S. Dist. LEXIS 15204, at \*13-14 (Jan. 30, 2023).

Like the higher speed intentional contact, these factors play into the reasonableness of the use of force. Here we can see that for the PIT, the court considered

- Low speed (but not a specific speed)
- Trained officer
- Long chase with no indication of ending
- Location without dangerous terrain features (so less likely for the suspect to be seriously injured as a result of the PIT)

Motorcycles are different. With motorcycles, the Sixth Circuit (which binds Ohio) has said “It is only common sense—and obviously so—that intentionally ramming a motorcycle with a police cruiser involves the application of potentially deadly force.” *Walker v. Davis*, 649 F.3d 502, 503-504 (6th Cir.2011). In *Walker*, the Court said using a PIT maneuver on a motorcycle in the middle of an empty field at night in rural Kentucky was not reasonable because the motorcycle was not posing an immediate to anyone else. *Id.* But we do also have Sixth Circuit case law that says that intentionally striking a motorcycle can be a reasonable use of force under different circumstances. In *Coitrone*, the Sixth Circuit said:

The undisputed facts establish that Coitrone, similar to the plaintiff in *Scott*, drove recklessly during the pursuit by driving his motorcycle as fast as 65 to 70 miles per hour, exceeding the speed limit by as much as 25 miles per hour, crossing the double-yellow line, and driving in the left lane of a two-lane road in order to pass vehicles traveling in the right lane. The undisputed facts also establish that Coitrone's reckless driving, like the actions of the plaintiff in *Scott*, posed an immediate and substantial danger to the safety of innocent bystanders because portions of the chase occurred in areas in which other drivers and pedestrians were present. Accordingly, the undisputed facts establish that Coomes's use of potentially deadly force against Coitrone was objectively reasonable because Coitrone, like the plaintiff in *Scott*, initiated a chase that posed a "substantial and immediate risk of serious physical injury to others."

*Coitrone v. Murray*, 642 F.App'x 517, 520-522 (6th Cir.2016).

# ***Precision Immobilization Technique (PIT)***

***Ohio State Highway Patrol Training Academy  
Emergency Vehicle Operations Course***

## ***References***

- ***Ohio Peace Officer Training Commission  
Basic Training Curriculum 5-1, 5-2***
- ***Fairfax County Virginia Police Academy***
- ***Maryland Corrections and Police Training  
Commission***
- ***Washington Post***
- ***Arkansas Democrat Gazelle***

## ***Student Performance Objectives***

- 1. Define Precision Immobilization Technique (PIT)***
- 2. Describe the predictability of a PIT***
- 3. Explain the effects of Electronic Stability Control (ESC) Systems on the PIT maneuver***
- 4. Describe the possibility of an air bag deployment during a PIT maneuver***
- 5. Identify the vehicle dynamics involved in a PIT***

## ***Student Performance Objectives***

- 6. Define "Tracing the L"***
- 7. Define "Match, Touch, Lean" (MTL)***
- 8. Define matching speed (Match)***
- 9. Define soft contact (Touch)***
- 10. Define turning into the vehicle (Lean)***
- 11. Identify the importance of the location selection when considering a PIT***

## ***Student Performance Objectives***

- 12) List desired locations/circumstances to conduct a PIT maneuver***
- 13) List undesired locations/circumstances to conduct a PIT***
- 14) Explain the effect speed has on a PIT***
- 15) List the types of vehicles a PIT could and should not be conducted on***
- 16) Demonstrate "Tracing the L"***
- 17) Demonstrate "Match, Touch, Lean"***

## ***Student Performance Objectives***

- 18) Demonstrate matching target speed of a fleeing vehicle (Match)***
- 19) Demonstrate identifying the target area of the fleeing vehicle for soft contact (Touch)***
- 20) Demonstrate the proper lane change into the fleeing vehicle (Lean)***
- 21) Demonstrate the proper follow through and disengagement during a PIT maneuver***

## ***Student Performance Objectives***

***22) Demonstrate the PIT maneuver***

***23) Identify concerns after the PIT is executed***

***24) Identify common mistakes made during the PIT maneuver and their causes***

***25) Demonstrate post PIT tactics***



## ***PIT Definition***

### **Precision Immobilization Technique:**

- ***The intentional act of using a patrol vehicle to physically force a fleeing vehicle from a course of travel in order to stop it***
- ***Involves minimal force***
- ***IF performed properly, little to no damage done to vehicles***

## ***Case Law***

***Scott v. Harris (2007)***

***Hocker v. Pikeville City Police (2013)***

***Robinette v. Barnes (1988)***

***Godawa v. Byrd (2015)***

***Mann v. City of Stanislaus (2023)***

***Walker v. Davis (2011)***

***Coitrone v. Murray (2016)***

## ***PIT Maneuvers***

### ***Washington Post article, August 2020***

- *Since 2016, 30 people have died nationwide from PIT maneuvers*
- *18 were from pursuits initiated from minor traffic violations, 10 were passengers, 4 were bystanders*
- *100 of the largest city police departments nationwide, and 49 state agencies have some sort of pursuit and PIT policies*
- *Many agencies have changed pursuit and PIT policies based on pursuits or PITs resulting in fatalities*

## ***PIT Maneuvers***

### ***Arkansas State Police***

- *California Highway Patrol trained Arkansas State Police in the PIT maneuver at low speeds (50 MPH)*
- *Felony to flee while driving faster than the posted speed limit*
- *Troopers are trained to end "pursuits" before they start*
- *Instructed to ram suspects off the roadway by any means necessary, referred to as "Tactical Vehicle Intervention"*
- *Allowed to PIT in excess than 100 MPH without supervisors approval*
- *Colonel states "it's a bad idea to flee in a vehicle, forces them to utilize a TVI"*
- *No other LEA in Arkansas permits its officers to use any form of ramming in pursuits*





## **PIT Maneuvers**

### **Arkansas State Police**

- *From 2016 to 2022, the number of PITs rose by 387%, while the number of pursuits only rose 86%*
- *Since 2016, 11 people have died in pursuits, 3 in 2023 from PIT maneuvers*
- *From 2016 to 2023, only 20% of Troopers have decided to terminate pursuits*
- *Since 2016, 64 Troopers, 390 suspects, and 83 civilians have been injured in pursuits*
- *Colonel blames Little Rock PD for having a no pursuit policy*
- *Colonel, and Governor supports ASP stating "commends the bravery and willingness to put their lives on the line"*

## **PIT Maneuvers**

### **California Highway Patrol**

- *Policy states cannot PIT faster than 35 MPH, must have supervisor approval*

### **North Carolina Highway Patrol**

- *Change of Policy in 2017, cannot PIT faster than 55 MPH because of a PIT at over 100 MPH that killed two teenagers*

### **South Carolina Highway Patrol**

- *Change of Policy in 2022, prohibited from ramming fleeing vehicles*

### **Louisiana State Police**

- *Change of Policy in 2021, prohibited from ramming vehicles unless deadly force has been authorized*

### **Georgia Highway Patrol**

- *Change of Policy in 2016, allows ramming if the tactic is "objectively reasonable", and if continuing the pursuit would be more dangerous than the ramming maneuver*

## ***History of the PIT***

***Fairfax County VA Police in 1986 was first to research and teach the PIT maneuver.***

- ***Derived from NASCAR and Anti-Terror Techniques***
- ***Research conducted by Daimler Chrysler***
- ***Implemented by California Highway Patrol in 1992***
- ***Implemented by Washington State Police in 1997***
- ***Many Law Enforcement Agencies across the country now have a PIT policy in place***

## ***Predictability***

- ***Extensive research was conducted using PIT on various types of vehicles, varying environments, and at varying speeds***
- ***Research shows if a PIT maneuver is performed correctly, it could be predicted where the fleeing vehicle and patrol vehicle would come to rest***
- ***Speeds over 45 mph, the predictability decreases***

## ***Predictability***

- ***When performed correctly, the fleeing vehicle will spin 180 degrees and may slide backwards for a short distance***
- ***If the suspect brakes during the PIT maneuver, the spin rotation will slow***
- ***If the suspect accelerates during the PIT maneuver, the spin rotation will increase***





## ***Predictability***

### ***Electronic Stability Control Systems:***

- ***US Government made ABS, Traction Control, and ESC mandatory in every consumer vehicle made since 2012***
- ***Research found that conducting a PIT maneuver on a vehicle with stability control systems could have unpredictable results at both low and high speeds***

## ***Predictability***

- ***Secondary impacts were more common with vehicles equipped with ESC than in vehicles without***
- ***Severity of secondary impacts increased at higher speeds***
- ***ESC equipped vehicles may correct themselves at slow speeds with little to no input from the driver***



## ***Airbag Deployment During PIT***

- ***A PIT maneuver is unlikely to deploy the front airbag***
- ***Most airbag sensors detect impact for 0-30 degrees from the center of the vehicle***
- ***Since the patrol vehicle is making contact laterally, the sensors should not be activated***

## ***Vehicle Dynamics During PIT***

### **Vehicle Dynamics:**

- ***The application of the laws of physics to a vehicle in motion, or more simply put...the study of a vehicle in motion and how it behaves in motion***
- ***Vehicle dynamics and the laws of motion work for the pursuing officer***

## ***Vehicle Dynamics During PIT***

- ***Lateral Weight Transfer: Assists when performing a PIT maneuver in turns***
- ***Longitudinal Weight Transfer: Effected through matching speed and target area; braking and accelerating***
- ***Skid Control: Typically, the rear of the vehicle can slide 25-30 degrees from center, and the driver can still recover; beyond these parameters the vehicle will spin out unless equipped with electronic stability control systems***

## ***Terms and Definitions***

- ***Tracing the "L": Pulling up behind the fleeing vehicle, and tracing the rear bumper to the left or right quarter panel with the front fender of the patrol vehicle to align the target area***
- ***Target-Area: Area on fleeing vehicle where contact is made by patrol vehicle***
- ***Angle of Approach: The angle between the target areas of the fleeing vehicle and patrol vehicle – normally 6-10" away***
- ***Follow-Through: Continuing to steer through the fleeing vehicle after the PIT maneuver until both vehicle's separate***

## ***Terms and Definitions***

- ***Match: Matching the speed of the fleeing vehicle***
- ***Touch: A precise maneuver in which the patrol vehicle makes soft contact with the fleeing vehicle in the target area***
- ***Lean: Patrol vehicle steers into the fleeing vehicle without causing it to spin out***
- ***Strikes: Making contact with the fleeing vehicle to perform the PIT maneuver***

## ***PIT Maneuvers***

### ***Four basic types of PIT:***

- ***Right side strike on a straight roadway***
- ***Left side strike on a straight roadway***
- ***Right side strike in a right hand curve – easiest to perform based on physics, and a bigger field of view of the target area***
- ***Left side strike in a left hand curve***

## ***Location Selection***

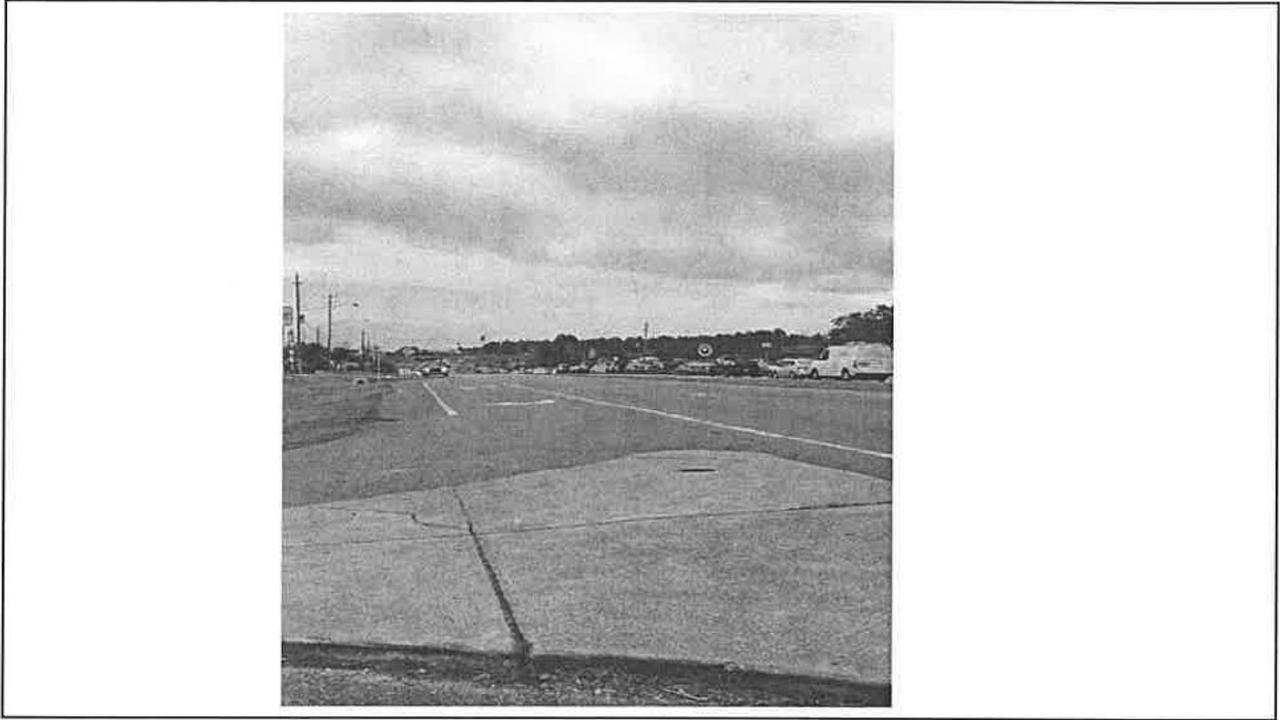
### **Desired Locations:**

- ***Must be clear of pedestrians and traffic obstacles***
- ***Open and flat areas***
- ***Divided highways***
- ***Roadway with shallow ditches***
- ***Curves where visibility ahead is not restricted***
- ***Freeway ramps***

## ***Location Selection***

### **Undesired Locations:**

- ***Blind curves or hillcrests***
- ***Abutments of bridges, guardrails, or barriers***
- ***Within traffic***
- ***Roadside obstacles - Trees, deep ditches, signs, etc.***
- ***Railway crossings***
- ***Active highway construction zones***





## ***Effects Of Speed During PIT***

### **Limitations:**

- ***A wide interstate highway would usually make a safe PIT area***
- ***Jersey walls/guardrails***
- ***Narrow roads do not eliminate the possibility of using PIT, however, it would be wise to limit the speed to below 40 mph***
- ***It is recommended that PIT is not attempted at speeds over 55 mph***

## ***PIT Maneuvers***

***Types of vehicles a PIT maneuver could be performed on:***

- *Passenger cars*
- *Pick-up trucks (Not lifted)*
- *Vans & SUV's*

## ***PIT Maneuvers***

***Types of vehicles a PIT maneuver should not be performed on:***

- *Motorcycles*
- *ATVs*
- *Large commercial trucks, buses, RVs, or vans*
- *Vehicles carrying hazardous materials*
- *Vehicles with flattened tires on both sides*
- *Pick-up trucks with lifted suspensions*



## ***Post PIT Tactics***

- ***Have a plan in place for the events that follow the PIT***
- ***Coordinate with secondary officers before the PIT – Communication is key!***
- ***“Spin and Pin” – Primary officer will attempt to pin the vehicle at the rear passenger side, and the secondary officer will attempt to pin the vehicle at the front passenger side, if boxed against a jersey barrier or guardrail***

## ***Potential Problems***

- ***Not steering through enough can cause a secondary impact***
- ***Braking by either vehicle during a PIT maneuver can cause a secondary impact***
- ***Speeds too high – Both vehicles become less predictable***
- ***Wet Roadway – Fleeing vehicle can travel further than predicted, or rotate quicker causing a secondary impact***

## ***OSHP PIT Policy***

***In order to perform the PIT Maneuver,  
a Division Officer must:***

- ***Be trained in its use***
- ***Received prior approval from a supervisor***
- ***Have a back-up officer present to assist***
- ***Speeds at or under 40 mph***

## ***PIT Maneuver***

- ***This training is covering the PIT maneuver  
and the technique on how it is used***
- ***It is your responsibility to review the Motor  
Vehicle and Foot Pursuit Policy (OSP-  
203.20-002) regarding the PIT maneuver***

# INTER-OFFICE COMMUNICATION



Date May 30, 2024

File 2-TRA

To Major Michael D. Kemmer Attention Captain Jeffrey S. Davis

From Trooper Steven J. Drew

Individualized Training, [REDACTED]

Subject Wilmington District, Georgetown Post

*ATS*

On Monday, May 20, 2024, at approximately 0800 hours, [REDACTED] arrived at National Trail Raceway in Hebron, Ohio to attend a Precision Immobilization Technique Course as part of his individualized training from AI [REDACTED]. He was dressed in the uniform of the day, on time, and ready for training.

The course began with two hours of PowerPoint classroom lectures on the Precision Immobilization Technique (P.I.T.), and alternative pursuit termination tactics. OSP Policies, and P.I.T case law were discussed in detail within the PowerPoint. Approximately two hours of practical driving exercises were then conducted which included "Tracing the L", and "Soft Match, Touch, Lean".

The "Hard Match, Touch, Lean" practical exercise was then practiced, which progressed into conducting the P.I.T maneuver. [REDACTED] performed several maneuvers very well. He understood exactly how to perform a proper P.I.T maneuver from his previous training, and needed little to no instruction.

I reviewed the Administrative Investigation, and talked to [REDACTED] about the incident in detail. He explained his decision-making process, and explained that the attempted P.I.T maneuver was not ideal. He also admitted he attempted the maneuver without a supervisor's approval which violated policy.

[REDACTED] was eager to participate in the training, and kept a positive attitude throughout the day. The individualized training took approximately six hours.

# INTER-OFFICE COMMUNICATION



Date March 25, 2024 File 2ADM

To Captain H. M. Fellure Attention \_\_\_\_\_

From Lieutenant C. A. Jordan, Georgetown Post Commander

Subject AI# [REDACTED] - Written Reprimand

On Wednesday, March 20, 2024 [REDACTED] was issued a written reprimand for violation of the Rules and Regulations of the Ohio State Highway Patrol, 4501:2-6-02(B)(5) Performance of Duty. On [REDACTED] was involved in a motor vehicle pursuit and conducted a PIT maneuver in a residential area without supervisory approval.

[REDACTED]  
Employee Signature

Date

[Signature] 3/25/24  
Issued By Date

## REMARKS AND/OR RECOMMENDATIONS

### DHQ REVIEW

[Signature] 3/26/24  
Signature Date

## REMARKS AND/OR RECOMMENDATIONS

### GHQ REVIEW

Capt. J. D. Pyles 3/26/24



Employee Name	[REDACTED]		
Job Description	Trooper	Division	OSP
		Department	[REDACTED] Georgetown

**202412329**

Case Summary

On [REDACTED] was involved in a motor vehicle pursuit and conducted a PIT maneuver in a residential area without supervisory approval.

Violation Code(s)

- 4501:2-6-02(B)(5) - Performance of Duty

Discipline Imposed	Discipline Days	Effective Date	Abeyance Days
Written Reprimand	-	03/25/2024	-



Employee Name	[REDACTED]	Unit Number	[REDACTED]	Hire Date	[REDACTED]
Job Description	Trooper	Division	OSP	Department	[REDACTED] Georgetown

**202412329**

Case Summary

On [REDACTED] was involved in a motor vehicle pursuit and conducted a PIT maneuver in a residential area without supervisory approval.

Violation Code(s)

- 4501:2-6-02(B)(5) - Performance of Duty

Discipline Imposed	Discipline Days	Effective Date	Abeyance Days
Written Reprimand	-	03/25/2024	-